ORDINANCE O-4896

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND REPEALING THE CITY OF KIRKLAND COMPREHENSIVE PLAN ORDINANCE O-3481, AS AMENDED, TO REPLACE COMPREHENSIVE PLAN CHAPTERS WITH NEW INTRODUCTION CHAPTER, GENERAL ELEMENTS, NEIGHBORHOOD PLANS AND SUBAREA PLANS CHAPTERS, APPENDICES AND LAND USE MAP AS REQUIRED BY RCW 36.70a.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM22-00023.

WHEREAS, the Growth Management Act (GMA), specifically RCW 36.70A.130, mandates that the City of Kirkland takes legislative action to review, and if needed, revise its Comprehensive Plan to ensure continued compliance with GMA (also known as "periodic review"); and

WHEREAS, the City has met its periodic review and update requirement under the GMA, RCW 36.70A.130.

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Findings of Fact.

A. Based on the analysis and findings of fact and the proposed amendment recommended by the Planning Commission, the City Council finds that the review of the Comprehensive Plan, identification of needed amendments and the public outreach and community involvement process comply with the Growth Management Act, RCW 36.70.A.

B. The Comprehensive Plan is consistent with the King County Countywide Planning Policies, the Puget Sound Regional Council Muli-County Planning Policies, and the Growth Management Act.

C. The City, in reviewing and revising the Comprehensive Plan established procedures and schedules for early and continuous public participation pursuant to RCW 36.70A.130(2).

D. The City established and followed an extensive and broadly disseminated public outreach and engagement program established in a Community Engagement Plan and tagline "You Belong Here - Sustainable-Connected-Welcoming-Kirkland 2044" with the community. Throughout the process, the City conducted a variety of public outreach activities to solicit and consider public comments on the community's goals and values, and on all proposed amendments to the

Comprehensive Plan; consistent with RCW 36.70A.130, 36.70A.035, and 36.70A.140 including: public meetings, community events, workshops, open houses, educational programs, Boards and Commission meetings, focus groups, high schools, neighborhood associations and other groups, online meetings, meetings with surrounding jurisdictions, agencies, and public hearings between 2022 and 2024.

E. Throughout the public participation process, the City provided web-based surveys, distributed media and utility billing announcements, received public comment forms, received public comments via oral testimony, email and Our Kirkland, prepared informational materials, posted information on web pages, published public notices, and provided staff memos on the review and revision of the Comprehensive Plan.

F. The City analyzed land use, housing and employment capacities in its Land Use Capacity Analysis dated March 26, 2024, in accordance with RCW 36.70A.215, and in a Housing Inventory and Analysis, which evaluated housing needs and capacity for various income levels dated October 2024, and determined that it can meet its housing and employment targets as allocated by the King County Growth Management Planning Council, and that no inconsistences exist between the goals and policies in the amendments to the Comprehensive Plan and the actual and projected growth patterns examined in the analysis.

G. The City reviewed the Growth Management Act, Puget Sound Regional Council Vision 2050 and Transportation 2050 Plans, Department of Commerce Periodic Update Checklist for Cities, and the King County Countywide Planning Policies to identify revisions needed to the Comprehensive Plan to be consistent with all applicable regional and state requirements, and has made the necessary revisions.

H. The draft amendments to the Comprehensive Plan were transmitted to the Washington State Department of Commerce on October 3, 2024, at least 60 days prior to adoption, and on June 24, 2024, the amendments were sent to the Puget Sound Regional Council, surrounding jurisdictions, and a notice of the availability of the amendments was provided to federal, state, local agencies and jurisdictions, tribes, and interested organizations and parties.

I. Pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation a Draft Supplemental Environmental Impact Statement (DSEIS) issued on June 10, 2024 and Final Supplemental Environmental Impact Statement

(FSEIS) issued on November 8, 2024. Copies of the Draft and Final SEIS were provided to the Department of Ecology and surrounding jurisdictions, were posted on the project webpage, and notice of availability was provided to federal, state and local agencies, tribes, utility and transit organizations, community organizations, newspapers, and nearby jurisdictions.

J. The Planning Commission issued the Draft SEIS to allow a 30 day public comment period and on June 26, 2024 held a public hearing to receive comments on the Draft SEIS.

K. The Final Supplemental Environmental Impact Statement was issued on November 8, 2024, and supplements the City of Kirkland 2015 Comprehensive Plan Update, the Totem Lake Planned Action and Final Environmental Impact Statement (2015), and the NE 85th Street Station Area Plan and Planned Action Final Supplemental Environmental Impact Statement (2021) which is adopted per Washington Administrative Code (WAC) 197-11-630.

L. The Comprehensive Plan Update is within the range of alternatives studied in the Final Supplemental Environmental Impact Statement.

Section 2. Additional Findings of Fact.

A. The Planning Commission held 20 study sessions and public hearings open to the public on the Introduction, General Elements, Neighborhood Plans and Subarea Plans, and Appendices Chapters of the Comprehensive Plan to review proposed amendments and consider public comments.

B. Four public open houses were held to provide information about the draft Comprehensive Plan. Public hearings were held on the draft Comprehensive Plan to receive public testimony on May 9, 2024; May 23, 2024; June 13, 2024; June 27, 2024, July 11, 2024; July 25, 2024; August 22, 2024; September 12, 2024; September 26, 2024; and October 10, 2024.

C. The City Council has received a recommendation from the Kirkland Planning Commission for amendments to the Comprehensive Plan as set forth in a transmittal memo and recommendation dated October 2, 2024, bearing Kirkland Planning and Building Department File No. CAM22-00023.

D. The City Council held study sessions on October 15, 2024, November 19, 2024, and December 10, 2024 to consider the recommendations from the Planning Commission, proposed amendments, environmental documents received from the Responsible Official, and public testimony.

Section 3. Comprehensive Plan Text, Figures, and Tables of General Element Chapters I-XIV, and Neighborhood Plan and Subarea Plans Chapters XV, Shoreline Chapter XVI, and Appendix Glossary Chapter, is repealed and replaced as set forth in the following Exhibits 1-17 attached to this Ordinance and incorporated by reference.

Exhibit 1: Introduction Chapter
Exhibit 2: Sustainability, Climate, and Environment Element
Exhibit 3: Land Use Element
Exhibit 4: Housing Element
Exhibit 5: Transportation Element
Exhibit 6: Economic Development Element
Exhibit 7: Parks, Recreation, and Open Space Element
Exhibit 8: Utilities Element
Exhibit 9: Public Services Element
Exhibit 10: Human Services Element
Exhibit 11: Capital Facilities Element

Neighborhood Plans and Subarea Plans Chapter 12 Subchapters:

- Exhibit 12.A: Bridle Trails Neighborhood Plan
- Exhibit 12.B: Central Houghton Neighborhood Plan
- Exhibit 12.C: Everest Neighborhood Plan
- Exhibit 12.D: Finn Hill Neighborhood Plan
- Exhibit 12.E: Highlands Neighborhood Plan
- Exhibit 12.F: Juanita Neighborhood Plan
- Exhibit 12.G: Kingsgate Neighborhood Plan
- Exhibit 12.H: Lakeview Neighborhood Plan
- Exhibit 12.I: Market Neighborhood Plan
- Exhibit 12.J: Market Street Corridor Plan
- Exhibit 12.K: Moss Bay Neighborhood Plan
- Exhibit 12.L: NE 85th Street Station Subarea Plan
- Exhibit 12.M: Norkirk Neighborhood Plan
- Exhibit 12.N: Rose Hill Neighborhood Plan
- Exhibit 12.O: Totem Lake Business District Plan

Exhibit 13: Shoreline Area
Exhibit 14: Appendix A: Glossary
Exhibit 15: Appendix B: Housing Inventory and Analysis
Exhibit 16: Appendix C: History of Kirkland
Exhibit 17: Appendix D: 2023 Community Profile

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

Section 5. This ordinance shall be in full force and effect five days from and after its passage by the Kirkland City Council and summary publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this 10th day of December, 2024.

Signed in authentication thereof this 10th day of December, 2024.

Kelli Curtis, Mayor

Attest:

Elizabeth Adkisson, Acting City Clerk

Publication Date: December 16, 2024

Approved as to Form:

Darcey Eilers, City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 4896

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND REPEALING THE CITY OF KIRKLAND COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO REPLACE COMPREHENSIVE PLAN CHAPTERS WITH NEW INTRODUCTION CHAPTER, GENERAL ELEMENTS, NEIGHBORHOOD PLANS AND SUBAREA PLANS CHAPTERS, APPENDICES AND LAND USE MAP AS REQUIRED BY RCW 36.70a.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM22-00023

SECTION 1. Provides the Findings of Fact.

SECTION 2. Provides Additional Findings of Fact.

SECTION 3. Establishes Comprehensive Plan Text, Figures, and Tables to be repealed and replaced with amendments to include Exhibits 1-17 for new Introduction Chapter, General Elements, Neighborhood Plans, Subarea Plans, and Appendices.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 10th day of December, 2024.

I certify that the foregoing is a summary of Ordinance O-4896 approved by the Kirkland City Council for summary publication.

Elizabeth Adkisson, Acting City Clerk

1. INTRODUCTION CHAPTER

YOU BELONG HERE
Sustainable – Connected – Welcoming
Kirkland 2044

Adopted Kirkland Land Acknowledgment

Land Acknowledgment
We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.

Figure 1-1 Regional Tribes

Image Source: LandLines Map, Burke Museum, USGS Topographic Map; Seattle quadrangle, 1906

Overview of the Comprehensive Plan

The Kirkland Comprehensive Plan is the primary citywide guide for how we, as a community, will manage growth over the next 20 years (with a horizon year 2044), and is the policy basis that guides all related decisions. The Plan includes goals and policies for how the city addresses land use, transportation, housing, sustainability and climate change, parks and open space, human services, and the public facilities and the services necessary to support growth. The Plan plans for expected growth of an additional 13,200 housing units and 26,490 jobs by the year 2044.

Purpose of this Chapter

This chapter is an orientation to the Comprehensive Plan (Plan). It describes: how the Plan is consistent with State, Regional and Countywide planning policies; the City's community engagement process to update the Plan; citywide General goals and policies; and how the Plan is implemented. Most importantly, this chapter contains the city's Vision Statement and Guiding Principles for the year 2044.

About Kirkland

In 2024, an update to the Community Profile was completed that includes relevant Kirkland data about demographics, housing, economics, land use and capacity. Below is a summary of key facts about Kirkland. This data was compiled from a variety of sources, including the American Community Survey 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 and Administration Department. History of Kirkland document was also completed. The Community Profile and History of Kirkland documents are available in Appendix.

Figure 1-2 Quick Facts About Kirkland Handout

CITY OF KIRKLAND

QUICK FACTS

AT A GLANCE (2023)

Incorporated: **1905**
Area (acres): **18.25 sq. Miles**
Population: **96,920**
State Size Rank: **12th**
County Size Rank: **6th**
Est. Elevation Range: **16-500 ft.**
Neighborhoods: **13**

HOUSING (2022)

Households: **39,983**
Housing Unit Growth since 2010: **80%**
Median Rent: **$2,381**
Rental Vacancy Rate: **7.7%**
Median Home Value: **$1,081,800**
Ownership Status: **39% Rent, 61% Own**
Rental Spending: **19% spend >30% income**
Owner Spending: **33% spend >30% income**

DEMOGRAPHICS

Population Growth: **16%** (2015-2023)
Non-White Population: **25,573, 28%** (2020)
Median Age: **36.9** (2022)
<18 Years Population: **21.5%** (2022)
>65 Years Population: **14.6%** (2022)
Average Household Size: **2.3** (2022)
Median Household Income: **$130,620** (2022)
Households in Poverty: **4.8% Family, 6.5% All** (2021)

ECONOMY

Property Assessed Valuation: **$48.4 Million** (2023)
Largest Employer: **EvergreenHealth, 4,718** (2022)
Total Employment: **52,525** (2022)
Residents Working in City: **5,409, 10.5%** (2020)
Number of Business Licenses: **7,085** (2023)
Home Business Licenses: **3,842** (2023)
City Governmnent Revenue: **$138.2 Million** (2021)
Sales Tax Generated: **$54.2 mil** (2022)
City Permit Valuation: **$37 mil** (2021)
Employment Forecast: **73,302** (2035), **89,443** (2050)

LAND USE & GROWTH (2023)

High Density Housing Zoning: **4%**
Medium Density Housing Zoning: **7%**
Low Density Housing Zoning: **66%**
Mixed-Use Zoning: **5%**
Industrial/Institutional/Office Zoning: **7%**
Parks/Open Space: **11%**
Residential Density: **Moss Bay** (High)/**Bridle Trails** (Low)
Business Distribution: **Juanita (15%)/Everest (2%)**
Housing Unit Growth Target (2044): **+13,200**
Employment Growth Target (2044): **+26,490**

Data Sources

City of Kirkland 2023-2024 Budget Report
U.S Census American Community Survey
City of Kirkland Comprehensive Annual Financial Report
City of Kirkland GIS
2023 Kirkland Community Profile
Puget Sound Regional Council

CITY OF KIRKLAND WASHINGTON

Source: 2023 Kirkland Community Profile

Figure 1-3 Kirkland and Surrounding Area

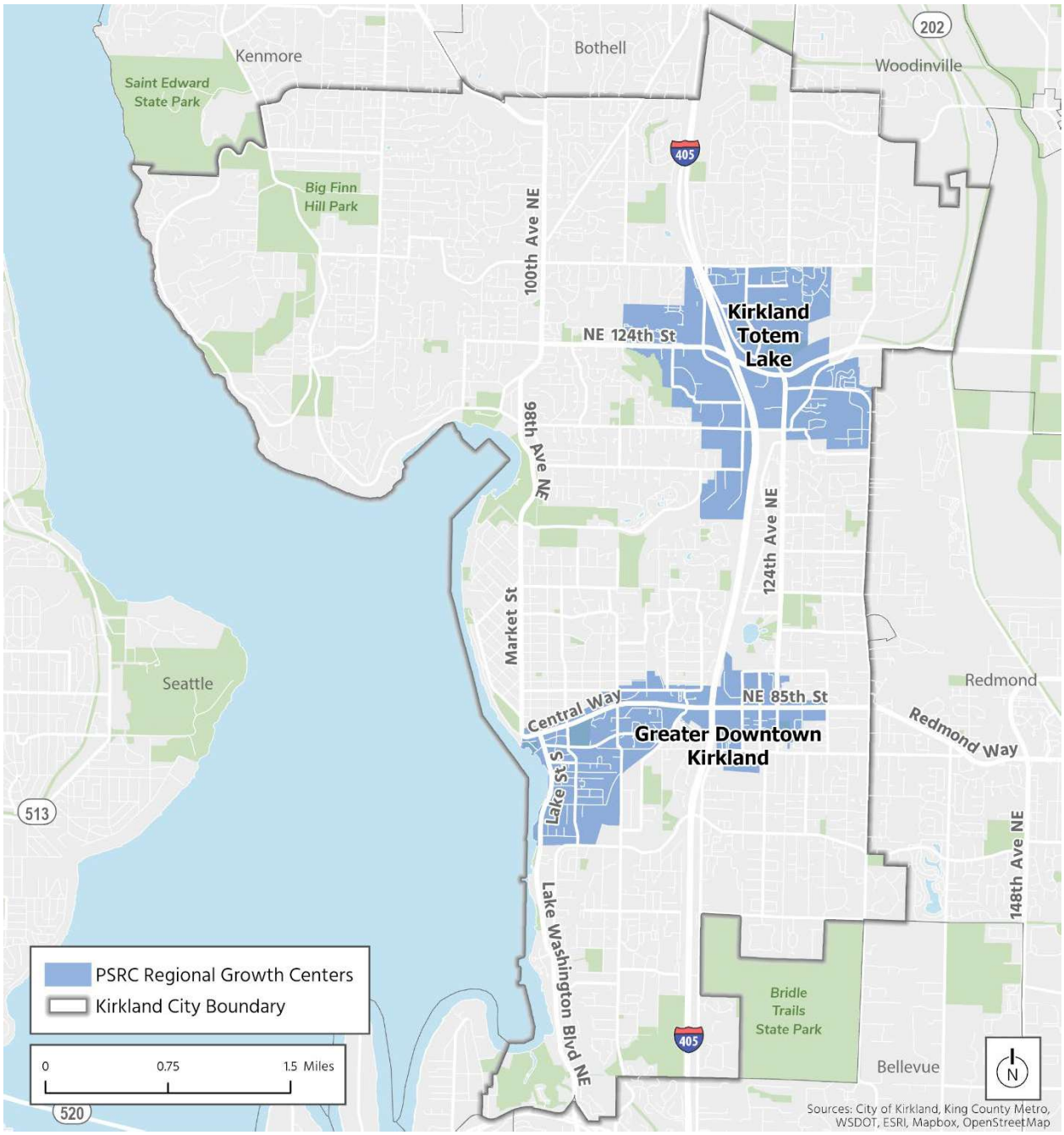
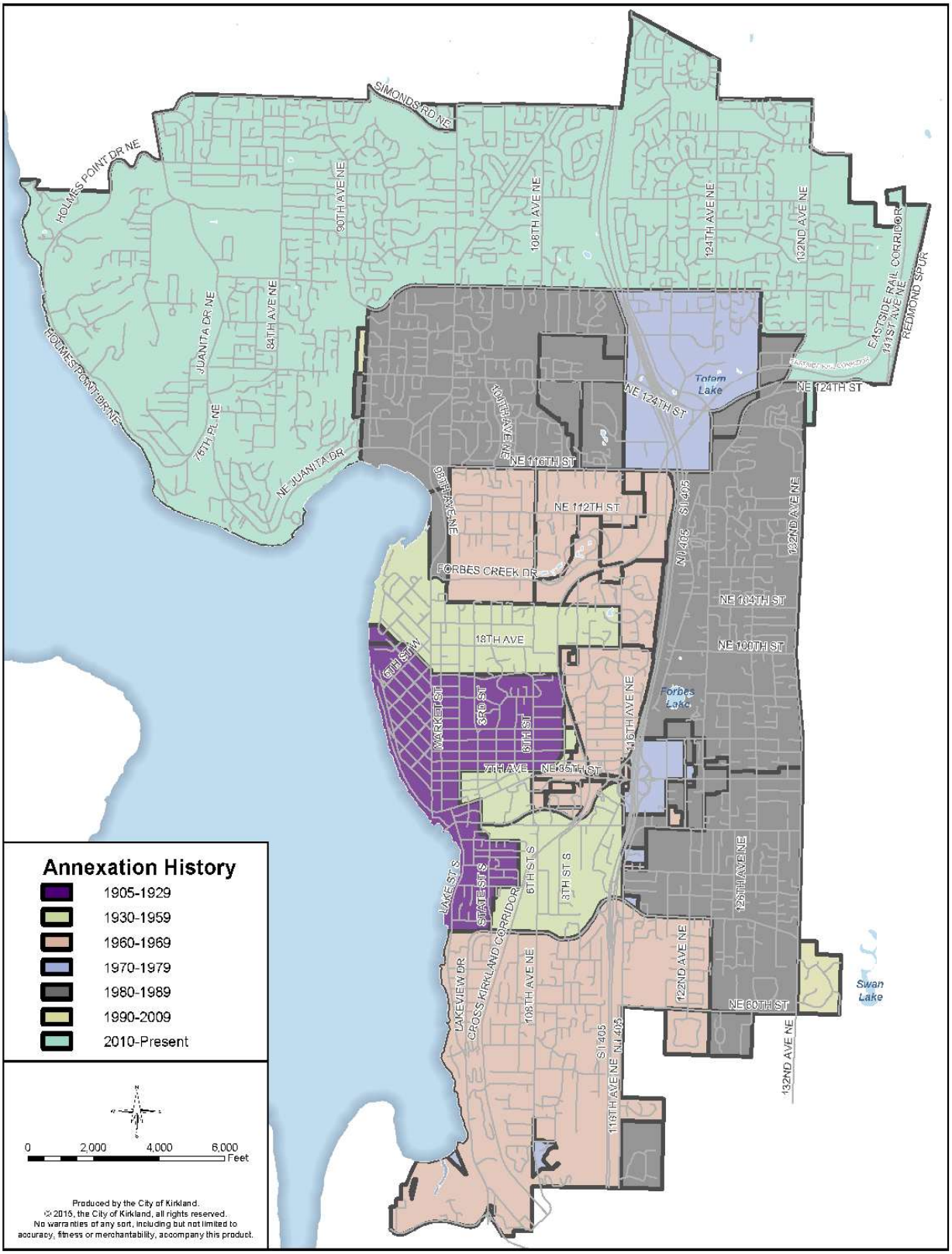


Figure 1-4: City of Kirkland Historical Annexation Areas



Plan Applicability and Consistency

The Growth Management Act (GMA) establishes Washington State's legislation for how the State will preserve and protect rural areas while focusing growth into cities. The GMA requires jurisdictions to periodically update Comprehensive Plans to reflect changes since the last update, and to plan for growth and development in a manner that is internally and regionally consistent, achievable, and sustainable. Prior to this 2044 Plan, the Plan was last updated in 2015 to plan for the year 2035.

Figure 1-5 Regional Planning Context

One of the central tenets of the Growth Management Act is to require consistency in planning across jurisdictions and all different levels of government (e.g., local, regional, state). Consistency is determined in a number of ways. The City's Comprehensive Plan must be consistent and comply with the following:

- Growth Management Act Chapter 36.70A RCW
- Shoreline Management Act (adopted under the authority of Chapter 90.58 RCW and Chapter 173-26 WAC).
- Regional plans –multicounty planning policies adopted by the Puget Sound Regional Council (PSRC) in VISION 2050, Regional Transportation Plan, Regional Economic Strategy, and the Regional Center Framework.
- Countywide Planning Policies, including coordination with plans of adjacent jurisdictions.

In addition, all elements of the Comprehensive Plan must be internally consistent with each other.

Figure 1-6 PSRC Vision 2050 Cover

Regional Consistency

VISION 2050 is the long-range growth and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties. Kirkland's Plan is updated based on residential and employment targets that align with the PSRC VISION 2050 and are assigned by King County Countywide Planning Policies described in more detail in the Land Use Element. 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 2044.

Collaboration with surrounding jurisdictions, agencies, and Tribes

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 GMA requires that the Comprehensive Plans of adjacent jurisdictions be consistent, and the City will continue to coordinate with Eastside cities and King County on planning activities encompassing land use, housing, transportation (traffic modeling, transit, and commute trip reduction), and human services.

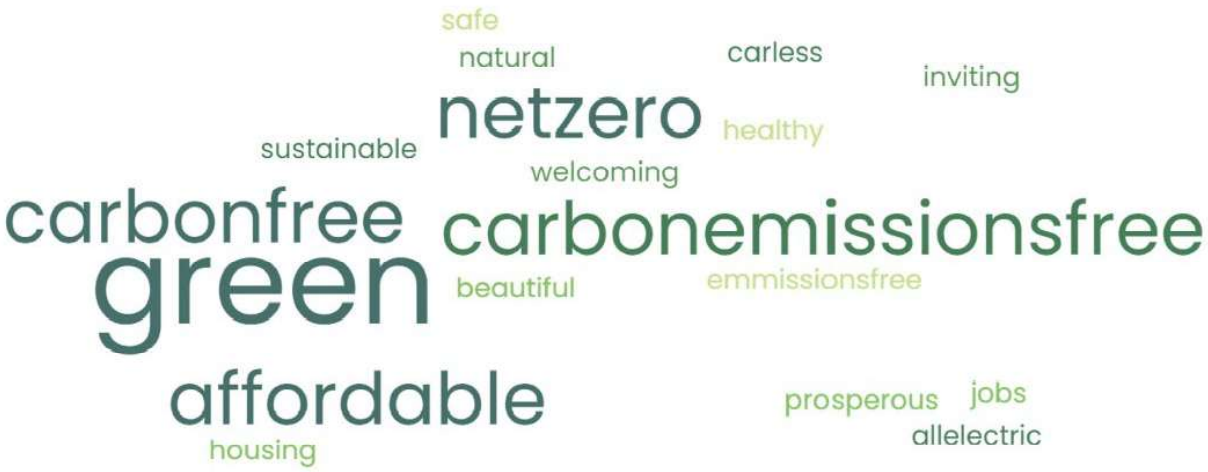
The City coordinates with affected agencies and Tribes to gain a better understanding of mutual issues. This is accomplished through such techniques as interlocal agreements, joint meetings, and by providing opportunities for notification, review, and comment on major plans, programs, or development projects.

<u>Guide to the Comprehensive Plan</u>

The Plan comprises two major parts. The first part contains the Vision Statement, Guiding Principles, and a series of plan elements and policies by topic area that apply citywide. The second part contains plans for each of the city's neighborhoods, the NE 85th Street Subarea Plan, and the Market Street Corridor Plan (see Figure I-8). 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.

Figure 1-7: Word Cloud From Participants at the 2023 Visioning Event



After an extensive community-wide visioning process, the Vision Statements and Guiding Principles were revised from the 2015 version to reflect Kirkland in the year 2044:

Vision Statement

Kirkland is a place where all people are valued. The city is dedicated to celebrating diversity and inclusion while combating racism and discrimination.

Kirkland is accessible for people of all abilities to walk, bike, roll, utilize transit services, and new innovative modes of travel. Diverse housing accommodates residents in every stage of life and is accessible to shops, services, and job opportunities citywide.

Kirkland is innovative and economically resilient, providing public services and capital infrastructure that accommodates growth.

Kirkland is a sustainable city that preserves and enhances our natural and built environment for current and future generations. Kirkland is resilient and livable in the face of climate change.

Council also approved this shortened vision statement on the agenda:

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green, and welcoming place for everyone to be. Civic engagement, innovation and diversity are highly valued. We are respectful, fair, and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.

Guiding Principles

The Guiding Principles express the fundamental goals for guiding growth and development in Kirkland over the 20-year horizon of the Plan. They are based on the aspirations and values embodied in the Vision Statement.

LIVABLE AND WELCOMING

Promote a high quality of life, exemplified by a safe, accessible, affordable, and well-designed community planned for people of all abilities, with convenient access to parks, open space, recreational facilities, the waterfront, community gathering places, excellent schools, effective public transit, an abundance of housing options, jobs, and local services.

Foster an inclusive and equitable community where people of all income groups, stages of life, and life experiences can thrive in Kirkland and feel that they are valued and belong.

SUSTAINABLE AND RESILIENT

Protect and enhance natural environmental systems, including forest land, lakes, wetlands, and streams; integrate green infrastructure into urban environments; achieve resilience and adaptation to climate change impacts; and seek to empower the community to protect the environment through sustainable actions and the values of environmental justice.

Support a vibrant economy that is prosperous and resilient, that provides access to opportunity for all people, provides needed infrastructure, and uses technology responsibly.

Ensure that City growth and services are fiscally sustainable.

Provide and develop collaborations with other partners to provide health and human services that fulfill the basic needs of all people in the city.

Create a more resilient community that can withstand and prosper after natural, human, and economic disruptions, and adapts to climate change.

CONNECTED AND INCLUSIVE

Build an inclusive community by engaging people in government, schools, community gathering spaces, civic events, and volunteer activities to create a sense of belonging and provide pathways for opportunity.

Create an accessible multimodal transportation system for users of all abilities, with a safe, effective, well-maintained, and extensive systems of roads, routes for bicycles and other non-motorized vehicles, pedestrian paths, and transit corridors that connect housing, jobs, and services, parks, schools, and the region.

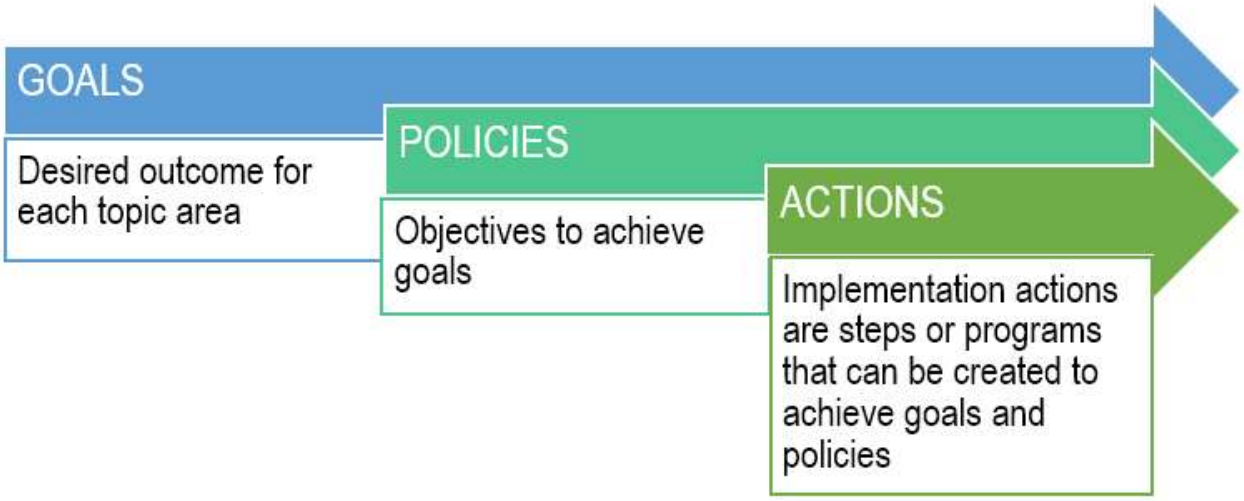
Support appropriate technologies that connect, inform, and involve residents, businesses, and visitors.

Overview of Comprehensive Plan

Difference between goals, policies, and actions

The adopted goals and policies in the Plan guide growth and decision-making in a manner that will help achieve the city's Vision, consistent with the Guiding Principles. The goals within each Element identify the result Kirkland is aiming to achieve for specific topics. Policies address how the community plans to achieve goals.

Figure 1-8 Relationship to Goals, Policies, Actions Graphic



In addition to goals and policies, each Element may have a list of examples for action or implementation items that could be considered over time. All regulations pertaining to development (such as the Zoning Code, shoreline management regulations, and the Subdivision Ordinance) must be consistent with the Plan. The outcome will be a community that has grown along the lines anticipated by the Plan.

Summary of Plan Elements

The following summarizes each Element:

- The **Sustainability, Climate, and Environment Element** contains policies that address maintaining, restoring, and enhancing ecosystems through habitat protection, water conservation, air quality improvement, low-impact development, high performance green building practices, addressing climate change and integrating the strategies from the Sustainability Strategic Plan. Both the Sustainability, Climate and Environment and Transportation Elements have policies to commit to 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, natural, and built environment remains available for current and future generations.

- The **Land Use Element** encourages more compact urban development and includes policies to enable housing production, and encourage mixed-use, transit-oriented, walkable, and bikeable development connected to transit. The Plan includes policies to ensure a pattern of land use that accommodates growth and promotes a welcoming, connected, and sustainable community with ample housing and employment

opportunities.

- The **Housing Element** establishes policies to support more diverse and affordable housing during this planning period. The Housing Element is revised to be consistent with new State law and commits to expanding housing production for all income levels and housing types, including middle housing, and permanent supportive housing to meet the diverse needs of both current and future residents.

- The **Economic Development Element** links community economic health with land use and growth policies, supports a sustainable, resilient, and environmentally friendly economy, supports diverse businesses, living wage jobs, and partnerships for education and job training.

- The **Transportation Element** advances sustainable mobility options with provisions for complete streets that include multimodal improvements and streets integrated with low impact, green, context-sensitive design. The City supports multimodal programs and strategies that advance alternatives to driving alone. Transportation planning is coordinated with neighboring jurisdictions through use of the Bellevue, Kirkland, Redmond transportation forecast model and connections to the regional bike, pedestrian, and transit system.

- The **Public Services, Utilities, and Capital Facilities Elements** ensure infrastructure and services that support existing and future residents and businesses**.**

- The **Human Services Element** has goals to support organizations and programs that provide for those in need, youth, seniors, people experiencing homelessness, permanent supportive housing, and other social services.

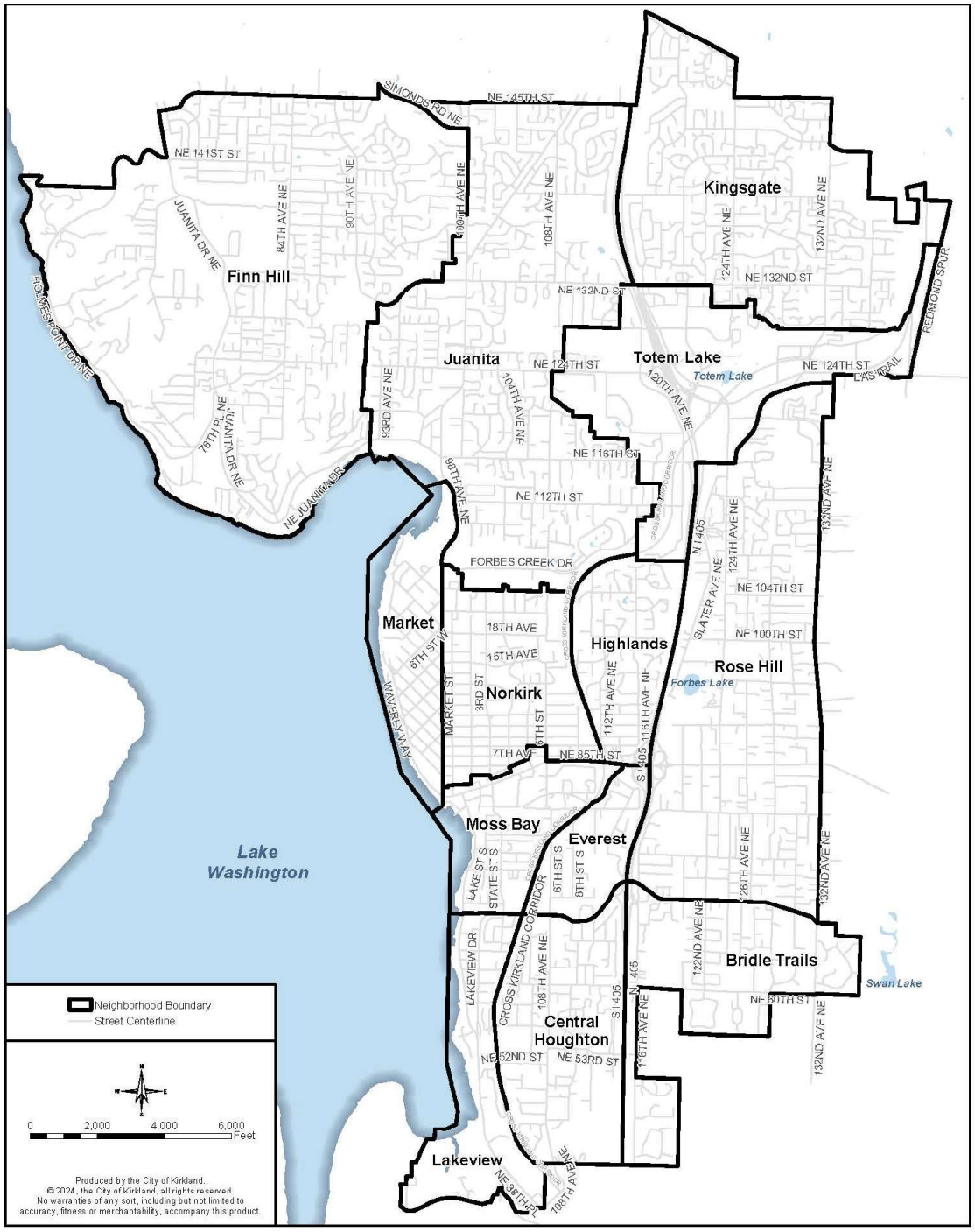
Neighborhood Plans and Subarea Plans

The Neighborhood Plans and Subarea Plans allow for a more detailed examination of issues affecting smaller geographic areas within the city and clarify how broader City goals and policies in the citywide Elements apply to each neighborhood. See Figure 1-7 for the name, location and boundary of each neighborhood.

Each Neighborhood Plan or Subarea Plan must be consistent with the Citywide Elements. The 2044 Plan update includes revisions to the neighborhood plans to ensure consistency with the Citywide elements, the City's Diversity, Equity, Inclusion and Belonging- (DEIB) goals, and development regulations.

The Neighborhood Plans and Subarea Plans contain policy statements and narrative discussion, as well as a series of maps. The maps describe land use, natural environment elements, pedestrian and bicycle systems, vehicular circulation, and urban design characteristics that are specific to neighborhoods and subareas. In the event of a discrepancy between the neighborhood land use map and the narrative, the land use map will provide more explicit policy direction.

Figure 1-9: Kirkland Neighborhoods Map



City of Kirkland Neighborhoods

Citywide General Goals and Policies

The following General goals and policies guide how the Comprehensive Plan goals and policies are implemented:

Sense of Community

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

Policy GP-1.1: Support and promote the livability of our neighborhoods.

Policy GP-1.2: Support diversity in our population and welcome new community members of all backgrounds to Kirkland.

Policy GP-1.3: Establish partnerships with service providers throughout the community to meet the city's cultural, educational, economic, and social needs.

Policy GP-1.4: Support formal and informal community organizations.

Policy GP-1.5: Encourage and develop places and events throughout the community where people can gather and interact.

Policy GP-1.6: Create a supportive environment for art, historical preservation, and cultural activities.

Comprehensive Plan Update Community Engagement Event

Equitable, Inclusive, Welcoming, Sustainable Community

Goal GP-2: Support diversity at all levels of City government and in the community by encouraging awareness and intentional decision making, and by being inclusive of the entire populace.

Policy GP-2.1: Engage the diverse populations within Kirkland to create an inclusive community where people of all backgrounds are welcome.

Goal GP-3: Foster a City government and a community free of discrimination and committed to justice and social equity.

Policy GP-3.1: Work to achieve a community where everyone is treated with respect and can thrive.

Policy GP-3.2: Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

Goal GP-4: Promote equitable and inclusive community participation in all levels of planning decisions.

Policy GP-4.1: Enhance and expand venues for two-way communication with community members to actively engage and respond to changing community needs and conditions at both neighborhood and citywide scale.

Policy GP-4.2: Work closely with community groups, neighborhood associations, business organizations, non-profits, and service clubs, while seeking input and elevating the voices of historically underrepresented people.

Policy GP-4.3: Foster public participation in all long range planning processes and provide tools to community members to enable them to understand and learn more about development projects in the City.

Policy GP-4.4: Utilize a broad range of public involvement techniques, community forums and communications to ensure that opportunities exist for all public views to be considered.

Policy GP-4.5: Encourage active community participation in the planning and design of public facilities, recognizing that these are city-wide resources.

Intergovernmental Coordination, Consistency, and Implementation

Goal GP-5: Cooperate and coordinate with all levels of government, agencies, and federally recognized Tribes to achieve equitable, effective, efficient, and responsive governance for Kirkland's community.

Policy GP-5.1: Maintain updates to the Comprehensive Plan and development regulations in conformance with GMA requirements and other legislation, VISION 2050, and the Countywide Planning Policies for King County.

Policy GP-5.2: When considering Zoning Code amendments that could result in additional residential or employment capacity, conduct planning and environmental review to identify options, evaluate necessary supporting infrastructure and services, and assess and mitigate

potential impacts on the community. This may include additional community engagement opportunities and technical studies such as transportation, environment, or financial/economic.

Policy GP-5.3: Work with adjacent jurisdictions, other governmental agencies, and Tribes to coordinate planning activities, development decisions, and addressing issues of common regional or subregional interest such as affordable housing, responses to homelessness, human services, transportation, and sustainability efforts.

Policy GP-5.4: 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.

Policy GP-5.5: Integrate innovative and resilient smart technology across all City operations, to support citywide goals.

City Hall on Wheels Event with Sustainability Ambassadors

Key Themes for 2044 Comprehensive Plan Update

DEIB Focus

With the 2044 Plan update, the text, goals, and policies were revised using an equity and inclusion lens to reflect the City's Diversity, Equity, Inclusion, and Belonging (DEIB) goals. Several resources were used as guides for this work. An Equity Review Report prepared by EcoNorthwest (October 2022) provided an equity gap analysis of the existing Plan and made recommendations for text and policy changes that reflect a desire to ensure the community is characterized by inclusion and belonging. The adopted Kirkland Diversity, Equity, Inclusion, and Belonging Five-Year Roadmap (2022), the K2044 community engagement plan prepared by Broadview Planning (2022), as well as State, Regional, and Countywide equity and

inclusion planning policies were also used as guides.

Key Themes
The following graphic summarizes key themes that were prioritized in the update process and are interwoven into the 2044 Plan.

Figure 1-10 Themes for 2044 Comprehensive Plan

Environmental Review

The SEPA requirements, procedures, and process for both private development and City actions related to amendments to the Comprehensive Plan and codes are found in chapter 43.21C RCW and locally in the Kirkland Municipal Code (KMC Title 24). Environmental Impact Statements (EISs) consistent with the Washington State Environmental Policy Act (SEPA) have been prepared for each of the past Comprehensive Plan updates, and include analyses of growth alternatives and impacts related to a variety of topics. The 2015 Comprehensive Plan update also included a Planned Action EIS for redevelopment of the Totem Lake area. The NE 85th Street Station Area Plan Supplemental EIS was prepared in 2022.

For the 2044 Plan update, a Supplemental EIS (SEIS) was prepared building on the previous EISs. The SEIS evaluated two primary alternatives with many additional iterative alternatives: the No Action Alternative (a continuation of the 2035 Comprehensive Plan) and a Growth

Alternative. The Growth Alternative studied greater residential and commercial density along transit corridors, in select commercial centers, Community Amendment Requests for land use changes, and implementation of policies and regulations to encourage the production of affordable and market-rate housing citywide. The Growth Alternative analyzed implementation of future multimodal improvements identified in the update to Kirkland's Transportation Strategic Plan and Transportation Element. Both alternatives studied accommodating Kirkland's assigned growth targets for 2044. These two alternatives establish "bookends," enabling adoption of a Comprehensive Plan Update that has a set of policies that reflects the community's vision for growth over the next 20 years. A draft and final SEIS were issued in 2024.

Implementing the Plan

The Vision Statement and Guiding Principles describe the desired type and character of growth in Kirkland during the next 20 years. They do not, however, tell us precisely how to create the kind of community envisioned by the Plan. Unless appropriate actions are taken, the plan will remain unrealized.

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.

The City's legislative and administrative actions and decisions must be in compliance with the adopted Plan. As the City updates the plan, the Zoning Map and development regulations may need to be revised to be consistent with, and implement, the Plan.

In instances when the regulations appear to be inconsistent with the Plan, the regulations shall govern. However, any inconsistencies must be resolved either by amending the regulations or revising the Plan.

If there are conflicts or inconsistencies between the general Plan Elements (e.g., Land Use, Housing, Transportation) and a neighborhood plan, the general Plan Element goals and policies apply.

Implementation Methods

There are a broad range of measures necessary to implement the Plan involving a wide variety of people and organizations. It is the responsibility of the City to put in place the mechanisms that will promote the actions needed for implementation. Listed below are the methods that will be used to implement the Plan over the 20-year planning horizon.

Annual Comprehensive Plan Amendments

The Growth Management Act specifies that the Plan may only be amended once a year, except for certain actions listed in Section 365-196-640 of the Washington Administrative Code (WAC). The City's annual update of the Plan typically includes amendments to the Transportation and Capital Facilities Elements to update information and projects based on the City's Capital Improvement Program and budget and in some years includes amendments to elements in response to amendments to the Growth Management Act or other State legislation or

Countywide planning policies. Amendments can also made to correct inconsistencies in the plan, to reflect any recently adopted functional plans, and to update general information.

If feasible, amendments are to 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 Kirkland Planning Commission is an advisory board appointed by the City Council that advises the City Council on matters relating to the Plan and land use regulations. The Commission takes the lead role in reviewing plan and code amendments and is responsible for conducting study sessions, the public hearing, and then transmitting a recommendation to the City Council. The Transportation Commission and Park Board also may take public comment on amendment proposals and transmit recommendations to the Planning Commission and to the City Council.

Regulations

Regulations set the legal requirements for development. The vast majority of these regulations are found in the Kirkland Zoning Code (including the official Zoning Map and shoreline management regulations), and the Subdivision Code within the Kirkland Municipal Code. Local administration of the State Environmental Policy Act (SEPA) is also a regulatory tool. The Growth Management Act requires that development regulations must be consistent with the Plan. Keeping Kirkland's regulatory documents updated for consistency is a high priority, and should be undertaken as appropriate on a regular basis.

Budgeting and City Work Program

Governmental expenditures play an essential role in implementation. The City's biennial operating budget allocates resources for personnel and supplies needed to carry out implementation measures; and the six-year Capital Improvement Program targets the resources for transportation facilities, parks, utilities, and other public facilities necessary to implement the Plan.

The City Council adopts a biennial City Work Program in conjunction with the budget. The City Work Program prioritizes major cross-departmental efforts with significant impacts designed to maintain and enhance the public health, safety, and quality of life in Kirkland. The Work Program establishes a two-year "action plan" by which the public can measure the City's success in accomplishing its major policy and administrative goals. Many of these Work Program items will implement Plan objectives. Other Plan implementation work consisting primarily of Zoning Code amendments may be included on the 3-year Planning Work Program that is updated annually.

Neighborhood Plans

The plans for Kirkland's 13 neighborhoods and Subareas are part of the Plan. Proposals to update each Neighborhood Plan or Subarea Plan may be considered during any annual Plan update process, with more substantial updates scheduled as part of major Comprehensive Plan updates occurring every 10 years. A Neighborhood Plan Framework document describes the update process.

Community-initiated Amendment Requests (CAR)

Amendments to the Plan, Zoning Map, or Zoning Code may also be initiated by the City or by a community member, business, neighborhood association, or community group. A formal Community-initiated Amendment Request (CAR) process to amend the Plan, land use map, or

Zoning Code must be consistent with the requirements of the Growth Management Act. The Zoning Code contains evaluation criteria and establishes the process for reviewing and deciding upon an amendment proposal. The process includes opportunities for public involvement and community participation.

Programs

City programs and staff teams provide services to help achieve the goals and policies in the Plan. Examples of these programs are the Neighborhood Traffic Control Program, Neighborhood Service Team, the Green Team, and the Tree Team.

Ongoing Administrative Activities

Implementation also depends on a variety of day-to-day actions such as development permitting and code enforcement. Ongoing monitoring of land capacity, demographics, development trends, housing costs, traffic levels, transit usage, levels of service for public facilities, and other factors affecting growth are also necessary.

Intergovernmental Coordination

Many of the goals and policies in the Comprehensive Plan cannot be achieved by Kirkland alone. Because Kirkland is part of a much larger and growing metropolitan area, issues involving growth rates, housing demand and supply, climate change, and transportation systems increasingly require intergovernmental responses. Kirkland engages with regional agencies and neighboring jurisdictions at a variety of levels, including:

- Ongoing communication with neighboring cities and adoption of interlocal agreements where appropriate;

- Participation in subregional organizations such as A Regional Coalition for Housing (ARCH) and the Eastside Transportation Partnership (ETP);

- Participation in Countywide organizations such as the Growth Management Planning Council (GMPC), King County Climate Change Collaborative (K4C) and Metropolitan King County;

- Participation in multicounty organizations such as the Puget Sound Regional Council (PSRC) and the Regional Transit Authority (RTA) (Sound Transit).

Functional and Management Plans

Functional and management plans in Figure 1-11 provide additional detail and implementation actions for subjects discussed in the Comprehensive Plan. Functional and management plans are both guided by, and help to guide, the Comprehensive Plan. The Comprehensive Plan sets the broad policy framework for the objectives in functional and management plans, and inversely, functional and management plans can raise issues and ideas that help to shape amendments to Comprehensive Plan goals and policies. General consistency between the Comprehensive Plan and functional and management plans is important, as is regular updating of functional and management plans to maintain their currency.

Figure 1-11 Functional and Management Plans
(City of Kirkland documents unless otherwise noted)

Functional and Management Plans
Fire Strategic Plan
Police Strategic Plan
Water System Plan
General Sewer Plan
Comprehensive Emergency Management Plan
Capital Improvement Programs
Surface Water Strategic Plan
NPDES Stormwater Management Program Plan
Transportation Strategic Plan
Transportation Improvement Program
Active Transportation Plan
Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan
Cross Kirkland Corridor Master Plan
Safer Routes to School Action Plans
Vision Zero Action Plan
Transit Implementation Plan
Intelligent Transportation Systems Plan
Parks and Community Services Americans With Disabilities Act (ADA) Transition Plan
Smart City Strategic Plan
Diversity, Equity, Inclusion, and Belonging Five Year Road Map
Sustainability Strategic Plan
Commute Trip Reduction Basic Plan
Urban Forestry Strategic Management Plan
Parks, Recreation and Open Space Plan

Downtown Strategic Plan
Housing Strategy Plan
Shoreline Master Program
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Re+ Strategic Plan: Reimagining a Waste-Free King County
Northshore Utility District Comprehensive Water Systems Plan
Northshore Utility District Wastewater System Plan
Woodinville Water District Comprehensive Water Systems Plan
Puget Sound Energy Electrical Facilities Plan
Redmond Fire Department Olympic Pipeline Response Plan
Lake Washington School District Capital Facilities Plan

Equitable and Inclusive Community Outreach Engagement and Education

The Plan is based on community input and should continue to reflect the priorities and values of people who live, work, play, and learn in Kirkland, as well as people who might want to live in Kirkland but don't yet.

It is critical that the public be involved in the early stages of any long- range planning process, particularly in the development and adoption of the City's Plan and development regulations. The goals and policies of the Plan, 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. Community input is considered when establishing community-wide standards for development so that individual projects can proceed according to our established Vision and to help the City meet its housing, economic development, and other community goals.

Historically, our planning processes and decisions have privileged some voices over others. As a result, many planning processes fail to adequately consider the perspectives of marginalized or underrepresented communities that are often most impacted by planning decisions.

East King County and Kirkland are undergoing rapid demographic changes. In order to incorporate the strengths that a diverse population offers, the City engages residents of all ages, socioeconomic statuses, and racial and ethnic groups and faith traditions, and encourages partnerships among them, the City, businesses, schools, faith groups, civic organizations and human service providers. The City should continue to strive to increase participation in City programs, initiatives and activities among its diverse populations.

For the 2024 Plan update, an extensive, equity-centered community engagement process

was implemented to support the City's Diversity, Equity, and Inclusion goals with a motto *"You Belong Here: Sustainable – Connected - Welcoming"*.

A Community Engagement Plan was prepared for the 2044 Comprehensive Plan update (Broadview Planning, October 2022). Where feasible, community outreach and engagement activities for the Comprehensive Plan and Transportation Strategic Plan were conducted concurrently. Key strategies were to increase participation from "priority populations," reach people who want to live in Kirkland but cannot afford to, help people understand the role of government in their lives, strengthen relationships between the City and community, and encourage those who have not participated in past update processes to be involved.

Community engagement strategies emphasized reaching the following priority populations and should continue with future Plan updates:

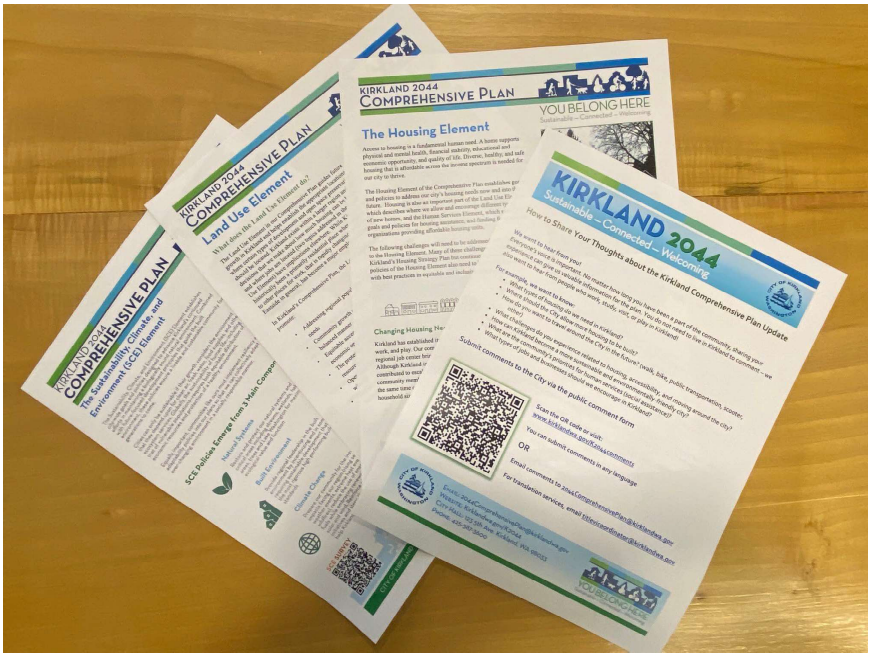
- Black, Indigenous, and People of Color (BIPOC);
- People who identify as lesbian, gay, bisexual, transgender, queer, intersex, asexual plus (LGBTQIA+);
- Seniors;
- Low-income households;
- People experiencing homelessness;
- Youth;
- Renters;
- People with disabilities or accessibility challenges; and
- Immigrant communities and people facing language barriers.

The City of Kirkland utilizes a number of techniques and procedures to ensure a wide range of participatory public involvement. The City should continually look for innovative techniques as appropriate to ensure strong public involvement. Some examples that are being used today and should continue are:

- Mailing, email announcements, 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 projects;
- Offering interactive virtual or web forums and other opportunities beyond traditional public meetings and community organizations;
- Hosting neighborhood meetings by applicants for major development permits early in the process;
- Facilitating community advisory commissions and focus groups to oversee the planning process;
- Using a broad range of media to inform residents and businesses of planning activities, including the This Week in Kirkland electronic newsletter, business listservs, videos, and podcasts;
- Having tables at farmer's markets, business events and neighborhood association events;
- Holding public workshops, open houses, community conversations and discussion focus groups;
- Conducting online surveys, allowing for email or written online comments, translating

materials into different languages; and

- Providing opportunities for reconsideration or appeal of City decisions.



Public Informational Handouts In Several Languages

2. SUSTAINABILITY, CLIMATE, AND ENVIRONMENT (SCE) ELEMENT

Purpose

The Growth Management Act (GMA) requires the City to adopt development regulations that protect critical areas. The SCE element provides a policy basis to guide the implementation, and any future amendments, to development regulations that could potentially impact, or improve, our natural environment. The element is forward-looking and provides policies to guide ongoing responses to climate change at individual property and citywide scales, as well as policies that will help make Kirkland a more resilient community over the next 20 years.

It is recognized that development of land plays an important role in how nature is preserved and enhanced because the natural environment supports humans and biodiversity in plants and animals. Climate impacts are limiting ecosystem services such as clean air, water, and the food to support all living things. Therefore, it is essential that the City continuously look for ways to allow sustainable growth to occur while ensuring that how it is done helps and does not hinder climate resilience. This balancing act is important to get right because the impacts of climate such as extreme heat and wildfire smoke events are happening with regularity.

The element provides policy that supports the enhancement of our urban forest, ensuring that stormwater is managed and that the water quality of our streams is monitored so that it can be healthier and continue to support the ecosystems that rely on a healthy watershed. Providing environmental education, equitable financial assistance, and the knowledge of what an individual can do to support enhancement of the natural environment and adapt to climate impacts will be an area where the City can provide leadership and guidance to the whole community.

In addition to development, transportation accounts for large part of the City's greenhouse gas (GHG) emissions. The City is required through State legislation to reduce emissions from vehicle miles traveled. Therefore, new policy has been added that intersects with the Transportation Element and the Transportation Strategic Plan and guides them to set goals and create actions that fulfil this requirement and help the City reduce its GHG emissions from transportation.

The SCE Element includes goals and policies that support actions needed to:

- 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.
- Continue to upgrade Kirkland's High Performing Buildings and promote retrofitting of existing structures.
- Provide consistent funding and staff to implement Kirkland's Strategic Sustainability Plan and accomplish regional commitments so that we can be readily adaptable and resilient in advance of the effects of climate change impacts.
- Fund, staff, and implement all other functional plans that seek to improve the environment and ensure long-term sustainability and resilience.

The policies contained in the Sustainability, Climate and Environment Element establish the basis and framework for these concepts and should be utilized to create incentives, regulations,

programs, pilot projects and actions to help Kirkland become more livable and sustainable and resilient for all current and future generations.

Kirkland's Strategic Sustainability Plan (SSP) is the functional plan that contains actions that implement many of the goals and policies in the SCE Element. The SSP seeks to coordinate the many existing City strategic plans, policies, programs, and actions that encompass environmental issues. The SSP helps the community articulate where we are now, where we should be, and establishes goals and implementable actions that put the City on a clear path to achieve sustainability for future generations to come.

The SSP has eight focus areas that covers topics such as energy use and production, managing land use and transportation, enhancing our urban forest and ecosystems, fostering a sustainable economy and city government, and ensuring healthy community. It also addresses solid waste, recycling, composting and emphasizes wasting less of our resources. The SSP also prioritizes equity in the City's actions which works hand in hand with the City's 5 Year Diversity, Equity, Inclusion and Belonging Plan.

The Energy and Emissions focus area of the SSP is especially important because it serves as a climate action plan blueprint for the City, by setting goals related to reducing greenhouse gases and providing milestones for reductions by 2030, 2040 and 2050. It is imperative that the City do all it can; including working with the local utility (Puget Sound Energy) and continuing to develop programs and initiatives to achieve the emission reduction goals, while also finding ways to help the community equitably adapt to warmer weather and smoke events. Proactive work in SSP actions will help ensure resilience to climate impacts being experienced now, and in the future.

Vision

Kirkland Is a Livable, Sustainable and Resilient Community.

With the 2044 Comprehensive Plan update, the Kirkland community expressed that they want Kirkland to be Livable, Sustainable and Resilient now, and for the future.

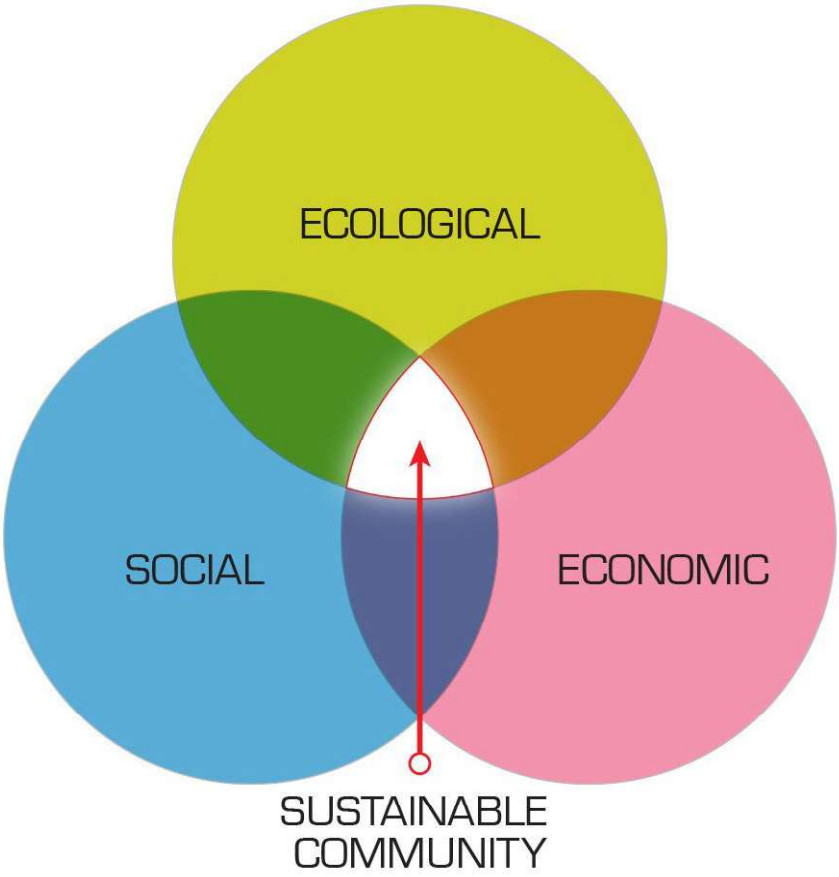
Livable may be subjective for each member of our community, but it has been defined as a quality-of-life standard that is attached to a place. Kirkland as a place needs to have characteristics that allow it to be connected, well-designed, and allow access to the basic needs for living such as clean water and air, healthy food, affordable housing, education, and employment opportunities. A livable city should also have reliable infrastructure, and government that is proactive and can manage its operations to ensure that the quality of life is high for its community members. 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, water supply, creates a healthy environment, and promotes energy efficiency.

- **Economic Sustainability**: Ensure a strong economy that is able to support our entire community and seeks to solve environmental issues and not compromise the environment in which we live.
- **Social Sustainability**: Ensure that the City provides a sense of community to our residents, supports basic health and human service needs, and is proactive is creating opportunities and providing resources for those who are unhoused, unemployed, underemployed, and vulnerable so that they can have a pathway to participate in greater opportunities and enjoyment of the community.

Figure SCE-1: Sustainable Community



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 have access to food and water and housing, and this is especially critical during extreme weather events or disasters. In the built environment this means incentivizing and requiring high performing buildings and development and redevelopment. High Performance Buildings have a low carbon footprint in construction and operation, use less potable water and energy, are electrified, rely less on fossil fuels, and produce more solar energy and store excess clean energy using emerging technologies such as battery storage for later use.

Figure SCE-2: Solar Panel Array

Goals and Policies

Natural Systems Management

Figure SCE-3: Forbes Creek Wetlands

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 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 community members and visitors 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 but 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 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.

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 13 drainage basins – some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure SCE-31). Large portions of the City contain steep slopes and mature vegetation (see Figures SCE-32a, SCE-32b, SCE-33 and SCE-34). Future growth will generally be infill at a range of scales within Kirkland's well-established 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 and especially youth outreach;
- 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 improve it;
- Supports comprehensive management of activities in sensitive and hazard areas through a variety of methods 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 SCE-1: Protect and enhance Kirkland's natural systems and features.

Policy SCE-1.1: Incorporate environmental protection and restoration efforts including climate action, mitigation, and resilience into Comprehensive Plan elements and related functional plans to ensure that the quality of the natural environment and its contributions to human health and vitality are sustained now and for future generations.

Figure SCE-4: Yarrow Bay

Policy SCE-1.2: Use a system-wide approach in designing and implementing interdisciplinary strategies to effectively manage natural systems, including areas that cross jurisdictional boundaries, working in partnership and coordination with affected State, regional, and local government and agencies as well as affected 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, 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 and tribes is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

Policy SCE-1.3: Manage activities affecting air, vegetation, water, and the land to enhance and 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.

Figure SCE-5: Chinook Salmon at the mouth of Juanita Bay

Policy SCE-1.4: 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, and incentivize private landowners to restore the ecological assets on their property.

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 wetlands and streams that have very low ecological function and value may be allowed, provided these functions and values are fully restored or enhanced. Development standard flexibility could be considered if such flexibility provides opportunity for better quality restoration of ecological assets.

Figure SCE-6: Low Impact rain garden captures water from downspouts

Figure SCE-7: Bioretention at street edge designed to absorb stormwater

Policy SCE-1.5: Ensure public and private projects incorporate locally appropriate, low-impact development approaches, utilize the most current high performance building certification requirements, and employ a watershed approach for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

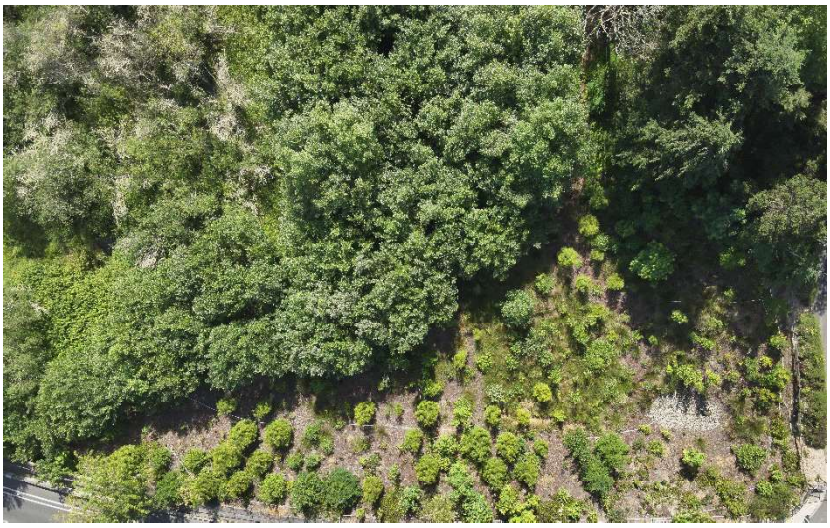
Figure SCE-8: Low impact permeable paver installation

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.

Kirkland can promote 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 that include energy efficiency retrofits of existing buildings, electrification of new and existing buildings and replacement appliances that use fossil fuels. These practices can lower construction and maintenance costs and when combined with reduction of combustion of natural gas and other fossils can enhance human health, as well as benefit the environment by reducing pollution.

Any future programs that provide financial assistance to pursue electrification, energy efficiency should always ensure equitable access to the City's programs and benefits so that all community members can be part of the solution of reducing pollution and greenhouse gas emissions and increasing resilience to climate impacts such as heat and smoke events.

Figure SCE-9: Restoration Project



Policy SCE-1.6: Incorporate an integrated and comprehensive approach to managing fish and wildlife habitat to accelerate ecosystem recovery, focusing on enhancing the habitat of salmonids and other threatened and endangered species and species of local importance.

Policy SCE-1.7: Identify and preserve significant open space opportunities that provide the following valuable functions:

- *Ecosystem linkages and migratory corridors crossing jurisdictional boundaries;*
- *Active and passive outdoor recreation opportunities;*
- *Wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency;*
- *Preservation of ecologically sensitive, scenic, or cultural resources;*
- *Urban green space, habitats, and ecosystems; and*
- *Opportunity for food production potential.*

This policy emphasizes that open space provides abundant opportunities to serve multiple beneficial functions to the natural environment, wildlife, and the community. For example, wildlife corridors, also known as habitat corridors, provide a safe passage for wildlife between one area of refuge to another. The City should incentivize the creation of backyard wildlife sanctuaries on private property and encourage owners of 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 provide active or passive use, and/or contribute to the broader habitat and ecosystem.

Policy SCE-1.8: Provide consistent and stable financial resources and staff to effectively implement the City's Sustainability Strategic Plan (formerly known as the Sustainability Master Plan).

Policy SCE-1.9: Provide information on regulations and enhance programs, education and incentives to all stakeholders concerning improvement of natural systems and their function.

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 education to inform owners and occupants of the harmful or helpful consequences of their actions in, or near, sensitive areas and buffers.

Water Systems

Policy SCE-1.10: Using a watershed-based approach, both locally and regionally, apply best available science in formulating regulations, incentives, and programs which encourage public and private landowners, as well as the broader community, to enhance habitat, ecology and ecosystem services that 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 form a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin, and this inventory is updated on a regular basis as specific features are studied in detail.

Figure SCE-31 indicates the 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 Strategic 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 SCE-1.11: Engage with the Puget Sound Partnership around implementation of the Puget Sound Action Agenda and coordinate land use and transportation plans and actions for the benefit of Puget Sound and its watersheds.

Figure SCE-10: Private stream and wetland restoration

Policy SCE-1.12: Restore freshwater shorelines, watersheds, estuaries, and other waterbodies to a natural condition for ecological function and value, where appropriate and feasible, and incentivize private landowners to pursue similar efforts on their land.

Figure SCE-11: Juanita Creek Fish Passage

Policy SCE-1.13: 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 City's Surface Water Strategic Plan (SWSP) 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 SCE-1.14: Support programs and incentives to encourage 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 conveyances. 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 monetary costs and loss of property due to providing a buffer and daylit 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 SCE-1.15: Manage surface water systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates through regulations and implementation of programs. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.

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. Land surface modifications that violate the intent of the goals, policies and regulations should be corrected through site restoration.

Figure SCE-12: City of Kirkland staff monitoring the health of Juanita Creek

Policy SCE-1.16: Maintain funding and programs to monitor water quality, quantity, biological conditions, and outcome measures for improving the efficiency and effectiveness of monitoring efforts.

Policy SCE-1.17: 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. 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 Strategic Plan (SWSP) in 2023. 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 SCE-1.18: Improve management of stormwater runoff from impervious surfaces by employing low impact development practices and green infrastructure through City projects, such as stormwater parks; pilot incentive programs on private property, 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.

Figure SCE-13: Stormwater detention under soccer field

Policy SCE-1.19 Retrofit existing impervious surfaces to accomplish water quality treatment and look for opportunities to provide regional facilities.

Regulations impose limitations on impervious surfaces and require 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 rights-of-way which are 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 Strategic Plan.

Policy SCE-1.20: Engage in holistic flood hazard management efforts through the King County Flood Control District and King County Flood Planning.

Policy SCE-1.21: 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 limited and be designed to maintain natural flood storage functions and minimize hazards to life and property (see Figure SCE-33).

Policy SCE-1.22: Create connections between streams and floodplains to enhance ecological function and meet regulatory standards for floodplain development.

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 floodplain 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 and Vegetation

Trees and vegetation, essential components of the urban forest, play a crucial role in elevating Kirkland's quality of life while mitigating the effects of urbanization. However, many urban elements pose threats to these vital green assets, shortening their life expectancy and contributing to canopy loss. Thus, it is imperative that municipal planning and management prioritize strategies that not only safeguard but also enhance the public benefits that trees and vegetation provide over the long-term. See Figure SCE-34 for a map of Kirkland's tree canopy.

Goal SCE-2: Plant, protect, enhance, and restore trees and vegetation in the natural and built environment to abate noise, calm traffic, improve air quality, sequester carbon, and ensure resilience to climate impacts.

Figure SCE-14: Trees shading Market Street

Policy SCE-2.1: Maintain and increase the tree canopy to achieve a native, diverse, and climate resilient urban forest with a minimum 40 percent tree canopy coverage that also helps accomplish the following actions:

- *Increases green infrastructure projects, sustainable development, and energy conservation;*
- *Prioritizes underserved communities and areas with low canopy cover;*
- *Mitigates pollution producing infrastructure, such as freeways and roads;*
- *Contributes to habitat and ecological function and green corridors;*
- *Implements the Urban Forestry Strategic Management Plan;*
- *Increases public outreach and awareness of the benefits of trees;*
- *Dedicates resources for regular monitoring of urban forest health;*
- *Establishes strategic partnerships with overlapping jurisdictions;*
- *Mitigates urban heat islands and surface water runoff; and*
- *Prioritizes mental, physical public health.*

Urban forests provide numerous benefits - improved water and air quality, reduced atmospheric carbon, erosion reduction, temperature moderation, recreational opportunities and human health benefits, improved salmon habitat, and cultural heritage, among others. A sustainable and climate resilient urban forest consists of diverse tree ages and species. Larger, mature trees should be maintained and protected, as the greatest benefits accrue from the continued growth and longevity of larger trees, and new trees should be planted that will eventually replace the services provided by older trees as they die.

Since the first canopy study was conducted in 2010, the Urban Tree Canopy (UTC) has decreased by approximately 3%, which equates to roughly 348 acres of total tree canopy loss. While improved tree regulations and planting efforts appear to have slowed the rate of canopy loss in recent years, additional measures are needed to reverse this downward trend and increase canopy cover over time.

Kirkland maintains a minimum canopy cover goal of 40%; however, regional strategies are moving away from single targets and shifting the focus on specific goals, such as reduction of urban heat island effect and stormwater runoff. To track progress toward these goals continued monitoring will be essential through urban tree canopy cover assessments conducted every 3 to 4 years. Additionally, the City's Urban Forestry Strategic Management Plan should be updated and revised every six years to reflect current knowledge, technology, and industry standards.

Because most of the canopy cover is located on private properties, increasing pressure from urban growth and development has had a substantial impact. 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 serve as green infrastructure and contribute to energy conservation and equitable access to green space. By prioritizing underserved communities living in areas with low canopy cover, Kirkland can address environmental justice concerns and mitigate adverse impacts of pollution-producing infrastructure like freeways and roads.

Policy SCE-2.2: Balance regulations with targeted incentives and funding programs for private landowners, including support for low-income residents, such as tree planting and maintenance programs.

Figure SCE-15: Tree planting in Kingsgate

The majority of Kirkland's tree canopy is located on privately owned lands. Because of this, it is essential to find a balance between regulatory measures and the utilization of incentives to promote stewardship of natural resources. Incentives may take various forms, such as streamlining permitting processes, allowing flexibility in development codes, providing utility rate discounts, distributing vouchers for plant materials or tree maintenance, offering technical assistance and cost sharing for natural area restoration, and publicly recognizing exemplary tree retention efforts.

Policy SCE-2.3: Collaborate with overlapping agencies, utility providers and jurisdictions to optimize the collective impact of urban forest practices, programs, and strategies, reduce resource strain, and foster a coordinated response and approach to urban tree management.

Urban trees are increasingly recognized as valuable assets, akin to traditional infrastructure investments. In Kirkland, collaborative efforts, and coordination among various entities during major projects yield efficiencies and cost savings, preventing tree preservation conflicts, especially in overlapping jurisdictions like I-405, Sound Transit, Seattle City Light, and Puget Sound Energy corridors. Consultation between these entities and the City is essential to ensure

that trees are only removed when necessary and that replanting adheres to City policies and standards. Moreover, the establishment of vegetation management plans, particularly for utility corridors, is crucial to guide removal and pruning operations effectively.

Policy SCE-2.4: Ensure consistent interdepartmental and division stakeholder collaboration to effectively implement the Urban Forest Strategic Management Plan through cohesive work programs that integrate actions and goals across various departments.

Kirkland has multiple departments that interact with and manage different components of the urban forest. Interdepartmental collaboration is necessary to ensure efficient utilization of resources and expertise. Not only will this promote a unified vision and strategy for sustaining and enhancing the urban forest, but it will increase the capacity to address complex challenges. Examples of areas where collaboration will have the greatest impact include securing funding and grants for urban forestry projects, utilizing best management practices for tree pruning and maintenance, engaging residents, and stakeholders in urban forestry initiatives, and aligning data collection and management protocols.

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 SCE-2a: Landslide Susceptibility Map and Figure SCE-2b: Liquefaction Potential Map).

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 percent 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 continue to provide information to the public about potential geologic hazards, including site development, building techniques and disaster preparedness.

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

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

The City's Landslide Susceptibility and Liquefaction Potential Maps (Figures SCE-32a and SCE-32b) shows the general location of these areas. The determination of the actual conditions and characteristics of these hazards on or near property is 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 hazardous areas.

Policy SCE-3.2: Regulate land use and development to protect geologic, vegetation and hydrological functions and minimize impacts to natural features and systems; utilize best available science and data for seismic and landslide area mapping.

The City should continue to regulate development near geologically hazardous areas with the adopted standards in Kirkland Zoning Code Chapter 85 and should periodically review the standards to ensure that they are achieving their intent while also reducing barriers for development.

Built Environment

Ensuring that sustainable development principals are used when land is developed or redeveloped in Kirkland is one strategy for managing built environment to enhance a livable community that can exist in harmony with our natural systems. The City uses a variety of sustainable third party verified building certifications that create healthier buildings that use less materials, energy and water. The City uses both voluntary incentive programs and required programs to help create more sustainable development throughout the community.

Technology is changing daily, and building, stormwater and energy codes are lagging, but over the last few years have begun to catch up. 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. 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. The City can also promote and encourage sustainable development by supporting the incorporation of these 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 SCE-4: Manage the built environment to reduce waste, prevent pollution, conserve water and other resources, and increase energy efficiency, electrification and renewable energy production and storage.

Figure SCE-16: Green Roof using Green Factor landscaping standards

Policy SCE-4.1: Expand City programs and incentives that promote high performing sustainable building certifications and Green Factor landscaping standards and require them when appropriate.

The City developed a voluntary expedited green building program for single-family homes in 2009. Applications that qualify can get priority review of their building permit(s). 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 supports other City policies.

This program was updated in 2022 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 with an incentive of faster permitting times for certifying a building as a high performing green building.

Larger developments, and projects that require a master plan are now required to be a High Performing Building and this means they must achieve a superior sustainability certification, utilizing certification programs such as LEED or Built Green. In addition, these buildings must achieve seven performance measures intended to ensure that the buildings energy performance is very energy efficient and fossil fuel free for all structures except for commercial kitchens.

Policy SCE-4.2: Design, build and certify public building projects to LEED, Living Building Challenge or equivalent certification standards and ensure that buildings generate net-zero emissions, and that building materials and projects use lower global warming potential materials.

Figure SCE-17: City Hall Annex LEED Gold Plaque

The City currently builds its public facilities to meet at least a LEED "Gold" certification. There are other certifications such as the International Living Future 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 striving to achieve a LEED Platinum certification level as a goal, build all-electric net-zero energy structures, and begin utilizing portions of the Living Building Challenge certification with the intent of eventually constructing "living buildings."

Policy SCE-4.3: Implement high performing energy efficiency projects for existing and new City facilities, and measure building performance through the Environmental Protection Agency's (EPA) Energy Star or equivalent energy benchmarking program.

Figure SCE-18: City Hall Solar Installation

The City strives to increase the energy efficiency of its buildings and infrastructure, such as streetlights 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. In addition, the City should continue partnering with Puget Sound Energy and accelerate bringing all facilities up to the standards to meet Washington State's Clean Buildings Act.

Policy SCE-4.4: Utilize rigorous sustainability standards and green infrastructure in all City projects to reduce embodied carbon in bid, design, and construction; reduce water use and increase water reclamation to ensure community health and resilience.

Figure SCE-19: Swale at Kirkland Justice Center

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 continue to incorporate environmental or sustainability measures into all of its projects and facilities.

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 incorporate installing purple stormwater pipes 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 (while ensuring that needed infrastructure projects can be accomplished cost effectively). This could include hiring consultants and contractors that are specialists in the design and construction of greener, more sustainable infrastructure that consider the environmental cost of the embodied carbon of building materials, such as concrete, and its contribution to greenhouse gas emissions.

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

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 allow the total costs, both financial and environmental, to be evaluated should be

considered, prior to issuing a Request for Proposal (RFP), designing, and building 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 SCE-4.6: Work with regional partners 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 and encouraging cost effective methods to reduce embodied carbon for all project types.

One technique to increase energy efficiency is to work with regional partners, as Kirkland does not have its own energy code and uses the Washington State Energy Code. A 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. In some cases, commercial and multi-unit buildings are now required to become more energy-efficient pursuant to the Clean Buildings Act of Washington State. Both new and existing building owners will need appropriate tools, such as education that describes what is required and how to pursue achieving it.

Another technique to consider is to work with other cities and building associations such as the King and Snohomish County Master Builders to build a workforce to implement a regional energy efficiency retrofit economy. For any of these efforts to be successful they must have participation from owners of existing and new buildings.

Policy SCE-4.7: Work with Cascade Water Alliance and other regional partners to pursue 100 percent use of a combination of reclaimed, harvested, grey and black water for the community's non-potable needs and set targets for water conservation to assist in preserving the limited potable drinking water supply.

Figure SCE-20: Water cisterns at Kirkland Justice Center

A livable and sustainable community plans 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 the use of clean, potable drinking water for nonpotable uses and thereby preserve valuable water. It is important to work with our water suppliers and embark upon water conservation measures, outreach and education and incentives to ensure that water is always available to our communities.

Policy SCE-4.8: Prevent, mitigate, and remediate harmful environmental pollutants, toxins, and hazards, including light, air, water, noise, soil, and structural hazards in the natural and built environments where they have contributed to racialized health or environmental disparities, and increase environmental resiliency in underserved communities.

A livable community does not permit placing toxins into the environment, and this includes disallowing 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 SCE-4.9: Establish an annual Integrated Pest Management (IPM) review and reporting process to demonstrate the City is reducing the use of toxic pesticides, chemical fertilizers, and other products on all City properties, and promote alternatives that minimize risks to human health and the environment, to the greatest possible extent.

Policy SCE-4.10: Promote preservation and adaptive reuse of existing structures and collaborate with partners to establish a market for building moves. Support construction and demolition debris recycling, deconstruction requirements, and re-use of salvaged building materials.

Figure SCE-21: City Hall Annex

The City has a history of reusing existing buildings such as the Kirkland Annex, which was an old single-family home that was converted into City offices. The City also repurposed a former

Costco Home structure into a Public Safety Building. This preservation strategy has environmental, financial, and historical/cultural implications.

First, it recognizes the embodied energy and the monetary value of the materials in existing buildings. If these materials 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 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 and salvaged usable building materials throughout the City.

Policy SCE-4.11: Promote and encourage Statewide 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 product's 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 Member of the Product Stewardship Institute and an Associate Member of the NW Product Stewardship Council (NWPSC). The City should continue participating on the NWPSC Steering Committee. The City is a large purchaser of goods and services and should provide leadership by incorporating the principles of product stewardship into its own purchasing policies to influence businesses and consumers in the community to do the same.

Policy SCE-4.12: Work locally and regionally with partners and the community to develop multiple facilities that house and promote equitable access to hand and electric tools, re-use of building materials, and other usable materials to foster a reuse community and strengthen existing tool swapping or re-use, promote equitable access to resources, and reduce embodied carbon, waste, energy use and emissions.

The City should make the most of opportunities to promote a circular economy and to reduce waste ending up in our landfills to the maximum extent possible. Outreach to the community can show how building and other materials, and non-pollution generating tools can be used and re-used through different mechanisms such as pilot programs, incentive programs and ordinances and codes.

Climate Change and Resilience

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 reducing net emissions to zero becomes more feasible. A complementary strategy would be to replace the use of 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 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 includes a focus on equity in transportation, land use, solid waste, urban forestry, local and state building codes, advocacy, and regional collaboration.

Greenhouse Gas Emission Reduction Sub-Element

Goal SCE-5: Target net-zero emissions and decarbonization for entire community by 2050 to greatly reduce the worst localized impacts of climate change and fulfilling the City's regional responsibilities per King County Planning Policies and State legislation.

Policy SCE-5.1: Adopt and implement policies and programs and actions to achieve a target of reducing community-wide and government operation sources of greenhouse gas emissions, compared to a 2017 baseline, by 50% by 2030, 75% by 2040, and 95%, including net-zero emissions through carbon sequestration and other strategies, by 2050. Evaluate and update these targets and the most effective actions to achieve them in consideration of the latest international climate science and statewide targets aiming to limit the most severe impacts of climate change and keep global warming under 1.5 degrees Celsius.

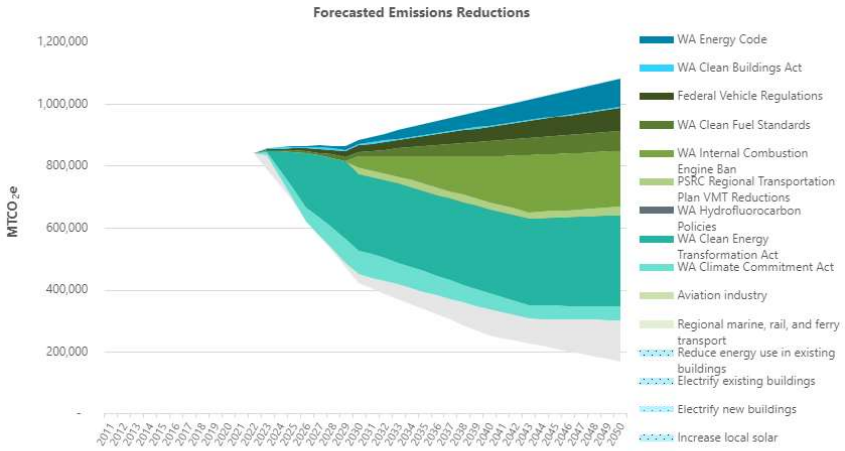
The City has adopted these greenhouse gas (GHG) emission reductions to be consistent with the new Countywide targets to comply with State legislation and has committed to working with the K4C on regional solutions in areas such as transportation, renewable energy production and fuel standards. It will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

Policy SCE-5.2: Update the City's comprehensive community greenhouse gas emissions inventory every two years; by quantifying all direct sources of greenhouse gas emissions and producing a report to report on government operations annually.

The City should hire consultants that are aware of the known sources of greenhouse gases and related emissions to produce bi-annual or annual GHG inventories. The inventories should use a consistent methodology and provide defensible analysis about reasons for increases or reductions that help the City measure, track, and prepare programs and initiatives to reduce them. Since the emission targets will be difficult to achieve, the analysis in independent reports

is essential to measure progress and make changes to City climate actions when emission increase.

Figure SCE-22: Pathways to Kirkland's 2050 GHG Emission Reduction Target



Policy SCE-5.3: Regularly update the City's Sustainability Strategic Plan to respond to changing conditions, but with a goal of updating once every five years.

The City's Sustainability Strategic Plan will complete five years of implementation in 2026 and some actions will need to be amended, or new actions will need to be added to achieve the Plans goals.

Policy SCE-5.4: Align budget decisions in support of climate and sustainability goals and prioritize, fund, and implement carbon emission reduction actions in the Sustainability Strategic Plan for government operations and community-wide benefit.

The City's continuous and high-quality work to achieve climate and sustainability goals may need to find new sources of revenue to implement future climate actions. In some cases, the costs are quite high, but the value of the City reaching its goals are valuable. The City is leveraging State and Federal funding to do this work and is currently able to magnify direct City investment by pursuing local, regional grants and partnering with the K4C, and the Eastside Climate Partnership.

Policy SCE-5.5: 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, the Regional Code Collaboration (RCC) and the Puget Sound Climate Preparedness Collaborative.

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 Cascadia Consulting, a consultant hired by the City, the largest sources of emissions in Kirkland are from the built

environment and transportation and mobile sources as indicated in Kirkland 2022 Greenhouse Gas Emission Report.

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 lawmakers. Puget Sound Energy provides gas and electricity for this region and will need to produce significantly more renewable energy for Kirkland to get to 100 percent renewable electricity usage.

There will also need to be retrofits of existing buildings to become more energy efficient and to electrify as fossil fuel use declines. Transportation agencies will need to provide more transit service, electric buses and use cleaner energy while the State must also adopt stricter fuel standards. The Eastside cities can also help continue the prevalent use of electric vehicles and work with partners, both public and private to create more electric vehicle infrastructure and capacity to decarbonize the entire community.

The Regional Code Collaboration (RCC), comprising 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 continue to collaborate with other regional groups to increase the supply of clean, renewable energy for homes, businesses, and vehicles because Kirkland is not in control of the regional energy supply. All these efforts require strategic partnerships which can be bridged by the City's continued advocacy and participation in the K4C and the RCC.

The Puget Sound Climate Preparedness Collaborative comprises city and county staff and emergency managers that work together to further climate preparedness and resilience to climate impacts much in the same way that the K4C does its regional work. Even though the subject matter of the collaborative is tethered to climate, it is focused on addressing climate impacts in the region such as sea level rise, extreme heat and smoke events and preparing to survive them and other threats that are emerging. It will be important for Kirkland to remain involved in these regional groups and work together on common issues.

Policy SCE-5.6: Advocate for comprehensive federal, state, and regional science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions.

Policy SCE-5.7: Support the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels, advocate for statewide and regional high-speed/capacity transit (such as light rail) and ensure that incentive programs are established to help underserved community members make the transition to low and zero emission transportation.

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 while the transportation sector becomes electrified and decarbonized.

Policy SCE-5.8: Advocate for clean, renewable aviation and marine fuels to drastically reduce carbon emissions and particulate pollution.

Policy SCE-5.9: Support all forms of non-emitting transportation such as bicycles and micromobility, and the infrastructure to store and charge this low impact and emission form of transportation in all City projects, parks, and new and existing development.

Policy SCE-5.10: Establish goals, create and implement actions to reduce community and per capita vehicle miles traveled (VMT) that are aligned with overall GHG emission targets for 2030, 2040 and 2050.

State legislation passed in 2021, requires setting goals and funding actions to reduce both the vehicle miles traveled, but also the related emissions. The City's Transportation Strategic Plan is where those goals are documented, along with the actions to achieve them.

Figure SCE-23: PSE's Skookumchuck Wind Project

Figure SCE-24: PSE's Lund Solar Farm

Policy SCE-5.11: Pursue 100 percent renewable energy use by the community and government operations by 2050 through regional collaboration.

For much of its operations, the City purchases renewable energy from Puget Sound Energy's Green Direct program that sources electricity from its wind and solar farms in Washington State. Washington State's Clean Energy Transformation Act of 2019 requires utilities to produce carbon neutral electricity by 2035 and completely clean renewable electricity by 2045. There will be programs, pilot programs and initiatives that will need to be accomplished to ensure we are producing more solar energy while reducing our energy demand to make this conversion successfully and decarbonize the entire community equitably.

Policy SCE-5.12: Encourage the transition to a sustainable, clean, and renewable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from renewable and sustainable sources.

Policy SCE-5.13: Engage and lead community outreach efforts in partnership with other local governments, businesses, and community members to educate community about climate change efforts and collaborative actions to reduce carbon emissions, reduce energy use and be resilient to climate impacts.

To be successful with City and community climate change efforts, it will be important to communicate and work collaboratively with community members, businesses, and support efforts such as the Eastside Sustainable Business Alliance, Master Builders Association of King and Snohomish Counties, 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, Eastside Climate Collaborative, Puget Sound Energy, People for Climate Action- Kirkland, Livable Kirkland or other organizations will be helpful for education and behavior change purposes and building stakeholder support.

Policy SCE-5.14: Promote and prioritize retrofitting of existing buildings for increased energy efficiency, reduction of fossil fuels use, full electrification, and to support achievement of greenhouse gas emissions goals.

The conversion to all-electric buildings and reducing emissions has already begun for early adopters, but programs will need to be created and funded along with help from State and Federal sources for many in the community to make the switch to electric. Likely, those with financial means can benefit from education and guidance and those with lower incomes will also need strong financial incentives and low interest loan programs and other solutions to participate.

Figure SCE-25: Electric Heat Pump Water Heater

Climate Resilience

The first stages of climate action focus on learning the components of the city's greenhouse gas emissions inventory and measuring them. Undertaking this task helps the City understand if it is furthering its climate emission reductions goals.

The second stage of climate action is focused on reduction of GHG emissions and determining actions that could help us adapt to climate impacts. This is an ongoing effort and most assuredly will be part of an overall strategy to maintain a healthy quality of life as the environment continues to change.

Figure SCE-26: Heat Pumps

Climate impacts are being realized and felt now across all communities worldwide. Some places experience more impacts and struggle to maintain a quality of life because of constant severe weather events that tear communities apart. Others notice slight to moderate changes and have an opportunity to prepare and act now instead of being in a reactionary mode.

We are in a third stage of climate action. The term resilience is used in relation to climate change impacts that are being experienced now, and specifically the extreme heat events, warmer and wetter seasons and for several years now, smoke from wildfires in Washington

State and outside its borders. These impacts are very visible and have public health impacts on vulnerable populations, such as children and seniors as well as those with pre-existing health conditions. We need to ensure that our community can function well and that all members of the community are protected now and in the future.

Therefore, we should continue to measure our GHG emissions, implement actions to mitigate and adapt to ongoing climate impacts that were not expected until 2030, begin planning for community resilience so that all members of our community can survive the known climate impacts, and anticipate the unknown future impacts. This third stage is expected to last in perpetuity and our climate resilience planning will be adjusted and acted upon as conditions change for long term sustainability of the entire community.

Goal SCE-6: Promote, enhance, and implement plans and actions that are responsive to climate change impacts to ensure equitable community resilience.

The City should plan and prepare to help the entire community be resilient to climate impacts. Every effort should be made to ensure that community members that are vulnerable to climate impacts are prioritized and helped with financial assistance, programs, and education to adapt to changing conditions. This includes the City working with these communities, their leaders, non-profit organizations, Puget Sound Energy, and others to develop climate resilient plans together with appropriate buy-in from community stakeholders.

Policy SCE-6.1: Promote energy efficiency, conservation methods, sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to reduce air pollution, greenhouse gas emissions, and consumption of fossil fuels to support state, regional, and local climate change goals.

Policy SCE-6.2: Address rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

Policy SCE-6.3: Proactively mitigate climate change by implementing immediate actions, including strategic planting of temporary, fast-growing forests in underutilized spaces, and prioritizing the retention of large, mature trees known for their substantial carbon storage capacity in order to rapidly mitigate climate change, promote biodiversity, and enhance overall environmental resilience within the urban landscape.

Policy SCE-6.4: Support and advocate for increasing production and storage of clean renewable energy using the most current technologies such as but not limited to Community Solar, Wind Power and Battery Energy Storage Systems (BESS).

Part of electrification of a community includes energy efficiency, energy demand management, energy production from individual and community solar installations. Efforts should continue with Puget Sound Energy and other non-profit organizations to ensure the community continues to make a sustainable transition to clean electricity and steep reductions in the use of fossil fuels for buildings, water heating and for transportation.

Goal SCE-7: Ensure a climate resilient community by working intentionally to reduce and eventually eliminate the use of fossil fuels and to be prepared for existing and future climate impacts.

Policy SCE-7.1: Create a climate preparedness study by 2026 with goals and actions to ensure community resilience to climate impacts and incorporate its actions primarily into functional plans such as the Sustainability Strategic Plan, Transportation Strategic Plan, Hazard Management Plan, and other relevant implementation plans.

Figure SCE-27: Cold Climate Heat Pump

Policy SCE-7.2: Prioritize support and financial assistance for underserved populations, and provide education, and technical information for all community members so they are able to make and maintain the transition to clean energy and full electrification of homes, electric vehicles and charging infrastructure to ensure climate resilience to known, and flexibility to address, unknown impacts.

Policy SCE-7.3: Work with regional partners to help leverage funding to help Kirkland electrify its homes, business, institutions and all means of micromobility in transportation to reduce contributions to climate impacts and unintended outcomes.

Policy SCE-7.4: Establish new and enhance existing Climate Resilience Hubs in the City and or programs/initiatives to provide mitigation during heat and smoke events to ensure public health.

Policy SCE-7.5: Ensure the City's Water Plan provides equitable access to safe, clean drinking water to the entire community and especially during times of drought or emergencies.

Policy SCE-7.6: Using technology, monitor air quality throughout the City and establish programs, partnerships, and initiatives to reduce environmental impacts and improve human health.

Healthy Food Community

Food security planning can help address environmental and social justice issues, 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 SCE-8: Support and encourage a local food economy.

Figure SCE-28: Farmers Market at Juanita Beach Park

Policy SCE-8.1: Expand the local food production market by supporting urban and community farming, including at schools, 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.

Figure SCE-29: Community Garden

Policy SCE-8.2: Promote land use regulations that ensure equitable access to healthy food by establishing and maintaining more community gardens where none exist and prioritizing locating them where underserved community members live and establishing regulations that support and allow small-scale neighborhood grocery stores that serve this function to be constructed.

The City has an important role to play in the creation of policies and regulations that emphasize the furthering of healthy lifestyles. 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 SCE-8.3: Reduce environmental impacts of food production and transportation by supporting regionally produced food and advocating for reducing carbon emissions and the use of chemicals and preserving water supplies.

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 Citywide;
- 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; and
- Work with local and regional partners to educate citizens of the benefits of urban agriculture and stewardship.

Policy SCE-8.4: Create a food plan which ensures food and water availability for the entire community that mitigates for shortages and promotes resilience.

Figure SCE-30: Water-saving drip irrigation

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 programs in place such as:

- Pea Patch Program;
- Farmer's Markets;
- Juanita Beach's Friday Market;
- Wednesday Market;
- The Victory Garden;
- McAuliffe Park Urban Farm;
- Community Supported Agriculture (CSA);
- Community Gardens (privately held); and
- Nourishing Network and 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 SCE-31: Sensitive Areas

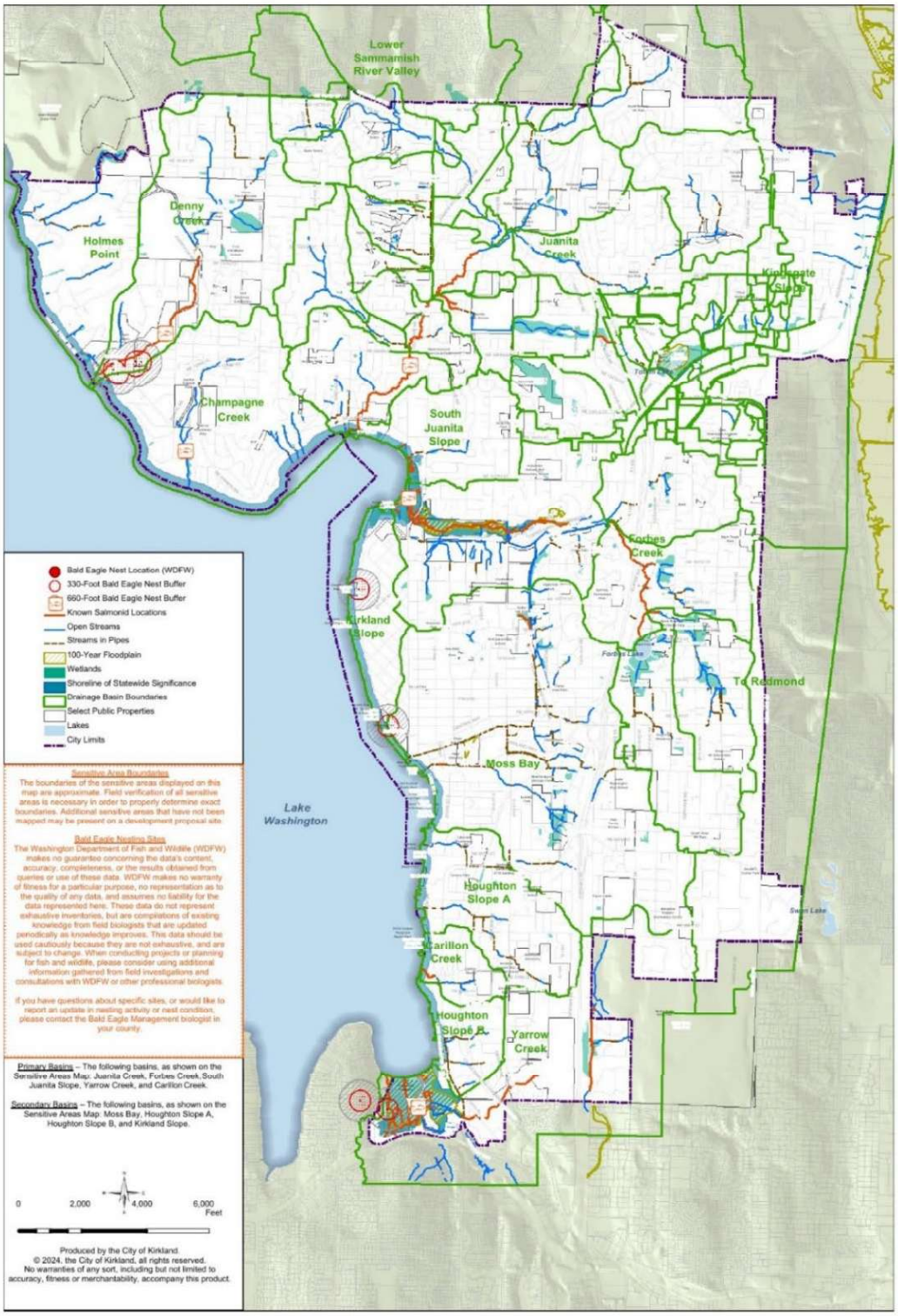


Figure 32a: Landslide Susceptibility

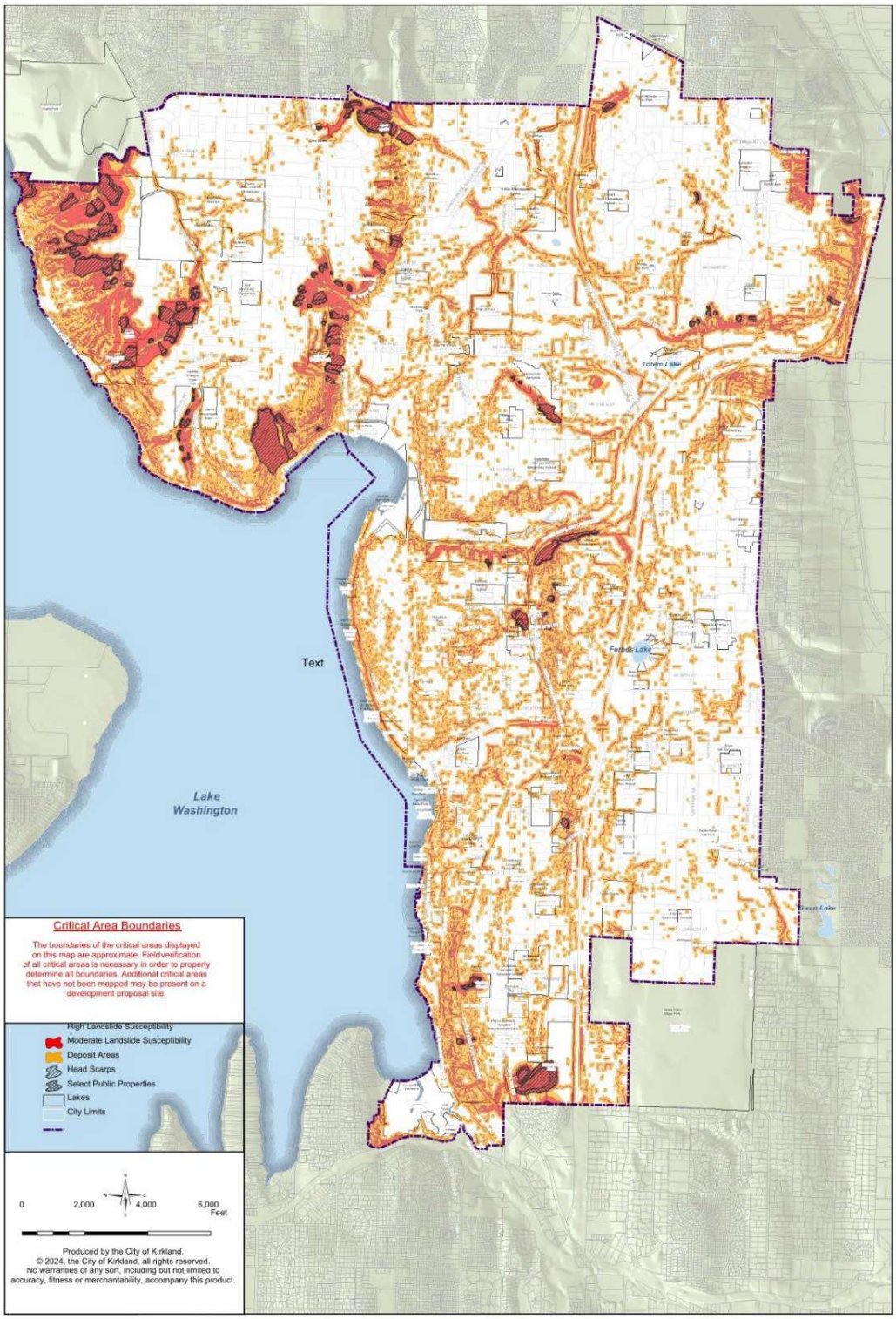


Figure 32b: Liquefaction Potential

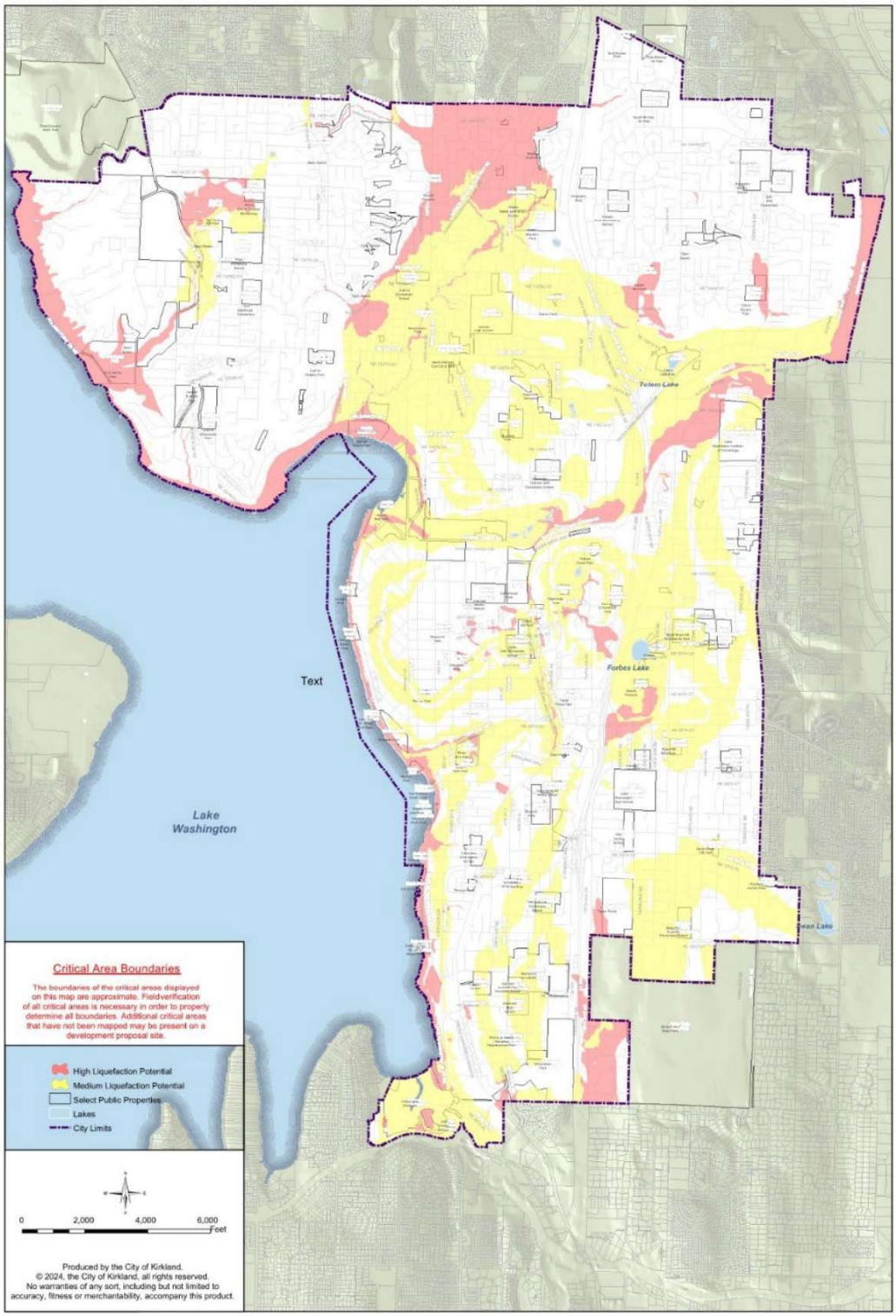


Figure SCE-33: Topography

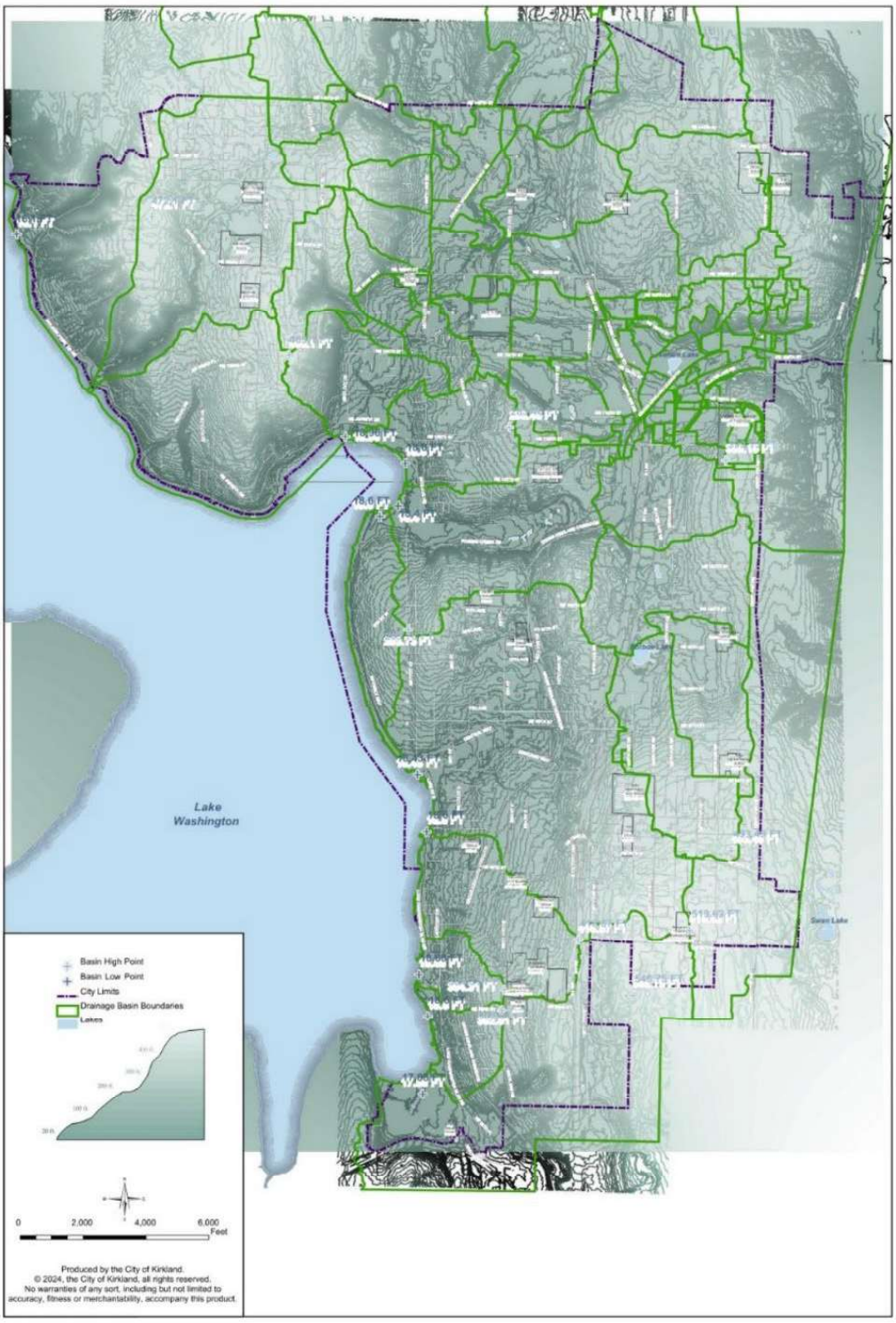
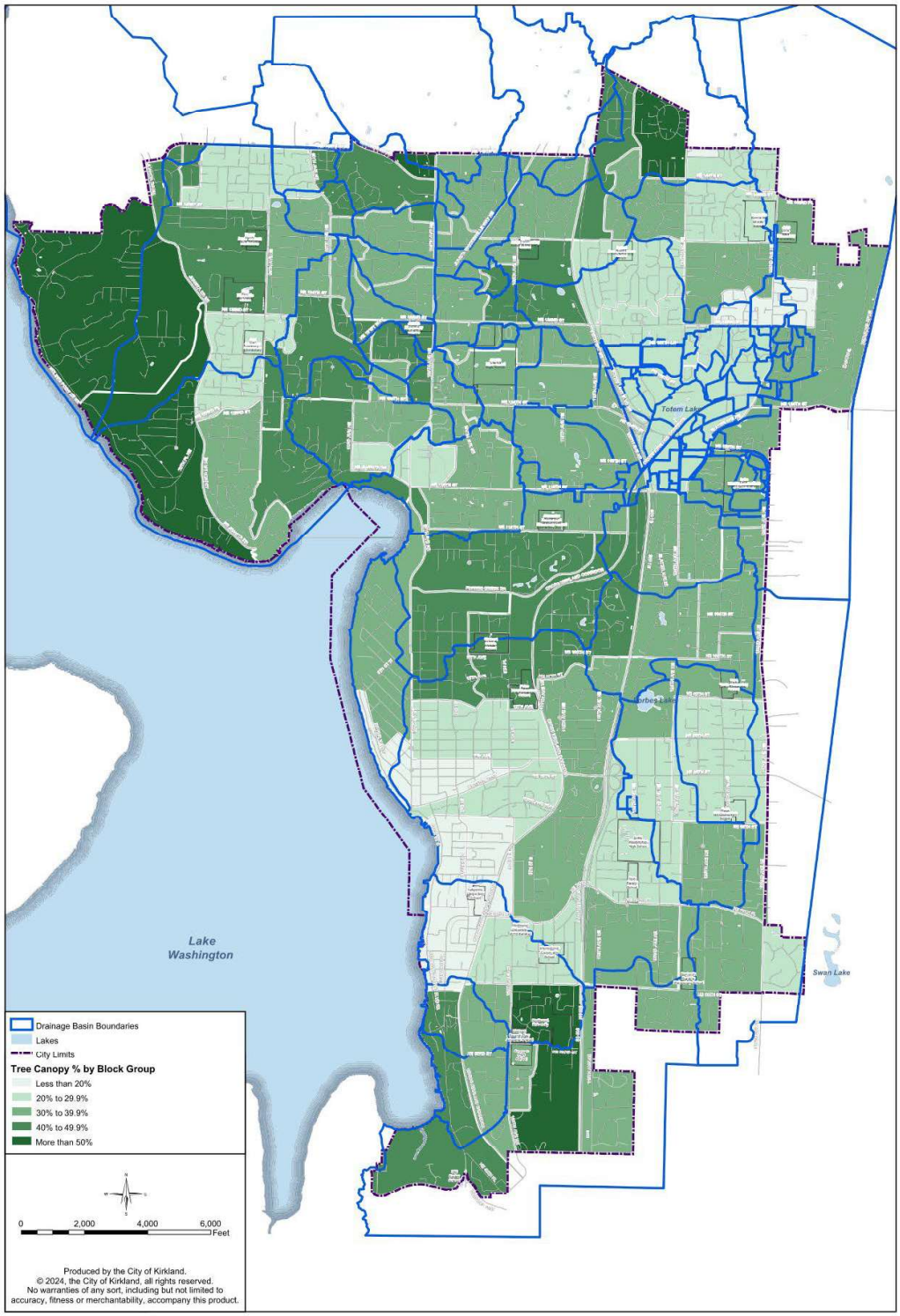


Figure SCE-34: Tree Canopy



3. LAND USE ELEMENT

Purpose

The fundamental goal of the Land Use Element is to maintain a balanced and complete community by retaining the community's unique characteristics and quality of life by accommodating growth, welcoming new neighbors, and helping make Kirkland easy to navigate for everyone. The Land Use Element guides future growth in Kirkland and helps establish the appropriate locations for certain types of development (i.e., land uses), the allowed intensity of each land use, and where open space preservation should be located. To accomplish this in alignment with the Comprehensive Plan Vision Statement, the 2044 Land Use Element builds on the 2035 goals and policies while emphasizing:

- The role land use plays in supporting the City and County's Diversity, Equity, Inclusion, and Belonging objectives, and supporting access to opportunity for people of all backgrounds and incomes;
- Kirkland's role in providing and balancing housing and jobs needs within the broader Puget Sound Region;
- Citywide affordable housing requirements;
- Encouraging production of missing middle housing types and higher-intensity housing types more likely to provide affordable housing opportunities;
- Consolidating zones for more uniform development regulations in similar districts citywide;
- Exploring appropriate uses and intensities within existing neighborhood commercial-oriented sites, along and within walksheds of transit corridors, around parks/open spaces, and other locations while promoting more housing choice and economic opportunity;
- Introducing more allowances for small-scale neighborhood commercial uses and/or home-based businesses in primarily residential neighborhoods, and strategies to support small businesses;
- Reducing and/or restructuring parking standards;
- Increasing public access to Lake Washington and other natural areas;
- Concepts that will enable Kirkland to become a more "complete city" (e.g., completing active transportation networks, identifying efficiencies in service, integrating arts into the community);
- Updates to incorporate new legislative requirements related to middle housing, affordable housing, and climate change;
- Streamlining development review, design review processes, and permit review timing to support increasing the City's housing stock, including affordable housing, middle housing and sustainable green building; and
- Enabling a complete community to meet people's daily needs.

Vision

The Land Use element is the foundational chapter to help Kirkland achieve our 2044 Vision. For the 2044 update of the Land Use Element, community focus groups collaborated with City staff to establish the below guiding principles for Land Use as Kirkland grows over the next 20 years.

Affordable Housing

Policies should promote diverse and affordable housing types that are well-connected to jobs and services by increasing density equitably throughout the City, including within traditionally lower-density neighborhoods. Prioritize enabling diverse housing types such as townhomes, cottages, condominiums, accessory units, and apartments over large-scale single-family dwelling units.

Accessible Places

Policies should enhance and improve connectivity by locating housing, parks, schools, entertainment, and commercial uses where there is access to public transportation, walking/rolling, and safe active transportation routes to reduce the reliance on cars and parking. Land Use policies should integrate with Transportation policies to improve active transportation infrastructure to create safe neighborhood routes.

Small/Middle Businesses

While larger businesses remain an important contributor to the City's economy and the community as a whole, policies should stimulate and foster more opportunities for small and middle-sized businesses well-connected to residential uses, including accessory commercial uses within residential neighborhoods. Policies should balance flexibility for commercial uses with mitigating significant impacts on the surrounding neighborhood.

Mixed Uses

Policies should enable various scales of mixed use developments with diverse retail, office, and affordable housing options within 10-minute neighborhoods. Mixed use buildings should have character, individuality, and architectural diversity to harmoniously blend into the surrounding neighborhood.

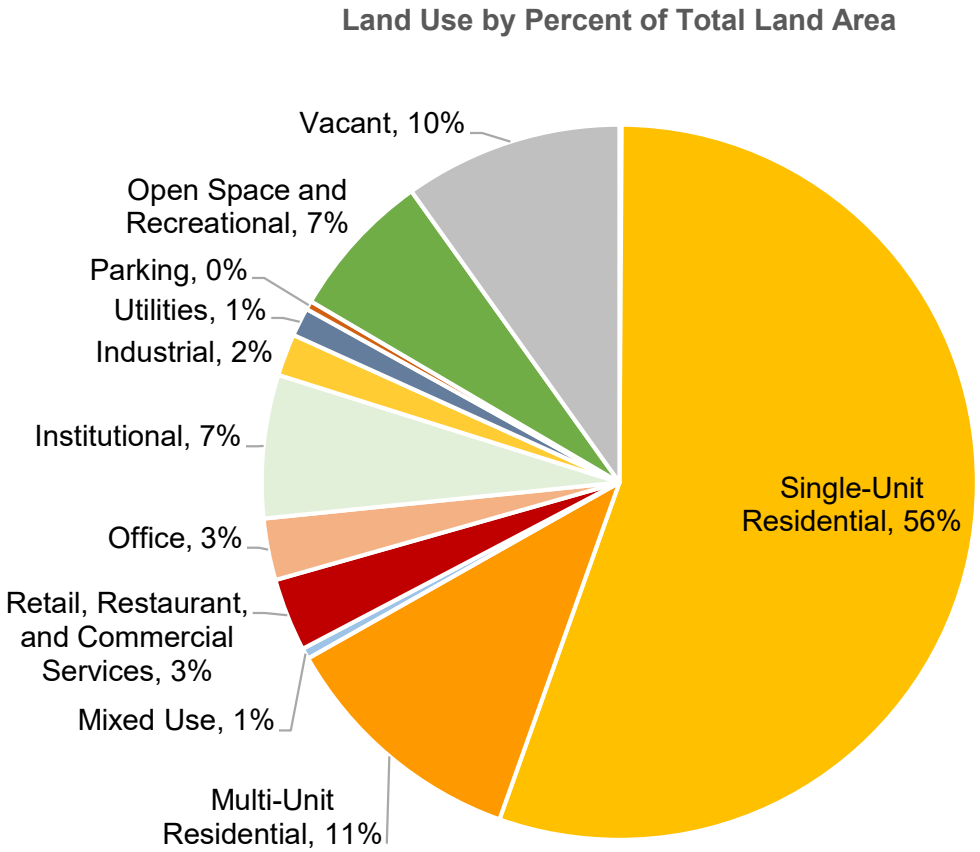
Green Communities

Policies should protect existing natural resources while managing growth, with a focus on development patterns that can improve access to parks and green corridors in all neighborhoods, and especially those that have less access today.

Existing Conditions

Kirkland is a balanced community of neighborhoods, providing homes, shops, services and employment for a wide variety of people. The City is part of a regional and interrelated pattern of land uses. Most land in the City is devoted to residential uses, though the urban centers within the City are increasing in mixed use intensity over time. The majority of Kirkland residents commute to other communities to work. Figure LU-1 shows the percentage of land uses based on the City's total land area (excluding rights-of-way) in 2024. More information on existing land uses can be found in the City's *Community Profile* document available in the Comprehensive Plan Appendix.

Figure LU-1: Current Land Uses in Kirkland



Source: King County Tax Assessor, 2020

Between 2024 and 2044, the City is expected to accommodate 13,200 new housing units and 26,490 new 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 the increased needs for housing, non-residential floorspace, open space, and public services. This serves as the minimum growth that must be planned for; Kirkland's 2044 growth targets are

shown in Table LU-1 below. The 2044 Comprehensive Plan must also provide capacity for housing targets assigned for specific income levels (or ranges of affordability), shown in Table LU-2 below.

Table LU-1: 2044 Growth Targets

2044 Assigned Growth Targets	**Housing Units**	**Employment**
Kirkland's Assigned Growth Target for 2044	13,200	26,490
2019 Values (existing)	38,656	49,280
Kirkland Total Target for 2044*	51,856	75,770
*** 2019 actuals plus assigned growth targets**		

Table LU-2: 2044 Housing Growth Targets by Income Segment

Income Segment	**K2044 Housing Target** (by income segment)
≤30% AMI; Permanent Supportive Housing (PSH)	2,546
≤30% AMI; non-PSH	4,842
>30-50% AMI	3,052
>50-80% AMI	1,022
>80-100% AMI	228
>100-120% AMI	259
>120% AMI	1,251
Total Housing Target	**13,200**

To support sustainable, transit-oriented growth patterns, the City has two Regional Urban Growth Centers certified by the Puget Sound Regional Council (PSRC): Totem Lake and Greater Downtown. These are areas where the City is intentionally focusing growth to support local and regional goals for new housing and jobs production, and to support regional transit. These areas will continue to accommodate a large share of the City's growth over the next 20 years. The below figures from PSRC provide an overview of each Center.

Table LU-3: Greater Downtown Regional Growth Center Summary

Land Area (acres)	564
Designation Year	2023
Center Type	Urban
Existing Population	8,720

Existing Housing Units	4,611
Existing Employees	13,202
Existing Activity Units Per Acre	39
Jobs Per Resident	1.5
2044 Total Planned Population (approximate)	19,454
2044 Total Planned Housing Units (approximate)	8,570
2044 Total Planned Employees (approximate)	23,138
Planned Activity Units Per Acre	76

Source: Puget Sound Regional Council; Capacity Analysis prepared by Parametrix consultants (2024).*

*Note: See Table LU-5 for more information about the Capacity Analysis.

Table LU-4: Totem Lake Regional Growth Center Summary

Land Area (acres)	842
Designation Year	2003
Center Type	Urban
Existing Population	11,398
Existing Housing Units	5,021
Existing Employees	14,876
Existing Activity Units Per Acre	31
Existing Jobs Per Resident	1.3
2044 Total Planned Population (approximate)	21,386
2044 Total Planned Housing Units (approximate)	9,421
2044 Total Planned Employees (approximate)	24,611
Planned Activity Units Per Acre	55

Source: Puget Sound Regional Council; Capacity Analysis prepared by Parametrix consultants (2024).

While the designated Regional Urban Growth Centers and existing neighborhood centers will continue to be the focus of new growth, areas outside the Centers are also becoming more dense as the City experiences new mixed use development and infill development with new

plats and middle housing construction in traditionally lower-density residential areas of the City. Future growth is expected to be distributed throughout the City at varying scales.

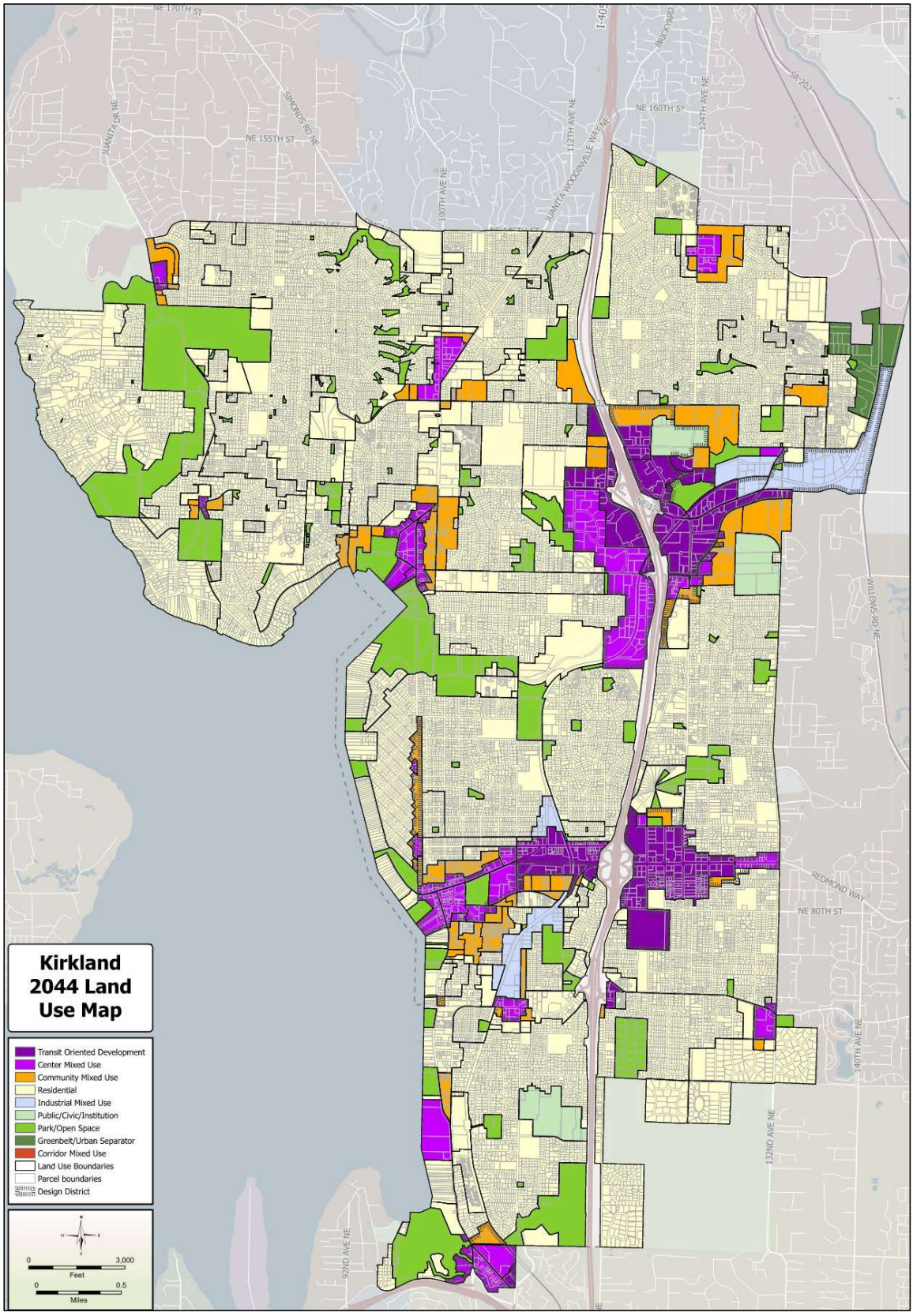
Land Use Map and Designations

The Comprehensive Land Use Map (Figure LU-2) indicates where certain types of uses may be appropriate.

The Comprehensive Land Use Map identifies areas for a range of housing intensities and a variety of nonresidential uses. The map contains land use designations generally reflecting the predominant uses in each area. The Comprehensive Plan does not specify a maximum residential density (i.e., maximum dwelling units per acre) for any of the land use designation categories. These designations are ultimately implemented through zoning districts shown on the Kirkland Zoning Map and described in the Kirkland Zoning Code, where zoning district chapters include specific development regulations for individual properties.

With the 2044 Land Use Element update, the map has been amended to reflect that nearly all designations allow more than one type of use and are more accurately denoted as “Mixed Use” designations of varying scales. Future changes to the Land Use Map and related zoning may be initiated by the City Council based on Council policy objectives or based on ideas presented by the Planning Commission, City staff, a neighborhood planning process, or community member requests. The Land Use Element and Housing Element work together to guide future growth, and several policies in both elements refer to “Urban Growth Centers” and/or “Neighborhood Centers.” While “Urban Growth Center” and “Neighborhood Center” are not distinct Land Use designations in Figure LU-2, there are specific Land Use designations commonly applied to these areas, including the Transit Oriented Development, Center Mixed Use, and Community Mixed Use designations.

Figure LU-2: Comprehensive Land Use Map



Land Use Designations

Transit Oriented Development – Accommodates compact and walkable communities with a spectrum of land-use mixes, intensities, and built forms that provide access to residential, commercial, and recreational opportunities around high-capacity and/or frequent transit. This designation is commonly applied to parcels within areas that comprise the City's designated Regional Urban Growth Centers.

Center Mixed Use – Accommodates commercial uses, either vertically or horizontally, with intensities that support both large and small businesses that provide a network and mixture of commercial services and housing that make it possible for people to live near employment and everyday destinations. This designation is commonly applied to parcels within areas considered "neighborhood centers."

Community Mixed Use – Accommodates individual commercial uses and small collections of commercial uses, either with or without residential development, that are located primarily away from major streets and serve residential communities. This designation is commonly applied to parcels within areas considered "neighborhood centers."

Residential – Accommodates predominantly residential uses with a range of allowed building types, generally ranging from single-unit to middle-housing types. This area may include small-scale commercial uses (e.g., corner stores, daycares, home-based businesses), institutional, and semi-public uses.

Industrial Mixed Use – Accommodates production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city.

Public/Civic/Institution – Accommodates public and semi-public uses, civic uses, and college and university campuses.

Park/Open Space – Accommodates parks and recreation uses, natural resource conservation, active transportation, historic, or scenic uses.

Greenbelt/Urban Separator – Accommodates low intensity residential development and is intended to protect Natural Resource Lands, the Rural Area (outside of the City's boundaries), and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits.

Goals and Policies

Land Use goals and policies are organized into nine categories: Growth Management; Land Use/Transportation Linkages; Mixed Use Residential Areas; Mixed Use Commercial Areas; Open Space and Resource Protection; Essential Public, Government, and Community Facilities; Sustainable Land Use; Historic Identity and Preservation; and Visual Identity.

Washington's Growth Management Act establishes required standards for the development of local comprehensive plans. These requirements include concentrating growth in urban areas to provide efficient services and reduce sprawl, supporting transportation choices, providing housing that is affordable to all income levels, and encouraging economic development. VISION 2050 establishes an overarching goal of focusing growth in urban areas to create walkable, compact, transit-oriented communities.

Growth Management

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

- **A pattern of land use that accommodates growth and promotes an equitable, welcoming, connected, and sustainable community;**
- **An accessible, healthy, and complete community with ample housing and employment opportunities;**
- **Support of the City's 2044 Vision;**
- **Transparent and efficient permitting processes for all types of development; and**
- **Protection of environmentally sensitive areas.**

Policy LU-1.1: Maintain clear, predictable, and objective development regulations that are easy to understand and consistent with City goals and policies.

Maintaining development regulations that are clear and easy to understand will aid the City in consistently applying codes, and also in helping the community understand what to expect from the standards in any given area. This can play an important role in streamlining development review processes and enabling redevelopment in an efficient manner throughout the City.

Policy LU-1.2: Maintain logical boundaries between land use districts that take into account considerations such as the complementary nature of land uses, existing and planned land uses, access, property lines, topographic conditions, habitat corridor linkages, 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 and scales should be compatible with adjacent districts through physical connections and/or design elements.

To promote 10-minute neighborhoods and thoughtful growth in the City, it may be possible and desirable to have several different types of development located relatively close to each other, or even blended together. Such a blending of development types can help reduce dependence on the automobile and provide greater opportunities for innovative mixed use development.

Policy LU-1.3: Identify opportunities to simplify development standards in zoning districts by completing actions including, but not limited to:

- *Consolidating the number of individual zones into related and simplified groups based on existing conditions and planning objectives (e.g., consolidating existing lower density residential zones such as RS, RSX, and RSA into a single zone type);*
- *Renaming zones to better describe the allowed mix of uses therein;*
- *Eliminating or combining zones that only apply to a limited number of parcels; and*
- *Standardizing development standards across similar zones.*

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. Increasingly, as a result of both City and State legislation to encourage infill residential development and enable more small- to middle-scale commercial opportunities throughout the City, more districts are some scale of mixed land uses and there are fewer meaningful differences between individual zoning districts than in the past. Consolidating and standardizing districts that are very similar will not only help achieve Policy LU-1.1 by making codes easier to understand, but it will also be more efficient as the City implements required State legislation (e.g., state bill HB 1110) and/or City-initiated changes in the future.

Policy LU-1.4: Encourage site and building design that promotes valued community characteristics such as pedestrian activation, high quality materials, publicly accessible and welcoming spaces, and transition strategies that bridge scales between areas with varying land use intensities.

Attractive site and building design can create a cohesive and functional development that enhances community characteristics 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.

Building and site design can improve cohesion across different mixes of uses and scales. Effective land use transitions can also include building modulation, upper story stepbacks, and other building design elements.

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; and to locate residents near businesses that are supported by a strong customer base. These mixed use areas provide an immediate market for commercial services, convenient shopping and employment opportunities to the residents, and reduce the need to drive.

Policy LU-1.5: Regulate land use and development in environmentally sensitive areas to improve and protect environmental quality, avoid unnecessary public and private costs, and encourage public access. Utilize mitigation sequencing requirements to prioritize avoiding development in environmentally sensitive areas.

Development in, or near, critical 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 support regulation of, 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 that:

- **Supports a multimodal transportation system that efficiently moves people and goods, and connects neighborhoods within the City;**
- **Supports, enhances, and increases access to 10-minute neighborhoods throughout the City;**
- **Minimizes energy use, greenhouse gas emissions, and service costs;**
- **Conserves land, water, and natural resources;**
- **Provides sufficient land area to accommodate growth likely to occur in Kirkland based on regional planning objectives and local goals;**
- **Preserves cultural resources and supports new identified cultural resources; and**
- **Promotes access to opportunity, particularly for: Black, Indigenous, and other People of Color communities; immigrants and refugees; people with low incomes; people with disabilities; seniors; renters; and communities with language access needs.**

Policy LU-2.1: Support a range of development intensities in Kirkland that enables development to accommodate growth and supports equitable access to housing and jobs, while recognizing and protecting environmentally sensitive areas.

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, and as such, the City must plan for intensities across the City that will accommodate housing and jobs growth within this urban area.

Policy LU-2.2: Facilitate infill development and encourage redevelopment of underutilized land.

Historic development trends in Kirkland have resulted in some areas where above-average large lots, existing low-density development under existing capacity, and car-centric development patterns are observed. Redevelopment of existing developments (for example, converting a parking lot to a new building with structured parking, or constructing multiple dwelling units on lower-density residential lots) may occur as land use plans change. Benefits of infill development can include more opportunity for housing affordability, improved linkages and ridership for transit service, efficiencies in service provision, and more – while preserving historic and/or existing affordable housing or commercial spaces.

In some cases, environmentally sensitive areas 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.

Policy LU-2.3: Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets, while also considering additional capacity that promotes the City's Vision and enables smart growth principles.

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for housing 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 continue enhancing valued community characteristics, 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. With the ongoing housing affordability crisis though, it is also important to recognize that providing additional capacity beyond the assigned growth targets is likely to help enable housing production and make it more likely that the City will actually achieve our 20-year growth targets and provide more opportunities for people of all incomes to live in Kirkland. In addition, it is also important to encourage new jobs in the City.

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-3 below shows that the City can accommodate the 2044 growth targets with its available capacity. The Housing Element and Housing Needs Inventory in the appendix of the 2044 Comprehensive Plan provide more information about Kirkland's housing unit capacity for different income segments.

Table LU-5: Comparison of 2044 Growth Targets and Available Capacity

Summary of Kirkland Capacity Analysis		
Existing	**Housing Units**	**Employment**
Kirkland Assigned Growth Target for 2044	13,200	26,490
Kirkland Existing Values (2019)^	38,656	49,280
Assigned Total Target for 2044 (per King County)*	51,856	75,770
Kirkland 2022 Values (existing)	41,785	50,786
Capacity	**Housing Units**	**Employment**
Kirkland Additional Capacity for 2044 (existing zoning)	16,305	25,842
Kirkland Total for 2044**	58,090	76,628
Kirkland Surplus Capacity for 2044 (existing zoning)***	6,234	858

Notes:
^2019 existing values were utilized by King County to determine 2044 assigned growth targets.
* 2019 actuals plus assigned growth targets
** 2022 actuals plus additional capacity (baseline analysis results)
***** Difference between Kirkland totals for 2044 and total assigned targets (per King County) for 2044**

Source: Capacity Analysis prepared by Parametrix consultants (2024)

Policy LU-2.4: Support development patterns that promote public health and address racially and environmentally disparate health outcomes and provide access to opportunities. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

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.

Policy LU-2.5: Expand access to housing by growing Kirkland's regional Urban Growth Centers, neighborhood centers, and 10-minute neighborhoods.

Kirkland's regional Urban Growth Centers and neighborhood centers opportunities to expand access to more housing choices and more affordable housing within walking distance of transit and commercial services. These areas of the City are those that have the most potential for supporting neighborhoods where most daily needs can be reached on-foot within 10 minutes.

Land Use and Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a 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 removed from primarily 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 a viable option.

Site design standards and street connectivity also impact the ability of drivers, transit riders, pedestrians, and people rolling to get around. Policies in this section discuss the importance of considering connections and transportation choices when planning for growth.

Goal LU-3: Provide a land use pattern and connected transportation network that: promotes multi-modal safety and mobility; reduces Vehicle Miles Traveled (VMT) per capita; provides transportation choices; and supports convenient access to schools, parks, goods and services.

Policy LU-3.1: Create and maintain neighborhoods that allow residents and employees of all abilities to use active transportation to travel to places that meet their daily needs.

Kirkland presently has a strong network of commercial and employment centers, and many of the City's predominantly residential areas have convenient access to a shopping area. This policy intends to further strengthen the relationship between homes and commercial areas.

Policy LU-3.2: Focus the development of affordable housing and higher intensity residential uses, offices, community facilities, shops, and services in and near Urban Growth Centers, neighborhood centers, and 10-minute Neighborhoods.

Promoting a mix of uses, and incorporating residential development into primarily commercial areas provides benefits for businesses and residents alike. Mixing housing and ~~within~~ commercial uses ~~areas~~ provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents 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 of compatible intensity with and complementary to business activity.

Continuing to focus housing near transit can support transit use. As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices, in addition to the availability of commercial services, should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.3: Optimize middle housing to increase housing options in the City.

Policy LU-3.4: Provide vehicular access for commercial development from arterials or freeways and avoid vehicular access from residential streets.

Because of heavier traffic patterns and delivery traffic associated with commercial uses, primary transportation routes should be oriented toward nonresidential streets.

Policy LU-3.5: Incorporate features in new development projects that promote transit and non-motorized modes.

Site design can play an important role in 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 and secured bicycle racks may encourage a would-be cyclist. With the growth of electrified personal transit, standards to require publicly accessible charging stations should also be incorporated into new development.

Policy LU-3.6: Pursue reducing or removing minimum vehicle parking requirements in and near Urban Growth Centers and neighborhood centers; and for residential uses, including low-density, middle-housing, and stacked dwelling unit housing types.

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. Additionally, parking is expensive to build and can require use of materials with high environmental impacts. Reduced or eliminated parking requirements can help reduce the cost of construction and, as a result, help enable future housing and/or jobs production through new development.

Policy LU-3.7: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastrail 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 uses along the corridor. The corridors present opportunities for nearby residents to easily access excellent active transportation connections to other parts of the city and region, and commercial uses could help further activate the corridors.

Policy LU-3.8: Encourage vehicular and nonmotorized active transportation connectivity, including through new mid-block connections, while prioritizing network improvements that will contribute to reducing the City's Vehicle Miles Traveled (VMT).

Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes. Pedestrian connections between adjacent properties, and to adjacent streets, minimize 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. Cul-de-sacs, dead-end streets, fences or other barriers prevent convenient connections. The intent of this policy is to encourage connections and to avoid such barriers to easy access.

Policy LU-3.9: Encourage and incentivize the provision of childcare facilities in all neighborhoods.

To increase opportunities for childcare and reduce the cost of childcare, Kirkland should provide incentives for developments that include space for childcare. While childcare facilities should be available citywide, different incentives should be used in different areas based on the allowed intensity of surrounding development.

Residential Mixed Use Areas

Most of the land in Kirkland is developed with housing of some type – whether single-unit or multi-unit homes. Kirkland will continue to provide abundant housing, and focusing intention on providing housing available to all income levels will help achieve a more welcoming and inclusive community. Increasingly, more housing in the City is provided as infill development in traditionally lower-intensity residential areas and in mixed use developments. As growth occurs, the community has expressed a desire for increased flexibility for smaller-scale commercial uses providing for daily needs to be located within residential areas.

Several specific housing issues – affordability, supportive housing, and housing types – are discussed in more detail in the Housing Element.

Goal LU-4: Enhance opportunities for residential growth citywide, including infill development in lower-intensity residential areas, while accommodating the City's growth targets and enabling production of housing options for people of all income levels that are widely distributed throughout all neighborhoods.

Policy LU-4.1: Maintain and enhance the community's vision for safe and welcoming neighborhoods that are well-connected to each other via all modes of travel.

The community's vision and guiding principles established in this Plan foresee neighborhoods that remain vibrant, livable, diverse, accessible, and affordable.

Policy LU-4.2: Identify opportunities to simplify development standards in primarily residential zones by completing actions such as: renaming "single-family residential zones" to better describe the allowed multi-family and commercial uses therein; consolidating low-density residential zones into a single zone to simplify future Zoning Code amendments; and standardizing development standards across low-density residential zones.

Consolidating and standardizing districts that are very similar will not only help achieve Policy LU-1.1 by making codes easier to understand, but it will also be more efficient as the City implements required State legislation (e.g., State Bill HB 1110) and/or City-initiated changes in the future.

Policy LU-4.3: Review the reduction of minimum lot sizes applied in residential zones to support housing affordability and more opportunities for fee-simple ownership.

In conjunction with implementation of policies to optimize middle housing, this policy would help enable housing production and could increase access to opportunity by providing more options for people to access home ownership.

Policy LU-4.4: Locate the highest intensity residential areas in and near Urban Growth Centers and neighborhood centers. Expand housing capacity outside of Urban Growth Centers and neighborhood centers by optimizing middle housing.

Denser residential areas should continue to be sited close to or within commercial areas and transportation hubs to increase transportation choices and promote 10-minute neighborhood concepts.

Policy LU-4.5: Encourage new residential growth to meet City objectives of environmental sustainability, economic growth, and Diversity, Equity, Inclusion, and Belonging principles, along with Washington State required allowances for middle-housing types such as Accessory Dwelling Units, Cottages, and multiplexes in lower-intensity neighborhoods.

Infill development is expected to be one of the ways that the City can provide additional capacity for new housing production and this policy would help ensure that all areas of the City increase access to opportunity. While the city has succeeded in legalizing Accessory Dwelling Units and Cottages, more work is needed to enable development of duplexes, triplexes, and other forms of missing middle housing.

Policy LU-4.6: Develop standards that allow small scale neighborhood-oriented commercial uses within residential areas, including corner stores and commercial uses operated within homes, to meet local needs and reduce reliance on vehicle trips to meet daily needs.

Primarily residential areas could benefit from having small walkable markets within the neighborhood. Additionally, in conjunction with policies in the Economic Development Element, this policy increases economic opportunities for people in the City.

Policy LU-4.7: Evaluate planning in the Totem Lake and Greater Downtown regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses, and use a range of strategies to mitigate displacement impacts.

Commercial Mixed Use Areas

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 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, 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. An underlying premise of the Land Use Element is that, in the future, people in the City will not drive as much as they do presently to avoid being in traffic congestion. To that end, the Element attempts to promote commercial land use patterns that support transportation choices.

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.

Today, most of Kirkland's commercial areas 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, Totem Lake, 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, play, and learn.

Goal LU-5: Plan for a hierarchy of transit-oriented and commercial mixed use areas serving neighborhood, community, and/or regional needs.

Policy LU-5.1: Promote the following principles in designing 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 plazas, courtyards, and 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; or mixed uses in a horizontal orientation.*
- *Create effective transitions between areas of varying intensities.*
- *Encourage incorporation of green infrastructure such as bioswales, functional planter beds, green walls/roofs, and other similar features.*

Access

- *Develop 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;*
    - *Placement of parking in structures, underground, or to the back or side of buildings.*

Although each commercial and mixed use area has its own unique attributes, these generalized development guidelines work to promote a basis of good planning principles and support a complete transportation system. 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 promote sustainability and livability.

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

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.

Policy LU-5.3: Enhance and strengthen Kirkland's transit-oriented and commercial mixed use areas consistent with the City's 2044 Vision, growth targets, and 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 and the Greater Downtown are designated as Urban Centers.

Policy LU-5.4: Provide opportunities for a variety of employment.

Kirkland's commercial areas provide a diversity of jobs; from primary jobs 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: 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 affordable housing and growth targets in walkable neighborhoods with good transit service.*
- *Create gathering places and opportunities for social interaction.*
- *Create and maintain unique places that promote the City's 2044 vision.*

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

Policy LU-5.6: 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 Eastrail Corridor and proximity to vibrant neighborhoods.

Policy LU-5.7: Allow for innovative land use and development within the Cross Kirkland Corridor Strategic Plan where such innovation enhances the recreational, transportation, environmental, 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 multimodal 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-5.8: Identify and remove regulatory barriers to development in the City's Center Mixed Use areas including, but not limited to: reducing or eliminating minimum parking requirements,

removing land aggregation or minimum parcel size requirements, increasing nearby housing densities, and removing minimum lot size per housing unit requirements.

Several neighborhood ~~commercial~~ centers, particularly in the northern part of the City, have remained somewhat static in recent years, and the development within them is underutilizing the existing allowed intensity of use. Future redevelopment in these centers could serve to better activate them, provide more job and commercial opportunities, and enhance them as places for people to visit and gather as they can provide important community spaces.

Policy LU-5.9: Identify potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure. Use a range of strategies to mitigate direct displacement impacts to the extent feasible.

Policy LU-5.5 10: Support the Totem Lake and Greater Downtown as Urban Centers/Regional Growth Centers.

To support sustainable, transit-oriented growth patterns, the City has two Regional Urban Growth Centers certified by the Puget Sound Regional Council (PSRC): Totem Lake and Greater Downtown. These are areas where the City will continue to intentionally focus growth to support local and regional goals for new housing and jobs production, and to support regional transit. These areas will continue to accommodate a large share of the City's growth over the next 20 years.

Open Space and Resource Protection

Open space may serve amenity, utilitarian and/or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, 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, already own important areas of open space within and on the borders of the City. 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 environmentally sensitive open spaces and habitat. Open space goals and policies are also included in the Sustainability, Climate, and Environment (SCE) Element, and the Parks, Recreation, and Open Space Element.

Goal LU-6: 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;**
- **Promotes actions from the Sustainability Strategic Plan; and**
- **Preserves natural landforms and scenic areas.**

Policy LU-6.1: Distribute parks and open spaces throughout the City, prioritizing historically underserved communities, and with particular 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-6.2: Work with adjacent jurisdictions; County, State, federal, and tribal governments; and nonprofit 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: Identify strategies to incorporate 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 Eastrail Corridor provide an extraordinary opportunity to link many existing open spaces together in a coordinated manner, and to help realize complete communities in Kirkland.

Policy LU-6.4: Preserve Kirkland's Growth Management Act-designated urban separators.

Urban separators break up urban development and help distinguish between communities. Kirkland has one designated urban separator.

Policy LU-6.4: Identify opportunities to work with private property owners to designate publicly accessible open space to create a more connected greenspace network.

A more connected greenspace network can support many City objectives for enhanced urban canopy, providing recreational access, providing safe and active travel options, and overall supporting a more complete community.

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 active transportation, 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 good transportation options.

Essential Public, Government, 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 transfer stations, 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 section 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. The community depends on all of these facilities. For that reason, their location within the City should not be precluded. Potential adverse 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. The goal is to design such facilities such that they are assets to the neighborhoods they are in.

Goal LU-8: Maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities, and provide flexible options that allow for timely responses to emerging needs in the community.

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, especially from historically marginalized communities;*
- *Transitions to, and/or compatibility with, surrounding uses;*
- *Fostering excellent urban design and incorporating amenities;*
- *Preservation of natural resources;*
- *The cost-effectiveness of service delivery;*
- *Location near transit and mixed use centers;*
- *Mitigating climate change, economic, and health impacts; 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. Do not locate new housing in land designated for Parks or Open Space.

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.

Policy LU-8.4: Prioritize services and access to opportunity for people of color, people with low incomes, and historically underserved communities to ensure all people can attain the resources and opportunities to improve quality of life and address past inequities.

Policy LU-8.5: Identify opportunities to locate services for community members experiencing homelessness on suitable properties, and create a streamlined process to approve the siting of such facilities.

Sustainable Land Use

The Sustainability, Climate, and Environment (SCE) Element includes detailed goals and policies for several components of sustainability. However, the land use pattern in the city is a key factor in supporting a connected, efficient, and resilient community.

Goal LU-9: Intentionally advance the City's Sustainability goals and policies with patterns of land use and future amendments to development standards.

Policy LU-9.1: Utilize the sustainable decision-making tool described in the City's Sustainability Strategic Plan to evaluate all land use and Zoning Code amendment decisions.

Policy LU-9.2: Evaluate Zoning Code amendments to reduce barriers to energy-efficient development (such as solar installations, vehicle and active transportation charging stations, flexible mechanical unit placement, and limiting building modulation requirements).

Policy LU-9.3: Identify appropriate areas or zones in the City to consider allowing energy storage facilities, and develop standards that will provide flexibility for future installations.

Historic Identity and Preservation

The history of this area is rooted in its rich Native History and it is important to acknowledge the First People within any discussion of the City's history. Historic resources can connect the community with the City's past, providing a sense of continuity and permanence. Recognition and preservation of historic resources help contribute to the uniqueness of Kirkland. A significant number of the historic resources in Kirkland already have been identified and mapped, and future efforts can be made to recognize additional places, structures, and stories in Kirkland's history, especially those that are reflective of the community's diverse history.

Goal LU-10: Acknowledge that present day Kirkland lies on the unceded and ancestral land of the Coast Salish peoples, and preserve and enhance Kirkland's historic identity.

Policy LU-10.1: Identify and preserve historic, visual, and cultural resources and landmarks, archeological sites, historic and cultural landscapes and areas of significant character or context, including those that may include history of exclusionary practices for purposes of acknowledging and learning from our past, and especially where growth could place these resources at risk. Development permits involving buildings, structures, sites and objects in Table LU-4 are subject to environmental review under the City's local SEPA regulations.

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

- Explore meaningful ways, in collaboration with local Tribes, to acknowledge the Native

History of this area.

- 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.

Although age is an important factor in determining the historical significance of a building, structure, site or object (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 LU-6 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland and Figure LU-3 identifies the location.

The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table LU-6. 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 LU-6 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 under Chapter 75 KZC.

Figure LU-3: Designated Historic Buildings, Structures, Sites and Objects

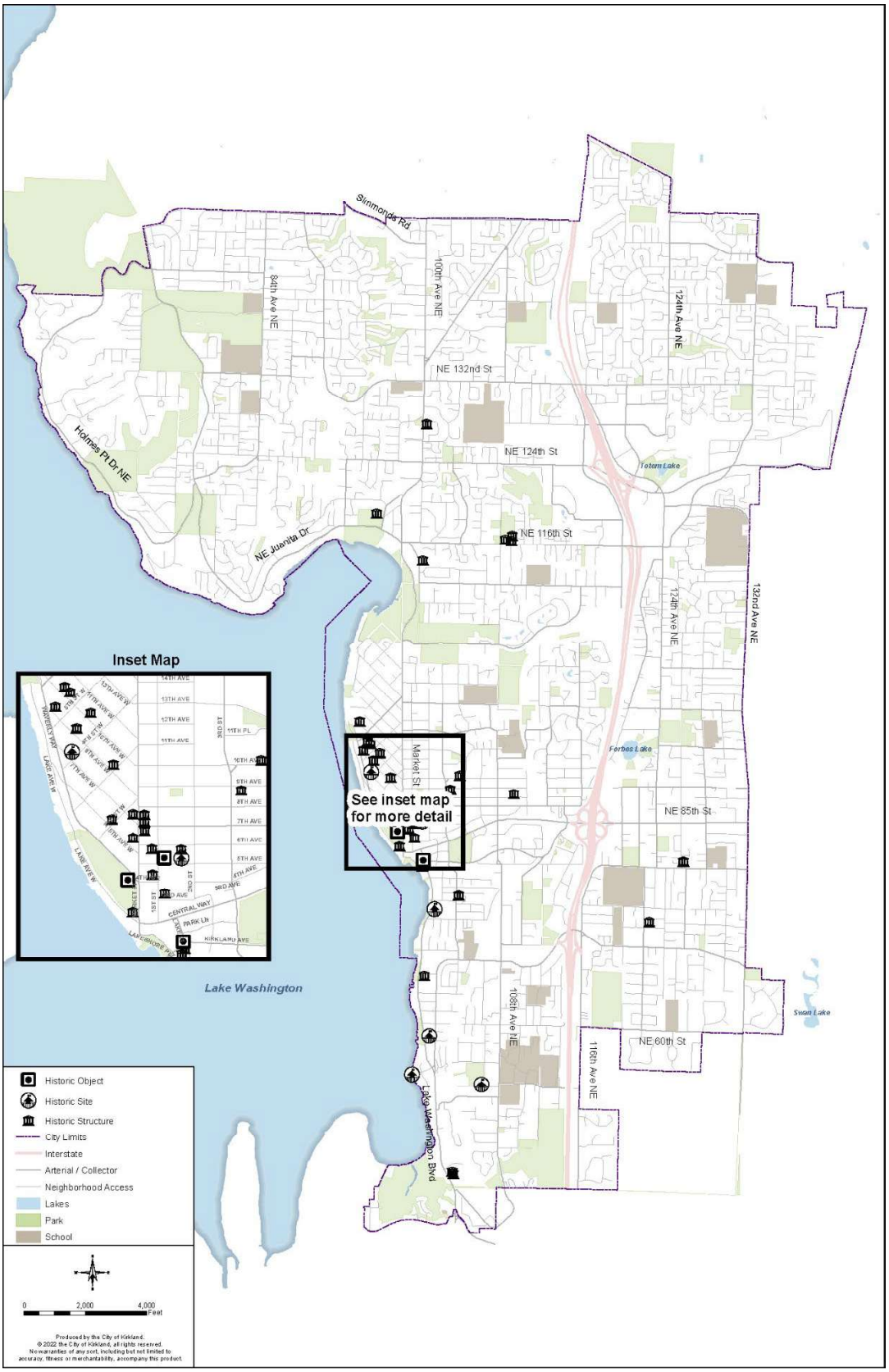


Table LU-6: Designated Historic Buildings, Structures, Sites and Objects

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	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
Buchanan House (formerly known as Trueblood House)	129 6th Ave. (moved from 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 Ecl 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

Building or Site	**Address**	**Architectural Style**	**Date Built**	**Person/Event**	**Neighborhood**
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral (Moved)	408 State St. S	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 6436 Lake Washington Blvd.)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
¥Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved from 10129 NE 63rd)	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.	Site only – Structure demolished May 2014	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Site only – Structure demolished	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	Juanita
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		Norkirk
Shumway Site	510 – 528 Lake St. S.	Site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	Site only		Anderson/WW	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	Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	Juanita
Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	Juanita
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
¥346 10th Ave. Residence	346 10th Ave.	Bungalow	1921		Norkirk
¥307 9th Ave. Residence	307 9th Ave.	Craftsman	1918		Norkirk
*Barth House	7304 122nd Ave NE	Residential Vernacular	1912	Barth Family	South Rose Hill

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 and 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.

Policy LU-10.2: Encourage land use patterns and adopt regulations that protect historic resources and sustain historic community features while allowing for equitable growth and development.

Policy LU-10.3: Provide encouragement, assistance and incentives to property 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;
- 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 LU-10.4: 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 urban fabric of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

Policy LU-10.5: Design parks, open spaces, and other City facilities to recognize that present day Kirkland lies on the unceded and ancestral land of the Coast Salish peoples, and to honor that heritage.

The City should identify opportunities to further acknowledge, respect, and recognize the rich Native History of this area, particularly in areas that may hold significance to the Coast Salish peoples.

Policy LU-10.6: Utilize an equity lens when collecting written, visual, and oral records to learn about, identify, and interpret the history of the City of Kirkland.

The City should always ensure that anything about a specific community of people is incorporating the input and participation of those people. 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, pedestrian-bike paths and the Cross Kirkland and Eastrail Corridors to provide education about the City's history.

Policy LU-10.7: Support cultural resources and institutions that reflect the diversity of the community.

Visual Identity

Kirkland has a high-quality urban fabric and a well-established identity based on a unique physical and natural setting, and existing development patterns. The Comprehensive Plan recognizes many urban design principles and features that contribute to Kirkland's identity, such as gateways, views, scenic corridors, waterfront access, historic sites, building scale, constructed and natural landmarks, and active transportation linkages. As the built environment continues to change and densify, unique neighborhood identities, building design, public viewsheds, signage, and diverse community art are some of the important factors that strengthen visual identity.

Goal LU-11: Maintain and enhance Kirkland's built and natural environment by strengthening the visual identity of Kirkland citywide.

Policy LU-11.1: Enhance City identity by use of urban design principles that recognize the unique characteristics of different types of development, including all intensities of residential,

mixed use, and various types and sizes of commercial development.

Good urban design recognizes that a City's physical setting and development patterns collectively form its visual character. In Kirkland, urban design should protect defining features, respect existing surroundings, and allow for unique identification between different parts of the City. The urban design principles 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 LU-11.2: Prohibit gated developments or gated rights-of-way.

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 image. This policy is not intended to restrict fences with gates around individual homes, gated multifamily parking garages, gated multifamily interior courtyards, or similar private spaces.

Policy LU-11.3: 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 be designed 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, libraries, and other civic buildings should be designed to be landmarks for the City as a whole.

Policy LU-11.4: Maintain and enhance connections between neighborhoods and to the waterfront, parks, and the Cross Kirkland and Eastrail Corridors.

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.

Policy LU-11.5: Enhance City and neighborhood identity through identifying and protecting features that are valued and unique to different areas in the City, including built and natural environment components.

Kirkland's 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 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 LU-11.6: Provide public information signs that present clear and consistent information and an intentional visual representation of the City.

Public signs are needed to supply information about public facilities, such as bus, 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 LU-11.7: Implement sign regulations that equitably allow visibility in the display of commercial information and promote a cohesive design aesthetic that is in context with district design guidelines, where present.

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.

Policy LU-11.8: 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 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.

4. HOUSING ELEMENT

Purpose

Housing is recognized as a fundamental human need and plays a crucial role in the overall wellbeing of individuals and communities. It serves as a social determinant of health, influencing a wide array of health outcomes and quality of life. Quality housing can reduce the risk of chronic diseases, improve mental health, and enhance the sense of security and belonging. Moreover, stable housing can act as a platform for individuals to access education and employment opportunities, which are essential for economic stability and personal development. The benefits of adequate housing extend beyond the individual, contributing to the social fabric and economic vitality of communities.

In the Puget Sound Region, and across the state, the housing market has become increasingly unaffordable as demand has risen and supply continues to be constrained. Many residents are facing unprecedented challenges in finding and keeping housing they can afford. Housing availability is also a result of past and present public policies and private practices. Certain housing policies, such as exclusionary zoning, and private practices such as loan discrimination, restrictive covenants, and redlining have led to racial discrimination in the housing market, as these policies and practices have historically been used to segregate communities and limit opportunities and exacerbate economic disparities for people of color.

As Kirkland sits geographically in the heart of the region's economy, the city boasts a diverse suite of employers, and it enjoys the benefits of being in close proximity to many jobs in our neighboring cities. Together with our quality neighborhoods with their parks and open space, schools, and commercial amenities, the city provides an opportunity for current and future residents to thrive. Recognizing that housing access, affordability, equity, and choice are regional issues, Kirkland has a major role in locally addressing the many issues within the region's housing market.

The Housing Element ensures that Kirkland addresses the housing needs of current and future residents over the next 20 years. This chapter includes goals and policies intended to help the city to achieve its housing targets, meet the needs of current and future residents, and correct past wrongs for populations historically left out of the housing market and suffering from housing insecurity.

Under the Growth Management Act (GMA) described in RCW 36.70A.070(2) cities at minimum must:

- Analyze existing housing conditions;
- Plan for and accommodate the housing needs affordable to all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing);
- Provide for a variety of housing densities and options through preservation and development;
- Make adequate provisions for housing for current and future populations;
- Identify racially disparate impacts, displacement and exclusion in housing policies and regulations, and begin to undo those impacts; and

- Identify areas where households are at higher risk of displacement and establish anti-displacement policies.

Vision

Kirkland recognizes that housing is the most basic of human needs. By 2044, our city has, and actively supports, a robust housing market capable of meeting the demands of current and future residents. Residents have access to safe, affordable, and adequate housing regardless of their background throughout the city. Housing is developed with sustainability in mind, is safe, and meets the needs of households regardless of income, configuration, ability, racial or ethnic makeup. Homelessness is rare and brief, and Kirkland together with its local and regional partners has developed sustainable support systems that continue to meet the needs of our unhoused population.

Existing Conditions

The land that is now Kirkland has long been a place where people made their homes, beginning with Native people and their longhouses near Lake Washington. With settlement, Kirkland has a history of providing housing choices to meet the needs of its populations from homesteader cabins and farmhouses, to providing housing for an industrial workforce, to providing housing in suburban tracts served by automobiles. Today, Kirkland has grown into an urbanizing community of neighborhoods as the city and the region continues to gain population.

As of 2023, Kirkland's population estimate is 96,920 and is the sixth most populous city in the County. In 2011 the city experienced a significant population increase by annexing the last of its allocated unincorporated areas, the Finn Hill, North Juanita, and Kingsgate neighborhoods. With no more land annexation opportunities to incorporate future population, growth within the city will occur as infill urbanization.

Jobs and Housing

The median household income in Kirkland stands at $130,620, and the City has experienced a 23 percentage-point increase in professionals earning $75,000 or more since 2010. These wage earners can afford higher rents or mortgages, leading to a focus on market-rate housing development for this group and exacerbating affordability issues for lower-income households. Kirkland offers limited housing options for households earning less than $50,000 annually due to rising prices driven by demand. Additionally, Kirkland’s job growth is starting to outpace housing development.

Tenure and Housing

The city’s housing supply is still majority homeownership, 60% as of 2020, although the number of rental housing units has steadily increase since 2010, its share of the total inventory has decreased from 43% (2010) to 40% (2020). Renters are more likely than homeowners to be

moderately or severely burdened by housing costs, 23% of owner-occupied households are moderately or severely burdened, compared to 38% of renter-occupied households.

Unit Size and Regulated Housing

There are currently more 3- to 4-bedroom units than the number of 3- to 4-person households in the city, while there is less inventory of 1- bedroom units compared to the number of 1-person households, potentially because of a preference for extra bedrooms that can be used as flex spaces. Kirkland offers a relatively high number of income- and price-restricted units for its size, due to a combination of inclusionary zoning, city funding, and public housing, although many more affordable units are needed to meet demand. In addition, the city does not yet have a significant supply of permanent supportive or emergency housing units.

Race, Ethnicity and Housing

The city has seen a population growth of 13.9% since 2015, with a notable increase in the non-white population, now constituting 30.7% of the residents. While this increase in racial and ethnic diversity is notable, it is also notable that Kirkland's white population is the highest among neighboring cities and the county. Housing is needed at all affordability levels, but in greatest numbers below 80% of the area median income (AMI) and especially by Black and Hispanic/Latino households, who are disproportionately housing-cost burdened.

Kirkland recognizes historical and ongoing housing discrimination and inequities. The city is on the traditional lands of the Coast Salish peoples, specifically the Lake and River People, who were displaced due to mistranslated treaties and power imbalances. In the late 1800s, Washington's "Alien Land Law" prevented Chinese and Japanese immigrants from owning land. During WWII, Japanese residents from the Eastside were forcibly relocated to internment camps. Racial covenants existed in some areas until outlawed in 1945. Despite the 1968 Fair Housing Act, subtle discrimination persisted, including biased land use laws and realtors steering buyers away from certain neighborhoods. More information on historical and ongoing housing discrimination and inequities can be found in the Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices Section of the Housing Inventory and Analysis in Appendix B.

By acknowledging these current conditions and past injustices, Kirkland aims to foster a more inclusive and equitable future.

Age and Housing

Most Kirkland residents are of "working age populations", ages between 20 and 64 (64 percent), but that percentage is declining as the population 65 and older grows in proportion. At the other end of the spectrum, the community's school-age population has grown in percentage, but only slightly. Based on aging trends, there is a critical need to address housing accommodations tailored to the needs of an older population.

Future Housing Trends

Between 2024 and 2044, the City is expected to accommodate a housing growth target of 13,200 new housing units. Under the Growth Management Act, planning policies must seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates housing growth targets to jurisdictions,

and Kirkland is responsible for planning to meet its allocated needs for housing. Table H-1 shows Kirkland's allocated housing growth by income segment. In addition to these housing growth targets Kirkland must accommodate 2,522 units of emergency housing[1] by 2044. Emergency housing projections and allocation assume current trends with regards to meeting all housing needs at each income level. If Kirkland succeeds in providing enough housing within the planning period to meet all permanent housing needs at all income levels, then it is not expected to meet its need of emergency housing.

Housing needs were derived from allocated countywide permanent and emergency housing needs supplied by Washington State Department of Commerce. Kirkland's permanent housing needs are based on the city's proportionate share of need at each income level of the countywide growth target and adjusted based on the amount of existing low-income housing options and the city's balance of low-wage workers to low-wage jobs. Emergency housing needs were determined by dividing the total countywide emergency housing needs by the city's percent share of planned countywide housing growth. More information on the methods for allocating countywide housing need can be found in Appendix 4 of King County's Countywide Planning Policies.[2]

Table H-1: Housing Needs 2020-2044

Income Segments	Existing (2019)	Need	2044 Total
≤30% AMI; PSH	12	**2,546**	2,558
≤30% AMI; non-PSH	1,040	**4,842**	5,882
>30 – 50% AMI	1,784	**3,052**	4,836
>50 – 80% AMI	3,734	**1,022**	4,756
>80 – 100% AMI	8,141	**228**	8,369
>100 – 120% AMI	5,213	**259**	5,472
>120% AMI	20,094	**1,251**	21,345
Total	40,018	**13,200**	53,218

Source: King County, 2023, Countywide Planning Policies.

As noted above, Kirkland has experienced significant growth and changes in its community demographics and housing conditions. As the city plans to accommodate future growth it will need to plan for a 33% increase in housing units by 2044 along with a 52% increase in employment with a large portion of this growth, and at least 11,462 housing units affordable to households with incomes at or below 80% AMI. These demographic shifts and housing trends

[1] "Emergency Housing" includes emergency housing and emergency shelter and is in addition to permanent housing needs.

[2] https://cdn.kingcounty.gov/-/media/king-county/depts/dchs/housing/affordable-housing-committee/ahccompplanreview/kc_2021_cpps_ord_19660_113021.pdf?rev=194224480ab14c61b76d89f03603b7eb&hash=0BAA96D98BEEDC6A1987DEF283C53C3D

are crucial for understanding the city's needs and planning for its future. To determine if the city is meeting its allocated housing needs by income segment a housing land capacity analysis was conducted[3]. Based on projected housing needs the city is showing a deficit of housing capacity with existing 2024 zoning, in particular for providing housing for households earning at or below 50% AMI. The goals and policies of this chapter are intended to address this gap in housing need and to ensure that Kirkland remains a welcoming place and provides an opportunity for current and future residents to thrive.

More information on housing trends can be found in the Housing Inventory and Analysis in Appendix B and the 2023 Community Profile in Appendix D.

Goals and Policies

The following housing goals and policies help Kirkland address its role in meeting regional housing needs and local housing growth allocations and provide a framework for how the city will achieve its 2044 housing vision.

Housing goals and policies are organized into three sections: Housing Supply, Affordability, Equity, and Diversity; Fair and Equal Access to Housing; and Subsidy and Homelessness Prevention. These sections are aligned with Puget Sound Regional Council's Regional Housing Strategy. Policies are further divided into sections aligned with categories found in the Housing chapter of the King County Countywide Planning Policies.

Housing Supply, Affordability, Equity, and Diversity

To meet Kirkland's vision of a robust housing market capable of meeting the housing needs of the city it will need housing of different types, development intensities, costs, and with access to jobs, transit, and services.

Goal H-1: Achieve a full range of affordable, accessible, healthy, and safe housing choices for all residents throughout the city.

Increase housing supply, particularly for households with greatest need.

Kirkland shall adopt best practices and innovative techniques to meet the city's housing needs, prioritizing housing for households making 50% or less of AMI. To meet the city's housing needs, multiple tools will be needed, including regulatory and permitting reform and programs that support housing production from private for profit and non-profit housing developers, with an emphasis on the development of deeply affordable and supportive housing.

Policy H-1.1: Prioritize regulatory and programmatic reforms to urgently bridge gaps in the city's housing land capacity for households at or below 50% AMI while also taking into consideration

[3] The city's housing land capacity analysis may be found in the housing inventory and analysis located in Appendix B.

surrounding neighborhood conditions, both in terms of infrastructure and service availability and amenity capacity where this housing is located.

Policy H-1.2: Enhance city-wide affordable housing support, incentives, and inclusionary requirements that effectively provide additional affordable housing units to meet current and future permanent housing needs, while maintaining a balanced housing market that supports the development of market-rate housing.

Policy H-1.3: Adopt development and environmental regulations that reduce the cost of building and stimulate the production of diverse types of housing at various development intensities, in ways that maintain or improve health, safety, and environmental quality both for market rate and affordable housing.

Policy H-1.4: Reduce the cost of building diverse types of market rate and affordable housing by speeding up, simplifying, and making permitting housing more predictable and transparent to permit applicants with expected permit review timelines and revision cycles.

Policy H-1.5: Support persons and families experiencing homelessness in moving towards housing stability by prioritizing local, regional, state, and federal resources, developing specialized standards that enable the production, reduce the cost, and explore removal of regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing and similar facilities in areas of the city with sufficient infrastructure, services, and amenity capacity that supports these housing types. Adjust development standards based on learnings from any such housing facilities that exist in the City.

Policy H-1.6: Create a program that allows faith-based, or other non-profit and community-based organizations, to create customized development regulations for their properties in exchange for providing substantial public benefits, including affordable housing. The customized regulations and associated public benefits must be considered by Planning Commission and ultimately approved by City Council on a property-specific basis. The City must provide comprehensive public notice to surrounding properties of any proposed changes and associated public benefits. Preference should be given to projects with deep levels of housing affordability that provide space for continued operation of the faith-based and other community organizations.

Policy H-1.7: Support a variety of regulatory and programmatic solutions to incentivize ADU and DADU long-term rental units.

Policy H-1.8: Continue to support the construction of ADUs, DADUs, cottages, duplexes, triplexes, and other forms of missing middle housing and ensure zoning and regulations do not add to the cost of building housing.

Policy H-1.9: Increase the supply of attainable housing, fostering a more inclusive and balanced community for individuals and families earning up to120% AMI by implementing strategies to encourage developers to go beyond existing inclusionary zoning requirements.

Expanded housing options and increased affordability accessible to walkable neighborhoods, transportation choices, and employment.

To create healthy, equitable, vibrant communities well-served by infrastructure and services Kirkland will direct much of its housing growth into its designated Urban Growth Centers, neighborhood centers, and in neighborhoods where existing and planned transportation and infrastructure has been identified in the Transportation Element, Capital Facilities Element, Utilities Element, and related functional plans. This policy supports Land Use Element goals and policies that promote compact, efficient, and sustainable land use patterns in the city.

Policy H-1.10: Prioritize meeting the city's housing needs and accommodate greater housing choice for people at all stages of life, in the city's Urban Growth Centers, and neighborhood centers, or where sufficient infrastructure, services, and amenity capacity is planned.

Policy H-1.11: Increase affordable housing in the city's Urban Growth Centers and neighborhood centers, and in areas where residents have access to employment, services, and transportation choices, with regulatory and programmatic reform effective to support innovation in residential construction.

Policy H-1.12: Collaborate with developers to create a diverse range of housing affordable to many income segments and provide housing choices for people at all stages of life in the city's Urban Growth Centers, neighborhood centers, and near areas where residents have access to employment, services, and transportation choices.

Collaborate regionally to increase housing production and address housing needs.

Housing markets are regional and do not respect jurisdictional boundaries. Housing affordability is important to both local and regional economic vitality and sustainability. Cities with similar housing characteristics tend to be clustered geographically and provide opportunities for efficiency and greater impact through interjurisdictional cooperation and diverse partnership. The following policies support interjurisdictional coordination, collaboration, and partnerships to identify and meet the housing needs of households with extremely low-, very low-, and low-incomes. These policies are further supported by the goals and policies related to subsidy and homelessness.

Policy H-1.13: Cooperate at a regional level to increase the base of both public and private support necessary to address local housing needs.

Policy H-1.14: Collaborate with diverse partners (e.g., employers, financial institutions, philanthropic, faith, and community-based organizations) on provision of resources such as funding or surplus property (not designated or intended to be designated for Parks or Open Space) and programs to meet Kirkland's allocated housing need for households with extremely low-, very low-, and low-incomes, and emergency housing.

Policy H-1.15: Cooperate with other jurisdictions, agencies, and housing organizations to increase regulatory consistency across jurisdictions and reduce regulatory and permitting complexity and reduce the cost of housing.

Policy H-1.16: Support the current and future building industry workforce by cooperating with other jurisdictions, agencies, trade organizations, and other public, private and non-profit partners to provide workforce training on new and emerging building technologies, regulatory requirements, and construction practices.

Policy H-1.17: Prioritize efforts to achieve a geographic balance in siting housing for those earning lower wages by collaborating with nearby jurisdictions in leveraging funding, supplying surplus public property not designated or intended to be designated for Parks or Open Space, and maintaining and developing new partnerships and programs that aim to collectively meet housing needs and improve the jobs-housing balance.

Fair and Equitable Access to Housing

As Kirkland is an expensive place to live, many households are at threat of being displaced. In the Housing Inventory and Analysis, it is highlighted that potential displacement is most pronounced in low-income areas. These parts of the city, which have a higher percentage of low-income residents compared to the countywide average, face the greatest risk of direct housing unit displacement. This displacement pressure falls harder on low-income households due to increasing housing costs and Black, Indigenous, and other People of Color (BIPOC) households made vulnerable through historical instances of racial displacement and exclusion (see Housing Inventory and Analysis in Appendix B). More housing options and strategies are needed to help people have the option to stay in their neighborhoods, with an emphasis on lower-income communities and BIPOC communities that have been systemically excluded from homeownership opportunities.

Goal H-2: Achieve racially and socially equitable outcomes in housing, preventing homelessness by preventing displacement, meet the needs of all current and future residents and ensure people with the lowest incomes have quality housing that is accessible and affordable in the communities of their choice.

<u>Expand housing and neighborhood choice for all residents.</u>

Extremely low-, very low-, and low-income residents often have limited choices when seeking an affordable home and neighborhood. Many BIPOC communities and immigrant groups face disparities in access to opportunity areas with high quality schools, jobs, transit and access to parks, open space, and clean air, water, and soil.

Some of the same groups are significantly less likely to own their home as compared to the countywide average, cutting them off from an important tool for housing stability and wealth building. Further, inequities in housing and land use practices as well as cycles of public and private disinvestment and investment have also resulted in existing residents being vulnerable to displacement. Kirkland must adopt intentional actions to expand housing choices throughout its communities to help address these challenges.

Policy H-2.1: Plan for housing in areas that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle

routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.

Policy H-2.2: Provide access to affordable housing to rent and own throughout the city, in particular for those populations disproportionally impacted by past discriminatory land use and housing practices.

Policy H-2.3: Support affordable housing and mitigate displacement of existing residents by implementing commercial linkage fees for the development of new affordable housing to the extent enabled by State law.

Policy H-2.4: Ensure that land use, zoning, and regulations support housing options and supportive services for older adults, disabled persons, people with medical conditions, unhoused individuals and families, and displaced people.

Policy H-2.5: Support equitable home ownership assistance to Black, Indigenous, and People of Color communities, disabled persons and prioritize providing more housing ownership options for moderate- and low-income households.

Policy H-2.6: Support housing options, programs, and services that allow older and differently abled adults to stay in their homes or neighborhood. Encourage universal design improvements in renovation and new construction that increase housing accessibility throughout the city.

Policy H-2.7: Support alternative homeownership models that lower barriers to ownership and provide long-term affordability, such as community land trusts, and limited or shared equity co-ops.

Policy H-2.8: Support no net loss in residential capacity, including for BIPOC, older adults, disabled persons, people with medical conditions, and low-income households, through development incentives, flexible standards, and programs that encourage preservation of existing homes while allowing for infill residential development.

Policy H-2.9: Support the redevelopment of city-owned lands identified as suitable to increase access to affordable housing (other than those designated or intended to be designated for Parks or Open Space), while ensuring alignment with surrounding neighborhood conditions, including existing and planned parks, infrastructure, and public services that support both current and future community needs.

Policy H-2.10: Address displacement of existing low-income households with redevelopment by adopting regulations that require landlords to offer tenants relocation assistance, consistent with State and Federal law.

Policy H-2.11: Support landlords, in particular small non-corporate landlords, through education, and participation in eviction prevention programs.

Policy H-2.12: Protect fair and equal access to housing for all persons and support programs that deter discrimination of a person's access to adequate housing.

Policy H-2.13: Adopt incentive-based development standards and implement programs (such as High Performing Affordable Housing) that will provide housing with healthy indoor air quality and lower operating costs to low-income households.

Policy H-2.14: Develop healthy communities by supporting flexible development regulations, programs and development partnerships that open up opportunities to allow for housing and services for intergenerational communities, and affordable and mixed-income housing.

Policy H-2.15: Develop and continue programs that support the retention of affordable housing by helping residents and property owners maintain and retrofit homes to make them more energy-efficient and weather-proof, and by adopting regulations that make it easier for existing property owners to undertake home improvements.

Policy H-2.16: Advocate amendments to the Washington State Building Code to assist in the rehabilitation of existing housing, especially amendments that support healthy indoor air quality and non-carbon emitting energy upgrades with lower operating costs.

Policy H-2.17: Support developers in the creation of housing that is environmentally sustainable, meets the needs of people at all stages of life, and promotes quality shared spaces.

Policy H-2.18: Support a variety of regulatory and programmatic solutions for the preservation of existing housing and ensure no-net-loss in citywide residential capacity.

Policy H-2.19: Help preserve housing stock by evaluating and managing the inventory of short-term rentals.

Policy H-2.20: Advocate for amendments to the building codes to support the creation of housing that is more physically and financially accessible, such as regulations to promote universal design, streamline elevator installation, allow for more attached dwellings with residential code construction, and simplify building requirements in ways that maintain health and safety standards (such as allowing point access blocks up to six floors).

Equitable processes and outcomes

Taking intentional action to overcome past and current discriminatory policies and practices helps to reduce disparities in access to housing and neighborhoods of choice. Kirkland will work together with households most impacted by the affordable housing crisis to tailor solutions to best meet their needs.

Policy H-2.21: Sustain a diverse and affordable housing market that benefits all community members without resorting to subsidies by developing and implementing strategies aimed at mitigating displacement by preserving the existing housing stock that remains relatively affordable at market rates.

Policy H-2.22: Ensure that city regulations and programs nurture a high quality of life in all neighborhoods by enhancing access to housing, recreational opportunity, environmental quality, supportive infrastructure, and equitable access to community services.

Policy H-2.23: Promote equitable community wellness through city regulations and programs that ensure fair access to housing in neighborhoods with convenient access to transit, schools and childcare, parks, goods and services.

Policy H-2.24: Collaborate with community members, including existing and future residents and those most impacted by housing cost burden in co-developing, implementing, and monitoring and adjusting strategies necessary to achieve the goals and enact policies in the Housing Element and actions in the Housing Strategy Plan.

Policy H-2.25: Adopt intentional and targeted actions in the Housing Strategy Plan to repair harms to populations disproportionally impacted by past discriminatory land use and housing practices.

Policy H-2.26: Coordinate with other departments, providers, and other key stakeholders to foster comprehensive, appropriate, and proactive responses for individuals and households experiencing homelessness or housing instability.

Policy H-2.27: Ensure equitable distribution of more housing types by removing exclusionary regulations and review processes from the zoning code. Prioritize removing regulatory and permitting barriers that prevent moderate-intensity residential development in lower-intensity neighborhoods.

Policy H-2.28: Keep people in their homes by developing anti-displacement strategies in the city's Housing Strategy Plan that will plan for and respond to displacement pressures from rising rents and home prices, especially for households making 80% AMI or less.

<u>Measure results and provide accountability.</u>

Kirkland is responsible to plan for and accommodate its share of the countywide housing need. The city will actively monitor its progress towards meeting its housing needs and make the necessary adjustments if it falls short of meeting these needs. The city must also provide accountability to the community that the housing solutions it pursues are fiscally responsible, maintain high-quality neighborhoods, and enhance livability for current and future generations of residents.

Policy H-2.29: Monitor the city's progress towards eliminating disparities in access to housing and neighborhood choices and meeting the allocated housing targets by income segment and emergency housing through the city's housing dashboard, annually reporting the city's progress to the King County Growth Management Planning Council, and making the necessary policy, program, or regulatory adjustments to achieve housing equity, access, and supply.

Policy H-2.30: Advocate for the improvement of regional housing reporting metrics that recognize disparities in housing access, and support cities using these metrics in annual monitoring and reporting.

Policy H-2.31: Promote fiscal sustainability, transparency, and accountability to the community when subsidizing affordable housing programs and incentives by leveraging public-private partnerships; utilizing grant opportunities; monitoring, assessing, and optimizing the fiscal

performance of taxpayer subsidies; and publishing data on housing projects, budgets, and outcomes in accessible formats to help the community understand how resources are being used.

Policy H-2.32: Align the actions from policies in this element with Land Use goals to guide growth while preserving high-quality neighborhoods for current and future residents.

Subsidy and Homelessness Prevention

At the lowest income levels, the market is not capable of building housing at a cost that is affordable. Eliminating cost burden for households will require a major increase in funding from a wide range of private for profit, non-profit, and government entities to subsidize housing costs and to build more housing affordable for households with extremely low-, very low-, and low-incomes.

Goal H-3: Achieve sustainable subsidy and collaboration with local, regional, and state partners to build and preserve affordable housing, assist in rapid rehousing, and provide subsidy for households experiencing housing insecurity or homelessness.

Be an active partner in the regional effort to achieve housing security for those in the most need.

Meeting the housing needs of the most vulnerable in our community will require actions, including a commitment of substantial financial resources, by a wide range of private for profit, non-profit, and government entities. The following policies support interjurisdictional coordination, collaboration, and partnerships to identify and meet the housing needs of households experiencing housing instability and homelessness. These policies are further supported by the goals and policies found in the Housing Supply, Affordability, Equity, and Diversity section of this chapter.

Policy H-3.1: Support housing acquisition and creation by private or nonprofit organizations, housing authorities, or other social and health service agencies for extremely low-, very low-, low- and moderate- income residents.

Policy H-3.2: Advocate for substantial federal, state, regional, and local funding to address affordability for very low- and extremely low-income households and meet the city's emergency housing needs.

Policy H-3.3: Support a range of housing options and services to help move people experiencing homelessness to long-term financial and housing stability. Aim to make homelessness rare and brief. Support regional efforts to prevent homelessness.

Policy H-3.4: Identify and collaborate regionally and with diverse partners (e.g. employers, financial institutions, affordable housing providers, philanthropic, faith, and community-based organizations) on the provision of funding, use of city-owned lands not designated or intended to be designated for Parks or Open Stace, and the development of programs to address local affordable and emergency housing needs.

Policy H-3.5: Explore a housing subsidy program that helps people gain access to affordable, inclusive, and compact neighborhoods close to goods, services, and jobs, especially for residents who provide vital services in our community.

5. TRANSPORTATION ELEMENT

Purpose

The Transportation Element articulates the vision for the future of Kirkland's transportation system. Investments in Kirkland's transportation system, which are incorporated in the Capital Facilities Element, are designed to make travel in Kirkland safer, more comfortable, and more reliable. The citywide transportation goals and policies in the Transportation Element support Kirkland's land use vision and planning to accommodate growth through 2044. A complementary piece of the transportation vision is the Transportation Strategic Plan (TSP), which is referenced within the Transportation Element and contains more in-depth and detailed discussion on the future of transportation in Kirkland, including the "universe" of future transportation capital projects beyond the 20-year fiscally constrained list. It is incorporated herein as a reference, but is a stand-alone document adopted separately by the Kirkland City Council.

The City Council's adopted values and goals include a balanced transportation goal among the key policy and service priorities.

Balanced Transportation Goal

Reduce reliance on single-occupancy vehicles and improve connectivity and multimodal mobility in Kirkland in ways that maintain and enhance safety, travel times, health, and transportation choices.

This Transportation Element considers how people get around today and how that may change in the future. The vision for Kirkland's transportation system is safe, connected, and multimodal. With limited roadway space, Kirkland's transportation system must accommodate people walking, rolling, bicycling, riding transit, and driving. The element reviews existing conditions in the City's transportation system and outlines a vision for Kirkland's transportation future. This element charts a course for the City to accommodate future growth and to keep people in Kirkland moving safely and equitably regardless of their mode of choice.

1. Vision and Approach

1.1. Transportation Vision

The Kirkland Transportation vision for 2044 is a safe, accessible, well-maintained, and fully connected transportation system for everyone in Kirkland. The safety of all road users is fundamental to the future of Kirkland's transportation system and to create a safe and welcoming environment for people walking, rolling, and bicycling. Active transportation connections designed for people of all ages and abilities and access to frequent and reliable transit can offer a range of transportation choices.

The future transportation network will serve the community's transportation needs and improve the safety of people getting around Kirkland on foot, by bicycle or rolling, on transit, and in cars. Sustainability is embedded in the City's transportation goals and policies through a focus on environmentally sustainable transportation modes and financially sustainable investments in maintenance and new facilities that offer the greatest benefit to the community.

1.2. Approach

The City of Kirkland plans within the framework of the Washington State Growth Management Act (GMA), which is codified in Chapter 36.70A of the Revised Code of Washington. The GMA is a law containing, among many other things, requirements for the preparation of a Comprehensive Plan's Transportation Element. In addition to requiring consistency with the Land Use Element, some of the GMA requirements for a Transportation Element include an inventory of facilities by mode of transportation, multimodal level of service (MLOS) standards for arterials, and proposed actions to bring deficient facilities into compliance with adopted MLOS standards. Other requirements include traffic forecasts based on land use, identification of transportation infrastructure needs to meet current and future demands, and a funding analysis for needed improvements as well as possible additional funding sources.

Additionally, the Puget Sound Regional Council (PSRC) adopts a regional vision for the four-county region (King, Kitsap, Pierce, and Snohomish Counties) called VISION 2050. According to PSRC, VISION 2050 is the region's plan for growth. By 2050, the region's population is expected to reach 5.8 million people. The plan establishes multicounty planning policies, actions, and a regional growth strategy guide for how and where the region grows through 2050. The plan informs updates to the Regional Transportation Plan (RTP) and Regional Economic Strategy. VISION 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties.

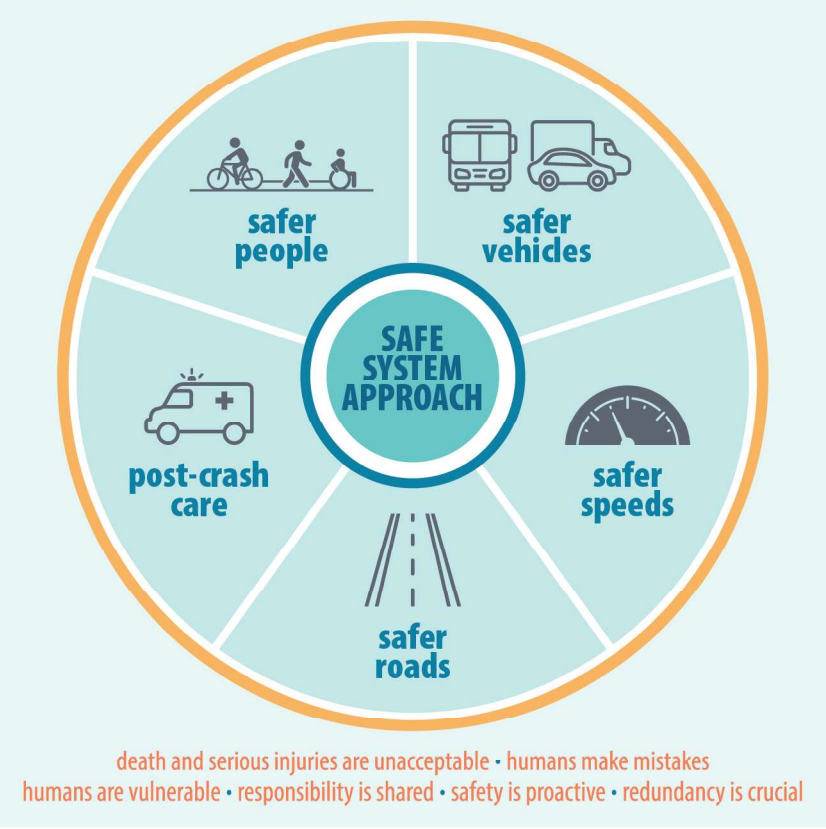
Consistent with VISION 2050, King County adopts Countywide Planning Policies (CPPs). The CPPs create a shared framework for growth management planning for all jurisdictions in King County. King County and the cities and towns in King County develop their comprehensive plans within the CPP framework. An essential component of the CPPs and regional growth strategy is an efficient transportation system that provides multiple options for moving people and goods into and among the various centers. The CPPs primarily focus on supporting growth, mobility, and system operations. The overarching goal of transportation in the CPPs states, "The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term."

Kirkland also coordinates more locally at the subregional level with adjacent jurisdictions, such as Bellevue, Bothell, Kenmore, Redmond, and Woodinville. This coordination includes development review, land use planning, and, in the case of Bellevue and Redmond, coordinated transportation modeling via the Bellevue-Kirkland-Redmond (BKR) travel demand model. Other agencies with whom Kirkland coordinates include King County Metro (Metro), Sound Transit, PSRC, King County, and the Washington State Department of Transportation (WSDOT).

Kirkland coordinates and will continue to coordinate with these agencies, namely on regional projects such as the I-405 Stride Bus Rapid Transit project as part of the NE 85th Interchange project, Metro's RapidRide K Line, and others.

In the 2015 Transportation Master Plan (TMP), Kirkland adopted a framework for decision-making based on a hierarchy of modes that prioritizes the most vulnerable road users. This hierarchy prioritized four primary modes of travel in the city in the following order: (1) walking, (2) bicycling and rolling, (3) transit, and (4) driving. This hierarchy helps ensure that the needs of all users are considered in the City's transportation planning processes, and helps guide decision-making on future investments in the transportation system to ensure the safety and comfort of people using all modes of travel. The City has recommitted to the hierarchy identified in the 2015 TMP, as there are more investments to be made to achieve the City's vision for multimodal transportation.

Additionally, Kirkland is committed to achieving Vision Zero, a future with zero traffic deaths or serious injuries. The safety of all road users is fundamental to the future of Kirkland's transportation system; therefore, the City has adopted a Safe Systems Approach to achieve this goal as part of the Vision Zero Action Plan. The U.S. Department of Transportation (USDOT) developed the Safe System Approach to address roadway safety and achieve vision-zero goals of safe transportation for all, particularly those walking, rolling, and bicycling, regardless of age or ability. The Safe System Approach works by focusing on the safe design and management of transportation systems to reduce the risk of injury from human error and requires a human-centered culture that prioritizes safety in decision-making. The City of Kirkland uses this approach as overarching guidance in planning for the future of the City's transportation system.

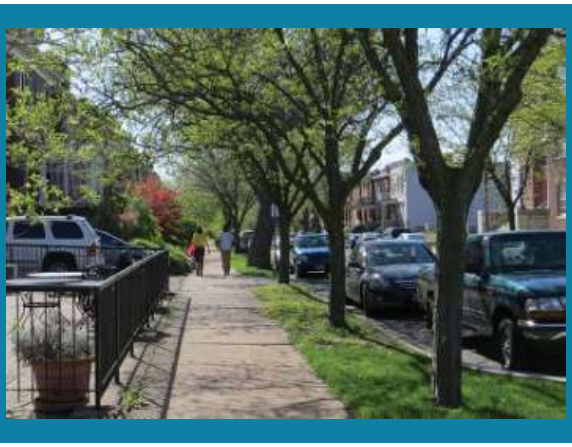


2. Existing Conditions

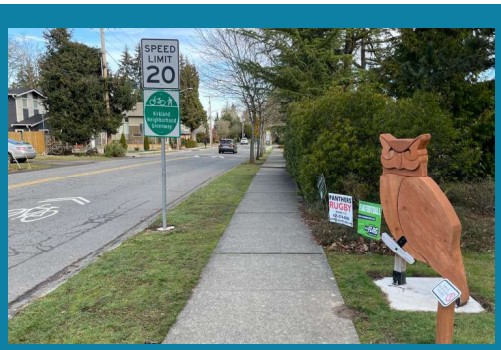
2.1. Pedestrian Facilities

Facilities for people walking and rolling in Kirkland include sidewalks, neighborhood greenways, on-street walkways, and separated trail or shared-use path facilities.

Sidewalks are hard surface pedestrian paths (typically concrete or asphalt) on one or both sides of a road, primarily with a curb but can sometimes be a pathway separated by a landscape strip or buffer from the street.



- **Neighborhood greenways** are a select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control measures (discussed further in Chapter 6.2). The Rose Hill greenways on NE 75th Street and 128th Avenue NE serve as key pedestrian-bicycle corridors through the North and South Rose Hill neighborhoods.



On-street walkways are at the street level and separate pedestrians from vehicle traffic by paint stripes or extruded curbs. These are typically considered interim treatments until a full sidewalk can be implemented. There are currently on-street walkways along Juanita Drive NE and 116th Avenue NE north of NE 70th Place.

Separated trails are generally smaller street connections that are mostly soft surface and help connect neighborhoods.

Shared Use Paths are wider, higher quality pathways shared with people walking, rolling and bicycling. Shared use paths may be in independent corridors, or adjacent to a roadway. These are typically 10 feet or wider and are hard surface or compact gravel. These include the Cross Kirkland Corridor, the Willows Road Connector, and the Eastrail.

Table 2-1 shows sidewalk availability in mileage on arterial and collector roadways. Sidewalks are provided on many of Kirkland's streets but are intermittent or on one side only in some areas, as shown in Figure 1.

TABLE 2-1. EXISTING SIDEWALK FACILITIES ON ARTERIALS AND COLLECTORS

Facility Type	Miles
Both sides	45.1
One side	21.2
None	10.7

Some sidewalk gaps exist on designated school walk routes as well as on arterials, including significant gaps along Juanita Drive, 132nd Avenue NE, and 100th Avenue NE. Kirkland is working to address gaps in the sidewalk network through the City's Sidewalk Completion Program and other ongoing programs for pedestrian safety. On-street walkways using extruded curb treatments or painted buffers have been used as interim pedestrian facilities within the Finn Hill, Juanita and South Rose Hill neighborhoods. These interim treatments help define walkways until sidewalks are installed. Kirkland Zoning Code Chapter 110 requires public improvements, including sidewalks, in the right-of-way adjacent to- new development, based on street classification. Kirkland also has a number of other paved and unpaved trails and pathways that connect street ends and neighborhoods. Additional sidewalks are being built through the Transportation Benefit District funding, grants, and private development agreements.

The Cross Kirkland Corridor (CKC) is a 5.75-mile, crushed-gravel, interim trail that provides an important pedestrian and bicycle connection to local destinations and a larger regional trail network. The CKC is part of the regional Eastrail corridor, a 42-mile rail-to-trail corridor spanning from Renton to Snohomish County, with a spur to Redmond. The Eastrail is currently under development with several sections open, including the CKC. As a 10-foot-wide independent corridor, the CKC currently provides a connection through the city for all active transportation modes. The long-term vision in the Cross Kirkland Corridor Master Plan is to use the 100-foot-wide corridor for multimodal use, which could include a paved shared- -use path, and transit uses to improve accessibility for all users. The Totem Lake Connector bridge, completed in July 2023, connects two sections of the CKC with a bicycle and pedestrian bridge over the

intersection of Totem Lake Boulevard NE and NE 124th Street, which is Kirkland's largest and busiest intersection.

FIGURE 1. EXISTING SIDEWALK AVAILABILITY ON ARTERIALS AND COLLECTORS

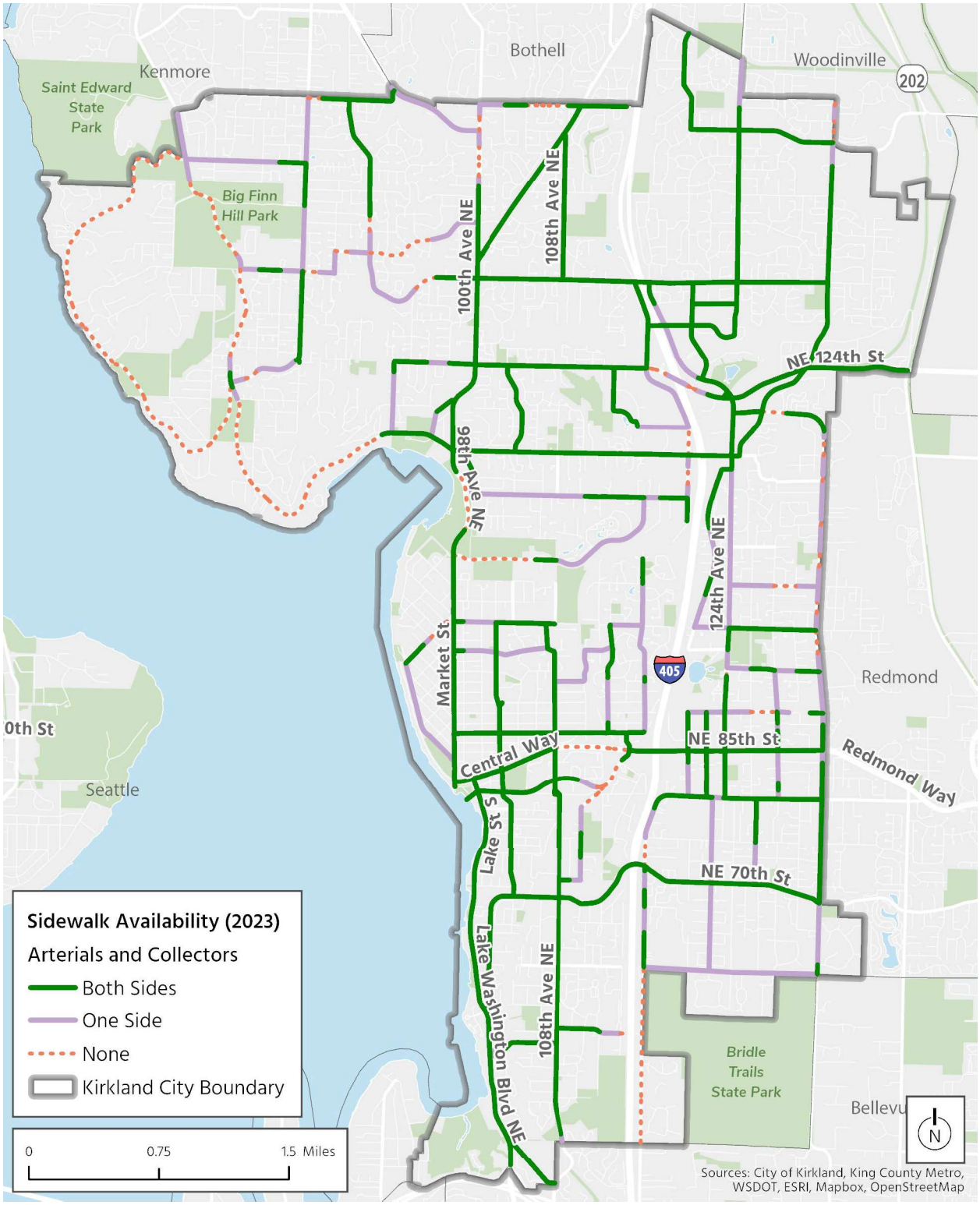
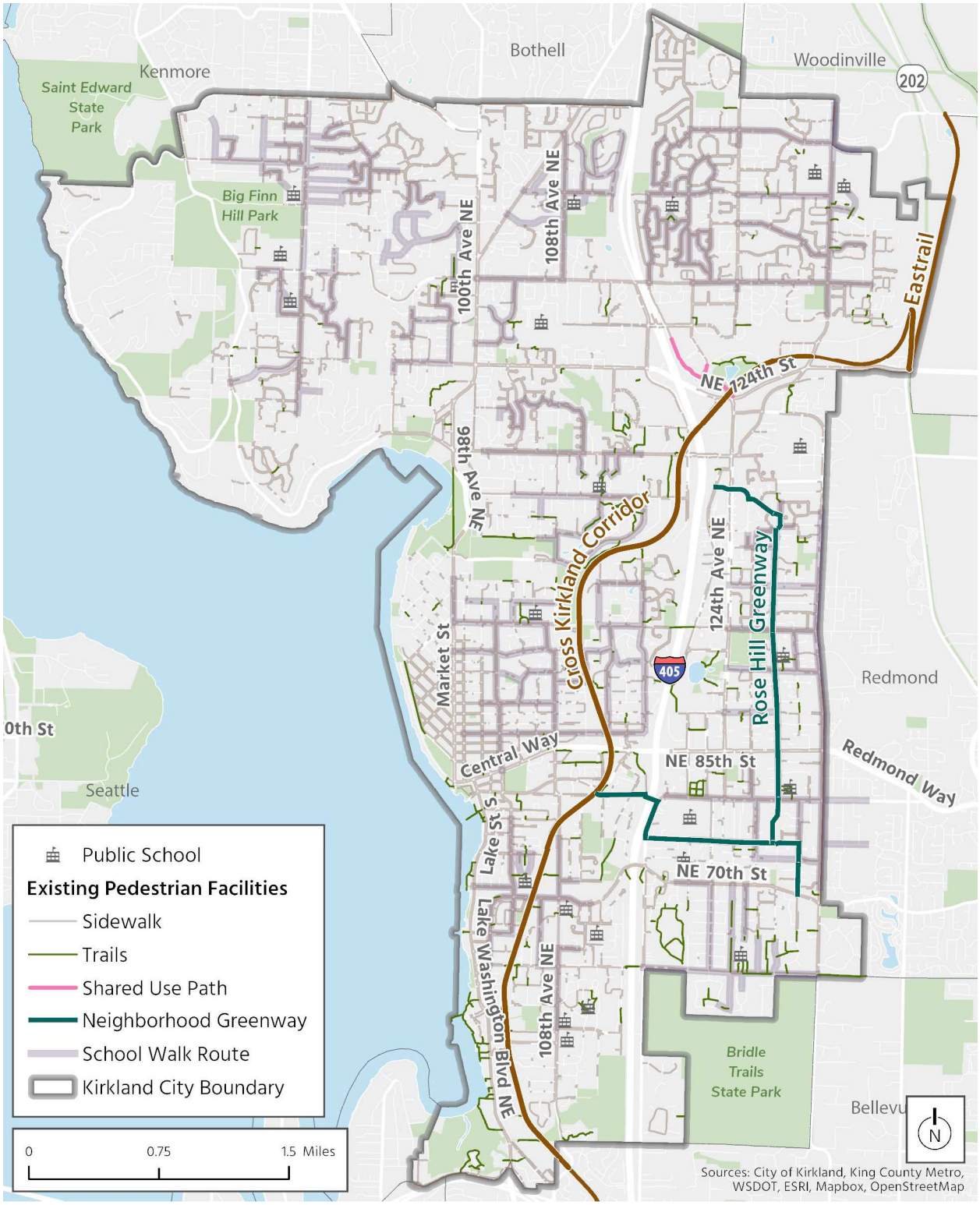


FIGURE 2. EXISTING PEDESTRIAN FACILITIES



2.2. Bicycle Facilities

Kirkland's bicycle network consists of on-street bicycle lanes, buffered bicycle lanes, protected bicycle lanes (also referred to as separated bicycle lanes), shared -use paths, and neighborhood greenways. There are also intersection treatments for people riding bikes such as green conflict zone markings and bike turning boxes. Bicycle lanes are the most prevalent bicycle infrastructure type within the city (Table 2-2).

TABLE 2-2. EXISTING BICYCLE FACILITIES

Facility Type	Miles
Bicycle lane	56.8
Buffered bicycle lane	8.8
Protected bicycle lane	0.3
Other Shared-use paths	0.7
Neighborhood greenway	3.4
CKC	5.7

The regional Lake Washington bicycle loop provides a signed route around Lake Washington via a combination of trails and on-street facilities. Within Kirkland, the Lake Washington loop consists of on-street bicycle lanes, buffered bicycle lanes, and shared lane markings along Lake Washington Boulevard, Market Street, and Juanita Drive. The CKC serves as a major north-south bicycle corridor within the city, connecting to the Eastrail at both the north and south ends, Northup Way which connects to the SR 520 trail in Bellevue to the south, and Willows Road NE which connects to the Redmond Central Connector to the north.

The Rose Hill greenways on NE 75th Street and 128th Avenue NE are key bicycle corridors. Neighborhood Greenways are a select network of low-speed, low-volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control devices.

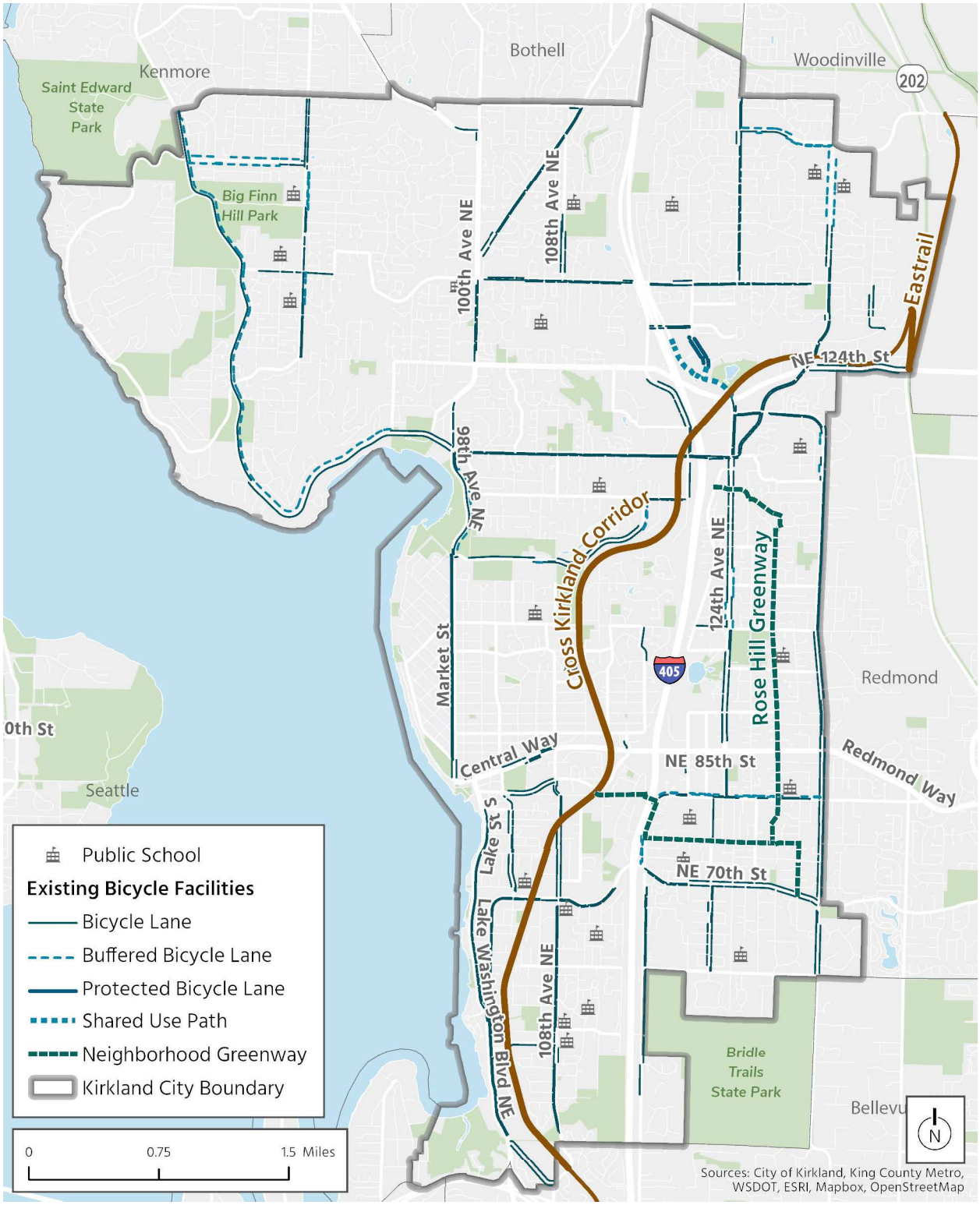
Gaps in the bicycle network are present along several principal arterials, including NE 85th Street, NE 124th Street, and 100th Avenue NE. Ongoing construction projects in Kirkland are working to address these gaps and improve existing facilities, with planned protected bicycle lanes on 100th Avenue NE and 124th Avenue NE as well as a shared -use path on NE 85th Street. Additionally, the new I--405 interchange at NE 132nd Street will feature a shared use path through the roundabout, and at the interchange at NE 85th Street, there will be wide shared sidewalks to reach the future Stride bus rapid transit station. Other separated trails (or neighborhood connections) help connect the bicycle network.

Public short-term bicycle parking is available within the city, concentrated primarily in downtown Kirkland. The Kirkland Public Works Department has established guidelines for bicycle parking at both on- and off-street locations in Policy R-36. Kirkland Zoning Code[1] Chapters 57 and 105 also include bicycle parking and covered bicycle storage requirements for new development.

Other bike accommodations such as runnels to assist bikes going up and down staircases leading to the CKC and are on other staircases throughout the city. The downtown transit center also includes a practice bike on bus rack and a bike maintenance stand with bike tools and a bike pump.

[1] https://www.codepublishing.com/WA/Kirkland/

FIGURE 3. EXISTING BICYCLE FACILITIES



2.3. Transit

Transit Service and Ridership

Kirkland is served by transit routes that connect to Seattle, Lynnwood, Bellevue, Redmond, and other eastside destinations in King County. King County Metro (Metro), Sound Transit, and Community Transit provide transit service within Kirkland, with the majority of service provided by Metro. The transit service provided by Metro is guided by three primary policy documents: Metro Connects, King County Metro Service Guidelines, and King County Metro Strategic Plan for Public Transportation.[2] These policy documents assist Metro in providing service countywide, including Kirkland. Metro and local jurisdictions coordinate closely, but Metro, as the transit agency, is ultimately responsible for the type and quality of the transit service provided.

Three Metro routes and one combined route (Route 230/231) in Kirkland provide bus service with 15-minute- frequencies, considered frequent service. Six routes serve Kirkland all day, with frequencies of 30 minutes or more. All-day and peak-only bus routes in Kirkland are shown in Figure 4. Several other bus routes serving Kirkland operate only at certain times of day, including peak-only commuter routes and dedicated routes that serve schools once a day.

TABLE 3. BUS TRANSIT SERVICE

Frequency and Service Hours	Bus Routes
Frequent all-day routes (every 15 minutes or less Mon-Fri)	Metro Routes: 255, 245, 250, 230/231 (combined from NE 132nd Street to Downtown)
All-day routes (16 – 24 daily hours of service)	Metro Routes: 225, 239, 249, 230/231 (north of NE 132nd Street) Sound Transit Route: 535
Peak-only routes (weekday service during peak periods only)	Metro Routes: 257, 311 Sound Transit Route: 532 Community Transit Route: 424
Dial-a-Ride (DART)	Metro Route: 930
Custom routes	Metro Routes: 893, 895, 981, 986

[2] https://kingcounty.gov/en/dept/metro/about/policies

Kirkland has three transit centers: Kirkland Transit Center in downtown, Totem Lake Transit Center, and the Totem Lake Freeway Station in the median of I-405. There are also three park and rides in Kirkland: Kingsgate Park & Ride (502 stalls), Kirkland Way Park & Ride (20 stalls) which may be repurposed as part of the NE 85th Station Area, and the South Kirkland Park & Ride (785 stalls). The routes that connect to amenities available at these transit centers and

park and rides are shown in Table 4.

TABLE 4. ROUTES SERVING TRANSIT FACILITIES IN KIRKLAND

Transit Facility	Bus Routes
Kirkland Transit Center	Metro Routes: 230, 231, 239, 245, 250, 255
Totem Lake Transit Center	Metro Routes: 225, 239, 255, DART 930
Kirkland Freeway Station	Metro Routes: 311 Sound Transit Routes: 532, 535 Community Transit Route: 424
Kirkland Way Park & Ride	Metro Routes: 239, 250
Kingsgate Park & Ride	Metro Route: 257, 225, DART 930
South Kirkland Park & Ride	Metro Routes: 249, 250, 255

Additionally, Kirkland benefits from flexible transit programs, such as Community Van and Metro Flex. These programs complement fixed-route bus service in Kirkland because they do not adhere to fixed schedules or routes. The Community Van program provides 6-passenger and 12-passenger vans for prescheduled rides involving a minimum of two passengers plus a volunteer driver. Trip destinations can be anywhere within a 2-hour drive of Kirkland and can occur during the daytime, evenings, and weekends. Metro Flex is an on-demand transit service in King County implemented to mitigate reduction in fixed route service or in areas where there is limited to no transit service. This is a pilot program that offers affordable, accessible, and comfortable minivan rides to various local destinations and is still under evaluation. Within Kirkland, Metro Flex operates in the Juanita service area, which includes Juanita, Finn Hill and parts of Totem Lake. Metro Flex operates in the Juanita service area from 7 a.m. to 7 p.m. on weekdays only.

FIGURE 4. TRANSIT NETWORK

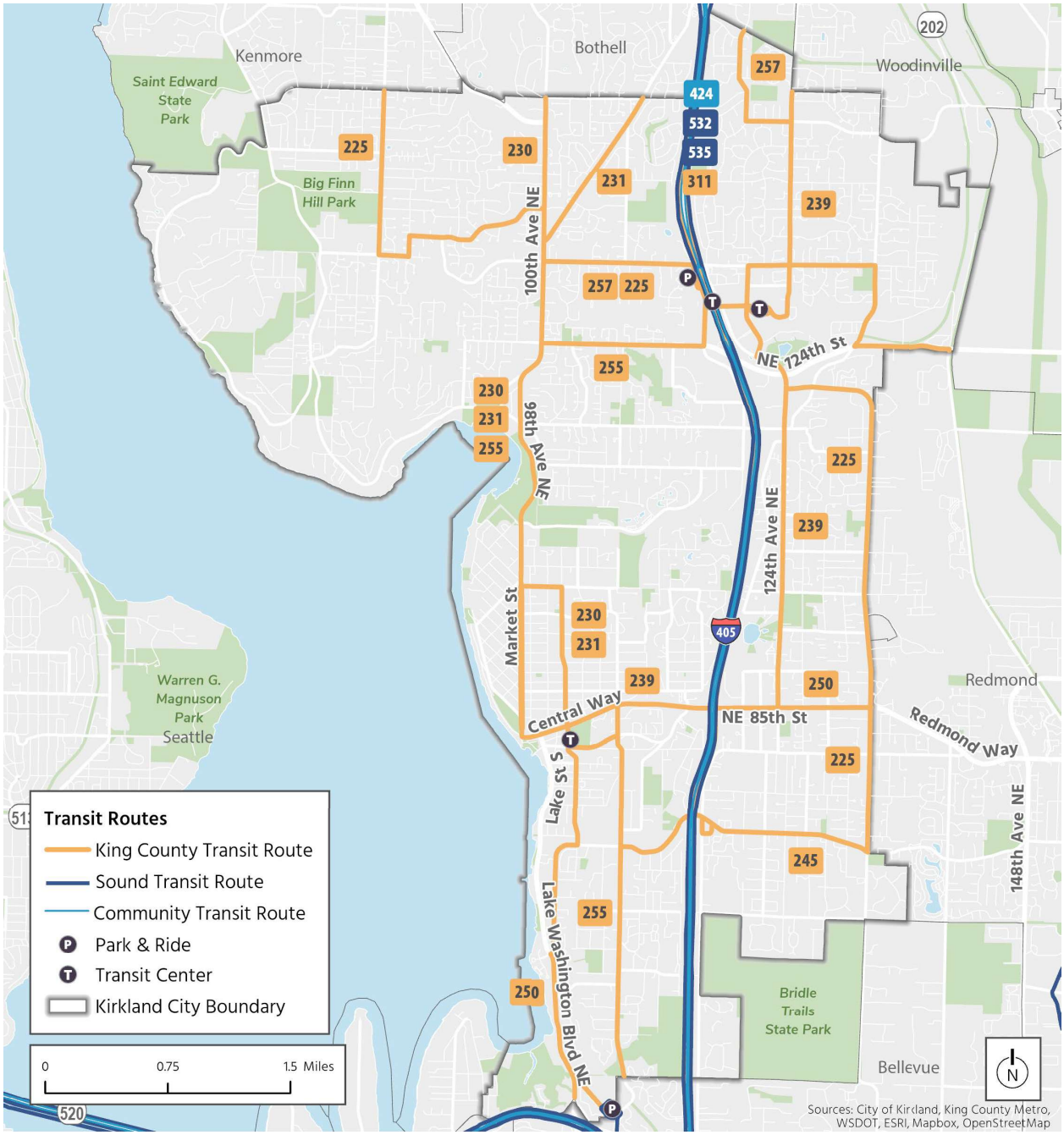
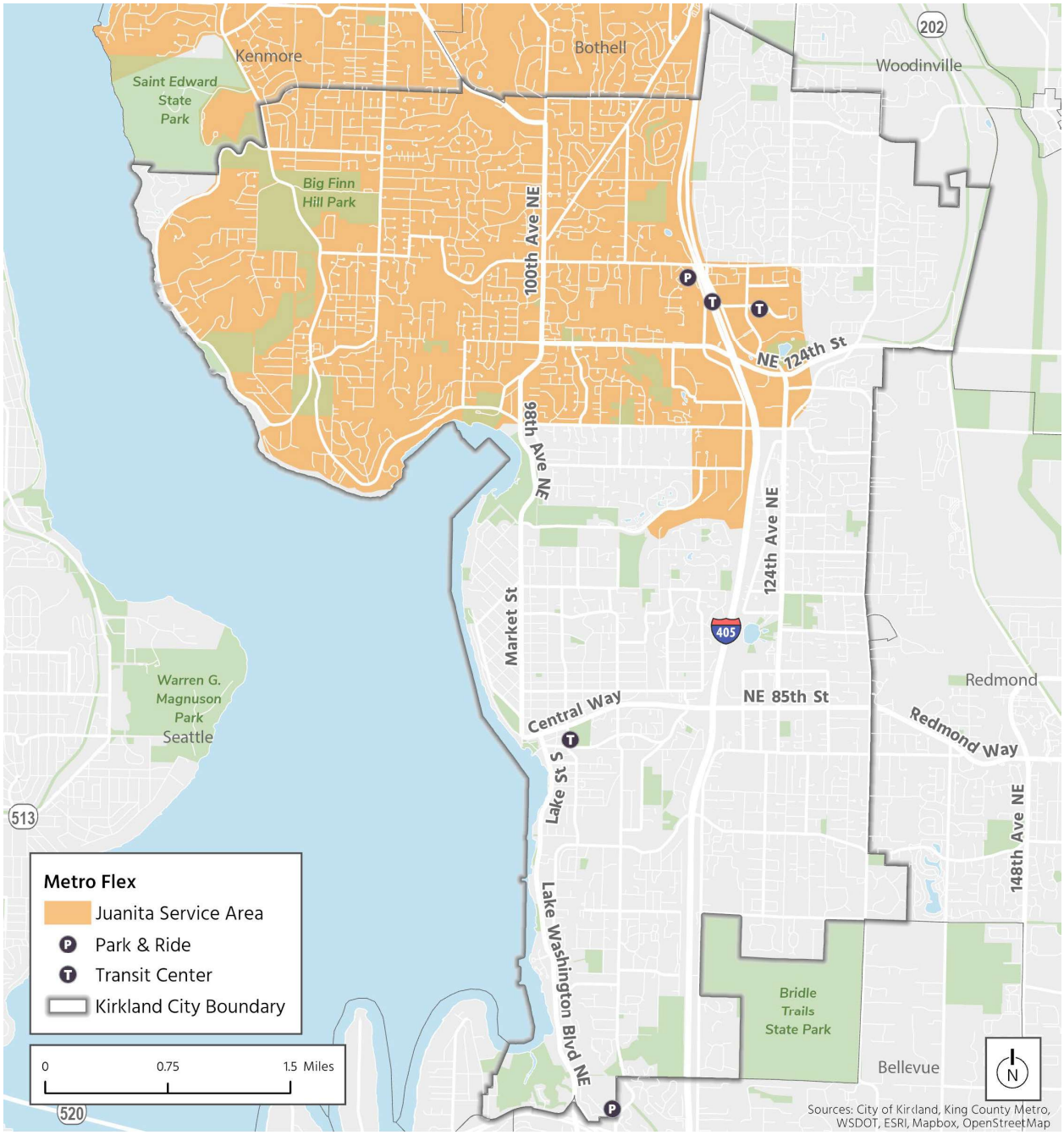


FIGURE 5. METRO FLEX SERVICE AREA



Transit Amenities

Transit amenities in Kirkland include shelters and benches at bus stops and bicycle parking. Of the 30 bus stops with the highest ridership in the city, 27 have shelters as of 2023, as shown in Table 5.. Bicycle parking near transit stops can facilitate longer multimodal trips. City-owned, short-term bicycle parking is available primarily downtown, near the Kirkland Transit Center. Both the South Kirkland Park & Ride and the Kingsgate Park & Ride also have bicycle lockers. Kirkland maintains a practice bus bicycle rack at the Kirkland Transit Center for passengers to build confidence loading and unloading their bicycles on bicycle racks on the front of buses.

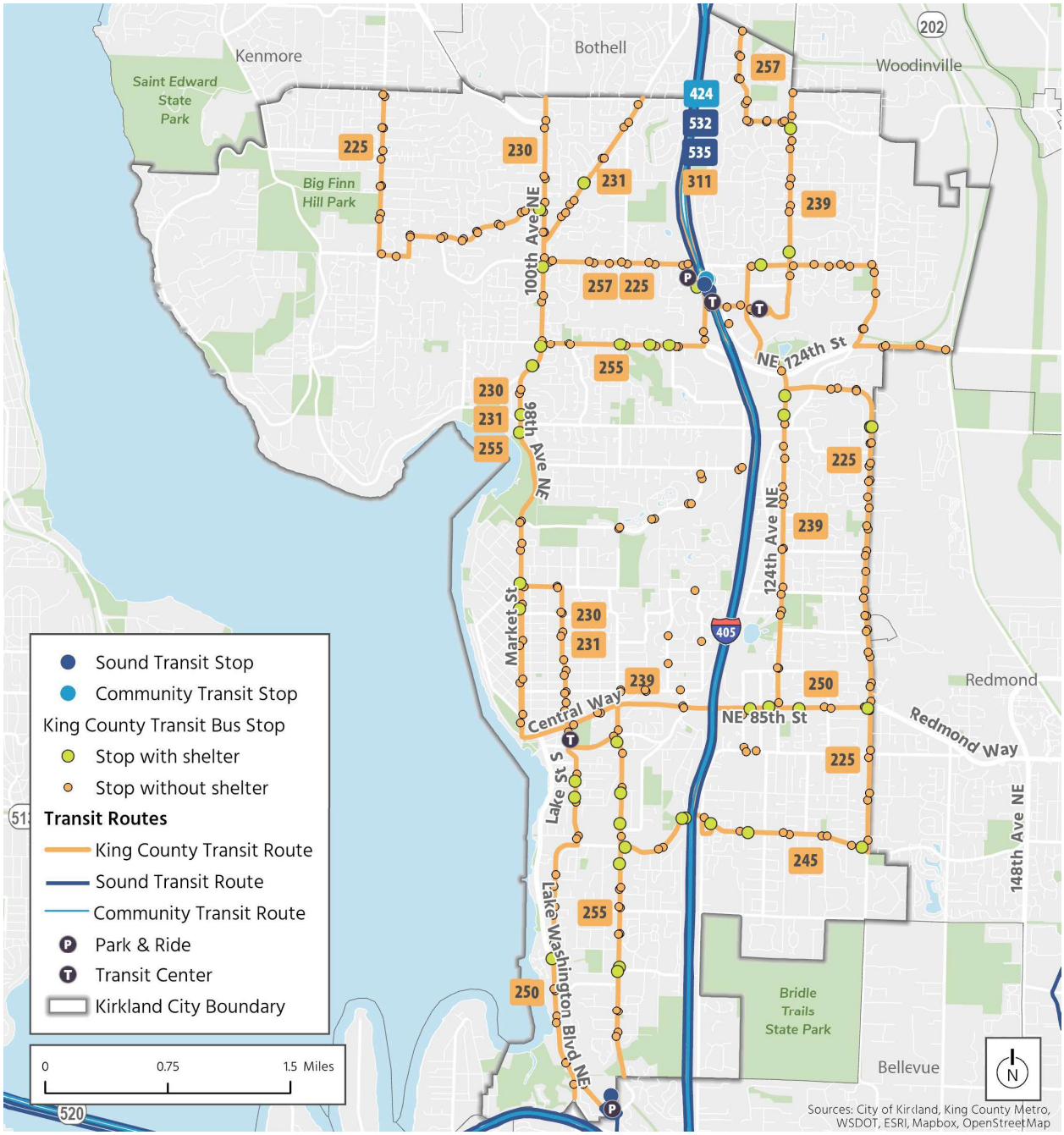
Kirkland's transit centers and park and rides tend to have more amenities than standard bus stops because they are served by multiple routes and are transfer points for transit riders. The amenities at the city's transit centers and park and ride facilities are described in Table 5. The highest ridership stops in the city are located primarily at these facilities, with the highest numbers of boardings as of spring 2023 occurring at Kirkland Transit Center, Totem Lake Transit Center, and South Kirkland Park & Ride.

TABLE 5. KIRKLAND TRANSIT CENTERS AND PARK AND RIDES

Transit Facility	Amenities
Kirkland Transit Center	Shelters, seating, restrooms, bicycle parking, electric vehicle (EV) charging
Totem Lake Transit Center	Shelters, seating
Kirkland Way Park & Ride	Parking
Kirkland Freeway Station	Shelters, seating
Kingsgate Park & Ride	Parking, shelters, seating, bicycle parking
South Kirkland Park & Ride	Parking, shelters, seating, EV charging, bicycle parking

Apart from these facilities, some individual bus stops see high numbers of boardings. These include stops along NE 85th Street and NE 70th Street in Rose Hill and along Central Way and Kirkland Way in downtown Kirkland. Other stops are used once daily for one-trip a day custom routes (one-trip a day routes are not included in Figure 6).

FIGURE 6. TRANSIT AMENITIES



2.4. Motor Vehicles

Streets within the city are categorized by federal functional classifications to help define their intended use within the street network, as shown in Figure 7. Functional classification is set using a variety of factors, including roadway design, speed, capacity, and relationship to present and future land use and development. It also serves as a practical indicator of traffic volume and number of lanes.

The classifications used within the city include:

- **Freeways** that provide high-speed connections between regional destinations
- **Principal arterials** that connect to major commercial areas and other cities
- **Minor arterials** that serve major traffic generators that are not served by principal arterials
- **Collector streets** that provide connections between arterials and local streets
- **Local streets**, or neighborhood access streets that provide access to residential areas, businesses, and other local areas.

I-405 is the only freeway in Kirkland and runs north-south through the center of the city. Principal arterials in Kirkland include major north-south streets, such as 100th Avenue NE, 98th Avenue NE, Market Street, Lake Washington Boulevard NE, and 124th Avenue NE, and major east-west streets, such as NE 132nd Street, NE 124th Street, NE 116th Street, and NE 85th Street. Posted speed limits within the city generally correlate with roadway functional classification. Although not owned and maintained as a part of the City's road network, I-405 has the highest posted speed limit: 60 mph. Major and minor arterials generally have a posted speed limit of 30 or 35 mph. Collectors have posted speed limits of 30 or 25 mph, and neighborhood access roadways have posted speed limits of 25 mph. Neighborhood greenways and school zones have a posted speed limit of 20 mph. The City will be working on proposed updates to the functional classification of a few roads within city limits, which will involve an approval process through the FHWA.

FIGURE 7. ROADWAY NETWORK

Traffic

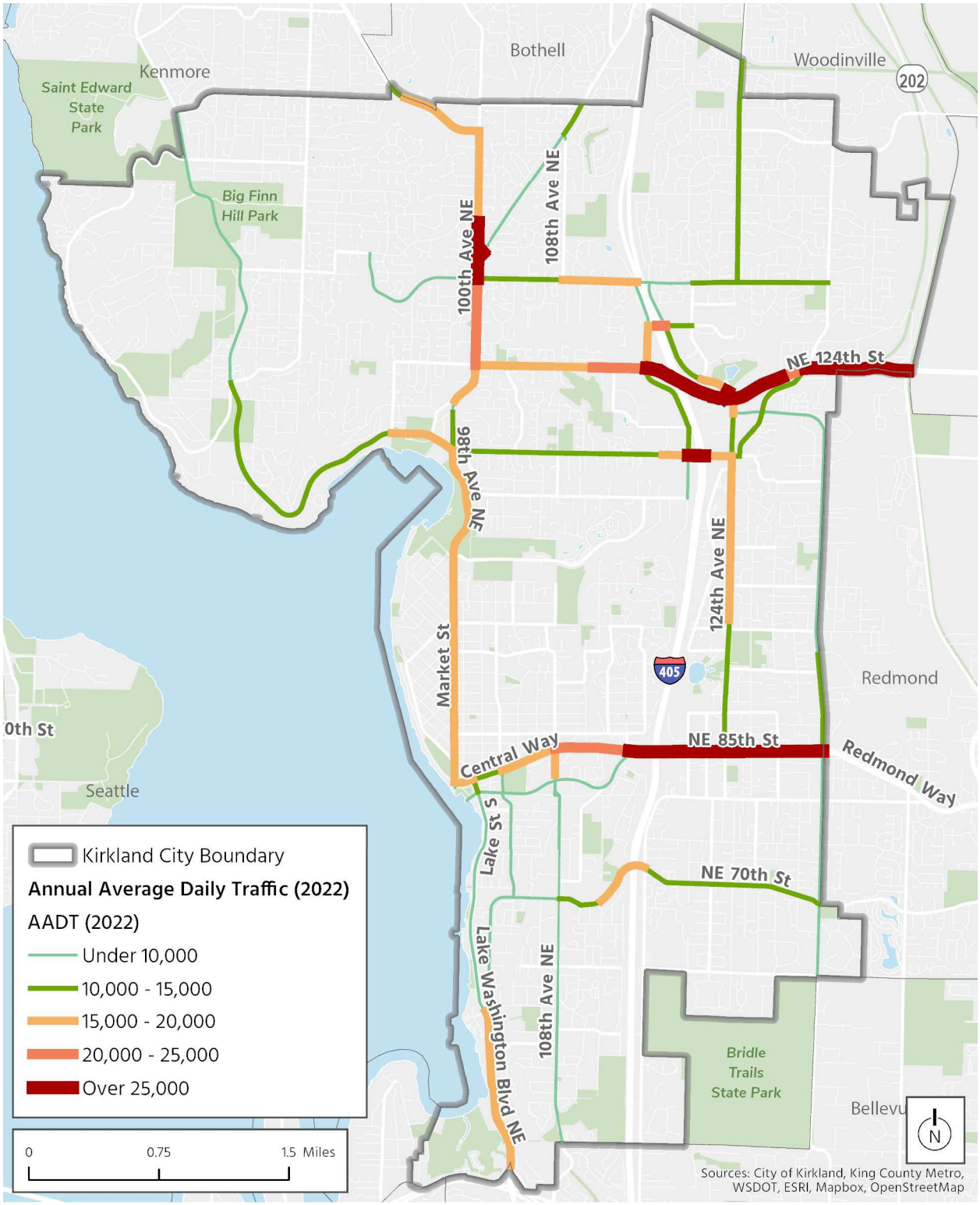
A primary purpose of the Transportation Element is to ensure that the 20-year plan and vision for transportation adequately supports the envisioned land use over the same period. To ascertain how well these two elements align, the BKR travel demand model was used to estimate 2022 traffic volumes for further analysis of traffic operations at key intersections. Traffic conditions were analyzed at 40 intersections throughout the city. The model included data from 2022 to assess congestion at each intersection during the morning (AM) and evening (PM) peak commute hour periods. Intersections were selected by the City of Kirkland to capture needs at major intersections.

Intersections with the highest traffic volumes during all peak periods in 2022 were along NE 124th Street and NE 85th Street. The five intersections with the highest annual average daily traffic in the city in 2022 were:

- NE 124th Street and 116th Avenue NE
- NE 124th Street and 124th Avenue NE
- NE 85th Street and 124th Avenue NE
- NE 85th Street and 120th Avenue NE
- NE 85th Street and 114th Avenue NE

Kirkland Public Works Department tracks average daily traffic annually and adjusts for seasonal patterns in weekday traffic variation. Figure 8 shows the annual average daily traffic volumes on Kirkland's arterial roadways as of 2022. In 2022, the highest daily traffic volumes were along NE 85th Street, NE 124th Street, and 100th Avenue NE.

FIGURE 8. ANNUAL AVERAGE DAILY TRAFFIC VOLUMES



2.5. Freight

As Kirkland continues to grow and embrace a multimodal transportation system, ensuring that freight vehicles can move goods safely and efficiently is important. Manufacturers, large retailers, wholesalers, and warehousing and distribution companies rely on access to a well-performing network of freeways and major arterials. Small retailers, restaurants, and other businesses rely on delivery vehicles that must circulate on both regional freeways and arterials as well as local streets. Delivery vehicles must also be able to access spaces for loading and unloading near businesses. Freight vehicle sizes range from small vans to large tractor-trailer units.

WSDOT has developed the Washington Freight and Goods Transportation System (FGTS) to classify streets that are important to the movement of freight in the state. The FGTS defines corridors in tiers based on the annual freight tonnage moved. Within Kirkland, streets are classified as T-1 through T-4, shown in Figure 9.

I-405 is classified as a T-1 truck corridor, carrying the highest volume of freight; however, much of this freight volume passes through and does not travel along City streets. Two sections of principal arterials within city limits are classified as T-2 truck corridors. Several arterials are classified as T-3 truck corridors, and one collector street is classified as a T-4 truck corridor. Downtown Kirkland and Totem Lake have large retail areas that are important catalysts of freight with businesses that rely on deliveries to meet consumer needs. There are some manufacturing and industrial land uses that may have specific freight needs, primarily in an Industrial Mixed-Use zone along the CKC.

On designated freight corridors, the City must ensure the roadways can accommodate the turn movements required for larger vehicles while considering the safety of all roadway users.

The widespread adoption of e-commerce, particularly during and following the COVID-19 pandemic, has led to a transformation in goods movement. One of the most tangible parts of this shift in consumption patterns is the increased frequency of home deliveries. With more freight deliveries per person and more freight traffic navigating urban areas, delivery vehicles have changed, with more cargo vans and personal vehicles delivering packages to consumers.

FIGURE 9. FREIGHT NETWORK (2023)

2.6. Safety

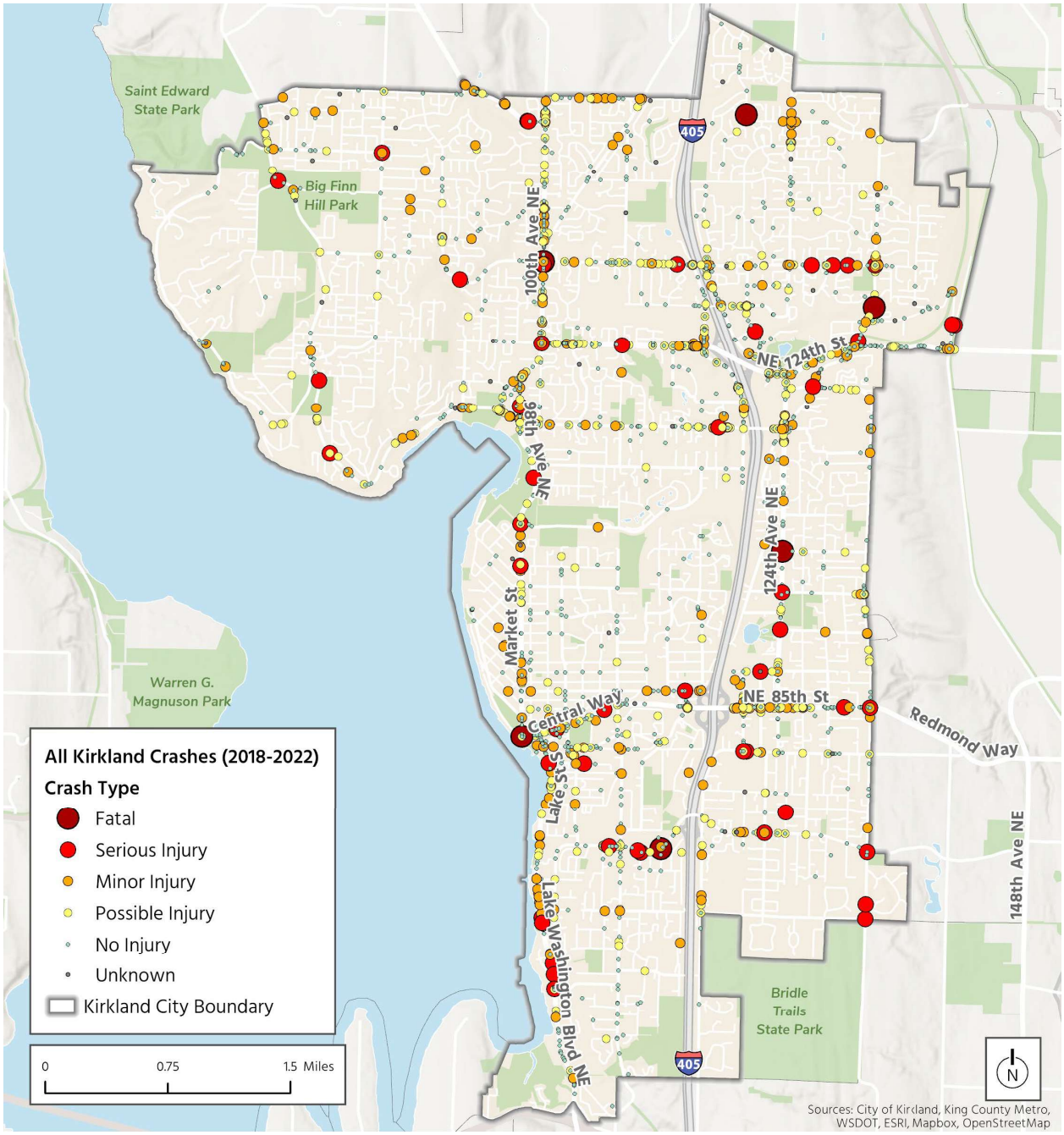
Crash History

Between 2018 and 2022, there were 3,405 crashes on Kirkland streets (excluding the interstate system). Table 6 summarizes the total crashes by severity level and location type, and Figure 10 shows the location of all crashes during the same time frame. Over 59% of crashes occurred at intersections. During this period, eight fatal crashes and 52 serious-injury crashes occurred, with more occurring at intersections. In addition to these totals, several crashes have occurred outside of public roadways, including four fatal and five serious injury crashes in parking lots. Most crashes (70%) were no-injury crashes.

TABLE 6. CRASHES BY SEVERITY (2018–2022)

	Segments	Intersections	Total
Fatal	3	5	8
Serious injury	19	33	52
No injury	1,015	1,377	2,392
Total	1,410	1,995	3,405

FIGURE 10. ALL CRASHES (2018–2022)



Crash rates provide a metric for assessing the relative safety of a segment or intersection based on the level of exposure (i.e., traffic volumes and roadway mileage). These rates provide the City with a basis for prioritization and a comparison of locations within a network based on fatal and serious injury crashes. Segment crash rates are calculated by total crashes per million vehicle miles traveled along the segment, and intersection crash rates are calculated by total crashes per million entering vehicles at an intersection. Figure 11 shows the crash rates along key and arterial corridors, and Figure 12 shows the crash rates at major intersections within the city.

In general, the areas with the highest arterial crash rates are along Lake Street S/Lake Washington Boulevard NE, Central Way, and Kirkland Avenue in downtown Kirkland, as well as along NE 124th Street, 120th Avenue NE, and Totem Lake Boulevard in the Totem Lake area. These are also generally where volumes are higher. Crash rates at intersections are generally highest adjacent to I-405 and along Juanita-Woodinville Way NE. Those adjacent to I-405 are also generally where traffic volumes tend to be higher.

FIGURE 11. CRASH RATES ON MAJOR ARTERIALS (2018-2022)

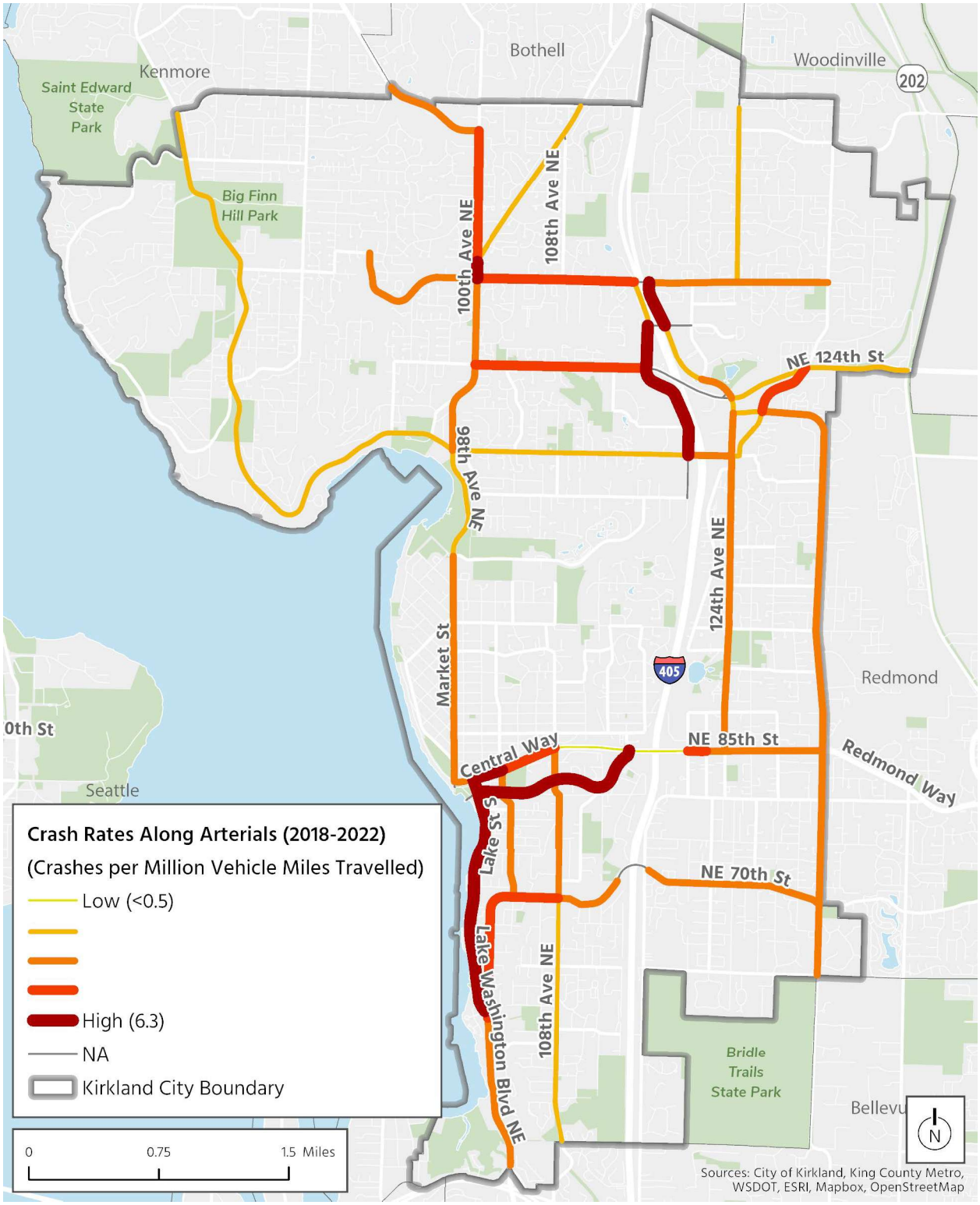
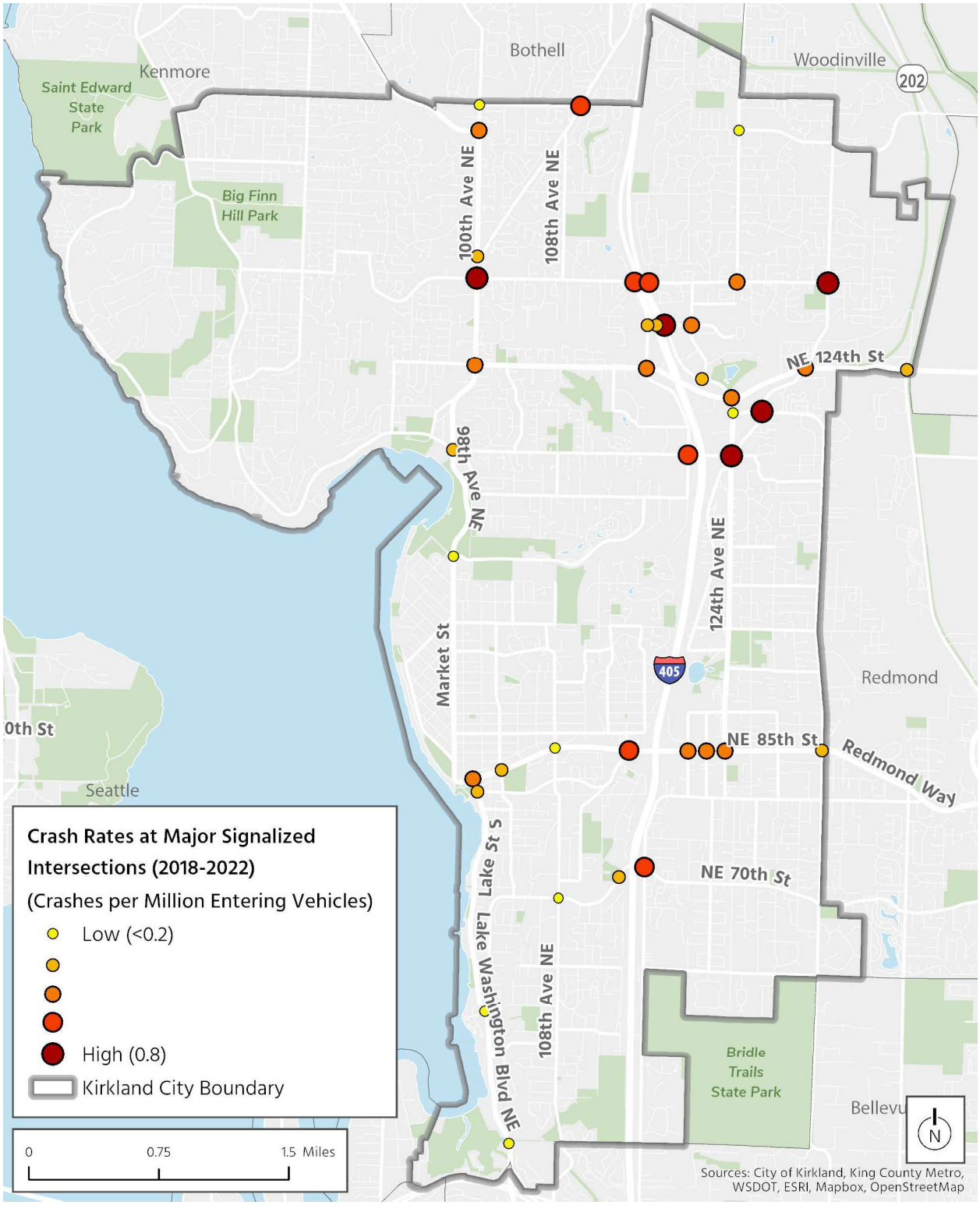


FIGURE 12. CRASH RATES AT MAJOR SIGNALIZED INTERSECTIONS (2018-2022)



Active Transportation Crash History

Pedestrians and bicyclists are the most vulnerable roadway users because they are less protected than users within vehicles. For the purposes of this discussion, the term “pedestrians” is intended to include people walking and rolling, meaning using mobility devices such as walkers, wheelchairs, or other -power-driven devices. The chance of a vulnerable user surviving a collision with a car decreases drastically as speed increases[3]. When comparing crash rates with the share of roadway trips by other transportation modes, pedestrians and bicyclists make up a disproportionate rate of fatal and -serious injury collisions. Vulnerable-user crashes are only 6% of the total crashes but make up 55% of the fatal and serious injury crashes. Vulnerable users tend to only make up fewer than 15% of total trips (10% to 12% of trips total on average) in general.

Table 7 summarizes the pedestrian- and bicyclist-related crashes by severity, while Table 8 shows the distribution between segments and intersections. Most pedestrian- and bicyclist-related crashes were minor-injury crashes (46%) or possible-injury crashes (27%). There were three fatal pedestrian crashes and no fatal bicyclist-related crashes between 2018-2022. Just under 15% of crashes were serious-injury crashes. There have been several fatal and serious injury crashes in parking lots not shown in this table. These are addressed through policy actions to coordinate with private developments and property owners on parking lot safety.

The majority of pedestrian- and bicyclist-related crashes occurred at intersections (64%). Over 60% of pedestrian- and bicyclist-related crashes involved a turning vehicle.

TABLE 7. PEDESTRIAN AND BICYCLIST CRASHES BY SEVERITY (2018–2022)

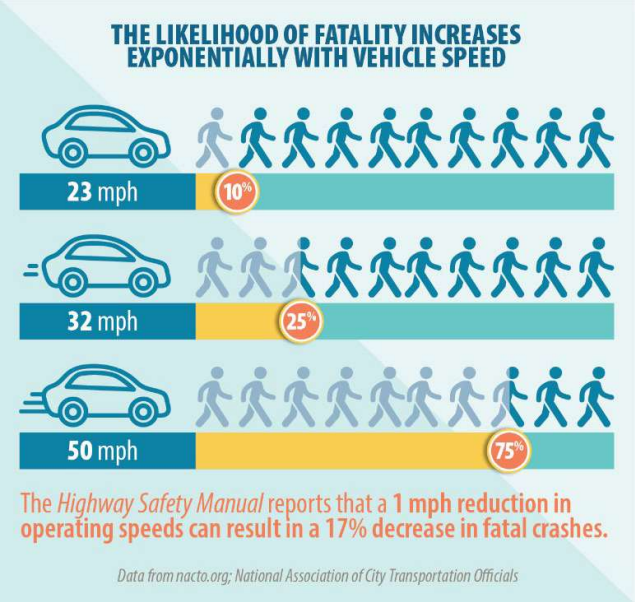
	Pedestrian Involved	Bicyclist Involved	Total
Fatal	3	0	3
Serious injury	19	11	30
Minor/non-disabling injury	38	55	93
Possible injury	35	20	55
No injury	8	12	20
Total	103	98	201

TABLE 8. PEDESTRIAN AND BICYCLIST CRASHES BY LOCATION (2018–2022)

	Pedestrian Involved	Bicyclist Involved	Total
Segments	38	31	69
Intersections	62	59	121
Total	100	90	190

[3] Tefft, Brian C. and AAA Foundation for Traffic Safety Study. 2011. “Impact Speed and a Pedestrian’s Risk of Severe Injury or Death.” Report. https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf

Pedestrian crashes occurred throughout Kirkland, with most in urban areas with higher pedestrian volumes. There was some general clustering in downtown Kirkland and the Totem Lake area (including some higher-severity crashes), similar to total crashes and higher segment crash rates. There was also some clustering along NE 85th Street, east of I-405. Very few locations experienced more than one pedestrian crash during this period, but some of the key locations that did include along NE 124th Street, 120th Avenue NE, NE 85th Street, and 124th Avenue NE. Figure 13 and Figure 14 show all crashes from 2018-2022 involving pedestrians and bicyclists, respectively.



Bicyclist-related crashes also occurred throughout Kirkland, but there was more prominent clustering when compared to pedestrian crashes. The key areas with bicyclist-related crashes are in downtown Kirkland along Lake Street S/Lake Washington Boulevard NE as well as in the Juanita area. The Vision Zero Plan[4] includes additional analysis on contributing factors for bicycle and pedestrian crashes.

[4] https://www.kirklandwa.gov/files/sharedassets/public/public-works/transportation/plans-and-studies/vision-zero-action-plan/final_vzap_2022-ver4.pdf

FIGURE 13. PEDESTRIAN CRASHES (2018–2022)

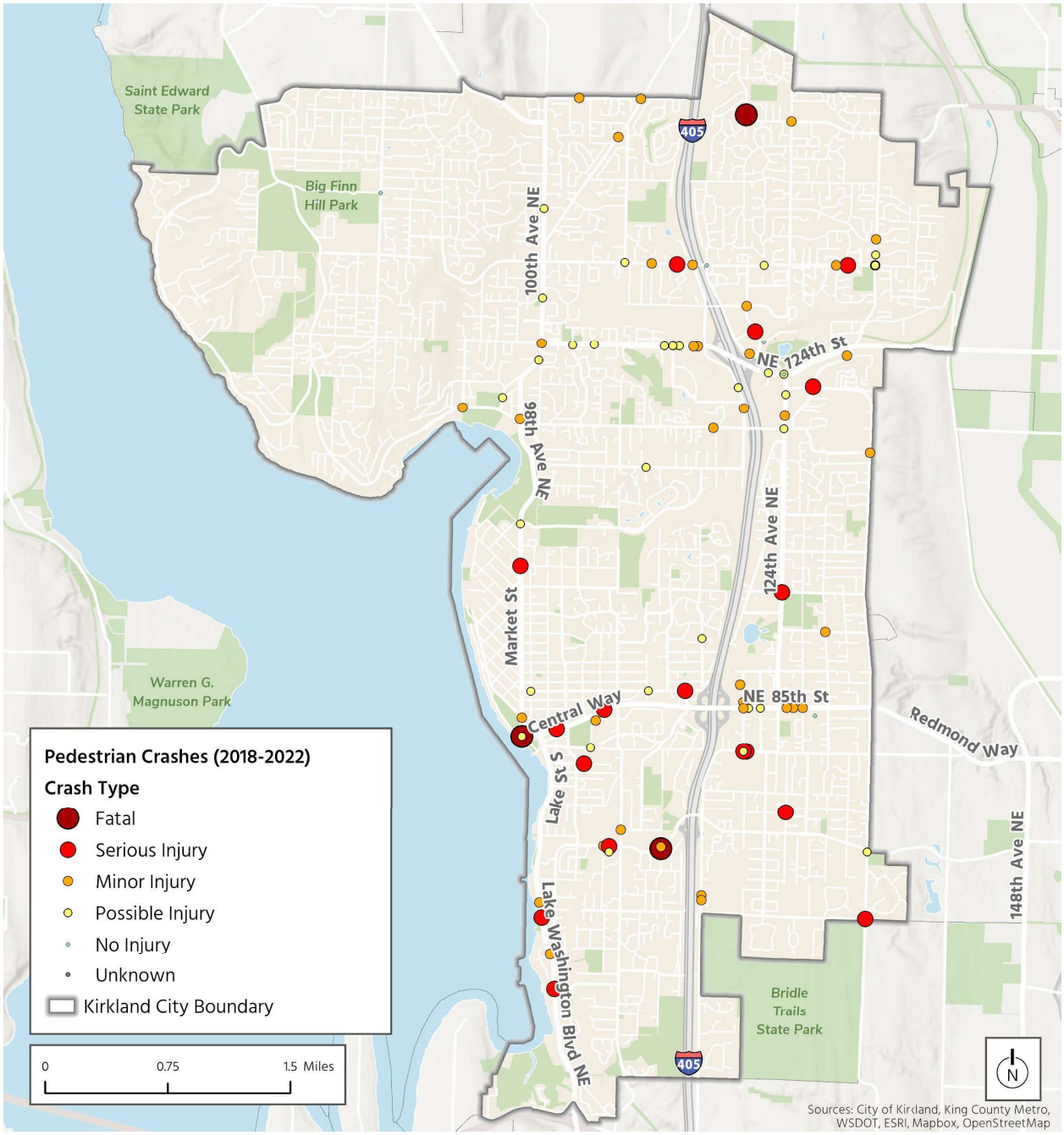
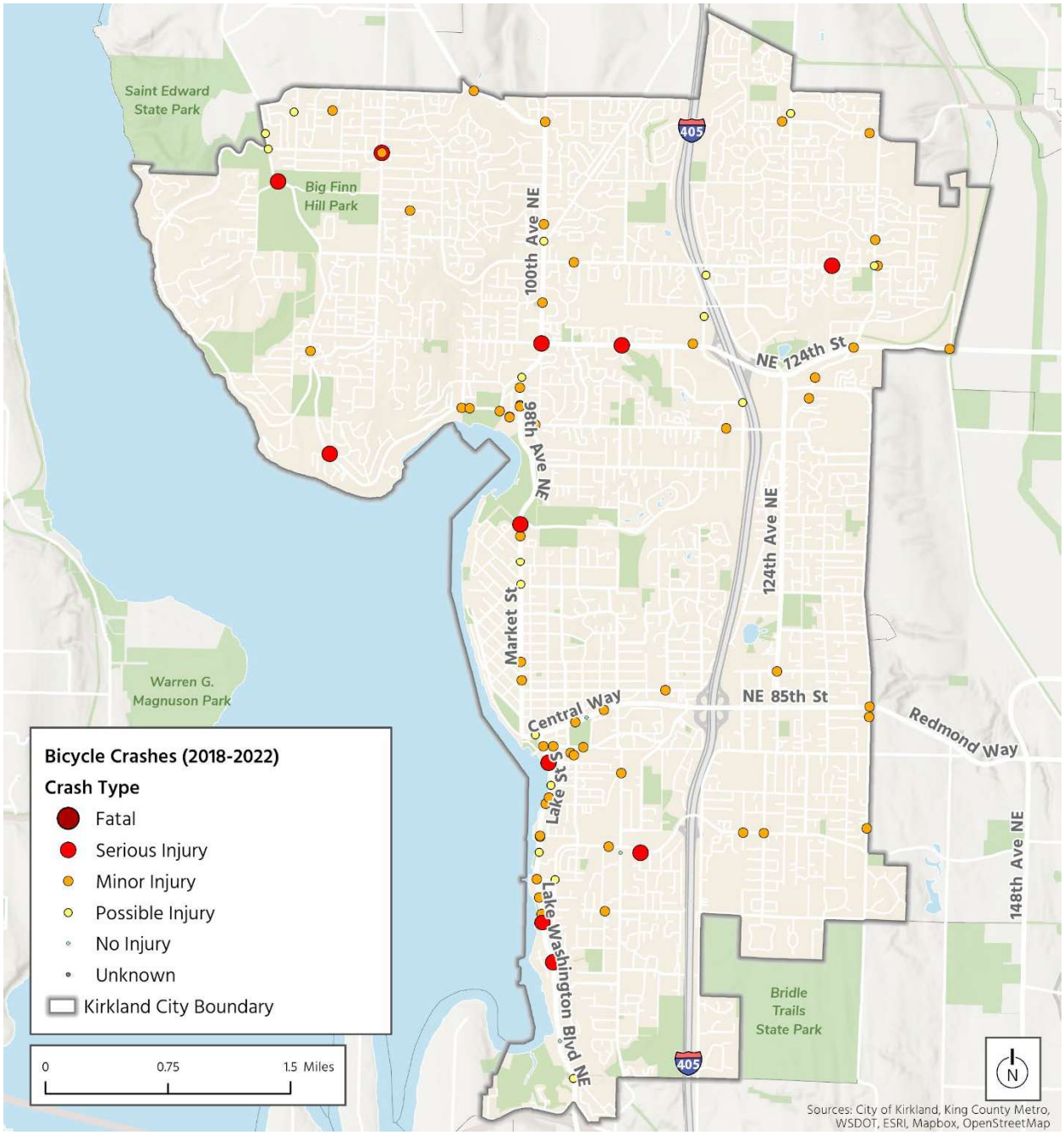


FIGURE 14. BICYCLE CRASHES (2018–2022)



2.7. Operations and Management

Intelligent Transportation Systems

The City of Kirkland's Intelligent Transportation Systems (ITS) Plan[5] establishes operational goals of resiliency, reliability, and responsiveness, and it provides increased transparency to continuously measure and report on performance. ITS is used in Kirkland to provide efficient, multimodal transportation mobility aligned with the City's goals and policies. ITS consists of four different core components working concurrently to achieve the operational goals.

The four core components are:

- **Field elements:** Consist of traffic signal controllers/and associated equipment, closed-circuit television (CCTV) cameras, and multimodal video detection.
- **Communications network:** Includes the media (fiber, cellular, or other), equipment, and software to manage communications from the transportation management center to the field and between traffic signals.
- **Systems and software:** Provide traffic signal control, system health monitoring, video management, CCTV camera control, and other functions.
- **Staff and skills:** Encompass the staff hours and skills needed to operate and maintain the ITS elements.

ITS operations can support modal balance through deployment of active transportation and transit technology.

Traffic Control Devices

The traffic control devices present in Kirkland's system include signalized intersections, rectangular rapid-flashing beacons (RRFBs), overhead yellow flashing beacons, in-pavement flashers (to be phased out), radar feedback speed signs, school speed zone flashing beacons, and four-way flashing beacons, shown in Figure 15.

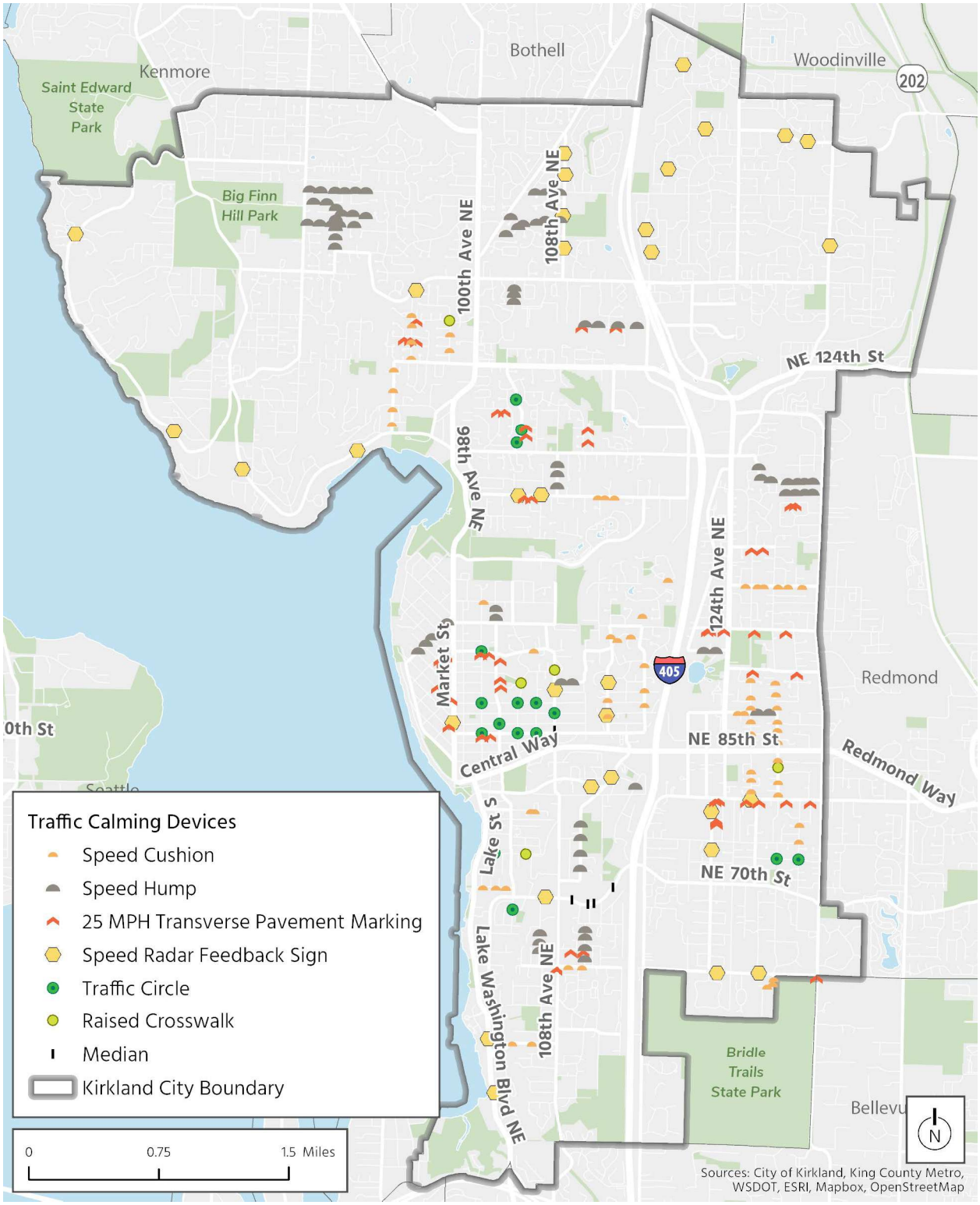
The City currently owns and operates around 70 traffic signals at intersections throughout the City, primarily along arterial streets. Traffic signals are an important feature for safety and operations that assign right-of-way to require conflicting vehicular, pedestrian, and bicycle traffic to stop and proceed in an orderly manner. The City currently uses video detection for vehicles and bicycles at its traffic signals, along with pushbuttons for pedestrians in the style of Accessible Pedestrian Systems.

The City currently employs safety-focused phasing at its traffic signalized intersections. This includes leading pedestrian intervals, which provides people who are walking and rolling a three- to seven-second head start in the crosswalk prior to the beginning of the vehicle phase to increase awareness and visibility to drivers making permissive turns. Additionally, the City uses flashing yellow arrow phasing on all new intersections with dedicated turn lanes and protected-permissive phasing, which allows the removal of conflicts between pedestrians and left-turning

[5] https://www.kirklandwa.gov/files/sharedassets/public/v/3/public-works/transportation/intelligent-transportation-systems-its-plan.pdf

vehicles. When feasible given operational constraints, the City employs pedestrian recall at specific intersections, which means people walking and rolling do not have to actuate the pedestrian pushbutton in order to get service at the traffic signal.

FIGURE 15. TRAFFIC SIGNAL INFRASTRUCTURE



Rectangular Rapid Flashing Beacons

Pedestrian Signals

Bicycle Signal

School Zone Photo Enforcement

HAWK Signals (Pedestrian Hybrid Beacons)

Speed Radar Feedback Sign

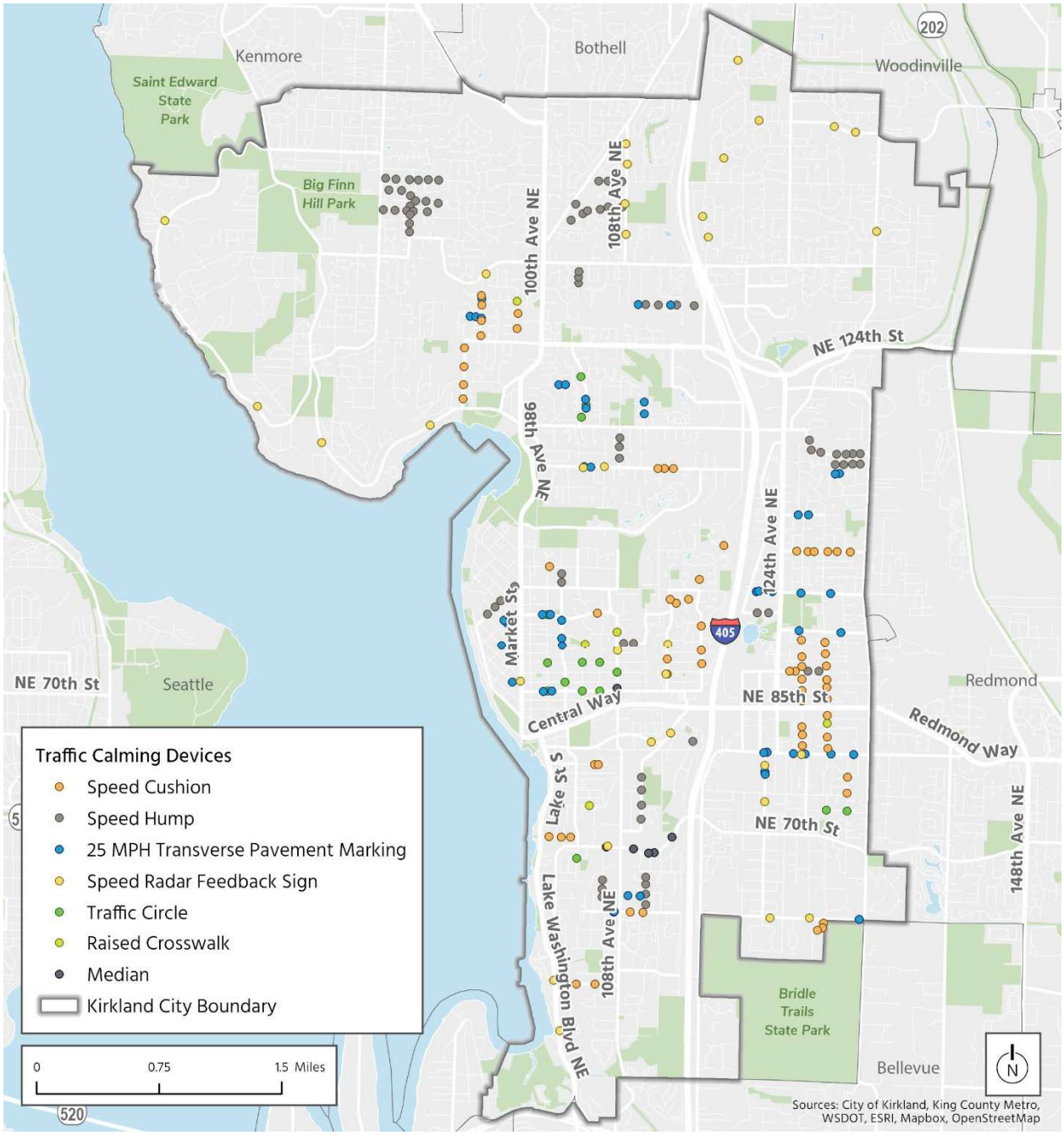
The City uses over 70 RRFBs, which are enhanced pedestrian safety features to provide additional indication to drivers that pedestrians are using a midblock or uncontrolled crosswalk. Additionally, over the next several years, the implementation of a high-intensity activated crosswalk (HAWK) system is planned at several locations. HAWK signals provide a regulatory method of control to stop vehicular traffic to provide people walking, rolling, and bicycling a safer crossing environment. The locations with planned HAWK signal systems include the following: the CKC crossing at Slater Avenue NE/NE 132nd Street; 100th Avenue NE mid-block near NE 140th Street; 124th Avenue NE between NE 116th Street and NE 124th Street; NE 124th Street between 100th Avenue NE and 113th Avenue NE; and Juanita Drive at NE 132nd Street.

Planned transportation improvement projects with operational improvements for bicyclists include the integration of bicycle signals as part of the 124th Avenue NE and 100th Avenue NE corridor projects. For bicycle detection, bicycle-oriented push buttons to activate signals or RRFBs have been and will continue to be integrated for Neighborhood Greenways that cross major arterial streets. At signalized intersections, the City currently uses video detection technology and continues to explore new technologies that have accurate detection and counting of bicycle users.

Physical Traffic Calming Devices

Physical traffic calming devices in Kirkland include signs, striping, 25-mph pavement markings, neighborhood traffic circles, speed humps, speed cushions, raised crosswalks, curb extensions, and medians, shown in Figure 16.

FIGURE 16. NEIGHBORHOOD TRAFFIC CALMING



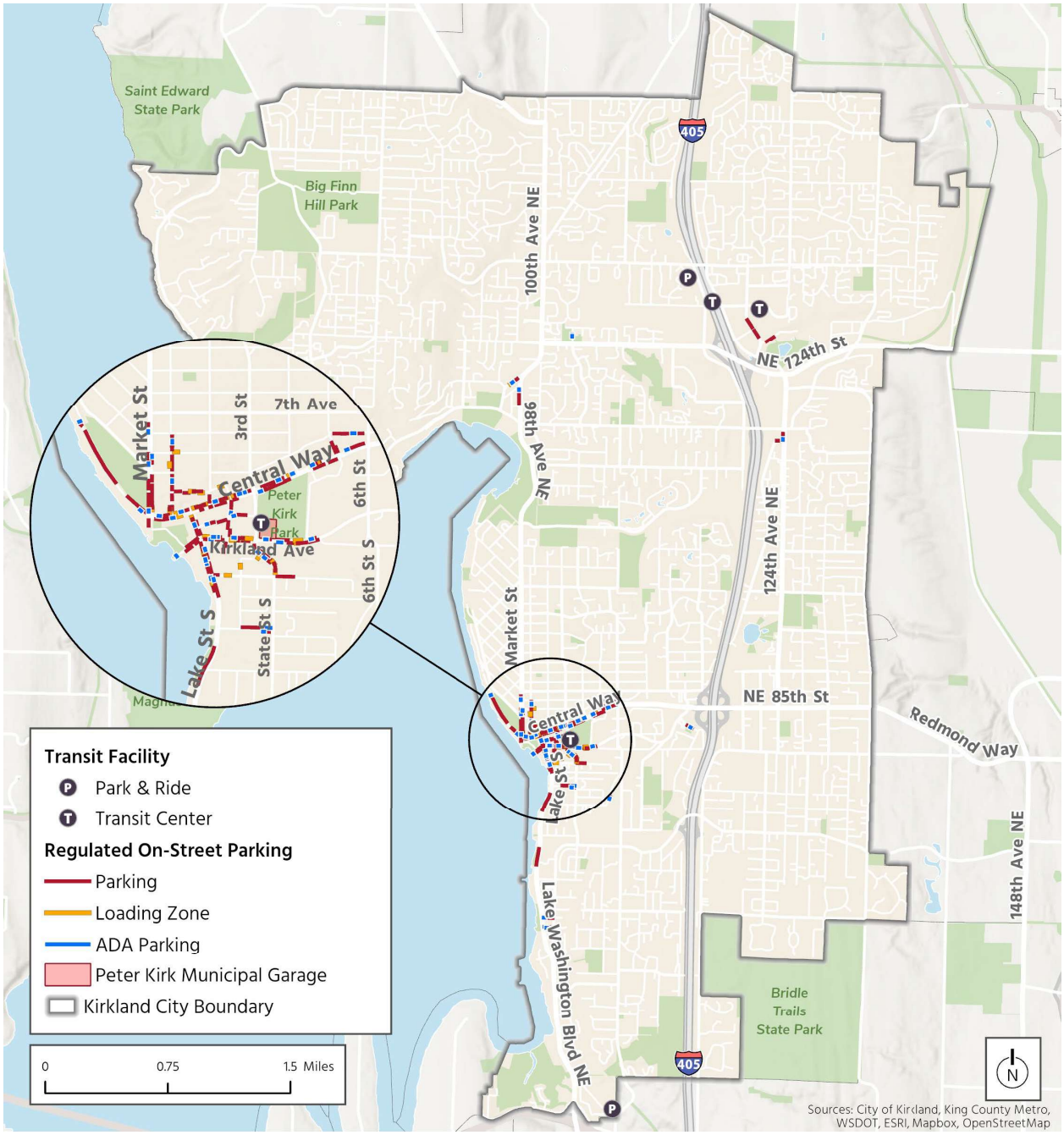
Regulated Parking

A majority of the City's regulated on-street parking and loading zones are located downtown and in small sections of the Juanita and Totem Lake neighborhoods. On-street parking elsewhere in Kirkland is generally unregulated. The City owns several off-street parking lots within the downtown area as well as the Peter Kirk Municipal Garage (Figure 17).

The City of Kirkland has a Downtown Employee Parking Program, which supports local businesses and allows participating employees to park in designated areas managed by the City at no cost or time limit. There are designated parking stalls for the program in the Peter Kirk Municipal Garage, the Wester Lot at 120 3rd Avenue, and along Lake Avenue W. The City is currently conducting a Downtown and Waterfront Parking Assessment that analyzes parking occupancy data to understand utilization and turnover rates on public streets and public parking lots in the downtown and waterfront areas.

As noted in Action T-4.3b, the City of Kirkland intends to complete a citywide Curb Space Management Plan in the near term to better understand the use of curb space in Kirkland. Efficient use of curb space is essential to support businesses and growing regional centers, particularly as technology evolves and new mobility services come to Kirkland. Many uses of the curb space in Kirkland include parking, business purposes, loading and unloading of goods, transit, active transportation, infrastructure, and business activities, among others. As Kirkland grows, the City needs to plan for the use of this important space for the community and ensure an effective plan is in place for its utilization.

FIGURE 17. CURB MANAGEMENT



Pavement

The Pavement Condition Index (PCI) describes level of pavement deterioration. The City of Kirkland repaves up to 10 lane-miles of high volume streets every year and applies a slurry seal to protect and extend the roadway surface between repavings. The Capital Improvement Program (CIP) includes resurfacing approximately half of those lane-miles, while the other half is funded by the Streets Levy, which voters approved in 2012. Applying a slurry seal can extend the good condition of local roadways for 5 to 10 years. Repaving a street can extend its useful life by 10 to 20 years. Kirkland's goal for its street-preservation program is to improve the PCI rating of its arterial network to 70 (Category I–Very good) on the PCI.

Additionally, maintenance programs such as the Pavement Preservation Program offer the opportunity for the City to implement minor safety improvements or interim measures that support walking and rolling, such as the "quick wins" identified in the Active Transportation Plan (ATP). An example of this type of interim measure is rechannelizing vehicle lanes to accommodate the addition of a striped bicycle lane. This type of opportunistic implementation and coordination is context-sensitive and will not always be appropriate; however, the City continually seeks opportunities to leverage all types of roadway investments to build out a safe, multimodal system.

2.8. Transportation Demand Management

Kirkland has several Transportation Demand Management (TDM) programs, which include education and encouragement programs. The City has a Congestion Mitigation and Air Quality (CMAQ) grant agreement with King County that utilizes federal funds for most of Kirkland's TDM work. The existing TDM programs consist of:

- Educational campaigns (e.g., promoting transit use).
- Preloaded ORCA card incentives.
- Improving administration of CTR program and TMP/TDM programs.
- Improving monitoring and enforcement of transportation management plans for eligible properties within city limits.
- Conducting a mode split survey of residents and employees.
- Maintaining Kirkland Green Trip (KGT) website and email marketing.

In addition to the TDM programs, the City supports Bike Everywhere Month and Walk and Roll to School Day events to encourage replacing single-occupancy and short trips using other transportation modes. The City owns temporary bike racks that are used at events to provide bike parking for attendees and can be lent out for other community events.

The City supports King County's Community Van program, which provides three passenger vans within Kirkland and Kenmore for prescheduled rides. This program supplements trips that are not well serviced by bus routes and for those who do not have access to a motor vehicle. Community Van trips require a minimum of two passengers in addition to the driver.

In addition, the City has established requirements for a Transportation Management Program (TMP) for private employers as a condition of approval for large commercial developments to implement TDM programs to reduce the number of trips generated by the development and encourage the use of alternative transportation options. If a development is approved to provide less parking than code requirements, it is also obligated to implement a TDM program. These TMPs are recorded and associated with the respective properties, ensuring compliance with the transportation-related conditions and facilitating sustainable transportation.

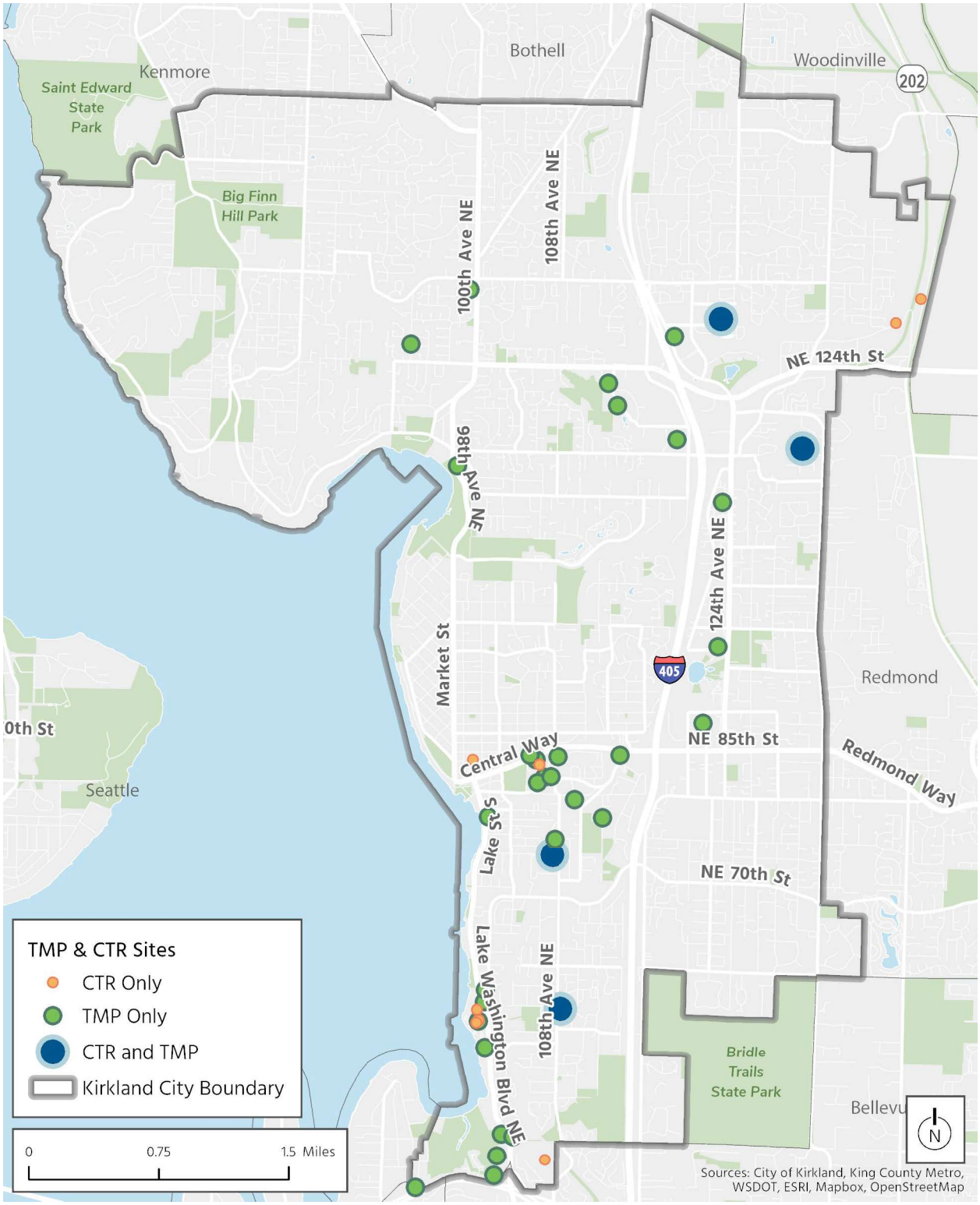
Since the 2015 Transportation Plan update, the number of participating employers in the CTR program has remained steady at 12 locations, though 16 employers participated in 2015. Prior to 2022, the state budget did not increase funding, so the City has not expanded the program significantly since 2015. More funding was approved in 2022, which will aid in expanding Kirkland's CTR programs. Additionally, there are currently 32 properties within the city that have active Transportation Management Plans practices. Figure 18 shows the TDM and CTR sites as of 2023.

Since the 2015 Transportation Master Plan update, the number of participating employers in the CTR program has remained steady at around 12 worksites. There are currently 32 properties within the city that have Transportation Management Plans. Figure 18 shows the Transportation Management Plans and CTR sites as of 2023.

In addition to the TDM programs, the City supports Bike Everywhere Month and Walk and Roll to School Day events to encourage the use of transportation modes other than single-occupancy motor vehicles. The City owns quick-build event bicycle racks that are used at City events to provide bicycle parking for attendees and can be loaned out for other community events.

The City also supports King County Metro's Community Van program, which provides two wheelchair-ready minivans and one 12-passenger van that people can use for prescheduled trips. This program helps meet a need for trips that are not well served by existing bus routes. Eligible trips using Community Van vehicles require a volunteer driver plus at least two passengers and a trip destination that is within a 2-hour drive of Kirkland.

FIGURE 18. TRANSPORTATION MANAGEMENT PROGRAMS AND COMMUTE TRIP REDUCTION SITES



3. Goals and Policies

3.1. Safety

Goal T-1: By 2035, eliminate all transportation-related fatal and serious-injury crashes while reducing all crashes in Kirkland.

Safety for people traveling in Kirkland remains the first goal of the Transportation Strategic Plan. Kirkland's future transportation system should be safe and accessible for people of all ages and abilities, using any mode of travel. Investments in the future of Kirkland's transportation system will prioritize the safety of people walking, rolling, and bicycling.

To achieve this goal, the safety policies focus on implementing the Vision Zero Action Plan using a Safe System Approach, designing complete streets, conducting data collection and regular performance monitoring, and creating a culture of safety within the City, community, and other partner agencies.

Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.

a) Improve the City's webpage interface to provide more transparent data to the public (e.g. web-map, dashboard).

b) Track progress annually and report to the Council every 2 years.

c) Update the City's Local Road Safety Plan every 2 years with updated crash data that identifies safety issues and contributing factors, proposing specific countermeasures, and identifying safety improvement projects.

d) Regularly update the Vision Zero Action Plan and policies.

Policy T-1.2: Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies.

a) Revise the City's existing design standards with best practices and innovation using national sources on design. Be a leader in implementing safety as standard practice.

b) Evaluate and update the policy for setting speed limits to lower speeds and encourage safer travel behavior.

c) Equip all City fleet vehicles with safety-related devices and technology that identifies dangerous driving behaviors.

d) Reduce emergency vehicle response times with technology such as GPS-based, Intelligent Transportation Systems solutions.

e) Conduct near-miss analysis at select intersections, improve methods to record reported safety issues, and explore additional data sources.

f) Make roundabouts the default design for new intersections or major intersection improvements, unless shown to be infeasible.

Policy T-1.3: Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects.

a) Update the City's Complete Street ordinance as set forth in Kirkland Municipal Code (KMC) Section 19.08.055 to be consistent with current national best practices.

b) Ensure that safety is the first lens through which all capital transportation projects are designed.

Policy T-1.4: Build a robust and transparent data framework.

a) Seek opportunities to improve collision data collection and analysis, such as adding sources, addressing data anomalies, reporting, and database improvements.

b) Seek innovations in technology to improve understanding of contributing factors and preventative measures.

c) Collect before/after data for safety improvement projects.

d) Conduct risk exposure analysis for vulnerable users as a preventative measure.

e) Implement technology systems to support performance monitoring and studies of the transportation system, including data storage and analytics.

Policy T-1.5: Promote and institutionalize a culture of safety.

a) Implement a comprehensive staff training program to encourage a culture of safety across relevant departments.

b) Educate the public on Vision Zero and factors contributing to crashes (e.g. human behavior, season/weather, speed) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public.

c) Coordinate with the Planning and Building Department and with private businesses to improve safety in private parking lots by implementing measures such as dedicated pedestrian pathways, speed control, and lighting.

d) Work with developers and contractors to improve implementation of safe routes for pedestrians and bicyclists through construction zones.

e) Work with schools and police resource officers to enhance traffic safety education in schools including bicycle and pedestrian education.

f) Work with the Lake Washington School District and other schools to improve circulation in and around schools at pick-up and drop-off times.

g) Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts.

3.2. Active Transportation

Goal T-2: Create and maintain a high-quality network of complete and connected low-stress walking, rolling, and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways, making active transportation a first choice for many trips.

Kirkland is committed to creating safe, complete, and connected pedestrian and bicycle networks throughout the city. The City will continue to prioritize investments that support walking, rolling, and bicycling and would help create a safer transportation system. This includes infilling critical sidewalk gaps that currently impede access and disrupt pedestrian travel and building out a bicycle network for people of all ages and abilities to have low-stress connections to destinations and between neighborhoods.

To achieve this goal, the active transportation policies focus on implementing the Vision Zero Action Plan, Safe System Approach, Active Transportation Plan (ATP), complete streets, data

collection, and regular performance monitoring and creating a culture of safety within the City, community, and other partner agencies.

Policy T-2.1: Make walking, rolling, and bicycling safer, easier, accessible, and more convenient.

a) Identify and remove barriers to walking and rolling, such as evaluating and addressing major barriers, reducing sidewalk blockages, and assessing pedestrian gaps and maintenance needs.

b) Create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bicycle parking program and incentives for businesses to increase bicycle parking supply.

c) Work with the Planning and Building Department to develop a comprehensive bicycle parking policy to ensure adequate end-of-trip facilities, including bicycle charging stations, are available.

d) Develop policies that will create regulations and incentivize micromobility programs, such as bicycle- or scooter-share, electric-car sharing, and micromobility hubs.

e) Implement the objectives and strategies from the ATP.

f) Continue to support the Pedestrian Flag program; measure and improve its performance.

g) Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks.

h) Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bicycle signals, generous walk intervals, and protected left turn phasing.

i) Develop a design standard for protected intersections in the roadway preapproved plans for consistent implementation.

j) Implement lighting improvements for safety at crosswalks through a crosswalk lighting program.

k) Update the City's Crosswalk Installation Policy.

Policy T-2.2: Prioritize, design, construct, operate, and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety and mobility to promote an active and healthy community for people of all ages and abilities.

a) Develop a dedicated sidewalk program for infilling high-priority sidewalk gaps.

b) Construct the projects in the Safer Routes to School Implementation Plan.

c) Recognize national best practice resources such as the National Association of City Transportation Officials (NACTO) and the American Association of State Highway and Transportation Officials (ASHTO) pedestrian and bicycle design guidelines by adopting them into preapproved plans.

d) Use context-sensitive best practice design for walking and bicycling facilities, prioritizing the safety of these users.

e) Prioritize first- and last-mile walking and bicycling connections to transit, recognizing active transportation modes are critical for supporting transit ridership.

f) Periodically update pedestrian and bicycle facilities design requirements citywide and for various areas/zones in the city, including sidewalks, crosswalks, bicycle facilities, and intersections.

g) Grow a system of separated bicycle facilities, including protected intersections.

h) Prioritize and construct a network of Neighborhood Greenways.

i) Update the guidelines for Neighborhood Greenways from implementation lessons learned and as best practice designs change.

j) Establish a procedure to evaluate the operational and safety impacts of greenways before and after project implementation.

k) To the extent feasible, leverage annual maintenance programs, such as pavement preservation and striping, to opportunistically build out active transportation infrastructure identified in the ATP or implement other safety improvements.

Policy T-2.3: Make walking, rolling and bicycling more intuitive and easier to navigate.

a) Improve wayfinding to and from the Cross Kirkland Corridor (CKC) with a comprehensive recreational trail wayfinding system coordinated with the branding and signage of the Eastrail.

b) Ensure the network of greenways and the bicycle route system are well signed and easily navigable.

c) Improve pedestrian orientation to parks, amenities, and local businesses with maps and signage.

d) Develop a pedestrian wayfinding system for downtown, within urban centers, and along Lake Washington.

e) Regularly update public pedestrian and bicycling maps.

f) Coordinate across departments on pedestrian and bicycle maps for economic development purposes.

g) Develop a tier of destinations to inform a wayfinding system based on distance and mode.

h) Evaluate various forms of wayfinding, including virtual/electronic navigation, such as using apps and QR codes, maps (both printed and online), and physical signs. Ensure wayfinding materials are available in multiple languages and other accessible formats.

Policy T2.4: Develop signature walking, rolling, and bicycling facilities along the CKC and Lake Washington with ample connections to the rest of Kirkland and the region.

a) Develop an action plan that outlines priorities and actions to implement the Cross Kirkland Corridor Master Plan vision as well as the ‘Connect, Construct, Complete’ vision for the Eastrail corridor.

b) Work with the community to identify the best design for the Lake Washington Boulevard Promenade using options provided by the Lake Washington Boulevard Promenade Study.

Policy T-2.5: Make walking, rolling, and bicycling to and from school safer and easier.

a) Implement automated enforcement of school zones citywide.

b) Implement the Safer Routes to School Action Plans that include actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation.

c) Help youth to be able to walk, roll, or bike to activities by connecting places such as schools to parks and practice fields and through encouragement programs.

Policy T-2.6: Grow the citywide multimodal count program.

a) Expand capabilities in gathering bicycle and pedestrian count data to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.

3.3. Public Transit

Goal T-3: Support and promote a transit system as a high-value option for many trips.

Kirkland will support a reliable, accessible, and frequent transit network throughout the city that is a convenient option not only for travel to and from work, but also for recreation and other daily needs. While the City does not control transit service and facilities that serve Kirkland, it influences how well-utilized transit will be through its land use decisions and local transportation improvements. The City will help create a built environment that supports transit not only through a coordinated land use concept, but also by building access to transit improvements and providing amenities, such as pedestrian-scale lighting, that contribute to a more comfortable experience at transit stops. Active partnerships with transit providers, including King County Metro and Sound Transit, will be critical to the success of the City's efforts to improve the transit network.

Over the 20-year planning horizon, Kirkland strives to retain existing service, restore suspended service, implement the King County Metro RapidRide K Line service, support other transit-supportive capital projects to enhance service speed and reliability, make transit a more attractive mode choice, and retain flexible transit services such as Metro Flex. As Kirkland has grown and diversified, transit service has become an increasingly important feature of the transportation system and an integral part of Kirkland's efforts to be inclusive and sustainable.

To achieve this public transit goal, Kirkland's transit policies focus on improving active transportation infrastructure connecting to transit, amenities that create a better experience for transit riders, support for travel demand management (TDM) and promoting transit services, and analysis of options for new facilities and local transit needs.

Policy T-3.1: Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.

a) Implement Kirkland's Transit Implementation Plan.

b) Identify and implement access and safety projects that connect to existing transit services.

c) Plan for capital improvements that support access to planned future transit service, such as King County Metro's RapidRide K Line Project and Sound Transit's Stride Bus Rapid Transit Program along I-405.

d) Plan for capital and access improvements as part of analysis of future conditions and transit needs.

Policy T-3.2: Support safe and comfortable passenger facilities.

a) Add transit stops to the evaluation of crosswalk lighting.

b) Evaluate access improvements at bus stops, such as ramp modifications and missing sidewalks.

c) Work with transit agencies on stop improvements, such as stop placement, coverage, lighting, access, and amenities.

d) Work with transit agencies to improve bicycle parking at transit centers, such as the addition of bicycle lockers.

e) Incorporate transit stop access improvements into project prioritization.

Policy T-3.3: Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people.

a) Prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs.

b) Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies.

c) Pursue mobility share options that provide first/last mile access to transit.

Policy T-3.4: Support transit-oriented development (TOD) and initiatives, including internal and external coordination and development of specific TOD guidelines for transportation facilities.

a) Implement strategies identified in the NE 85th Station Area Plan, including prioritizing access improvements and ensuring roadway design standards are met.

b) Identify other areas and initiatives to support transit-oriented development.

Policy T-3.5: Support and expand TDM and commute trip reduction (CTR) programs to meet adopted goals for non-drive-alone trips.

a) Create targeted programs that monitor and encourage increases in non-drive-alone travel rates.

b) Develop codes and policies to support micromobility and ride sharing.

c) Maintain the City's CTR and Growth and Transportation Efficiency Center plans to comply with state and regional requirements and guidelines, particularly at the work sites of large employers and other locations as appropriate.

d) Incentivize all trip reduction efforts in addition to CTR efforts.

e) Require new developments to establish transportation demand management plans.

f) Update requirements for the types of developments that are subject to transportation management plans and the elements that make up such plans.

Policy T-3.6: Pursue transit on the Cross Kirkland Corridor (CKC).

a) Implement transit or innovative flexible transit service on the CKC in keeping with the Cross Kirkland Corridor Master Plan.

b) Study and identify the options for transit and/or micromobility connections by using the CKC as a corridor option.

Policy T-3.7: Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.

a) Increase educational and awareness-raising efforts to communicate existing transit options.

b) Increase opportunities for people to access ORCA card transit passes.

Policy T-3.8: Improve transit service in Kirkland.

a) Conduct a transit needs study that evaluates future transit needs, helps the City advocate for better service regionally, and identifies potential alternative transit services, such as circulator services and private shuttles. Particular focus should be placed on populations who do not have access to a vehicle or cannot drive, such as youth or seniors.

b) Develop a cohesive and impactful transit strategy to persuade decision-makers of the benefits of investing in greater future transit service in Kirkland.

c) Explore options to increase transit service in Kirkland such as funding additional transit service from existing providers, pursue partnerships with a private service provider, or pursue other locally funded transit service such as a circulator shuttle.

d) Evaluate public funding support to enhance existing transit service to be more reliable, frequent, and connected or expanded to reach underserved areas in Kirkland.

3.4. Vehicle Network Management

Goal T-4: Provide for efficient and safe vehicular circulation, recognizing congestion is present during parts of most days.

Kirkland has long recognized that attempts to build the City's roadway network out of congestion does not align with the City's overall vision for the built environment. Congestion is expected to be present on the busy roadways in Kirkland for the foreseeable future. Rather than solely focusing on expanding capacity, Kirkland will seek to maximize operational efficiency and safety on the City's roadway network through strategic investments in management of the overall roadway system. Kirkland's systemwide approach to management of the vehicular network and parking system will support Kirkland's overall land use vision. Strategic investments in the safety and efficiency of the network will benefit people using other transportation modes and advance the City's goals for safety of more vulnerable roadway users and a transit network that is a convenient option for a wide variety of trips.

To achieve this goal, the following vehicle network policies focus on implementation of Intelligent Transportation Systems (ITS) and curb space management to effectively manage the vehicular system. Policies to prioritize and target capital investments in the vehicular network would integrate land use, traffic calming, and safety considerations to benefit all roadway users.

Policy T-4.1: Make strategic investments in intersections and street capacity to support existing and planned future land uses.

a) Prioritize and construct intersection and roadway projects to meet capacity needs while incorporating multimodal safety and connectivity.

b) As needed, review and update street networks and street design concepts for urban centers and areas with existing and potential future growth.

Policy T-4.2: Implement the ITS Plan.

a) Establish procedures to evaluate the operational and safety performance of ITS.

b) Reduce the potential for major signal malfunctions. Increase the robustness of the network to limit the potential for a loss of access to intersection resources.

c) Increase the potential to respond quickly to equipment and system malfunctions and increase recovery options.

d) Implement systems and detection to operate signals to respond to transient fluctuations in demand, including freeway incidents, surface-street incidents and closures, and school operations.

e) Improve emergency services response times, including increasing route selection capabilities, options to speed signal recovery, and provide data and analysis tools to evaluate usage and effectiveness.

f) Better serve a balance of multimodal operations.

g) Pursue grant funds to implement the ITS Plan.

Policy T-4.3: Take an active approach to managing on-street and off-street parking, with updated curb management policies.

a) Regularly monitor parking occupancy, turnover, and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies.

b) Develop a curb management strategy to effectively, efficiently, and safely use curb space. This strategy should support transportation and placemaking initiatives by considering mobility, access, and placemaking, as well as storage and turnover of vehicles along the curb space.

c) Evaluate City-owned on-street and off-street parking policies related to regulations of time-limited parking and pricing.

d) Coordinate with the Planning and Building Department on parking policies within the zoning code to update requirements for parking minimums, electric vehicle charging stations, and bicycle parking.

e) Periodically update City policies related to innovations for parking policy and curb management practices.

f) Continue to improve wayfinding and customer information to direct drivers to available parking and communicate parking policies in parking regulated areas.

g) Implement a paid parking program in areas that have high parking demand, such as Downtown Kirkland and parking lots associated with public parks.

Policy T-4.4: Mitigate negative impacts of motor vehicle traffic on neighborhood streets.

a) Implement traffic calming measures, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment in the Neighborhood Traffic Control Program.

Policy T-4.5: Identify roadway improvements that address safety patterns, crash history or injury preventative measures supporting Kirkland's Vision Zero goal.

a) Use crash data, near-miss analysis, and other traffic-related data to identify countermeasures to promote safety and prevent collisions.

Policy T-4.6: Clarify truck and freight networks within the city beyond the established freight routes.

a) Define the difference between freight and truck priority corridors as related to Kirkland's transportation network.

b) Designate freight and/or truck corridors and create maps and a platform for communicating these networks to freight and delivery service providers.

c) Identify freight and truck routes that minimize conflicts with people walking, rolling, and bicycling and with transit operations.

3.5. Technology and Emerging Practices

Goal T-5: The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people in Kirkland.

Innovations in technology and emerging practices can be a valuable tool in achieving the City's transportation goals. Electric vehicles can help the City achieve its climate and sustainability goals alongside programs to reduce vehicle miles traveled and encourage use of other modes. New micromobility options with sustainable power sources, such as electric bicycles and scooters, are expanding the ways people travel. These technologies and other innovative practices in data collection and analysis can help inform design and decision-making around transportation projects.

To achieve this goal, the following policies focus on supporting new technologies, mobility choices, and integrating new practices and methods into transportation planning.

Policy T-5.1: Support technology innovations that reduce greenhouse gas emissions and transportation modes that reduce single occupancy vehicle use.

a) Increase and incentivize both public and private electric charging stations for vehicles and other electric devices (e.g. bicycles, scooters).

b) Improve communication networks such as public Wi-Fi or fiber to improve City operations and to facilitate public services and information.

c) Develop definitions, policies, and regulations related to the use of e-bicycles and other electric micromobility devices that address locations of use, safety, education, and enforcement.

Policy T-5.2: Position Kirkland to support future technologies that may be developing or yet to be realized such as autonomous vehicles.

a) Upgrade infrastructure to support and align with emerging technologies.

b) Explore opportunities for future technologies that advance City goals.

Policy T-5.3: Support Kirkland's Smart City Plan goals and initiatives.

a) Actively seek funding, partnerships, and opportunities for technology expansion.

b) Improve Kirkland's data collection, management, and sharing for crash data, traffic operations, and other transportation data.

3.6. Maintenance and Preservation

Goal T-6: Ensure adequate resources to preserve and maintain the existing and future transportation system.

As Kirkland continues to expand and improve connections on its transportation network, the City will also prioritize maintenance of existing infrastructure. Keeping the City's transportation infrastructure in a state of good repair with regular maintenance will extend the lifetime of City-owned facilities and preserve budgets by reducing the number of necessary capital projects to replace aging infrastructure. Kirkland currently has funded programs dedicated to maintaining the City's transportation assets, including paving and striping, traffic signals, and sidewalks and pedestrian facilities. The effectiveness of these City maintenance programs depends on available funding and asset management systems. Kirkland will plan for maintenance needs through regular inventories of existing facilities and assessment of their condition and will integrate maintenance considerations into decision-making for capital projects. Additionally, as roadways are repaved or restriped, the City will continue to opportunistically implement safety improvements for all modal users through minor geometric or striping changes as these maintenance budgets allow.

To keep the infrastructure that people traveling in Kirkland rely on in good condition, the following policies focus on funding and asset management systems as well as planning for the life cycle costs of investments in the transportation system.

Policy T-6.1: Prioritize maintenance, operations, and preservation of existing infrastructure and ensure this is adequately resourced with dedicated funding.

a) Identify and sustain reasonable maintenance funding levels for the complete set of transportation assets.

b) Develop and maintain inventories of assets that require maintenance, such as pavement markings, traffic signals, signs, and sidewalks.

c) Identify and implement improvements to asset management systems.

d) Ensure regular sweeping of existing bicycle facilities and invest in a more efficient bicycle lane sweeper that requires fewer staff resources and covers a larger area.

Policy T-6.2: Plan for and incrementally increase maintenance resources in line with additional assets as new facilities are built and as the city grows.

a) Ensure growing inventory of system assets are matched with adequate maintenance levels.

b) Develop lifecycle costs for capital and maintenance projects.

c) Adequately fund maintenance so that maintenance does not become the driver of decision making for future projects.

d) Ensure the preservation program is adequately funded to meet pavement condition targets.

Policy T-6.3: Maximize the useful lifetime of the transportation network at optimum lifecycle cost.

a) Identify opportunities to minimize lifecycle costs through technology and innovations (e.g., roundabouts instead of signals).

3.7. Equity

Goal T-7: The transportation system should address the mobility needs of all people, regardless of age, ability, socioeconomic status, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to diversity, equity, inclusion, and belonging.

The way Kirkland communicates with and invests in the community reflects the City's commitment to diversity, equity, inclusion and belonging (DEIB). The City is integrating equitable engagement practices into community outreach and incorporating equity analysis into the project planning process. The investments that Kirkland makes in the future transportation system should meet the needs of everyone traveling in Kirkland. Regardless of age, ability, socio-economic status, or background, everyone should be able to get around safely and comfortably.

The following policies are intended to achieve this goal and focus on prioritizing underserved or underrepresented groups.

Policy T-7.1: Create an equitable transportation system that provides mobility for all users and addresses historical inequities in the transportation system.

a) Update the ADA Transition Plan for transportation facilities. Fund improvements to address deficiencies identified in the Plan to complete an accessible network in a timely manner.

b) Implement a 20-year transportation capital improvements list that invests in multimodal transportation in equity priority areas.

Policy T-7.2: Implement transportation programs and projects in ways that improve mobility for marginalized communities.

a) Prioritize transportation projects and programs that support people who experience mobility challenges and those who are most vulnerable when traveling (e.g., people walking, rolling, and bicycling).

b) Engage with people who experience challenges navigating the transportation system to identify accessibility needs. Implement improvements or accommodations identified through this engagement (e.g., passive detection at signals), recognizing that the transportation system is often designed for able-bodied people.

c) Align priorities with the DEIB Roadmap and improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs.

d) Ensure inclusion of vulnerable populations in community engagement efforts for transportation planning and transportation capital projects.

e) Use tools such as the Capital Improvement Program Equity Mapping Tool or other coordinated equity tools to assist with project prioritization.

f) Provide services to support the attendance and participation of historically underrepresented populations.

3.8. Sustainability

Goal T-8: Minimize transportation environmental impacts through mode shift, stormwater mitigation, and other greenhouse gas (GHG) reduction efforts.

Kirkland's transportation system is a key part of meeting the City's climate goals. GHGs from transportation sources represent 37% of Kirkland's GHG emissions as of 2022. Kirkland will accelerate its climate response and efforts to reduce GHG emissions through new strategies to promote more sustainable modes of travel and encourage shifts to transit or active transportation. Kirkland will also strive to minimize potential impacts to water and air quality from the transportation system through support for sustainable transportation modes and reductions in vehicle miles traveled.

Mode-share goals are a required policy element for Regional Growth Centers designated by the Puget Sound Regional Council. Kirkland has two Regional Growth Centers, also referred to as Urban Centers: Greater Downtown, which includes the NE 85th Street Station Area, and Totem Lake. The City established mode-share targets for Greater Downtown as part of the Moss Bay Neighborhood Plan and NE 85th Street Station Area Plan and for Totem Lake in the Totem Lake Business District Plan. New citywide mode-share targets are shown in **Error! Reference source not found.**.

TABLE 9. CITYWIDE MODE-SPLIT GOALS FOR PEAK HOUR TRIPS

Transportation Mode	Citywide		Greater Downtown Kirkland		Totem Lake Urban Center	
	2044 Mode Split Goal, Peak Hour	2022 Resident Transportation to Work[1]	2035 Mode Split Goal, Peak Hour	2022 Greater Downtown Regional Center Mode to Work for Residents[2]	2035 Mode Split Goal, Peak Hour	2022 Mode to Work for Residents[2]
Walk	12%	2.4%	9%	3.1%	10%	3.5%
Bicycle	2%	0.5%		0.1%		0.2%
Transit	25%	6.1%	46%	10.7%	10%	10.1%
Carpool (2+)	12%	6.0%		2.6%	40%	5.4%
Drive Alone	49%	58.6%	45%	56.3%	40%	57.8%

Sources: (1) 2022 Census Bureau ACS 5-Year Estimates, (2) PSRC

Policy T-8.1: Support transportation modes that are energy efficient and that improve system performance.

a) Include electric bicycle parking recharge stations in the development of vehicular electric charging projects and programs.

b) Identify locations and collaborate with transit providers to provide secure bicycle parking at transit hubs.

c) Develop requirements for new development to provide outlets for electric vehicle charging and outlets in bicycle storage areas.

Policy T-8.2: Update policies and standards for all modes to achieve mode-share goals.

a) Meet the established mode-share goals for Kirkland's PSRC-designated regional growth centers and meet citywide mode-share goals.

Policy T-8.3: Minimize the environmental impacts of transportation facilities, especially transportation's contribution to air and water pollution.

a) Design and implement new and retrofitted transportation facilities with stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Salish Sea.

b) Coordinate transportation improvements and programs with goals from the Sustainability Strategic Plan and the Sustainability, Climate and Environment Chapter of the Comprehensive Plan to meet the City's GHG targets.

c) Report on reductions in vehicle miles traveled.

d) Support alternative fuels/electric fleet technologies.

e) Support policies and initiatives that incentivize shorter trip distances and shifts to non-drive-alone modes.

Policy T-8.4: Implement transportation-related actions identified in Kirkland's Sustainability Strategic Plan.

a) Include smart growth principles in all City planning practices, such as creating walkable neighborhoods.

b) Continue supporting the 10-Minute Neighborhoods concept in Kirkland.

c) Achieve the King County Cities Climate Collaboration goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels.

d) Continue to build walking and bicycling transportation networks so that people of all ages and abilities can comfortably get to where they need to go.

e) Grow annual average weekday transit ridership.

f) Promote current shared mobility programs and services.

g) Establish new shared mobility options.

Policy T-8.5: Safeguard the transportation system against disaster.

a) Develop and keep current strategies for preventing and recovering from disasters that impact the transportation system.

b) Coordinate the Transportation Strategic Plan with the Smart Cities initiative, considering greater resiliency of the transportation system.

3.9. Link to Land Use

Goal T-9: Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected, and transit-oriented city.

Transportation and land use are closely tied together. The Land Use element of this comprehensive plan informs strategic investments in Kirkland's transportation system, and the transportation system shapes land use decisions. Both transportation infrastructure and the form of development influence how people perceive their neighborhoods and how they get around. Transportation investments should help Kirkland grow in a way that is consistent with the community's vision for the future. The Land Use Element of this comprehensive plan focuses future development around frequent transit in Kirkland, both in Urban Centers and along key transit corridors. This Transportation Element will support the land use vision by addressing the transportation needs of new residents and workers in Kirkland over the 20-year planning horizon.

Kirkland will support the vision for future growth in the Land Use element of the Comprehensive Plan with the following policies that align capital projects and design with land use and coordinate transportation priorities with development.

Policy T-9.1: Support land use by identifying a fiscally constrained 20-year transportation capital projects list that supports anticipated growth through 2044 and aligns with growth targets.

a) Coordinate with the Planning and Building Department to ensure transportation projects support growth and development.

b) Ensure projects identified for the 6-year Transportation Improvement Program are aligned with and support growth.

c) Revise the Impact Fee Program to support the vision of the Transportation Strategic Plan and reflect planned capital investments.

Policy T-9.2: Focus on transportation system developments that expand and improve walkable and bikeable neighborhoods.

a) Prioritize transportation system improvements in areas with greater residential and employment densities to expand and improve walkable and bikeable neighborhoods.

b) Coordinate with the Planning and Building Department on bicycle parking requirements and other policies related to development.

Policy T-9.3: Design streets in a manner that supports and is coordinated with future land use plans.

a) Ensure that transportation plans and projects based on land uses (such as subarea plans, transit-oriented development plans, and neighborhood plans) are incorporated into the transportation plan project lists and work programs.

b) Coordinate with the Planning and Building Department to ensure all land use planning documents that include transportation elements incorporate the Safe System Approach and best practice design.

c) Coordinate various transportation-related design guidelines for consistency citywide.

Policy T-9.4: Create a transportation network that supports economic development goals.

a) Identify opportunities to work with the Cultural Arts Commission, Shop Local Kirkland, and the economic development team to identify opportunities within transportation projects that support arts, local businesses, and economic development.

Policy T-9.5: Require new development to mitigate site-specific and systemwide transportation impacts, ensuring mobility and accessibility for all.

a) Improve how Kirkland coordinates with developers when achieving level of service that supports multiple modes and walkable neighborhoods, such as an update to the existing transportation analysis policies (e.g., Policy R-38), to require multimodal mitigation for new development.

b) Participate in the maintenance and improvements of the Bellevue-Kirkland-Redmond travel demand model.

Policy T-9.6: Create a seamless system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.

a) Incorporate the plan for adding and/or improving street-end connections into the transportation grid, including the pedestrian and bicycle network. Include those connections into the prioritization process for completion of the multimodal networks.

Policy T-9.7: Use a multimodal concurrency methodology to monitor the rate at which land use development and the transportation system are constructed.

a) Continue to implement Kirkland's citywide multimodal concurrency system to better reflect multimodal needs and priorities over time.

3.10. Be an Active Partner

Goal T-10: Coordinate with a broad range of groups—public and private—to help meet Kirkland's transportation goals.

Kirkland will work proactively with local and regional partners to achieve the City's transportation goals. Building relationships with members of the community and reaching underrepresented groups in Kirkland will help the City better serve the community's transportation needs. Interagency coordination with King County Metro and Sound Transit will advance the City's goals for public transit. Playing a strong role in partnerships with transit providers and with the Washington State Department of Transportation (WSDOT) will help the City ensure that the priorities of the local community are reflected in regional transit and transportation investments. Neighboring jurisdictions and other partners, like the Lake Washington School District (LWSD), are critical to Kirkland's implementation of safe routes to school and regional projects.

The City will work to strengthen its relationships and collaboration with local groups and other agencies with the following policies that focus on the City's transportation, equity, and climate goals.

Policy T-10.1: Implement Kirkland's Diversity, Equity, Inclusion, and Belonging (DEIB) Roadmap through community coordination and outreach.

a) Establish relationships with organizations that represent priority populations in order to better understand the needs of under-represented groups.

b) Conduct outreach with both Kirkland residents and those outside of Kirkland, particularly those who work in Kirkland but do not live within the city limits.

c) Ensure community engagement is conducted early and often when projects are planned, designed, and constructed.

d) Explore opportunities to improve how the City communicates with and receives information from the community.

Policy T-10.2: Coordinate with local agencies and associations, neighboring cities, and regional entities to advance the goals and strategies outlined in the Transportation Element.

a) Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans.

b) Participate in and provide leadership for regional transportation decision-making with state, countywide, and regional groups to stay informed and contribute to conversations, initiatives, programs, and opportunities related to transportation.

c) Participate in the King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland.

Policy T-10.3: Partner with LWSD, other educational institutions, police, parents, and transit providers to encourage walking, bicycling, and taking transit to school.

a) Work with the Police Department's community resource officers to implement bicycle, pedestrian, and traffic safety interactive education programs.

b) Conduct additional circulation analysis to improve walk, bicycle, and pick-up and drop-off circulation at all schools in Kirkland, in coordination with LWSD.

c) Coordinate with King County Metro on improving transit services to schools and ensuring all students receive free youth transit passes.

Policy T-10.4: Partner with transit agencies to ensure Kirkland receives high-quality transit service that is coordinated with planned growth and land use.

a) Continue working with King County Metro to support the RapidRide K Line project, including capital project development, permitting, and grant support.

b) Coordinate with transit agencies on access to transit projects and supportive infrastructure, such as shelters and bus stop improvements, bicycle parking, and first/last mile(s) connections.

c) Continue working with King County Metro to promote Metro Flex and other flexible transit systems operating in the city.

d) Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives.

e) Participate in regional conversations regarding transit-related policy, service changes, restoring reduced service, and ensuring future transit is aligned with Kirkland's growth and land use changes.

f) Advocate for meaningful increases in Sound Transit and King County Metro services in Kirkland, with connections between transit hubs and urban centers as a first priority.

g) Actively pursue agreements with transit providers to deliver a network of high-quality transit service that supports Kirkland's land use and transportation plans.

Policy T-10.5: Work with the WSDOT and the State Legislature to fund Kirkland's high-priority projects and improve safety in and around state corridors.

a) Collaborate with WSDOT for better operations at WSDOT signals.

b) Foster a strong working relationship with WSDOT leadership.

c) Advance Kirkland's transportation interests with actions on legislative agendas.

d) Fund initial studies to make it easier to secure funding for construction projects.

e) Periodically review federal functional classifications.

f) Engage WSDOT in discussions to advance improvement of I-405 interchanges with the intention of securing funding to design and rebuild new interchanges at NE 124th Street, NE 70th Street, and improvements around NE 128th Street.

Policy T-10.6: Coordinate multimodal transportation systems with neighboring jurisdictions.

a) Coordinate with the City of Bellevue on improved walking and bicycling access between the South Kirkland Park and Ride and the Cross Kirkland Corridor (CKC), as well as between the SR 520 Trail and the Lake Washington Boulevard Promenade.

b) Prioritize connections to the future light rail stations in Bellevue and to Bellevue's Spring District mixed-use commercial area.

c) Work with the City of Redmond to improve access to Redmond including stair and trail connections from the North and South Rose Hill neighborhoods and access to the Redmond Central Connector.

d) Coordinate with the City of Bellevue, City of Redmond, City of Kenmore, City of Bothell, and City of Woodinville to ensure bicycle and pedestrian connections at jurisdictional boundaries are seamless.

Policy T-10.7: Actively pursue grant funding and innovative funding sources.

a) Pursue innovative opportunities and partnerships to better leverage available City funding.

b) Seek funding through various grant funding sources including federal, regional, and state sources as well as through non-traditional sources.

c) Pursue the opportunity for the City to become eligible for funding related to federal transit.

Policy T-10.8: Partner with nonprofit, private sector, and other "new" partners on innovative solutions to improving transportation connections or the transportation environment.

a) Coordinate with local businesses, the Kirkland Downtown Association, and commerce-related groups to better understand transportation needs and to better communicate transportation -related information.

b) Identify all businesses that require transportation management plans and coordinate to ensure those businesses are complying and offering the resources to their employees to reduce single -occupancy vehicle trips.

c) Seek opportunities to partner with nonprofit and private sector groups and businesses to leverage resources.

Policy T-10.9: Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to implement the Connect, Construct, Complete vision for the entire CKC and connections to the larger Eastrail network.

a) Be an active partner with Eastrail Partners and the Eastrail Regional Advisory Council.

b) Coordinate wayfinding, signs, counts, art, and other initiatives that support the Connect, Construct, Complete vision.

4. Concurrency and Measurement

4.1. Concurrency

Concurrency System

Concurrency is one of the goals of the GMA and refers to the timely provision of public services or facilities to support new developments. The GMA requires that transportation projects, programs, and strategies to accommodate developments be in place when a development is constructed or within 6 years. While the GMA requires that LOS standards be adopted for concurrency on arterials, it does not mandate how those standards are defined, and local jurisdictions may adopt standards appropriate for the local context. The main function of concurrency for transportation is to ensure that the transportation system has the necessary capacity and to identify transportation projects and programs that generate the capacity to accommodate the effects of housing and employment growth on the transportation system.

The City of Kirkland manages concurrency and monitors the relationship between new housing and employment growth and the implementation of transportation projects and programs. Concurrency tests for individual development projects are used by the Kirkland Public Works Department to determine whether future transportation facilities will be sufficient to meet the needs of new development or if mitigation is required.

The Kirkland 2035 Comprehensive Plan proposed a new multimodal concurrency system that includes all modes of transportation and measures future person-trip capacity from planned transportation projects and programs rather than traffic operations alone. Kirkland established its current multimodal concurrency system in KMC Title 25 in 2015 with the adoption of Ordinance 4509. This system balances person-trip capacity across all modes with the estimated number of multimodal person-trips generated by new developments. Forecasted growth in person trips is derived from the future housing and employment growth adopted in the Comprehensive Plan.

The additional multimodal network capacity to accommodate future growth is derived from the projects and programs in the transportation capital project list, which is adopted as part of Kirkland's Capital Facilities Plan (CFP). Together these projects and programs provide the added multimodal capacity to accommodate growth over the next 20 years. Kirkland's concurrency system uses dollars spent on transportation capital projects as a measure of additional person-trip capacity created by the City's transportation capital projects. The balance of available person-trip capacity for development is generated by the funded projects in the 6-year CIP. As more projects are funded in the CIP, more person trips become available for new development, but as development occurs, person trips are deducted from the available capacity.

When a new development is proposed, the number of person trips the project will generate is estimated based on the size and land uses included in the proposed development. The estimated number of person trips generated are calculated using a standard methodology the City uses for transportation impact fees. Proposed new development passes the concurrency test if there are more trips in the current balance of person trips than would be generated by the proposed development. If there are not enough available person trips based on the CIP to accommodate a specific development proposal, the developer has the option to scale back the size of the proposed development to reduce the total number of person trips it generates, wait

for additional projects from the CFP, or fund projects from the CFP to create more person-trip capacity.

Transportation Impact Fees

Transportation impacts fees (TIF) are assessed on new developments in Kirkland based on different land use categories and are proportional to their impact on the system. TIF revenues are used to fund transportation capital projects and are only used to fund future capacity improvements, not to fix existing deficiencies in the system. The City's TIF schedule was last updated in 2021 with the Transportation Impact Fee Update Report and will be updated as part of a citywide impact fee update, with an anticipated effective date in 2025. Kirkland's TIF rate reflects the cost to the City per person trip in the PM Peak hour that can be attributed to growth in Kirkland. TIF for individual developments are proportional to the size of each land use in the development.

Level of Service Standards

The City of Kirkland has a multimodal LOS, adopted with the Kirkland 2035 Comprehensive Plan, that is based on plan completeness and was referred to as level of completion in the 2015 TMP. Level of completion for each of the different modal project types in Kirkland's CFP tracks progress toward the multimodal goals of the TMP. In the concept adopted in the Kirkland 2035 Comprehensive Plan, progress was tracked against expected level of completion and was rated ahead of schedule, on schedule, or behind schedule. Starting in 2018, the City began to report progress on the level of completion for each modal LOS area in annual reports. The City has regularly reported on all areas of completion from the original concept, other than auto projects, and has annually reported citywide safety data to measure completeness of the full TSP. However, it has not reported progress relative to annual targets.

Multimodal LOS measures based both on completeness and performance of the transportation system are shown in Table 9. While Kirkland does not have a minimum standard for each mode of the transportation system, objective measures, such as level of traffic stress, are used to develop and prioritize projects that are incorporated into the 20-year list of transportation capital projects.

TABLE 9. MULTIMODAL LEVEL OF SERVICE STANDARDS

Transportation Strategic Plan Priorities	Measurement	2044 Level of Completeness
Walk: School walk routes	% of streets on school walk routes with sidewalks on at least one side.	100%
Walk: Sidewalks on arterial streets and transit routes	% of arterial streets and all-day service transit routes with sidewalks or pedestrian walkways on at least one side of transit	100%
Walk: Crosswalks	% of crosswalk improvements complete that are identified in the TSP	50%
Bicycle: On-street network	% of planned bicycle network complete as identified in the TSP (excluding greenways)	80%
Bicycle: Greenway network	% of planned greenway network complete as identified in the TSP	25%

Transit: Passenger environment	% of transit stops with lighting and shelters on frequent service routes	50%
Auto: ITS	% of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirkland ITS Plan	100%
Auto: Pavement Condition Index (PCI)	Citywide PCI	PCI of 70

In general, the level of completion is an outcome of choices made based on available funding and on the goals and polices of the Transportation Element. This is in contrast to being chosen as an objective performance measure. For example, a set of auto projects could have been developed around a relatively low level of delay. This would be a very expensive set of projects that would have resulted in the types of road widening that is not in keeping with the adopted vision for transportation. Rather than using performance as an input, it is an outcome. Considering LOS as an outcome rather than an input is consistent with the manner in which it has been treated by the City of Kirkland since the early 1990s.

The City of Kirkland also has a minimum standard for traffic operations at intersections codified in the Public Works Department Pre-Approved Plans Policy R-38 (Table 10). This requires individual developments to mitigate intersections at LOS E and F in the PM peak period based on the proportional share percentage of impacts they are expected to generate. For long-range planning, this standard has been interpreted as a minimum standard of LOS E in the PM peak period based on planned future land use in the Comprehensive Plan, with capital projects identified to address traffic operations at intersections performing at LOS F in the PM peak period. This policy, together with the concurrency standard above, allows the City to choose to address traffic operations issues with multimodal improvements or travel demand strategies where roadway projects, such as corridor widening, do not align with the multimodal transportation vision presented in the Comprehensive Plan.

TABLE 10. LEVEL OF SERVICE DELAY STANDARDS

	Average Delay per Vehicle (seconds)
Level of Service	**Signalized Intersections**
A	≤ 10
B	> 10–20
C	> 20–35
D	> 35–55
E	> 55–80
F	> 80

Source: Highway Capacity Manual 6 (2016)

Traffic operations at key intersections in 2044 were evaluated using travel demand modeling in conjunction with Synchro analysis as described in the following section. Intersections that are expected to operate at LOS F in 2044 are addressed through concurrency projects that would add additional roadway capacity or capacity for trips by other modes at constrained intersections. These projects are included in the Capital Facilities Element of the

Comprehensive Plan. Any potential effects to traffic operations on state facilities in Kirkland, including I-405 and connecting access ramps would be addressed in coordination with WSDOT.

20-Year Transportation Capital Projects

A long-range transportation capital project list is a required component of the Transportation Element and of the Capital Facilities Element of the Comprehensive Plan. The project list is the culmination of all the policy and technical work contained in the Transportation Element and is a set of projects that are estimated at a high level to be funded within reasonably expected revenues. The list of transportation improvement projects for the 2044 planning horizon is based upon the analysis of future traffic operations and LOS standards described earlier. This will become the fiscally constrained project list for the next 20 years and will be prioritized for local and external funding. The projects ensure that the City's multimodal transportation system will meet the land use capacity and growth envisioned in the Land Use Element. The City's concurrency management system and LOS influence the necessary investments the City will make in the transportation system over the planning horizon. The project list is included in the Capital Facilities Element but referenced in this element.

Over 430 projects were identified as candidates for future transportation capital projects. Candidate projects were identified through adopted plans and studies, community input, and safety analyses. A public engagement map of these projects was launched between February 5 and February 29, 2024, to solicit community feedback. The map allowed the community to review and provide feedback (including the option to show support or opposition) on projects, and suggest new projects that were not already captured.

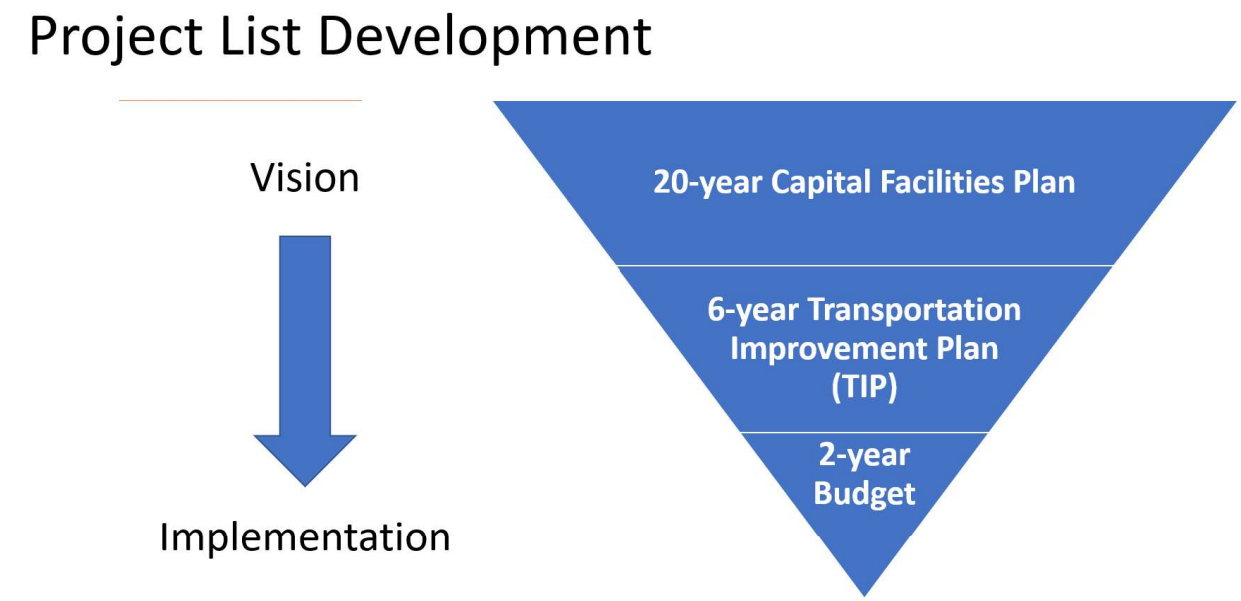
Candidate projects were also evaluated through the TSP project prioritization process. Prioritization plays a crucial role in discerning which projects best align with the goals and policies of the TSP. The process enables the City to optimize use of limited funding resources, determine the sequencing of projects (which projects should come first), and aids decision-makers in budget allocation, planning, and grant applications. Prioritization further demonstrates to the community and decision-makers the highest priorities for investment in the Kirkland transportation system, given constrained funding for transportation projects and costs that exceed available revenues.

The list of improvement projects is located in the Capital Facilities Element, and the full universe of projects is included in the TSP. Planning-level cost estimates were prepared for each of the projects under consideration, but are high level, subject to change, and exclude important features such as right-of-way acquisition costs. The estimates include basic project elements with inflation factors for soft costs, general inflation, and additional costs to address new stormwater regulations. Right-of-way costs are not included due to the conceptual nature of many of the project scopes at this time. Federal funds (grants) are not being included in the anticipated 20-year revenue projections, so additional costs related to implementing a federal project are also not included. Project costs are shown in a range from low-to-high to reflect the conceptual nature of expected project costs.

One of the primary purposes of the 20-year capital project list is to ensure transportation supports the potential future growth envisioned in the land use element. The City used outputs from the BKR travel demand model to analyze traffic operations at intersections using Synchro software. The BKR travel demand model was developed to analyze travel demand and traffic patterns on a localized scale among the cities of Bellevue, Kirkland, and Redmond. The City used the BKR model to estimate vehicle trips and traffic volumes based on expected growth through 2044, and adjusted trip distribution to reflect the planned future land uses for analysis in

Synchro. Synchro is a leading traffic capacity software program used to analyze signalized and stop-controlled intersections, and supports the methodologies recommended by the Highway Capacity Manual. Future traffic conditions were analyzed at 40 intersections throughout the city in the morning (AM) and evening (PM) peak periods. Intersections were selected to capture needs at major intersections.

The TSP project list will inform the 6-year Transportation Improvement Plan (TIP) and the 2-year capital budget.



Transportation Projects Projected Funding and Financing Plan

The 20-year financial projections for revenue to fund transportation projects is estimated at approximately $317.9 million over the next 20 years, or about $15.9 million annually. Funding sources include impact fees, real estate excise tax (REET), gas tax, business license (revenue-generating regulatory license) and surface water contributions, solid waste contribution, the 2012 street levy, school zone safety cameras, and Kirkland's transportation benefit district $20 vehicle license fee. These are high -level planning estimates and are intended for planning purposes only. They remain subject to change as the City works toward completion of the impact fee update and as other medium-term economic trends stabilize (i.e., real estate market and REET).

The projected available funding for programs and projects through 2044 is broken down as follows:

Estimated funds available for programs	$	168,000,000
Estimated funds for mitigation projects	$	9,100,000
Estimated funds to carry over existing CIP projects	$	12,700,000
Estimated funds available for individual projects	$	128,000,000
Total Estimate	$	317,800,000
Projected 20-year revenue	$	317,900,000

Some of the revenue forecasts are for revenues that are very secure and highly reliable. However, other revenue forecasts are for sources that are volatile and, therefore, difficult to predict with high degrees of confidence, such as impact fees that fluctuate with the amount of new development. In the event that revenues from one or more of these sources do not materialize, the City has several options: add new sources of revenue or increase the amount of revenue from existing sources; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard. If this situation arises, the City will approach it with sensitivity and in the context of the scope of the funding gap.

6. ECONOMIC DEVELOPMENT ELEMENT

Purpose of the Economic Development Element

The Kirkland Economic Development Element establishes the goals and policies for economic growth and vitality that will enhance the community, create great places, and maintain a high quality of life. This element describes Kirkland's economic role locally and within the context of East King County and the Central Puget Sound regional economy. This element discusses the importance of broad-based economic prosperity, along with business retention, expansion, recruitment, the types of businesses and jobs to encourage in order to address future economic needs of the community, and priorities to accommodate employment growth targets for the year 2044.

Key challenges for the future local economy will be to develop and implement systems that ensure everyone can benefit from a growing economy and that the entire community can be resilient during economic downturns. Other challenges include those surrounding affordable housing, childcare, and accessible transportation options, and equitable job opportunities for people who want to live and work in Kirkland.

Economic development in Kirkland is a collaboration of public and private initiatives that together provide employment opportunities, business growth, goods and services to residents and businesses, job training, and educational programs, all of which contribute to a strong, equitable, sustainable, and resilient economy and vibrant places for every resident, worker, or visitor.

The goals and policies in this Element provide the framework for the Kirkland economy to further cultivate qualities that make Kirkland a desirable community for everyone.

Economic Development Strategy

The overarching economic strategy for Kirkland strives to provide:

- A sustainable and resilient economy;
- A diverse tax base;
- Access to job opportunities; and
- Economic growth is distributed across the community, including to historically underserved or underrecognized people.

To accomplish the economic strategy, the goals and policies of the Economic Development Element:

- Encourage economic growth while growing residential neighborhoods, promoting vibrant commercial areas, and supporting a sustainable natural and built environment;
- Promote a growing, diverse, resilient economy that has a variety of business sectors and job opportunities, living wage jobs, exports goods and services and encourages small, start up, locally owned companies;

- Promote a positive business climate so businesses will grow and enhance Kirkland's role in the Eastside and Puget Sound regional economy;
- Support economic and employment growth consistent with the Puget Sound Regional Council Vision 2050 and the Regional Growth Economic Strategy, focused in the Totem Lake Urban Center, Greater Downtown Reginal Growth Center, and other mixed-use areas, to meet our employment growth targets for the year 2044;
- Promote a sustainable balance of jobs and housing to provide adequate housing for those working in Kirkland and adequate jobs for those living in Kirkland;
- Maintain infrastructure improvements and public services for businesses;
- Encourage diversity, equitable, inclusive, and belonging (DEIB) employment practices; and
- Encourage sustainable business practices and community resilience to climate impacts and resiliency during uncertain economic times.

Figure ED-1: Google offices in Kirkland

Figure ED-2: Evergreen Healthcare Facility

About the Kirkland Economy

Kirkland is a desirable place to do business and its location is well situated to support businesses. Kirkland is accessible from freeways, transit, Lake Washington, and the Cross Kirkland Corridor/Eastrail Corridor, close to major markets, high technology, and health care industry clusters. A range of housing types is available, in addition to quality schools,

parks, and health care facilities. Our beautiful waterfront setting and strong community support for recreation, cultural, arts and entertainment activities contribute to a positive business and tourism environment.

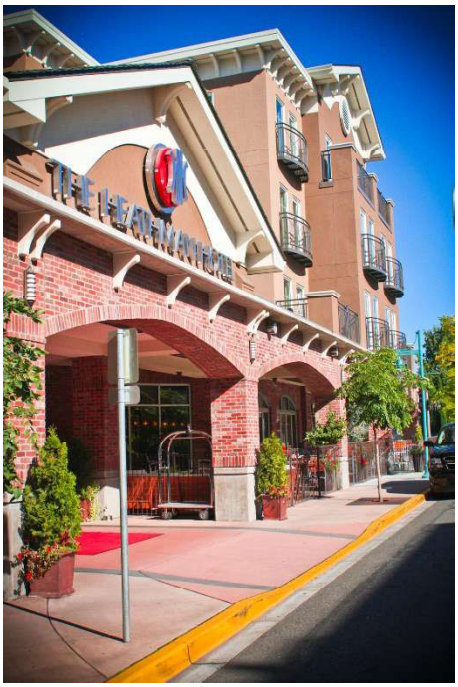
This section describes the types of businesses, jobs and other data that illustrate the local Kirkland economy. More detailed economic, demographic, population data is available in the Kirkland Community Profile in the Appendix.

In 2024, Kirkland businesses and employees are finding ways to be resilient to the challenges posed by the COVID 19 pandemic, including rising inflation, changes in retail patterns, high costs of housing, high costs of commercial tenant spaces, impacts on tourism, lack of affordable childcare, and lack of access to frequent transit.

Tourism and Culture

Tourism is an important economic development tool to diversify the economy. Businesses and organizations involved in the visual, cultural, and performing arts, as well as cultural and historic preservation play an important role in Kirkland's economy, attracting residents, visitors, and businesses. Visitors from outside the community spend money in local shops and restaurants, stay in hotels, and attend performing arts events. Tourism creates jobs. Tourism benefits residents by providing increased amenities, community events, and shopping opportunities. Kirkland's tourism marketing focus promotes the city as a vibrant and diverse waterfront community offering unique opportunities to engage with cultural arts, international cuisine, shopping, and recreation opportunities throughout the community.

Figure ED-3: The Heathman Hotel



Small Start-up Businesses

Small, start-up businesses provide job opportunities, provide a variety of supporting services, and produce products within the community. Individuals in a local economy who are able to sell their goods and services to a local business benefit everyone. More money spent at a local business stays in the local economy.

Figure ED-4: Farmers Market

Home Based and Neighborhood Commercial Businesses

Home-based businesses continue to be a key component of the local economy, and technological advances and continuing trends from the COVID-19 pandemic increased opportunities to allow for integration of home and work. In 2023, out of the 7,085 licensed Kirkland businesses, 3,842 (54 percent) self-designated as home businesses. Many of Kirkland's small businesses began as home-based businesses and now are a source for new jobs. The largest portion of home businesses in Kirkland are in the professional, scientific, and technical services. Home-based businesses and small neighborhood commercial businesses can reduce commuter traffic and increase all day activity for neighborhoods while other residents are away at work.

Figure ED-5: Village at Totem Lake Mixed Use Development

Table ED-1: 2044 Housing and Jobs Targets to Additional Capacity

Housing Units			Jobs		
Existing (2018)	**K2044 Target** (2019-2044)	Existing Capacity (2023)	Existing (2018)	**K2044 Target** (2019-2044)	Existing Capacity (2023)*
38,656	**13,200** (above 2018 existing)	19,595	49,280	**26,490** (above 2018 existing)	36,082

Source: Kirkland 2024 Land Use Capacity Analysis

As of 2024, Kirkland has existing capacity for an additional 25,842 jobs (amount includes not yet achieved from K2035 Plan targets and additional capacity adopted in the NE 85th Street Station Area Plan). Kirkland has the future land capacity to meet housing and employment targets (Source: Capacity Analysis memo). See Housing and Land Use Elements for more information about land use, housing, and employment capacity.

Supportive Business Climate - City's Role

A business environment that combines an equitable and attractive tax structure helps contribute to business success. Kirkland has favorable tax rates and user fees compared with other cities in the region and can enhance its reputation as a business-friendly City by maintaining competitive policies as well as inclusive and responsive processes and practices.

As described in the following goals and policies, the City of Kirkland is committed to providing excellent customer service to all sectors of the community. Business customer service needs are distinct from those of other customers and can be a factor in whether or not a business chooses to stay or locate in Kirkland. The City should continue to proactively work with businesses and the community to assess customer service and provide open

communication to ensure business needs are being met for everyone's benefit.

Collaborative Partnerships
The City should actively work together with business and community organizations such as the Greater Kirkland Chamber of Commerce, Economic Development Council of Seattle and King County and other organizations to implement business retention, recruitment, tourism promotion and other strategies. Each of these groups plays a role in promoting Kirkland as a place to do business. As representatives on various task forces, they can provide a business perspective and assist in policy development. Formation of business associations or community working groups within each commercial area is encouraged to help develop and implement neighborhood plans, urban design projects, economic development strategies, and promotional programs.

People, Higher Education, Workforce Development
A vital economy relies on maintaining educational and job-training programs that keep up with business trends. In the future, a factor for business success will be workers' ability to keep up with accelerating changes in the workplace, especially in the technology sector. Kirkland is fortunate to have a high-quality K to 12 public school system, a university, a community college and other community education programs. Local, State and federal educational and job training programs are available. The City can help facilitate partnerships between human service providers, educational institutions, and the business community to provide affordable housing and job training, especially for economically disadvantaged Black, Indigenous, and People of Color communities, immigrants and refugees, and other marginalized communities.

Sustainable businesses and building practices
Local, green businesses involved in providing renewable energy, remediation, clean technology, green building, products or services, and healthy lifestyles should be nurtured. These businesses generate jobs while expanding clean energy production, increasing energy efficiency, generating less waste and pollution, and conserving water and natural resources. These businesses produce goods and services with an environmental benefit or use innovative skills and technologies to produce them.

Businesses that integrate environmental practices into their business models show consumers and employees they care about the type of jobs created, products made, use of resources and impact of their actions.

Encouraging construction and business operations to use sustainable development practices such as low impact development, green building, energy conservation, and waste reduction reduces the city's ecological footprint, increases green space, and promotes healthy living and a more livable Kirkland. Businesses that use green practices can reduce operational expenses, be more competitive or may utilize tax credits. The City should continue its green business, green building, and recycling programs to support a network of local green businesses, green jobs and best green business practices.

Economic Development Goals and Policies

This section describes the goals and policies that will implement Kirkland's economic strategy. Balancing economic development with other community values is an overarching philosophy that should be taken into consideration as the following goals and policies are implemented.

Business Retention, Expansion and Recruitment

Goal ED-1: Promote a strong, diverse local economy that provides a sustainable tax base, a range of employment opportunities, and is coordinated and consistent with the Puget Sound Regional Council Vision 2050, the Regional Economic Strategy, and King County Policies.

Policy ED-1.1: Support activities that retain and expand existing businesses, and maintain land capacity for commercial and industrial uses, including within mixed use areas.

Business retention actions may include:

- Identify and conduct outreach to sectors within Kirkland's local economy to identify strategies for growth, diversification, and improvement;
- Participate in and leverage efforts of regional partners to enhance economic diversity and growth in Kirkland;
- Identify existing and potential barriers to retention, expansion, and recruitment and take active steps that include a range of strategies to mitigate them; and
- Encourage clusters of complementary businesses that bring revenue and jobs into the community (e.g., marketing efforts for tourism businesses encouraging hotel stays, arts organizations, restaurants) and locally Kirkland produced goods and services to export outside the community.

Policy ED-1.2: Encourage a broad range of businesses and public spaces that support the needs of historically underrepresented groups in the community such as Black, Indigenous, and other People of Color (BIPOC), older adults, youth, and Lesbian, Gay, Bisexual, Transgender, Queer, Intersex, and Asexual (LGBTQIA+).

Policy ED-1.3: Strengthen and diversify Kirkland's tax base to maintain long-term fiscal sustainability and develop and implement systems that make the local economy more resilient and provide a financial safety net during economic downturns and recovery.

Policy ED-1.4: Prioritize recruitment activities toward new businesses that provide living wage jobs.

Policy ED-1.5: Seek new initiatives, or incentives to encourage the use of vacant or underutilized land, parks, or commercial buildings for new start-up businesses.

Policy ED-1.6: Provide affordable housing options to enable residents to live near work. Job growth should be accompanied by growth in housing opportunities, affordable childcare, and transit access for workers filling those new jobs.

Policy ED-1.7: Foster and support small and emerging businesses, industries, and entrepreneurship.

Support this policy by considering these actions:

- Retention, expansion, and recruitment strategies to encourage immigrant-woman, Black, Indigenous, and other People of Color (BIPOC)-, and LGBTQIA+,-owned businesses;
- Encourage opportunities for business incubator spaces and locations for pop-up businesses;
- Identify key gaps in service and support for entrepreneurs and startups and collaborate locally and regionally to serve the needs of these enterprises;
- Provide and support pathways to funding, including with local banks, city, regional, state, and federal grant, loan, or tax rebate programs, and forge connective partnerships to support small business access to capital;
- Provide assistance – including technical and financial – in navigating regulatory requirements, opportunities and processes to lower barriers to entry, provide incentives for job creation, or for cases where businesses or jobs are at risk of displacement;
- Encourage tenant protection or mediation service assistance programs for tenants and property owners to negotiate affordable commercial rents or extend leases to stay or relocate;
- Develop communications strategies and partnerships to ensure effective outreach efforts that successfully reach and include communities traditionally underserved by public communications channels;
- Improve language assistance and translation services, culturally appropriate processes and service delivery methods for immigrant and non-English speaking populations; and
- Foster and promote workforce equity initiatives including workforce development, access to education, training, and equity in hiring practices.

Policy ED-1.8: Support, recognize, and empower the contributions of the city's culturally and ethnically diverse communities, institutions, and regional native Tribes to the city's economy.

Policy ED-1.9: Support the growth and needs of home-based businesses and small-scale commercial uses in primarily residential areas that are compatible with their surroundings and minimize adverse impacts related to safety, noise, parking, traffic, light, and odor.

Support this policy by considering these actions:

- Ensure that regulatory development standards support home occupancy businesses and small- scale commercial businesses wherever appropriate. The types of businesses that are appropriate provide goods and services to the nearby neighborhood (such as cafes, groceries, live-work spaces), serve as gathering spaces, are similar to the bulk and mass of other structures in the area, and do not generate large amounts of traffic or have drive-thru's. Some businesses by their nature are not compatible with residential uses and therefore should be located in predominately commercial or industrial areas;
- Provide and support business-to-business and business-to-consumer opportunities for home-based businesses and small-scale commercial neighborhood businesses;
- Provide and support technical assistance and growth opportunities for home-based businesses and small-scale commercial neighborhood businesses; and
- Ensure communications strategies effectively reach and include home occupancy businesses and small-scale commercial neighborhood uses, and diverse communities where home-based businesses are common.

Policy ED-1.10: Promote Kirkland as a vibrant arts, culinary, shopping, and recreation destination.

Tourism promotion actions may include:

- Support a proactive, dynamic tourism program to attract out of town visitors to play, stay, shop, and dine in Kirkland;
- Engage in partnerships with regional and local organizations to promote Kirkland to visitors;
- Develop tourism promotion and incentive initiatives that attract visitors and support our hotels and local businesses;
- Attract and support special and other events in the city which attract visitors; and
- Explore the idea of providing a contemporary, responsive, and attractive Visitor Center space that could be seasonal, a temporary pop-up, and/or virtual space.

Policy ED-1.11: Support businesses and organizations involved in tourism, the social and cultural diversity of local communities, arts, cultural programs, historic preservation, and civic activities.

Support this policy by considering these actions:

- Support a dynamic, inclusive and equitable public arts acquisition and engagement strategy that adds meaningfully to the city's public art collection;
- Support the Kirkland Cultural Arts Commission;
- Support the Kirkland Heritage Society and Kirkland Landmarks Commission;
- Support cross-programming related to arts and culture among the city's arts organizations and with regional partners;
- Support access to and inclusion in the arts by assisting the city's arts organizations with Diversity, Equity, Inclusion, Belonging and Accessibility efforts, outreach, scholarship programs, and similar programs; and
- Promote diverse and inclusive arts and cultural activities through the city's tourism programs, Special Events permitting process, communications efforts, and partnerships.

Policy ED-1.12: Create a tourism program oriented around the City's waterways, beaches, hiking/biking routes, and natural areas.

Business Development and City Services

Goal ED-2: Promote a positive climate of business support and services.

Policy ED-2.1: Design City services, and public-private partnerships, to help new businesses launch and ensure existing businesses flourish.

Support this policy by considering these actions:

- Establish systemic coordination and communication that focuses on businesses and economic development between the City's Planning & Building, Finance, Public Works, City Manager's Office, and other departments;
- Establish and support 'concierge-style' responsive and effective business and development services;
- Conduct regular review of constituent complaints and update policies, procedures, codes, zoning and other guiding regulations to lessen barriers to business growth and economic development;

- Continually seek new ideas and provide materials to welcome new businesses to the city; and
- Establish and convene a diverse Business Roundtable or equivalent to provide input and inform best practices.

Policy ED-2.2: Make land use and development decisions that benefit the workforce and local businesses by prioritizing mixed land uses, density, access to transit, and affordable housing.

Support this policy by considering these actions:

- Evaluate short- and long-term economic benefits to the community in addition to social, environmental, and aesthetic concerns;
- Develop and implement strategies that meaningfully grow the number of affordable housing units in the city and support and facilitate equitable and inclusive access to those units;
- Explore and promote commuter options that include easy and affordable connections to transit, along with regional bike and walk routes;
- Build legislative support for laws and policies that support the creation and opportunities for affordable housing in Kirkland;
- Explore and engage in public/private partnerships and initiatives that support the supply of and access to affordable housing. In addition to increasing supply, more housing density in general, helps provide a broader customer base for Kirkland businesses; and
- Create and support pathways to affordable housing for building owners, landlords, management companies, and tenants.

Policy ED-2.3: Provide a regulatory environment that is predictable, fair, responsive, and timely by nurturing a business-supportive culture, particularly for Black, Indigenous, and People of Color, immigrant and refugee, LGBTQIA+, disabled, and women-owned businesses.

Policy ED-2.4: Provide and support tools that encourage economic development.

Types of economic development tools that could be explored are:

- Public/private development agreements;
- Recruitment strategies that will result in new jobs;
- Tax or fee deferrals, credits, or waivers;
- Participating in County, State or federally sponsored low-interest loans or grant programs;
- Installing infrastructure improvements;
- Use of special taxing districts, revenue bonds, tax increment, and other structures that might support appropriate growth and economic development;
- Expediting permitting and regulatory processes;
- Participating in regional Transfer of Development Rights or Landscape Conservation and Local-Infrastructure programs; and
- Building legislative support at the state level for beneficial economic development tools.

Vibrant Community Places and Diversity of Businesses

Goal ED-3: Strengthen commercial areas to provide local goods, services, and vibrant community gathering places to live, work, shop, and play.

Policy ED-3.1: Encourage infill and redevelopment of commercial and industrial areas.

Policy ED-3.2: Support businesses that encourage the health and well-being of all people by providing convenient access to healthy and locally grown food.

Policy ED-3.3: Support policies and initiatives that enable residents to live near their workplace.

Policy ED-3.4: Support policies and initiatives that encourage and ensure Diversity, Equity, Inclusion and Belonging (DEIB) within the business community.

Support this policy by considering these actions:

- Evaluate and implement policies, regulations, and processes that will create an economy that provides opportunities for all, particularly with a focus on historically disadvantaged communities and that helps to alleviate income disparity;
- Integrate measures of workforce prosperity into policy considerations and embed equity by emphasizing prosperity for people and not only businesses;
- Create systems to measure data consistently over time that includes economic information and metrics related to black, indigenous, and other people of color business owners, women, or LGBTQIA+ business owners, with the objective of progress in increasing the diversity of Kirkland businesses;
- Enhance and support training opportunities for businesses and nonprofits in cultural competence, implicit bias, and other DEIB topics;
- Create programs and policies that engage and encourage businesses and non-profits to incorporate socially just and equitable practices into their operations and business strategies; and
- Evaluate and implement policies and regulations that encourage the growth, development, and access to opportunities of immigrant owned, woman owned, BIPOC owned, and underserved businesses such as certification assistance, fee deferrals, credits, waivers, loans, grants, contracting and purchasing processes, incentives, and other tailored support tools.

Policy ED-3.5: Address and prevent potential physical, economic, and cultural displacement of existing businesses that may result from redevelopment and market pressure during periods of growth, contraction, and redevelopment. Weigh the community benefits of actions and mitigate displacement risks through monitoring, adaptive responses, and relocation assistance.

Policy ED-3.6: Eliminate and correct for historical and ongoing disparities in income, employment, and wealth building opportunities for Black, Indigenous, and other People of Color; women; and other intersecting marginalized identities.

Policy ED-3.7: Promote socially responsible practices in the private, public, and non-profit sectors.

Public Infrastructure and Technology

Goal ED-4: Provide the infrastructure to support economic activity and growth.

Policy 4.1: Support local and regional infrastructure initiatives that enhance economic development.

Support this policy by considering these actions:

- Support construction and maintenance of infrastructure systems for utilities, transportation, and telecommunications that optimize service delivery to the business community;
- Participate in regional partnerships to install transportation, utility, and telecommunications infrastructure;
- Form public/private partnerships to facilitate or leverage funds for infrastructure improvements that will increase economic opportunities; and
- Ensure public investment and infrastructure decisions to protect culturally significant economic assets and advance the business interests of Black, Indigenous, and other People of Color communities; Immigrant and Refugees; and other underrepresented communities.

Policy ED-4.2: Create strong multimodal circulation linkages to and within neighborhood commercial areas to ensure equitable access for employees and businesses.

Support this policy by considering these actions:

- Improving circulation within commercial areas and connecting neighborhoods to commercial areas, with both motorized and non-motorized options, making it easier for customers and delivery vehicles to access businesses. This may require limiting the number of access points or combing access, or new street or sidewalk connections to break up large blocks to improve circulation, creating short term pick-up and delivery parking.
- Pedestrian and bicycle improvements to provide alternatives to driving. Standards should be in place to minimize the impacts generated by economic activities on pedestrian, bike, and vehicular traffic or off-site improvement to ensure safe passage of pedestrians, bikes, and vehicles.
- Foster the creation of shared parking and carpooling programs to aid employee commutes.

Policy ED-4.3: Develop and implement systems that provide a financial safety net to maintain City services during economic downturns and recovery. Direct resources in ways that reduce inequities and build economic resiliency for those communities most challenged to provide basic household needs.

Policy ED-4.4: Develop the Cross Kirkland Corridor to attract businesses and housing while retaining options for a multimodal transportation facility connecting businesses and employees with local and regional employment centers.

Policy ED-4.5: Help facilitate the environmental remediation of contaminated sites.

Policy ED-4.6: Implement and promote smart city technology that enhances the city's economic goals.

Support this policy by considering these actions:

- Explore new and innovative technology infrastructure and communication services to positively re-enforce Kirkland’s commercial reputation and increase economic

opportunities. For example, the Kirkland Smart City Master Plan's strategies for the community (adopted in 2023) aim to advance mobility in terms of how people, goods, and safety services move through the city, increase City operational efficiencies, improve transparency and community engagement, improve city technology infrastructure, and promote inclusivity, resilience, and livability.

Sustainable Local Economy

Goal ED-5: Foster a socially and environmentally responsible local economy.

Policy ED-5.1: Encourage businesses that provide products and services that support resource conservation and environmental stewardship.

Policy ED-5.2: Encourage sustainable environmental practices in the commercial sector.

Support this policy by considering these actions:

- Create programs and policies that engage and encourage businesses and non-profits to incorporate best environmental practices and social responsibility into their practices and to use renewable energy, clean technology, green building, as well as reduce waste, energy, water, and resource consumption;
- Engage in regional, state, and federal efforts and practices that support sustainable commercial practices;
- Add to the vibrancy and sustainability of our communities and the health and well-being of all people through safe and convenient access to local services, neighborhood-oriented retail, healthy food, affordable childcare, and transportation options;
- Create strong multimodal transportation linkages and support pedestrian and nonmotorized access to and within commercial cores; and
- Work across City departments to implement, inform, incentivize, and engage the business community in sustainable business practices.

Policy ED-5.3: Ensure the local economy is resilient to climate or economic disruptions and fosters business opportunities associated with climate mitigation and adaptation.

Support this policy by considering these actions:

- Encourage the business community to develop economic resilience plans for operations during uncertain economic times; and
- Support local businesses' efforts to bolster climate preparedness to and continuity of operations (climate mitigation and adaptation plan).

Policy ED-5.4: Partner with the business community to achieve the King County K4C goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels by increasing access to transit, providing bicycle parking and amenities with new development, and consider reducing or eliminating parking requirements in areas well served by transit.

Policy ED-5.5: Facilitate a green jobs pipeline for frontline communities which may disparately experience the most immediate and worst impacts of climate change and are often communities of Color, Indigenous, and/or low-income households.

Policy ED-5.6: Support workers displaced from carbon-intensive industries such as steel, aluminum, concrete, chemicals, aviation, marine shipping, and heavy-trucking industries (that account for 30 percent of global greenhouse gas emissions).

Regional Coordination and Collaborative Partnerships

Goal ED-6: Foster collaborative partnerships among community groups and regional organizations to achieve Kirkland's desired economic goals.

Policy ED-6.1: Partner with a diversity of businesses and community organizations to ensure City services are accessible, inclusive, equitable, and responsive to community input to create a prosperous Kirkland economy that also contributes to the regional economy.

Policy ED-6.2: Encourage businesses, schools, and other regional educational institutions to expand in Kirkland and collaborate with each other to nurture a highly educated and skilled workforce through job training, education resources, that lead to job opportunities, especially for Black, Indigenous, and People of Color communities, immigrants and refugees, and other underrepresented communities.

Support this policy by considering these actions:

- Align and prioritize workforce development efforts with the needs and requirements of BIPOC, immigrant, and other underrepresented communities;
- Develop and deepen relationships with community-based organizations best positioned to engage and support immigrant, BIPOC, and woman-owned businesses and workforce to access technical assistance and training;
- Partner locally and regionally to connect the workforce with access to training, affordable childcare, and employment;
- Collaborate with local colleges, universities, community colleges, technical colleges, private schools, and the Lake Washington School District to coordinate training and education necessary to support an appropriately educated and skilled local workforce consistent with the needs of the region’s industry clusters;
- Support entrepreneurs and early-stage businesses with training and development opportunities;
- Provide training and access to certification programs at the local, state, and federal level for businesses in diverse industries and communities;
- Evaluate and modify City procurement policies and procedures to reduce barriers, include underserved populations and improve access to opportunities; and
- Participate in the Eastside Virtual Job Fairs, WTIA Virtual Job Fair, and other connective programs to ensure access, outreach, and participation for relevant local businesses and job seekers.

Policy ED-6.3 Policy: Evaluate the performance of economic development policies and strategies in business development and job creation. Identify and track key economic metrics to help the City evaluate the effectiveness of local economic strategies. Examples of economic development performance measures include the following:

Table ED-2: Economic Development Performance Measures

Economic Metrics	
• Expenditures by category, neighborhood demographics • Population and housing unit density by race and/or income • Labor force participation by race/ethnicity by tract • Poverty rate by race/ethnicity by tract • Unemployment rate by race/ethnicity by tract • Median earnings by race/ethnicity by tract • Distribution of earnings for residents • Geographic accessibility to jobs • Commute time by tract • Ratio of average job holder wage and average resident earnings	• Diversity of job holders by industry and industry rank by average wage • Poverty rate by race • Income inequality (ratio between mean income of top 20th percentile and mean income of bottom 20th percentile) • % of households that are middle class by race/ethnicity • Job holders by race/ethnicity • Job tenure by wage and race/ethnicity at participating employers • Wage distribution of jobs in the City • Wages by race/ethnicity including the racial wage gap

Source: Equity Review Report by ECONorthwest
Also see Kirkland DEIB Five Year Roadmap

7. PARKS, RECREATION, AND OPEN SPACE ELEMENT

Purpose

Parks, recreation facilities and open spaces make an important, distinct contribution to the landscape and quality of life in Kirkland. Over the years, the City has had the vision to pursue land acquisition and park development for the public's enjoyment, especially along Lake Washington. An outstanding system of parks, open spaces, trails, and recreation facilities have evolved as a result of this vision.

The Parks, Recreation, and Open Space Element (Parks Element) supports the continued provision of accessible and well-maintained facilities and services for current and future community members. Policies are established to provide and plan for parks, recreation facilities, and open spaces. Policies promote preservation and restoration of publicly owned natural areas for the community and wildlife. The City will continue to coordinate with partners, neighboring cities, and other organizations to seek opportunities for collaboration and further regional approaches for meeting park, open space, and recreational demand.

Figure PR-1: Juanita Beach Park

Vision

The Parks, Recreation, and Open Space Element aims to:

- Support accessible and well-maintained parks and recreation facilities to create safe places for people to visit;
- Conserve and sustain natural areas for the benefit and enjoyment of current and future generations;
- Provide comprehensive year-round recreation opportunities to enhance physical, mental and social well-being;

- Establish partnerships to ensure a comprehensive system of programs, facilities and services are available to meet the recreation needs of the Kirkland community; and
- Support the City's sustainability, climate, and environment goals.

Figure PR-2: Summer Camp in Kirkland

Existing Conditions

The Kirkland Parks and Community Services Department manages the City's recreation programs; park planning, acquisition, development and maintenance; community services; and the Green Kirkland Partnership.

Kirkland's park system includes 706 acres of parkland and open spaces, include community and neighborhood parks and natural areas (see Figure PR-1). Other parks, open spaces, and publicly accessible school sites through partnership agreements add another 1,191 acres of parkland. 62 miles of trails and park paths connect people to parks, neighborhoods, and provide paths within parks. The City also offers a diverse array of recreation, sports, fitness, arts, music and self-improvement classes and programs for all ages and a range of needs and abilities.

Kirkland has a number of large parks owned by other public agencies that are within, or adjacent to, the City limits. These parks help meet local recreation needs and contribute significantly to the overall quality and diversity of parks and recreation in Kirkland. These sites include Saint Edward State Park, Bridle Trails State Park, and Big Finn Hill Park.

Estimates of park and recreation demand and an evaluation of facilities and service needs can be found in the City's Parks, Recreation, and Open Space (PROS) Plan.

Waterfront Parks

Kirkland's waterfront parks are a distinctive part of the City's park system. The City's waterfront parks stretch from the Yarrow Bay Wetlands on the south, to O.O. Denny Park on the north, providing community members year-round waterfront access and diverse waterfront

experiences. Community members can enjoy the passive and natural surroundings of Juanita Bay and Kiwanis Park as well as the more active swimming and sunbathing areas of Houghton and Marsh Parks. The high use of the City's waterfront parks requires high levels of maintenance, periodic renovation, and security.

Natural Park Areas

The natural park areas such as Juanita Bay Park, Yarrow Bay Wetlands, and Watershed Park provide community members with important natural open space and critical urban wildlife habitat. Passive recreation uses such as walking, bird watching, interpretive educational programs and signage, and trail systems for walking, biking, and rolling are appropriate for these sites.

Community Parks

Community parks are usually 15 to 30 acres in size and are generally defined as larger, diverse recreation areas serving both formalized active recreation needs as well as recreation use benefiting the neighborhood surrounding the park. Community parks often include recreation facilities such as sport fields and/or community centers, such as Crestwoods Park and Everest Park.

Neighborhood Parks

Neighborhood parks such as Totem Lake Park and Edith Moulton Park serve both the limited active and passive recreation needs of a residential neighborhood and are usually no more than 15 acres and no less than 0.5 acres in size.

Figure PR-3: Edith Moulton Park

Trails

The nearly six-mile Cross Kirkland Corridor (CKC) Trail, managed by the Public Works Department, runs through the heart of Kirkland and connects the City to communities to the north and south as part of the Eastrail. In addition to the CKC, the City manages over 18 miles of additional trails, primarily within parks as loop walks and connecting paths. Over 38 miles of

other trails are associated primarily with large parks such as Bridle Trails State Park and are managed by other entities.

Recreation Facilities

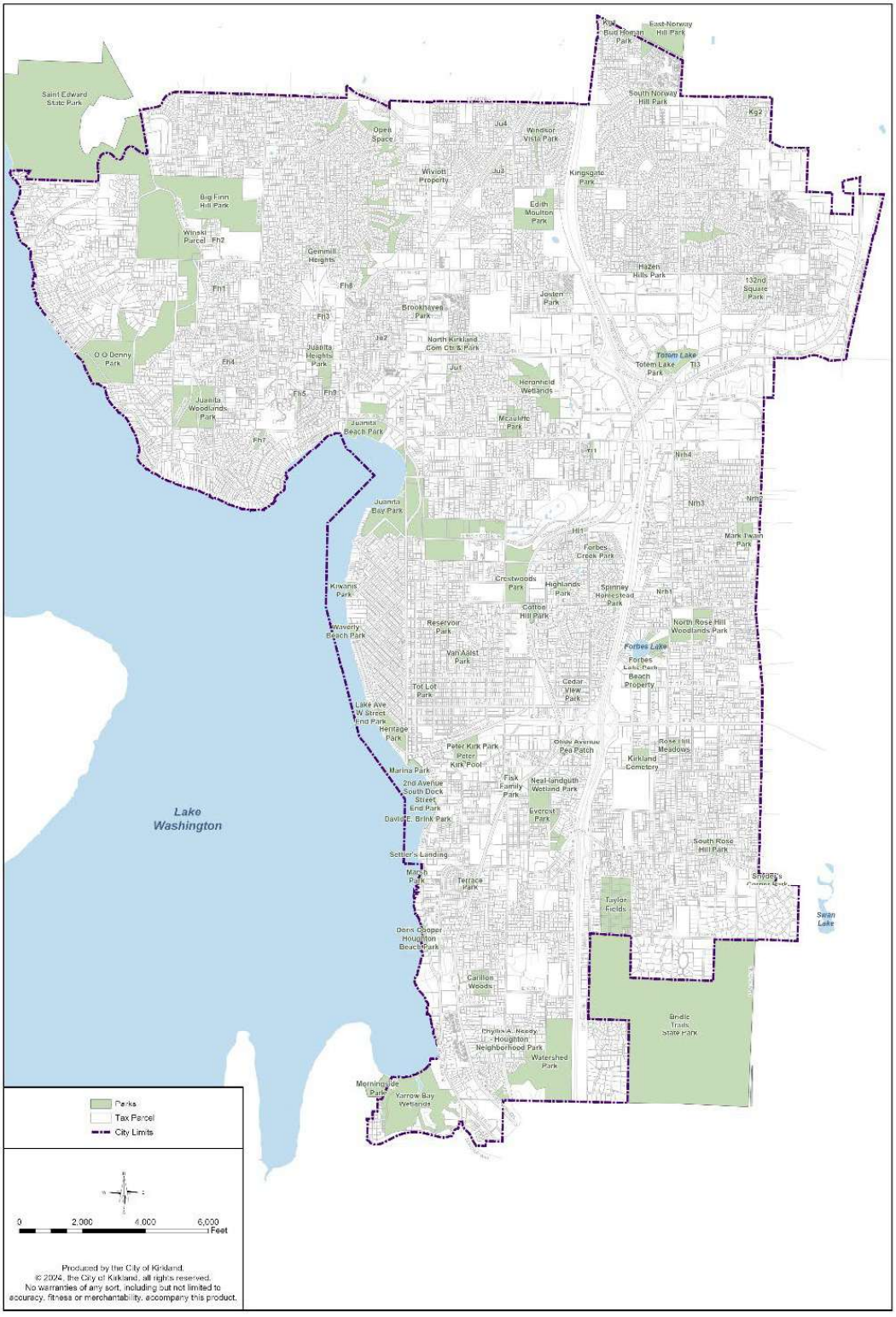
The Parks and Community Services Department manages the North Kirkland and Peter Kirk Community Centers, the Kirkland Teen Union Building, and Heritage Hall. The Department oversees the daily operation of the Kirkland Cemetery and the seasonal outdoor Peter Kirk Swimming Pool and manages leases on the Forbes House and the Kirkland Performing Arts Center. Demand for athletic facilities is met in part by the City's agreement with the Lake Washington School District, which allows use of sports facilities and some indoor gymnasiums. The Department offers a wide array of activities and events that encourage and promote positive and healthy lifestyles for all ages and abilities. Recreation services include community building special events, aquatics activities, senior programs, youth and preschool programs, camps, adult and youth sports programs, health and wellness activities, and enrichment classes.

Figure PR-4: Heritage Hall

Urban Forest

The urban forest provides shade, beauty, and habitat for wildlife, cleans the air, stores carbon, abates stormwater, and more. In 2024, the City received updated tree canopy cover data for 2021 and citywide tree canopy cover was assessed at 38 percent. This is a loss of 89 acres or 0.8% of canopy cover compared to 2017 data. From 2017 to 2021, Kirkland's parks experienced a 0.4% decrease in canopy coverage. In 2023 as part of another data collection project, the City inventoried over 50,000 public trees in Kirkland, including all trees located in the public rights-of-way, 10 city facilities, 16 open spaces, the Cross Kirkland Corridor, and high-usage public parks. This data will inform decision-making, prioritization of resources, expansions of canopy, and monitoring of urban forest health and resilience over time. See Figure SCE-4 in the Sustainability, Climate, and Environment (SCE) Element for a map of Kirkland's tree canopy.

Figure PR-5: Kirkland Parks



Topic Areas

PROS Plan

The Parks, Recreation, and Open Space (PROS) Plan is the City's guide and strategic plan for managing and enhancing Kirkland's park and recreation system. The PROS Plan is prepared by the Parks and Community Services Department and the Kirkland Park Board. To remain eligible for certain State and County grant funding, the City is required to update the PROS Plan every six years. The PROS Plan was updated in 2022, and while there is some overlap with the Parks Element, the PROS Plan is a functional plan with a greater focus on implementing the policies in this element.

Level of Service

The PROS Plan includes multiple level of service (LOS) metrics for parks, recreation, and open space. One of these standards is investment per person, updated in 2021 through the Park Impact Fee Study. This standard ensures that each person receives access to a constant number 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. Other level of service metrics includes the GRASP® Model and park acreage per person guideline. As part of the PROS Plan, the City used the GRASP® Model to conduct a walkability gap analysis using a half mile travel distance, a suitable distance for a 10-minute walk. Where possible gaps have been identified, further analysis was used to show each area's overall population, median household income, diversity index, etc. Areas with greater population, lower income, and/or greater diversity may be prioritized for park improvements. See the PROS Plan for more information and the level of service standards and guidelines.

Goals and Policies

Goal PR-1: Acquire, develop, and renovate a system of parks, recreation facilities, and open spaces that is attractive, safe, functional, connected, sustainable, and accessible to all segments of the population.

Policy PR-1.1: Encourage and support active and ongoing participation by diverse community members in the planning and decision-making for parks and recreation.

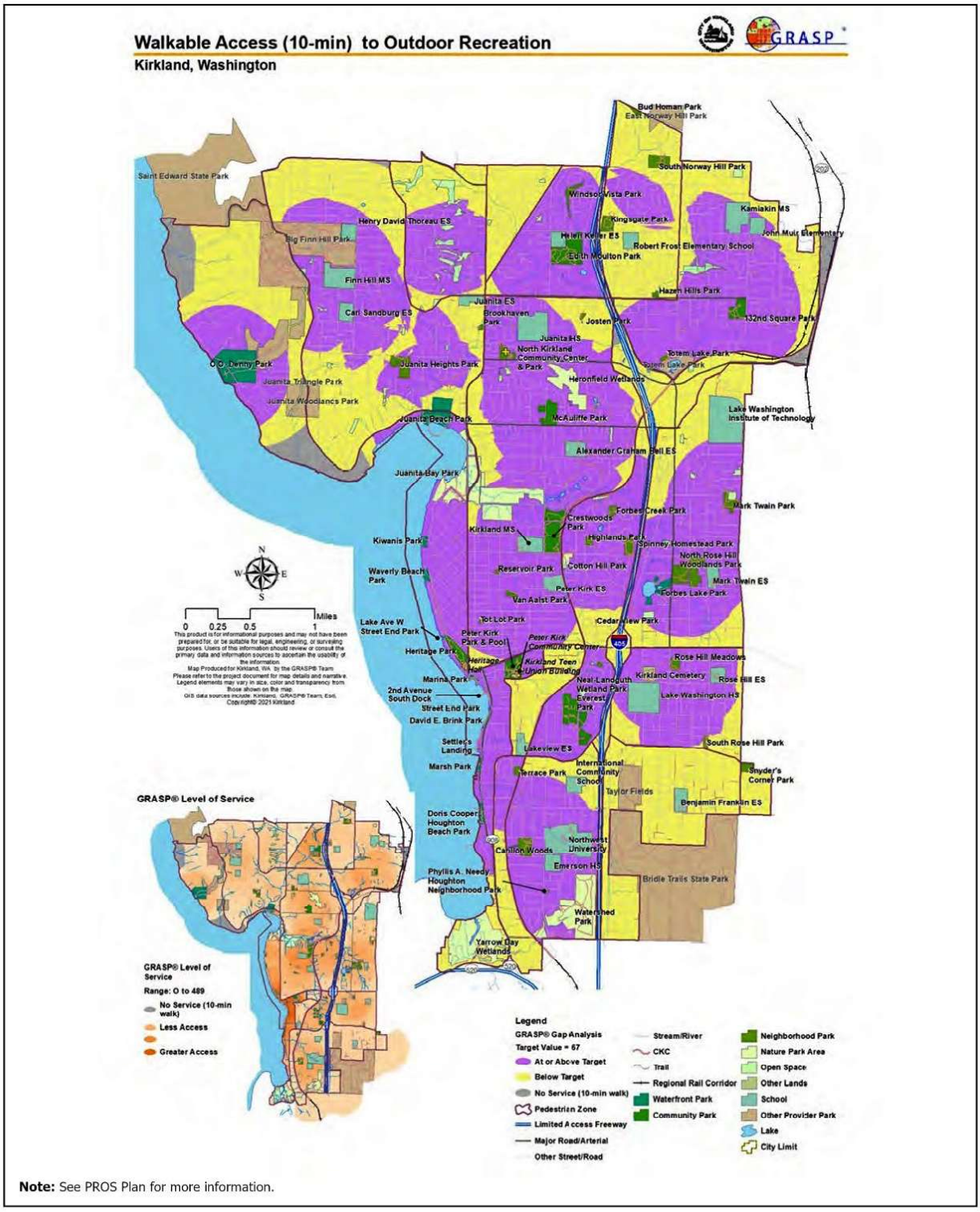
The City should involve community members in park and recreation facility planning, design and recreation program development to solicit community input, facilitate transparent decision-making, facilitate project understanding and build public support. Park planning should pursue opportunities to partner with community members and neighborhood groups to improve, maintain and monitor local parks, natural areas, and trails. The City should identify underrepresented and/or underserved populations in the community and work to improve their capacity to participate in park planning and decision-making.

Policy PR-1.2: Acquire additional parklands necessary to adequately serve the City's current and future population based on the PROS Plan. Prioritize underserved populations to provide

parks that are within walking distance to ensure that parks are equitably distributed throughout the City.

The City should provide parks, open spaces, trails, and facilities in accordance with the PROS Plan level of service standards and guidelines. To provide equitable park distribution, the City should prioritize park acquisition in underserved areas where households are more than one-quarter mile from a developed park and in areas of the City facing population growth and residential and commercial development (see Figure PR-2).

Figure PR-6: Walkable Access to Outdoor Recreation



Note: See PROS Plan for more information.

Policy PR-1.3: Identify innovative methods to provide publicly accessible urban parks and related amenities such as linear parks, playgrounds, plazas, public parklets, or exercise stations in Kirkland's Urban Growth Centers.

Policy PR-1.4: Improve existing park sites to meet the active and passive recreational needs of community members. Prioritize underserved communities.

Park sites should be improved based on strategic plans, management plans, or other adopted strategies in the PROS Plan to ensure parks reflect local needs, community input, recreational and conservation goals, and available financial resources. The City should prioritize park improvement in underserved communities where households are more than a 10-minute walk from a developed park and in areas of the City expecting population growth and residential and commercial development.

Policy PR-1.5: Maintain and enhance Kirkland's waterfront parks to connect community members with the water, provide unique recreational experiences, and support tourism. Create new public access to the Lake Washington shoreline and develop connections between waterfront parks, including on private property.

The City should pursue opportunities to acquire additional privately held waterfront parcels as available, particularly sites that might create needed connections for a more continuous lakefront corridor or will provide lake access in underserved areas. Incentives should also be explored to encourage private developers to set aside publicly accessible waterfront land. The City should also consider opportunities to retain and repurpose street ends to create water access points and explore opportunities for cooperative or joint use ventures.

Non-motorized small craft water-oriented activities/programs along the shoreline should be encouraged where appropriate and consistent with public interest and needs.

Figure PR-7: Paddlers enjoying Lake Washington

Policy PR-1.6: Ensure a network of active transportation trails within parks and between parks, nearby neighborhoods, public amenities, and major pedestrian and bicycle routes identified in the Active Transportation Plan.

Trail system planning and development should be coordinated with the City's Active Transportation Plan to provide a comprehensive network for those who walk, bike, scoot, skate, and roll.

Policy PR-1.7: Develop, enhance, and maintain signature greenways and trails that stretch across the community and that connect community members to the City's many parks, natural areas, recreation facilities and other amenities, while providing habitat corridor linkages.

- Kirkland Waterfront: The City should strive to create a continuous pedestrian and bicyclist greenway along the lakeshore through parks, neighborhood greenway improvements, and trail easements.
- Cross Kirkland Corridor: Develop or improve parks adjacent to the Cross Kirkland Corridor to provide additional amenities and create pleasant destinations or stopping points along the trail. The Public Works Department, in collaboration with other City departments, should continue to implement the Cross Kirkland Corridor Master Plan.
- Bay to Valley Connection: Build on the City's existing parks and natural areas along Forbes Creek and NE 100th Street to create an east-west trail that connects users from Juanita Bay through central Kirkland and into the Sammamish Valley.
- Green Loop Corridor: Develop a greenway and trail corridor to connect existing parks, open spaces, trails, wildlife corridors, and natural areas to promote active recreation and environmental preservation in Finn Hill.

Policy PR-1.8: Prioritize active transportation and public transportation access to parks and recreation facilities.

Policy PR-1.9: Utilize strategic capital investments in parks, trails, open spaces, recreation, and art to encourage and support economic development.

Parks, trails, open spaces, and recreational amenities contribute positively to the City's economy by improving the community's capacity to attract and retain community members and sought-after companies. Kirkland's rich park amenities help promote a higher quality of life which in turn attracts desirable jobs and tourism.

Policy PR-1.10: Further activate City parks, spur economic development, and foster ten-minute neighborhoods by exploring opportunities for new uses, recreation options, and businesses in and adjacent to City parks and recreation spaces as appropriate.

For example, the City could explore allowing additional recreational rentals, cafes, and food trucks at City parks.

Figure PR-8: Juanita Friday Market

Policy PR-1.11: Increase the resiliency of Kirkland's parks, recreation facilities, open spaces, and natural areas to meet the challenges of a rapidly changing climate.

Climate resilience is the ability to prepare for, recover from, and adapt to the impacts of climate change. Strategies to increase resiliency include increasing the tree canopy in parks, providing wading pools and splash pads, providing shade structures, removing invasive species, planting climate-resilient strains of native species, managing water use efficiently at parks, establishing pollinator gardens, and installing heat pumps at recreation facility buildings.

Policy PR-1.12: Improve and enhance the Parks and Community Services Department's sustainability initiatives, in alignment with the City's sustainability planning.

See the City's Sustainability Strategic Plan and the SCE Element.

Policy PR-1.13: Evaluate the current requirements for common recreational space for new multi-unit residential development and consider expanding those requirements to all new multi-unit development that is a significant distance from parks or open space in order to provide residents with access to recreational opportunities within denser development patterns.

The Kirkland Zoning Code currently has common recreation space requirements for multi-unit residential development in certain zones of the City. The City should consider expanding these requirements to all new multi-unit developments that are a significant distance from parks or open space. Examples of common recreation space for residents of multi-unit developments include picnic areas, green space, playgrounds, community gardens, outdoor fitness equipment, fitness centers, sport courts, and dog runs.

Goal PR-2: Enhance the quality of life in the community by providing services and programs that offer positive opportunities for building healthy lives.

Policy PR-2.1: Provide a variety of recreational services and programs that promote the health and well-being of community members of all ages and abilities.

The City should design programming and services to meet the needs of diverse users, including people with disabilities. The City should involve recreation service users and/or target users when designing or updating programming.

Policy PR-2.2: Maintain and enhance Kirkland's community centers to provide recreational opportunities, community services and opportunities for community members to connect, learn, and play.

The City's existing community centers should be managed to provide a diverse array of recreational programs, services, and experiences for all Kirkland community members.

Figure PR-9: Senior Council members meeting at the Peter Kirk Community Center

Policy PR-2.3: Provide opportunities for safe aquatic recreation through the City's pools and lakefront facilities. Continue to provide scholarships for programs such as swim lessons to encourage participation at all income levels.

The City should maintain and enhance aquatics facilities and programs at existing outdoor and lake sites. The City should explore opportunities to develop an indoor aquatic facility, which could be part of an existing or multiuse facility and could be developed in a partnership with other organizations or agencies. Providing scholarships for those who historically lacked access to swim lessons is important and should be disbursed in accordance with PROS Plan policy.

Policy PR-2.4: Provide programming and services that support recreation, healthy lifestyles, and learning for community members of all ages.

The City should continue to expand and diversify its popular youth programs to meet the growing need for engaging, affordable, and safe recreational options for children. The City should partner with the Lake Washington School District, community partners, recreation providers, and sports organizations to offer both drop-in and structured programs in sports; art, music, and dance; and educational and environmental activities for youth. The City should build on existing partnerships to expand teen programming to include additional individual athletics, fitness, and alternative sports programs.

The City should also explore options to expand the quantity and breadth of adult programs offered, in partnership with other recreation providers and organizations. Finally, the City should continue to provide and expand opportunities for seniors to engage in social, recreational, educational, nutritional, and health programs designed to encourage independence, in partnership with community agencies.

Policy PR-2.5: Reduce barriers to participation and provide universal access to facilities and programs. Implement the ADA Transition Plan.

Future improvements to parks, recreation facilities and trails should be designed to be in compliance with the guidelines of the Americans with Disabilities Act (ADA) and with universal accessibility in mind. The City will continue to implement the Parks and Community Services ADA Title II Transition Plan. The City should continue to develop and offer recreational programs for youth and adults with disabilities and support inclusion opportunities in all programs. The City should also continue to help ensure recreation programs and facilities are affordable for all through scholarships and other programs.

Policy PR-2.6: Establish and operate specialized recreational facilities (e.g., action sports facilities, off-leash dog areas, skateparks, community gardens, musical play features, splash pads water play elements) to respond to identified public needs, as appropriate.

The City should consider local needs, recreational trends, and availability of similar facilities within the region when planning for specialized recreational facilities. The City should consider providing facilities for alternative or emerging sports, such as skateboarding, mountain biking, ultimate Frisbee, pickleball, and climbing, to offer community members a more diverse range of recreational experiences.

Policy PR-2.7: Provide a Citywide system of sports fields and programs to serve field sport needs of the community, in partnership with the Lake Washington School District, local sports organizations, and other regional providers.

The City should enhance maintenance, investments, and safety of sports fields to better serve recreation users and extend playing seasons. The City should assess overall sports fields needs on a regular basis, based on existing inventories and local participation trends. The City should continue its active partnerships with the Lake Washington School District and other recreation providers and actively explore opportunities for greater joint use of facilities.

Figure PR-10: Pickleball Court at Everest Park

Policy PR-2.8: Provide and enable access to a Citywide system of indoor and outdoor sports courts, gymnasiums, and programs for Kirkland community members.

The City should maintain and enhance the City's partnership with the Lake Washington School District for use of their gymnasiums and athletic fields for organized recreation and sports activities. The City should consider installing basketball, volleyball, and/or tennis courts in future community parks or community centers and explore options to develop half-court basketball courts in neighborhood parks, as appropriate, particularly in underserved areas or where there is expressed neighborhood interest.

Goal PR-3: Protect, preserve, and restore the natural environment for current and future generations.

Policy PR-3.1: Preserve significant natural areas to meet outdoor recreation needs, provide opportunities for community members to connect with nature, and meet habitat and wildlife corridor protection needs.

The City should preserve high-value resources or connected natural resource areas through acquisition or other protection (e.g., conservation easements) as they become available. The City should prioritize particularly high value resources, or those that create important wildlife and recreation connections within the existing system for preservation. This should include greenways and other corridors that provide wildlife habitat connectivity.

Figure PR-11: Boardwalk over wetlands at Totem Lake Park

Policy PR-3.2: Restore and manage City-owned or managed natural areas to protect and enhance their ecological health, sensitive habitats, and native species.

The City should actively work to improve the conditions of City-owned natural areas through invasive species removal; planting of native species and planting of heat or drought tolerant species; restoration of urban forests, creeks, wetlands, and other habitat; and improvement of hydrological conditions. Management of natural areas should integrate with the City's urban forestry management planning.

The City should pursue opportunities to provide appropriate public access (e.g., trails, viewpoints, wildlife viewing areas, and boat landings) within natural areas to support passive recreation and environmental education.

Policy PR-3.3: Restore Kirkland's public shorelines on Lake Washington in accordance with the Shoreline Master Program to improve habitat, hydrology, and recreational opportunities.

The City should pursue opportunities to remove bulkheads and other impervious surfaces in parks along the Lake Washington shoreline that impede natural habitat functions and increase stormwater flows into the lake. When developing or improving waterfront parks, the City should consider opportunities to restore degraded shorelines, increase riparian vegetation and other habitat features, and provide for additional pervious surfaces and green infrastructure.

Policy PR-3.4: Protect and improve the City's natural systems or features for their value in providing ecosystem and infrastructure services and integrate green infrastructure at City parks to filter and absorb stormwater.

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

The Parks and Community Services Department should partner with the City's Public Works Department to identify opportunities to coordinate park, greenway, green infrastructure, stormwater and active transportation planning and projects. Examples of green infrastructure include bioretention swales, street trees, stormwater parks, and urban forests.

Policy PR-3.5: Protect and enhance Kirkland's tree canopy to provide wildlife habitat, support community resilience, mitigate urban heat, provide shade, manage stormwater, conserve energy, improve mental and physical health, support sustainability goals, and support traffic calming. Prioritize historically underserved communities.

The City's tree canopy provides enormous benefits to community members, wildlife, and the environment. The City will continue to implement the Urban Forestry Strategic Management Plan and the Sustainability Strategic Plan (formerly Sustainability Master Plan) to protect and enhance the urban tree canopy.

Policy PR-3.6: Promote environmental stewardship and education through informational signage, materials, programs, and partnerships.

The City should enhance partnerships to create opportunities for educational programs and recreational opportunities in the City's natural area parks. The City should integrate interpretive signage that reflects Kirkland's history, culture, natural assets, and wildlife into parks and natural areas to support learning. The City should work with local tribes when developing and updating interpretive signage.

Policy PR-3.7: Work cooperatively with resource management and conservation agencies/organizations and community members to care for streams, enhance and protect urban forests and wetlands, improve fish and wildlife habitat, and provide limited public access.

The City should strengthen the Green Kirkland Partnership to extend its reach and ensure continued care of the City's natural areas. The City should work to enhance partnerships with agencies and organizations such as Eastside Audubon, King Conservation District, and local educational institutions to pursue additional restoration activities, wildlife monitoring, and environmental education.

Figure PR-12: Volunteers at McAuliffe Park

8. UTILITIES ELEMENT

Purpose

The Utilities Element addresses water, sewer, surface water, solid waste collection and transfer, electric power, natural gas, telecommunications, and hazardous liquid pipelines.

The Utilities Element supports the Land Use Element and the Sustainability, Climate, and Environment (SCE) Element of the Comprehensive Plan by establishing policies for provision of efficient and sustainable utilities to serve anticipated growth and development.

The Capital Facilities Element contains further explanation about capital projects needed to meet the level of service standards for City-managed utilities.

Figure U-1: Solar panels on the roof of City Hall

Vision

The element supports the continued provision of utility services to support existing and future development. In addition, the element provides policies for regional coordination of utility needs and support for resource efficiency and sustainability.

Figure U-2: Yard Smart Rain Rewards Sign

This rebate program helps Kirkland homeowners beautify their yards and help keep polluted rainwater runoff out of Lake Washington.

Existing Conditions

The City of Kirkland currently provides the following utility services:

- Water: All areas of the City except those north of NE 124th Street that are outside the City's service area. Figure U-4 shows the City's water system.
- Sewer: All areas of the City except those north of NE 116th Street that are outside the City's service area. Figure U-6 shows the City's sewer system.
- Solid waste, recycling, and compost collection: All areas of the City. The City currently contracts with Waste Management, Inc.
- Surface water: All areas of the City. Figure U-8 shows the City's surface water system.

The following non-City-managed utilities provide additional services:

- Northshore Utility District and Woodinville Water District: Both are special purpose districts that operate independently from the City. They provide water and sewer services to the northern portions of the City. Both have franchise agreements that include provisions for future City assumption of service at such time as it is desirable to do so. The Washington State Departments of Health and Ecology review and approve the Utility Districts' Comprehensive Plans, and they are bound by the same service regulations as the City. Figures U-2 and U-4 show the water and sewer systems.
- City of Bellevue Water Utility: A very small portion of southeast Kirkland , within the Bridle Trails neighborhood is served by the City of Bellevue.
- Puget Sound Energy (PSE): PSE is a public service company – a corporation or other nongovernmental business entity which delivers certain services considered essential to

the public interest. PSE transmits and distributes electric power and natural gas in a nine-county area, including Kirkland and much of King County. Figures U-7 and U-8 show PSE's electrical and gas facilities.

- Telecommunications: Provided by a variety of private companies. Kirkland has both wired and wireless telephone, cable TV, and high speed cable and fiber-optic Internet services. Those that use City rights-of-way to provide services have franchise agreements with the City. Figure U-6 shows the fiber conduit system.

Figure U-3: City of Kirkland free wireless internet service sign at Marina Park

Water

The City of Kirkland Water Utility provides water service to all of its residents, except those generally north of NE 124th Street who are served by the Northshore Utility District or the Woodinville Water District (see Figure U-4). A very small portion of the southeastern City is served by the City of Bellevue.

The City's water system is primarily a gravity system consisting of 176 miles of water lines and 12.62 million gallons of storage capacity that includes 1.5 million gallons of fire protection storage. An average of 5.7 million gallons of water per day is distributed to Kirkland's water service area customers. Projected costs associated with the water system are primarily

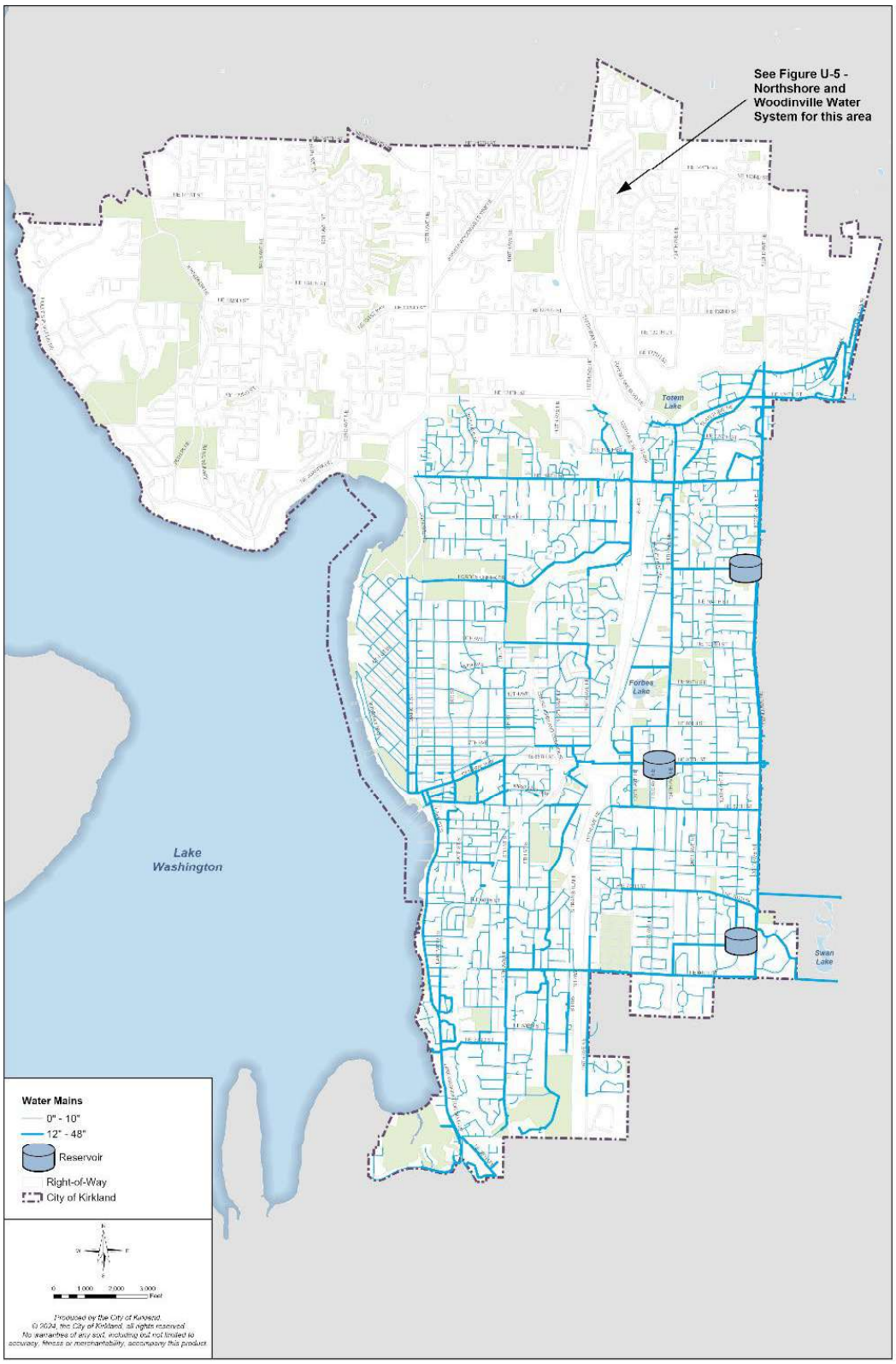
maintenance and replacement costs for aging pipe and fire flow needs. The Kirkland Water System Plan was last updated in 2015 and outlines water projects to upgrade any deficiencies in the system for the next 20 years. The next update to the Water System Plan will be complete in 2025 and will address the City's growth through 2044. The City will construct projects as needed to address system deficiencies. The City updated its Capital Facilities charges in 2022 to ensure adequate funding to address system maintenance and future growth needs.

As a member of the Cascade Water Alliance, Kirkland purchases its water supply from Seattle Public Utilities. The water is then distributed to Kirkland customers through the City's distribution system. The City currently receives its entire water supply from Seattle from the Tolt River Watershed, with occasional supply from the Cedar River Watershed when routine maintenance is required at the Tolt Treatment Facility. Cascade Water Alliance currently has an agreement with Seattle Public Utilities to provide 33.3 million gallons of water per day to its members through the year 2039 with the opportunity for an extension of the contract until 2063. As of 2024, Cascade Water Alliance is pursuing contract negotiations, therefore, Cascade could either extend its contract with Seattle or enter a new supply contract with another wholesale water provider.

In addition to the supply from Seattle Public Utilities, Cascade Water Alliance also has an agreement with the City of Tacoma for additional supply into the year 2042 and has the capability of developing Lake Tapps in East Pierce County if the need arises beyond 2063. According to the Cascade Water Alliance, based on current trends of water use, responsible plumbing codes, and water efficient appliances, it is likely that Lake Tapps will not need to be developed for decades.

Cascade Water Alliance Water Efficiency Program has a single regional water efficiency savings goal for all its members of a cumulative savings of 0.4 million gallons per day on an annual basis.

Figure U-4: Water System Map



Northshore Utility District

The Northshore Utility District provides water services to northern portions of the City. Figure U-5 shows the existing Northshore water system. Potable water from the Tolt River Watershed is purchased from Seattle Public Utilities (SPU).

The water system has eight reservoir sites with a 29-million-gallon capacity. Water Level of Service is 174 gallons per day (GPD) per equivalent residential units (ERU). Level of service is the standard level of water or sewer service served by the utility in relation to a detached single-unit home; ERU is a normalized unit of measurement to quantify service demand commonly used by utilities.

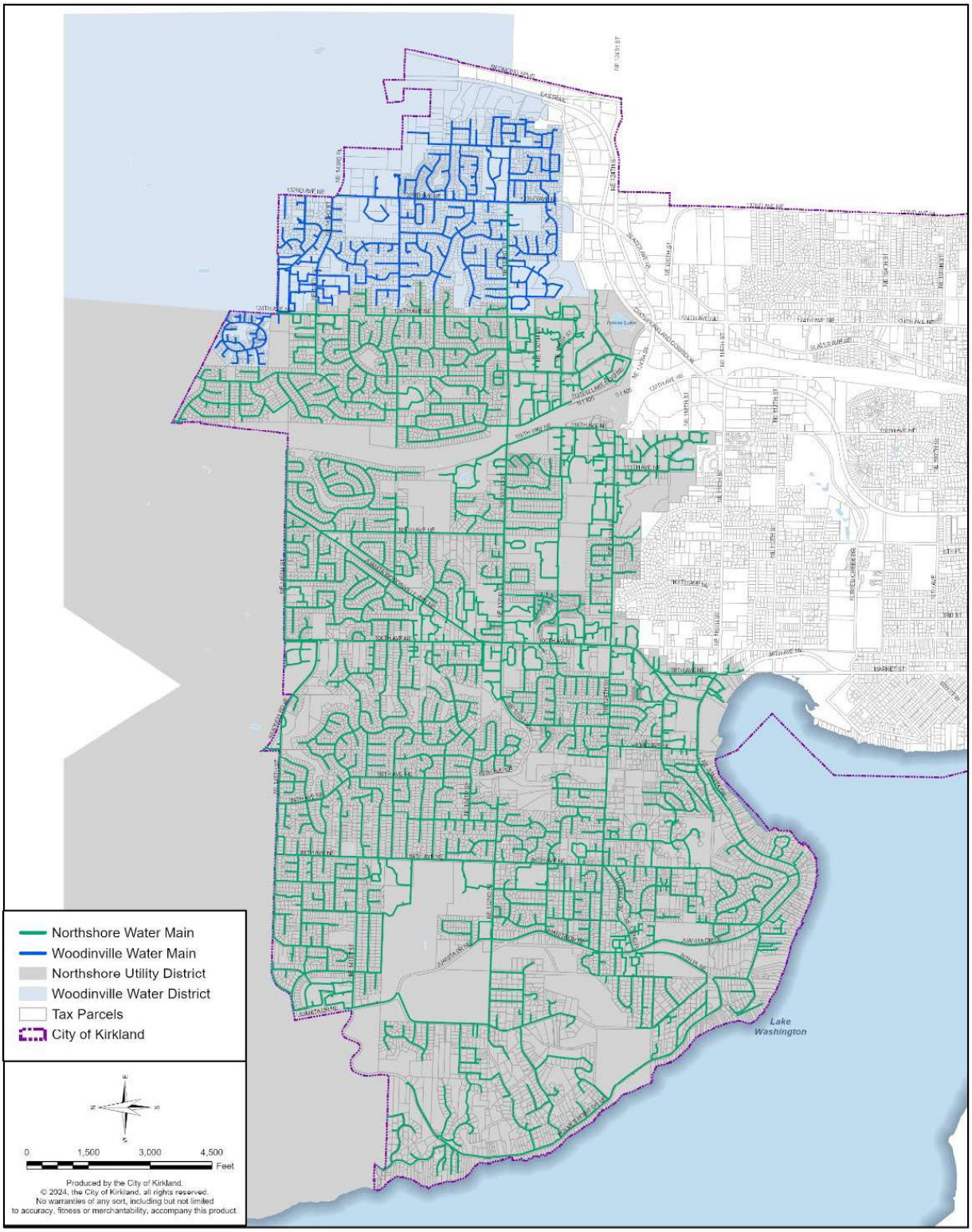
The District's water and sewer plans include identification of capital improvements for replacement and repair of the older sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

Woodinville Water District

The Woodinville Water District provides water services to the northeast portion of the City and sewer service to only a few single-unit homes. Figure U-5 shows the existing Woodinville water system.

The water system has eight reservoir sites with a 14.9-million-gallon capacity. Water level of service is 207 gallons per day(GPD)/equivalent residential units (ERU). Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer. Construction of a new standpipe for additional water storage in Kingsgate is on the Woodinville Comprehensive Water System Plan Capital Improvement Program project list.

Figure U-5: Northshore and Woodinville Water Systems Map



Sewer

The City of Kirkland Sewer Utility provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-6). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

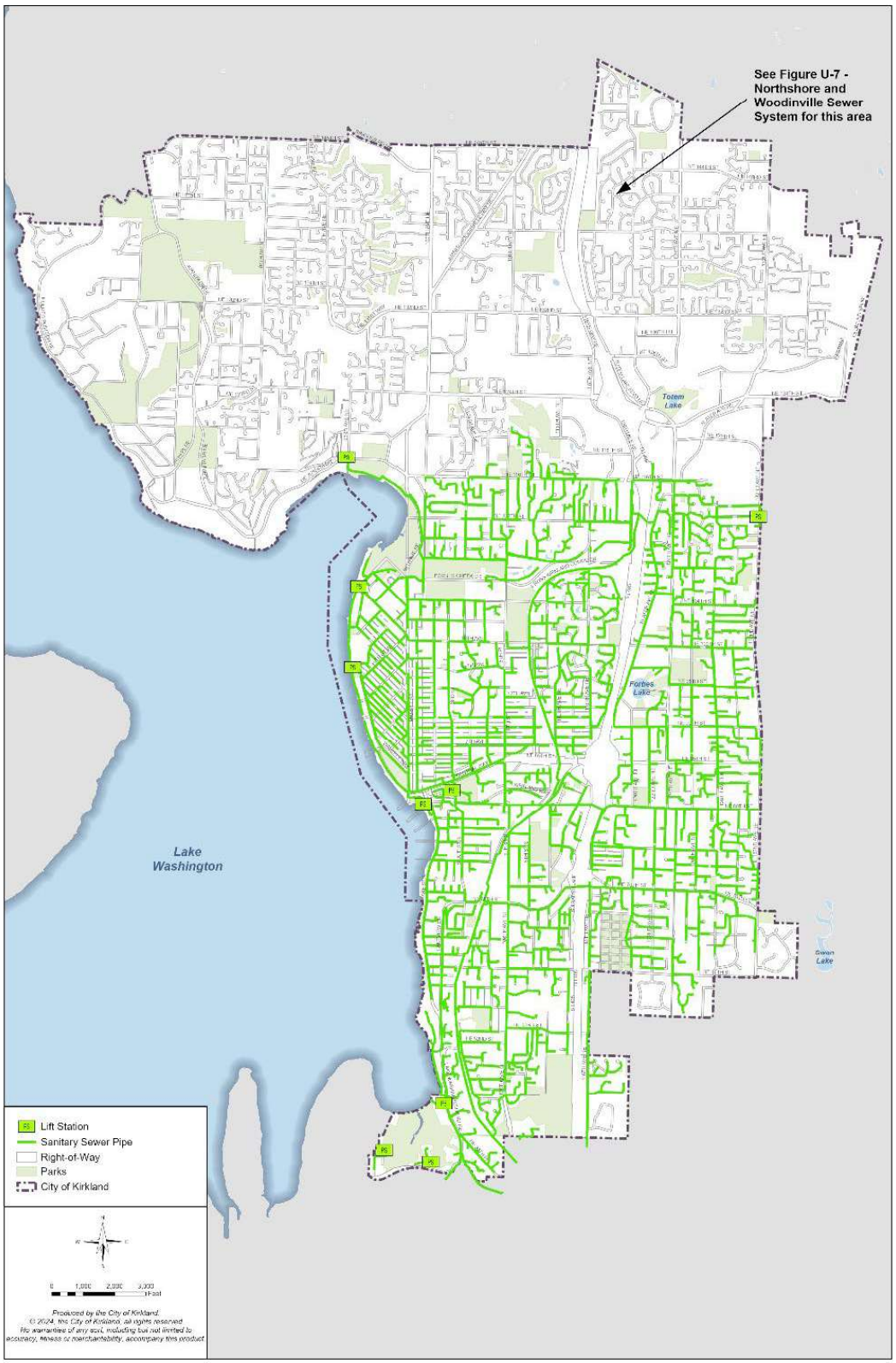
The collection system consists of 13 major sewer drainage basins, 40 minor sewer basins, 122 miles of sewer pipe, six lift stations and force mains, and approximately 3,184 maintenance holes. Approximately five to 10 percent of Kirkland residents use septic systems. Sewer extensions typically occur when there is redevelopment; KMC Chapter 15.28 has specific requirements that address sewer connections. Sewer extensions have typically been funded by developers or local owners in compliance with the Kirkland Municipal Code.

The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin (located near Marina Park), Central Way Basin, and Juanita Basin.

Kirkland's General Sewer Plan establishes the policy basis for recommended capital improvements to correct deficiencies and meet future service needs. The Plan provides the City with a guide to evaluate the impact of possible reclaimed water use and future development on the local and regional sewer system. The General Sewer Plan was last updated in 2015; the latest update is planned to be completed in 2025.

The King County Wastewater Treatment Division (WTD) provides the City's service area with sanitary sewer treatment services. City sewage and a majority of Northshore Utility District's sewage are treated at King County's South Treatment Plant in Renton. The Brightwater Treatment plant in Woodinville supplies reclaimed water to the region. Very small portions of Northshore's sewage flows to the Brightwater Treatment Plant in Woodinville and the West Point Treatment Plant in Seattle. Ongoing asset management and planned upgrades to King County's treatment facilities and conveyance systems will occur in order to maintain capacity to serve anticipated growth.

Figure U-6: Sanitary Sewer System Map



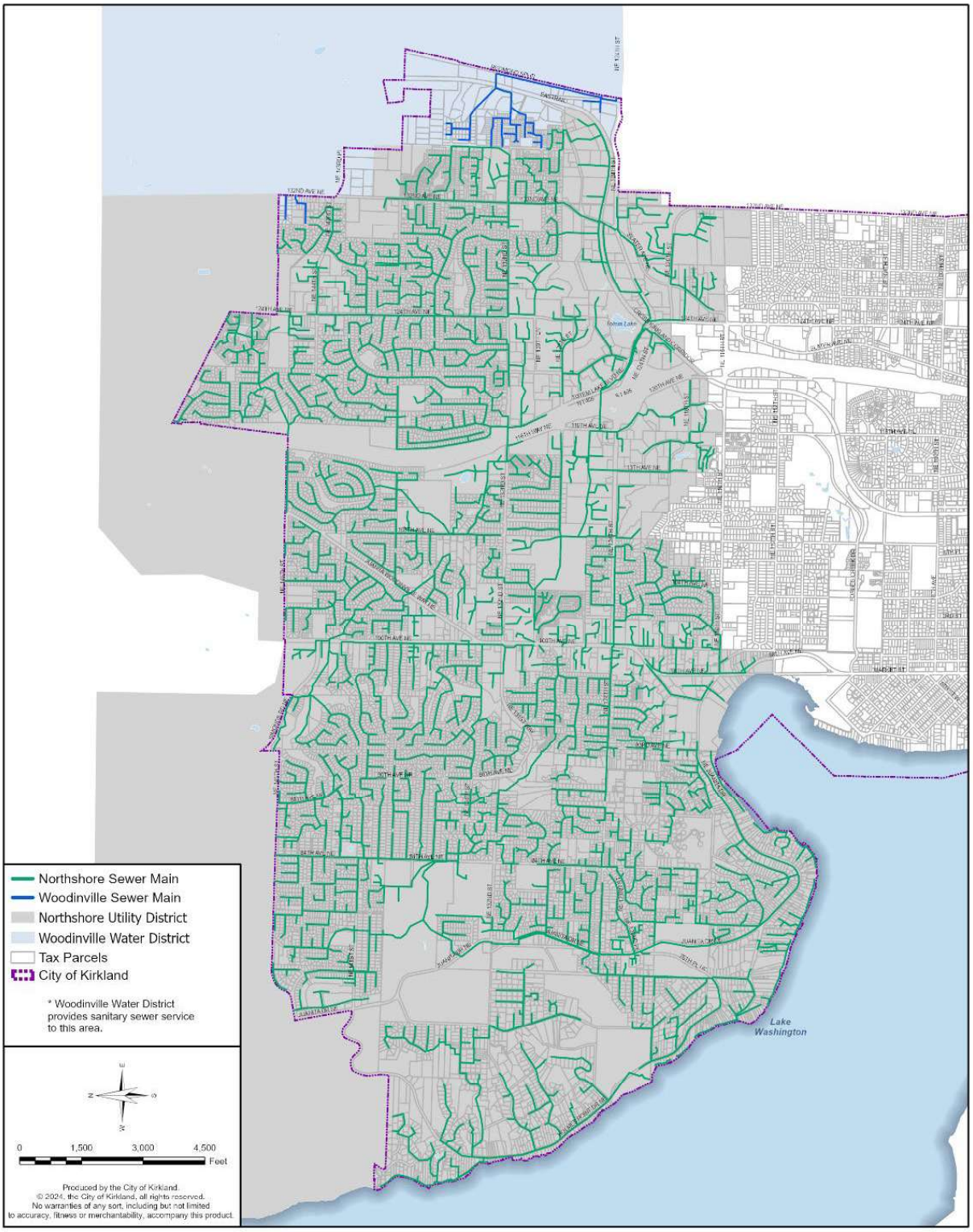
Northshore Utility District

The Northshore Utility District provides sewer services to northern portions of the City. Figure U-7 shows the existing Northshore sewer system. Northshore's sewer system is primarily a gravity system. Wastewater is treated at King County's West Point and South treatment plants. Sewer level of service is 71 gallons per capita flow rate.

Woodinville Water District

The Woodinville Water District provides sewer service to only a few single-unit homes in the northeast portion of the City. Figure U-7 shows the existing Woodinville sewer system. Woodinville's sewer system is primarily a gravity system. Due to the topographical difficulty of providing gravity sewer service to the Kingsgate area, Northshore Utility District provides sewer service there, even though it is within Woodinville's service area. Woodinville Water District's wastewater is treated at King County's West Point and South treatment plants. Sewer level of service is 80 gallons per day per capita.

Figure U-7: Northshore and Woodinville Sewer Systems Map



Surface Water

The City maintains conveyance, flow control and water quality treatment systems in public rights-of-way, and flow control and water quality treatment facilities that serve single-unit homes. These facilities are managed to reduce flooding and to protect water quality. As of 2023, the City owns and manages 267 miles of conveyance pipes and culverts and 814 retention and detention facilities (i.e., tanks, vaults, and ponds).

Privately owned stormwater facilities consist of conveyance, flow control and water quality treatment facilities that serve multiunit residences and commercial properties, and certain private roads and single-unit homes. City staff inspect 710 private sites to ensure that facilities are clean and functioning as designed. In addition, staff inspect 380 facilities designed in accordance with low impact development (LID) practices, typically on single-unit residential properties, to ensure these systems are functioning as designed. Staff also provides technical assistance for drainage and water quality problems that impact these systems. Figure U-8 shows the City surface management water system.

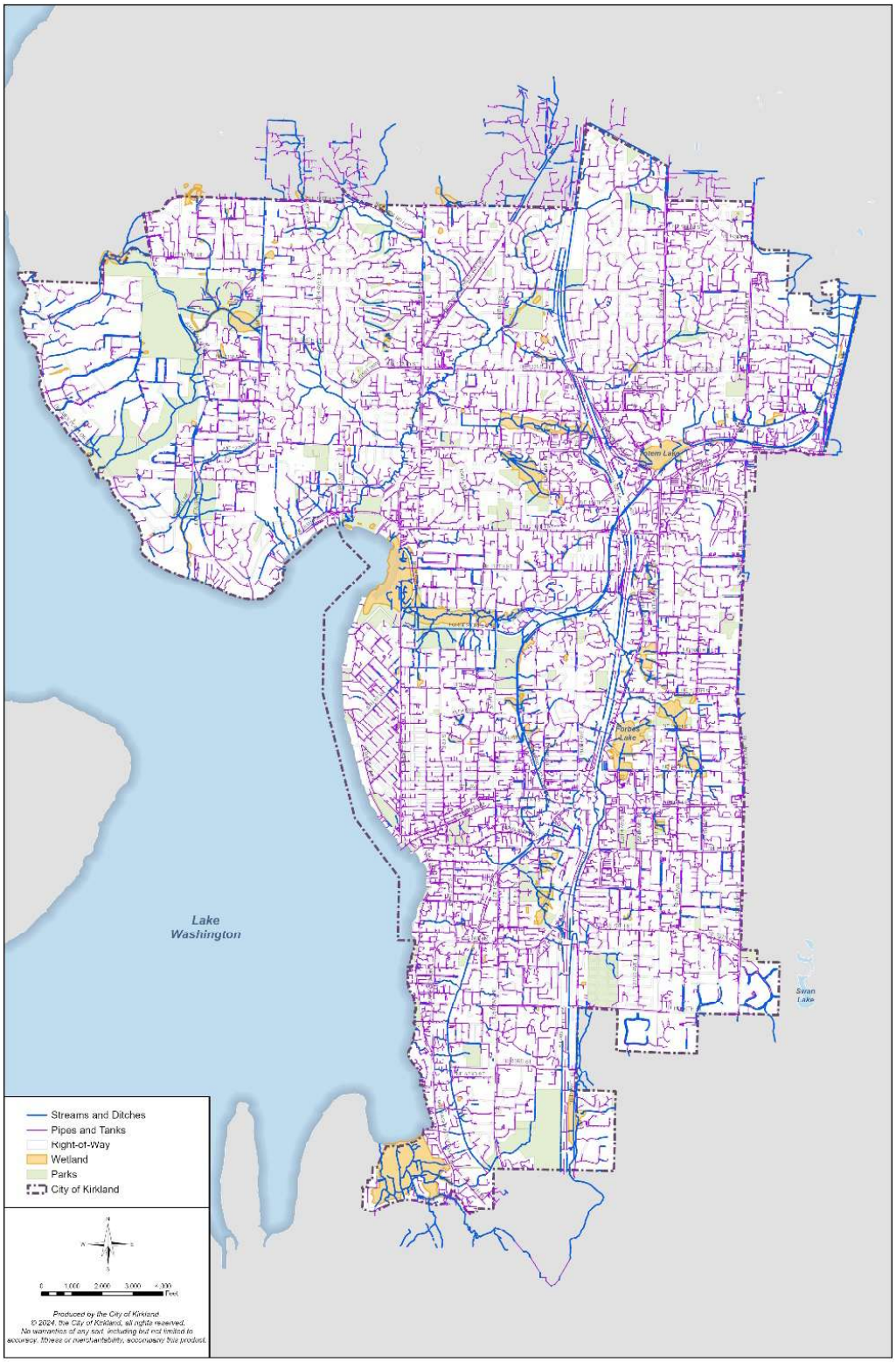
Low impact development (LID) is a land development strategy and set of practices that strives to mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with past drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

The Kirkland Surface Water Strategic Plan is used by the City to identify capital projects, strategies and resources to accomplish City and Surface Water Utility goals. This provides the policy basis for operational and capital projects.

Kirkland has a National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit (Permit). The Permit is issued by the State of Washington under authority from the Environmental Protection Agency. The current Permit became effective on August 1, 2024 and will expire on July 31, 2029. The Permit allows Kirkland to discharge stormwater into waters of the State (Lake Washington) if the City takes specific steps in each of the following areas to minimize discharge of pollutants to stormwater: stormwater planning; public education and outreach; public involvement and participation; stormwater system mapping and documentation; illicit discharge detection and elimination; controlling runoff from new development, redevelopment, and construction sites; stormwater management for existing development; operations and maintenance; source control for existing development; and monitoring and assessment.

A watershed approach has been used for managing the surface water utility by dividing the City into 15 drainage basins (i.e., areas of land where all flowing surface water converges into a body of water such as a stream, lake, or wetland). The largest and most important streams are Juanita Creek and Forbes Creek. These two basins ranked highest based on a combination of factors which focused on flow control and water quality needs in basins that can support salmon populations. Denny Creek and Champagne Creek are the next highest priority basins within the City and are significant because they provide salmonid fish habitat and productive associated wetlands and protected areas. Smaller critical drainage basins include, but are not limited to, Carillon Creek, Yarrow Creek, Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins, and a map illustrating their location, can be found in the Sustainability, Climate, and Environment (SCE) Element (see Figure SCE-1).

Figure U-8: Surface Water Management System Map



Solid Waste, Recycling, and Compost Collection

The City currently contracts with Waste Management, Inc. to provide curbside solid waste, recycling, and compost collection to all residential and commercial customers. Businesses and multiunit properties can request a compost cart at no additional cost. Multiunit residents who do not have access to a compost cart can bring food scraps to the City's drop-off locations at City Hall and the North Kirkland Community Center. The City encourages the community to use additional recycling services for additional items beyond curbside collection, like those at recycling events or transfer stations.

Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through 2028. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

The King County Comprehensive Solid Waste Management Plan sets specific goals for the City to achieve. The County and the City have committed to achieve a waste reduction goal of 20.4 pounds generated per household per week by 2030 and an interim recycling goal of 70 percent. In 2019, the City achieved a combined recycling diversion rate of 46 percent.

Solid Waste Transfer

Kirkland, along with 36 other King County cities, participates in a Solid Waste Interlocal Agreement for King County to manage the collection and transfer of solid waste to the Cedar Hills landfill. The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where the majority of Kirkland's solid waste is collected and transferred to the Cedar Hills landfill. In 2021, the HTS processed 16 percent of the waste in the King County transfer system.

King County's 2019 Comprehensive Solid Waste Management Plan recommends siting and building a new Northeast recycling and transfer station and closing the existing Houghton Transfer Station. KCSWD has identified two sites as potential locations: the current Houghton Transfer Station property and a site in Woodinville. Environmental review for proposed sites for the new recycling and transfer station is underway with an anticipated project opening date of 2029.

Telecommunications

Telephone services are regulated by the Washington Utilities and Transportation Commission. Personal wireless service providers serving Kirkland are those licensed by the Federal Communications Commission (FCC) in the radio frequency spectrum for wireless communications service and registered to do business in Kirkland. Cable services are provided under municipal franchise.

City Telecommunications

The City expanded its fiber-optic network to service governmental facilities and traffic control systems by partnering with other cities and schools to build a regional fiber-optic telecommunication system (see Figure U-9). The publicly owned Community Connectivity

Consortium was founded by the City of Kirkland, Lake Washington School District, the University of Washington and the City of Bellevue. The Consortium has grown to a total of 28 member cities and agencies, and expansion projects are ongoing.

One of the recommended initiatives of the City's Smart City Strategic Plan is technology expansion and streamlining, which includes city fiber expansion. Additionally, the City has facilitated an expansion of pathway and fiber capacity when there are construction or project opportunities.

Telephone

Wired telephone service and certain related special services are available in the City. System facilities within Kirkland include switching stations, trunk lines, and distribution lines. Distribution lines are either pole- mounted or underground. Service and facility expansions are driven by customer demand.

Personal Wireless

Several companies provide wireless (cellular) telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e., mobile telephone communications). Receivers may be placed on tall poles, utility poles, light standards, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future but uses market demand to determine expansion into new service areas.

Cable

Most homes are served by several Cable TV providers. Residential high speed DSL services, cable-based Internet, and fiber are available in most locations in the community.

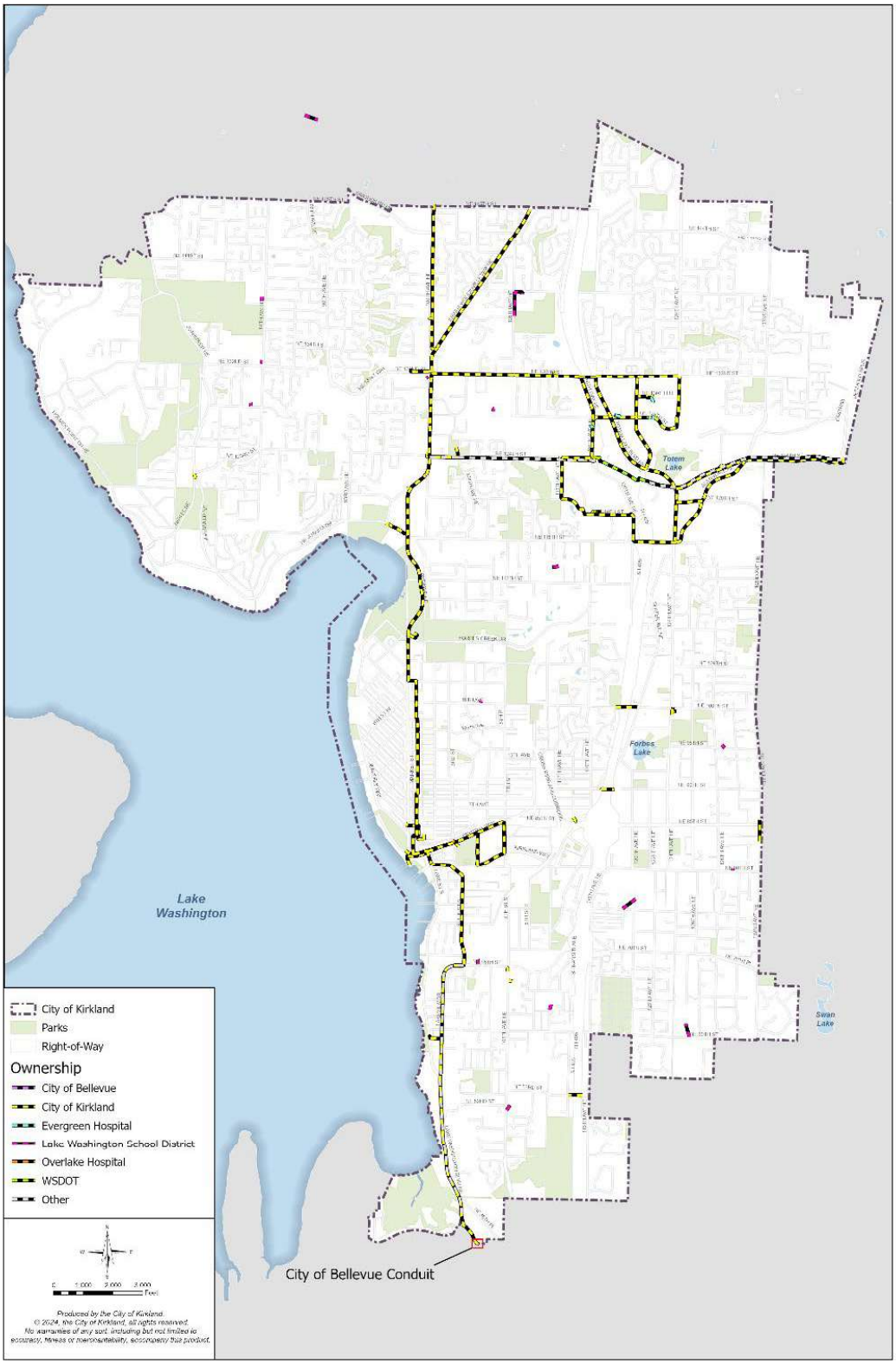
Fiber Optic

Many telecommunication vendors own optic fiber in Kirkland rights-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

Broadband

Broadband Internet Services are available nearly everywhere in Kirkland via commercial telecommunications providers.

Figure U-9: Fiber Conduit System Map



Electricity and Natural Gas

Puget Sound Energy (PSE) provides the Kirkland area with natural gas and electricity and is regulated by the Washington Utilities and Transportation Commission (WUTC). Figure U-10 shows the existing electrical system; Figure U-11 shows the existing natural gas system.

Electricity

PSE generates, transmits, and distributes power as part of the interconnected Northwest power grid. The electricity that PSE delivers to customers is generated from hydroelectric dams, coal, natural gas, wind, and to a much smaller degree from nuclear, and other sources (solar, biomass landfill gas, petroleum, and waste).

Kirkland is a part of PSE's Eastside and Northshore Electrical Subareas. Power is delivered on 230,000 volt (230 kV) transmission lines to substations in Redmond and Renton, where the voltage is transformed to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV, which is then distributed to customers. PSE completed five miles of new 115 kV transmission line connecting PSE's Sammamish Substation in Redmond to Kirkland's Juanita Substation, along with upgrades to aging substation equipment in December 2023. The project increases system capacity and improves reliability for customers in the area.

PSE's Energize Eastside project addresses an electrical transmission capacity deficiency and allows for a more robust and reliable transmission system for the entire Eastside. The project comprises a new substation and the upgrading of approximately 16 miles of electric transmission lines within the existing corridor from 115kV to 230 kV, from Redmond to Renton. Construction began in 2021.

A double-circuit 230 kV Seattle City Light transmission line runs through Kirkland north to south near 124th Avenue NE but does not directly serve the Eastside subarea.

Natural Gas

PSE provides natural gas to six Washington counties, including King County, via PSE's distribution system. The natural gas originates from various regions of the U.S. and Canada. Natural gas is transported throughout Washington via a network of interstate transmission pipelines owned and operated by Northwest Pipeline Corporation. PSE takes delivery of natural gas from Northwest at a gate station located east of Lake Sammamish outside Kirkland City limits. PSE gas distribution lines up to eight inches in diameter in Kirkland, together with future extensions and upgrades, will service Kirkland's growth.

While PSE plans for gas system demand growth, installation of gas main extensions and new service lines respond to customer demand. Washington Utilities and Transportation Commission rules require gas companies to demonstrate that existing ratepayers will not subsidize new customers.

Figure U-10: Electrical Transmission System Map

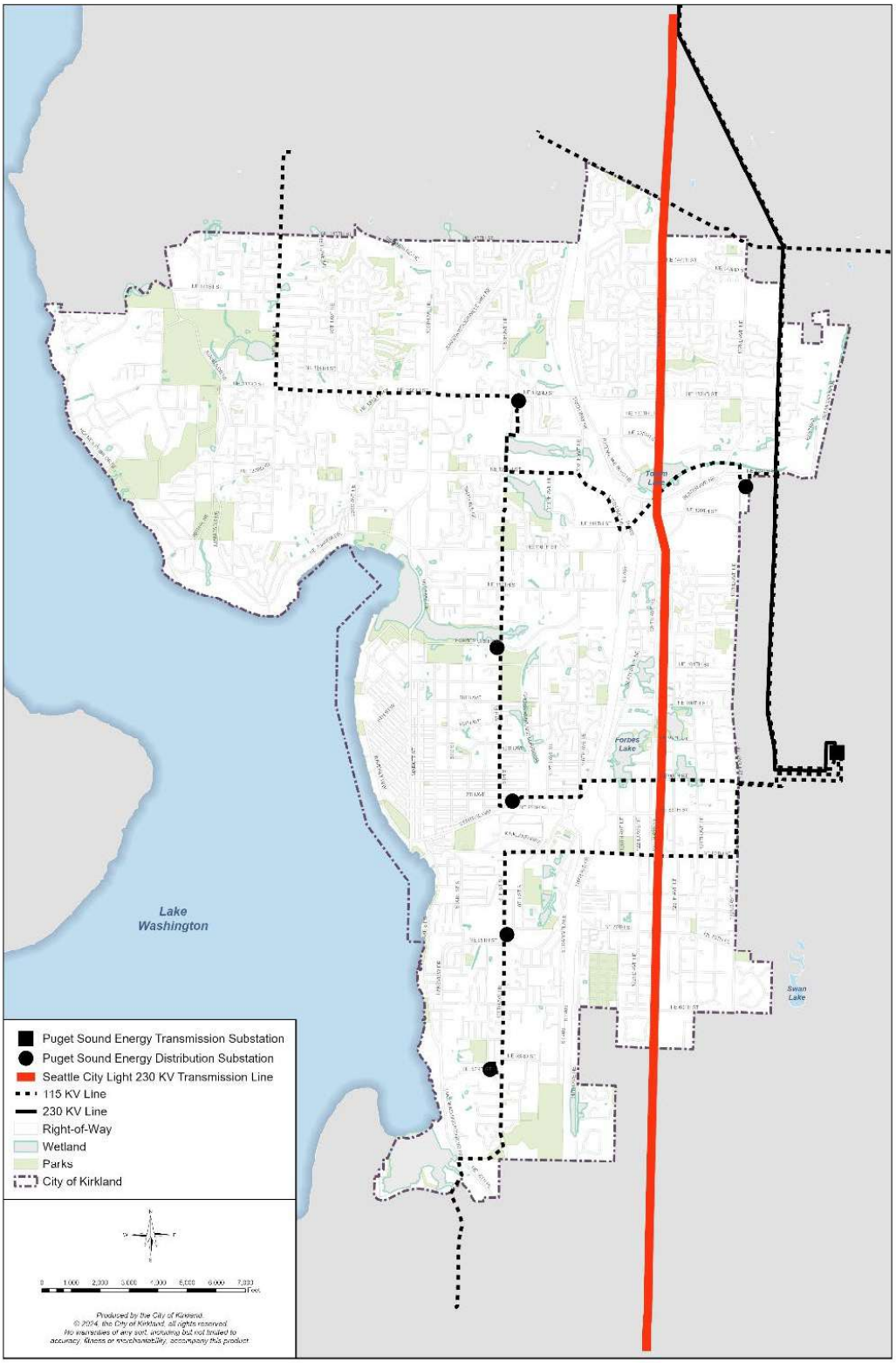
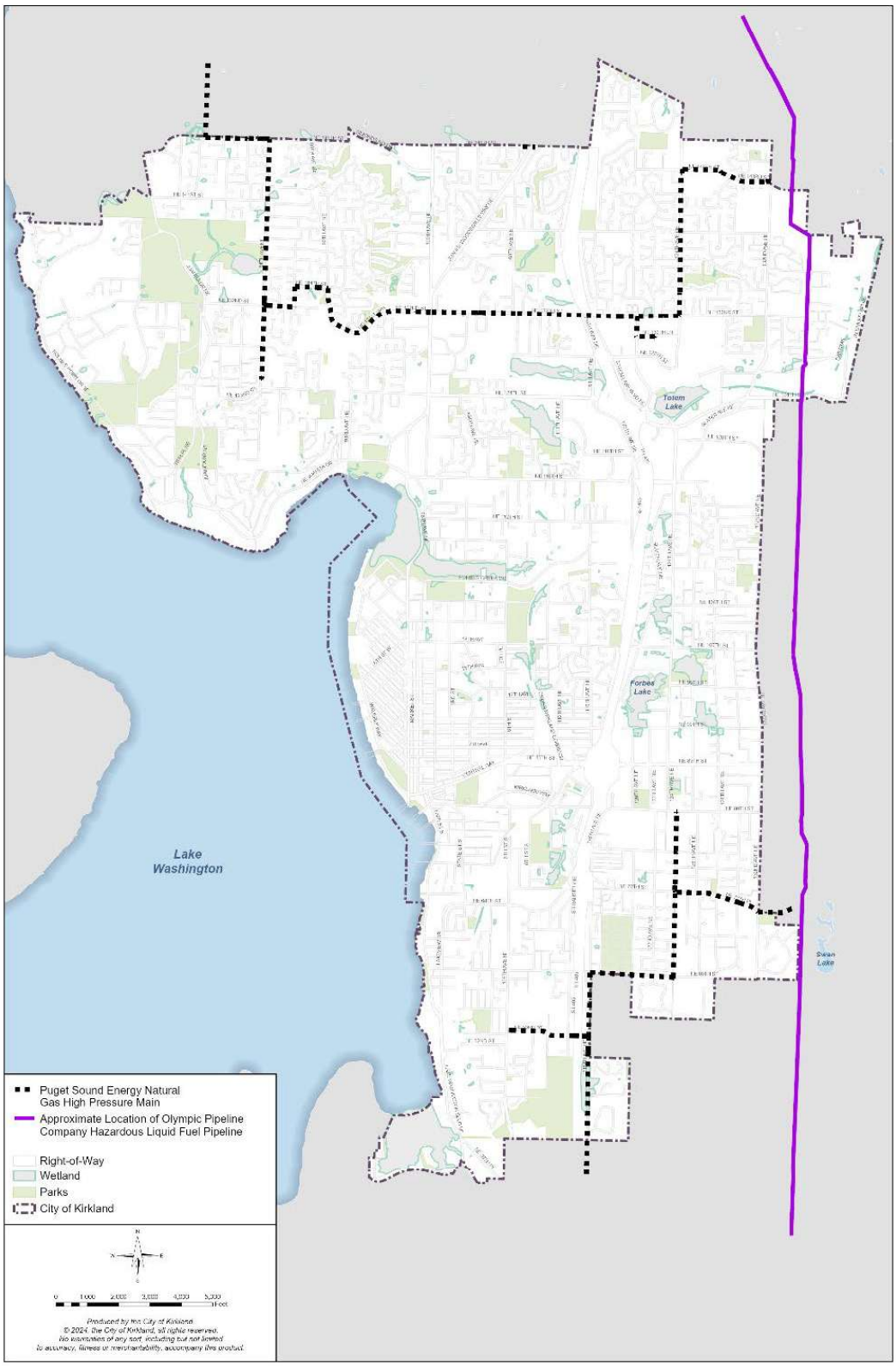


Figure U-11: Natural Gas Distribution System and Hazardous Liquid Transmission System



Hazardous Liquid Pipelines

The Olympic Pipeline Company, operated by BP Pipelines, North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch in diameter, generally along the Puget Sound Energy easement north-south corridor, pass through the Kingsgate and Totem Lake neighborhoods in the northeast portion of Kirkland and are located close to a portion of the eastern boundary of the Bridle Trails neighborhood (see Figure U-10). The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law (RCW 81.88.040). Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the fuel. The Federal Office of Pipeline Safety (OPS) is responsible for regulation of the interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response of pipeline facilities.

Kirkland's Fire Department has reciprocal emergency response agreements with Redmond and other surrounding jurisdictions in the event of a pipeline failure. The Redmond Fire Department Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources. It contains the fundamentals of the City of Kirkland Fire Department response and maintains City specific data to be used in such an emergency.

Goals and Policies

Goal U-1: Maintain the adequate and efficient provision of public and private utilities in Kirkland.

Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.

Policy U-1.2: Provide for needed capital facilities and utilities to achieve community goals related to growth in accordance with the Land Use Element of this Plan and to meet established levels of service.

Coordinated planning allows the City to make accurate land use projections based on utility plans, allows utility providers to plan for utilities in a manner that reflects anticipated land use patterns and densities, and ensures that adequate capital facilities and utilities will be available with development.

Policy U-1.3: Use the City's functional plans and designated guidance materials to manage the City's public sewer, water, and surface water facilities.

Table U-1: Water, Sewer, and Surface Water Level of Service

Facility	Standard
Water	Water distribution supple, pumping, and storage capacity per the City's current Water System Plan to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses.
Sanitary Sewer	Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public health and the environment.
Surface Water	Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, protect water quality, and habitat in streams and lakes.

Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, considers future climate-related impacts, is safe, aesthetically compatible with planned land uses, reduces greenhouse gases, and achieves the City's sustainability goals.

A variety of factors must be considered for any proposed utility expansion. For example, clearing for installation or maintenance should minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Ensuring that utilities are screened to blend in with their surroundings should increase community acceptance of infrastructure. Individual implementation issues arising under this policy should be resolved on a case-by-case basis.

Policy U-1.5: Facilitate and encourage the conservation of electricity, water, and other utility resources to ensure community resilience.

The demand for utilities, such as water and electricity, may be met by either increasing the supply or reducing the demand (or a combination of both). As the region faces increased challenges to supply these resources, conservation and efficiency measures must be employed to delay the need for new supplies. Reducing the rate of energy consumption is a means to lower energy costs, reduce greenhouse gas emissions, and mitigate environmental impacts associated with traditional energy supplies. The City should continue to participate in and promote the conservation and efficiency initiatives by Puget Sound Energy, Cascade Water Alliance, and others to the public. See complementary conservation policies in the SCE Element.

Policy U-1.6: Provide equal access to utility services, regardless of historic disparities in income and employment opportunities.

Utility service should be available and provided at the adopted level of service throughout Kirkland. The City or non-City managed utility provider should plan to extend service or upgrade infrastructure where deficiencies are identified.

Policy U-1.7: Install new utility lines underground and, where feasible, move existing utility distribution lines underground.

The City should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized. The City will need to consider the tariffs on file with the WUTC in deciding where to underground existing distribution lines.

Policy U-1.8: Encourage the joint use of utility corridors and facilities.

Besides the benefit of minimizing the extent of environmental impacts, utility collocation, consolidation, and joint use increases the efficient use of resources.

Policy U-1.9: Coordinate with utility providers, other jurisdictions, and tribes when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review.

Policy U-1.10: Identify opportunities to expedite or streamline permits for utility projects that increase electrical capacity and align with the City's electrification and net-zero energy goals.

In order to meet regional electricity demand given anticipated growth and the increasing shift to electrification, the City should consider ways to expedite or streamline the review process for certain utility projects.

Goal U-2: Provide an efficient water system to deliver safe, reliable, and sustainable water.

Policy U-2.1: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic and sustainable source of water and to address long-term regional water demand, considering the impacts of climate change and fisheries protection on regional water resources.

As a member of the Cascade Water Alliance, Kirkland has played a large role in securing long term regional water supplies well into the future. The City will continue to work with Cascade Water Alliance, neighboring jurisdictions, and tribes.

Figure U-12: Community engagement event

Policy U-2.2: Implement system rehabilitation and improvements in order to manage water resources.

Increasing system efficiencies by taking such measures as replacement of older pipes can delay the need for new and more costly supply solutions.

Policy U-2.3: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities.

Water quality is regulated by the Washington State Department of Health and United States Environmental Protection Agency through the Safe Drinking Water Act. Per state and federal requirements, the City publishes an annual report on the origin and quality of the water it provides, including testing results.

Policy U-2.4: Ensure a resilient water system by maintaining emergency interties with adjacent purveyors.

Emergency interties are interconnections between public water systems to allow Kirkland and neighboring purveyors to provide temporary supplemental water supply for emergency purposes.

Policy U-2.5: Use design techniques, such as screening, to ensure that new water towers and other utility infrastructure is aesthetically compatible with their surroundings.

Utilizing vegetative buffers and camouflaging techniques can conceal and screen otherwise visually impacting facilities.

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.

Policy U-3.1: Work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.

Figure U-13: King County pump station in Downtown Kirkland

Policy U-3.2: Ensure that all new development proposals are served by adequate sanitary sewer systems.

In general, new development should not be permitted on property that is served only by septic tanks. However, in limited situations, septic systems should be considered for low-density residential development where no reasonable alternatives exist upon demonstrating that soil conditions will permit proper functioning of a septic system.

Policy U-3.3: Connect areas that are on septic systems to sanitary sewer.

Some older, less urbanized areas of the City are served only by septic systems. As these systems age and fail, they present health and environmental risks. Continued testing for markers of poor water quality and failed or leaching septic systems will identify priority areas for upgrades. The City facilitates sewer extensions to these areas in compliance with the Kirkland Municipal Code, by utilizing latecomer agreements. In addition, the City is partnering with the City of Redmond to map future sewer extensions along 132nd Ave NE. The City should require existing development to connect to the City wastewater collection system when on-site systems have failed and encourage conversion from onsite wastewater disposal systems as sewer lines become available so that all septic systems in the city are eventually eliminated.

Policy U-3.4: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.

The greatest system deficiencies in Kirkland's sanitary sewer system are related to the age and reliability of parts of the system. Infiltration and inflow of stormwater into the older pipes decreases system capacity and exfiltration of effluent from older pipes presents environmental and health risks. The City should continue to prioritize updating older portions of the systems, with an emphasis on areas where overflows could occur near water bodies. A new lift station at Rose Point and the Market Neighborhood Sewer Main Replacement Study are current

examples as of 2024 and the Trend Lift Station will be replaced in the near future. In addition, the City is working on a supervisory control and data acquisition (SCADA) Strategic Plan (for the water and wastewater systems) that will provide guidance to implement the first phase of the SCADA replacement service package.

Policy U-3.5: Educate businesses and the public on the proper use of the sewer conveyance system.

Public education and outreach focus on the proper management of fats, oils and grease (FOGs) and non-degradable products to prevent them from entering the sewer system. The outreach program reduces the degradation of infrastructure and overflows, controls odors, and protects both the public investment in the system and the environment.

Policy U-3.6: Work with Cascade Water Alliance and other regional partners to pursue water reuse and reclamation.

The City collaborates with King County and Cascade Water Alliance to study reclaimed water use and availability in Kirkland. The City should take advantage of the opportunity to access the regional repurposed water provided by the King County Wastewater Division at the Willows Pump Station. The City should pursue a combination of reclaimed, harvested, and grey and black water for the community's non-potable needs and set targets for water conservation. The City may benefit from installing separate recycled water pipes (known as purple pipes) that future development can access to irrigate landscapes and flush toilets. This will help protect Kirkland residents from future water shortages. Opportunities to reuse water for irrigation of parks and school facilities should also be explored.

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Policy U-4.1: Implement the priorities and needs identified in the City's Surface Water Strategic Plan.

The Surface Water Strategic Plan sets the course for the next five to 10 years of surface water utility operations; the most recent Plan was adopted in April 2023. The plan is updated periodically and serves as a tool to guide the City's surface water utility work program while managing resources, complying with regulations, and coordinating with various entities that are responsible for different aspects of surface water and stormwater management.

Figure U-14: Staff monitoring a creek

Surface Water Utility programs work to improve water quality and habitat in our creeks, wetlands, and lakes. Staff monitor these areas for water quality and habitat health.

Policy U-4.2: Adopt and implement surface water design standards for new development, redevelopment, and construction sites that incorporate best available research and technology in protecting water resources in an economical and feasible manner, and provide effective sediment and erosion control from sites.

The goal of surface water design for new development and redevelopment projects is to provide adequate drainage and to provide post-construction controls that mimic predevelopment hydrologic patterns and protect water quality to the degree that is economically feasible. Such facilities may include low impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration rain gardens and swales, or wetvaults. In order to reduce construction related erosion and delivery of sediment to our waterways, use of sediment and erosion control techniques should be required at all sites where significant clearing and grading will take place. The Western Washington Phase II Municipal Stormwater Permit requires that the City at a minimum follows the Department of Ecology's stormwater management design standards and typically requires updates to the design standards every permit cycle.

Policy U-4.3: Maximize the use of low impact development and green infrastructure principles and practices to minimize the surface water impacts of development.

Kirkland requires the use of LID and green infrastructure practices to the maximum extent feasible to support sustainability and should periodically evaluate improvements to land use development regulations and building codes to support these practices.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID techniques seek to minimize the amount of stormwater runoff; LID facilities use soils and vegetation to treat and slow the stormwater runoff

that is produced on the site. LID allows land to be developed cost-effectively, which helps reduce potential environmental impacts.

Policy U-4.4: Require businesses and residents to take steps to prevent stormwater pollution.

Businesses and residents should be encouraged to use both nonstructural and structural "best management practices" (BMPs) to prevent discharge of pollutants from everyday activities. BMPs range from covering materials stored outdoors, sweeping rather than using water to clean parking lots, and installation of oil/water separators to connect car washing areas to sanitary sewers.

Policy U-4.5: Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system.

The City should respond to instances of spilling and dumping of materials into the storm drainage system through activities such as the following:

- Identify those responsible for non-stormwater discharges and where appropriate take enforcement action, including requiring cleanup or conducting abatement;
- Maintain and periodically update inter-City and intra-agency spill coordination and response training and procedures;
- Conduct surveys and inspections to identify and eliminate illegal connections to the storm drainage system; and
- Maintain maps of the drainage system that allow pollutants to be quickly traced to their source.

Policy U-4.6: Assess the quality of water and habitat in local streams, wetlands, and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts.

Policy U-4.7: Conduct private stormwater inspections and provide technical assistance on drainage concerns to ensure privately owned stormwater assets are operated and maintained in a manner that maximizes their quantity and quality control benefits.

The City should continue to prioritize working with private property owners to ensure routine inspection and maintenance of all private stormwater systems occur on a regular basis. Proper maintenance of these systems protects the downstream system as well as our natural resources. The City should also continue to provide technical support to private properties to help remediate drainage or flooding issues.

Figure U-15: Remote video rover inspecting a pipe

Staff regularly inspect and maintain stormwater infrastructure. Pipes are inspected with specialized remote video rovers.

Policy U-4.8: Educate and engage the public on protecting and enhancing the quality of our water resources.

The City should strive to raise awareness of the impact that everyday business and residential activities can have on water quality and fish habitat and populations, and to provide information on best practices. These include natural yard care, proper disposal of animal waste, including chicken, horses and household pet waste, proper storage of materials, and washing practices, that can prevent the discharge of pollutants.

Community volunteers should be involved in activities that increase stewardship of our water resources. The City should also explore new techniques for engaging the public and effecting positive changes in behavior.

Policy U-4.9: Explore the potential for regional stormwater facilities.

Providing regional facilities for flow control and water quality treatment may provide efficient and effective means of management of stormwater. Investigate potential locations to support capital projects or private development and construct as feasible.

Policy U-4.10: Build stormwater retrofit facilities.

Most development in Kirkland was constructed prior to modern stormwater standards and does not sufficiently slow down or clean stormwater from existing impervious surfaces. Conduct planning to identify locations that may be appropriate for stormwater retrofit facilities, which are water quality treatment and flow control facilities to serve existing neighborhoods that were developed without this infrastructure. As feasible, advance these projects through design and construction. These projects will support improved hydrologic and water quality conditions in our streams, lakes, and wetlands.

Policy U-4.11: Prioritize removing fish passage barriers for public projects where there is the potential for significant ecological gain in fish habitat.

The Muckleshoot Indian Tribe has Treaty fishing rights in Kirkland. The City should work closely with the Muckleshoot Tribe and State agencies to prioritize fish passage barrier removal and other habitat enhancement projects to maximize the habitat benefits with available funding. In addition, the City should collaborate with the Washington State Department of Transportation, King County, and neighboring jurisdictions to plan public culvert upgrades to ensure fish passage barrier removal where feasible.

Policy U-4.12: Conduct municipal operations in a manner that protects water quality.

Use erosion control and pollution prevention practices in City operations including but not limited to parks, streets, wastewater, stormwater, and water operations in order to minimize the discharge of pollutants to the stormwater system.

Policy U-4.13: Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions.

Watersheds do not stop at jurisdictional boundaries and must be analyzed and restored as whole entities. The City should coordinate activities with King County, Bellevue, Redmond, and other jurisdictions as appropriate to maximize the positive impact of projects and programs.

Policy U-4.14: Participate in regional surface water resources conservation planning, local aquatic habitat recovery, and salmon recovery planning and implementation efforts.

The City should continue in the participation of the Watershed Resource Inventory Area (WRIA) 8 (Lake Washington/Cedar/Sammamish Watershed) salmon recovery council and Interlocal Agreement for salmon recovery conservation planning and implementation efforts. Recovery of salmon stocks listed as threatened under the Federal Endangered Species Act would reduce the regulatory and liability burden for local jurisdictions, help to protect a vital part of our regional economy, and protect a species that has great cultural significance in the Pacific Northwest.

Policy U-4.15: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources.

The City should coordinate surface water management requirements and programs with a variety of State and federal programs and regulations, including but not limited to the following:

- National Pollutant Discharge Elimination System, Phase II;
- Puget Sound Partnership Action Agenda for Puget Sound; and
- Federal Endangered Species Act listing of Chinook salmon as a threatened species.

Policy U-4.16: Investigate and plan for the impacts of climate change on operation, maintenance, and construction of the stormwater system.

Changes in precipitation patterns and climate may impact flooding and the need to store and reuse rainwater. Investigate and plan for sizing of the conveyance system, provision of additional areas for storage of flood waters, and potential for rainwater reuse using future built out conditions and predicted flows. Evaluate construction methods used for the stormwater system to ensure that they minimize the production of greenhouse gases as feasible.

Policy U-4.17: Maintain stormwater system assets and conduct planning to ensure uninterrupted and efficient operation of the stormwater system.

The City should minimize the impacts of flooding from public stormwater systems into private property. The City should routinely inspect, clean and rehabilitate stormwater system assets operated by the City. Identify assets that cannot be rehabilitated through maintenance activities alone so they can be repaired through future capital projects. Strategic planning utilizing the assessment of the condition and ranking of assets according to their likelihood of failure and consequence of failure should be done to help prioritize replacement and rehabilitation of the existing system. The City should acquire easements as needed to allow for efficient operation of the stormwater system and utilize hydrologic and hydraulic modeling to plan for anticipated growth within the City.

Policy U-4.18: Consider acquisition of properties such as open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat.

There are cases where preservation and/or restoration of stream corridors and wetlands would have significant benefits for water quality and habitat and may benefit City functions. This work may not happen despite critical areas regulations and may only be feasible under City ownership.

Policy U-4.19: Maintain a digital GIS map of the stormwater system.

The City should continue to invest in the staff and technology to maintain a digital, GIS based map of the stormwater system. This map should be continually updated as both private and public development modifies the stormwater system.

Policy U-4.20: Explore emerging stormwater technologies and policies.

Improving the quality and hydrology of stormwater is a community-wide and landscape-scale endeavor. The City should explore new technologies and creative policies for how to get this work done more efficiently and in more places.

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.

Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.

The City should plan and install sufficient capacity into its telecommunication system to meet future City needs.

Policy U-5.2: Partner with public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing service.

The City should explore establishing partnerships with public agencies and private companies to encourage collocation of telecommunication equipment on towers and buildings and in fiber-optic lines.

Policy U-5.3: Periodically review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.

The City should periodically review and update its policies, procedures and practices to ensure that they facilitate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations should be flexible or revised on a regular basis to respond to changes in federal regulations, technology and consumer needs.

Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and fair access and encourage competitive pricing and high quality customer service.

Choice, availability, and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitively priced and high quality telecommunication systems in Kirkland.

Policy U-5.5: Support access to internet service to unserved and underserved communities.

Equitable access to internet service is essential. The City should work with service providers to ensure that unserved and underserved communities and areas are prioritized. Additionally, the City should support internet expansion that serves the ongoing and growing needs of education, health care, and public safety systems.

Policy U-5.6: Continue to provide and improve audio-visual systems for City communication with the public.

The City should invest in high quality systems, equipment, and staff to support broadly available communications with community members via the technologies that work best for them.

Policy U-5.7: Mitigate impacts of wireless service facilities on adjacent land uses through careful siting and design. Facilitate the approval of wireless service facilities to balance the need for community connectivity with aesthetic standards. Stay up-to-date with changing technologies and rules.

In order to minimize potential impacts, there should be a preference for wireless service facilities to be collocated on existing towers, and located on existing structures such as building or equipment structure facades, transmission towers or utility poles, to avoid unnecessary proliferation. When new facilities are required or existing facilities are expanded, providers should be required to use techniques to screen or conceal the wireless service facilities to be compatible with the surroundings.

In recognition of the important role wireless services play in facilitating business and personal communication, the City should enable carriers to quickly and efficiently site and configure facilities in ways that meet our standards.

In addition, federal regulations covering wireless service facilities change frequently and the City should monitor and amend regulations accordingly. The City must comply with FCC regulations and also strives to retain as much local authority as possible to regulate aesthetics and reduce the neighborhood impacts of wireless facilities (to the extent allowed by the FCC).

Figure U-16: Wireless service facility shrouded within a light pole

Policy U-5.8: Allow new aerial telephone and cable lines in the right-of-way, provided that they are designed and installed to minimize aesthetic impacts and are subsequently required to be placed underground at the time of comprehensive undergrounding electrical distribution lines.

Communication lines (telephone and cable) are often located on electrical utility poles. However, electrical lines are typically the determinate for when communication lines are undergrounded. When electrical distribution lines are placed underground, communication facilities must also be undergrounded.

Policy U-5.9: Ensure that franchise and right-of-way agreements with telecommunication service providers require collaborative undergrounding of facilities when electrical distribution lines are placed underground.

The City's objective for undergrounding is to minimize aesthetic impacts and create more resilient infrastructure. Collaborative undergrounding creates economies of scale for all parties and minimizes traffic disruption.

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

Actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. These provisions are intended to protect the health, safety and welfare of the general public.

KZC Chapter 118 sets requirements during development review and construction of projects in the vicinity of the hazardous liquid pipelines to help prevent and minimize unnecessary risks, minimize the likelihood of accidental damage, reduce adverse impacts in the event of a pipeline failure, supplement existing federal and state regulations related to hazardous liquid pipeline corridor management, and improve communication between property owners and pipeline operators. Utility Element policies complement these development regulations.

Policy U-6.1: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor. Prohibit new high density land uses and critical public facilities from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high density land uses and critical public facilities to avoid increasing the level of risk in the event of a pipeline failure and, where feasible, reduce the risk.

The City and Olympic Pipeline's Damage Prevention Team should communicate and coordinate their review. Methods include the following:

- Notifying the pipeline operator of proposed development projects located near the pipeline corridor.
- Receiving verification that the pipeline operator has received and reviewed the proposal and provided comments prior to City review of development activity.
- Seeking the pipeline operator's participation in preconstruction meetings if warranted.
- Seeking construction monitoring by the pipeline operator of development that involves land disturbance or other significant work within or near the pipeline corridor.

The City can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations cannot be readily evacuated or protected in the event of a pipeline failure. Examples are schools and multiunit housing exclusively for the elderly or those with mobility constraints. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service also should not be located near pipelines.

John Muir Elementary School is located near the pipeline corridor in the Kingsgate neighborhood. Future expansions can use measures such as site planning that reflects anticipated flow paths for leaking hazardous materials and emergency procedures.

Policy U-6.2: Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms.

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that above and below grade pipeline markers containing information such as operator name and number and facility type are in place and that missing markers are replaced is important. The pipeline operator should conduct periodic visual inspections of the pipeline corridor to detect potential problems. Kirkland can assist this effort when permits are necessary for inspections or repair with prompt permit processing.

Policy U-6.3: Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

Policy U-6.4: Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is important. This unified approach can address issues such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City concerns regarding pipeline safety regulations.

Policy U-6.5: Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

People who live or work near the pipelines can also play an important part in avoiding pipeline damage and identifying potential problems early on. The pipeline operator can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

Goal U-7: Support the transition to renewable energy and infrastructure that is energy efficient, addresses climate change, and benefits the community, while also ensuring the electric grid can support Kirkland's needs.

Policy U-7.1: Encourage the public to conserve energy and decrease load on the electric grid during times of peak use through public education, promoting incentives and programs, and collaboration with Puget Sound Energy.

The City should engage the community and work with PSE to promote energy conservation programs.

Figure U-17: PSE promoting one of their energy efficiency programs

Policy U-7.2: Participate in regional efforts and work with energy service providers to limit the construction of new fossil fuel power plants in order to support the transition to 100% renewable energy supply by 2045.

Renewable energy includes solar, wind, hydroelectric, and other sustainable energy sources. The Clean Energy Transformation Act (CETA) commits Washington to an electricity supply free of greenhouse gas emissions by 2045. PSE is committed to reaching the goals of CETA by achieving carbon neutrality by 2030 and carbon-free electric energy supply by 2045. The City should collaborate with PSE on projects and programs that enable conservation, increased electrification, and generation of renewable energy.

Policy U-7.3: Support initiatives to increase grid reliability and resiliency to meet the needs of existing and future development.

Kirkland requires highly reliable electricity service for public health and safety and to meet the needs of our residents and businesses. PSE has comprehensive plans for energy delivery system planning, such as the PSE Electrical Facilities Plan, and coordinates with the City on capacity and system projects in Kirkland. The City should continue to coordinate with PSE and facilitate their projects to increase grid reliability and resiliency.

Policy U-7.4: Promote the use of small to large scale renewable energy production facilities and battery energy storage systems.

The City should collaborate with regional partners and promote individual and community renewable energy production such as installation of solar panel systems in addition to battery energy storage systems (BESS) for clean, renewable energy. A BESS collects energy from renewable energy sources, such as wind and or solar panels or from the electricity network and

stores the energy using battery storage technology. The batteries discharge to release energy when necessary, such as during peak demands, power outages, or grid balancing. The City could also explore emerging technologies, such as digesters that divert and break down organic waste to produce energy and sewer heat recovery, where warm wastewater is transformed into energy.

Policy U-7.5: Facilitate the installation of charging stations for electric vehicles (EVs), electric personal mobility devices, and related infrastructure throughout the community in order to support the decarbonization of our transportation sector. Prioritize underserved communities.

The City should work towards installing EV charging stations in public rights-of-way and at City-owned facilities and parks. The City should also explore strategies and code amendments to reduce the barriers for residential and commercial property owners to install EV charging stations and related infrastructure and incentivize the installation of EV charging stations.

Figure U-18: Electric Vehicle charging stations at City Hall

Policy U-7.6: Require new and, where feasible, existing electrical distribution lines in the right-of-way, to be underground.

Electrical distribution lines, often located in the public rights-of-way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service

lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

Policy U-7.7: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

Policy U-7.8: Continue to administer and partner with PSE on financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

Goal U-8: Provide efficient and convenient solid waste, recycling, and composting services to the community, with a focus on waste reduction.

Policy U-8.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved, and waste reduction and recycling goals and targets are in compliance with the King County Comprehensive Solid Waste Management Plan (SWMP).

The SWMP establishes Countywide waste reduction and recycling goals for single-unit residential, multiunit residential, and commercial sectors. Cities that adopt the SWMP commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the identified goals and targets.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

Waste Prevention – This goal addresses all types of waste: yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2030 are: 20.4 pounds/week per person from single-unit and multiunit residences; and 42.258 pounds/week per employee from the nonresidential sector.

Waste Disposal – This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal targets to be achieved by 2030 are 5.1 pounds/week per person from single and multiunit homes and 4.1 pounds/week per employee from the nonresidential sector.

Recycling – Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-unit homes, multiunit residences, nonresidential and self-haul recycling activity. The overall interim recycling goal is 70 percent.

In 2023, Kirkland signed King County's Re+ pledge, committing to the actions in King County's Re+ pledge. Re+ is a re-imagining of our regional solid waste system from one that is disposal-based to one that is focused on reduction, recovery, recycling, and regeneration.

Policy U-8.2: Achieve the target of zero waste of resources for materials that have value for reuse, resale, and recycling by 2030.

This is a target of the K4C 2014 Joint King County-City Climate Commitments. The K4C is a partnership between the County and cities to coordinate and enhance local government climate and sustainability efforts.

Policy U-8.3: Encourage and make it easier for the community to reduce waste through reusing, repairing, recycling, and composting, including through educational programs and/or incentives.

The City should continue public education programs and behavior change focused outreach on waste reduction, recycling, and composting. The City's outreach efforts are centered around the waste hierarchy – encouraging residents and businesses first to prevent and reduce waste, reuse and repair, then recycle, recover, and dispose. Kirkland's work is aligned with the goals in King County's Re+ plan, keeping valuable resources out of the landfill. Kirkland's work on promoting reusables over single use items, installation of water bottle filling stations and community repair and swap events all support waste reduction and reuse. The City's outreach to multiunit residential and commercial customers encourages recycling and composting for all, promoting equity of services.

Figure U-19: Community composting bin at the North Kirkland Community Center

Policy U-8.4: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced. See complementary policies on the built environment in the SCE Element.

Policy U-8.5: Consider transitioning to electric waste collection vehicles as the technology becomes available.

The City of Kirkland's 2022 contract with Waste Management (WM) specifies that they will use near zero emission natural gas-fueled collection vehicles, electric box trucks for deliveries, and electric trucks for route managers. Through this 2022 contract, WM and the City of Kirkland will pilot an electric collection vehicle, with a plan to analyze its use and success, in the hopes of switching to electric collection vehicles in the future.

Goal U-9: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

Policy U-9.1: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.

Systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

Policy U-9.2: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities.

Policy U-9.3: Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.

Policy U-9.4: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities.

Policy U-9.5: Coordinate with King County Solid Waste Division on siting the new Northeast Recycling and Transfer Station project, ensuring that the existing Houghton Transfer Station in its current form is closed.

King County's Solid Waste Division has identified the current Houghton Transfer Station property as one of two potential locations for a new station to serve residents and businesses in Northeast King County. King County is currently conducting environmental review for the two proposed sites for the Northeast Recycling and Transfer Station (NERTS). While the location of the Northeast Recycling and Transfer Station is a County decision, the City will continue to be

involved in coordination of the project and will ensure adequate host city mitigation, such as transportation upgrades and public amenities, if the Houghton Transfer Station site is selected.

It is Kirkland's position that any city hosting the new NERTS should receive significant design consideration and mitigation to ensure the facility is a community amenity and to eliminate negative impacts the facility may have on the surrounding area. The new NERTS facility should be well-designed and meet green building standards and offer additional benefits to neighboring communities, wherever it is built. Additional mitigation will be necessary such as transportation infrastructure improvements; public park space maintenance and improvements; modern environmental protections and controls; increased public access to recycling, repair, and reuse space; and additional community benefits and amenities.

Policy U-9.6: Encourage the consolidation of special districts.

Obtaining urban services from cities, and encouraging special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result, advances the Growth Management, regional and county wide vision for municipalities to be the primary providers of urban services. Services should be provided in an efficient, environmentally sensitive, timely, and cost-effective manner.

Policy U-9.7: Coordinate emergency response for utility disaster response, system recovery, and resiliency.

During disasters, effective incident coordination between utility providers and emergency management, and communication with the public and neighboring jurisdictions, is imperative. Plans should include provisions for mitigating the impact of collapsed electrical poles and towers, pipeline failures of all kinds (water, sewer, petroleum), for restoration of service as quickly as possible, and for the Citywide implementation of emergency management plans.

9. PUBLIC SERVICES

Purpose

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, schools, and libraries.

This Element establishes policies for the coordination of funding, concurrency, and level of service requirements set forth in the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of the need for capital projects to meet the level of service standards for public services.

Figure PS-1: Fire Fighters at Station 24

Vision

The Public Services Element supports provision of public services to support existing and future growth and the correction and prevention of any existing deficiencies to ensure a safe community and high quality of public services.

Deficiencies may still exist for some services, but these can be addressed through appropriate planning, funding, and coordination with the appropriate service providers.

Figure PS-2: Park Lane in Downtown Kirkland

Existing Conditions

City Services

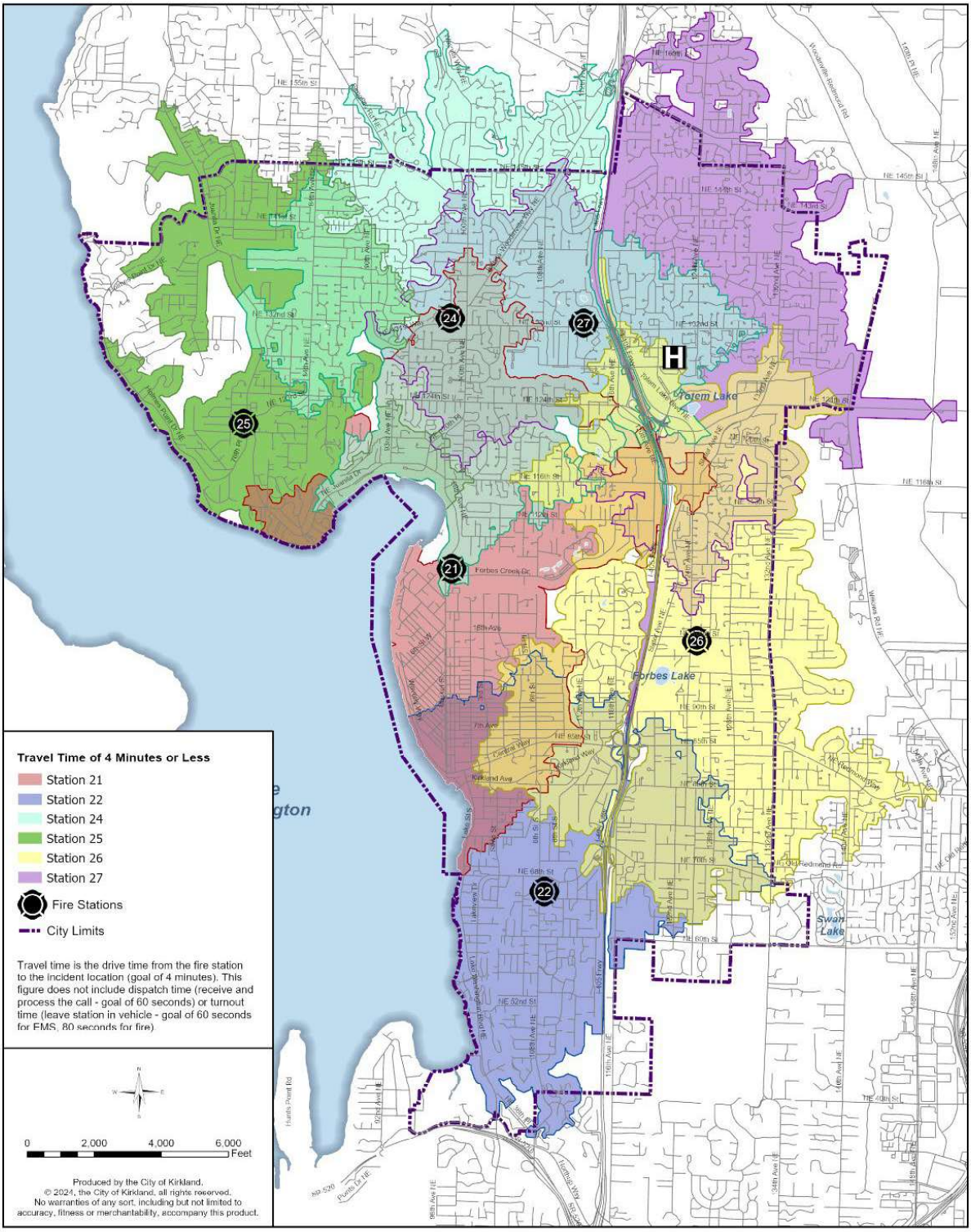
Fire Protection and Emergency Medical Services

The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue, and paramedic services. Kirkland has automatic aid and mutual aid agreements for emergency response with other cities, the County, and the State. Fire station locations and fire and emergency medical services travel times are shown in Figure PS-3.

Limited areas of the City, primarily in the Bridle Trails and Finn Hill neighborhoods, do not meet the level of service standards for fire and emergency medical services (EMS). Specific capital projects to address these deficiencies are addressed in the City of Kirkland Fire Department's Strategic Plan and Fire Department Standards of Coverage and Deployment Plan. An example is Fire Station 27, which was relocated to the east side of Interstate 405 in 2024 to improve response times to Kingsgate, Totem Lake, and parts of North Rose Hill.

The Mobile Integrated Health (MIH) Unit of the Kirkland Fire Department serves frequent EMS 911 callers, non-emergent medical issues, and patients with complex social needs. For information about the continuum of care for people experiencing homelessness, see the Human Services Element.

Figure PS-3: Fire and Emergency Medical Services Travel Time within 4 Minutes



Emergency Management

The City provides readiness, response, and recovery services based on an all-hazards approach to disasters. Kirkland participates in regional and statewide response operations.

Police Protection

The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis negotiation team; investigations; crime analysis; explorers; crime prevention; community resource officers; record keeping; jail services; internal and external training; interlocal agreements for SWAT teams; explosives removal and other specialized services. The Police Department also maintains contracts for 911 communication services that serve as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State. A Justice Center located in the Totem Lake area efficiently combines police, jail, and municipal court services in one complex.

Non-City-Managed Public Services

Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan.

Schools

In Kirkland, the Lake Washington School District has elementary schools, junior and senior high schools, and a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkland and Redmond, and portions of Sammamish and unincorporated King County.

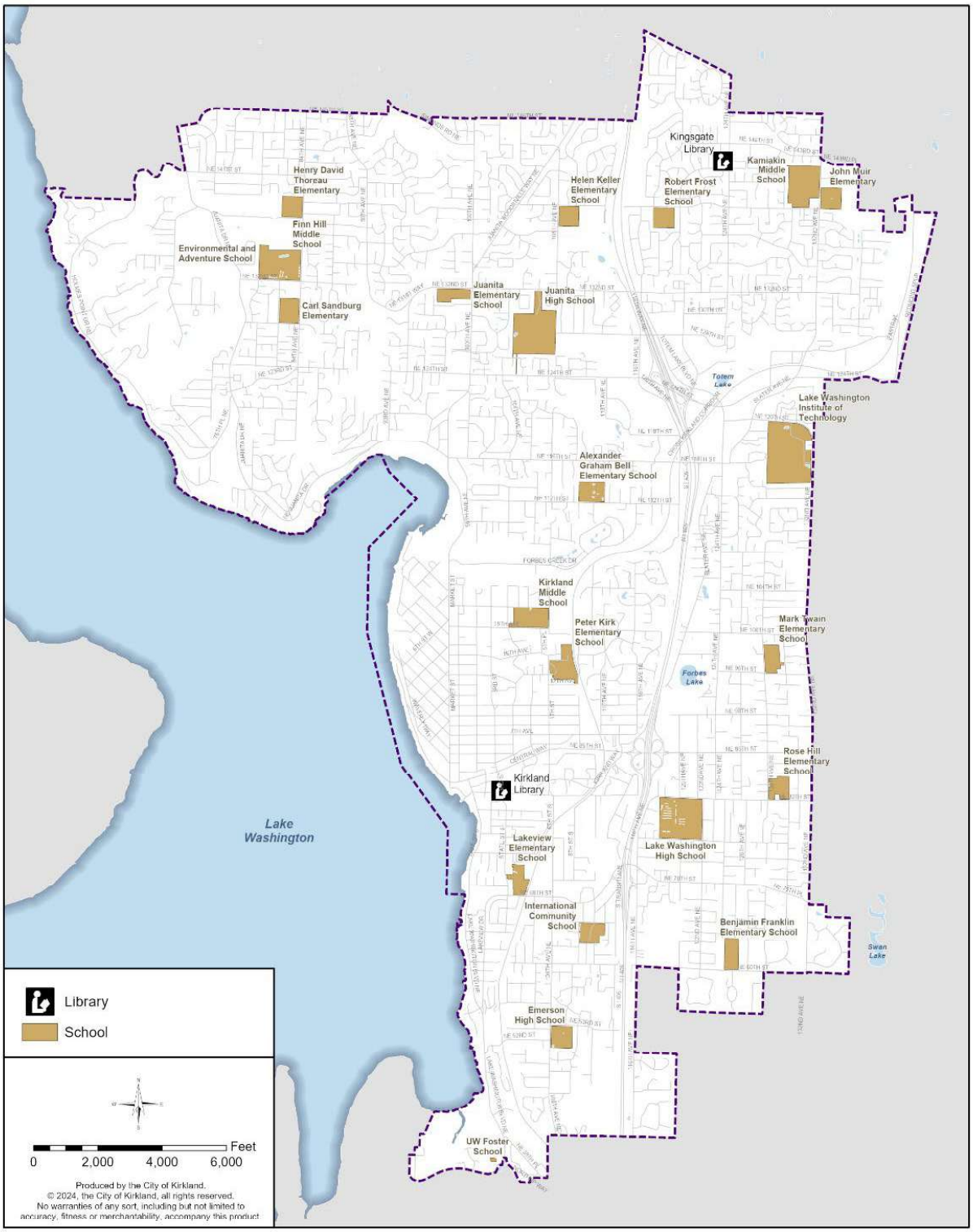
The school district's 2023-2028 Six Year Capital Facilities Plan standard of service is as follows: 20 students for grades K-1, 23 students for grades 2-3, 27 students for grades 4-5, 30 students for grades 6-8, and 32 students for grades 9-12. The school district is planning several expansions in Kirkland to meet demand and increase permanent capacity, including an addition at Lake Washington High School, Franklin Elementary School, Rose Hill Elementary School, Twain Elementary School, Finn Hill Middle School, Kirkland Middle School, and acquisition of property for future schools.

The Lake Washington Institute of Technology is located in Kirkland. LWTech is a public two-year Washington State technical community college, primarily serving the Eastside.

School locations are shown in Figure PS-5.

Figure PS-4: Finn Hill Middle School

Figure PS-5: Public School Facilities and Libraries



Libraries

The King County Library System provides library services to Kirkland. The Kirkland library, located downtown, and the Kingsgate Library provide extensive reference and user services, and special collections.

The mission of the King County Library System is to provide free, open, and equal access to ideas and information to all members of the community. Library locations are shown in Figure PS-5.

Figure PS-6: The Kirkland Library in Downtown Kirkland

Topic Areas

Behavioral Health

The Regional Crisis Response (RCR) Agency is a collaborative effort among the north King County cities of Bothell, Kenmore, Kirkland, Lake Forest Park, and Shoreline that provides regional mobile crisis response services for the five-city region. Crisis responder mental health professionals focus on compassionate and immediate crisis response, de-escalation, resource referral, and follow-up tailored to the specific needs of those experiencing behavioral health challenges. The five-city coalition that formed RCR did so in part to reduce any over-reliance on traditional public safety response to behavioral health calls by providing an alternative.

Goals and Policies

Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.

Policy PS-1.1: Provide fire, emergency medical services and police services to the public which maintain accepted standards as anticipated growth occurs.

Basic public safety services should keep pace with anticipated growth. Kirkland should plan for new growth to avoid deficiencies in accepted levels of service.

Policy PS-1.2: The adopted levels of service for fire and emergency medical services are as follows:

- *Emergency medical: total response time of six minutes to 90 percent of emergency incidents.*
- *Fire suppression: total response time of six minutes, 20 seconds to 90 percent of all fire incidents.*

Total response time is the time measured from when a 911 call is made, to when firefighters arrive at the incident location. It is the sum of dispatch time, turnout time, and travel time, where dispatch time is the time taken to receive the call at the dispatch center and process the call (goal of 60 seconds), turnout time is time from when firefighters are dispatched to the incident to begin responding (goal of 60 seconds for EMS, 80 seconds for fire), and travel time is drive time from the fire station to the incident location (goal of 4 minutes).

The emergency medical and fire suppression response times are accepted standards for two principal reasons. For fire response times, it sets a threshold to minimize property loss and reduce the level of risk to response teams. For emergency medical services, the response time has a direct link to human physiology and resuscitation.

Response times are influenced by various factors such as locations of resources, accessibility, and available personnel. Kirkland must balance all of these factors in prioritizing the commitment of resources. Fire PS-1 indicates where there are deficiencies. The City continues to study improvement opportunities that can be implemented as funding becomes available.

Figure PS-7: Kirkland Fire Fighters

Policy PS-1.3: Provide a system of streets that facilitates improved emergency response times and active transportation connections by avoiding the creating of new dead-end streets and promoting through-street connections where feasible.

This policy supports the development of more through-street connections allowing for multiple emergency access routes. Where feasible, dead-end streets and cul-de-sacs should be avoided. For the most part, Kirkland is served by interconnected streets but there are exceptions. Interstate 405 presents a significant barrier to east-west travel. New access routes should be explored in areas of the City that have poor emergency access and inferior emergency response times. Traffic calming programs and devices should be designed to balance the needs of the neighborhood and the need to maintain emergency response time levels of service.

Policy PS-1.4: Explore the use of emergency service vehicles of different sizes, electric personal mobility devices, or new technology that is suited to navigate urbanized environments. Consider updates to City regulations and codes to ensure adequate and innovative emergency access.

The City should consider the options presented in the policy to improve emergency access to parts of Kirkland that are difficult for emergency service vehicles to access, such as Goat Hill, and so that the emergency service vehicles are better equipped to navigate through urban environments.

Policy PS-1.5: Develop and maintain a water system that provides adequate fire flow for anticipated development under the Comprehensive Plan.

This policy is intended to ensure that an adequate water supply and pressure are available for new and existing development. The City should periodically review the system to identify existing and potential fire flow deficiencies and continue to employ a variety of methods to correct those deficiencies.

Policy PS-1.6: Provide a personal preparedness and incident management training and exercise program for City employees.

City employees are responsible for moving from their everyday positions into emergency response operations positions during an incident. As such, this policy states that the City shall provide employee training that builds the capability for staff to be prepared to respond to a disaster. Incident management skills are exercised at least once per year, testing the City's ability to perform response operations during a disaster.

Figure PS-8: Fire extinguisher training for City employees

Policy PS-1.7: Maintain accessible disaster plans that incorporate a whole community approach to incident management for all hazards.

This approach to incident management planning incorporates the whole community concept including planning for individuals, families, businesses, City of Kirkland, community-based organizations, faith-based organizations, voluntary organizations, neighborhood associations, people with access and functional needs, children, school systems, elders, and private-sector partnerships.

Policy PS-1.8: Sustain relationships with local, state, and federal partners to facilitate enhanced public safety and disaster readiness, response, recovery, and resilience.

This policy acknowledges that a comprehensive emergency management program engages at the regional, state, and federal level as disasters and resource management reaches beyond geographical borders. Maintaining strong relationships through planning, training, and exercise efforts with partner agencies will help the Kirkland community during a disaster.

Policy PS-1.9: Ensure that safety and security considerations are factored into the review of development proposals.

Kirkland has a history of thorough review of new development proposals at an early stage to ensure that fire, emergency management, police and building safety concerns are factored in.

Policy PS-1.10: Ensure that public facilities are compatible in design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles. Foster multi-purpose public facilities.

Facilities are spread throughout the community in residential and commercial areas. City Hall has been designed to be welcoming to the primarily residential neighborhood to the north, while providing territorial views from within, and functions as a major landmark and community

gathering space at the edge of Downtown. The Justice Center, completed in 2014, reused an existing building, and incorporated many green building techniques and public art in its remodel. Other facilities, like fire stations, should be responsive to the unique design considerations of the neighborhoods in which they are located.

Public art should be incorporated to improve aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques. When feasible, the City should design multi-purpose public facilities that provide community space.

Figure PS-9: Kirkland City Hall

Policy PS-1.11: Update Fire, Emergency Management, and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan.

All of the City's planning documents should be based on consistent and accurate assumptions. The Comprehensive Plan should be updated as necessary to reflect any changes in those assumptions.

Policy PS-1.12: Continue to invest in policies and services to support people experiencing behavioral health challenges.

The City should continue its participation and contribution to the Regional Crisis Response (RCR) Agency. This inter-jurisdiction collaboration deploys highly skilled mental health professional Crisis Responders through the 911 system to people in acute behavioral health emergencies. RCR Crisis Responders provide immediate de-escalation, assess for underlying causes, and navigate and connect people to the community of care to reduce the chance of a future crisis. RCR Crisis Responders are on radio air with other first responders across Kirkland,

and our North King County partner cities, and deploy with law enforcement officers and firefighters to in-progress scenes with any behavioral health component.

Having someone to respond is just one element of a complete continuum of behavioral health care for our community. A new 988 crisis line, launched in 2022, provides community members in crisis with someone to call. The last element is having somewhere to go. In 2023, Connections Health Solutions signed a lease in Kirkland to open the region's first behavioral health crisis response center. This center will provide a walk-in mental health clinic, crisis stabilization, extended evaluation and treatment, and outpatient recovery services to anyone, regardless of income or insurance status. The City should continue to support each of the three elements of a complete continuum of care for community members experiencing behavioral health: someone to call, someone to respond, and somewhere to go.

Figure PS-10: Continuum of Behavioral Health Care Graphic

Policy PS-1.13: Build positive relationships between the Kirkland Police Department, Kirkland Fire Department, and community members.

Dedicated effort is needed to maintain and improve positive relationships with community members, especially communities of color. The City should continue to explore ways in which to build positive relationships between the community and Kirkland Police.

The Police Department works with the Lake Washington School District through the Community Resource Officer (CRO) program. The CROs respond to calls for service at schools as student safety is a top priority. Other primary purposes of the partnership are to help keep students out of the criminal justice system; provide positive interactions between law enforcement officers, school staff, students, and families; and connect students, families, and school staff to supportive community services. .

Policy PS-1.14: Support initiatives that promote housing affordability in order to provide opportunities for City employees of all incomes to have the option to live in Kirkland.

Goal PS-2: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

Policy PS-2.1: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities.

Policy PS-2.2: Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities.

The City should look for these types of opportunities in order to make efficient use of existing facilities and save on the costs of building new facilities or funding new programs. Joint use and maintenance of school athletic fields and facilities for community programs are examples.

Policy PS-2.3: Work collaboratively with the Lake Washington School District to assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development, and to ensure these fees account for future growth.

State law permits cities to assess impact fees on new residential development for facilities provided by the Lake Washington School District. Impact fees may be collected and spent only on specific publicly owned capital facilities. These capital improvements are identified in the Lake Washington School District's Capital Facilities Plan and are designed to provide facility capacity and service to areas within the community at large. Fees should be assessed that allow the Lake Washington School District to continue to build new capital facilities that accommodate growth in an environmental of escalating land costs and the need for new urban-style schools (which could be taller than single-story or two-story schools).

Policy PS-2.4: Coordinate with the Lake Washington School District on the planning, siting, and development of new, replaced or expanded school facilities to address public school capacity needs. Explore opportunities to create staff housing and/or other affordable housing on school, city, or private property. Coordinate with the school district on using school facilities to meet the community's recreation and other needs.

The City and Lake Washington School District should work together on planning for school facilities consistent with the City's Comprehensive Plan policies and growth forecasts. This could mean using consistent data on population and demographics based on the City's growth and development projections. The City and School District should confer on the siting and development of school facilities needed to serve existing and projected residential development, as well as the City's development regulations and impacts to other public services and facilities. The City and School District should explore opportunities for jointly developing and maintaining school sites to maximize community use. The City should explore zoning code amendments that remove barriers to projects that would increase school capacity and provide incentives for new development to provide school space. The School District should provide safe pedestrian and bicycle access to connect schools to the surrounding neighborhood when new or expanded schools are proposed. The City should continue to implement the Safer Routes to School Action Plans. With the development of new or expanded schools, the School District should ensure appropriate public involvement.

Policy PS-2.5: Locate new or expanded schools, institutions, and other community facilities and services in areas that are served by quality transit service and active transportation networks.

Policy PS-2.6: Commit resources to public services and infrastructure for underserved populations.

Policy PS-2.7: Ensure all public services and facilities are accessible to people with disabilities.

The City created an Americans with Disabilities Act (ADA) Transition Plan and Pathway to Transition Plan in 2018, which summarizes the status of the City's facilities and programs for ADA compliance, lists areas needing correction, and lists costs and methods to make public facilities accessible. Both plans are living documents, which will be updated as programs or projects are completed.

Figure PS-11: Kirkland City Hall, Lower Entrance

Policy PS-2.8: Coordinate with utilities and local fire departments to lessen the risk and impact of wildfires.

The City should work with utilities such as PSE and neighboring fire departments. PSE's wildfire mitigation efforts include electric system upgrades, year-round vegetation management, and operational procedures during wildfire season.

Policy PS-2.9: Implement strategies to obtain a reasonable and fair allocation of King County tax dollars collected from properties in Kirkland (examples include Best Starts for Kids and Veterans, Seniors, and Human Services Levy) to complement King County programs in Kirkland and fill gaps in local services. These services could include supporting affordable housing, permanent supportive housing, crisis response, human services grants, outreach to community members experiencing homelessness, and other similar services.

The City should take steps to collaborate regionally and with King County to ensure that Kirkland receives a fair allocation of tax revenue collected from properties in Kirkland to advance King County levy objectives and fill related gaps in local services. The City provides some similar services but has identified needs for additional local services that the community funds through voter-approved County ballot measures. This action would bolster both the County programs and services provided to the Kirkland community.

10. HUMAN SERVICES ELEMENT

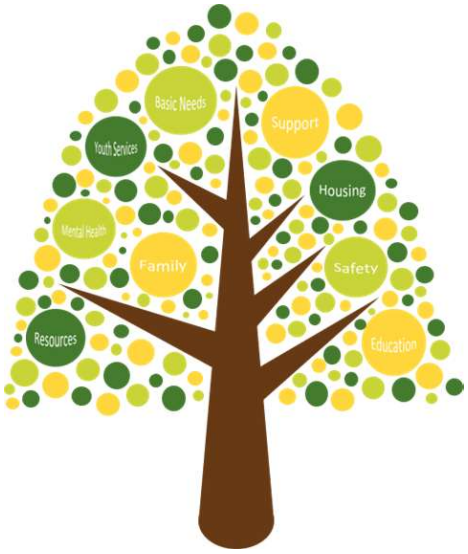
Purpose

The Human Services Element supports the provision of services that assist in the physical, economic, social, and quality of life needs of community members (e.g., housing stability, food security, mental health services). The Element also supports measures to ensure that human services resources are available and accessible to all, especially currently and historically under-resourced community members. In addition, the Human Services Element includes goals and policies on the City's Youth Services and Older Adult (50+) services.

The Human Services Division and Human Services Commission use the Human Services Element as a guiding document. The Human Services Element helps guide funding decisions since the Element sets overarching goals and policies for the provision of human services within the City.

See the Housing Element for specific policies about affordable housing, low-income housing, and housing for people experiencing homelessness.

Figure HS-1: Kirkland Human Services



Vision

The City of Kirkland seeks to enhance the quality of life for all community members, regardless of race, nationality, ethnic background, religion, socioeconomic status, disability status, gender, sexual orientation, or age.

The City has made a commitment to providing services and programs to under resourced populations, including people living with disabilities; low- and moderate-income community members; Black, Indigenous, and People of Color (BIPOC) community members; youth; and older adults.

Figure HS-2: Peter Kirk Community Center

Existing Conditions

Human services are coordinated through a network of County and City entities, non-profit organizations, faith-based organizations, private companies, public health systems, and community advocates who work together to address complex social issues. Partnerships may span multiple sectors such as healthcare, education, faith communities, non-profits, and law enforcement.

The Human Services Division (within the Parks and Community Services Department) is primarily responsible for the planning and administration of the City's Human Services grants program. Historically, the City's role in human services was as a partner, funder, facilitator, and coordinator but not a direct provider of human services.

The City funds and partners with local human services provider organizations, as they are often the primary agencies responsible for community members who seek assistance. Providers have experienced challenges in responding to the increased demand for services, while navigating a patchwork of funding to support their work. As a result, the City has taken steps in working across sectors to provide services aimed to address gaps in service delivery. In 2023, the Human Services Division hired a Homeless Outreach Coordinator, who now provides direct services to community members experiencing homelessness.

The Human Services Commission (HSC) serves as a body to advise the Parks and Community Services Department and City Council on allocation of the City's General Funds, Community

Development Block Grant (CBDG) funds, and any other funds earmarked for human services. The HSC also provides feedback on general issues related to human services.

Figure HS-3: A Human Services Division employee and local nonprofit staff at a community event

Topic Areas

Youth Services

The Youth Services Program is run by the City's Youth Services Staff with support from the Kirkland Youth Council (KYC). The Kirkland Youth Council is an advisory board to the City Council representing the youth in the community in grades between 6th-12th, and ranging in age from 12 to 18 years old. In addition, the Youth Council provides communication between the City Council, community-based groups, schools, and service organizations. The KYC also hosts annual service projects that give back to the community and a biennial summit, offers mini-grants supporting community projects, and produces videos annually to address difficult topics.

The City of Kirkland works in partnership with community agencies to provide information and fund services which support Kirkland youth and their families. Due to the changing landscape around what youth need, City and school-linked support programs have been established in response. For example, access to mentorship opportunities, mental and behavioral health services, and culturally specific and appropriate resources.

The Recreation Division provides recreation programs for preschoolers, youth, and teens, in addition to adults and older adults. Programs focus on supporting the social, mental, and physical health of community members through movement, art, sports, aquatics, science and other activities. Recreation programs are held at the North Kirkland Community Center, Peter Kirk Community Center, and the Kirkland Teen Union Building, as well as Kirkland parks.

Figure HS-4: Kirkland Teen Union Building

The Kirkland Teen Union Building (KTUB) is located on the perimeter of Peter Kirk Park next to the Peter Kirk Community Center. The mission of KTUB is to be a comprehensive teen center offering recreation programs and social services for teens. From 2001-2010 KTUB functioned as a teen center and became a temporary host for a nonprofit youth theater organization. In 2024, the City re-activated the building as a City-operated teen center with after-school drop-in activities, and recreation programs and services, including mental health and art therapy services.

50+ Services

Figure HS-5: Older Adult Programming at the Peter Kirk Community Center

The Peter Kirk Community Center provides opportunities for people aged 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and

lifelong learning classes, in addition to health, legal and financial services, lunches and home meal deliveries.

The Kirkland Senior Council is an advisory board to the City Council representing community members 50 years and older. The Senior Council prioritizes and works to implement the Senior Council Work Plan and makes recommendations to the City Council.

Continuum of Care for People Experiencing Homelessness

Through a comprehensive approach among City staff and in partnership with local non-profit organizations and regional partners, the City's goal is to prevent homelessness and, when it does occur, to transition individuals back into stable housing as soon as possible. The City makes investments in several critical areas as part of its approach to providing a continuum of care to people experiencing homelessness:

- Prevention - Resources and support services to keep individuals and families housed when experiencing instability such as direct rent or financial assistance, and eviction-prevention assistance through legal resources.
- Outreach and assistance - The Kirkland Homelessness Assistance and Response (HART) Team is a model partnership team of City staff across multiple departments that provide compassionate outreach and assistance to community members experiencing homelessness.
- Emergency Shelter and Transitional Housing Services - include programs that offer temporary 24/7 shelter and/or housing with case management to households who have lost housing.
- Permanent Housing - a community-based housing model not limited to a designated length of stay (unlike emergency shelters) combined with on-site services. Subsets include permanent affordable housing and permanent supportive housing. King County's Health Through Housing Initiative establishes partnerships with cities to create permanent supportive housing units for people experiencing chronic homelessness, with on-site staffing that offers case management, employment counseling, and medical/behavioral healthcare. In 2022, King County purchased the La Quinta Inn for permanent supportive housing in Kirkland.

Goals and Policies

Goal HS-1: Create a community that supports the well-being of all members and ensures they have the ability to meet their basic physical, economic and social needs, as well as opportunities to enhance their quality of life and achieve their full potential.

Policy HS-1.1: Regularly assess local human service needs and provide leadership in the development of services to address newly identified needs.

City staff should utilize Census data and other data to inform policies that address human service needs. In addition to monitoring demographic change in the community, City staff should keep in close contact with human service organizations and other jurisdictions in the region regarding the changing needs they are seeing and hearing from community members.

Policy HS-1.2: Promote community awareness of human service needs, the resources available to meet those needs, and how to best address the gaps in services.

All residents would benefit from an education campaign that explains both the range of needs of residents and the resources available to meet those needs.

Policy HS-1.3: Provide adequate funding for local nonprofit and community-based organizations serving the needs of Kirkland community members.

Human services are those efforts targeted directly to individuals and families to meet basic human needs and can be represented on a continuum of services including intervention, prevention, and enhancement. In order to address these needs, the City of Kirkland has five community goal areas that all community members should be able to achieve. They are the United Way community goal areas, which are used by several cities to summarize investments in key areas. These goal areas may change or expand as needs change:

- Food to eat and a roof overhead.
- Supportive relationships within families, neighborhoods and communities.
- Safe haven from all forms of violence and abuse.
- Health care to be as physically and mentally fit as possible.
- Education and job skills to lead an independent life.

The City Council should continue to allocate General Funds and Community Development Block Grant (CDBG) public services funds to support community-based organizations and nonprofits that ensure a broad range of adequate support services are available to all residents, especially low- and moderate-income residents. See the City's Human Services Dashboard for more information.

Policy HS-1.4: Prioritize funding to nonprofits and community-based organizations serving the broad range of needs of extremely low-, very low-, low-, and moderate-income community members.

Policy HS-1.5: Support the community response to human service needs.

- *Collaborate across City departments, leveraging subject matter expertise and resources to coordinate human service delivery.*
- *Involve the City in direct delivery of human services when the City is one of the most efficient and effective providers, or there are no other qualified, available providers.*
- *Participate in capacity building efforts to support the expansion of providers who can enhance service delivery.*

Policy HS-1.6: Invest in policies, programs, and services to support people experiencing homelessness, and those at risk of becoming homeless in Kirkland or being displaced from Kirkland. This includes coordination with entities responsible for oversight of King County's homeless system and neighboring jurisdictions to ensure that subregional and local needs are met.

In June 2024, the City Council adopted Resolution R-5631, "Declaring the City's commitment to addressing homelessness through a person-centered approach and authorizing the City Manager to develop a homelessness continuum of care action plan for new policies, programs, and services that prevent and respond to unsheltered homelessness in Kirkland." R-3651

directs the City Manager to present the draft Homelessness Continuum of Care Action Plan to the City Council for consideration by the end of 2024.

Policy HS-1.7: In coordination with other departments, providers, and other key stakeholders, foster comprehensive, appropriate, and proactive responses for people experiencing crisis or instability. Invest in mental and behavioral health services.

Policy HS-1.8: Maintain and support the Human Services Commission.

The Human Services Commission is a valuable resource for the City and should be supported to help lead the City's efforts to support a socially sustainable community through health and human services and programs that fulfill the basic needs of all people and enhance the quality of life in Kirkland now and into the future.

Policy HS-1.9: Commit Community Development Block Grant Funds (CDBG) to affordable housing, permanent supportive housing, and house repairs for extremely low-, very low-, low- and moderate-income community members.

The City engages in partnerships between jurisdictions and other government agencies, nonprofit and for-profit organizations to enable those organizations to provide and maintain decent and affordable housing for all residents, particularly those at or below the 80 percent of median income. The City commits CDBG and General Funds to provide affordable housing in East King County through nonprofit agencies, such as A Regional Coalition for Housing (ARCH). The City should continue to support these agencies and their effort to provide affordable housing to Eastside residents, particularly low-income.

The City also uses its CDBG capital funds to support King County's program that responds to housing repair needs for low- to moderate-income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

Policy HS-1.10: Participate and provide leadership in local, regional, state, and national human service efforts.

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners to develop a regional planning effort to identify critical human service needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees. The City should also stay up to date and engage with state and national efforts.

Policy HS-1.11: Pursue opportunities to build partnerships with neighboring cities, the County, community-based organizations, historically marginalized communities and communities experiencing systemic disadvantage, businesses, community courts, library systems, and other systems to strengthen the delivery of services while encouraging efficiencies.

Policy HS-1.12: Pursue the development of partnerships among the City, schools, human services providers and others, to address the needs of children and families within the school setting.

The City has supported and facilitated human service organizations providing needed human services within schools. The City should expand these initiatives with the help of additional community partners.

Policy HS-1.13: Involve system users with lived experiences and/or participants in services and programs who would be most impacted by human services decisions in the decision-making process.

Policy HS-1.14: Evaluate potential impacts to human services prior to making decisions and adopting regulations.

The City should consider both the possible effects of legislation on underrepresented communities as well as create increased opportunities for them. City staff should use an Equity Impact Assessment Tool when working on plans, services, and programs to assess the potential impacts of their decisions.

Policy HS-1.15: Administer programs for low-income households who qualify for reduced rates or need assistance.

The City offers residents the opportunity to donate funds through programs such as "Kirkland Cares" that assist Kirkland residents through the utility billing process. The City contracts with a local nonprofit organization to allocate these funds to help Kirkland households pay their heating, electric, and water/sewer utility bills. Local nonprofit organizations receive grant funding to administer rent, utility, and mortgage assistance to households in need. The City also has the Kirkland Care Low-Income Support Program, which is designed to support qualifying households with discounts on utility rates and other City services and charges.

Policy HS-1.16: Support programs that address the community behavioral and mental health needs and foster improved behavioral health outcomes and emotional well-being.

Goal HS-2: Pursue social justice, equity, and access in human services policies and programs.

Policy HS-2.1: Ensure human service programs are available and accessible regardless of a community member's identity, background, or disability status.

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should fund programs that support social and health needs for people with disabilities, low-income community members, people experiencing homelessness, and/or those who have limited access based on their language or cultural needs. Where possible, the City should provide language and culturally appropriate programs and scholarships, and accommodations for people with disabilities. The City also should collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs of Kirkland residents.

Policy HS-2.2: Ensure human service programs are accessible to all in the community by removing any barriers, including but not limited to architectural, economic, cultural, language, communication, and location barriers. Support virtual programs as appropriate.

In order to ensure that Kirkland is a place where all people have the opportunity to thrive, the City should encourage and support human service providers to ensure that they are making their services available to those living with a range of abilities. For certain populations and situations, virtual programs may be more accessible for the target communities.

Policy HS-2.3: Support access to services, resources, and opportunities for people who have experienced past or current inequities.

Policy HS-2.4: Work to promote culturally responsive and equitable services for the community. Provide funding for multilingual communications to improve access to services.

Policy HS-2.5: Coordinate with human services organizations to locate facilities near commercial centers where transit facilities and active transportation infrastructure exist.

The City should locate its facilities in or near commercial centers where transit and active transportation facilities are available to ensure that the community can easily access services and programs. The City should also encourage other organizations to locate their programs and services near commercial centers. Having transit, waking, biking, and rolling routes near support services facilities ensures accessibility for all. Lastly, the City should encourage community shuttles and volunteer transportation programs and other transportation options.

Policy HS-2.6: Reduce barriers to access by supporting human services programs and events that bring services to the community.

The City funds several programs that are based in locations where people already visit such as schools and community centers.

Figure HS-6: Photos from the 2023 Kirkland Health and Wellness Fair

Policy HS-2.7: Pursue land use policies, development regulations, and funding to promote the integration of human service providers into locations with other community services and amenities to increase access to underserved communities and reduce stigma associated with human services provided to these communities.

Policy HS-2.8: Increase access to human service resources and support smaller and local provider organizations by simplifying the City's administrative process.

Goal HS-3: Build a community in which families, neighbors, schools, and organizations all work together to help young people become engaged, empowered, and responsible members of the community.

Policy HS-3.1: Maintain and support the Kirkland Youth Council. Center young peoples' voices in decision making processes related to youth services, programming, initiatives, and outreach.

The Youth Council provides an important link between the youth of Kirkland, the government, school district and the community. Their continued work to support youth initiatives should be supported and encouraged. In addition, the City should prioritize the voices of young people in all decision-making processes related to youth services, programming, initiatives, and outreach.

Figure HS-7: Kirkland Youth Council volunteering

Policy HS-3.2: Provide a safe place for youth at the Kirkland Teen Union Building and provide recreational/educational activities, community services, and social programming.

The City should continue to support the Kirkland Teen Union Building to provide a safe and rewarding environment for youth to feel a sense of belonging in the Kirkland community.

Policy HS-3.3: Provide connections between Kirkland youth and the community by partnering with the City, school district, and local youth-serving organizations.

The City of Kirkland values its partnership with the Lake Washington School District and community organizations in helping to connect youth to their community. The Youth Council should continue its goal of connecting students to their community with youth summits, Citywide events and school activities. The City should continue to seek out grant opportunities to provide more school and community programs for youth.

Policy HS-3.4: Provide access to information and services for Kirkland youth and engage with youth to understand how they prefer to receive information and access services.

The City should work with the Lake Washington School District, Youth Council, and nonprofit organizations to provide information on social service programs, enrichment classes, teen employment, and issues around safe driving, swimming and biking. The City should engage with youth to collect feedback on how they want to receive information and access services, and this feedback should drive the work of the Youth Council and youth services at the City.

Policy HS-3.5: Support behavioral, mental, and physical health.

Leisure and recreation activities enrich lives, prevent social isolation and increase a sense of belonging to the community. Mental health is a challenge for many community members and the City should continue to fund behavioral and mental health services.

Policy HS-3.6: Support programs working to lower youth violence, substance abuse, depression and suicide in the community.

The City's youth services programs help to maintain positive relationships with community youth, referring youth to services and preventing high-risk behavior, including drug, alcohol, and tobacco use. Efforts are focused on working with youth after school, on weekends and during the summer when youth have more free time to support positive and healthy choices. The City should support programs that target and work to remedy the root causes of youth violence, substance abuse, and mental health challenges.

In addition, the youth services programs should continue supporting Kirkland's school and community teen depression and suicide programs given the increase in demand for this type of support due to social isolation that was exacerbated by the Covid-19 pandemic.

Goal HS-4: Recognize the unique needs of older adults. Maintain and improve the quality of life for community members 50 years and older.

Aging in place is more than just safety and accessibility at home. It is also critical that the community supports older adults to ensure they can remain active and integrated in society as they age.

Policy HS-4.1: Maintain and support the Senior Council. Center older adults' voices in decision making processes related to older adult services, programming, initiatives, and outreach.

The Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs and services that advance their well-being. The Senior Council offers people the opportunity to directly participate in the advocacy and creation of programs and services that meet their needs. The City should maintain the Senior Council and support its work. In addition, the City should prioritize the voices of older adults in all decision-making processes related to older adult services, programming, initiatives, and outreach.

Figure HS-8: Senior Council members at a property tax reduction forum

Policy HS-4.2: Provide opportunities for residents 50 years and older to be active, connected, and engaged in the community. The Peter Kirk Community Center and North Kirkland Community Center should continue to provide a broad range of activities, classes, and services for residents 50 years and older to engage and connect the residents with their community.

The City has developed partnerships with other community organizations and businesses to increase program opportunities and locations, and provide greater marketing abilities. These partnerships should continue and increase as the number of people 50 years and older increase.

Policy HS-4.3: Provide access to information, resources, services, and programs for older adults.

Older adults, their caregivers and family members often do not know where to turn for help for available programs, services, and resources. The Parks and Community Services Department should continue to provide access to resources at Peter Kirk Community Center along with funding programs that support access to information, services, and resources. The challenges are compounded for non-English speaking older adults and their families. The Parks and Community Services Department should continue partnerships with agencies to offer programs and services with bilingual staff, so that non-English speaking older adults have the opportunity to participate in social, recreational, and educational activities.

In addition, many older adults do not drive or own vehicles, so they depend on public transportation or safe pedestrian and bicycle connections. The City should continue to work with the regional transit providers on convenient and low-cost public transportation throughout the City.

Policy HS-4.4: Maintain a safe environment for older adults in the community.

The City should continue an ongoing dialogue to assure older adults that the City is committed to keeping the community safe while also offering a variety of personal safety programs. The City should encourage partnership programs with various local agencies, such as the

Gatekeeper program, to notify specified individuals when older adults fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

Policy HS-4.5: Encourage affordable and appropriately designed housing for older adults and people with disabilities.

Affordable and appropriately designed accessible housing are key issues for older adults to be able to remain in Kirkland as they age. Universal design focuses on making housing safe and accessible for everyone, regardless of age, physical ability, or stature. Examples include ramps, grab bars, and wider doors. In exploring options for affordable housing for older adults, the City should utilize the expertise available through ARCH , the King County Housing Authority, local faith-based organizations with housing programs, nonprofit and for-profit housing developers, and other resources interested in affordable housing for older adults. In addition, the City should identify the necessary changes in land use regulations and building codes that will make universally-designed housing easier to implement. Additional goals, policies, and background information that support affordable housing and housing for older adults are found in the Housing Element.

11. CAPITAL FACILITIES

Purpose

The Capital Facilities Element is a six-year plan for fully funded capital improvements that support the City's current and future population and economy. New development is required to be served by adequate facilities. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains many of the level of service standards for each public facility. Level of service standards are also in other elements of the comprehensive plan or within functional plans that manage public facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

The purpose of the Capital Facilities Element is three-fold:

(1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;

(2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and

(3) Establish adopted standards for levels of service.

Vision

The Capital Facilities element supports the provision of adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that meets the needs of a growing population. The goals and policies of this element ensures that Kirkland provides high-quality public facilities that are equitably accessed, advances public health and safety, protects the environment, and meets the needs of current and future generations.

What is a capital facility or capital improvement project?

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- It is an expenditure that can be classified as a fixed asset.
- It has an estimated cost of $50,000 or more (with the exception of land).
- It has a useful life span of 10 years or more (with the exception of certain equipment which may have a short life span)

Fire Station 24

Why plan for capital facilities?

Growth Management

Capital facilities plans are required in the Comprehensive Plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including other elements of the Comprehensive Plan, strategic plans, functional plans, and other studies of the local government, plans for capital facilities of State and/or regional significance, plans of other adjacent local governments, and plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of

improvements in the community. The requirement to fully finance the Capital Facilities Plan (or revise the Land Use Plan) provides the basis for financing the vision of the Plan.

Good Management

Planning for major capital facilities and their costs enables the City to:

(a) Identify the need for facilities and funding sources to pay for facilities;

(b) Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;

(c) Take advantage of sources of revenue; and

(d) Improve ratings on bond issues when the City borrows money for capital facilities that reduces interest rates and the cost of borrowing money.

Capital Facilities Element vs. Capital Improvement Program

The Capital Facilities Element contains goals and policies to guide construction of capital improvements to provide new capacity to accommodate growth and ensure that the City's existing infrastructure is maintained over the 20-year planning horizon. The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the Capital Facilities Plan (CFP).

The City's Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities over a six-year timeframe. Similar to the CFP, the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP contains both funded and unfunded projects. The Capital Facilities Element, on the other hand, must be balanced – all projects must have an identified funding source.

Capital Facilities Element vs. Neighborhood Plans

Many of the neighborhood plans identify desired pedestrian, bicycle and park improvements that reflect the interests of community members in those neighborhoods. These improvements are a result of the public process in developing the plans. Some of improvements may be completed with land use development through grants, or through other programs. All transportation related capital projects are included in the Transportation Strategic Plan (TSP) project list, which is a prioritized list of all transportation needs in the city. Some projects may lack funding sources in the foreseeable future. As projects are prioritized for the CFP and CIP, consideration should be given to funding these desired improvements where appropriate and feasible.

Explanation of Levels of Service

Levels of service (LOS) are usually quantifiable measures of the number, size, and extent of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities. The measurement of level of service varies by the type of facility and may be changed if the City chooses to take a different approach to the way that LOS is measured. Examples of measurements are response time for fire and emergency service, and gallons per day to each customer for water and

sewer.

Setting the Standards for Levels of Service

The GMA requires the CFP to be based on standards for service levels LOS standards that are measurable and financially feasible. LOS standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

Community values and desires change and evolve, and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. The challenge is to balance the need for reliability on timely completion of improvements with being responsive to changing conditions. In addition to the level of service standards, the Vision Statement, Guiding Principles and other goals and policies in the Comprehensive Plan should also be considered when making decisions on capital improvement projects and facilities.

What is concurrency?

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities must be finished and in place before, at the time, or within a reasonable time period following the impacts of development. For water and sewer, adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards. For discussion on transportation level of service and concurrency management, refer to the Transportation Element.

For water and sewer, concurrency is determined by comparing the available capacity of water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. For roads, concurrency measures the balance between new growth and construction of the transportation network for each mode over the course of a 20-year period. Policy CF-6.2 below addresses what options are available to the developer and/or by the City if concurrency is not met.

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

Relationship to Other Elements

The Capital Facilities Plan of this element ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for implementation. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial intensities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements.

The Capital Facilities Element is also supported by the Transportation Element, Sustainability, Climate, and Environment Element, Utilities Element, Public Services Element, and Parks,

Recreation and Open Space Element. Each of these supporting elements provides the policy direction for the level of service standards, project lists, and funding plan to pay for and construct the physical improvements identified in this chapter.

Capital Facilities Goals and Policies

Capital Facilities for Quality of Life

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, bicycle and pedestrian systems, parks, and other facilities are a physical reflection of community values. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs or as needs change.

Goal CF-1: Contribute to the quality of life in Kirkland for both current and future generations through the planned provision of, and equitable access to, public capital facilities and utilities.

Policy CF-1.1: Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

Policy CF-1.2: Design public facilities to be sensitive in scale and design with surrounding uses and enhance a sense of community.

A high priority for Kirkland community members is maintaining and enhancing Kirkland's strong sense of community. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Totem Lake Connector Bridge

Policy CF-1.3: Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.

The health of the city's community members depends on whether they have fair and timely access to high-quality, affordable, and conveniently located public services and facilities. Equitable access to these services and facilities will require identifying gaps in services and planning for expanded or improved services and facilities, which requires thoughtful planning and investment.

Policy CF-1.4: Encourage public amenities and facilities which serve as catalysts for beneficial development.

To promote a sustainable and resilient economy, certain public facilities, such as parks, utility lines, bicycle networks, pedestrian walkways, and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

Policy CF-1.5: Protect and enhance public health and environmental quality through the appropriate location, design, and construction of public facilities and through responsible maintenance and operating procedures.

Another high priority for Kirkland community members is protecting the environment. By designing, installing, and maintaining public facilities that are protective of the natural and built environment, the City can take leadership in preserving the natural systems and features and maintaining the urban tree and vegetation canopy in Kirkland.

Policy CF-1.6: Consider climate change, economic, equity, and public health impacts when siting, and building and operating essential public services and facilities.

While essential to growth and development, capital facilities can disproportionately affect the public health and environmental quality of the communities in which they are located. It is important that the city address health inequity and environmental justice when siting and operating facilities to foster the development of healthy and environmentally sustainable communities for all.

Policy CF-1.7: Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency, public service recovery, and climate change impacts.

Community resilience is the ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. The City is committed to mitigating and reducing risk for its businesses and communities it serves. Strategic planning in new and expanded sites for public facilities, utilities, and infrastructure will mitigate risk and build community resilience.

Goal CF-2: Implement sustainable development principles with the design, construction, maintenance, and operation of public facilities.

Policy CF-2.1: Promote conservation of energy, water, and other natural resources and reduce waste in the location, design of public facilities and utilities using a variety of techniques, including low impact development, renewable energy, and other sustainable development practices.

Through the location, design and operation of public facilities and utilities, the City can conserve energy, water, and other natural resources, minimize impacts to the natural and built environment and reduce waste. The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials equipment usage, and constructing buildings based on sustainable development practices. The practices include integrated building and site design, reduced impervious surface, use of renewable energy, reused waste water for irrigation, and landscaping used to reduce heat emissions and filter surface runoff. Other measures can be taken, such as increasing energy efficiency in street lights and signals, incorporating sustainable measures into roads, sewer and stormwater projects, and maintaining facilities. See the Built Environment section in the Sustainability, Climate, and Environment Element for additional goals and policies on sustainable practices for public facilities.

Policy CF-2.2: Use life cycle cost and embodied carbon analysis to determine the most cost-effective low carbon facility design and construction strategies over the lifetime of a public facility.

Life Cycle Cost Analysis (LCCA) is a process of evaluating the economic cost of a facility over its lifetime. LCCA balances the initial monetary investment with the long- term cost of owning, operating, and maintaining a facility. LCCA analysis looks at the trade-offs between low initial costs and long-term cost savings, determines the most cost-efficient facility design and construction strategies, and calculates how long it will take for a specific design to pay back its incremental cost. The cumulative cost of operating and maintaining facilities is considered in the LCCA analysis. Over the long run, LCCA analysis would reduce total cost of facility ownership resulting in a cost savings to the City.

Understanding the impacts that climate change will have on future conditions and infrastructure is an important part of planning for public services. A means of addressing the climate impacts

of the city's public services is to reduce their embodied carbon. Embodied carbon represents the carbon emissions released during the lifecycle of building materials, including extraction, manufacturing, transport, construction, and disposal, and is calculated as global warming potential (GWP) and expressed in carbon dioxide equivalent units (CO2e). Reducing embodied carbon from construction materials is essential to effectively addressing climate change.

The City should include both LCCA and embodied carbon analysis when planning for and managing existing public facilities to reduce costs and manage climate change impacts throughout their lifecycle.

Policy CF-2.3: Reduce the rate of energy consumption in public facilities through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.

Climate change and Washington's shift towards clean energy is already having an impact on energy demands in our region. Kirkland should employ energy efficiency and conservation strategies in the design and operation of its public facilities. Energy efficiency in facilities can help cut carbon emissions and build resiliency in the City's capital investments.

Policy CF-2.4: Invest in and promote the use of low-carbon, renewable, and alternative clean energy resources to help meet the city's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.

Using more efficient designs and technologies can reduce some of the need for new infrastructure. A commitment to sustainable infrastructure ensures the least possible strain on the City's resources and the environment, while contributing to healthy and prosperous communities.

Policy CF-2.5: Invest in cost-effective, environmentally sustainable, and proactive plans to maintain and replace critical City and facility infrastructure.

Sustainable capital improvement plans should be developed to maintain aging City infrastructure. An emphasis should be placed on what is critical to maintain reliable, resilient public services consistent with the City's sustainability and electrification goals.

Response to Growth

The Growth Management Act (GMA) requires that the City accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The GMA also requires that the City ensure the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

Goal CF-3: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Policy CF-3.1: Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including intensity, location, type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may

alleviate the need for constructing new facilities.

Policy CF-3.2: Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient operations and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front.

Policy CF-3.3: If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.

The GMA provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What is concurrency?" in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted until such a time that concurrency can be met.

Level of Service Standards and Concurrent Provision of Adequate Public Facilities

Level of service standards are the benchmark the City uses to determine the adequacy of public facilities to serve existing and new development. The City may choose the level of service standards it desires, but they must be achievable with existing facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

Goal CF-4: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

The Capital Facilities Plan includes project lists and a financing plan to assure that adequate public facilities can be provided concurrent with their demands. The City must ensure that the improvements are made in a timely manner so as to not jeopardize concurrency requirements. One of the basic goals of GMA is to ensure that growth does not outpace the demand for public facilities. In that sense, the community is assured that its infrastructure needs are met when development occurs.

Sewer and Water Facilities

Water and sewer facilities are essential to public health. Therefore, they must be available and adequate upon first use of development.

Culvert Construction

Policy CF-4.1: Use the following level of service standards for determining the need for public sewer and water facilities:

Table CF-1

Sewer and Water Level of Service

Facility	Standard
Water distribution	Water distribution, supply, pumping, and storage capacity per the City's current Water Systems Plan to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses.
Sanitary sewer collection	Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public

	health and the environment.

Sewer and water facilities are essential to the protection and enhancement of public health and thus are tied directly to concurrency requirements. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional levels.

Transportation Facilities

Level of service standards for each mode in in the Transportation Strategic Plan primarily address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure standards for which the City has control. Therefore, the City uses the term "level of completion" in place of "level of service" when referring to the actual measure. The level of completion choices made for each mode are aligned with the proposed 20-year network project list as shown in the table below. Time is the basis for evaluating the level of completion. Level of completion measures the rate of project completion over the course of the 20-year period. See Transportation Element for more on transportation Level of Service standards.

Other Public Facilities

The "concurrency" requirement does not apply to the facilities listed in Table CF-2. New development will not be denied based on the standard found in Table CF-2. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities found in Table CF-2 for level of service.

Policy CF-4.2: Use the following level of service standards to determine the need for public facilities:

Table CF-2

Six-Year Public Facilities Level of Service for Surface Water Management, Fire and Emergency Medical Services (EMS), and Parks

Facility	Standard
Surface water management	Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality and habitat in streams and lakes
Fire and EMS	Total response times (includes dispatch time, turnout time, and travel time): Emergency medical: 6 minutes to 90% of emergency incidents Fire suppression: 6 minutes, 20 seconds to 90% of all fire incidents
Parks	See the Parks, Recreation, and Open Space (PROS) Plan for current level of service standards and guidelines.

Although the above level of service standards are not tied directly to concurrency requirements, they are important to the City's functioning and the City should strive to meet or exceed them. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other factors which should be considered are community goals and values, system connections, such as trails, sidewalks, and pathways, and location and proximity to population served.

Policy CF-4.3: Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

Concurrency

Goal CF-5: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate, and concurrent with new development, based on the City's adopted level of service standards.

Policy CF-5.1: Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City shall evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

Policy CF-5.2: Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

Policy CF-5.3: Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The GMA allows up to six years to achieve standards for transportation facilities because they do not threaten public health, are very expensive, and are built in large "increments."

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options or a combination thereof are available to meet concurrency:

(a) Improve the public facilities to maintain the levels of service; or

(b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or

(c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

Funding and Financial Feasibility

Financial feasibility is required for capital improvements by the GMA. Estimates for funding should be conservative and realistic based on the City's historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

Goal CF-6: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Policy CF-6.1: Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Financial feasibility is required for capital improvements, and "financial commitments" are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City's historical track record. The forecasts need not be the most pessimistic estimate but should not exceed the most likely estimate. "Financial commitments" should be bankable or bondable.

Policy CF-6.2: Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following areas: level of service, Land Use Element, sources of revenue, and/or the timing of projects.

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

Policy CF-6.3: Use a variety of funding sources to finance facilities in the Capital Facilities Plan.

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include gas tax, business licenses, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate excise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs. Use of real estate taxes (REET 1 and REET 2) have specific limits in State law that must be considered as part of the City's overall funding strategy.

If these sources are inadequate, the City will need to explore the feasibility of additional revenues. Impact fees are subject to a number of limitations in State law:

- Impact fees are authorized only for parks, fire protection, and schools. Impact fees are also authorized for roads, multimodal trails, lanes, paths, or sidewalks that are publicly owned or within the public right-of-way and connects two or more destinations.
- There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.

- Impact fees can only be imposed for system improvements which:
    (a) Reasonably relate to the new development;
    (b) Do not exceed a proportionate share of the costs related to the new development;
    (c) Are used to reasonably benefit the new development; and
    (d) Are not for existing deficiencies.
- Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Policy CF-6.4: Utilize the surface water utility to fund projects needed to meet established level of service standards.

One method for financing surface water management is a utility-based service charge. Municipal surface water utilities are established under Chapter 35.67 RCW and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

Policy CF-6.5: Match revenue sources to capital projects on the basis of sound fiscal policies.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) limits to the length of financing to the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximizing use of grants and other nonlocal revenues.

Policy CF-6.6: Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One source of funding that is available at the discretion of the City Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

Policy CF-6.7: Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

Policy CF-6.8: Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Facilities should not be built if the provider cannot afford to operate and maintain them.

Policy CF-6.9: Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, fire and EMS, or the extension of water and sewer lines as needed to serve the development proposal.

New development should contribute its proportionate share of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

Policy CF-6.10: Where appropriate, the City may use local improvement districts, Transportation Benefit Districts, Tax Increment Financing (TIF), or latecomer fees to facilitate the installation of public facilities needed to service new development.

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build or pay for entire facilities, such as a new road, to serve their development, but they may recoup some of the cost from other subsequent development through "latecomer" agreements that use the excess capacity created by the new public facility. The City may also choose to employ financing tools such as TIF to fund public infrastructure in targeted areas and encourage private development and investment in those areas.

Policy CF-6.11: Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.

When partnering with King County on regional Transfer Development Rights (TDR) efforts, the City may require King County to provide funding for capital projects in neighborhoods accepting increased development capacity through TDR, such as transportation and park improvements.

Consistency with Other Plans

Many of Kirkland's public facilities and utilities are integrally connected with other local and regional systems, such as water, sewer, surface water management, roads, and fire and emergency management. In addition, parts of Kirkland receive water and sewer service from separate utility districts.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions.

Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans and supports local and regional growth planning objectives.

The following documents have been reviewed and taken into consideration during the development of the Capital Facilities Element. These are considered to be "functional or management plans." They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

Table CF-3

Functional and Management Plans

City of Kirkland Fire Strategic Plan
City of Kirkland Police Strategic Plan

City of Kirkland Water System Plan
City of Kirkland General Sewer Plan
City of Kirkland Comprehensive Emergency Management Plan
City of Kirkland Capital Improvement Programs
City of Kirkland Surface Water Strategic Plan
NPDES Stormwater Management Program Plan
City of Kirkland Transportation Strategic Plan
City of Kirkland Transportation Improvement Program
City of Kirkland Active Transportation Plan
Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan (R-5316)
Cross Kirkland Corridor Master Plan
City of Kirkland Safer Routes to School Action Plans
City of Kirkland Vision Zero Action Plan
City of Kirkland Transit Implementation Plan
City of Kirkland Intelligent Transportation Systems Plan
Sustainability Strategic Plan
City of Kirkland Commute Trip Reduction Basic Plan
City of Kirkland Urban Forestry Strategic Management Plan
City of Kirkland Parks, Recreation and Open Space Plan
City of Kirkland Parks and Community Services ADA Title II Transition Plan
City of Kirkland Downtown Strategic Plan
City of Kirkland Housing Strategy Plan
City of Kirkland Climate Protection Action Plan
City of Kirkland Shoreline Master Program
City of Kirkland Smart City Strategic Plan
City of Kirkland Diversity, Equity, Inclusion, and Belonging Five Year Road Map
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Re+ Strategic Plan: Reimagining a Waste-Free King County
Northshore Utility District Comprehensive Water System Plan
Northshore Utility District Wastewater System Plan
Woodinville Water District Comprehensive Water Systems Plan
Puget Sound Energy Electrical Facilities Plan
Redmond Fire Department Olympic Pipeline Response Plan
Lake Washington School District Capital Facilities Plan

Policy CF-7.1: Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.

Coordinated planning between Puget Sound Regional Council (PSRC), King County, Kirkland, and service providers help make public facilities more efficient, affordable, effective, sustainable, and equitable.

Policy CF-7.2: In the event of any inconsistency between the City's Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table CF-3 lists the City's major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

Policy CF-7.3: Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities needs are being met, and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

Policy CF-7.4: Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.

To assure that all Kirkland community members are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards and establish consistent concurrency requirements.

Policy CF-7.5: Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

Capital Facilities Plan

Introduction

The following Tables CF-4 through CF-9 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, public safety and facilities. An additional multi-year list of transportation projects is also provided beyond the six-year planning period. In each table, a number of funding sources are identified.

The cost of each capital improvement project is shown in real dollars with expected inflation according to project category applied in future years.

Most of the funded projects for transportation and utilities are needed to meet the adopted LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, and make available adequate facilities for future growth.

Projects

Funded Projects – Transportation, Utilities, Stormwater, Parks, Public Safety and Facilities

Tables CF-4 through CF-9 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Transportation projects are found in Table CF-4. The table includes pedestrian, bicycle, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-6.3. As priorities change and/or projects on Table CF-4 are completed, projects from the multi-year list will be moved to the funded section of the table.

The 6-year Kirkland Transportation Improvement Plan (TIP) is updated annually in compliance with RCW 35.77.010 as part of the regular process to update the project list, funding assumptions, and project details. The transportation component of the Kirkland Capital Facilities Plan (CFP) is updated in conjunction with the periodic update of the Comprehensive Plan, which is every ten years, pursuant to RCW 36.70A.130. The transportation component of the CFP covers the 20-year planning horizon of 2024-2044.

Utility, parks, and public safety projects are listed below:

- Tables CF-5 and CF-6 contain water, sewer and surface water utility projects with all projects being funded.
- Table CF-7 contains park projects with all projects as fully funded, including several of those funded with voter-approved bonds.
- Table CF-8 contains public safety projects with all projects being funded.
- Table CF-9 contains public facility projects with all projects being funded.

Table CF - 4
Capital Facilities Plan: Transportation Projects -2025-2044

Sources of Funds									
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**	**2031-2044**
Local	BUSINESS LICENSE FEES (RGRL)	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,780,000
Undetermined	FUNDED THROUGH SAP MECHANISMS	-	-	2,100,000	5,745,025	5,000,000	7,109,762	19,954,787	-
Local	GAS TAX	531,000	531,000	531,000	531,000	531,000	531,000	3,186,000	7,434,000
Local	GAS TAX (TRANSPORTATION PACKAGE)	225,000	225,000	225,000	225,000	225,000	225,000	1,350,000	3,150,000
Local	SOLID WASTE RATES	-	-	461,000	477,000	494,000	511,000	1,943,000	9,349,093
Local	STREET LEVY	2,179,000	2,252,000	3,077,000	3,154,000	3,233,000	3,314,000	17,209,000	56,112,405
Local	SURFACE WATER RATES	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	7,000,000
Local	TRANSPORTATION IMPACT FEES	2,000,000	2,000,448	1,999,552	2,000,000	2,000,000	2,000,000	12,000,000	28,000,000
Local	TRANSPORTATION REET 1	812,875	1,664,000	2,785,136	2,914,000	1,891,000	2,432,961	12,499,972	43,503,083
Local	TRANSPORTATION REET 2	3,160,600	5,140,761	4,213,039	3,401,561	3,701,000	3,964,000	23,580,961	72,498,280
External	TRANSPORTATION SECURED GRANTS	1,665,000	986,000	-	2,031,400	-	-	4,682,400	-
External	TRANSPORTATION UNSECURED GRANTS & EXTERNAL	1,000,000	-	-	-	-	-	1,000,000	-
Local	SCHOOL ZONE SAFETY CAMERA RESERVE	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,800,000
Local	TRANSPORTATION PROJECT TRANSFER	1,472,500	-	-	657,000	-	-	2,129,500	-
	Total Transportation Revenues	**14,015,975**	**13,769,209**	**16,361,727**	**22,105,986**	**18,045,000**	**21,057,723**	**105,355,620**	**233,626,861**
								Total 2025-2044 Revenue	**338,982,481**

2025-2030 Funded Capital Improvement Program (CIP)

Project Number - Project Title	Capacity Project?	2025-30 TOTAL
NMC 00621 - STREET LEVY - NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS	No - safety	2,100,000
NMC 05700 - ANNUAL SIDEWALK MAINTENANCE PROGRAM	No - maintenance	200,000
NMC 10100 - NE 87TH ST/116TH AVE NE INTERSECTION IMPROVEMENT (SAP SCOPE P3)	Yes - fills sidewalk gaps	2,111,000
NMC 11010 - CITYWIDE ACCESSIBILITY IMPROVEMENTS	No - not capacity	450,000
NMC 13200 - TRAIL CONNECTION AT JUANITA DRIVE AND NE 132ND ST	Yes	855,000
NMC 13400 - NE 128TH STREET NONMOTORIZED IMPROVEMENTS - 116TH AVE TO TOTEM LAKE BLVD	Yes	1,407,000
NMC 13900 - 116TH AVENUE NE SIDEWALK IMPROVEMENTS - 73RD STREET TO 75TH PLACE	Yes	646,875
NMC 14100 - PARK LANE UPDATES	No - maintenance	50,000
NMC 16000 - SAP IMPLEMENTATION	Yes	10,000,000
NMC 16100 - CROSSWALK UPGRADE PROGRAM	No	2,200,000
NMC 16200 - CITYWIDE GREENWAY NETWORK	No	2,000,000
NMC 16300 - SIDEWALK COMPLETION PROGRAM	Yes	2,000,000
NMC 16400 - CKC RELATED PROGRAMS	No	2,000,000
NMC 16600 - LAKE WASHNGTON BLVD PEDESTRIAN SAFETY ENHANCEMENTS	No	1,730,000
NMC 30000 - TRANSPORTATION BENEFIT DISTRICT IMPLEMENTATION	Yes	3,700,000
STC 00600 - ANNUAL STREET PRESERVATION PROGRAM	No - maintenance	10,203,306
STC 00601 - 120TH AVE NE ROADWAY REHABILITATION	No - maintenance	1,200,000
STC 00602 - NE 132ND STREET PRESERVATION	No - maintenance	1,582,500
STC 00603 - STREET LEVY STREET PRESERVATION	No - maintenance	16,909,000
STC 00608 - LOCAL ROAD MAINTENANCE	No - maintenance	300,000
STC 08000 - ANNUAL STRIPING PROGRAM	No - maintenance	4,500,000
STC 08313 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - NORTH SECTION	Yes	400,000
STC 08314 - 100TH AVENUE NE ROADWAY IMPROVEMENTS - MID-NORTH SECTION	Yes	400,000
STC 10700 - NE 85TH STREET PED/BIKE CONNECTION 114TH AVE NE TO 6TH ST	Yes	2,000,000
STC 11100 - PRESERVATION 124TH AVE 132ND ST TO 144TH ST	No - maintenance	3,123,175
STC 99990 - REGIONAL INTER-AGENCY COORDINATION	No	492,000
TRC 11600 - ANNUAL SIGNAL MAINTENANCE PROGRAM	No - safety	600,000
TRC 11700 - CITYWIDE TRAFFIC MANAGEMENT SAFETY IMPROVEMENTS	No - safety	300,000
TRC 11702 - VISION ZERO SAFETY IMPROVEMENT	No - safety	300,000
TRC 11703 - NEIGHBORHOOD TRAFFIC CONTROL	No - safety	300,000
TRC 12000 - KIRKLAND INTELLIGENT TRANSPORTATION SYSTEM PHASE 3	Yes	703,000
TRC 13000 - NE 145TH STREET/JUANITA-WOODINVILLE WAY INTERSECTION IMPROVEMENTS	No - maintenance	2,951,961
TRC 13500 - 100TH AVENUE NE/SIMONDS ROAD INTERSECTION IMPROVEMENTS	Yes	100,000
TRC 13600 - 100TH AVENUE NE/NE 145TH STREET INTERSECTION IMPROVEMENTS	Yes	100,000
TRC 13900 - NE 85TH ST/132ND AVE NE DUAL LEFT TURN LANES	Yes	1,807,555
TRC 14200 - 122ND AVENUE NE AT NE 70TH STREET INTERSECTION IMPROVEMENTS	No - safety	2,951,961
TRC 14600 - NE 112TH ST & 80TH AVE NE & JUANITA DR NE INTERSECTION IMPROVEMENTS	Yes	1,966,500
TRC 14700 - ARTERIAL TRAFFIC CALMING	No - safety	400,000
TRC 14800 - STREET LIGHTING & DESIGN IMPROVEMENTS	No - safety	360,000
PW TRANSPORTATION		**85,400,833**
NMC 10101 - 7TH AVE/NE 87TH ST COMPLETE STREET (SAP SCOPE 10)	Yes	6,741,916
NMC 10102 - 6TH ST/7TH AVE INTERSECTION IMPROVEMENTS (SAP SCOPE P1)	No - safety	1,495,025
NMC 14200 - I-405/NE 85TH ST SHARED USE TRAILS TO 116TH AVE NE (SAP SCOPE 13A)	Yes	3,997,664
NMC 14400 - 85TH MULTIMODAL IMPROVEMENTS (SAP SCOPES 18B, 18C, P2)	Yes	7,253,699
NMC 14500 - 116TH PED/BIKE ACCESS TO I-405 OVERCROSSING (SAP SCOPE 19)	Yes	466,483
PW TRANSPORTATION - SAP MECHANISM		**19,954,787**

Total Funded Transportation Projects		105,355,620

2025-2044 Transportation Strategic Plan - Prioritized Projects

Project Number - Project Title	Capacity Project?	TSP 20-year Cost Estimate
6th and NE 85th St Protected Intersection	No - safety	1,562,000
NE 85th St/ 124th Ave NE Intersection Improvements	No - safety	1,562,000
100th Ave NE Multimodal Improvements - Phase 2 (NE 132nd - NE 139th)	Yes - adds protected bike	39,192,000
NE 120th Pl/ NE 122nd St Crossing Improvements	No - safety	139,364
124th Ave NE Widening (NE 85th St to NE 90th St)	Yes	41,428,000
NE 85th St/120th Ave NE Intersection Modifications	No - safety	2,565,655
124th Ave NE Multimodal Improvements (NE 90th to 116th)	Yes - adds protected bike	25,172,187
NE 85th St/122nd Ave NE Protected Intersection	No - safety	2,062,326
6th and Kirkland Way Protected Intersection	No - safety	2,194,980
NE 132nd St Multimodal Corridor (100th Ave NE to I-405) - West Section	No - safety	6,694,279
NE 132nd St Multimodal Corridor (I-405 to 124th Ave NE) - Mid Section	No - safety	5,744,000
Prioritized Projects Total		**128,316,791**

2025-2044 Transportation Strategic Plan - Concurrency Mitigation Projects

Project Number - Project Title	Capacity Project?	TSP 20-year Cost Estimate
NE 68th St & 108th Ave NE	Yes	706,707
98th Ave NE & Juanita-Drive-NE 116th Street	Yes	845,370
NE 116th Street & 124th Ave NE	Yes	654,255
100th Ave NE & NE 132nd Street	Yes	1,594,625
NE 124th Street & 116th Ave NE/I-405 On-Ramp	Yes	2,705,951
NE 124th Street & Slater Ave/132nd Ave NE	Yes	2,600,000
Concurrency Mitigation Projects Total		**9,106,908**

2025-2044 Transportation Strategic Plan - Programs

Project Number - Project Title	Capacity Project?	TSP 20-year Cost Estimate
NMC 05700 - Annual Sidewalk Maintenance	No	2,000,000
STC 08000 - Annual Striping Program	No	15,000,000
STC 00600 - Annual Street Preservation Program	No	34,000,000
STC 00603 - Street Levy Preservation	No	53,360,000
STC 00608 - Local Road Maintenance	No	1,000,000
TRC 11600 - Annual Signal Maintenance Program	No	2,000,000
TRC 11700 - Citywide Traffic Management Safety Improvements	No	1,000,000
TRC 11702 - Vision Zero Safety Improvement	No	1,000,000
NMC 11010 - Citywide Accessibility Improvements	No	10,000,000
TRC 11703 - Neighborhood Traffic Control	No	500,000
NEW - Arterial Traffic Calming	No	2,000,000
NEW - Street Lighting Design Improvements	No	1,800,000
NMC 00621 - Neighborhood Safety Program Improvements	No	3,000,000
NMC 01299 - Crosswalk Upgrade Program	No	11,000,000
NMC 13300 - SRTS and ATP Implementation (Transportation Benefit District)	Yes	3,500,000
NMC 11399 - Citywide Greenway Network	No	10,000,000
NMC 99991 - Sidewalk Completion Program	Yes	10,000,000
Various - CKC Related Programs	No	10,000,000
Programs Total		**171,160,000**

Station Area Plan (SAP) Projects - Developer Provided

Project Number - Project Title	Capacity Project?	TSP 20-year Cost Estimate	Candidate Projects for Unanticipated Revenue
85TH ST ENHANCED SIDEWALKS & MULTIUSE PATHS: I-405 TO 120TH AVE NE (SAP SCOPE 18A)"	Yes	-	22,321,000
I-405 / NE 85TH ST SHARED USE TRAILS (SE CORNER) TO NE 80TH ST (SAP SCOPE 13C)"	Yes	-	350,000
NE 80TH ST/118TH AVE NE (SAP SCOPE 2)"	Yes	-	5,250,000
NE 80TH STREET/120TH AVENUE NE INTERSECTION IMPROVEMENTS (SAP SCOPE 3)"	Yes - adds turn lane	-	750,000
MODIFICATIONS TO 85TH/120TH INTERSECTION (SAP SCOPE 5A)"	Yes - adds turn lane	-	574,000
LEE JOHNSON EAST: NE 83RD ST/120TH AVE NE SIGNALIZED ACCESS (SAP SCOPE 1)"	Yes	-	1,050,000
SAP Developer Projects Total		**-**	**30,295,000**

2025-2030 Funded CIP Total	**105,355,620**
2025-2044 TSP Total	**308,583,699**

Table CF - 5
Capital Facilities Plan: Utility Projects

Sources of Funds								
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**
Local	CONNECTION FEES	906,717	-	918,076	923,809	1,841,958	935,388	5,525,948
Local	WATER/SEWER PROJECT TRANSFER	1,000,000	-	-	-	-	-	1,000,000
Local	WATER/SEWER RATES	2,138,150	7,252,203	8,591,322	5,115,337	5,674,412	5,462,862	34,234,286
Local	WATER/SEWER RESERVES	1,340,133	4,132,667	220,602	2,036,978	-	-	7,730,380
	Total Utility Revenues	**5,385,000**	**11,384,870**	**9,730,000**	**8,076,124**	**7,516,370**	**6,398,250**	**48,490,614**

Project Number - Project Title	**2025-30 TOTAL**
SSC 06210 - NE 108TH STREET SEWERMAIN REPLACEMENT	4,880,100
SSC 07710 - WEST OF MARKET SEWERMAIN REPLACEMENT	3,069,900
SSC 08900 - SEWERMAIN CAPACITY ENHANCEMENTS UNDER I-405 NEAR SAP	16,104,720
WAC 05700 - 116TH AVENUE NE WATERMAIN REPLACEMENT	3,293,970
WAC 12900 - SOUTH RESERVOIR REPLACEMENT	15,251,000
WAC 15600 - 122ND AVE NE WATERMAIN IMPROVEMENT	2,200,000
WAC 16400 - NE 116TH PLACE WATERMAIN REPLACEMENT	250,024
WAC 16700 - 11TH AVENUE WATERMAIN REPLACEMENT	510,010
WAC 16800 - 11TH PLACE WATERMAIN REPLACEMENT	745,890
WAC 16900 - NE 85TH STREET AND I-405 WATERMAIN RELOCATION	385,000
WAC 30000 - SCADA REPLACEMENT	1,800,000
Total Funded Water/Sewer Utility Projects	**48,490,614**

Table CF - 6
Capital Facilities Plan: Surface Water Utility Projects

Sources of Funds								
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**
Local	SURFACE WATER RATES	2,953,000	3,017,000	3,118,000	2,998,335	2,081,012	3,165,609	17,332,956
External	SURFACE WATER UNSECURED EXTERNAL	-	-	482,051	935,983	-	-	1,418,034
External	SURFACE WATER SECURED EXTERNAL	450,000	-	-	-	-	-	450,000
Local	SURFACE WATER DEBT	7,500,000	-	-	-	-	-	7,500,000
	Total Surface Water Revenues	**10,903,000**	**3,017,000**	**3,600,051**	**3,934,318**	**2,081,012**	**3,165,609**	**26,700,990**

Project Number - Project Title	**2025-30 TOTAL**
SDC 04700 - ANNUAL REPLACEMENT OF AGING /FAILING INFRASTRUCTURE	5,563,250
SDC 08100 - NEIGHBORHOOD DRAINAGE ASSISTANCE PROGRAM (NDA)	150,000
SDC 09200 - JUANITA CREEK CULVERT AT NE 137TH STREET	3,489,852
SDC 10100 - HOLMES POINT PIPE REPLACEMENT AT CHAMPAGNE CREEK BASIN+	1,418,034
SDC 10500 - PROPERTY ACQUISITION OPPORTUNITY FUND	300,000
SDC 11600 - NE 140TH STREET PIPE REPLACEMENT+	977,357
SDC 14100 - STORM LINE REHABILITATION ON NE 136TH STREET	2,392,066
SDC 14800 - 105TH PL NE PIPE REPLACEMENT+	606,769
SDC 15600 - HOLMES POINT DRIVE NE PIPE INSTALLATION+	1,861,639
SDC 15900 - 108TH AVENUE NE PIPE INSTALLATION+	1,542,023
SDC 17600 - WILLOWS ROAD AND 124TH AVE NE SEEPAGE REPAIR	900,000
SDC 18100 - Houghton Park and Ride Stormwater Retrofit Facility	7,500,000
Total Funded Surface Water Management Utility Projects	**26,700,990**

Table CF - 7
Capital Facilities Plan: Parks Projects

Sources of Funds								
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**
External	KING COUNTY PARK LEVY	550,000	-	-	-	-	-	550,000
Local	KIRKLAND PARK LEVY	400,000	400,000	250,000	250,000	250,000	250,000	1,800,000
Local	PARK FACILITIES SINKING FUND	171,777	129,208	213,860	113,742	108,264	194,613	931,464
Local	PARK IMPACT FEES	3,120,000	3,180,000	1,500,000	1,500,000	1,500,000	1,500,000	12,300,000
Local	PARKS REET 1	1,409,000	1,409,000	1,409,000	1,409,000	1,409,000	1,409,000	8,454,000
External	PARKS UNSECURED EXTERNAL	-	550,000	-	-	-	-	550,000
Local	PARKS PROJECT TRANSFER	128,000	-	-	-	-	-	128,000
	Total Parks Revenues	**5,778,777**	**5,668,208**	**3,372,860**	**3,272,742**	**3,267,264**	**3,353,613**	**24,713,464**

Project Number - Project Title	**2025-30 TOTAL**
PKC 06600 - PARK PLAYGROUNDS, SPORT COURTS & AMENITY REPAIR, REPLACEMENT	1,759,000
PKC 11600 - LEE JOHNSON FIELDS UPGRADES	1,100,000
PKC 11902 - JUANITA BEACH NORTH - FIELD UPGRADES	600,000
PKC 13310 - DOCK AND SHORELINE RENOVATIONS	832,800
PKC 13320 - CITY-SCHOOL PLAYFIELD PARTNERSHIP	141,200
PKC 13330 - NEIGHBORHOOD PARK LAND ACQUISITION	7,658,000
PKC 15100 - PARK FACILITIES LIFE CYCLE PROJECTS	931,464
PKC 15201 - OO DENNY PARK PAVILLION	220,000
PKC 15600 - PARK RESTROOM ADDITIONS, RENOVATIONS & REPLACEMENT PROGRAM	900,000
PKC 15602 - EVEREST PARK RESTROOM REPLACEMENT	250,000
PKC 15700 - NEIGHBORHOOD PARK DEVELOPMENT PROGRAM	1,500,000
PKC 15900 - OFF-LEASH DOG AREAS	750,000
PKC 16200 - WAYFINDING AND PARK SIGNAGE PROGRAM PLAN	409,000
PKC 16900 - MARINA PARK DOCK & SHORELINE RENOVATIONS	1,300,000
PKC 17000 - ADA COMPLIANCE UPGRADES	2,392,000
PKC 20400 - PETER KIRK POOL RENOVATION	3,670,000
PKC 20500 - AUTOMATIC GATES IN PARKS	300,000
Total Funded Parks Projects	**24,713,464**

Table CF - 8
Capital Facilities Plan: Public Safety Projects

Sources of Funds								
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**
Local	FIRE SINKING FUND	210,000	320,700	207,600	716,300	824,200	722,900	3,001,700
Local	GENERAL FUND	80,000	-	-	-	-	-	80,000
Local	POLICE SINKING FUND	130,700	214,700	180,800	390,300	307,700	151,000	1,375,200
Local	FIRE IMPACT FEES	500,000	-	-	-	-	-	500,000
	Total General Government Public Safety Revenues	**920,700**	**535,400**	**388,400**	**1,106,600**	**1,131,900**	**873,900**	**4,956,900**

Project Number - Project Title	**2025-30 TOTAL**
PSC 05600 - DISASTER STORAGE UNITS	162,500
PSC 06200 - DEFIBRILLATOR UNIT REPLACEMENT	249,000
PSC 06300 - AIR FILL STATION REPLACEMENT	93,500
PSC 06600 - THERMAL IMAGING CAMERAS	146,200
PSC 07600 - PERSONAL PROTECTIVE EQUIPMENT	1,098,500
PSC 08200 - WATER RESCUE CRAFT STORAGE & LIFT	32,400
PSC 10000 - POLICE EQUIPMENT REPLACEMENT	1,375,200
PSC 20000 - FIRE EQUIPMENT REPLACEMENT	1,219,600
PSC 30090 - FIRE STATION 24 TRAINING CAPACITY IMPROVEMENTS	500,000
PSC 30100 - UPDATE AND REPLACE READER BOARDS	80,000
Total Funded General Government - Public Safety Projects	**4,956,900**

Table CF - 9
Capital Facilities Plan: Facility Projects

Sources of Funds								
Revenue Type	**Revenue Source (in thousands)**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**6-YEAR TOTAL**
Local	FACILITIES SINKING FUND	2,511,100	1,314,900	1,427,700	1,638,800	1,902,900	1,849,300	10,644,700
Local	GENERAL FUND	295,495	-	-	-	-	-	295,495
Local	SURFACE WATER RATES	185,000	185,000	-	-	-	-	370,000
Local	WATER/SEWER RATES	370,000	370,000	-	-	-	-	740,000
Local	REET 2 RESERVES	550,000	-	-	-	-	-	550,000
Local	REET 1	2,170,000	426,325	1,675,000	750,000	-	-	5,021,325
Local	DEBT	14,673,774						14,673,774
Local	GENERAL GOV PROJECT TRANSFER	4,247,728	-	-	-	-	-	4,247,728
	Total General Government Facilities Revenues	**25,003,097**	**2,296,225**	**3,102,700**	**2,388,800**	**1,902,900**	**1,849,300**	**36,543,022**

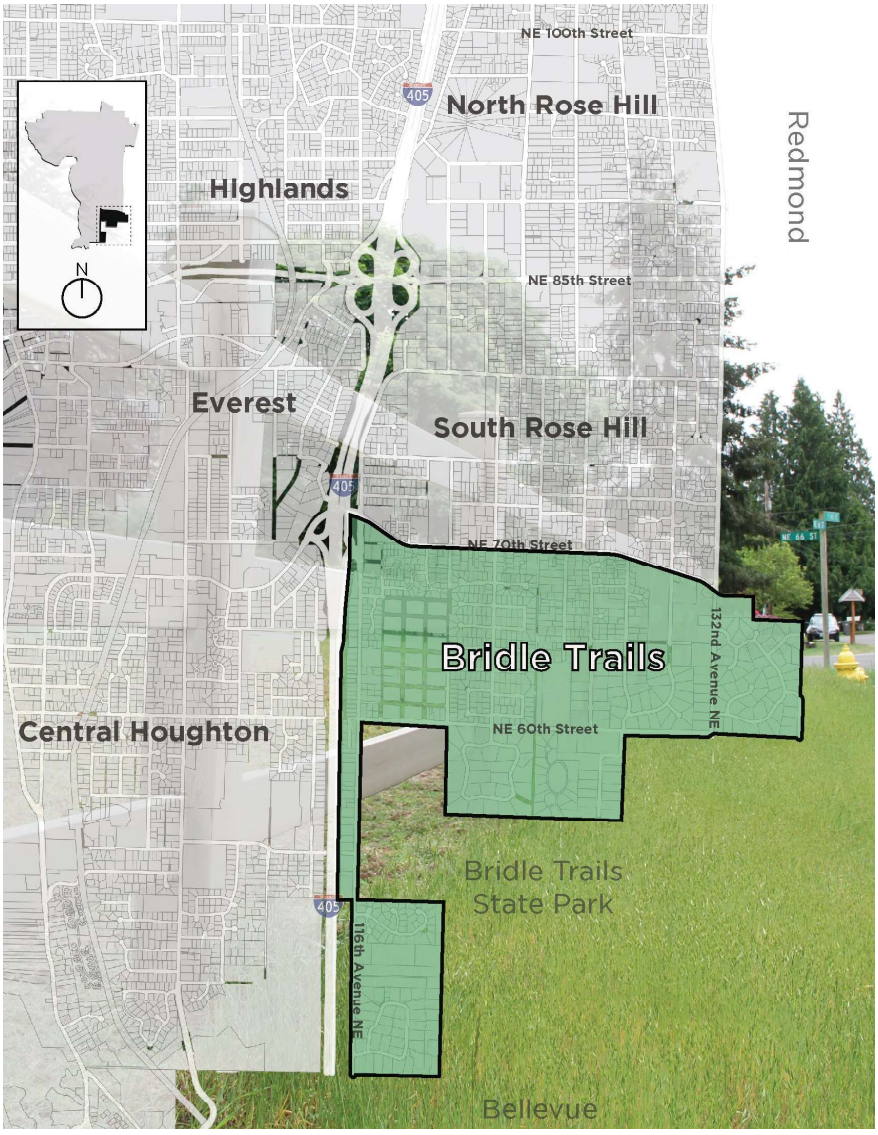
Project Number - Project Title	**2025-30 TOTAL**
GGC 04000 - PLUMBING AND SANITARY SYSTEMS	493,700
GGC 04900 - HOUGHTON VILLAGE PROPERTY ACQUISITION	14,673,774
GGC 05000 - LOW VOLTAGE ELECTRICAL (DATA, FIRE, SECURITY)	383,400
GGC 05400 - PW MAINTENANCE CENTER UPGRADES	2,000,000
GGC 05410 - PW MAINTENANCE CENTER EXPANSION	8,411,522
GGC 05900 - FALL PROTECTION - SAFETY EQUIPMENT & TRAINING	41,200
GGC 06000 - FOUNDATIONS	106,000
GGC 06100 - CITY HALL ADA DOORS	81,325
GGC 06200 - KJC DISTRIBUTED ANTENNA SYSTEM	81,701
GGC 06300 - KJC POWER CONDITIONING	100,000
GGC 07000 - FURNISHINGS AND EQUIPMENT	370,100
GGC 08000 - ELECTRICAL, ENERGY MANAGEMENT, AND LIGHTING SYSTEMS	1,196,100
GGC 09000 - MECHANICAL/HVAC SYSTEMS REPLACEMENTS	3,536,400
GGC 10000 - PAINTING, CEILINGS, PARTITION, AND WINDOW REPLACEMENTS	2,026,800
GGC 11000 - ROOFING, GUTTER, SIDING AND DECK REPLACEMENTS	2,091,000
GGC 13000 - PERMANENT SUPPORTIVE HOUSING	300,000
GGC 16000 - ARCH TRUST FUND PROJECT IN KIRKLAND	250,000
GGC 30100 - FIRE STATIONS MAINTENANCE	400,000
Total Funded General Government - Facilities Projects	**36,543,022**

12.A. Bridle Trails Neighborhood Plan

1. OVERVIEW

The Bridle Trails neighborhood has a rural pastoral feel with large, forested areas and an equestrian character within an urban environment bordering Bridle Trails State Park. The Bridle Trails Shopping Center provides a mix of neighborhood-oriented commercial services to the surrounding community and is an active focal point for the neighborhood. Access to the City's new greenway in South Rose Hill, good transit service, and vehicular access to I-405 make the neighborhood a convenient location to access the rest of the region and major job centers.

Bridle Trails Vicinity Map



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Bridle Trails Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Bridle Trails Neighborhood is a unique, forested, equestrian-oriented community with small-scale housing, trails, and open space amenities that support keeping horses and protect the quiet, wooded nature of the community. Bridle Trails State Park is a focal point for the neighborhood and an important factor in the neighborhood's historic development. Equestrian and pedestrian trails connect to the surrounding neighborhood. The private and commercial equestrian uses in the neighborhood have been preserved. Where desired, backyard cottages and other compact housing types have been integrated into parts of the residential neighborhood to provide housing opportunities for multiple generations, and allow for aging in place, additional homeowner income, and provide an affordable place to live.

The Bridle Trails commercial area has been transformed into an active, inviting, mixed-use residential and commercial village with neighborhood-oriented businesses and gathering places. A residential village surrounding the shopping center provides a built-in customer base to support high-quality retail establishments, allowing people to walk to shops and services without getting in their cars. Nearby Snyder's Corner provides a visual open space amenity for the nearby mixed-use neighborhood center and serves as a popular and highly utilized pop-up dog park.

A neighborhood greenway provides options for walking and biking from one part of Kirkland to another and to the Cross Kirkland Corridor and regional bike trails. The Houghton Park and Ride and its close proximity to the I-405 NE 70th Street interchange provides people with easy transit access to numerous destinations throughout the region.

The vision for the King County Transfer Station property is for the transfer station to close and see the property redeveloped for a variety of park, recreational, and possibly other uses.

Bridle Trails Vision Illustration: Continuing Bridle Trails equestrian history while accommodating future regional growth

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The Bridle Trails area began to be settled in the 1860s. Some of those early settlers in the neighborhood were: Nils P. Andrews, Eric Botsford, William C. Hamley, Miles Bigelow, and John Jehli.

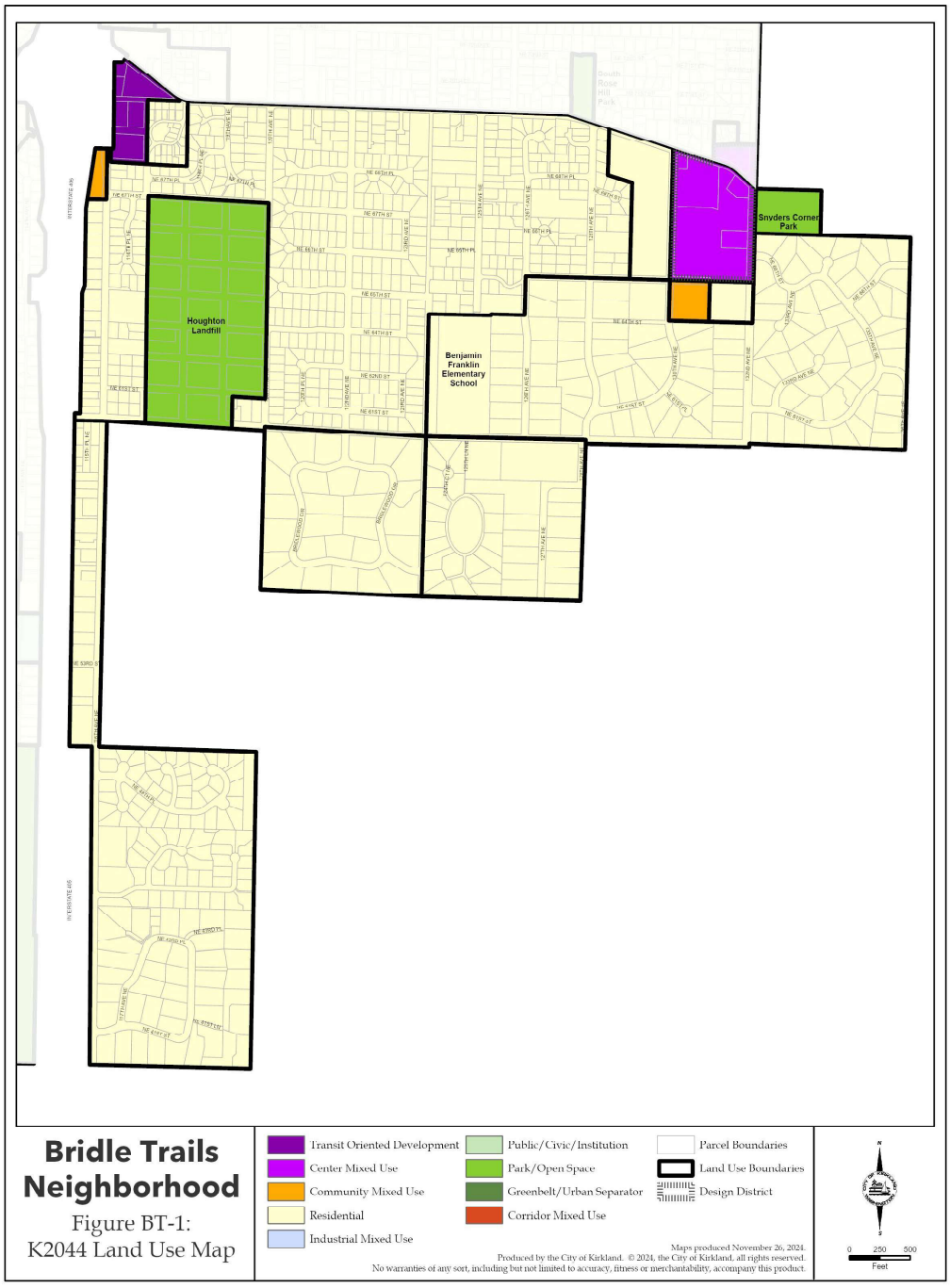
Bridle Trails State Park was part of the original land grant to Washington State in 1889, and its timber sales were managed to support public schools. Equestrian communities formed around the state park in the early 1900s, and it was these communities that lobbied for the public land to become a state park where residents could ride their horses. In the early 1930's the Commissioner of Public Lands set aside the area of the current park for park use. The state park was a focal point for the neighborhood, and most homes near the park had a barn and paddock to keep horses. Washington State Parks began leasing the land for park use in 1962 from the Department of Natural Resources, then purchased the park over the period 1972-1992. Lake Washington Saddle Club and Bridle Trails Park Foundation are two non-profit organizations that have been instrumental in sustaining the park over the years.

The residential areas that comprise the Bridle Trails neighborhood are relatively recent annexations to Kirkland. The Houghton consolidation (including Sablewood) was annexed in 1968. Bridlewood Circle was annexed in 1969, the Central Park (now the Hunt Club) and Flying Horseshoe areas in 1986, Silver Spurs and land north of NE 60th ST in 1988, land south of Sablewood in 1989, and Bridleview in 2009.

4. LAND USE

Figure BT-1 shows the land use districts. The policies below describe the housing types, equestrian, commercial and public facility uses allowed for each area shown on the map.

Figure BT-1: Bridle Trails Land Use Map



Residential

The intent of the following policies is to promote a range of housing types in the Bridle Trails neighborhood that contribute to the livability of the neighborhood – including a rejuvenated Bridle Trails Shopping Center and a sustainable pattern of open space – and provide living opportunities for multiple generations.

Policy BT-1: Ensure that everyone has access to the residential and equestrian benefits and features of the neighborhood by encouraging compact new housing opportunities.

Policy BT-2: Generally south of NE 65th Street surrounding Bridle Trails State Park and east of 132nd Ave NE, encourage facilities capable of keeping horses while also encouraging infill housing to increase sustainability and decrease the cost of building housing.

A key goal of the Bridle Trails neighborhood is to preserve resident's ability to keep horses and other large animals and maintain the equestrian nature of the area. Policies encouraging facilities for keeping large animals should also incentivize housing that is more affordable and sustainable.

Policy BT-3: In Planned Area 16, regulate development and commercial equestrian and recreation facilities.

Planned Area 16 is designated as a planned area because of its approved master plan that incorporates a mix of equestrian, residential, and tennis club uses. The commercial tennis club on NE 60th ST is compatible with the surrounding residential and equestrian uses. Development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

Policy BT-4: Incorporate accessory dwelling units (ADUs), cottage development, and other affordable housing strategies into new and existing development in all residential areas of the neighborhood while ensuring the provision of adequate sewer infrastructure.

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-unit structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single detached homes that help meet the growing demand for walkable urban living.

Different ADU styles

Policy BT-5: Incentivize compact housing (i.e., multi-unit or clustered housing types that help meet the growing demand for walkable urban living) within areas with low residential intensity that are in close proximity to the Bridle Trails Shopping Center to reduce the cost of building housing and increase sustainability while ensuring the area's equestrian function is recognized.

Promote innovative housing typologies that promote residential intensity and enhances housing variety in the neighborhood.

Policy BT-6: Higher intensity residential and office uses west and south of Bridle Trails shopping center should support the high-quality retail uses at the center and bridge intensities between adjacent residential areas with lower intensity and the commercial center.

Commercial

In order to sustain vibrant neighborhood centers, neighborhood-oriented commercial and office uses are encouraged south of NE 70th St. in the vicinity of the Bridle Trails Shopping Center and south of NE 70th St. along 116th Ave NE as shown on the land use map Figure BT-1.

Policy BT-7: Encourage redevelopment of the Bridle Trails Neighborhood Center into a lively, pedestrian-oriented, transit-supportive, mixed-use residential and commercial neighborhood center.

Residential and commercial development is allowed and substantial commercial uses should continue to provide shops and services to the neighborhood. Commercial uses should be oriented to adjacent arterials with wide sidewalks and pedestrian pathways should connect uses on site and with adjacent properties. Design regulations should be used with careful attention to the cost of building housing, architectural scale, massing and upper story step backs, pedestrian orientation and connections, sustainability, support from surrounding residential uses and commercial uses across NE 70th St., building modulation, and use of materials to reduce the appearance of bulk and mass.

Bridle Trails Shopping Center

In addition to the above standards, allow mixed-use development after the City Council has approved development standards and design regulations encompassing all properties within the neighborhood center. These development and design regulations should address program requirements for such items as a minimum acreage threshold beyond which a grocery store and development-wide sign plan (formerly referenced as a master sign plan) would be required.

Policy BT-8: At the Houghton Park and Ride, encourage future transit-oriented development (TOD) that includes pedestrian connections within the site and to adjacent streets.

Policy BT-9: Foster equestrian and other recreation commercial facilities within the neighborhood.

Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails State Park and the Bridlewood Circle area. Other commercial equestrian stables are located along 116th Avenue NE. These uses are encouraged to remain.

Houghton Park and Ride

5. NATURAL ENVIRONMENT

Figures BT-2, BT-3 and BT-4 show the geologically hazardous areas, drainage basins and known streams and wetlands in the neighborhood. Yarrow Creek is a Salmonidae stream. These natural resources provide surface water, wildlife benefits and open space amenities for neighborhood and therefore should be maintained or restored to their natural state.

Figure BT-2: Bridle Trails Landslide Susceptibility

Figure BT-3: Bridle Trails Liquefaction Potential

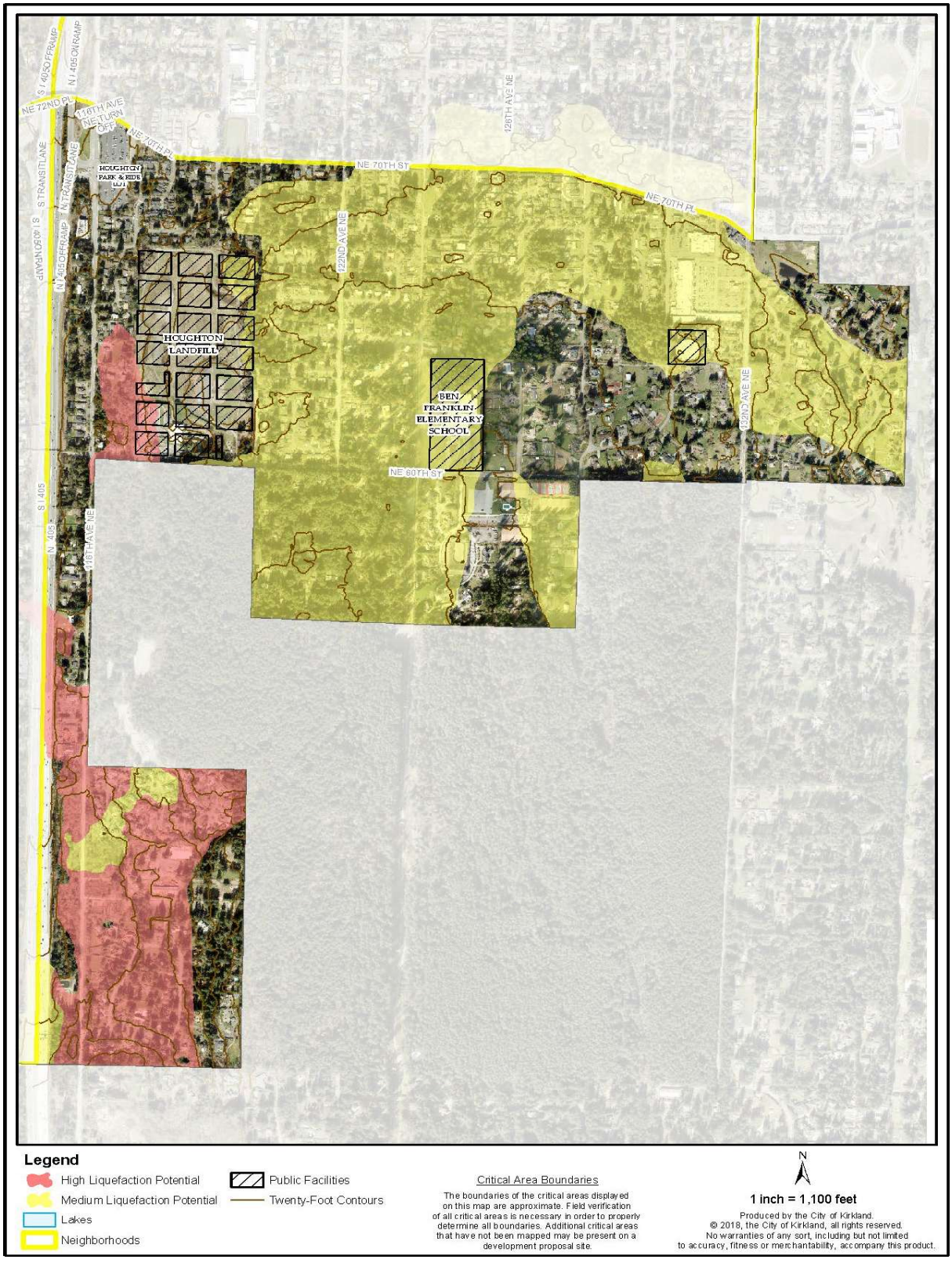


Figure BT-4: Bridle Trails Wetlands and Streams

Policy BT-10: Enhance and restore Yarrow Creek and wetlands in the area shown on Figure BT-4.

Policy BT-11: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas per the Washington State Department of Fish and Wildlife recommendations.

Backyard Sanctuary Program

Learn more about the Washington Department of Fish and Wildlife's Backyard Wildlife Sanctuary Program at:

https://wdfw.wa.gov/living/backyard/

6. PARKS AND OPEN SPACE

Figure BT-1, Land Use Map, shows the location of existing parks and open spaces in the Bridle Trails Neighborhood. The Citywide Parks and Open Space Plan describes the future plans for parks throughout the City. Prior to development of each park, a development plan process (formerly referred to as a master plan process) is conducted to allow for community input. The objectives of the following policies include promoting enhanced utilization of existing park and open space facilities, and improving facilities within existing open space resources.

Policy BT-12: Pursue acquisition of land for parks especially in the southern portion of the neighborhood and enhance existing parks and open space with a wide range of amenities for a diverse population (including people of all ages and abilities) consistent with the Parks and Open Space Plan (PROS).

Policy BT-13: Support Bridle Trails State Park as a local and regional open space, park and equestrian facility. Maintain and enhance public access easements to ensure connections to the Park. Provide directional signs to the Park and use park iconography to establish a sense of place in the Bridle Trails neighborhood.

Policy BT-14: In the future, the City should consider a joint agreement if the State seeks to share management of the Bridle Trails State Park.

Bridle Trails State Park

Policy BT-15: Introduce new uses to Snyder's Corner Park to make it more useful to the neighborhood and encourage environmental functions as interim uses in advance of a park development plan process. New uses could include a community garden, gazebo (or other community amenity), orchard, wetland feature, and dog park.

Policy BT-16: Promote the use of Ben Franklin Elementary School and playfield as an open space, recreational facility and community amenity that is shared with the neighborhood.

The City of Kirkland has contributed towards recreational and interpretive trail improvements at Ben Franklin Elementary School and has a joint-use agreement with the School District to allow use of the amenities for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site should be continued to help meet the recreation needs of the neighborhood.

Policy BT-17: Impacts from the King County Transfer Station and sports fields should be minimized and mitigated.

Most of the approximately 25 acres encompassing the King County Transfer Station were once used as a landfill. The sports fields located to the north of the transfer station are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize potential adverse impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off-leash dog park.

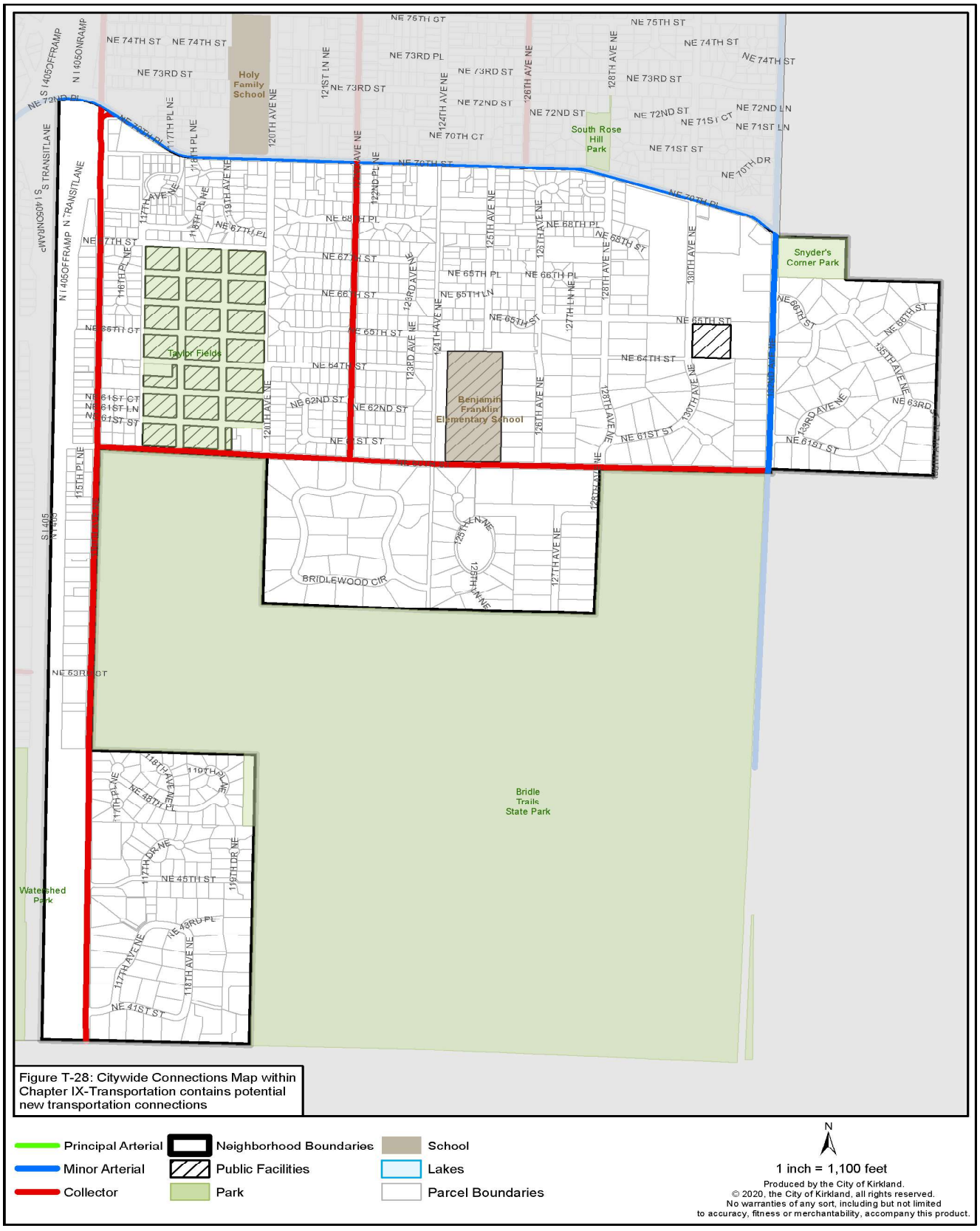
Taylor Fields in the Bridle Trails Neighborhood

7. TRANSPORTATION

The major east-west streets in Bridle Trails include NE 70th ST, which connects the west to east part of Kirkland and NE 60th ST (Figure BT-5). Other important elements of the transportation system include the pedestrian/bicycle overpass over I-405, links to the County trail system that connect to Seattle and Marymoor Park in Redmond, the Cross Kirkland Corridor, and the Houghton shopping district. 116th Avenue NE and 132nd Avenue connect to Bellevue. The policies below are intended to promote mobility, provide people with options to access goods and services without a car, and promote equestrian movement throughout the community.

Policy BT-18: Improve mobility of all types (including equestrian) throughout the neighborhood, to other City and regional destinations.

Figure BT-5: Bridle Trails Street Classifications



Pedestrian and Bicycle System

Desired major pedestrian and bicycle pathways in the Bridle Trails Neighborhood are designated in Figures BT-6 and BT-7. The new Greenways in progress and planned shown on Figure BT-7 will help add to the Citywide and regional pedestrian and bicycle system.

Bicycle lane in Bridle Trails

Figure BT-6: Bridle Trails Pedestrian System

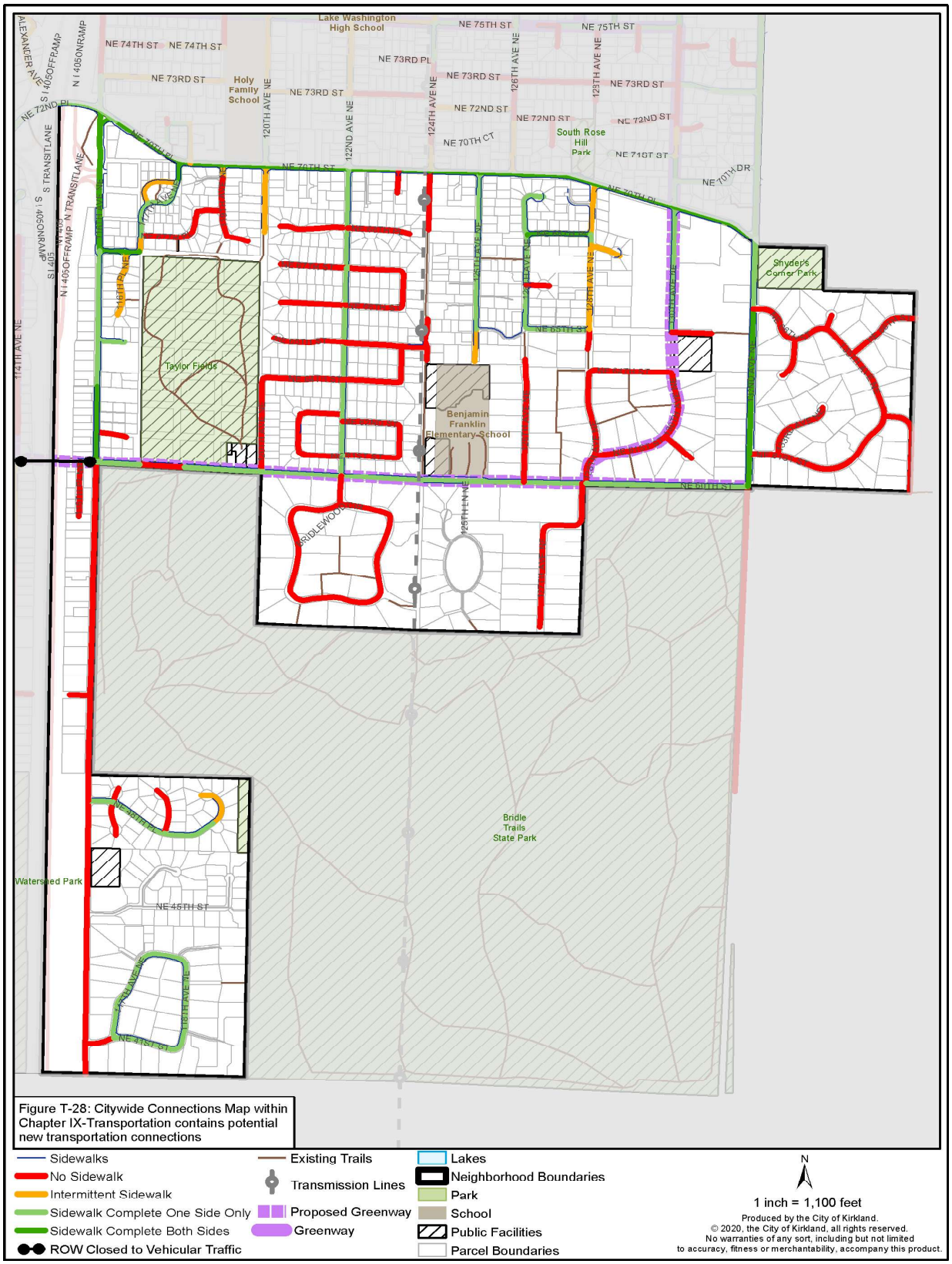


Figure BT-7: Bridle Trails Bicycle System

Policy BT-19: Plan for a future bicycle and pedestrian Greenway along NE 60th ST and 130th Avenue NE to connect to the Greenway north of NE 70th Place and to the South and North Rose Hill Neighborhoods.

Policy BT-20: Develop bike lanes, a sidewalk, and/or multimodal path along 116th Ave NE, between NE 60th ST and the Bellevue city boundary in order to provide access to the Eastrail and light rail. The lack of bike lanes on 116th Ave NE south of NE 60th ST that connect to the established bike lanes in Bellevue is a substantial gap in the bicycle network.

Policy BT-21: Design trails and streets to ensure the safety of those traveling by horse and vehicle while promoting equestrian and pedestrian access for walking, biking, rolling and riding trips.

Policy BT-22: In equestrian areas, design public improvements to reflect shared equestrian and pedestrian use of paths, sidewalks, roadway improvements, transit connections and signage to reflect the equestrian uses in the neighborhood.

- Where possible, some separation of equestrians from other forms of travel is desirable;
- Equestrian paths should not be paved. Paths should be constructed with a specially designed, stabilized hoof grid mix to provide appropriate footing and to retain integrity in Puget Sound's wet climate; and
- Paths should be designed to accommodate horses and riders. Paths should be wide enough to support two-way equestrian travel and have enough vertical clearance for a horse and rider.

Policy BT-23: Preserve and enhance equestrian, pedestrian and bike access to Bridle Trails State Park from the surrounding neighborhood, although bikes are not allowed in the park.

Policy BT-24: Require private development projects to complete unimproved portions of the regional Eastside Powerline Corridor trail located in Bridle Trails within the Seattle City Light Power Line Easement or explore ways to use public funds to make improvements to trail. Where private development has already occurred, consider completing sections through the City's Capital Improvement Program.

Public pedestrian and bicycle improvements should be provided under the Seattle City Light power line easement when development, redevelopment or platting occurs to complete the trail system. Public funding should also be considered. See PROS Plan for further details. This off-street north/south trail through the neighborhood serves the recreational needs of the community by providing a safe pedestrian, equestrian and bicycle link separated from the street system. Eventually this trail could link up to the South Rose Hill neighborhood and trail systems in adjoining jurisdictions. The trail should be enhanced with signage and wayfinding features, providing landscaping improvements that are consistent with the rural nature of the area.

8. PUBLIC FACILITIES

Public facilities in the neighborhood include the King County Transfer Station, City water tower and Ben Franklin Elementary School. North of the King County Transfer Station site is the old Houghton Landfill and now Taylor Fields sports fields. The King County Solid Waste Division continually monitors the groundwater and methane gas at the Houghton landfill to ensure it complies with Seattle-King County Department of Public Health requirements. Any permanent use for the landfill will need soil remediation. There are many homes in the neighborhood still on septic systems because of lack of sanitary sewer infrastructure. As new development occurs the sewer mains and connections should be extended to meet current standards.

Policy BT-25: Establish guiding principles for the redevelopment of the King County Transfer Station facility if it is closed:

- Public-serving open space uses should be the primary focus of any redevelopment;
- Open space should include active (e.g., sports field) and passive (walking trails, dog park) uses, along with other recreational uses (e.g., aquatic center), and should establish ecological/wildlife and pedestrian connections through the former transfer station from the Park and Ride to Bridle Trails State Park;
- Non-open space/park uses may be considered, but should be compatible with the open space features of the site; and
- Any soil contamination should be remediated prior to reuse.

Policy BT-26: The City's water tower is an important public facility and open space amenity for the neighborhood. Maintain and enhance the public pedestrian and bicycle pathway along the west side of the property.

Policy BT-27: Noise impacts adjacent to the Interstate 405 should be minimized with new development with the use of sound walls, berms or other mitigation measures.

King County Transfer Station

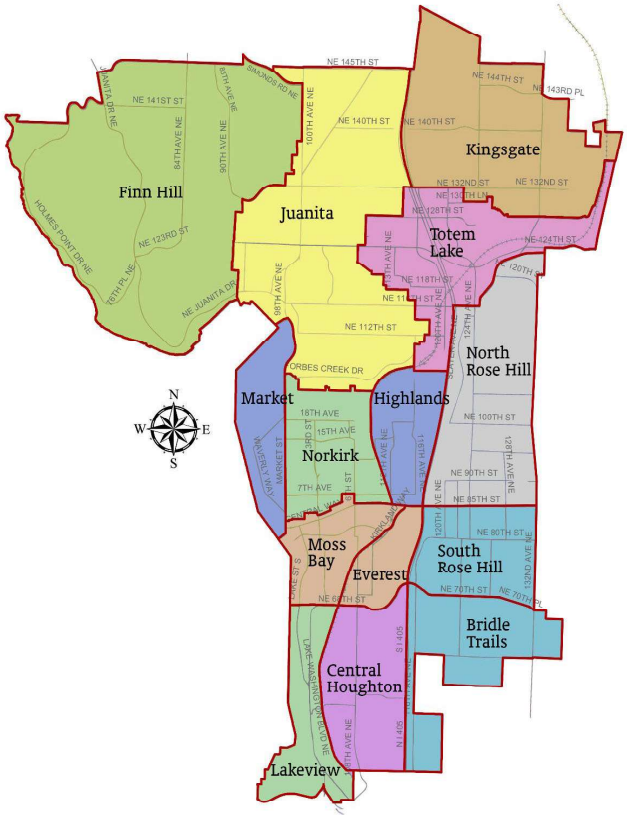
12.B. Central Houghton Neighborhood Plan

1. OVERVIEW

The Central Houghton Neighborhood is bounded by the Cross Kirkland Corridor and the Lakeview Neighborhood on the west; Interstate 405 right-of-way on the east; and NE 68th Street on the north. The southern boundary is the Kirkland City limit (see Figure CH-1, Central Houghton Land Use Map); 108th Avenue NE provides the main north-south vehicular through the neighborhood, while NE 68th Street provides an east-west connection. The Cross Kirkland Corridor is a primary arterial for walking, biking and rolling trips, providing convenient access to destinations within the neighborhood and throughout city.

Central Houghton is predominantly a residential neighborhood. Other land uses within the neighborhood consist of offices, neighborhood-oriented businesses and a variety of schools, including Northwest University.

Kirkland Neighborhoods Map



The Neighborhood Center, located along the south side of NE 68th Street, is the neighborhood's only commercial area. The undeveloped 73-acre Watershed Park takes up a

large area in the southeastern corner of the neighborhood. Carillon Woods Neighborhood Park is in the central part of the neighborhood and Phyllis A. Needy Neighborhood Park provides a smaller neighborhood park adjacent to 108th Avenue NE.

2. VISION STATEMENT

The following Vision Statement is a description of the character and qualities of the Central Houghton Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Central Houghton Neighborhood has a rich and unique history. The area's political history as part of a separate city until 1968 fostered a deep sense of community, establishing a tradition in which community members seek opportunities for involvement and stewardship in the neighborhood's future.

The neighborhood's quality of life has been maintained, while the changing and varied needs of the population are accommodated through a diverse housing stock. Greater housing choices, as well as efforts to preserve affordability in housing, help to expand housing opportunities for all.

Central Houghton is a welcoming, accessible neighborhood, with safe and inviting pedestrian and bicycle routes. Healthy and active living is promoted through attractive streets and trails. Traffic on the neighborhood's major streets, 108th Avenue NE and NE 68th Street, is managed well, with improvements designed with safety as a priority as detailed in the Vision Zero Plan and compatible with surrounding development, parks, and trails. The Cross Kirkland Corridor is a vital part of the nonvehicular transportation system in Central Houghton, as it provides pedestrian and bicycle connections linking the corridor to parks and other neighborhood gathering places.

People value the variety of opportunities to meet in shops and restaurants within the Houghton/Everest Neighborhood Center, as well as in casual locations in the neighborhood's parks and natural areas. The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses available to meet the retail and service needs of the community. Engaging streetscapes, site layouts and building designs provide an inviting and coordinated appearance within the Center. Careful attention to the placement and design of vehicle and pedestrian access from commercial areas to surrounding streets contributes to an efficient street network, and ensures harmony with nearby residential areas.

Several schools and the Northwest University campus add to the Central Houghton community by providing the neighborhood with a connection to the schools' students, parents, and facilities, as well as with other Kirkland neighborhoods and the larger community. These campuses are valued and supported, not only for their role in providing educational opportunities and fostering community relationships, but for the additional open space they provide and share with the public.

The Central Houghton Neighborhood provides many beautiful open space experiences, including the views, tree canopy and neighborhood parks. The community of Central Houghton cherishes the expansive views of Lake Washington, Seattle and the Olympic Mountains, the slopes, and the natural watershed areas that contribute to the neighborhood's distinctive charm. The tree canopy in the neighborhood has been managed and enhanced, and adds to the neighborhood's peaceful setting. The neighborhood's parks help meet the needs of the neighborhood, but there is a need for more public greenspace with equipment for teens, adults of all ages, and those with specialized movement needs. Phyllis A. Needy Park provides a place for active play for the neighborhood's youth, while Carillon Woods meets the neighborhood's recreational needs with a play area and both paved and natural trails. Opportunities for people

to observe and enjoy wildlife habitat and open space exist at Carillon Woods and at the south end of the neighborhood, in the Watershed Natural Area.

The Central Houghton community takes great pleasure and pride in this beautiful neighborhood's features.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The following history includes the Central Houghton and Lakeview Neighborhoods, as well as a portion of the Bridle Trails Neighborhood, since together they made up the City of Houghton until its consolidation with the City of Kirkland on April 30, 1968.

Naming and Early Settlement of Houghton: Samuel and Caroline French along with their adult son, Harry French, settled on the east side of Lake Washington in 1872. The French family was from Maine and had been corresponding with a friend who had settled in Seattle and praised the potential of the Eastside. Mrs. French named their new home Pleasant Bay.

The French family is considered Houghton's first white settlers. Little has been learned about the earliest Native American inhabitants of the area, but Mrs. French reported seeing them as they rowed their canoes along the shore. The French house was built in 1874 at 10120 NE 63rd Street and was home to the French family for four generations. The house was moved to 4130 Lake Washington Boulevard in 1978.

In 1880, all communities were required by the U.S. Post Office to have a one-word name. The Pleasant Bay community submitted the name Edison, after Thomas Edison, but Edison was already being used in the Washington Territory. The Pleasant Bay church had been given a 600-pound Meneely & Company church bell by Mr. and Mrs. William Houghton of Boston and so the community of Houghton was named in their honor. When the congregational churches merged in 1894, the bell was relocated to the Kirkland Congregational Church on 5th Avenue in the Norkirk Neighborhood. The church has been rebuilt, but the bell remains there and rings every Sunday.

The Suffhoff home was built in 1903 by Kirkland realtor Charles Parrish for the Morris Orton family. The young widow Mrs. May Orton rented the home to Dr. George Hudson Davis in about 1910 and it was then used as a hospital and dental office. The home served as Houghton's and Kirkland's first hospital for 10 years.

Industry of Pleasant Bay/Houghton: The French family soon had industrious neighbors. The Jay O'Conners, who purchased the Popham/McGregor land, built the Steamer Squak and the large Lake House which was used as a hotel. The John and Abigail Fish family purchased the Lake House and continued the hotel business. The Lake House was in the family for generations and was torn down in 1984. The Curtis family built and operated ferries on Lake Washington for over 50 years. George Bartsch and his brother-in-law, Harrie Tompkins, started the Bartsch-Tompkins Transportation Company in 1904. Mr. Bartsch bought out Mr. Tompkins and then partnered with John Anderson to create the Anderson Steamboat Company in 1907. The Anderson Steamboat Company became the Anderson Shipyard which then became the Lake Washington Shipyard.

The Lake Washington Shipyard was at the site of the present Carillon Point development. One of the original buildings built in 1907 was used as a pattern shop for the wooden ships built during WWI, then as a mold shop for the steel ships built during WWII. The building was still standing until the development of Carillon Point.

The early shipyards were limited to building lake ferries or smaller oceangoing boats that could be navigated down the Black River at the southern tip of Lake Washington. In 1916, the opening of the ship canal lowered Lake Washington by almost nine feet and dried up the Black River. With the opening of the Montlake Ship Canal, the shipyard could build large oceangoing ships.

Houghton and the Wars: During WWI, shipbuilding boomed in Houghton, and many wooden war ships were constructed there. Workers commuted from Seattle for the work, which ended in 1918. The Second World War again brought tremendous growth for Houghton. The Lake Washington Shipyard built steel hulled ships and they were all in service at the end of the war. The U.S. Government built the Steward Heights housing project on 108th Avenue NE for the shipyard workers. This area is now the Northwest University campus.

Terrace Park – Site of the Houghton City Hall: Terrace Park was originally the site for a community center for the Lakeview Neighborhood during WWII. It was built to service the needs of the Lake Washington Shipyard workers. In about 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station. The existing cement pads were used as the floor of the Houghton Police Station.

Livelihood of Houghton Residents: From the early 1870s, Houghton was settled by educated and hardworking families spreading out across the country. They purchased their homesteads and, because of their isolation, they lived off their land. Their close proximity to Seattle also allowed them access to jobs, services and goods. For example, Harry French commuted to Seattle to work in Yesler's Mill. At first workers rowed weekly, returning home for the weekend, and in later years they took a steamer daily. There were jobs in the forest, the coal mines, and the lumber mills, but all required a commute by rowboat, horse or on foot. As more settlers arrived, there was a need for scheduled ferry service, a school, and a place to worship.

School and Worship: Harry French built a frame cabin, which was used by the family until their family home was ready. This cabin later became Pleasant Bay's first classroom and its first Sunday school. A church was then built and the minister, Reverend Greene, began coming from Seattle to make the rounds to the small local churches in the area.

Houghton Resident, John Cort: John Cort had the first legitimate theater circuit and owned 117 theaters on the west coast. Mr. Cort was also an early founder of the FOE Eagles and was their first President. He was the first in the world to use the new Edison lights in his Seattle Standard Theatre which burned in the great fire of 1889. Cort's last remaining Seattle theatre is the Moore. Cort traveled a great deal to manage his theatres, but his family lived full time on Whisker Farms, his Houghton home until 1918. Around this time he moved his empire to New York City where he later retired and then died in 1929. Whisker Farms was on Cort Road, now 108th Avenue NE. The Collins School was built on the burned-out ruins of Whisker Farms, but has since been torn down and replaced by homes.

City of Houghton: Until 1968, Houghton was a separate city with a Houghton address and residents that were called "Houghtonites." When Houghton merged with Kirkland, there was a strong emphasis on retaining some authority on land use and zoning issues. State law at the time allowed Houghton citizens to maintain control of their zoning and continued enforcement of their land use plan, and the Houghton Community Council was formed. The Houghton Community Council actively functioned as part of the City of Kirkland land use processes until it was sunset in 2022 as a result of adopted Washington state law.

Although the City of Houghton and the City of Kirkland merged almost 60 years ago, there is still a strong feeling of community among the residents of the Central Houghton neighborhood because of their unique history as a separate town.

1968 Road Map of the Houghton Area

History taken from Primary Sources: Family and State records, the Boston Newspaper, 1889 Kirkland Press and the French Diaries. For more information on the history of the City of Houghton please contact the Kirkland Heritage Society and see the Lakeview Neighborhood Plan.

Goal CH-1: Encourage preservation of structures, sites and objects of historical significance in the Central Houghton Neighborhood.

Policy CH-1.1: Encourage property owners in Central Houghton to preserve buildings, structures, sites and objects of historical significance.

The Land Use Element establishes the hierarchy for designating historic buildings, structures, sites and objects in the City. Although age is an important factor in determining historical significance, other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, are also important.

Policy CH-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood will help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to

recognize the neighborhood's history. The Land Use Element of this Comprehensive Plan also lists other techniques to preserve the neighborhood's history.

Figure CH-2: Central Houghton Wetlands, Streams, and Lakes

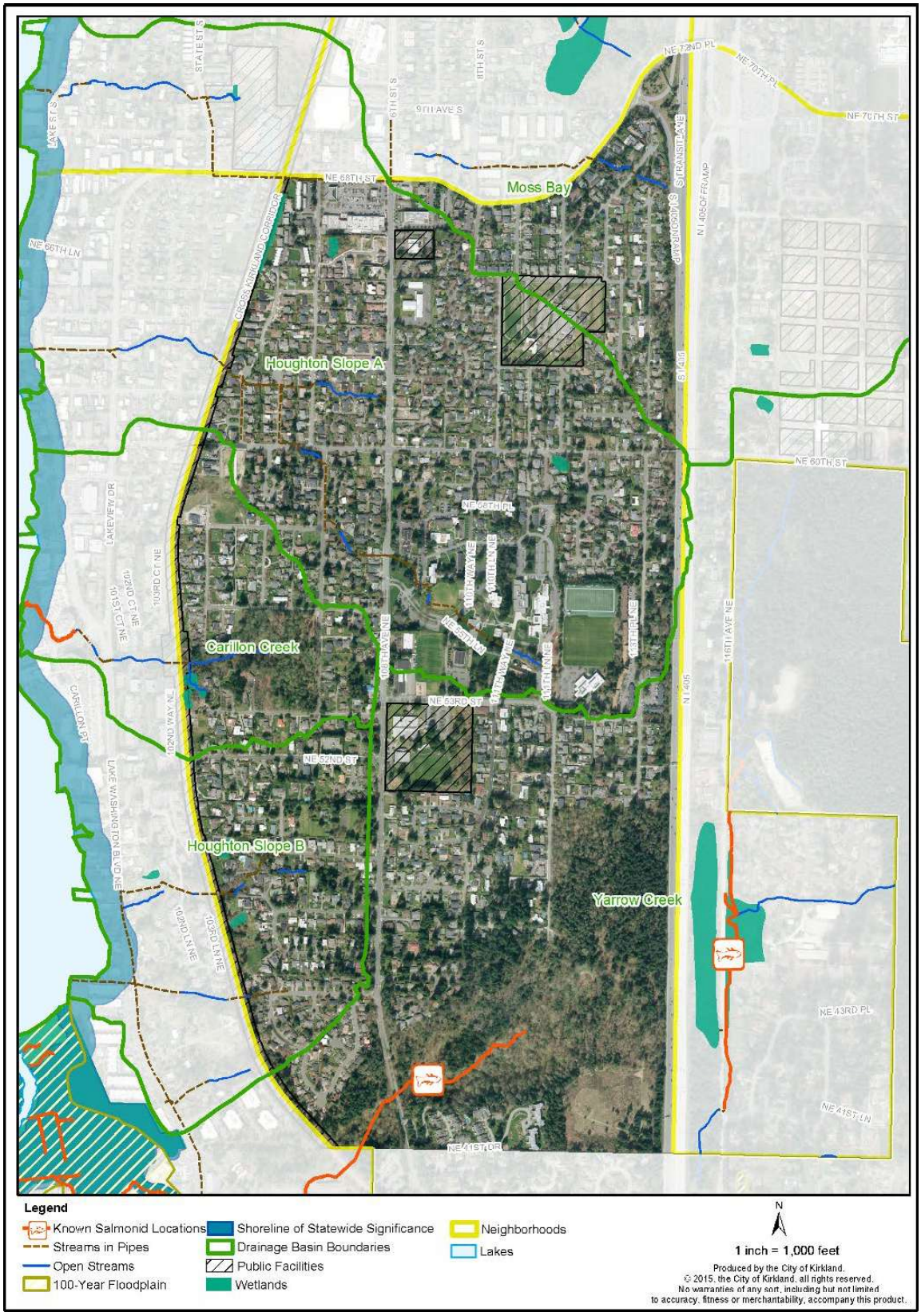


Figure CH-3a: Central Houghton Landslide Susceptibility

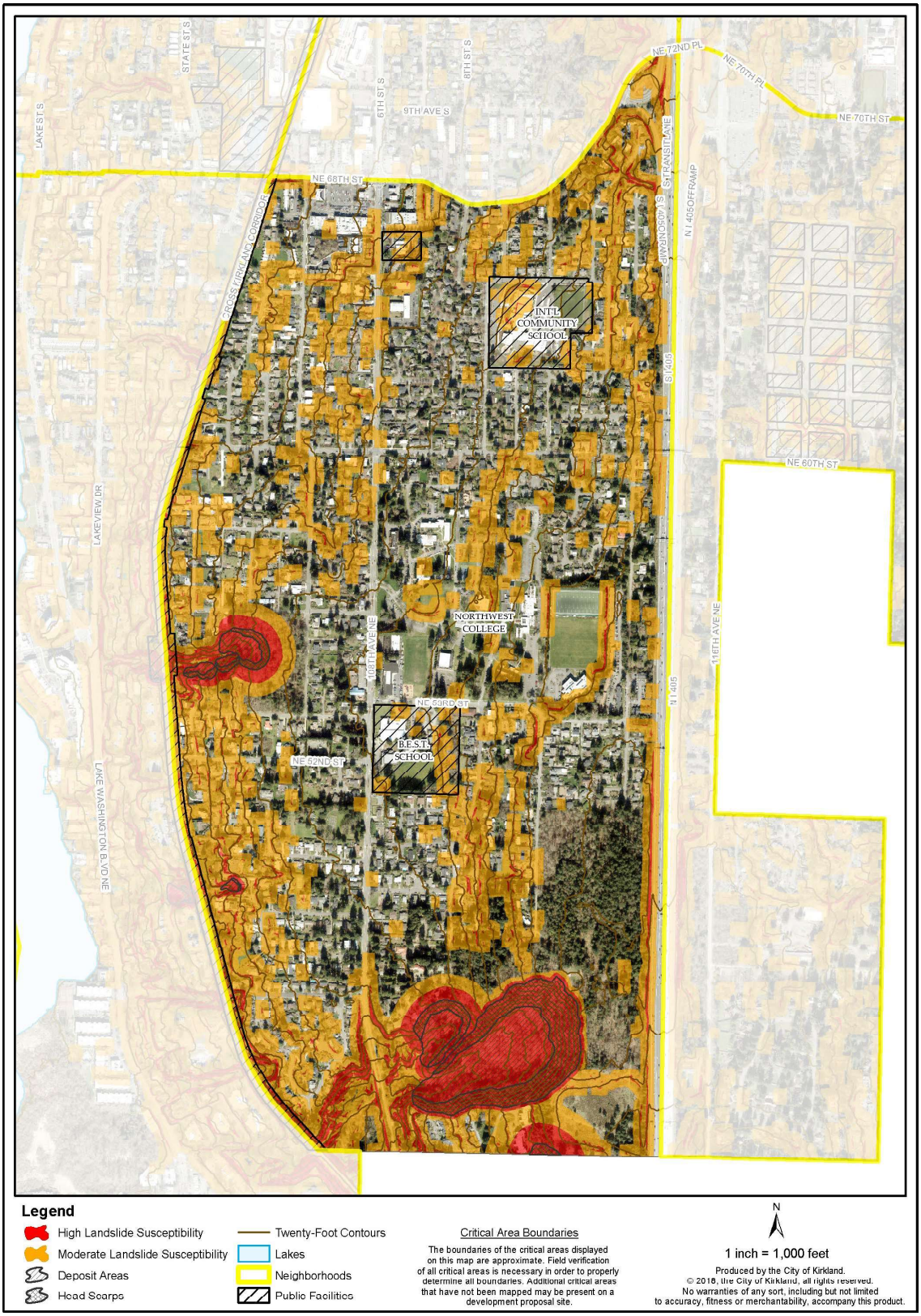
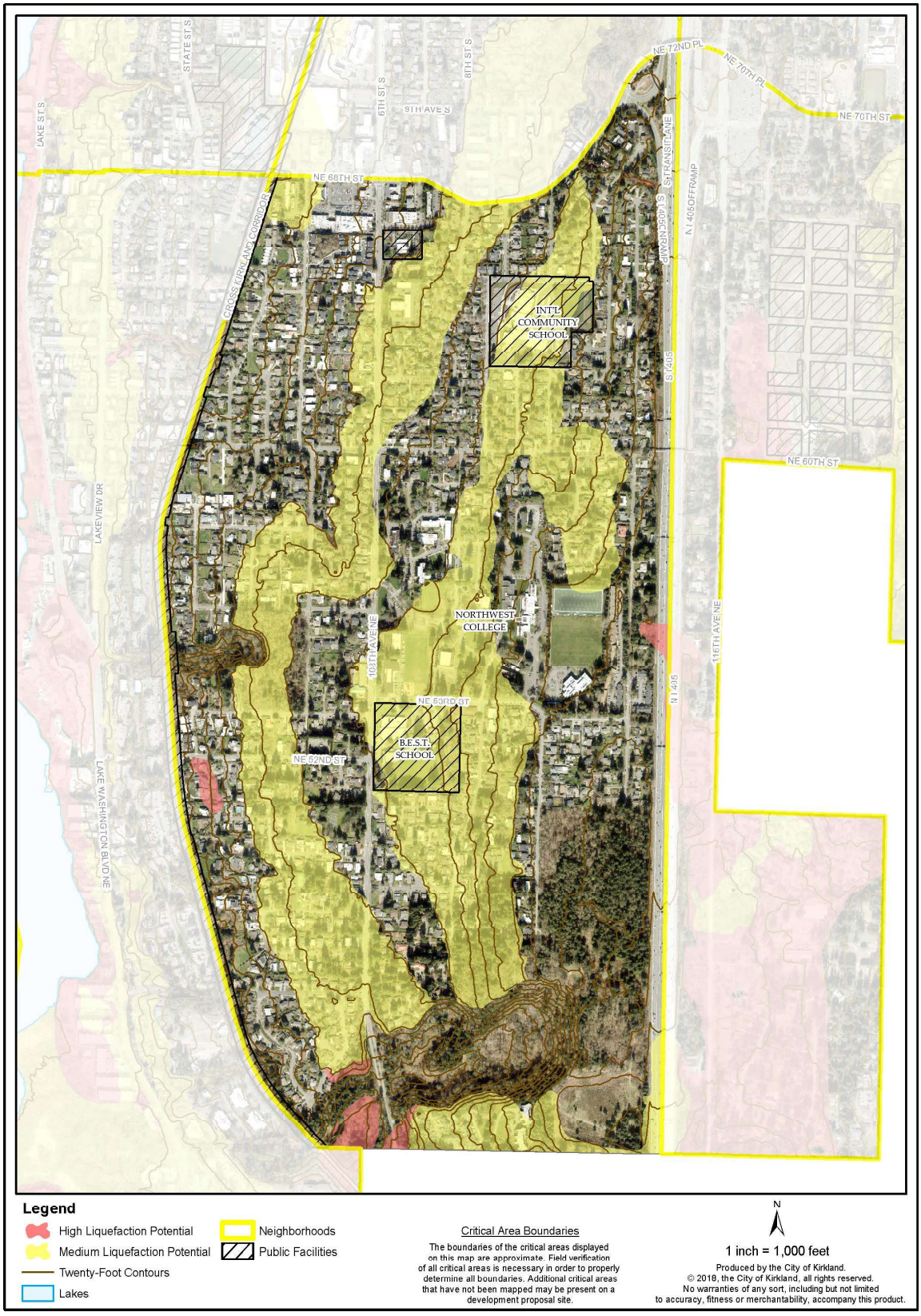


Figure CH-3b: Central Houghton Liquefaction Potential



4. NATURAL ENVIRONMENT

Goal CH-2: Protect and enhance the natural environment in the Central Houghton Neighborhood.

Policy CH-2.1: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.

The Central Houghton Neighborhood is located within the Yarrow Creek, Carillon Creek, Houghton Slope A and B, and Moss Bay drainage basins (see Figure CH-2). These drainage systems connect to Lake Washington and provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits.

Water quality is an important issue in the Central Houghton Neighborhood. Daylighted streams in the neighborhood should be kept clean and maintained in their natural state. Even in areas without significant streams, water from the neighborhood drains to Lake Washington and so pesticide and fertilizer use should be discouraged.

Policy CH-2.2: Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

The Central Houghton Neighborhood contains medium and high landslide and erosion hazard areas (see Figure CH-3a and CH 3b). These areas are prone to landslides that may be triggered by natural events or by manmade activities including grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Limitations on development in geologically hazardous areas are regulated within the Kirkland Zoning Code and in the Sustainability, Climate and Environment Element.

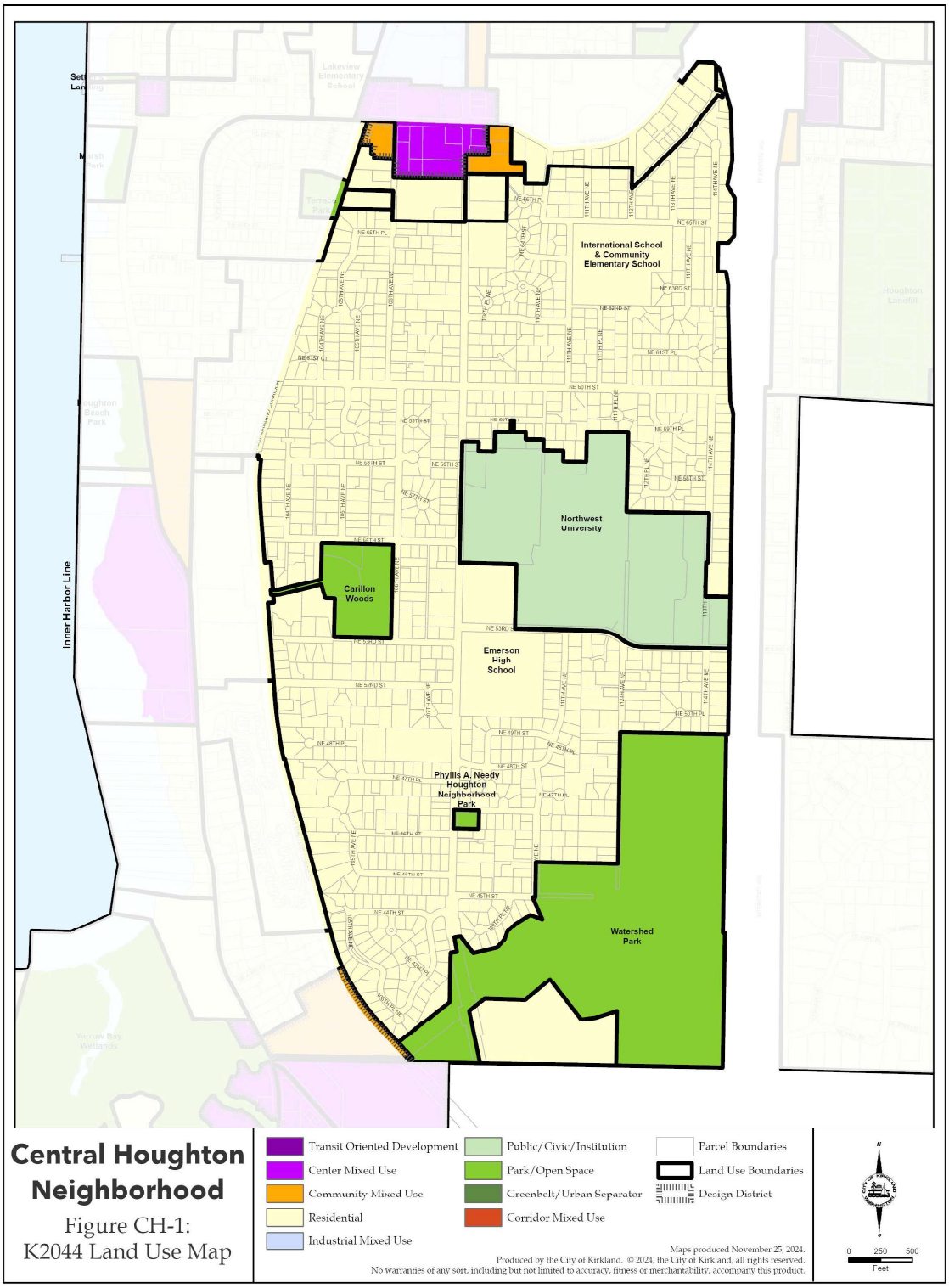
Policy CH-2.3: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Central Houghton contains many wildlife corridors connecting parks and along stream channels to Lake Washington and Yarrow Bay Wetlands. Residents and business owners are encouraged to continue to improve wildlife habitat on their property by planting native vegetation, and providing food, water, shelter and space for wildlife.

5. LAND USE

Residential land uses occupy the majority of the Central Houghton Neighborhood. Schools, including the expansive campus of Northwest University, are dispersed throughout the residential core, while two large park and open space areas, Carillon Woods and the Watershed Natural Area, are located in the central and southern portions of the neighborhood. Apartments and condominiums are clustered along the northern edge of Central Houghton, where they adjoin the neighborhood's only commercial area, the Houghton/Everest Neighborhood Center.

Figure CH-1: Central Houghton Land Use Map



Residential

Goal CH-3: Encourage alternative residential development options that improve housing diversity in the neighborhood through compatible infill development and redevelopment.

Policy CH-3.1: Allow a variety of development styles and housing types that provide housing choice in all residential areas.

Central Houghton is a well-established neighborhood that has predominantly low-intensity residential development. The land use transitions from lower to more intense residential and commercial development in the northern portion of the neighborhood near NE 68th Street. A mix of housing types and sizes is important to the neighborhood.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households and an aging population. Allowing design innovations can help lower land and development costs and improve affordability. Alternative housing types such as cottage, compact single-family, accessory dwelling units, and clustered dwellings are viable options to serve a diverse population and changing household size and composition.

Policy CH-3.2: Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the normal minimum lot size allowed in the zone if the size of houses on the small lots is limited. This encourages diversity, affordability, and provides more housing choice.

Policy CH-3.3: The residential areas south of NE 68th Street and surrounding the Houghton/Everest Neighborhood Center area are suitable for medium to high residential intensities.

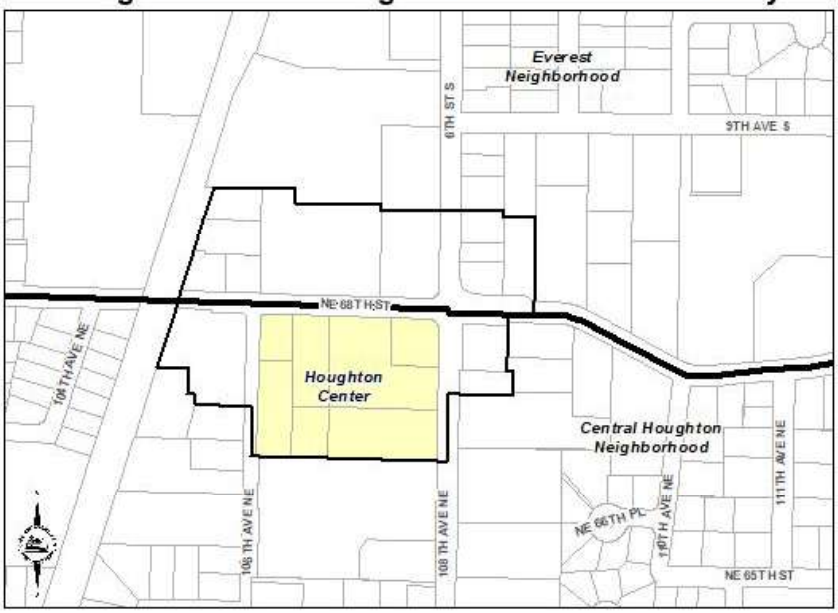
The area south of NE 68th Street and surrounding the Houghton/Everest Center is appropriate for increased residential intensity because of topographic features and surrounding neighborhood conditions. This area provides additional housing opportunities and helps to support the commercial shopping area to the north.

Commercial

Houghton/Everest Neighborhood Center

The Houghton/Everest Neighborhood Center is defined as a “Neighborhood Center” commercial area in the Land Use Element of the Comprehensive Plan. It includes properties on the north and south sides of NE 68th Street in both the Central Houghton and Everest Neighborhoods.

Houghton/ Everest Neighborhood Center Boundary



Goal CH-4: Promote a strong and vibrant Neighborhood Center with a mix of commercial, public, and residential uses that primarily serve the adjacent neighborhoods.

Policy CH-4.1: Coordinate with the Everest Neighborhood to develop a plan for the Houghton/Everest Neighborhood Center, which overlies properties along the NE 68th Street corridor in both the Everest and Central Houghton Neighborhoods (see inset).

This plan should promote a coordinated strategy for the Neighborhood Center while minimizing adverse impacts on surrounding residential areas.

Policy CH-4.2: Encourage a mix of uses within the Houghton/Everest Neighborhood Center that includes commercial development such as neighborhood-oriented shops, services, and offices, as well as residential use.

A variety of uses, including retail, office and residential, should be combined in order to contribute to a vibrant mixed-use Neighborhood Center.

6th Street Corridor

Policy CH-4.3: Implement transportation improvements, including those in the 6th Street Corridor Transportation Study, that support the existing and planned land uses in the Neighborhood Center and adjoining neighborhoods.

A review of transportation impacts should be done for all new development in the Neighborhood Center. This review should also include determination of the best location for a new east/west connection between 106th Avenue NE and 108th Avenue NE. Transportation system improvements should be designed to encourage traffic to use existing arterials and to include traffic-calming devices on neighborhood streets. Alternate modes of transportation should also be included in new development.

Policy CH-4.4: Encourage higher residential intensity on properties on the west side of 106th Avenue NE and south of NE 68th Street.

Land located west of the Houghton Center shopping area, directly east of the Cross Kirkland Corridor, has the potential to provide higher intensity residential use within walking or rolling distance of retail and business services. A connection to the Cross Kirkland Corridor should be provided from 106th Street through this area.

Goal CH-5: Promote high quality design by establishing building, site, and pedestrian design regulations that apply to commercial, residential, public and mixed-use development in the Houghton/Everest Neighborhood Center.

Policy CH-5.1: Establish design regulations that apply to all new, expanded, or remodeled commercial, residential or mixed-use buildings in the Houghton/Everest Neighborhood Center.

These design regulations should support appropriate building scale and massing, produce buildings that cost less to build, are more sustainable, exhibit high quality design with a sense of permanence, and incorporate site design which includes pedestrian features and amenities that contribute to the livability of the surrounding area. They should also strengthen the aesthetic appeal of the Neighborhood Center by addressing streetscape improvements and public views to the lake along NE 68th Street.

Houghton Center: The shopping center development located at the southwest corner of NE 68th Street and 108th Avenue NE (shown in yellow on the map) is known as the "Houghton Center." This large strip retail development sits on several parcels occupying approximately five acres. Redevelopment to a more cohesive, pedestrian-oriented concept may be feasible since a single owner controls the bulk of the site. In addition to its potential to serve the community through expanded neighborhood commercial uses, Houghton Center can contribute to the livability and vitality of the neighborhood by providing the community with a welcoming place to shop, congregate and relax.

Houghton Center

Goal CH-6: Support the transition of the Houghton Center into a pedestrian-oriented mixed-use development with access to transit, that includes retail, with office or residential and other compatible uses that primarily serve the adjacent neighborhoods.

Policy CH-6.1: Promote a pedestrian-oriented development concept through standards for a coordinated development plan for Houghton Center including retail, with office and/or residential and other compatible uses.

A development plan (formerly referenced as a master plan) for the Houghton Center should provide for a complementary arrangement of facilities, pedestrian amenities, open spaces, and linkages, as well as shared parking that meets the needs of Houghton Center and a coordinated sign system.

Policy CH-6.2: Reduce ingress and egress conflicts within and around Houghton Center through creation of a circulation system for vehicles and pedestrians as part of a development plan for development of the property.

The circulation system for both pedestrians and vehicles should provide the minimum amount of ingress and egress locations necessary for an effective circulation system into and through Houghton Center.

Policy CH-6.3: Allow increased building heights if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, sustainability, and the cost of building housing, building modulation, upper story stepbacks, and use of materials to reduce the appearance of bulk and mass.

Specific design guidelines should be developed to ensure that modulation is used to break down scale and massing of buildings into smaller and varied volumes, and to provide upper story stepbacks from the sidewalks to improve the pedestrian experience, reduce the cost of building housing and maintain human scale.

Policy CH-6.4: Provide gathering spaces and relaxation areas within Houghton Center.

Houghton Center is an important community meeting place within the Central Houghton Neighborhood. Gathering spaces should be provided when Houghton Center redevelops as a way to provide places to meet neighbors and enjoy the facilities.

Schools and Places of Worship

A strong relationship between schools, all places of worship, and the surrounding community is a key factor to ensuring compatibility and minimizing conflicts.

Goal CH-7: Acknowledge the value to the community of schools and places of worship. Encourage interaction between these institutions and the community of the Central Houghton Neighborhood.

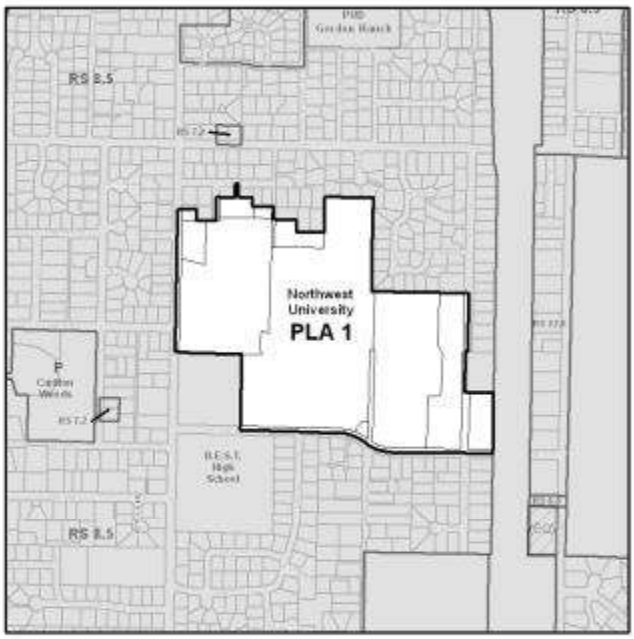
Policy CH-7.1: Provide opportunities for early community involvement in any expansion plans for, modifications to, or changes in uses within schools and places of worship.

Early community involvement is important in addressing issues that may affect the surrounding area and the neighborhood as a whole. Issues such as parking and public safety should be taken into account when considering additional ancillary uses, expansion of facilities, or the addition of new facilities. Required buffering should be designed to minimize impacts to and be compatible with neighboring uses.

Northwest University (Planned Area 1)

Northwest University is designated as a Planned Area because of its unique conditions including large parcel ownership, interface with the surrounding community, traffic patterns, and topographic conditions. The complex issues related to this planned area can best be dealt with through the development plan (formerly referenced as a master plan) for the university.

Planned Area 1 – Northwest University



The planned area designation permits the application of special development procedures and standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

Goal CH-8: Ensure that the growth and development planned for Northwest University is reviewed and approved by the City.

Policy CH-8.1: Limit Planned Area 1 to the boundaries designated in Figure CH-1.

The boundaries shown in Figure CH-1 are consistent with the 1999 Northwest University Master Plan as shown below.

Northwest University in Central Houghton

Policy CH-8.2: Require all development in PLA 1 to conform to an approved development plan.

The development plan approved in 1999 and later revised is the guiding document for Northwest University in PLA 1. Any variations from this development plan must be reviewed and approved by the City.

Policy CH-8.3: Structures on campus should be located to minimize impacts on residential areas adjacent to the University.

It is important to consider the location of new buildings on campus in relationship to the surrounding residential areas. New structures should be placed far enough away from residential uses to minimize impacts.

Policy CH-8.4: Traffic should be routed away from local residential streets to the extent possible.

Traffic routing can have a great impact on the surrounding neighborhood. Primary access to the University should continue to be off of 108th Avenue NE.

Policy CH-8.5: University activities should be buffered on all sides to support and complement adjacent residential development.

The university should be buffered from surrounding areas to reduce visual and noise impacts and protect the privacy of those living within the surrounding neighborhood.

Transitional Areas

When integrating institutional and commercial uses adjacent to residential areas, measures should be taken to minimize potential adverse impacts on adjacent residential areas. This

includes ensuring there is sufficient transit and parking options, managing noise levels during evening hours, and mitigating glare from commercial lighting.

Goal CH-9: Ensure mutual support and functional compatibility between residential uses and adjoining institutional and commercial uses.

Policy CH-9.1: Identify strategies to bridge commercial and institutional development with residential areas in the neighborhood seamlessly.

Regulating building height, building mass, building placement, vehicular access, and traffic impacts and/or providing landscape buffers can be used to harmonize uses in close proximity to one another. Development projects should employ these strategies through the environmental review process, development regulations, and with the appropriate conditions imposed through development review.

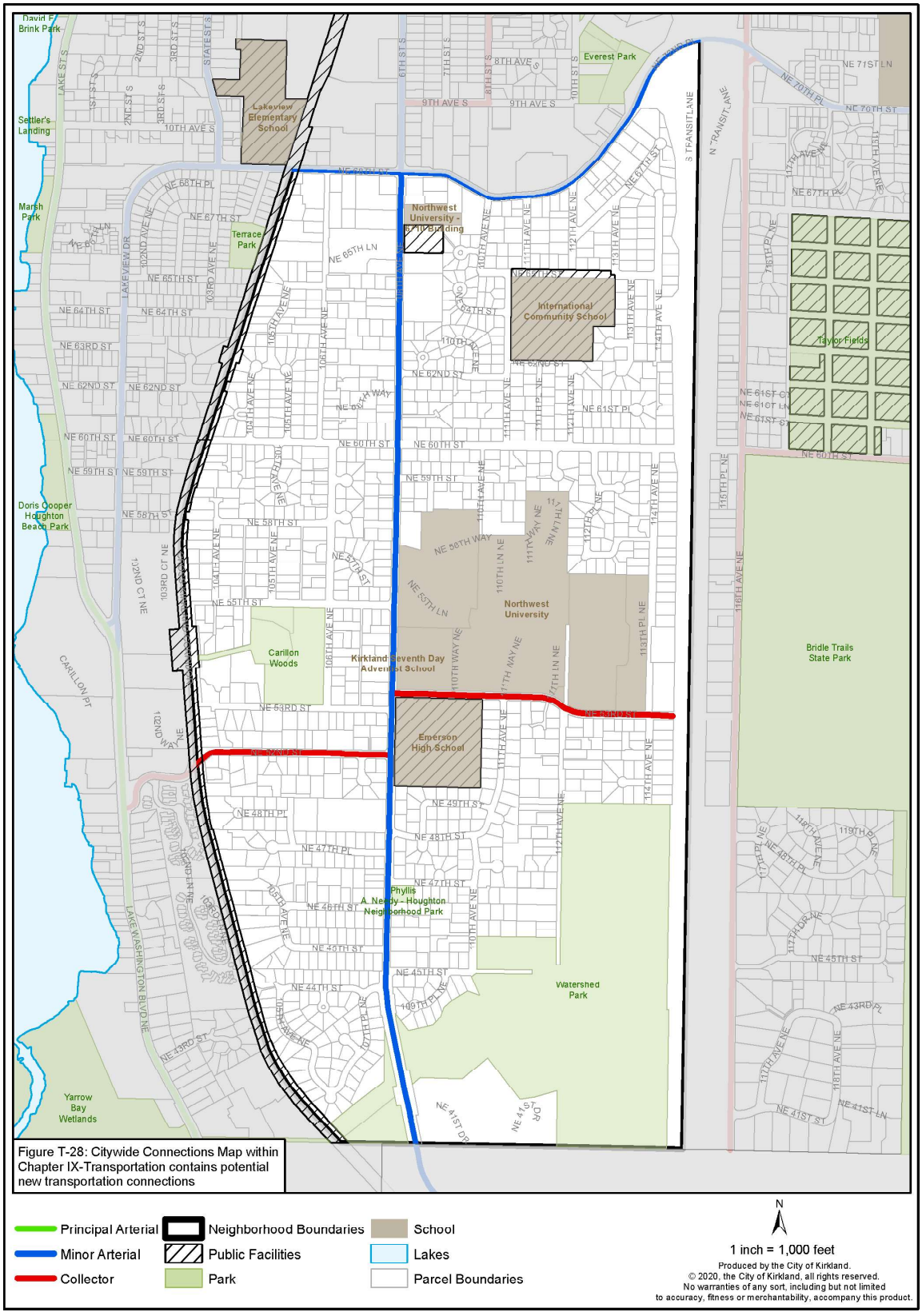
6. TRANSPORTATION

The circulation patterns in the Central Houghton Neighborhood are well established. 108th Avenue NE, a designated minor arterial, provides the primary north-south route through the Central Houghton Neighborhood. It also provides local access for a substantial number of residences, schools and businesses (see Figures CH-5 and CH-6).

King County Metro Service in Central Houghton

NE 68th Street which forms the northern boundary of the neighborhood is also a minor arterial. NE 52nd Street is designated a collector street providing an east-west connection between 108th Avenue NE and Lake Washington Boulevard. NE 53rd Street between 108th Avenue NE and 114th Avenue NE is also a collector street. All other streets within the neighborhood are classified as neighborhood access streets. They provide access to adjacent residences and connect to the collectors and minor arterials.

Figure CH-4: Central Houghton Street Classifications



Active transportation modes such as walking, cycling, and rolling are addressed in the City's Active Transportation Plan and implemented through the Capital Improvement Program or through private development. The design of these improvements should be safe and convenient, and should enhance neighborhood access opportunities.

Goal CH-10: Maintain safe mobility along 108th Avenue NE as a primary vehicle, transit, pedestrian and bicycle corridor through the neighborhood.

Policy CH-10.1: The existing three-lane configuration for 108th Avenue NE should be monitored to determine appropriate measures to mitigate transportation impacts.

Congestion restricts local access to and from 108th Avenue NE and creates safety hazards and conflicts for bicyclists, transit riders, adjacent residents, and pedestrians, including children arriving at and leaving the schools. Future traffic levels should be monitored and appropriate measures should be considered to mitigate impacts.

Policy CH-10.2: Enhance usability, safety, and accessibility of 108th Avenue NE for all modes of transportation.

A development plan for 108th Avenue NE should be established through a public process. The plan should consider installation of streetscape amenities such as pedestrian lighting, street furniture, and low-level landscaping to enhance the pedestrian experience and the continuation, widening and signing of bicycle lanes.

Policy CH-10.3: Implementation of street improvements should occur through both the City's Capital Improvement Program process and through site-specific private development.

The means to implement improvements should be determined on a comprehensive areawide basis and, to the extent possible, on an incremental basis by encouraging or requiring the incorporation of improvements into private developments.

Policy CH-10.4: Support transportation measures that will enhance circulation through the neighborhood.

The City should support and encourage the following measures:

- Alternatives to single-occupancy vehicles for commuting purposes, such as public transportation, bicycling and rolling, walking, high-capacity transit and high-occupancy vehicles (HOV); and

- Improvements to the I-405/SR 520 corridors.

Goal CH-11: Encourage a variety of transportation modes by providing improvements for pedestrians and bicyclists.

Policy CH-11.1: Improve the pedestrian and bicycle circulation systems both as a recreation amenity and alternative transportation option.

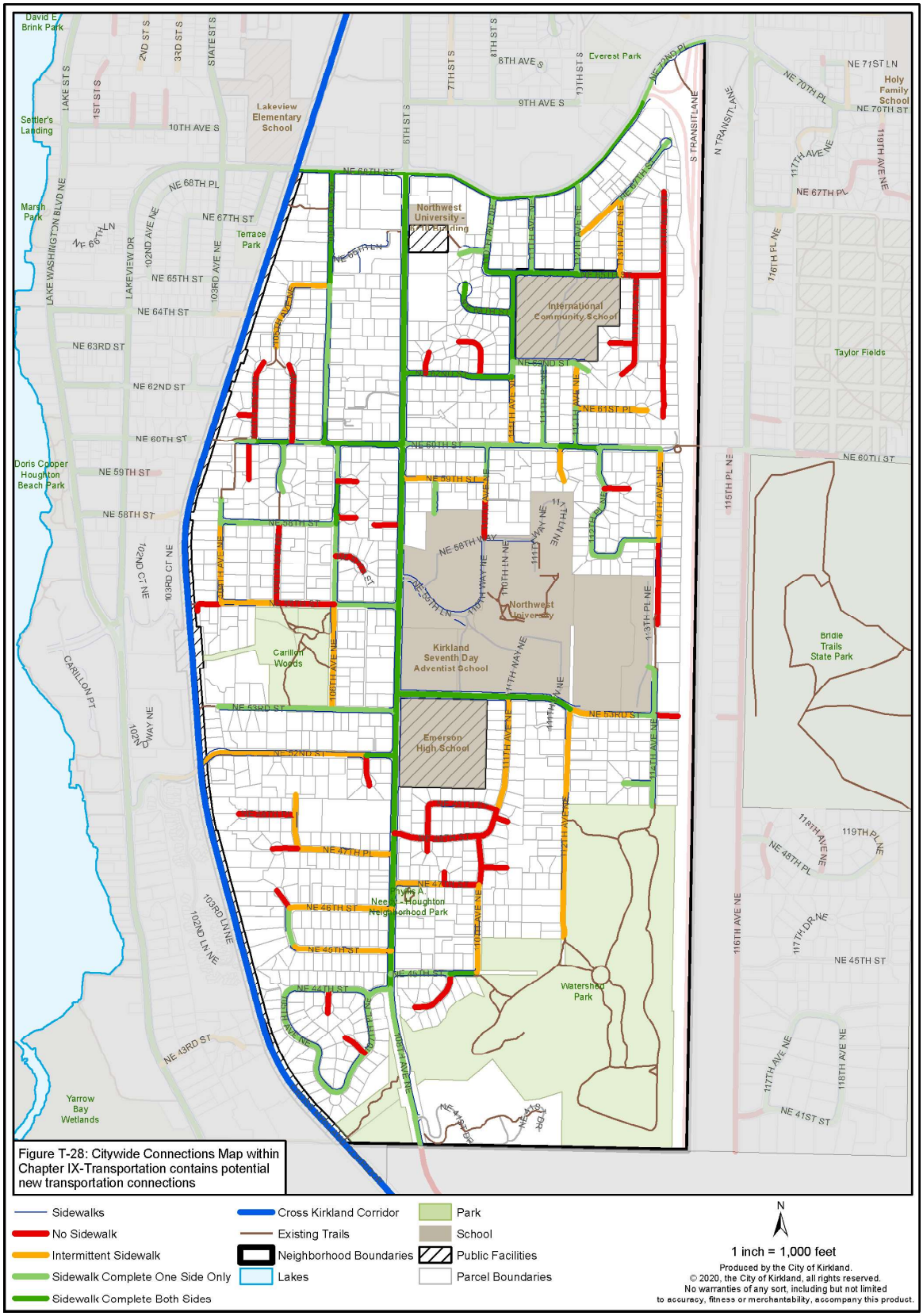
Active Transportation pathways are part of the transportation system but also provide recreational opportunities. Pathways and trails should be provided to activity nodes such as the Houghton/Everest Neighborhood Center, parks and transit facilities, and the Lakeview Neighborhood. Directional signs indicating path locations should also be provided.

Policy CH-11.2: Support future development of the Cross Kirkland Corridor as a multi-use corridor for pedestrians and bicycles with access points along the corridor consistent with the CKC Master Plan and the Park Recreation and Open Space Plan.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. Pedestrian and bicycle transportation is a high priority, but regardless of the function of the corridor it should be designed so that it will:

- Serve as a gateway to the City;
- Provide neighborhood pedestrian and bicycle connections, with the highest priority access points at NE 52nd, NE 60th and NE 68th Streets;
- Support and activate adjacent neighborhoods;
- Ensure a high degree of safety; and
- Show environmental stewardship.

Figure CH-5: Central Houghton Pedestrian System



7. OPEN SPACE AND PARKS

There are currently three publicly owned parks and two public school-based recreation sites within the Central Houghton Neighborhood: Watershed, Phyllis A. Needy - Houghton Neighborhood, Carillon Woods. The neighborhood has been fortunate to have a high degree of community involvement in the development and maintenance of its park facilities. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Watershed Park in Central Houghton

Watershed Park is an undeveloped 73-acre park which takes up a large amount of the southeastern portion of the neighborhood. It is heavily wooded with varying terrain including steep slopes, and features soft-surface pedestrian trails. This property has been identified as a high priority for removal of invasive plants and for revegetation activities for its urban reforestation program.

Phyllis A. Needy Houghton Neighborhood Park is a small 0.50-acre neighborhood park adjacent to 108th Avenue NE. It includes a small playground, a basketball hoop, and picnic tables.

Carillon Woods is an 8.7-acre neighborhood park that features soft-surface and asphalt trails, interpretive signage, native plantings, and a children's playground. Carillon Woods was historically the water supply for Yarrow Bay and was designated Water District #1. It was later purchased from the Water District by the City through a park bond and its creation and use were determined through several public workshops. Approximately two acres of the property are fenced off to protect several deactivated artesian wells, steep slopes, wetlands, and emerging springs which serve as the headwaters for Carillon Creek. As with Watershed Park, reforestation efforts are a high priority for this property.

B.E.S.T. High School is on a 10-acre site and is part of the Lake Washington School District (LWSD). The City has constructed and maintains a multipurpose playfield at B.E.S.T. High School through an interlocal agreement with LWSD. The playfield is available for both organized and informal sports activities such as baseball/softball, soccer, and football. A small gymnasium at the school is also available on a limited basis for community recreation programming, with scheduling and use dictated by LWSD.

International Community School (ICS) is located at the north end of the neighborhood. This approximately 11-acre site provides both indoor and outdoor recreation space for the neighborhood. All facilities on the property are maintained by LWSD.

Goal CH-12: Ensure adequate park and recreation facilities in the Central Houghton Neighborhood.

Policy CH-12.1: Pursue acquisition of property and partnerships with schools and other institutions in Central Houghton.

The City should seek opportunities to acquire land to expand parks as properties adjacent to existing parks become available. It is also important to provide and maintain a diversity of park recreation types for the neighborhood. The City should pursue cooperative agreements for joint use of the facilities at schools and other institutions. In addition, street ends should be developed and expanded into park and open space areas for public enjoyment.

8. URBAN DESIGN

Central Houghton's unique urban design assets are identified in Figure CH-7 and play an important role in the visual image of the Central Houghton Neighborhood.

Views

Goal CH-13: Preserve public view corridors and natural features that contribute to the visual identity of the Central Houghton neighborhood.

Policy CH-13.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and parks.

Public view corridors are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way should be maintained.

Gateways

Goal CH-14: Enhance gateways to the neighborhood to celebrate what makes the neighborhood unique.

Policy CH-14.1: Use public and private efforts to establish gateway features at the locations identified in Figure CH-7.

Gateways welcome residents, employees and visitors into the City and help celebrate community features. Gateways can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern and southern gateways to the Central Houghton neighborhood both occur along 108th Avenue NE. The City should pursue opportunities to work with private property owners to install neighborhood gateway features as part of future development. Improvements such as signs, public art, structures, lighting and landscaping can be included.

Design Standards for 108th Avenue NE and Pedestrian Pathways

Goal CH-15: Provide public improvements that enhance the neighborhood's visual quality and design.

Policy CH-15.1: Identify design standards for 108th Avenue right-of-way:

These standards should include:

- Adequate sidewalk widths and continuous bike lanes enabling travel in both direction ;
- Appropriate street trees that are unlikely to block views from the public rights-of-way as the trees mature; and
- Public amenities such as benches, pedestrian lighting, public art, beautification of traffic medians and directional signs pointing to public facilities and points of interest.

Figure CH-6: Central Houghton Bicycle System

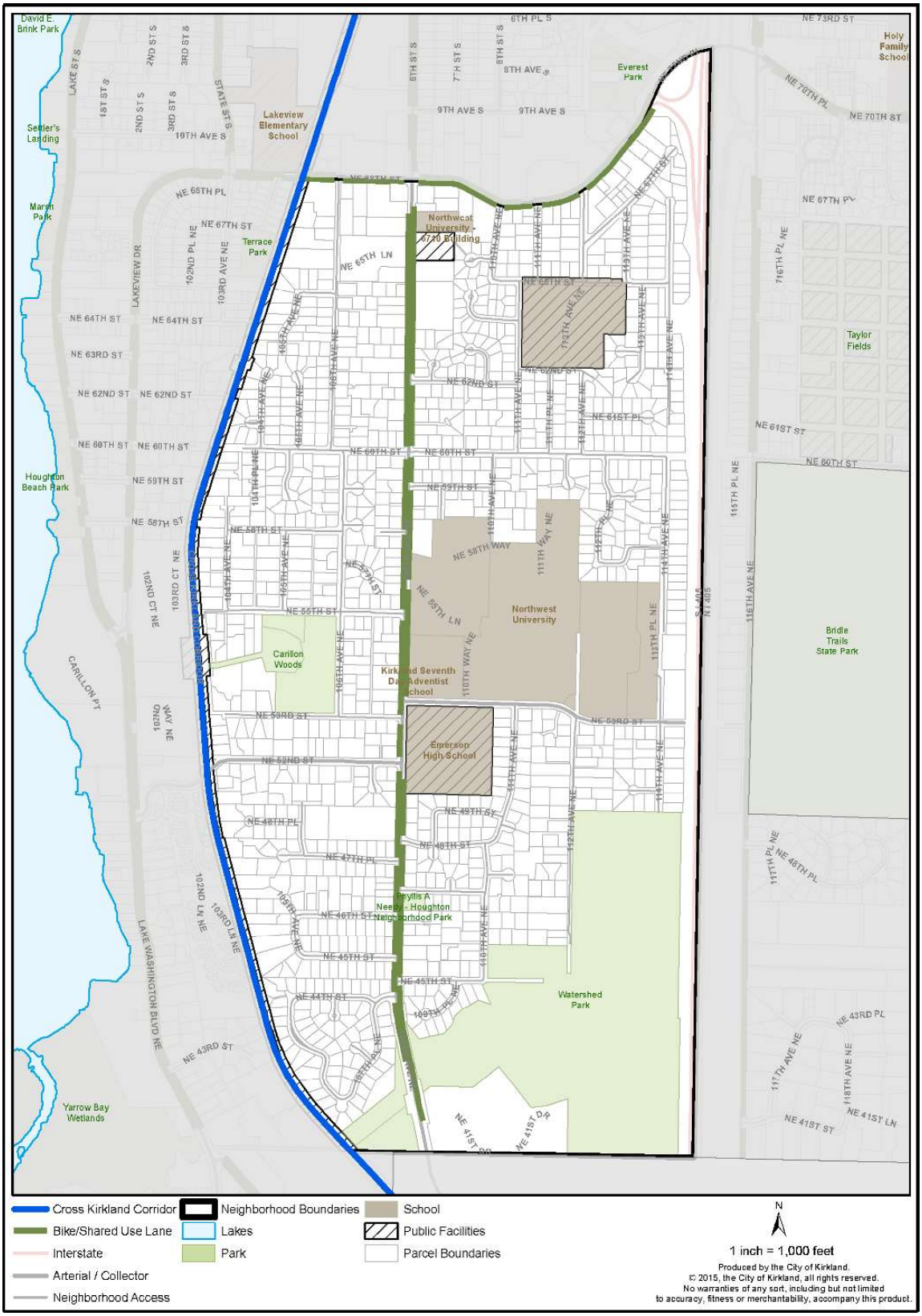
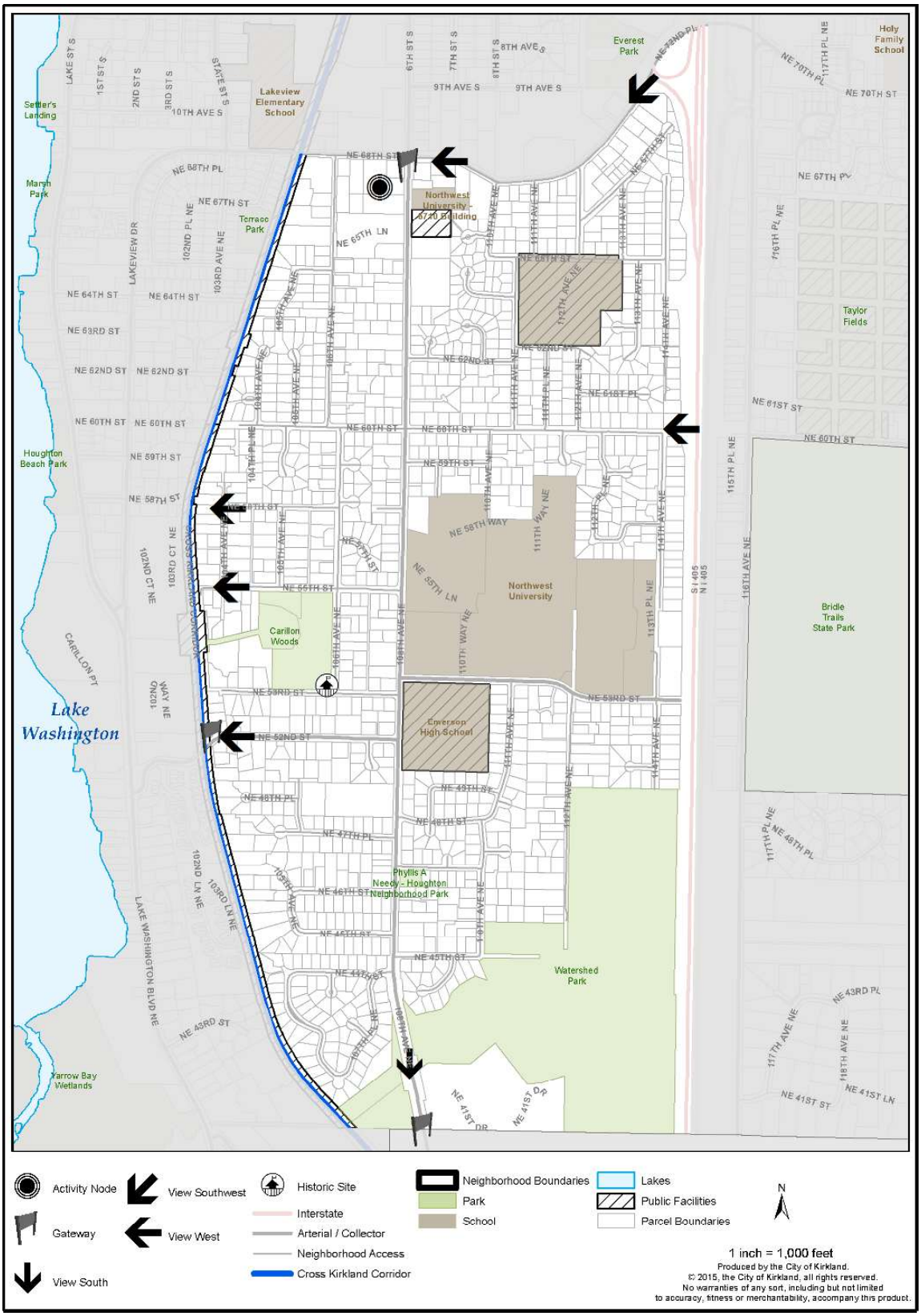


Figure CH-7: Central Houghton Urban Design Features



12.C. Everest Neighborhood Plan

1. OVERVIEW

The Everest Neighborhood is bounded by the I-405 freeway on the east, the Cross Kirkland Corridor (CKC) on the west, Central Way on the north and the Houghton Everest Neighborhood Center commercial district to the south along NE 68th Street. Westerly views of the mountains and Lake Washington are visible from the eastern hillside. The neighborhood is geographically compact, centrally located and has a bit of everything from parks, residential, retail shopping and industrial uses.

2. VISION STATEMENT

The following vision statement reflects how community members envision the Everest Neighborhood in the future and will work to achieve this vision using this document as a guide.

The community values the diverse population of people who live in the neighborhood and the sense of belonging. There is a sense of community and cohesiveness. Children know each other. People who are new to the community are welcomed at neighborhood gatherings. The neighborhood is maturing gracefully and is adapting to change in an inclusive way.

Everest is unique in that it is a short walk or bike ride to Downtown, the Houghton Everest Neighborhood shopping area, the Cross Kirkland Corridor (CKC), Lake Washington, and over the freeway pedestrian bridge to the Rose Hill neighborhood and Bus Rapid Transit/Stride (BRT) transit station at NE 85th Street/I-405. The CKC provides gathering places for the neighborhood as well as pedestrian and bicycle connections to other areas of the City and regional destinations via the Eastrail Corridor. The ability to walk, bike and roll to these destinations has improved with the addition of missing sidewalks, bike lanes and safety improvements. Mobility within the neighborhood and connectivity to other neighborhoods is improved as redevelopment of commercial and mixed-use parcels has created more through-block connections, consolidation of driveways, and intersection and pedestrian frontage improvements.

The 6th Street South corridor is one of Kirkland's major high technology employment hubs yet continues to support diverse small businesses. This economic environment and community partnerships have led to many community amenities that provide opportunities to play and socialize along the CKC. These public/private partnerships were instrumental in implementing the CKC Master Plan and have served as a template for trail-oriented development in other neighborhoods.

The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses that meet the retail and service needs of the community, along with housing that supports the~~se~~ businesses, employees, students, and residents of the neighborhood. Inviting streetscapes, vehicular and pedestrian through-block connections, landscaping, pedestrian amenities and building design create a true neighborhood center for Everest and other adjoining neighborhoods. In the northwest corner along Kirkland Way,

professional offices provide a gateway to the neighborhood and jobs within close proximity of the bus rapid transit BRT/Stride station. In light industrial areas, manufacturing and high technology jobs exist, along with new creative businesses like breweries and wineries that have created neighborhood gathering places with accessory uses such as tasting rooms, small restaurants, and retail.

New affordable housing in the neighborhood has been created through thoughtful infill options in lower-density parts of the neighborhood with lower residential intensity, and redevelopment of more intensive residential and mixed-use projects. The residential areas now provide more housing choices for various income levels with a variety of detached houses, duplexes, triplexes, cottages, and accessory dwelling units. Increasingly, new development is utilizing sustainable green building practices.

The mature, wooded hillside located in the southeast corner of the neighborhood that connects to Everest Park is preserved as park open space and provides a natural system of protected wetlands, streams, steep slopes and wildlife corridors, which lessens the visual and noise impacts of the freeway.

3. HISTORICAL CONTEXT

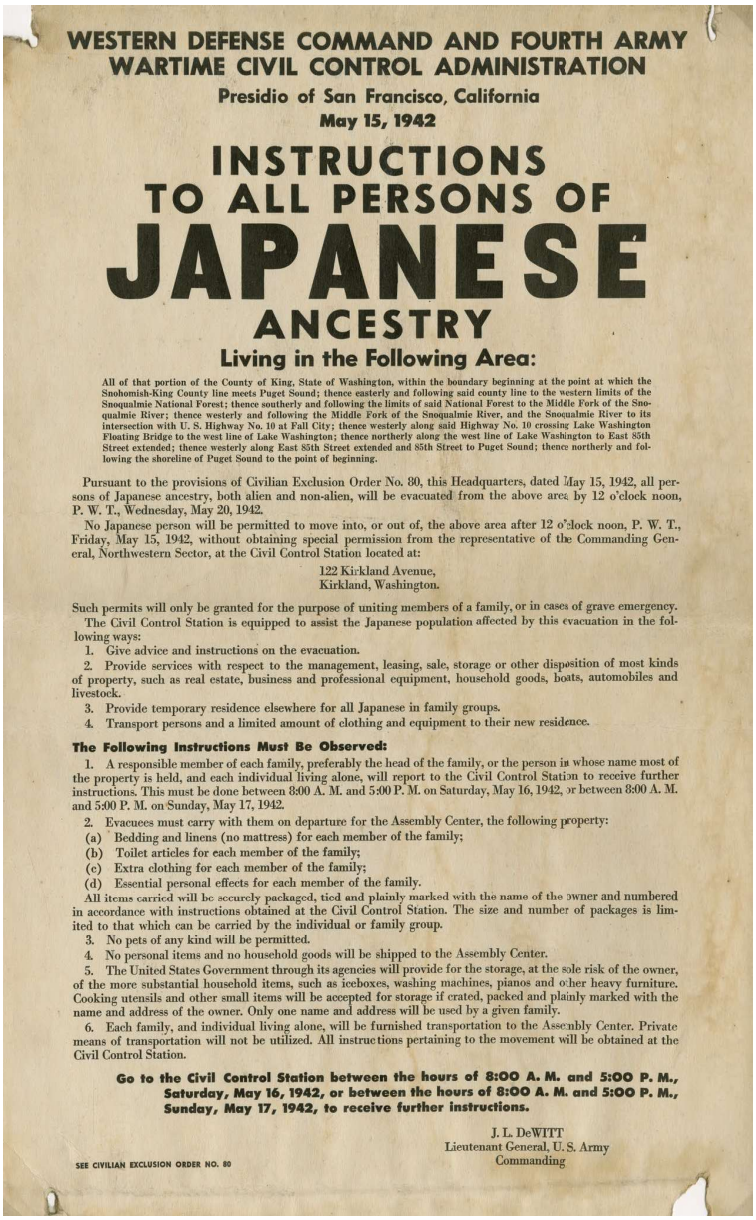
See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Before the Everest neighborhood became part of Kirkland in 1949, it served as a largely agricultural area providing fresh produce, dairy products, and eggs to Seattle residents.

The Everest neighborhood was the railroad gateway to Kirkland. In the early part of the 20th century, goods and people primarily traveled over long distances either by ferry across the lake or by rail on the Lake Washington Belt Line, later the Northern Pacific rail line, along what is now the Cross Kirkland Corridor (CKC). Kirkland's rail station was in the Everest Neighborhood, on Railroad Avenue, just south of the Rotary Central Station picnic pavilion. Vestiges of an older railroad right-of-way can be seen in the embankment in the woods directly to the east of Everest Park. This was the railroad built to serve Peter Kirk's steel mill in the late 1880s. The embankment connects to the north with what is now Slater Street, which follows the route of this first railroad. The station was torn down in the late 1960s and was replaced by a metal building that remained into the mid-1970s before being demolished. The concrete slab for the metal building now serves as the concrete foundation for the Rotary Central Station picnic pavilion.

The train station's history is also a painful reminder of the forced relocation of people of Japanese heritage living along the west coast to internment camps during World War II. According to the U.S. Government War Department, Civilian Exclusion Order No. 80 dated May 15, 1942, on May 20-21, 1942, persons of Japanese ancestry living in Kirkland and other parts of the region were required to leave all their personal property and evacuate the area via boarding the train in Kirkland to relocate to inland detention camps located elsewhere in the United States (see photo of the poster documenting the government order below).

Poster Notification of Civilian Exclusion Order No. 80



WESTERN DEFENSE COMMAND AND FOURTH ARMY
WARTIME CIVIL CONTROL ADMINISTRATION
Presidio of San Francisco, California
May 15, 1942

INSTRUCTIONS TO ALL PERSONS OF JAPANESE ANCESTRY

Living in the Following Area:

All of that portion of the County of King, State of Washington, within the boundary beginning at the point at which the Snohomish-King County line meets Puget Sound; thence easterly and following said county line to the western limits of the Snoqualmie National Forest; thence southerly and following the limits of said National Forest to the Middle Fork of the Snoqualmie River; thence westerly and following the Middle Fork of the Snoqualmie River, and the Snoqualmie River to its intersection with U. S. Highway No. 10 at Fall City; thence westerly along said Highway No. 10 crossing Lake Washington Floating Bridge to the west line of Lake Washington; thence northerly along the west line of Lake Washington to East 85th Street extended; thence westerly along East 85th Street extended and 85th Street to Puget Sound; thence northerly and following the shoreline of Puget Sound to the point of beginning.

Pursuant to the provisions of Civilian Exclusion Order No. 80, this Headquarters, dated May 15, 1942, all persons of Japanese ancestry, both alien and non-alien, will be evacuated from the above area by 12 o'clock noon, P. W. T., Wednesday, May 20, 1942.

No Japanese person will be permitted to move into, or out of, the above area after 12 o'clock noon, P. W. T., Friday, May 15, 1942, without obtaining special permission from the representative of the Commanding General, Northwestern Sector, at the Civil Control Station located at:

122 Kirkland Avenue,
Kirkland, Washington.

Such permits will only be granted for the purpose of uniting members of a family, or in cases of grave emergency.

The Civil Control Station is equipped to assist the Japanese population affected by this evacuation in the following ways:

1. Give advice and instructions on the evacuation.
2. Provide services with respect to the management, leasing, sale, storage or other disposition of most kinds of property, such as real estate, business and professional equipment, household goods, boats, automobiles and livestock.
3. Provide temporary residence elsewhere for all Japanese in family groups.
4. Transport persons and a limited amount of clothing and equipment to their new residence.

The Following Instructions Must Be Observed:

1. A responsible member of each family, preferably the head of the family, or the person in whose name most of the property is held, and each individual living alone, will report to the Civil Control Station to receive further instructions. This must be done between 8:00 A. M. and 5:00 P. M. on Saturday, May 16, 1942, or between 8:00 A. M. and 5:00 P. M. on Sunday, May 17, 1942.
2. Evacuees must carry with them on departure for the Assembly Center, the following property:
   (a) Bedding and linens (no mattress) for each member of the family;
   (b) Toilet articles for each member of the family;
   (c) Extra clothing for each member of the family;
   (d) Essential personal effects for each member of the family.

   All items carried will be securely packaged, tied and plainly marked with the name of the owner and numbered in accordance with instructions obtained at the Civil Control Station. The size and number of packages is limited to that which can be carried by the individual or family group.
3. No pets of any kind will be permitted.
4. No personal items and no household goods will be shipped to the Assembly Center.
5. The United States Government through its agencies will provide for the storage, at the sole risk of the owner, of the more substantial household items, such as iceboxes, washing machines, pianos and other heavy furniture. Cooking utensils and other small items will be accepted for storage if crated, packed and plainly marked with the name and address of the owner. Only one name and address will be used by a given family.
6. Each family, and individual living alone, will be furnished transportation to the Assembly Center. Private means of transportation will not be utilized. All instructions pertaining to the movement will be obtained at the Civil Control Station.

Go to the Civil Control Station between the hours of 8:00 A. M. and 5:00 P. M., Saturday, May 16, 1942, or between the hours of 8:00 A. M. and 5:00 P. M., Sunday, May 17, 1942, to receive further instructions.

J. L. DeWITT
Lieutenant General, U. S. Army
Commanding

SEE CIVILIAN EXCLUSION ORDER NO. 80

The existing Rotary Central Station building was completed in 2020 with private and public contributions and volunteers as a tribute to the City's railroad heritage and historic station location. The Rotary Central Station pavilion contains picnic tables, illustrative signage about history in Kirkland, a train signal, old rail tracks and native vegetation along the CKC. The railroad history theme continues at the Feriton Spur Park, located a short-distance south of the Station building along the CKC, where an old train caboose has been repurposed for other uses.

Everest Park and the neighborhood are named after Harold P. Everest (1893-1967), former Chairman of the Journalism Department at the University of Washington, owner and publisher of the East Side Journal, and civic leader in Kirkland. In the 1940s, Everest Park was the site of a housing project, called 'Project A', built to house U.S. Government wartime emergency workers

at the Lake Washington Shipyards, where Carillon Point is today. Following World War II, workers left the area as shipyard work disappeared and the housing project was torn down when the residents left. The Federal government sold the land to the City for a park for fifty percent of its true value. It is believed that a few of the houses were moved to various nearby locations. The original baseball field was completed in June of 1963. Everest Park has existed for close to 65 years undergoing several changes and continuing to evolve today.

The industrial area between the CKC and 6th Street South evolved from a heavy manufacturing area to high technology and other office uses. During World War II, a warehouse complex was built for the U.S. Navy and the shipyard adjacent to the railroad tracks in the industrial area between 6th St South and the tracks. After the war, these buildings became headquarters for a number of manufacturing companies including the Seattle Door company. Into the 1970s, Seattle Door was Kirkland's largest employer, with several hundred workers at the site. In 2006, the old buildings were torn down and the site redeveloped into the Google office complex. Through a private/public partnership with the City and a developer, Feriton Spur Park was constructed along the CKC providing amenities for the community such as public open spaces, basketball courts, tennis courts, other recreational facilities, restroom, and a community garden.

Old train station and new Rotary Central Station picnic pavilion

Policy EV-1: Preserve features and locations that reflect the neighborhood's history and heritage.

As described above, Everest has a rich history. The Rotary pavilion, which conveys the story about the old railroad depot located along the CKC, and the sign at the railroad trestle, are great

examples of what can be done to provide an amenity for the community and at the same time tell the history of an area. At this time, there are no buildings, structures, sites or objects in the Everest neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should continue to periodically survey buildings in the neighborhood to identify and designate those of historic significance.

Policy EV-2: Provide markers and interpretive information at historic sites in the neighborhood.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including helping the community understand the history of the people who lived in the area before the early pioneer settlers.

4. NATURAL ENVIRONMENT

Policy EV-3: Protect and enhance the natural environment in the Everest Neighborhood.

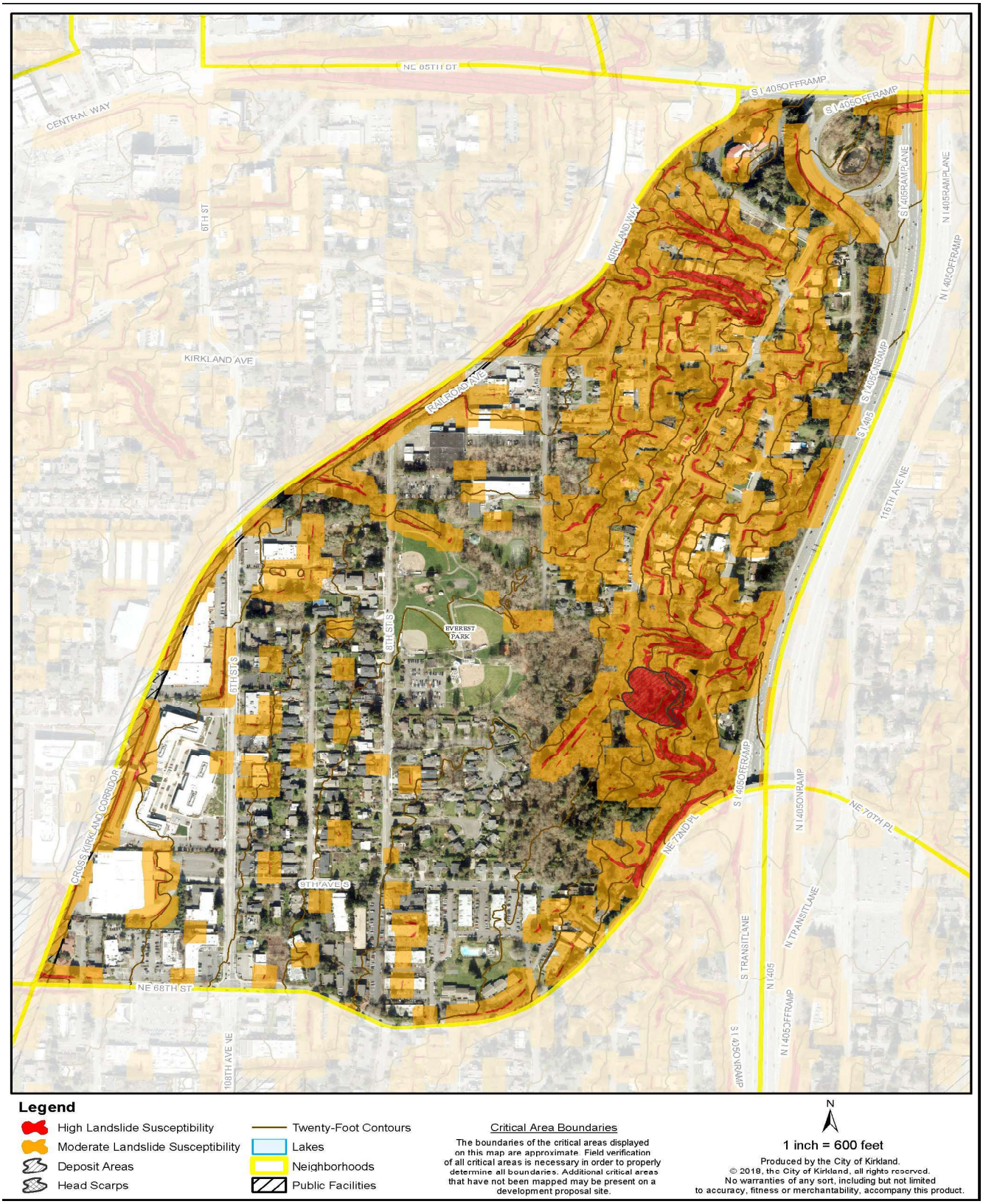
Environmental policies for the Everest Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Everest neighborhood is located within the Moss Bay drainage basin and contains multiple wetlands and streams (see Figures EV-1a-3). These natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures EV-1a and EV-1b identify geologically hazardous areas within the Neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas address risks and impacts associated with development.

Policy EV-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Several open streams exist in the Everest Neighborhood and continue west through the Moss Bay Neighborhood (see Figure EV-2), including Everest Creek. These streams should be preserved and maintained in their natural state or restored to a natural condition for water quality in the Moss Bay drainage basin and to provide wildlife habitat and natural open space amenities in the area.

The Neighborhood also contains several wetland areas (see Figure EV-2) that provide important water storage and surface water filtration functions, as well as providing habitat for wildlife. Many of the wetland areas are now in public ownership. City regulations ensure that activity in or near these critical areas mitigates environmental impacts associated with development.

Figure EV-1a: Everest Landslide Susceptibility



Legend

- High Landslide Susceptibility
- Moderate Landslide Susceptibility
- Deposit Areas
- Head Scarps
- Twenty-Foot Contours
- Lakes
- Neighborhoods
- Public Facilities

Critical Area Boundaries

The boundaries of the critical areas displayed on this map are approximate. Field verification of all critical areas is necessary in order to properly determine all boundaries. Additional critical areas that have not been mapped may be present on a development proposal site.

N

1 inch = 600 feet

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Figure EV-1b: Everest Liquefaction Potential

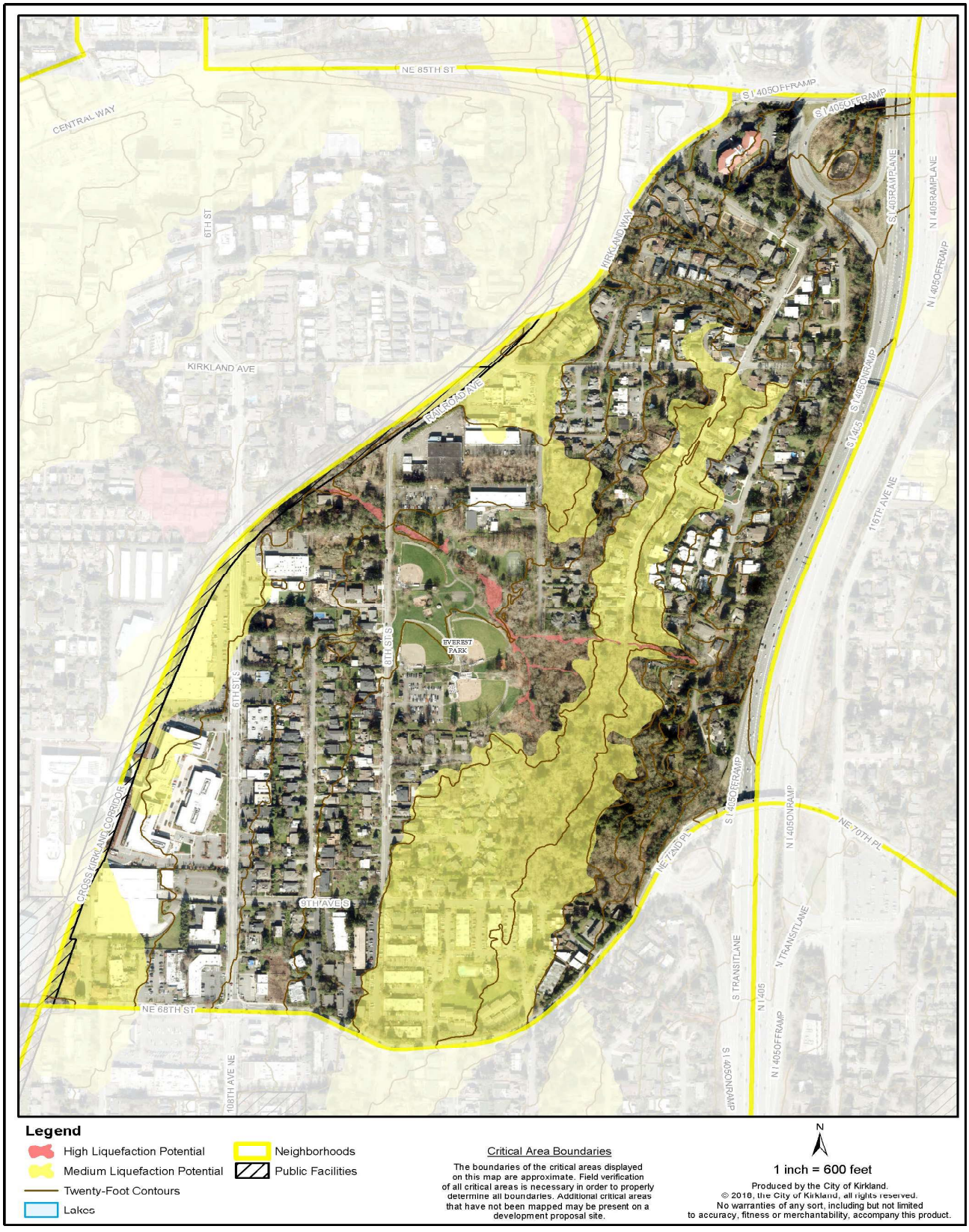


Figure EV-2: Everest Wetlands, Streams, and Lakes

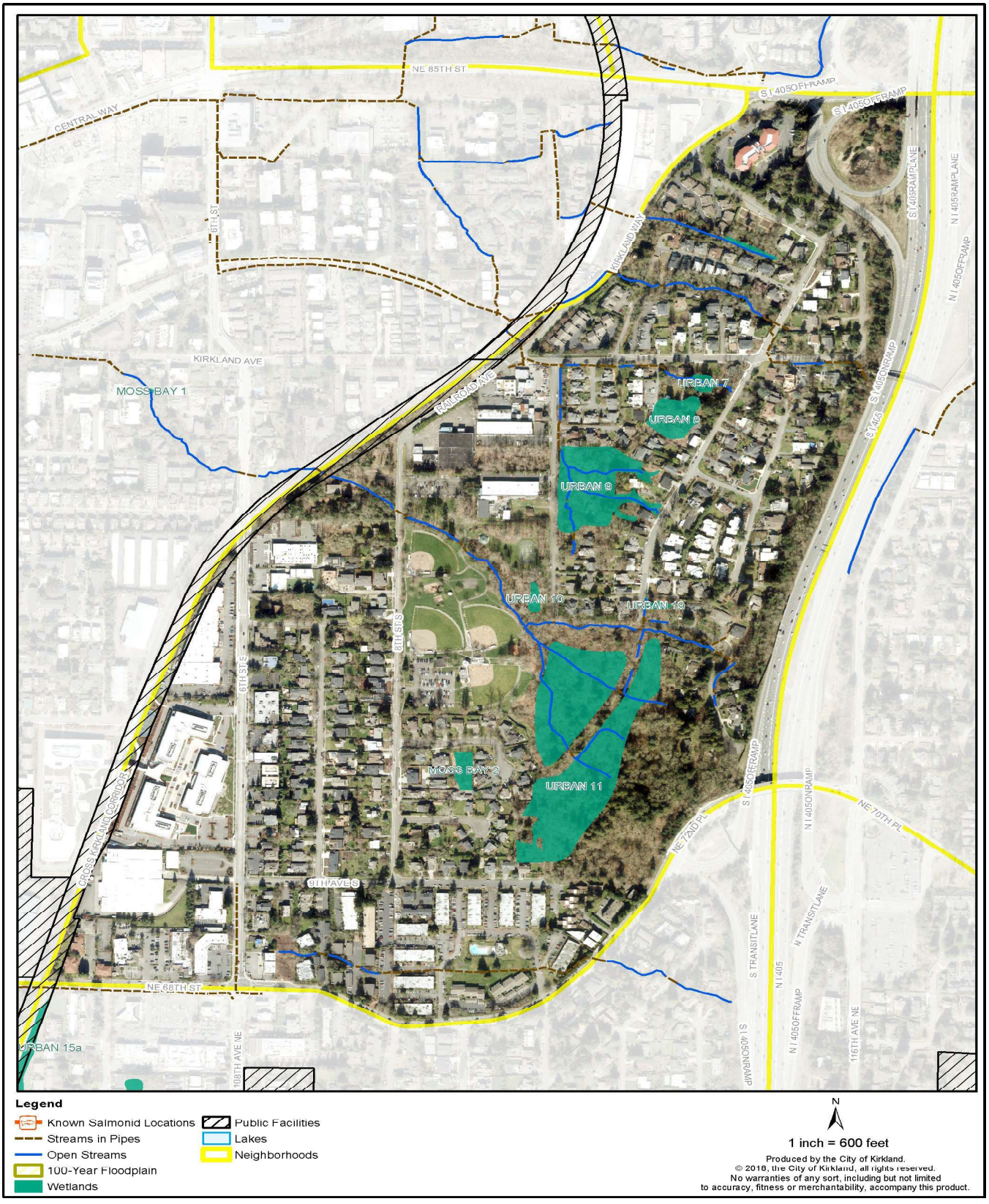
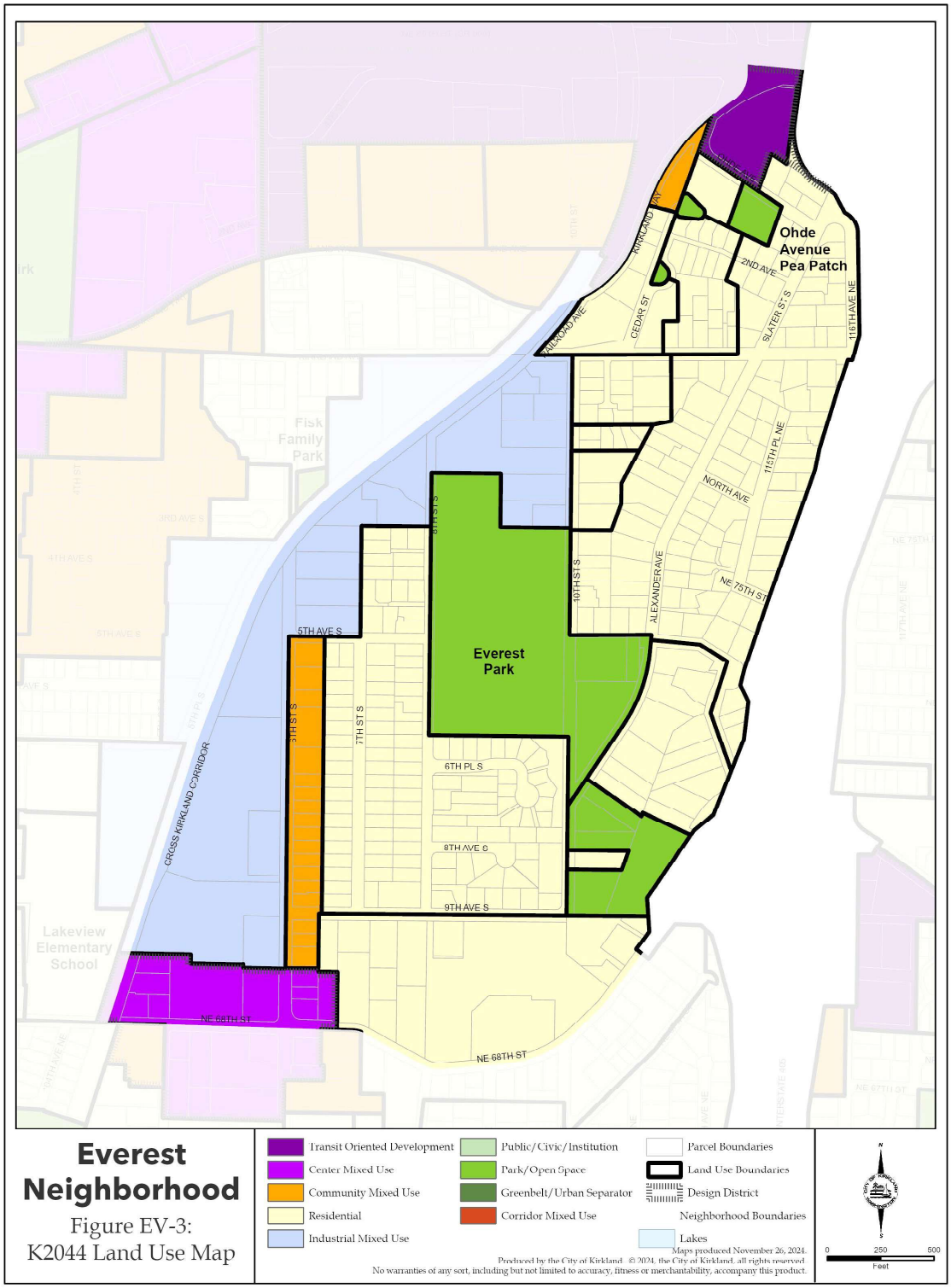


Figure EV-3: Everest Land Use Map



5. LAND USE

The Everest Neighborhood contains a mix of residential uses at varying intensities, light industrial technology, retail and office land uses. Portions of the Everest light industrial technology and office areas are located within the boundaries of the Greater Downtown Urban Center (see Land Use Element Figure LU-2).

Areas with less residential intensity development include the central and eastern portions of the Everest Neighborhood, whereas more intensive residential development is concentrated toward the south and northeast. Light industrial and office development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

Two prominent commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology corporate campus located in the industrial/office area west of 6th Street South. The Houghton Everest Neighborhood Commercial area along NE 68th Street is a major gathering place for the neighborhood.

Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to the freeway, traffic patterns, and other relevant concerns.

Residential

Policy EV-5: Promote the integration of a variety of smaller compact housing options in all areas of the neighborhood over time.

Everest's residential areas contain many representatives of older housing stock from Kirkland's early years as a city. Increasingly these older, smaller single detached homes are being replaced with newer, larger housing styles. As infill development continues throughout the neighborhood, incorporating smaller housing options for people at a more moderate cost is encouraged, such as accessory dwelling units, duplexes, triplexes, and cottages as allowed by the Zoning Code.

Policy EV-6: Residential designations on the hillside east of Everest Park should be maintained as shown on the Land Use and Zoning Maps.

The hillside in the eastern portion of the Everest Neighborhood contains a residential land use designation of less intensity. Due to the constraints of limited access and critical areas of geologically hazardous slopes and water courses, the eastern portion of the Everest Neighborhood should retain its residential classification south of Alexander Avenue and north of Alexander Avenue and south of Everest Park. Development should be subject to critical area and tree retention regulations contained in the Zoning Code.

Policy EV-7: More intensive residential development is encouraged along NE 68th Street and east of 6th Street South, within proximity to the CKC, and east of Cedar Street.

Medium-intensity development is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential intensity, due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of

similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. This area is in close proximity to shops, services and transit. To encourage increasing affordable housing in this area, future redevelopment of more intensive residential uses in this area is encouraged to be built to maximum permitted densities.

Commercial

Policy EV-8: A plan for future development of the Houghton/Everest Neighborhood Center should help create a mixed-use neighborhood center that provides goods and services to the local community and should be coordinated with the Central Houghton Neighborhood.

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south sides of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Houghton/Everest Neighborhood Center located on the north side of NE 68th Street is located within the Everest Neighborhood. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the Neighborhood Center may include retail, restaurants, office, service businesses and housing, with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- Preserve and enhance neighborhood-serving retail, especially grocery stores;
- Promote a mix of complementary uses;
- Promote high quality design by establishing building, site and pedestrian design regulations and guidelines;
- Foster walkable neighborhoods and increased transit service;
- Integrate affordable housing where possible; and
- Create gathering places and opportunities for social interaction.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future redevelopment and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Increased building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through design regulations to pedestrian orientation, the cost of building housing, sustainability, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Development Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan should include the following:

- Provision for traffic mitigation as recommended in the 6th Street Corridor Transportation Study;
- Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;
- Compliance with the principles outlined above for development in this commercial area; and
- A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.

The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses and development regulations.

Policy EV-9: Promote land uses west of 6th Street South and along the Cross Kirkland Corridor that enhance the multi-use corridor and support a peaceful, livable neighborhood.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor (CKC) to Kirkland Avenue (see Figure EV-3). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged including small retail, eating, drinking establishments or recreational uses. See Land Use Element for Cross Kirkland Corridor Policies, and the CKC Master Plan and Zoning Code for development standards for uses adjoining the CKC.

Further development in the industrial zones, however, should be subject to the standards within the Zoning Code in order to best support residential uses and the surrounding areas.

Policy EV-10: Professional office and medium-intensity residential uses should be permitted east of 6th Street South.

Land along the east side of 6th Street South north of the HENC area is suitable for a variety of professional office and medium-intensity residential uses as a transition to the lower intensity residential area to the east and industrial-high technology area on the west side of 6th Street South. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

Policy EV-11: Encourage effective transition strategies between residential uses of varying intensities and commercial uses to balance design coherence and scale sensitivity with needs of the community.

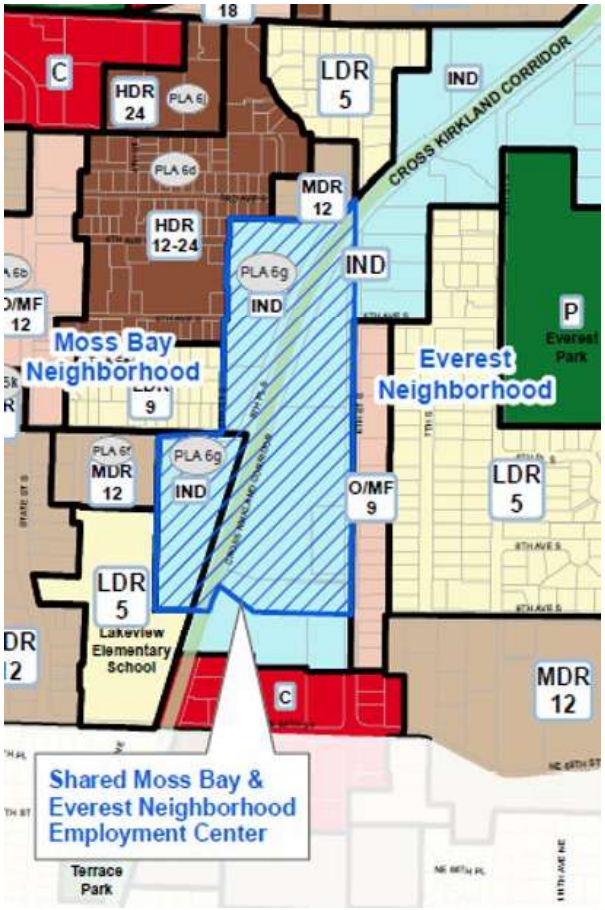
Along transition areas between uses, higher intensity residential and commercial development should employ strategies such as landscape buffers, tree retention, high-quality design elements, adequate parking, and low lighting and noise levels to remain supportive of surrounding uses.

Policy EV-12: Support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT/Stride) Station.

Redevelopment, and/or infill development, and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.

Policy EV-13: For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and Regional Growth Center, provide housing, employment, open space amenities, and multi-modal connections that support the vision and policies of the Greater Downtown Urban Center/Regional Growth Center.

Portions of the Everest Neighborhood are included within boundaries of the Greater Downtown Urban Center designated by King County Countywide Planning Policies and the Regional Growth Center designated by PSRC. The shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both the Moss Bay and Everest neighborhoods and is included in the Centers as a way to recognize the significance of the employment and transportation needs of this subarea (see map below and Land Use Element Figure LU-2). Because of the close proximity to the Urban Center/Regional Center, the shared employment center within the Moss Bay and Everest neighborhoods can optimize employment and housing opportunities, open space and recreational amenities within walking distance, and provide multimodal connections to and from the area via the CKC, transit, the NE 85th Street BRT/Stride Station.


C
HDR 24
PLA 6i
LDR 5
IND
CROSS KIRKLAND CORRIDOR
PLA 6d
MDR 12
HDR 12-24
PLA 6g
IND
P
Everest Park
O/MF 12
Moss Bay Neighborhood
Everest Neighborhood
LDR 9
PLA 6f
MDR 12
PLA 6g
IND
O/MF 9
LDR 5
LDR 5
Lakeview Elementary School
C
MDR 12
Shared Moss Bay & Everest Neighborhood Employment Center
Terrace Park

6. TRANSPORTATION

The circulation pattern in the Everest Neighborhood is well established, but new walking and rolling connections to the BRT/Stride station and CKC are needed to more sustainably connect the neighborhood to regional destinations (see Figures EV-4, EV-5, and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood.

Streets

Policy EV-14: Improve vehicular circulation patterns and proportionately distribute traffic on surrounding streets.

Vehicle traffic from larger employers and pass through traffic during commute times can result in congested streets for residents wanting to travel within or to other parts of the city. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also Figure T-28, Citywide Connections in the Transportation Chapter for potential vehicle and pedestrian connections:

(1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic regardless of which neighborhood it is in. (see Figure EV-4).

(2) Kirkland Way and Cross Kirkland Corridor bridge.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. The street is too narrow for pedestrians and bicyclists to pass safely under the bridge due to the abutments. Signs and other safety measures continue to be installed to warn trucks of the low clearance. Numerous truck accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these mobility problems.

(3) Portions of 10th Street South are to remain unopened to vehicular traffic.

Critical areas are present southeast of Everest Park and therefore, 10th Street South, south of Slater Avenue South should be maintained and improved as a route for walking, biking, and rolling.

(4) Implement the recommendations of the 6th Street Corridor Study.

(5) Add an east/west through block vehicle and pedestrian connection in HENC 1 when redevelopment of parcels occurs (see Land Use section above and Zoning Code) to better distribute increased traffic.

(6) Support transportation measures that will reduce vehicle commuter or pass-through traffic through the neighborhood.

Pedestrian and Bicycle Circulation

The I-405 pedestrian overpass at the east end of Kirkland Avenue, and connecting pathways through the north part of the neighborhood, serve as important pedestrian links between the Moss Bay and Rose Hill Neighborhoods (see Figure E-5). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood to other City and regional destinations.

The major pedestrian routes by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, Kirkland Way, 116th Avenue NE, pedestrian freeway overpass, 6th Street South, and the Cross Kirkland Corridor. The majority of the neighborhood's commercial developments are located along these routes, and it is along these routes that impressions of the neighborhood are formed. These routes should continue to be maintained.

Policy EV-15: Maintain and enhance the pedestrian/bicycle circulation system in the neighborhood by providing improvements for walking and rolling according to Figure EV-5, the Transportation Element, and consistent with the Transportation Strategic Plan and the NE 85th Street Station Area Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5, EV-6, T-28 Citywide Connections Map, T-19 Bicycle Network Map, and the Active Transportation Plan. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station and pedestrian freeway bridge;
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways that provide important pedestrian connections through the neighborhood. These pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users;
- Kirkland Way lacks sidewalks and bicycle lanes. The City should pursue funding for sidewalk and bicycle improvements along the street to improve nonmotorized access to Downtown, the BRT/Stride Station, and Rose Hill;
- Portions of Kirkland Avenue have missing sections of sidewalks that impairs access to the CKC, to Downtown, and Lake Washington. Kirkland Avenue is designated as a Greenway in Transportation Element Policy T-2.3 (see Figure T-19). The City should pursue funding sections of missing sidewalks and bicycle infrastructure along the street to complete the active transportation network to these key activity areas of the city; and
- Pedestrian and bicycle access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

Policy EV-16: Support the Cross Kirkland Corridor as a multi-use corridor for walking, and rolling, and increase access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and future high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC Strategic Plan.

Figure EV-4: Everest Street Classifications

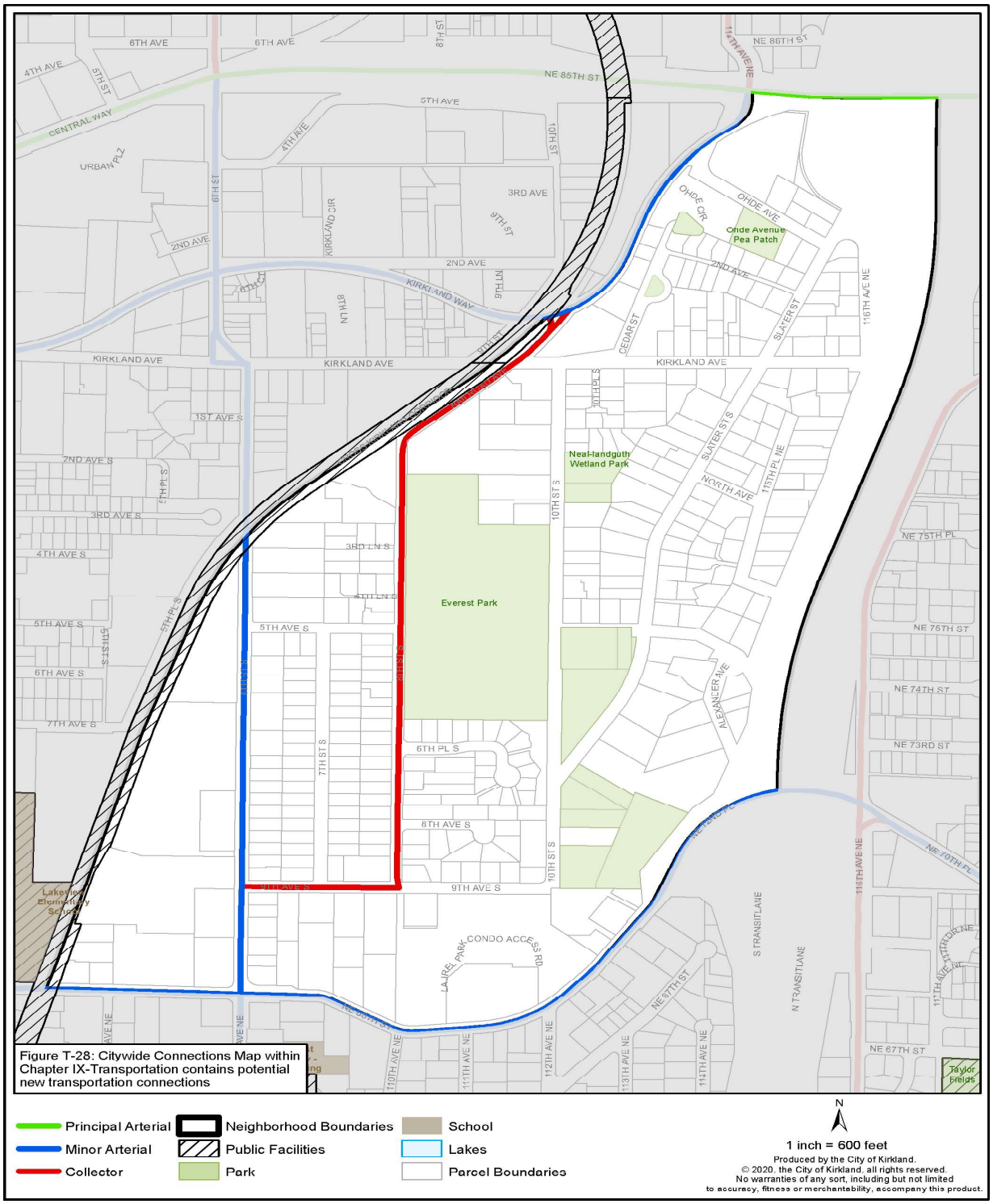


Figure EV-5: Everest Street Pedestrian System

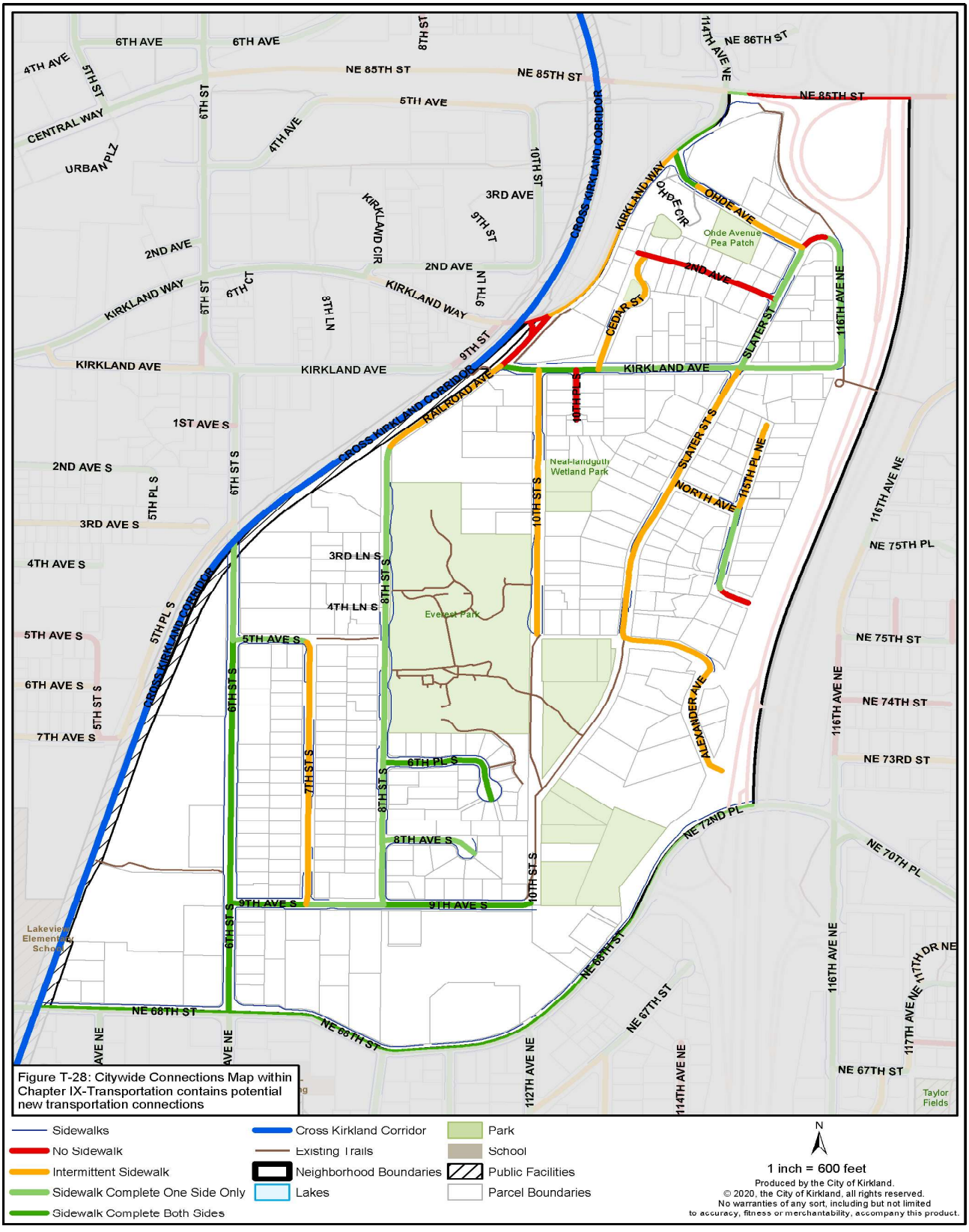
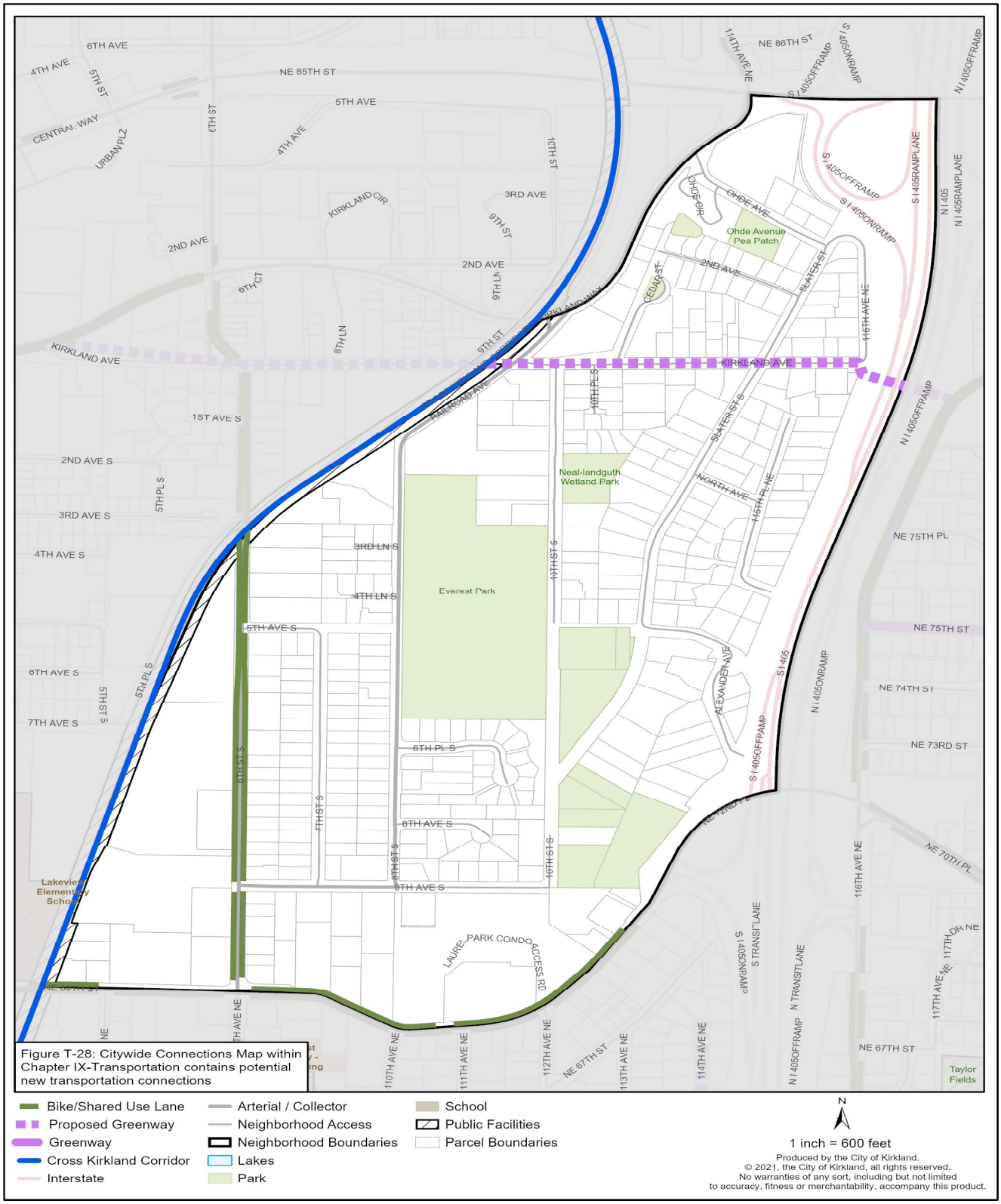


Figure EV-6: Everest Bicycle System



7. OPEN SPACE/PARKS

The Everest neighborhood contains several parks and open space offering opportunities for recreation, places to gather, and natural areas including Everest Park and its natural areas, Ohde Avenue Pea Patch Garden, the Rotary Central Station Pavilion and Feriton Spur Park located along the CKC. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Policy EV-17: Enhance Everest Park facilities and open space.

Everest Park is a 23-acre community park featuring community youth playfields, playground, picnicking areas, natural areas and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. The natural area in Everest Park is over 13 acres and includes wetland, forest and stream habitat. Kirkland's Green Partnership program continues to provide upland and riparian plant restoration activities as part of the ongoing stewardship program under the City of Kirkland 20 Year Forest and Natural Area Restoration Plan. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figures EV-5 and EV-6.

Policy EV-18: Foster the public open space view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights-of-way and parks.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Parks, Recreation and Open Space Element). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Examples of where these visual amenities are located are described below:

- A view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South. The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines;

- The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure EV-5); and

- The NE 70th Street overpass of I-405 serves as a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods from the Interstate. In addition to the pedestrian connection it provides to the east side of I-405, the overpass provides a territorial view of Evergreen Point, the

floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle.

Policy EV-19: Access to Everest Park should be provided, particularly from the east and southeast.

People in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

12.D. Finn Hill Neighborhood Plan

1. OVERVIEW

In collaboration with the City of Kirkland, the U.W. Green Futures Lab (GFL) worked with Finn Hill residents and the Finn Hill Neighborhood Alliance (FHNA) to develop a neighborhood plan. This is the first neighborhood plan for Finn Hill following annexation to Kirkland in 2011.

Preparation of the Finn Hill Neighborhood Plan involved a comprehensive, two-year-long process that included public events, online surveys, development of alternatives by residents, and feedback on priorities, goals and policies from the neighborhood. The public outreach activities and involvement of City commissions have guided development of this Plan.

2. VISION STATEMENT

The following Vision Statement is a description of the character and qualities of the Finn Hill Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

> Finn Hill is a predominantly residential, heavily treed and picturesque neighborhood overlooking Lake Washington. Rising to a height of 535 feet above sea level, with ravines and steep slopes on its flanks, Finn Hill is bounded by Lake Washington to the south and west, NE 145th Street to the north, and the Juanita Neighborhood to the east. Access to the neighborhood is limited to three main entry points: Juanita Drive provides access to the southern and western portions of the hill, and Simonds Road/NE 145th Street and NE 132nd/90th Streets provide the northern east/west access to Finn Hill.

Two mixed-use neighborhood commercial centers located on Juanita Drive, Finn Hill Neighborhood Center and Holmes Point Residential Market (Inglewood and Holmes Point), provide retail amenities and increased opportunities for housing in the neighborhood.

Finn Hill residents feel very strongly about the unique setting of their neighborhood. Parks and natural areas are the stars of Finn Hill and are considered high-value resources that provide important wildlife and recreation connections. There is a deep affinity with, and a desire to care for, the natural environment, parks, open space, tree canopy, and Lake Washington. Community members take pride in their history of participating in fundraising campaigns, work parties, and planning activities focused on protecting the neighborhood's woodlands, streams and parks. Preserving or improving natural open space connectivity wherever possible is a major goal for the Finn Hill neighborhood and is supported by many, and received overwhelming support through the public outreach process. Finn Hill is encompassed by many steep slopes that must be protected or developed carefully to prevent landslides and erosion.

In keeping with the desire to preserve natural areas, Finn Hill residents seek to preserve existing residential areas. Finn Hill residents understand the need to accommodate newcomers to the neighborhood, and with that understanding comes concern about the consequences of more development such as impacts to the established parts of the neighborhood, loss of tree canopy, and increased traffic congestion.

More intensive residential development should be located adjacent to neighborhood commercial zones in order to concentrate more neighbors in areas that will support public transit. The improvement or redevelopment of existing commercial centers, rather than expanding commercial areas, is preferred in the context of Finn Hill. The Finn Hill Neighborhood Center (Inglewood commercial area) in particular has strong potential for redevelopment and residents expressed a desire to see the amenities here updated and diversified. The Inglewood shopping center could support the inclusion of a wider variety of housing in and adjacent to the center, particularly if doing so would justify additional transit services for the neighborhood.

Transportation around and through Finn Hill is currently car-centric. The existing trails and bike networks are much enjoyed and need further improvement. There is also a need for better connectivity up and down hills and towards key facilities such as schools, parks, and shopping centers. Forming a safe network of sidewalks and trails where walking is facilitated and comfortable is a major goal for Finn Hill. There are also concerns about traffic congestion during

commute hours on key roads in Finn Hill, particularly Juanita Drive, which is the main north-south thoroughfare through the neighborhood. Finn Hill residents support exploring alternative public transit solutions to reduce the need for residents to use their personal cars, especially during heavy commute periods.

Overall, residents want to preserve the existing features of the neighborhood while planning for the future.

3. GUIDING NEIGHBORHOOD VALUES

Finn Hill residents' vision for their neighborhood's future seeks to balance the preservation and enhancement of its natural environment with the challenges of accommodating regional growth. Ideas and values about parks and the natural environment are closely related to issues concerning land use and transportation. Since the Finn Hill Neighborhood Plan must be implemented through a series of goals and policies, this section is meant to lay out the guiding values and ideas that connect the goals and policies between and within chapters and provide a basis for the rest of the neighborhood plan.

Value 1: Promote human and wildlife connectivity through multifunctional, interconnected green spaces.

Neighborhood parks and green spaces should be connected into a continuous loop of woodland and trails. Key functions for these spaces include providing wildlife habitat, preserving forest canopy, protecting critical areas (including steep slopes), providing active and passive recreation opportunities, and providing opportunities for biking that does not conflict with pedestrians. Ideally, the woodlands and trails would create a pervasive sense of connection with the natural environment. Additionally, they would support a broad, neighborhood-wide network of pedestrian sidewalks, paths, and bikeways that would knit Finn Hill's two commercial areas more closely with the neighborhood.

Value 2: Provide a consistent land use pattern that supports the neighborhood's housing, retail, and service needs.

A range of low-density single-family zoning exists in the neighborhood. A patchwork of zoning districts exists where lower residential intensity surrounds smaller islands of higher residential intensity zones. The neighborhood's residential zoning should minimize small pockets of zoning that are inconsistent with one another. As part of the neighborhood planning process, and depending on the topography, environmentally critical areas, existing street network and surrounding development, changes in land use be appropriate to provide a more consistent land use pattern. (See Land Use Section 7 for additional discussion).

Value 3: Protect critical areas and preserve tree canopy cover and wildlife habitat to maintain the natural environment.

For critical areas including landslide hazard areas, the neighborhood should examine regulatory options for increased protection of these areas and connecting them to the broader green space network citywide (see Value 1, above). These include:

a. Regulating development on geological hazard areas and streams and wetlands;

b. Zoning approaches such as encouraging clustering of lots or structures to reduce impacts on slopes and retain more trees;

c. Requiring protective covenants or open space easements to protect critical areas; and

d. Purchasing property containing critical areas.

See Section 5, Natural Environment, for more discussion.

Value 4: Develop the neighborhood commercial districts into pedestrian-oriented villages that are human in scale, provide needed services and gathering places within walking distance of residential, support transit options, are developed with sensitivity to the neighborhood's environmental and traffic concerns, and improve the neighborhood's design.

This value complements Neighborhood Value 2 above and is based on the principles of the "10-minute walkable neighborhoods" concept discussed in the Land Use Element of the Comprehensive Plan. This concept emphasizes accessibility and walkable destinations, and it has already been implemented in other neighborhoods of Kirkland. Consideration of more intensive residential development near existing commercial districts in order to diversify residential housing choices (including affordable housing and housing for seniors), enhance shopping amenities, and improve transit options should be explored.

Value 5: New development in the neighborhood should be in keeping with the neighborhood's vision of preserving and enhancing Finn Hill's natural environment.

Land use changes and development review decisions should reflect the vision statement and the goals and policies of the neighborhood plan.

Residential and commercial development applications should be evaluated carefully with regard to their impact on transportation in and out of the neighborhood. They should particularly be evaluated in regard to commute congestion, their impact on the neighborhood's tree canopy, and their impact on surface water quality and flow management.

Denny Fest Summer Event

4. HISTORICAL CONTEXT

Prior to European settlement, Douglas fir, western hemlock and western red cedar forests dominated Kirkland and Finn Hill. Fire was the major disturbance in the ecosystem, after which both understory shrubs and canopy trees would regenerate.[1]

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Early European settlers of Finn Hill were predominantly of Finnish descent. The first families settled near the turn of the 20th century; some of the 55 families in the area include the Reinikainen (later changed to Raine), Norman, Mielonen, Peltonen, Lindquist, Jarvi, Salmonson, and Haapa families.[2] The area was initially attractive to Finnish immigrants due to its affordability and its status as previously logged land. These settlers purchased several acres of land on Finn Hill and began the hard work of clearing stumps and preparing the land for agricultural use. Fruit, dairy, and vegetables were among the crops grown.

The Finnish language was widely spoken within this emerging community, and traditional Finnish customs, such as sauna use (Finnish-style bathhouses heated with wood) played a central role in daily life. At one time there were several halls for community gathering. A "Finn Hall" served as the hub for activities including dances, plays, and other programs. The presence of the halls was integral to community life during much of the early 20th century.

By the mid-1950's the small farms were beginning to be subdivided, fueling a rapid expansion in housing on and around Finn Hill. New elementary schools were built and were quickly filled, and the population continued to grow into the 1960's. During this period of growth, residents deeply valued their access to the woodlands and open spaces. Photos from this time show the forested areas become steadily more mature, with many faster-growing cottonwood, alder, and maple, but also now including plenty of maturing second growth maple, Douglas fir, and some redcedar.

In 1960, when the Inglewood Presbyterian Church relocated from the Inglewood neighborhood in South Kenmore to 141st Street on Finn Hill, the Inglewood name began to be used in association with the top of Finn Hill, where a concentration of businesses would later emerge. Today, the area features Finn Hill's largest commercial development.

As Seattle was preparing for the 1962 World's Fair, and the 10,000,000 people who would be coming to experience it, the Evergreen Point Floating Bridge was completed to connect Kirkland to Seattle. This, among other factors, led to a sharp increase in the population of communities on the Eastside, including Kirkland and Finn Hill. In the 1970s Paul Kirk designed a unique subdivision into 21 circular one-acre lots surrounded by common open space in the southeast area of Finn Hill. O.O. Denny Park is named for Orion Denny, son of Seattle founder Arthur Denny. The property was Orion's country estate and his widow willed it to the City of Seattle. The property was later used as a summer camp for kids before becoming open to the public as a park. Today, residential uses have replaced farms and agriculture. Finn Hill was annexed into Kirkland in 2011.

Photo from the Barrie and Raine/Snow Collections.

The Benjamin Reinikainen family, circa 1908, the first family to build on Finn Hill (east of Lake Washington).

[1] Halpern, C. B., & Spies, T. A. (1995). Plant species diversity in natural and managed forests of the Pacific Northwest. Ecological Applications, 5(4), 913-934.

[2] Kirkland Heritage Society records; Radford, Barbara. What's in a Name located at: http://finnhillalliance.org/2013/12/whats-in-a-name-2/.

5. NATURAL ENVIRONMENT

The goals and policies herein build on the citywide Comprehensive Plan Sustainability, Climate and Environment Element policies. What is unique about the Finn Hill Neighborhood is the amount of forested hills, natural stream corridors and shoreline areas concentrated within the City of Kirkland, which is reflected in the neighborhood's vision statement on protecting the local natural environment.

During the development of the Finn Hill Neighborhood Plan, the following priorities were emphasized through community outreach exercises:

- Conserve the natural environment, including tree canopy, wildlife habitat, streams, and wetlands;
- Restrict and enforce development standards to protect critical areas, including streams, wetlands, and steep slopes susceptible to erosion and landslide hazards;
- Provide wildlife corridors and recreational connectivity;
- Ensure development standards protect the natural environment and forested neighborhood character;

Goal FH-1: Protect and enhance Finn Hill Neighborhood's natural environment.

Protect and enhance the natural environment by retaining native topography, tree canopy, and stream and wildlife corridors, which are key to stabilizing steep slopes, controlling storm water, and preserving the ecosystem of the neighborhood .

Goal FH-2: Require new development to preserve and protect ecosystem functions.

Compliance with the Zoning Code regulations regarding tree retention, critical areas, and geologic hazardous areas is necessary to ensure that new development, redevelopment and land surface modification meet neighborhood expectations and relevant goals and policies.

<u>Trees and Forest Ecosystems</u>

Goal FH-3: Maintain a healthy, sustainable urban forest through the protection and restoration of native trees, vegetation, and soil.

To protect Finn Hill's neighborhood character and natural environment, concern for existing and future urban tree canopy coverage (UTC) emerged as a neighborhood priority. The benefits associated with protecting Finn Hill's tree canopy include:

- High tree canopy coverage contributes to lower storm water runoff volumes, lower peak stream flows and fewer flooding incidents;
- Protecting native vegetation reduces soil erosion, preventing sediment and other pollutants from entering streams and Lake Washington;
- Preserving continuous tree canopy is important for maintaining wildlife habitat and providing wildlife corridors; and

- Protecting native trees and vegetation helps to protect soil ecosystems. In return, soils and the communities of microorganisms that they support are important in supporting healthy native trees and vegetation.

Environmental Stewardship in Finn Hill

Policy FH-3.1: Preserve and restore tree canopy throughout the neighborhood.

Maintaining tree canopy is a priority for the entire Finn Hill Neighborhood. See section below regarding the Holmes Point Overlay area (HPO), where a tree canopy goal for the area is established to help preserve steep slopes, soil, vegetation and trees through designated protected natural areas. Other Zoning Code regulations require that open space covenants and easements be recorded on property to protect critical areas and slopes, in conjunction with strong development standards described in Policies FH-3.2, FH-4.6 and FH-4.9.

Preserving forest canopy and ecosystem function is also achieved through public purchase of land. Implementation of many of the strategies in the Kirkland Urban Forestry Strategic Management Plan also works toward achieving this policy.

Policy FH-3.2: Maintain regulations to protect trees during development, particularly large native trees and groves, and require restoration of trees, vegetation and soil impacted by development.

Strengthening tree retention regulations is a major concern of the Finn Hill community. The majority of residents support more stringent limits on tree removal, including the need for enforcement of adopted regulations. Residents want protection of existing trees, retention of tree canopy and restoration of impacted areas.

Protecting mature trees is important for the aforementioned reasons, as larger trees substantially improve air quality, mitigate storm water, reduce heat island temperatures, sequester more carbon, offer diverse wildlife habitat opportunities and contribute to the vibrancy of Finn Hill. Emphasis should be on retaining and replanting native tree species such as Douglas fir, vine maple and madrone trees.

The City should improve and enforce regulations which may result in amending Chapter 70 KZC, Holmes Point Overlay, and Chapter 95 KZC, Tree Management and Required Landscaping regulations.

Policy FH-3.3: Protect soil quality during development.

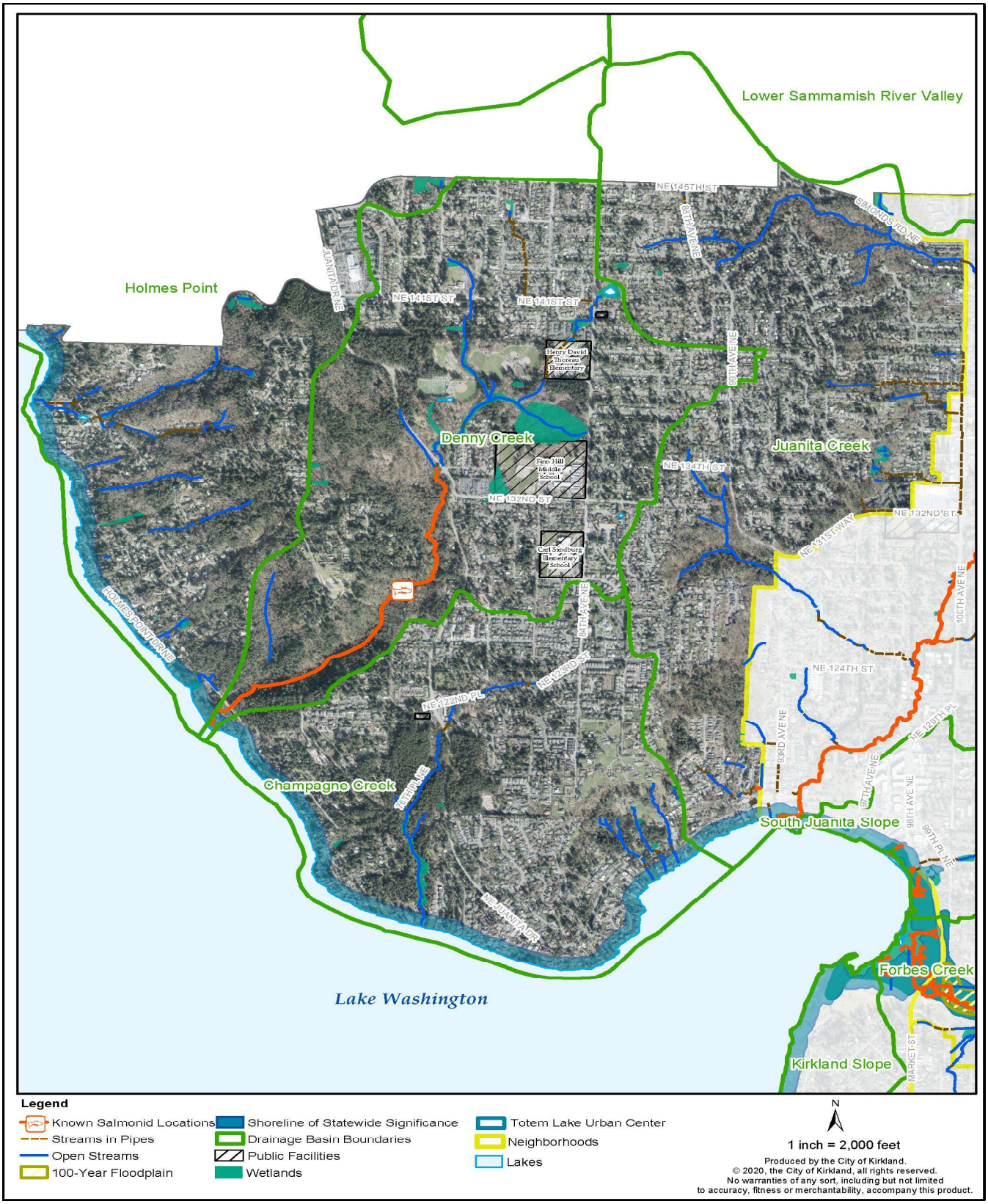
Protecting and enhancing soil quality focus not just on characteristics such as nutrient availability, but also focus on soil biological activity, organic matter content, water infiltration, and soil structure. Therefore native soils should be kept intact as much as possible, preventing soil compaction, erosion and removal during construction activities. Soil quality can be protected by (1) reducing the allowable clearing and grading areas; (2) limiting disturbance to native soils during construction; (3) applying protective layers of mulch blankets over soils where heavy equipment access is required; (4) complying with erosion control requirements; and (5) salvaging and storing native topsoil for reapplication to the site. Low impact development techniques and soil requirements for planting new native trees and vegetation are encouraged in the Zoning Code to implement this policy.

In addition to these policies that address tree protection, the policies in the Holmes Point Overlay section below are also relevant.

Streams, Wetlands, and Shorelines

Finn Hill contains many streams, particularly along the western edge of Lake Washington's shoreline, and a number of wetlands (See Figure FH-4.1). The residents of Finn Hill feel strongly that streams, wetlands and the Lake Washington shoreline habitat should be protected and restored. These values are consistent with adopted policies in the Sustainability, Climate and Environment and Shoreline Area Elements of the Comprehensive Plan, regulations in Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas; Chapter 83 KZC, Shoreline Management, and City-sponsored volunteer restoration programs.

Figure FH-4.1: Finn Hill Wetlands, Streams, and Lakes



Goal FH-4: Preserve and restore streams, wetlands and shorelines and protect their biological integrity, including in-stream and adjacent riparian habitat.

Policy FH-4.1: Encourage public and private property owners to protect and enhance streams, wetlands, and buffers for wildlife habitat and corridors.

The 2014 Surface Water Master Plan includes an inventory conducted for Finn Hill prior to annexation which describes techniques property owners and the community can do to improve streams and wetlands, including:

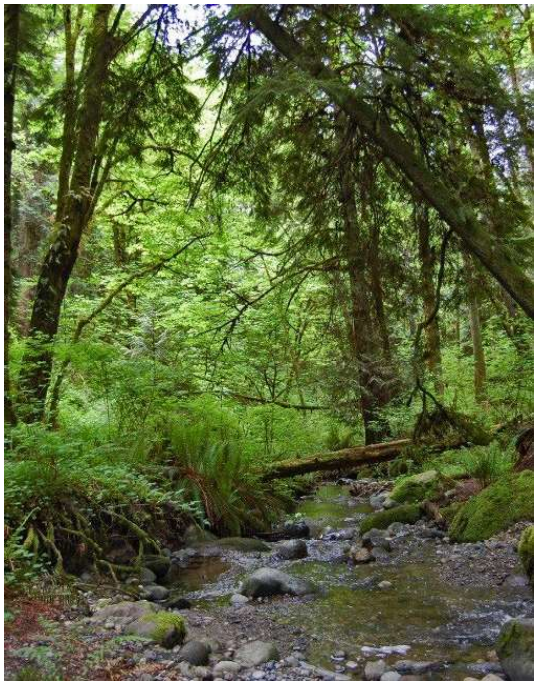
- Removing trash debris from streams and wetlands;
- Removing structures or barriers to improve fish passage;
- Restoring stream channels and buffers to improve habitat;
- Monitoring streams and wetlands for invasive species;
- Adding woody debris to streams;
- Removing invasive species from buffers and planting with native vegetation; and
- Educating residents about stream bacterial loads caused by pet waste.

The neighborhood, in cooperation with the City's Green Kirkland Partnership program, can help restore streams, wetlands and forested areas. The Finn Hill community, in cooperation with the City and neighborhood groups, can disseminate information encouraging property maintenance that will preserve and enhance the quality of neighborhood streams and wetlands.

Policy FH-4.2: Work with public and private property owners on education and compliance with shoreline regulations and to enhance shoreline habitat along Lake Washington.

Development located within the jurisdiction of the Shoreline Management Act must comply with the state and local shoreline regulations in Chapter 83 KZC. Kirkland is a Green Shores™ for Homes (GSH) pilot city. GSH is a voluntary incentive-based program designed specifically for shoreline properties. Other shoreline habitat policies for Kirkland are contained in the Shoreline Area Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) plan.

Natural Amenities in Finn Hill



Surface Water

Unmanaged surface water contributes to environmental degradation through reduction in water quality, erosion of ravines and streams, and flash flooding. Preventing and minimizing these adverse impacts are important to the Finn Hill Neighborhood. Implementing Low Impact Development (LID), which encourages infiltrating surface water on site, and other techniques to reduce surface water volume and pollution, are the main approaches for addressing surface water. LID techniques improve water quality by filtering surface water before entering Lake Washington.

City policy and regulatory documents that address these issues are the Surface Water Master Plan (SWMP), Chapter 15.52 KMC and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas. The SWMP includes an inventory of surface water issues in Finn Hill that should be implemented as resources are available. Policy FH-4.1 above lists several techniques that property owners can do to improve stream corridors.

Policy FH-4.3: Use natural storm water solutions to protect fish and other aquatic organisms (e.g., low impact development reducing runoff from impervious surface area).

Use of low impact development (LID) techniques such as rain gardens, pervious paving, cisterns, land conservation, green roofs, bio-swales, infiltration systems such as trenches and drywells, and other forms of bioretention, curb extensions, cascades, and porous gutters are encouraged.

Policy FH-4.4: Educate property owners and residents to prevent point and nonpoint source pollution to improve water quality in local streams and Lake Washington.

The City together with the Finn Hill Neighborhood Alliance and other community groups should provide educational awareness and enforcement programs to help prevent point and nonpoint source pollution.

Policy FH-4.5: Conduct retrofit planning for existing conditions with the goal of improving hydrology and water quality consistent with the Surface Water Master Plan.

Retrofit planning is the development of storm water flow control and water quality treatment facilities to serve existing development that does not currently have such facilities, or that has facilities designed to old or out-of-date standards. Facilities can be either decentralized small ones that serve individual streets or buildings, or regional large facilities that serve multiple buildings and streets.

Slopes and Geologically Hazardous Areas

Finn Hill's topography includes many steep slopes and stream corridor ravines, particularly on the east, south, and west edges of the neighborhood (see Figure FH-4.2a: Finn Hill Landslide Susceptibility). These geologically hazardous areas and ravines are susceptible to erosion and landslides, particularly if disturbed and existing vegetation is removed. Soils susceptible to seismic hazards (including liquefaction) are generally located in areas containing wetlands (see Figure FH-4.2b: Finn Hill Liquefaction Potential).

3-Dimensional Model of Finn Hill Topography

Source: U.W. Green Futures Lab

Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas, establishes the regulations applied to development on property containing geologically hazardous areas. In Seismic and Landslide Hazard Areas, development activity is subject to increased scrutiny and must comply with regulations to control erosion contained in KMC Title 15, along with Chapter 70 KZC, Zoning Code Holmes Point Overlay; Chapter 95 KZC, Tree Management and Landscaping; and the critical area regulations for wetland and streams in Chapter 90 KZC.

Figure FH-4.2a: Finn Hill Landslide Susceptibility

Figure FH-4.2b: Finn Hill Liquefaction Potential

Policy FH-4.6: Protect moderate and high landslide areas by limiting development and maintaining existing vegetation.

Controlling erosion and preventing landslides is a desired goal expressed by Finn Hill residents.

Holmes Point Overlay

The Holmes Point Overlay (HPO) area is generally located west of Juanita Drive (see Figure FH-4.3). The HPO is dominated by the largest area of sensitive environmental features in the City, including stream corridors, steep slopes greater than 40 percent, and slopes susceptible to moderate and high landslide and erosion hazards.

The Holmes Point Overlay zone is a regulatory overlay with the purpose of providing increased environmental and tree protection in the Holmes Point area. The HPO regulations have existed in King County since 1999 and were carried over to Chapter 70 KZC with the 2011 annexation.

The intent of the HPO overlay is to limit the amount of site disturbance on lots in order to protect vegetation, tree cover and wildlife, retain natural topography, protect potentially geohazardous slopes, reduce potential impacts of development, and advance the nature-oriented priorities of the community. The HPO regulations limit maximum lot coverage and provide greater tree retention requirements beyond what is allowed outside the HPO, and require a portion of the lot to be designated for tree and vegetation retention in perpetuity as a Protected Natural Area (PNA).

Policy FH-4.7: Protect, enhance and restore trees in the HPO with a tree canopy goal of 60 percent.

Tree and canopy protection is a significant concern of the neighborhood. The environmental conditions in the HPO area mentioned above justify a higher level of tree retention in order to help maintain a tree canopy of 60 percent within the Holmes Point Overlay zone compared to the tree canopy goal for the rest of the City at 40 percent (see Sustainability, Climate and Environment Element of the Comprehensive Plan).

Figure FH-4.3: Holmes Point Overlay

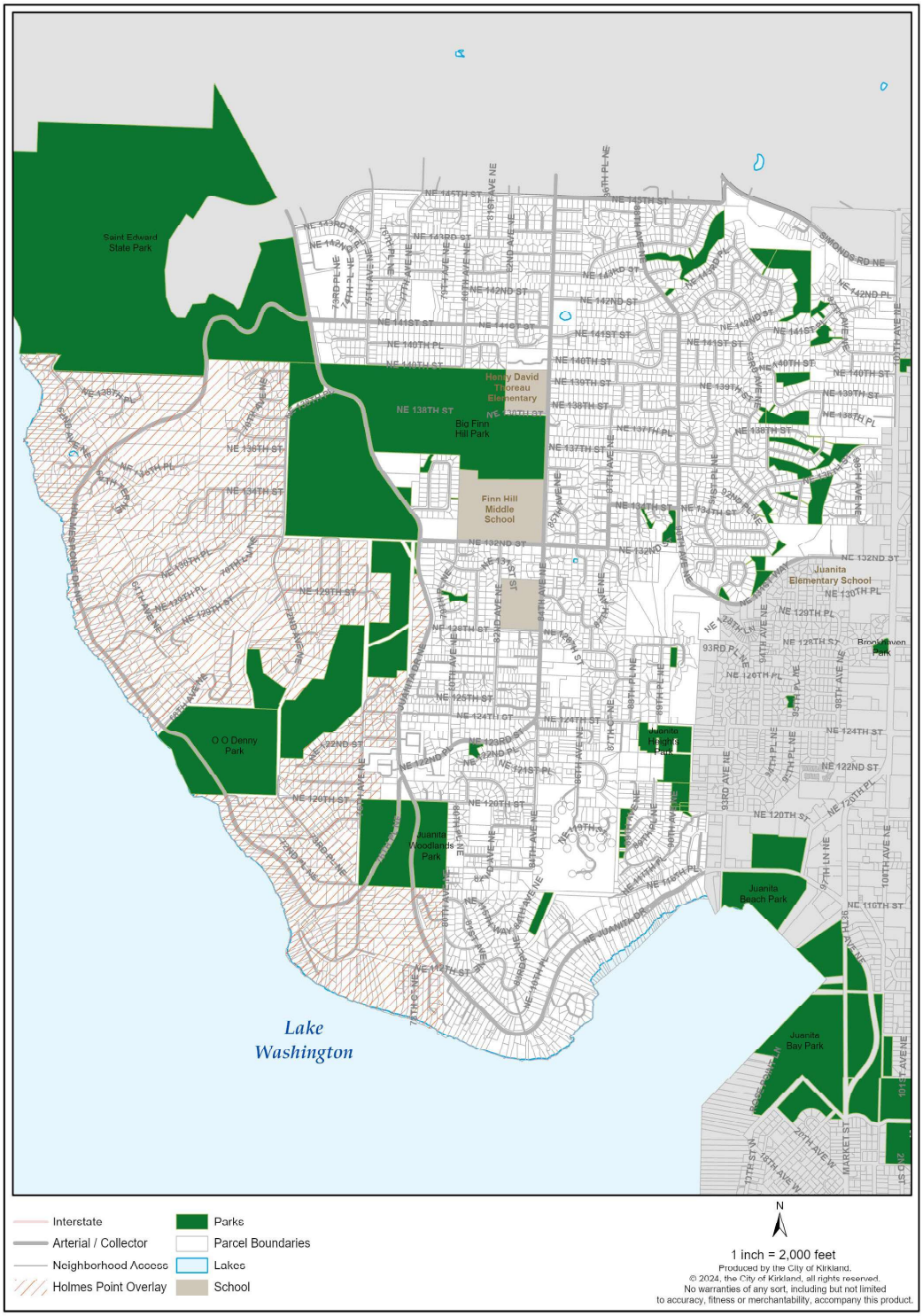


Figure 4.3: Holmes Point Overlay

Tree Canopy in Finn Hill

Policy FH-4.8: Strengthen the regulations and enforcement of the Holmes Point Overlay (HPO).

To meet the canopy goal, the neighborhood supports clarifying and strengthening the HPO regulations.. Because of environmental, topography or constraints of development such as location of vehicular access or utilities, the number of lots or residential density allowed by zoning may not be achievable in all cases. Balancing the intent of the HPO policies and regulations for greater retention of trees and natural areas with property rights and the underlying zoning density will be necessary in order to meet the neighborhood goals and policies.

Policy FH-4.9: Limit site disturbance and retain trees and native vegetation on slopes to avoid or minimize damage to life and property.

Because of the natural constraints of the HPO area discussed above, development in the HPO area should be subject to the development standards and as contained in Chapter 70 KZC, Holmes Point Overlay Zone; Chapter 85 KZC, Critical Areas: Geologically Hazardous Areas; and Chapter 90 KZC, Critical Areas: Wetlands, Streams, Minor Lakes, Fish and Wildlife Habitat Conservation Areas, and Frequently Flooded Areas.

Policy FH-4.11: Conduct a neighborhood education program on the importance of tree retention, planting of native vegetation and HPO regulations.

Educational programs for property owners, developers, and tree removal companies on topics such as tree maintenance and HPO code requirements would encourage stewardship of the urban forest and citizen awareness of violations to help achieve the goals of the HPO. Property owners could also be encouraged to increase planting native vegetation and trees. The City and neighborhood should partner together to conduct educational programs to support the intent of the HPO regulations.

Wildlife Habitat

The fish, plants, and wildlife that live in the neighborhood are highly valued and strong support exists for protecting and restoring wildlife habitat. Wildlife habitat areas provide food, protective cover, nesting and breeding areas, and corridors for movement for native plants, fish, or wildlife, including but not limited to threatened, endangered, migratory and priority species. There are several known eagles' nests located on the west side of Finn Hill above Lake Washington as well as herons, owls, pileated woodpeckers, and coyotes in the neighborhood.

Historically, Finn Hill was blanketed with a dense conifer forest, including Douglas fir, western red cedar, and western hemlock. Forest fires were frequent occurrences resulting in a patchwork of conifer forest and burned areas dominated by native shrub species, including vine maple, huckleberry, salal, and Oregon grape. While it is impossible to return to these conditions, an ideal urban forest provides wildlife habitat and corridors that reflect the habitat requirements of key species.

Previous sections Slopes and Geologically Hazardous Areas, Trees and Forest Ecosystems, and Streams, Wetlands, and Shorelines build on the policies below. The funding policy identified in Policy FH-3.1 will be instrumental in setting aside land for wildlife habitat. In addition, the Green Loop discussed in Section 6 (Parks and Open Space) provides an opportunity to improve, connect, and protect wildlife corridors.

Finn Hill already contains a number of protected open space and natural areas (See Figure FH-4.3). These are managed by multiple governmental bodies, including City of Kirkland, City of Seattle, and King County. The continued preservation of these protected areas will require cooperation between Finn Hill residents and these entities.

Policy FH-4.12: Promote and educate the public about wildlife and backyard habitat, in conjunction with Kirkland's designation as a certified Community Wildlife Habitat by the National Wildlife Federation.

Additional opportunities for improving wildlife habitat that could be explored include encouraging safe snag tree retention on private property, shadier riparian areas, and pollinator corridors.

6. PARKS AND OPEN SPACE

Finn Hill includes 389 acres of parks and open space (38 percent of the city's park land). Finn Hill contains parks owned by several different public agencies (Figure FH-5.1). These include a portion of St. Edward State Park, Big Finn Hill Park, and O.O. Denny Park. Other neighborhood recreational facilities that are not always publicly accessible include school facilities with outdoor sports fields and indoor gymnasiums.

Priorities discussed in this chapter are open space conservation, desired improvements to existing parks, expansion of park land, creating a Green Loop Corridor, pedestrian and bike trails, and improved access to Lake Washington.

Green Loop Corridor

Goal FH-5: Establish a Green Loop Corridor that circles the neighborhood connecting parks, open spaces, pedestrian trails, wildlife corridors and natural areas, as shown in Figure FH-5.1.

The neighborhood desires a Green Loop Corridor that could link current parks, open spaces, forested areas, natural areas, and pedestrian trail and street systems to promote active recreation and environmental preservation in Finn Hill. Figure FH-5.2 shows the location for the priority segments of the Corridor that should be established first.

Park Open Space in Finn Hill

Figure FH-5.1: Finn Hill Parks and Open Space

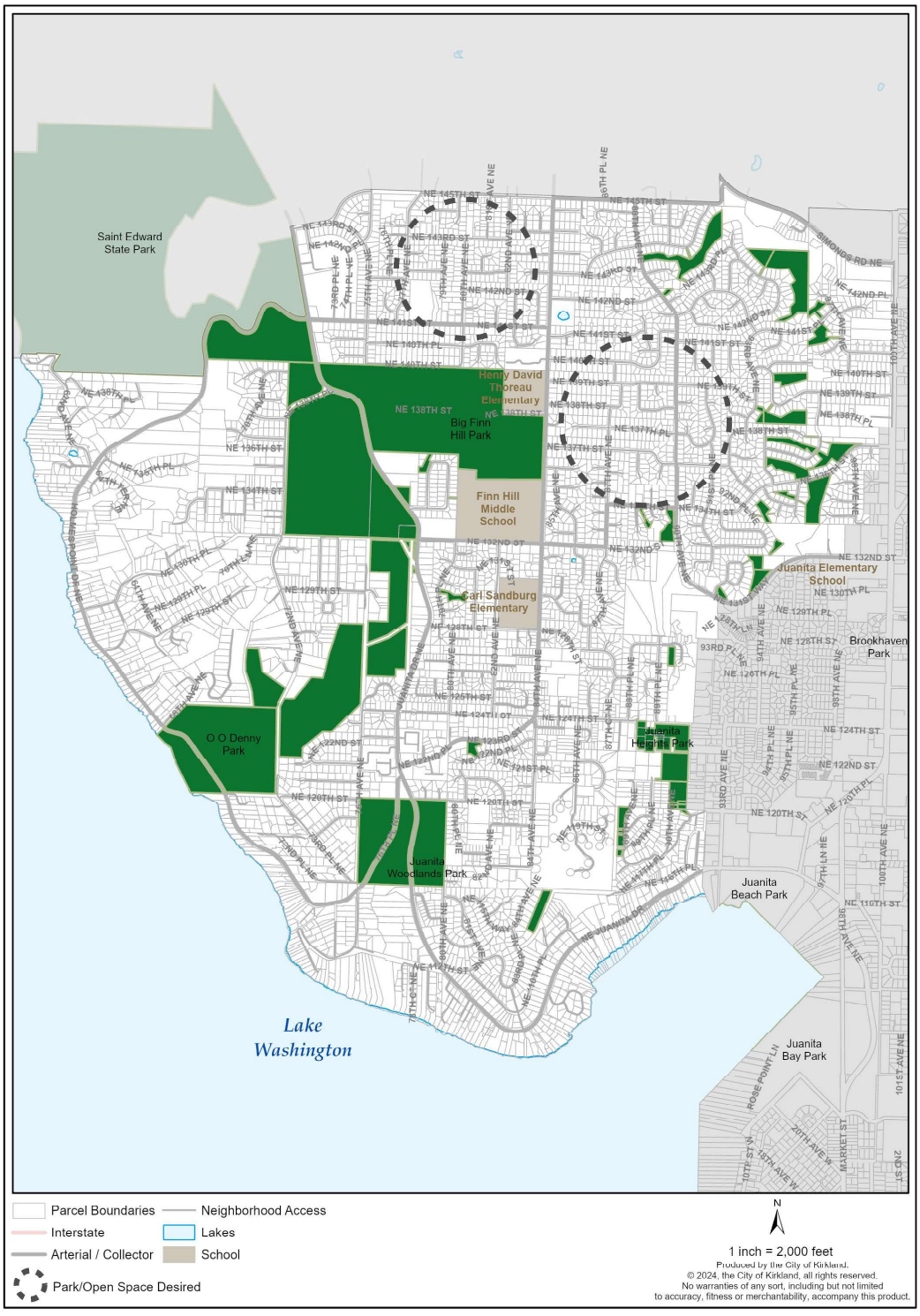


Figure 5.1: Finn Hill Parks and Open Space

Figure FH-5.2: Green Loop Corridor and Development Priorities

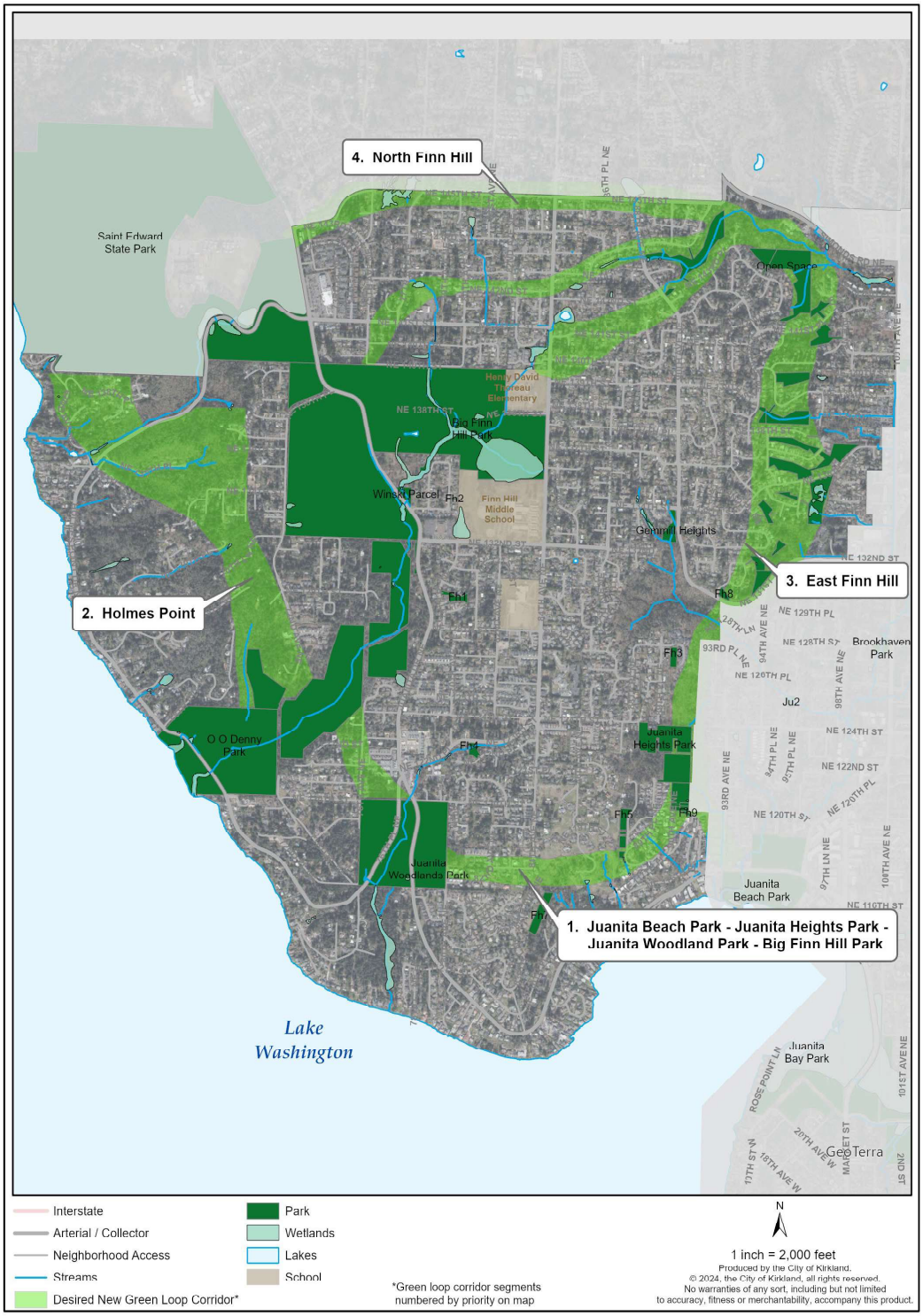


Figure 5.2 Green Loop Corridor and Development Priorities

The Green Loop Corridor concept promotes policies in the Kirkland Parks, Recreation and Open Space Plan (PROS Plan) of creating a Finn Hill Connection greenway and connections to the Lakes to Locks Water Trail.

Policy FH-5.1: Develop a Master Plan for the Green Loop Corridor using a public review process under the direction of the Park Board that:

- Includes the location, design and functions for the different segments;
- Promotes uses that meet the diverse needs of people for recreation, including walking, hiking, wildlife viewing, dog walking, and other forms of recreation;
- Prioritizes the segment of the loop connecting the Lake Washington shoreline to the top of Finn Hill, Juanita Beach Park to Juanita Heights, Juanita Woodlands and Big Finn Hill Park (see Figure FH-5.2 for priority locations);
- Maintains and promotes retention of native vegetation and trees in natural areas, wildlife protection, stream and fish protection; and
- Encourages public and private restoration efforts to remove invasive plant species and plant native herbaceous plants, shrubs, and trees.

Policy FH-5.2: Through the development review process, secure public easements or greenbelt easements to provide public access and preserve natural areas within the Corridor.

It will be necessary to obtain public access easements over private property to connect the Corridor together with public parks, open space and public rights-of-way. One way to do this would be to obtain public access easements as part of the development review and approval process of a short plat or subdivision application in order to link pedestrian connections within the Corridor.

Funding mechanisms could also be explored for acquisition of land, trails or easements needed to create improvements within the Green Loop Corridor such as through the Capital Improvement Program, grants or donations from nonprofit organizations. For example, development impact fees could be set aside for the acquisition of green space needed to create the Green Loop Corridor.

Parks

Residents of Finn Hill desire improvements to the existing parks, acquisition of land for parks, new or improved signage, new activities, maintenance and preservation. The Parks, Recreation, and Open Space (PROS) plan identifies some of the same desired improvements requested during the public outreach for this neighborhood plan. As not all parks in Finn Hill are owned by the City of Kirkland, the City and the neighborhood should engage King County and the State in a public planning process for the development and improvement of all the parks in Finn Hill.

Goal FH-6: Improve existing parks and open spaces, strengthen local connections with nature and promote neighborhood parks.

Policy FH-6.1: Consider and implement facility improvements to existing City owned parks and help facilitate improvements to non-City owned parks in coordination with other agencies.

The neighborhood has identified desired improvements to the following parks:

- At Big Finn Hill Park: community gardens or P-patches, dog parks, and addressing conflicts between biking and walking user groups;
- At Juanita Heights Park: provide improved signage and wayfinding for public access, and move the park entrance to NE 124th Street;
- At O.O. Denny Park: new picnic and BBQ facilities, swimming facilities, and improved connectivity to Big Finn Hill Park. Shoreline and forest restoration plan, pest management strategy;
- At Juanita Triangle Park and Juanita Woodlands Park: improved signage and wayfinding; and
- Finn Hill Middle School: Potential City-School Wetland Partnership (PROS Plan).

O.O. Denny Park

Policy FH-6.2: Preserve significant natural areas for recreation, for residents to connect with nature, and for habitat protection at all parks, including:

- At Juanita Heights Park: Explore potential expansion to preserve and protect existing forest and provide trail connectivity, explore land acquisition and/or public easements to

ensure connectivity to Juanita Beach, and explore purchase of vacant lots on steep slopes (see Figure FH-5.3);

- At O.O. Denny Park: Enhance shoreline natural areas by removing hard shoreline structures and creating soft vegetated shorelines to improve ecological functions; and
- Explore options for preservation at other parks.

Policy FH-6.3: Promote a variety of uses in parks, including walking and rolling trails, children's playgrounds, social gathering areas, off-leash dog areas and natural preservation.

As development plans (formerly referenced as master plans) are developed for the various parks and open spaces within Finn Hill, the activities and improvements listed above should be considered.

Policy FH-6.4: Pursue acquisition of land and improvements for parks and open space as opportunities become available.

As property becomes available, the City and other organizations should look for new park opportunities and expansion of existing parks and open space. Areas acquired for public parks and open space preservation could also support the Finn Hill Neighborhood's desire to protect native tree canopy (see Natural Environment Policies FH-4.2, streams and wetlands, FH-4.3 wildlife preservation, FH-4.5 for hiking trails).

Figure FH-5.3: Finn Hill Trail System

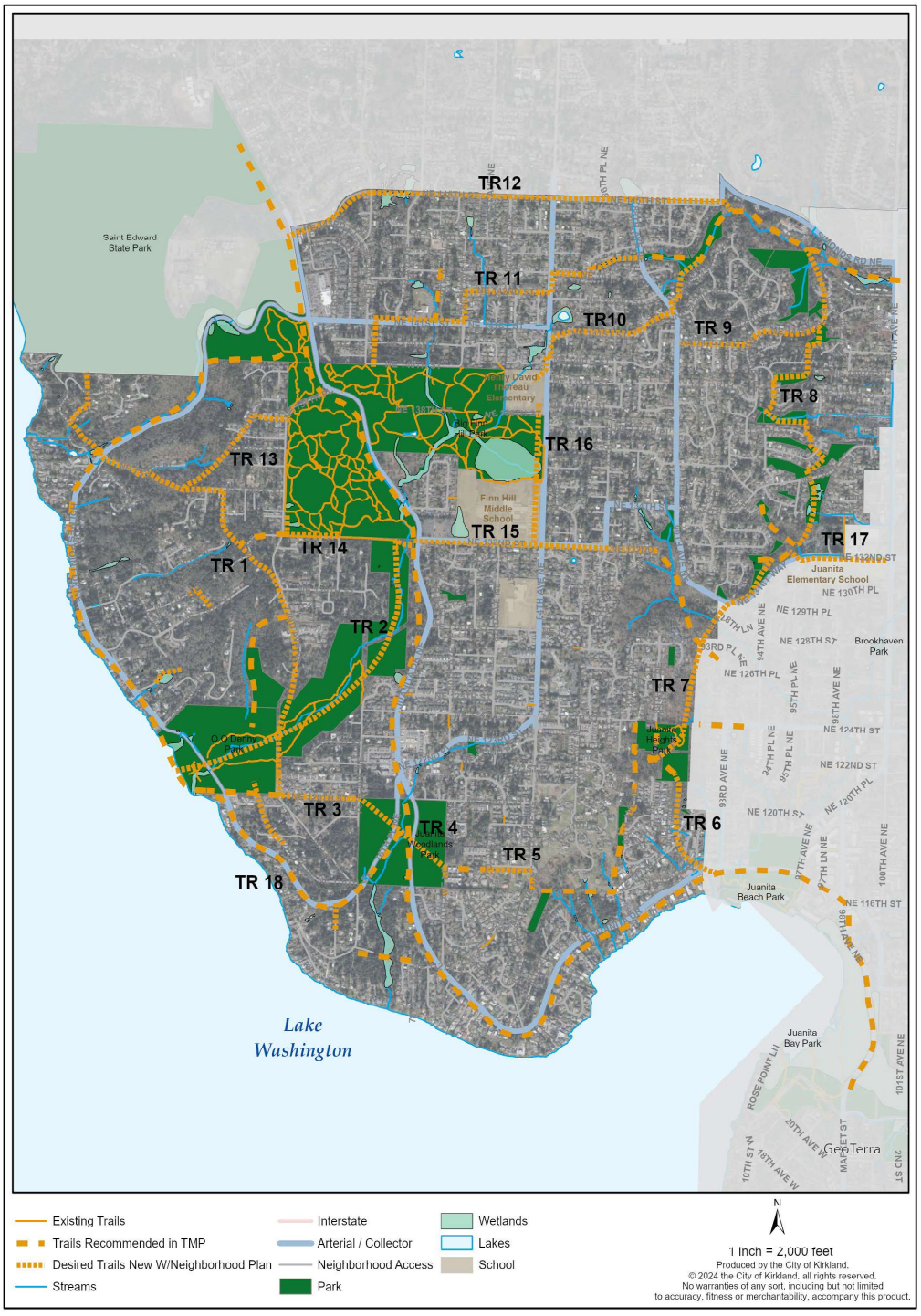


Figure 5.3 Finn Hill Trail System

Policy FH-6.5: Create smaller active neighborhood parks in the northeastern quadrant of Finn Hill.

The Kirkland PROS Plan indicates a level of service guideline of a park within a quarter mile of each household. Finn Hill residents desire new neighborhood parks in the northeast part of Finn Hill, where small parks within walkable distance are missing (see Figure FH-5.1).

Trails for Bikes and Pedestrians

Pathways for walking, biking and rolling provide an important transportation function within the parks and open space system. While there is an extensive pedestrian trail system in Finn Hill, it is generally limited to parks. As reflected in the Vision Statement, Transportation section and Green Corridor section above, Finn Hill residents would like to create and/or enhance trail connections within the neighborhood.

Goal FH-7: Expand the walking, hiking, and cycling trail system and connect detached parts of the neighborhood and parks with a focus on accessibility for all abilities

Figure FH-5.3 shows the existing trail system and desired extensions that could be developed for recreational use in addition to nonvehicular pedestrian and bike systems.

Policy FH-7.1: Create and enhance pedestrian trail connections:

- Between Juanita Beach, Juanita Heights, O.O. Denny and Big Finn Hill Parks and Saint Edward State Park;
- Between areas of the neighborhood that are isolated or disconnected, including Hermosa Vista and Goat Hill; and
- Connect with trail systems outside of the neighborhood.

Policy FH-7.2: Partner with local utilities, public agencies, and private landowners to secure trail easements and access for trail connections.

As discussed in Policy FH-5.2, public access easements will need to be acquired for both the Green Corridor Loop system and for trail connections.

Lake Washington Shoreline Access

There is a strong community desire for more publicly accessible waterfront areas, including for small nonmotorized watercraft. Existing public shoreline access is limited to O.O. Denny Park. Street ends with potential for public access could be improved.

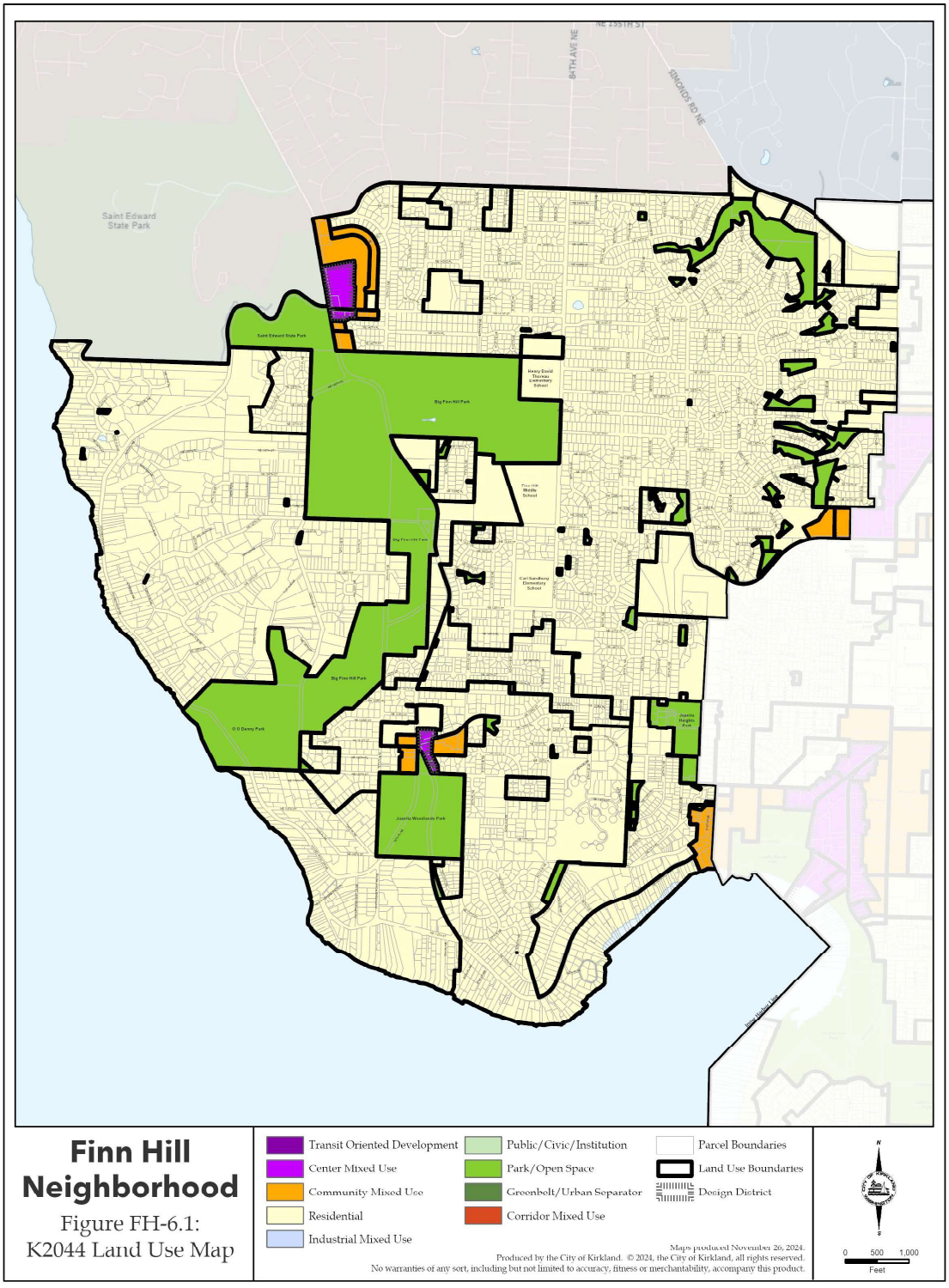
Policy FH-7.3: Improve public street ends to provide lake viewing and public access to Lake Washington in compliance with the Shoreline Master Plan.

Consistent with other shoreline areas of the city, public right-of-way street ends in Finn Hill should be improved to allow public pedestrian and nonmotorized access to Lake Washington.

Policy FH-7.4: Restore public shorelines on Lake Washington to improve habitat, hydrology, and recreational opportunities.

Public parks and open space located along the shoreline should be restored with soft armoring techniques and native plants consistent with the policies contained in the Shoreline Area Element of the Comprehensive Plan.

Figure FH-6.1: Finn Hill Land Use Map



7. LAND USE

Prior to the annexation of Finn Hill into the City of Kirkland in 2011, King County zoning allowed a broad range of residential densities resulting in inconsistent land use districts and islands of higher intensity residential development surrounded by less intensive development patterns in some areas constrained by critical areas such as steep slopes, stream corridors and ravines. Figure FH-6.1 shows the land use districts map for Finn Hill. Approximately three percent of the land is zoned for moderate to high intensity residential use, and 80 percent zoned as low intensity residential.

Land use patterns, zoning district boundaries and residential density should be consistent with the Land Use Element and other policies in the Comprehensive Plan. The neighborhood is supportive of the "10-minute walkable neighborhood" concept. This concept emphasizes that areas considered for an increase in residential intensity should be within short distances of destinations such as retail, services, schools and parks.

Residential

Finn Hill Neighborhood contains a range of housing types and intensities. The existing land use pattern is generally the same as designated by King County prior to annexation. As new and infill development occurs, streets, sidewalks and utilities are being brought up to City standards.

Goal FH-8: Retain the neighborhood's ability to provide access to safe, accessible housing regardless of age or ability, while preserving the natural environment and tree canopy.

Policy FH-8.1: Limit development in environmentally sensitive or geologically hazardous areas, and minimize loss of native vegetation and tree canopy coverage.

Limits to development in environmentally critical areas in order to mitigate disruption to wildlife, retention of tree canopy, and conservation of land for open space and parks are central to the growth strategy of Finn Hill. Development policies and standards are also discussed in Section 5, Natural Environment. Regulations may restrict or reduce allowed residential development, especially in environmentally critical areas, steep slopes or the Holmes Point Overlay zone. Mechanisms to encourage preservation (e.g., greenbelt easements) are also discussed in Section 5, Natural Environment, and Section 6, Parks and Open Space.

Policy FH-8.2: Establish a logical development pattern with zoning district boundaries that take into account existing and planned land uses, access, property lines, topographic conditions, and natural features.

This policy seeks to reduce inconsistency of zoning districts in the neighborhood. Appropriate residential intensities should be evaluated in conjunction with the environmental restrictions of the neighborhood.

Housing in Finn Hill

Policy FH-8.3: Allow alternative housing options that are compatible with the needs of a diverse community.

A variety of housing styles provides housing choices for people of various abilities, backgrounds, stages of life and family living situations. Consistent with Citywide policies in the Land Use and Housing Elements, clustered housing, accessory dwelling units, cottage, carriage, and two/three unit homes should be encouraged in all less intensive residential areas.

A range of moderate to high intensity residential zones exist along major streets and surrounding the two commercial areas. More intensity is appropriate on the perimeter of residential areas with access to major streets. High intensity residential is appropriate within and adjacent to the two mixed-use commercial areas where residential units have access to major streets, good, services, and potential for increased transit service.

Goal FH-9: More intensive residential development is encouraged adjacent to the two commercial areas.

Focusing more residential development around commercial areas is consistent with the City of Kirkland's Land Use Element, "10-minute walkable neighborhood concept," and enhances commercial amenities and transit options.

Policy FH-9.1: Encourage development of affordable housing in areas with more residential intensity and within mixed-use commercial areas.

Affordable housing is best located when mixed with market-rate housing units and in areas with good access to transit, employment and shopping. As redevelopment occurs in the mixed-use commercial centers, affordable housing is encouraged consistent with Citywide policies and

regulations. In addition, opportunities for affordable housing should also be considered and encouraged in areas with single detached homes.

Commercial Areas

Goal FH-10: Encourage neighborhood commercial areas to be mixed-use, pedestrian-oriented gathering places, and support the commercial needs of the neighborhood.

Finn Hill currently has two Neighborhood Business commercial areas designated by the Land Use Element (See Figure FH-6.1).

The larger commercial area in north Finn Hill is designated as the Finn Hill Neighborhood Center (known as the Inglewood shopping area). Appropriate uses for the Finn Hill Neighborhood Center are a mix of commercial uses, including office, retail, restaurants, hotels, and business services serving neighborhood and subregional markets, along with multiunit/multi-use housing. Grocery stores should remain a high priority for this location. Architectural and site design should be pedestrian oriented, in scale with the surrounding residential neighborhood, and provide effective transition techniques between commercial uses and surrounding residential neighborhoods.

The southern commercial area is designated as the Holmes Point Residential Market in the Land Use Element. This area is appropriate for commercial uses to serve the local neighborhood and residential units above or behind commercial and office uses. Like the Finn Hill Neighborhood Center discussed above, new development should be pedestrian oriented and in scale with the surrounding residential area.

The intent of neighborhood business centers is to provide gathering places or central focal points with goods and services for residents within a 10-minute walking, biking or rolling radius. Design regulations are required to ensure attractive site and building design that is compatible in scale and function, as well as complementary of the surrounding neighborhood.

In multiple community workshops and surveys, Finn Hill residents identified that they would like better access to local commercial areas and amenities, as currently they need to travel outside Finn Hill for basic amenities. Additionally, there are insufficient connections (pedestrian, bike, car, and transit) between commercial areas and the surrounding neighborhood. Targeting new development to the two existing commercial areas was preferred to creating additional commercial zones.

The community identified restaurants, cafes, pubs, and locally owned retail stores as desired types of businesses. The community also expressed that future development should accommodate expanded transit services and alternative modes of transportation in order to mitigate for increased traffic congestion, increased housing density, and environmental degradation (see Section 8, Transportation). Policies for each of the commercial areas and general urban design goals were developed based on these values.

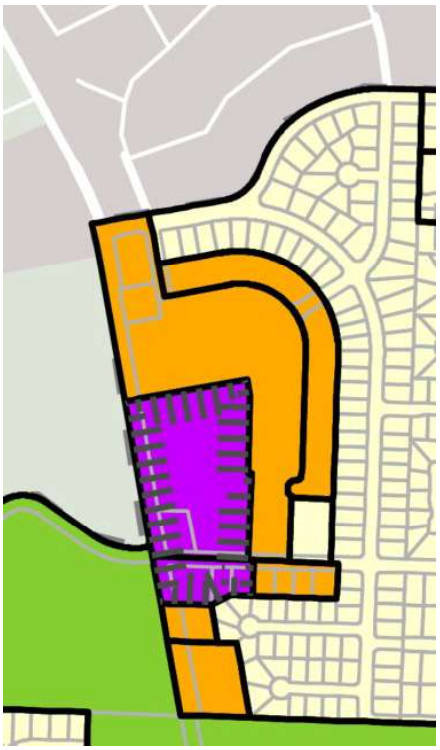
Finn Hill Neighborhood Commercial Center

The Finn Hill Neighborhood Center is currently a one-story strip-mall style commercial development surrounded by two-story townhomes and offices to the south. Current uses include a grocery store, restaurants, a gas station, and a coffee stand along with one-story office buildings. The Finn Hill Neighborhood Center is an underutilized resource is in need of more connections to the surrounding neighborhood. There are presently no public transit routes that

come to the site and poor pedestrian and bike access via trails and sidewalks. Additionally, traffic congestion in and around the area affects many.

Policy FH-10.1: Encourage the Finn Hill Neighborhood Center to be a mixed-use pedestrian-oriented neighborhood commercial area with improved public amenities, public transit, access for walking biking and rolling trips, trails, and sidewalk connections. Allow for higher intensity mixed use development if properties are consolidated, project includes a grocery store, public plazas, affordable housing, green building and sustainable site standards.

Finn Hill Neighborhood Center Land Use (Center Mixed Use – shown in Purple)



Should redevelopment occur north of NE 141st Street, the Finn Hill Neighborhood Center (FHNC) is envisioned as a pedestrian-oriented mixed-use development consisting of residential and commercial buildings, open space plazas, grocery store, small neighborhood retail stores, wine bars or pubs and improved transit service. To encourage redevelopment, higher intensity development should be allowed if properties are consolidated, uses include a grocery store, the project includes public plazas, affordable housing, green building and sustainable site standards. Design regulations should be used with attention to the cost of building housing, sustainability, architectural scale, massing and upper story step backs, and pedestrian connections.

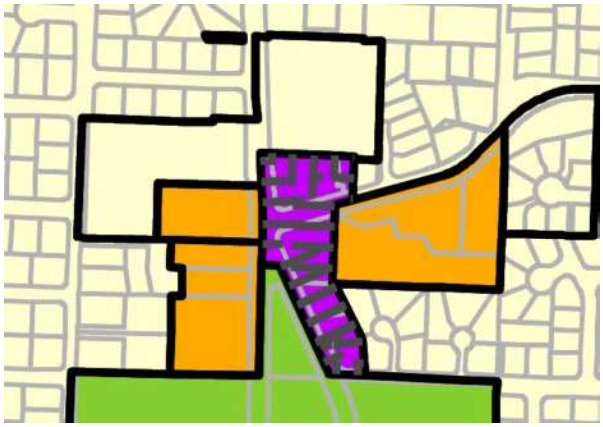
South of NE 141st Street are several small parcels containing general and medical office uses. These parcels shall remain as Neighborhood Business.

Holmes Point Residential Market Commercial Area

The Holmes Point Residential Market area is currently a one-story strip-mall style commercial development surrounded by housing of varied intensities. Current amenities include a restaurant and gas stations. An office use is across the street to the west. The underutilized resource that lacks public transit access, connections for active transportation, including connections for

pedestrians with trails and sidewalks. Traffic congestion in and around the area is a major concern of the community, particularly on Juanita Drive and NE 122nd Place.

Holmes Point Residential Market Land Use (Center Mixed Use – shown in Purple)



Holmes Point Residential Market Commercial Area

Policy FH-10.2: Encourage the Holmes Point Residential Market area to be a neighborhood commercial area with improved amenities, public transit, connections for walking, biking and rolling, and trail/sidewalk connections.

Although smaller in scale than the Finn Hill Neighborhood Center, the Holmes Point Residential Market area is envisioned as a more energetic commercial development with small-scale neighborhood services and restaurants supported by the surrounding residential neighborhood. Appropriate building height is up to three stories subject to the Design Guidelines for Pedestrian Oriented Business Districts.

Figure FH-6.2: Urban Design Features

Figure 6.2: Urban Design Features

Figure FH-7.1: Finn Hill Pedestrian System

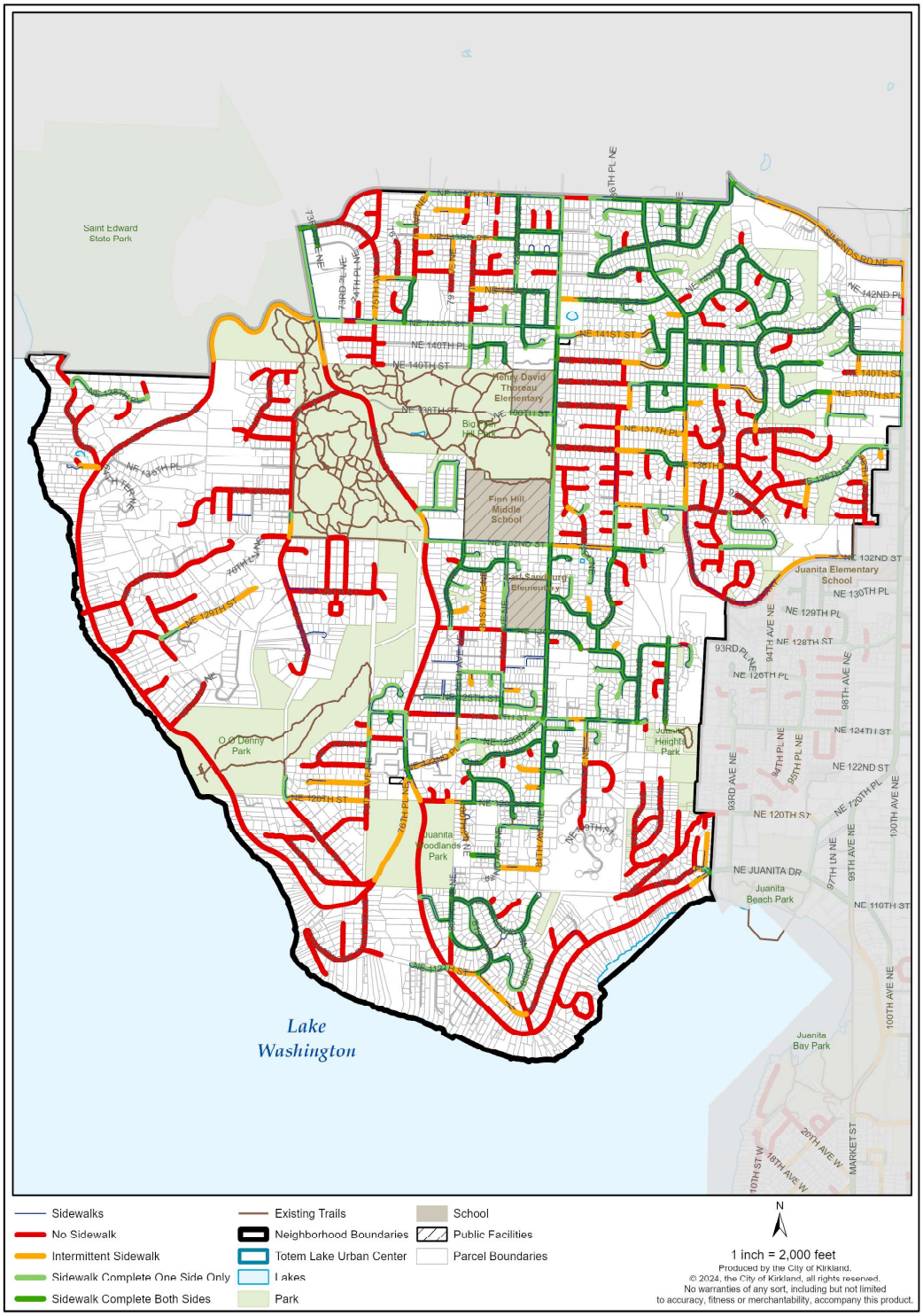


Figure 7.1: Finn Hill Pedestrian System

Figure FH-7.2: Finn Hill Priority Sidewalks and Intersection Improvements

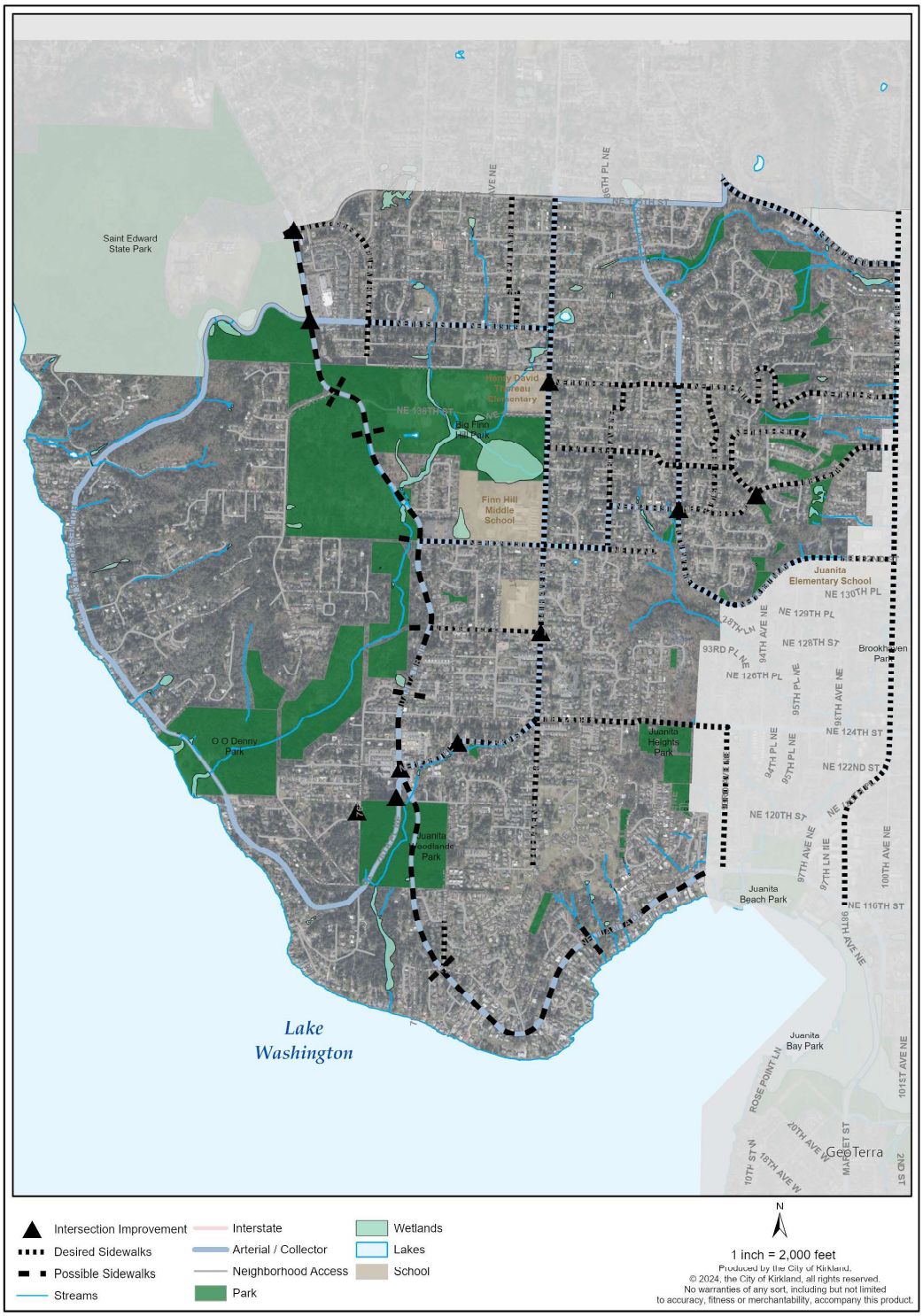


Figure 7.2 Finn Hill Priority Sidewalks and Intersection Improvements

8. TRANSPORTATION

The vision for the Finn Hill Neighborhood transportation system is to provide safe, comfortable, and efficient circulation for people who walk, ride bicycles or other mobility devices, drive cars and ride transit within the neighborhood. During the neighborhood plan public participation process, residents emphasized the importance of improving the existing trails and bike network, particularly the connectivity to key destinations (schools, shopping center, etc.). Other neighborhood transportation issues are covered in the Citywide Transportation Element, such as: implement Complete Streets, low impact development techniques along streets to handle surface water, coordinate land use with transportation and transit policies, and prioritize sidewalks on school walk routes.

The transportation and mobility goals in this chapter are intended to make public transit, walking and/or riding a bicycle safe, convenient options for most residents in the neighborhood. Investments in the neighborhood should also be prioritized in order to support these options. The City's Transportation Element will guide the implementation of these goals as well as the Capital Improvement Plan (CIP). References to transportation policies in the Transportation Element are included throughout this chapter.

This chapter addresses primarily circulation in the public right-of-way. Recreational trails and the Green Corridor Loop are discussed in Section 6, Parks and Open Space.

Sidewalks, Intersections, and Pedestrian Mobility throughout the Finn Hill Neighborhood

Throughout the neighborhood plan public outreach process, Finn Hill residents expressed concerns regarding the lack of safe sidewalk connections to important neighborhood assets, including: schools, parks, transit stops, and other public destinations. The 2016 status of sidewalk completion in Finn Hill is shown in Figure FH-7.1.

As the neighborhood grows over time, sidewalks should be brought up to City standards and connections to neighborhood assets should be prioritized. Residents identified a network of sidewalks and intersections that they felt are a high priority for improvement in the neighborhood (Figure FH-7.2).

Goal FH-12: Form a safe multimodal network of sidewalks, trails, bikeways and crosswalks where walking and rolling are the first choice for many trips.

Goal FH-13: Create and improve sidewalk connections to schools and destinations throughout the neighborhood.

Policy FH-13.1: Establish safe and comfortable pedestrian crossings on major arterials.

Installing crosswalks, signage, safety refuge islands, signals, flashing lights and flags at intersections; improved lighting; sidewalks along major arterials, separation travel modes (e.g., raised curbs) where other forms of nonvehicular and vehicular transportation may cause safety concerns for pedestrians is a priority for the neighborhood, as an effort to address sight distance issues.

Policy FH-13.2: Prioritize designated school walk routes for pedestrian improvements.

Citywide priorities encourage children to walk to school and to complete a sidewalk network on all school walk routes. Consistent with this Citywide policy, completing a network of sidewalk

systems and other public improvements on school walk routes within the neighborhood is desired.

Policy FH-13.3: Prioritize pedestrian pathways to neighborhood destinations (parks, public transit, and commercial areas) to improve and encourage pedestrian connections to amenities.

Finn Hill residents identified a number of critical neighborhood pedestrian connections, such as connections between 84th Avenue and the Hermosa Vista development and Goat Hill area, and improving pedestrian access to parks, public transit, commercial areas and the shoreline (See Figure FH-7.2). Removing barriers to pedestrian pathways by providing connections through cul-de-sacs and dead-end streets is also desired.

Policy FH-13.4: Along streets, provide pedestrian amenities such as crosswalks, sidewalks, street trees, lighting, and street furniture to encourage walking, biking and rolling, provide informal gathering places and enhance the pedestrian experience.

Providing the pedestrian amenities suggested in this policy make active transportation more enjoyable and safer, especially around destinations such as commercial areas, parks and schools.

Vehicular Circulation

Figure FH-7.3 shows the major vehicular circulation routes throughout the Finn Hill Neighborhood and street classifications. As part of the neighborhood plan outreach process, the community is concerned about traffic congestion in the neighborhood, particularly as there are a limited number of arterials and entry points into the neighborhood. Two key concerns regarding vehicular traffic emerged from community outreach: congestion and safety. At the same time there are areas of Finn Hill with underdeveloped streets. Improvements to these are necessary to enhance vehicular circulation and emergency access.

Commuter traffic on Juanita Drive is a major concern as it is the main north-south route through the neighborhood and a key entry point to the neighborhood. Ongoing development in Finn Hill and surrounding areas is intensifying commute congestion issues. To address these issues, policies should focus toward encouraging neighborhood trips with more efficient alternative modes of transportation. Through the Neighborhood Traffic Control program techniques can be implemented to minimize commuter cut-through traffic on internal neighborhood streets.

Goal FH-14: Implement a more efficient, safe and sustainable transportation system.

Policy FH-14.1: Prioritize improvements which encourage transit use, carpools, bicycle use and more sustainable forms of transportation which minimize our impact on the environment.

This policy reflects a community priority to provide a multimodal transportation system over time in Finn Hill.

Figure FH-7.3: Finn Hill Street Classifications

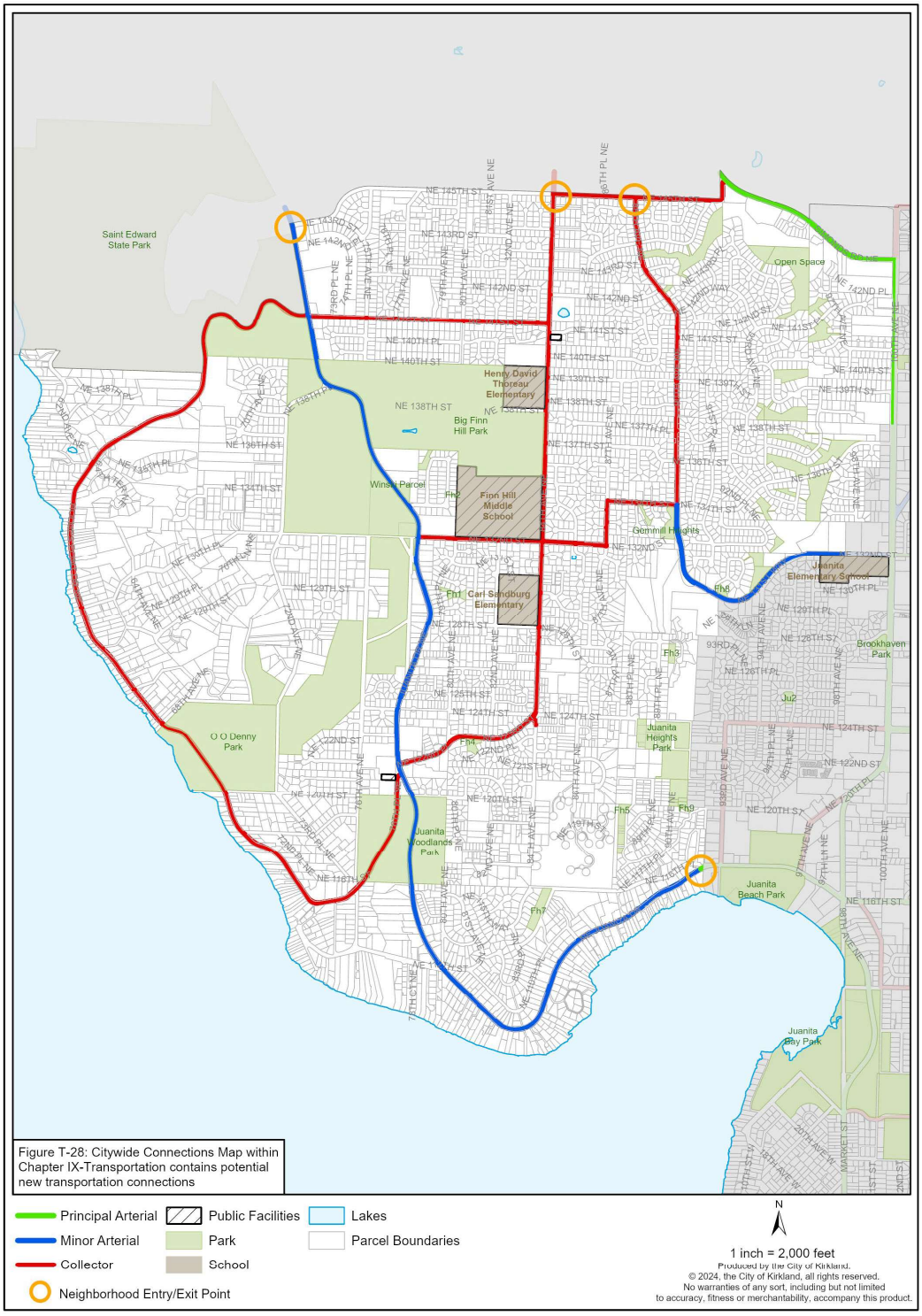


Figure 7.3: Finn Hill Street Classifications

Policy FH-14.2: Conduct studies to determine the design standards for the following streets:

- *Residential streets within the Holmes Point Overlay area*
- *Holmes Point Drive corridor*
- *NE 131st Way/90th Avenue NE corridor*

The neighborhood's physical and community features should influence the design of pedestrian and street facilities that are built. For example, some feel sidewalks may not be appropriate for all areas and that "walking lanes" may be more appropriate for areas of the neighborhood with a more rural character. Developing the design standards for the streets should be created through a public involvement process. The standards should consider alternative designs for streets consistent with the City's Complete Streets Ordinance, such as the type of sidewalks, whether on-street parking is allowed, lighting, vegetation, pedestrian amenities, topographic or critical area constraints, tree retention, , all while providing emergency vehicular access. The presence of physical constraints such as steep topography, critical areas or to retain trees in a particular location may also require modification to city standards for right-of-way improvements.

Policy FH-14.3: Minimize direct access to Juanita Drive to enhance safety and efficiency of circulation.

Because of topographic constraints and the speed of vehicular traffic, access to Juanita Drive should be limited. If driveways to Juanita Drive must be provided, they should be separated by an appropriate wherever possible. New driveways should be located so that future development can meet this standard and/or use a shared driveway. Access easements to allow for shared access to Juanita Drive and/or interior connections to side streets should be provided. As access to side streets becomes available, driveways to Juanita Drive should be closed where possible.

Policy FH-14.4: Discourage regional and bypass traffic in residential neighborhoods.

Residents' safety concerns focused on problems with speeding and ensuring that neighborhood streets are safe for all forms of transportation. Traffic calming strategies could be developed to discourage regional traffic from using residential neighborhood streets.

Policy FH-14.5: Minimize cut-through traffic and reduce speeding through residential neighborhoods in coordination with City's Neighborhood Traffic Control program.

Evaluate traffic patterns and volumes in the neighborhood to minimize cut-through traffic and speeding in order to support the existing Neighborhood Traffic Control Program.

Bicycle Facilities

Bicycle-supportive facilities provide recreational opportunities and alternative transportation options. Desired improvements for bicyclists include providing protected bike facilities on arterials and collectors, as well as providing safe crossings on Juanita Drive. Finn Hill residents are interested in bicycle routes that connect to parks and other key destinations within the neighborhood and region (See Figure FH-7.4).

Figure FH-7.4: Finn Hill Priority Bike Routes

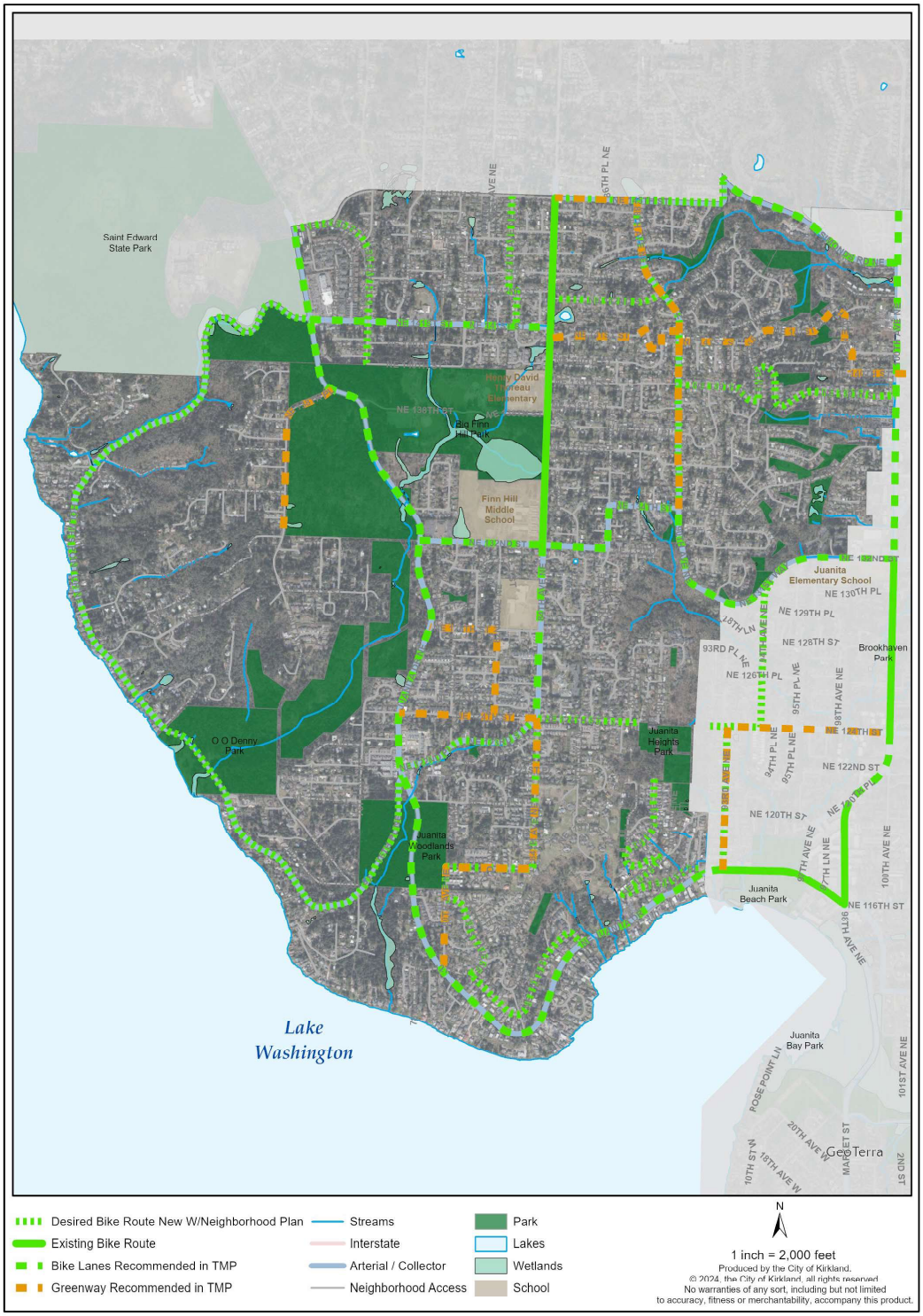


Figure 7.4 Finn Hill Priority Bike Routes

Goal FH-15: Expand safe and comfortable bicycle connections throughout the neighborhood and to surrounding areas.

Safety, user friendliness, and connectivity are key concerns that residents have regarding Finn Hill's bicycle routes and facilities. Safe bicycle access within and through the neighborhood is a high priority. Approaches to address safety include creating separated bicycle lanes (including painted buffers and physical separation) and implementing neighborhood greenways on residential streets that are connected to bicycle facilities on major arterials. The implementation of these policies can be monitored under the performance measures and action items in the Transportation Element of the Comprehensive Plan.

Policy FH-15.1: Improve bicycle connections to destinations within the neighborhood (parks, transit facilities, schools, and shopping areas) and to trail systems outside of Finn Hill.

Similar to providing pedestrian trails and sidewalks discussed above, a priority for the neighborhood is to provide a bicycle system to be able to travel throughout the neighborhood to key destinations. Providing safe bicycle and intersection facilities to allow travel to and from school, reducing vehicle traffic around schools and neighborhood, is a high priority.

Policy FH-15.2: Establish neighborhood greenways throughout the neighborhood.

Neighborhood greenways are designated residential streets, generally off main arterials, with low volumes of vehicular traffic and low speeds, where people who walk and bike are given priority.

Policy FH-15.3: Determine the needs of commuter and recreational bike rider groups.

The neighborhood has identified two different types of bicycle routes and facilities: commuter and recreational bicycle facilities. These facilities may require specific bicycle amenities (e.g., repair stations, directional signs) along existing and proposed routes to support ridership.

Residents would like to improve the connectivity of Finn Hill's bicycle routes within the neighborhood and to the broader trail network. Bicycle facilities should connect to parks and amenities within Finn Hill. Bike facilities should also connect to other regional trail systems outside of Finn Hill (Lake Washington Loop Trail, Burke Gilman, Cross Kirkland Corridor, and Sammamish River Trail). Incorporating the pedestrian and bicycle connections and facility needs for Finn Hill in the Active Transportation Plan is a priority. The City should explore ways to expedite improvements.

Policy FH-15.4: Explore public pedestrian and bicycle easements across properties to complete the trail system.

During the development review process, there may be opportunities to acquire public access easements across private property to provide pedestrian and bike trail connections to pedestrian and bicycle networks.

Transit Service

The Finn Hill Neighborhood is served by public transit in the northwest corner via King County Metro bus route 234. Finn Hill residents expressed interest in a more extensive neighborhood transit system (See Figure FH-7.5). Additional transit options may benefit the community by assisting the aging population, increasing connectivity to transit hubs, and providing alternative transit services for commuters.

Figure FH-7.5: Finn Hill Existing and Priority Public Transit System

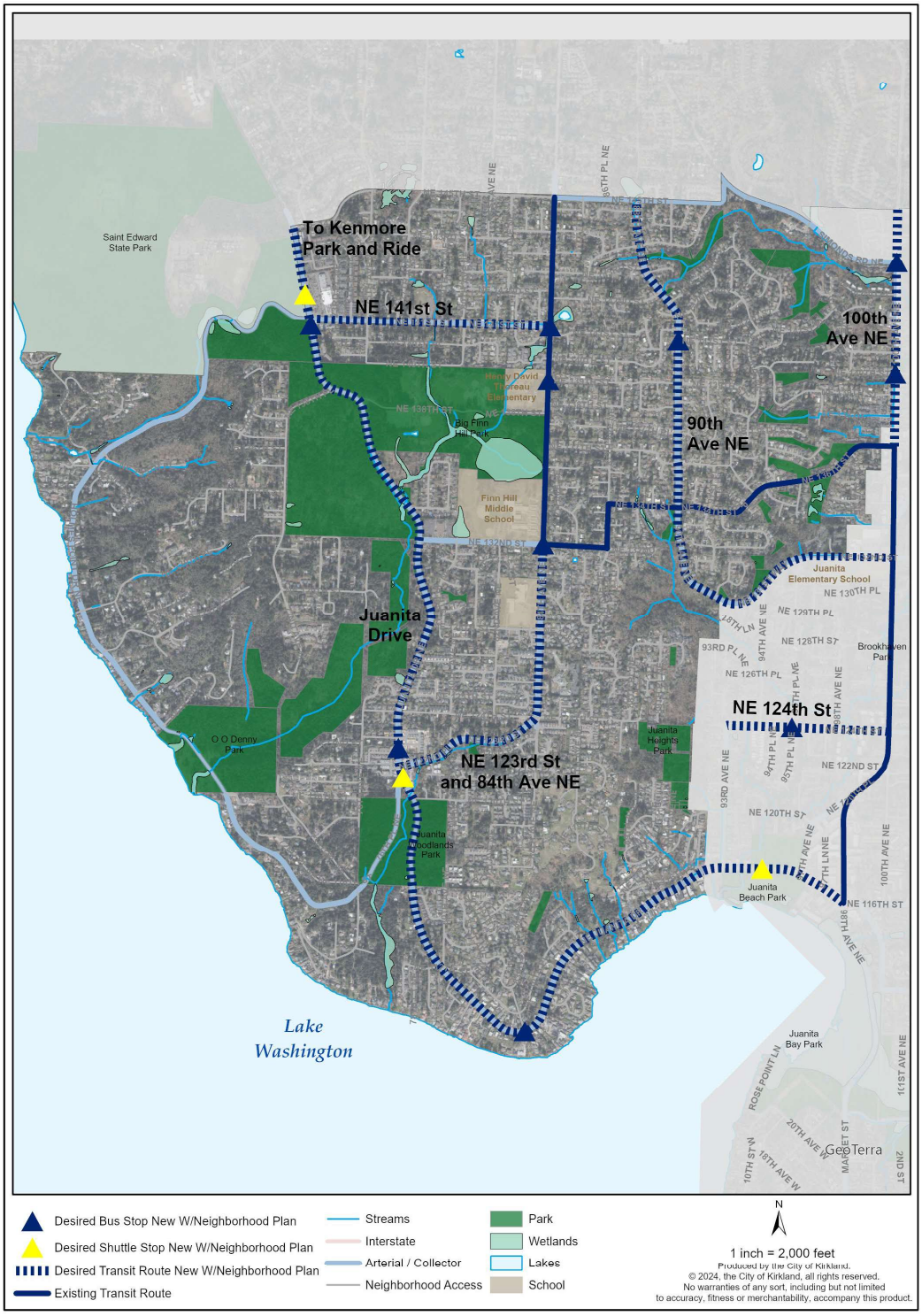


Figure 7.5 Finn Hill Existing and Priority Public Transit System

The current land use and development pattern in the Finn Hill Neighborhood makes it difficult to sustain additional fixed-route transit service because the ridership is lower than many other transit routes operated by King County Metro Transit. The City of Kirkland will continue to advocate for better transit solutions for the neighborhood. This includes new approaches to transit that do not rely on fixed bus routes, such as King County Metro's Neighborhood Connections program which provides small-scale flexible transit programs.

Goal FH-16: Prioritize investments in the neighborhood toward increasing public transit options.

Considering the low intensity residential land use pattern, the City should support alternative transit options. Pedestrian and bicycle networks linked to neighborhood destinations such as commercial areas, parks and schools support transit use. Providing transit amenities, such as frequent service, inviting bus shelters, and bus stops in key safe neighborhood activity areas with easy pedestrian access, encourages more transit use.

Policy FH-16.1: Work with transit agencies and other providers to connect transit within Finn Hill's two commercial areas to surrounding transit centers outside the neighborhood.

The City and King County Metro should prioritize and coordinate infrastructure and needed density to support increased transit service to the two commercial areas in Finn Hill. The commercial areas serve as focal points for the neighborhood providing goods and services, are surrounded by higher density residential housing and nearby parks and located along a major north/south corridor.

Policy FH-16.2: Explore alternative modes of transportation or research transit service options suitable for lower intensity residential areas of the neighborhood (e.g., shuttles, car shares, vanpools).

In areas with fewer homes which are not sufficient to support transit service, alternative modes of transit service, ride shares, or shuttles should be explored to link people together with commercial areas, schools, and parks.

9. PUBLIC SERVICES AND UTILITIES

Water, sewer, and storm drainage services and facilities are adequate for existing and foreseeable future developments in the Finn Hill Neighborhood. There are segments of the street network system that are not open, paved or up to City standards. If not included in the Capital Improvement Program, new development is required to install and upgrade water, sewer service and streets as a condition of development and to meet storm water requirements. The goals and policies contained in the Utilities, Capital Facilities and Public Services Elements of the Comprehensive Plan and Northshore Utility District Comprehensive Plans provide the general framework for these services and facilities.

Goal FH-17: Provide public and private utility services for the neighborhood.

Policy FH-17.1: Provide emergency services (fire and police) to the Finn Hill Neighborhood at levels enhanced beyond those provided prior to annexation in 2011.

The City provides emergency services to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services.

The City conducted a Standard of Coverage and Deployment Plan and Fire Strategic Plan to evaluate response services for fire suppression, emergency medical services and specialty situations. The study identified the need for a new dual fire station number 24 to serve the northern areas of the City, including Finn Hill Neighborhood. The new station 24 will be located in the north part of the City and is due to be completed by 2019.

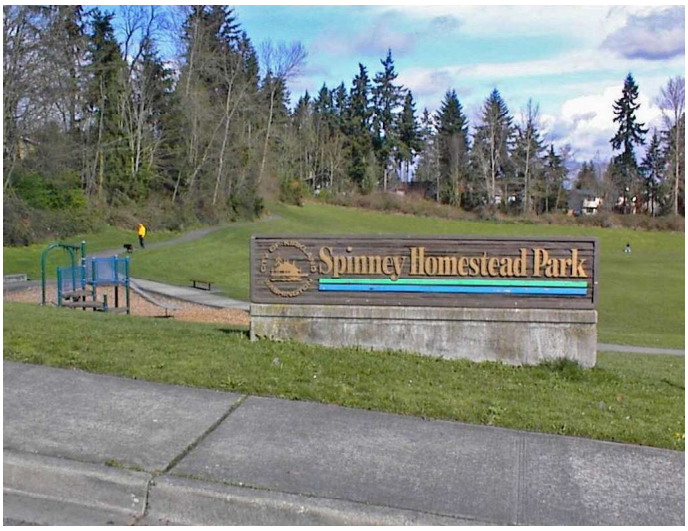
12.E. Highlands Neighborhood Plan

1. OVERVIEW

The Highlands Neighborhood is located north of NE 85th Street and is bounded by Interstate 405 to the east and the Cross Kirkland Corridor to the north and west (see Figure H-3).

Most of the area is developed with residential uses of lower intensity, with the southern portion of the neighborhood designated for townhouses and small apartment buildings. There are no commercial zones located within the neighborhood, although there are several nearby, including the Norkirk Industrial area to the southwest, NE 85th St Station Area to the east, Totem Lake to the north, and downtown. The southern portion of the neighborhood is located within a one-half mile radius of the I-405/NE 85th Street Bus Rapid Transit (BRT) Station.

Spinney Homestead Park in Highlands Neighborhood



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Highlands Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Highlands Neighborhood is an ideal residential neighborhood close to the downtown that values its quality of life and limited vehicular access. As infill of the neighborhood occurs, a variety of housing types and styles will provide for a changing and diverse population, responding to the needs of individuals and young families and allowing people to continue living here long after children leave home. Higher-intensity residential development in the southern portion of the neighborhood, adjoining the I-405/NE 85th Street freeway interchange, along with Accessory Dwelling Units (ADUs), and other types of compact housing, reinforce the image of the neighborhood as a place that welcomes diversity. The neighborhood is well-connected to the Cross Kirkland Corridor (CKC) and Bus Rapid Transit (BRT) Station at the I-405/NE 85th Street interchange, allowing residents to bypass congestion and easily travel around the City and region. The land uses and neighborhood patterns in the neighborhood reinforce the utility of the BRT Station.

The natural setting of the neighborhood with its valued tree canopy is protected and enhanced. Neighborhood parks are within walking, biking and rolling distance and offer active and passive recreation opportunities. An extensive system of pedestrian and bike routes connect to the Cross Kirkland Corridor and the parks.

Since there are no schools or commercial developments in the Highlands Neighborhood, residents rely on nearby shopping areas and institutions outside the neighborhood. The street network provides safe circulation for people and cars. Ample sidewalks promote pedestrian mobility between schools and activity centers. The pedestrian and bike connections within the neighborhood offer additional options for energy-efficient travel.

From the crest of the western and northern sloping hillsides, views of the Norkirk and South Juanita Neighborhoods, Lake Washington, and the Olympic Mountains beyond are enjoyed.

These community connections strengthen the social fabric of the neighborhood.

3. HISTORICAL CONTEXT

In order to envision the early history of the Highlands Neighborhood you must consider life without Interstate 405, which was built in the late 1950s and 1960s and created a new eastern boundary for the neighborhood. Prior to I-405, Highlands was connected to and functioned as part of what was then known as Rose Hill.

Prior to 1800s

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Homesteads

In the 1870s the area that has become the Highlands Neighborhood was homesteaded by Reuben Spinney (the namesake of Spinney Park). Other residents were gentlemen farmers who worked in Seattle in lumber camps and returned home on the weekends to attend to their land and families.

Boom Development Period – 1910 to 1930

A portion of the Highlands Neighborhood was included in the original 5,000-acre site of Peter Kirk's development company: Kirkland Land and Improvement Company. The original plat extended north to about NE 95th Street. The current Highlands street layout reflects the original platting from 1890. The original street names were: 112th – Fir Street; 114th – Cedar Street; 116th – Sheffield Street; and NE 100th Street – Victoria Street. The present NE 87th Street was originally called Piccadilly (7th Avenue to the west) and was the road to the mill near Forbes Lake. These original street names are now included on the bottom of the current street signs. Installing these signs was a joint project of the City and the Kirkland Heritage Society.

When Burke and Farrar, two Seattle developers, bought the remaining parcels of Kirk's holdings in 1910, they replatted this area and extended the street system to the north. They also aggressively marketed lots in Kirkland. This was a "boom" time for Kirkland and the surrounding areas with the City's population increasing from 532 in 1910 to 1,714 in 1930.

Recollections of Life in the 1920s, 1930s and Beyond

An interview with Annabel Jensen in the July 2003 Kirkland Courier article provides a view of life in the neighborhood during the 1920s and 1930s. The article notes: "116th and 112th (Sheffield and Fir) were gravel roads then.

Grange Hall, formerly Acker's store, was a neighborhood gathering place.

There was no 405 – Slater Avenue and NE 90th went through to upper Rose Hill. NE 85th was called the Kirkland-Redmond Highway. All the houses were on big lots, with gardens and orchards, dirt driveways, wells and outhouses." She noted that all the kids worked during the summer picking raspberries and that it was a rare treat to go swimming in the lake. Marina Beach did not exist and "you had to push through the bushes to the water if you wanted to swim. Instead, everyone went to one of the resorts on Juanita Bay where there was a nice sandy beach, a two-story clubhouse with a dance floor upstairs and an amusement park in the summer with Dodge 'Ems (bumper cars)."

She noted that there were three grocery stores within a stone's throw of the south part of Highlands. Leatha's Store, also called the Rose Hill Grocery, was on the southeast corner of NE 90th Street and 116th Avenue NE. "It had a gas pump and one of the only telephones around – so everyone came to use it." You picked up the receiver and asked the operator to place your call. Across the street was Acker's store that later became the Grange Hall, and was used for meetings, dances and voting. The building still stands in 2020.

Schools

Prior to the construction of I-405, students went to Rose Hill Grade School, which was located on 122nd Avenue NE near Costco. After grade school, students attended Kirkland Junior High and Kirkland High School, which were located at Heritage Park. Highland's students later went to Peter Kirk Elementary, Kirkland Middle School, and Lake Washington High School.

Annexation to Kirkland

The Highlands was annexed to Kirkland in stages, beginning with the period after World War II. A section of the neighborhood from NE 100th Street to NE 104th Street and from the railroad right-of-way (now known as the Cross Kirkland Corridor) to 116th Avenue NE was annexed on December 15, 1947. Additional small areas were annexed in 1963; however, the majority of the neighborhood was annexed in 1967 (on May 15, 1967, and August 21, 1967) when I-405 was nearing completion. This consolidated all of the property west of I-405 into the City of Kirkland.

100th Street Pedestrian Bridge over I-405

Construction of I-405

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where this future I-405 would be built. The overpass sat unused for 14 years until construction began in the 1950s. In the initial plans, the only access points to Kirkland from I-405 were those at Houghton (NE 68th Street) and to Juanita at Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project. An overpass across I-405 at NE 100th Street to provide emergency access as well as pedestrian and bicycle access between the North Rose Hill and Highlands Neighborhoods was completed in 2002. It has been reported that several homes that had been in the I-405 right-of-way were moved onto vacant lots in the Highlands Neighborhood. As far as is known, no comprehensive survey of those properties has been made.

Founded in 1933, what would later come to be known as the Lee Johnson Chevrolet car dealership was originally located at the corner of Kirkland Avenue and Lake Street South. For a brief time, from 1964 to 1968, the dealership was located in the Highlands Neighborhood north of NE 85th Street to position itself near the existing two-lane highway that was replaced by I-405 (also the site of the original Steel Mill Hotel). That building was later moved, and the current dealership was constructed in 1968 at the southeast corner of the Central Way/NE 85th Street I-405 interchange after the completion of the freeway.

The following policies encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy H-1: Preserve features and locations that reflect the neighborhood's history and heritage.

According to the Land Use Element Chapter of the Comprehensive Plan, at this time, there are no buildings, structures, sites or objects in the Highlands Neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should periodically survey buildings in the neighborhood to identify those of historic significance.

Policy H-2: Provide markers and interpretive information at historic sites.

If there are historic places and features identified in the future, including those associated with the Duwamish People, they should be commemorated with signs or markers to help celebrate the history of the neighborhood. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping the community understand the history of the area prior to white settlement.

4. NATURAL ENVIRONMENT

Policy H-3: Protect and improve the natural environment in the Highlands Neighborhood.

The environmental policies for the Highlands Neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. The map figures H-1 through H-2b below show the critical areas within the Highlands Neighborhood. See the Sustainability, Climate and Environment Element Chapter of the Comprehensive Plan for more information and policies about protection of wetlands, streams and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, tree removal and development in critical areas.

Forbes Creek Habitat Improvement

Policy H-4: Undertake measures identified in the Surface Water Master Plan to protect stream buffers and the ecological functions of streams, lakes, wetlands, and wildlife corridors and promote fish passage.

The neighborhood is located within both the Moss Bay and Forbes Creek drainage basins (Figure H-1). Various small wetland areas and Moss Bay tributaries are located within the western portion of the neighborhood, and the main stem of Forbes Creek passes through the north end of Highlands. Together, these critical areas constitute a valuable natural drainage system that serves the drainage, water quality, wildlife and fish habitat, and open space needs of the neighborhood.

Cutthroat trout use all of the Forbes Creek stream sections downstream of Interstate 405. The main tributary of Forbes Creek crosses beneath the freeway in a culvert from the North Rose Hill Neighborhood to Highlands. Within Highlands, downstream from the freeway in the wooded ravine, Forbes Creek is described as a hidden gem. Though the streambed is impacted by occasional high volume stormwater flows that it is forced to carry, the ravine section is vegetated with a fairly mature mixed forest and represents an unexpected, secluded, and little-known quality native habitat surrounded by the intensive human land uses of freeway, industry (to the north) and residential housing.

It should be a priority of the City and neighborhood volunteers to initiate and support efforts to enhance the biological integrity of these basins, such as promoting maintenance and restorative planting of native vegetation within buffers and providing continuous fish passage from Lake Washington to Forbes Lake and vicinity.

Policy H-5: Opportunities to improve the function and quality of wetland and stream segments adjacent to the Cross Kirkland Corridor within the Highlands Neighborhood should be evaluated and considered during implementation of the Cross Kirkland Master Plan.

The water quality and quantity characteristics in the Peter Kirk Elementary stream tributary of the Moss Bay Basin near the school appear to be decent although analysis has not been conducted. The quality of water in this stream contributes to the quality of water in Lake Washington. The feasibility of relocating the stream out of the Cross Kirkland Corridor ditches upstream of the 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.

Policy H-6: Develop viewpoints and interpretive information where appropriate on property around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of critical areas will help protect these features from the negative impacts of development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at time of development on private property or through public efforts on City-owned land.

Policy H-7: Protect exceptional trees and groves of trees.

In the Highlands Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the Citywide tree canopy, regulated trees, and groves of trees on private property consistent with zoning regulations. While a municipal exceptional tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of exceptional trees. Exceptional trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Figure H-1: Highlands Wetlands, Streams, and Lakes

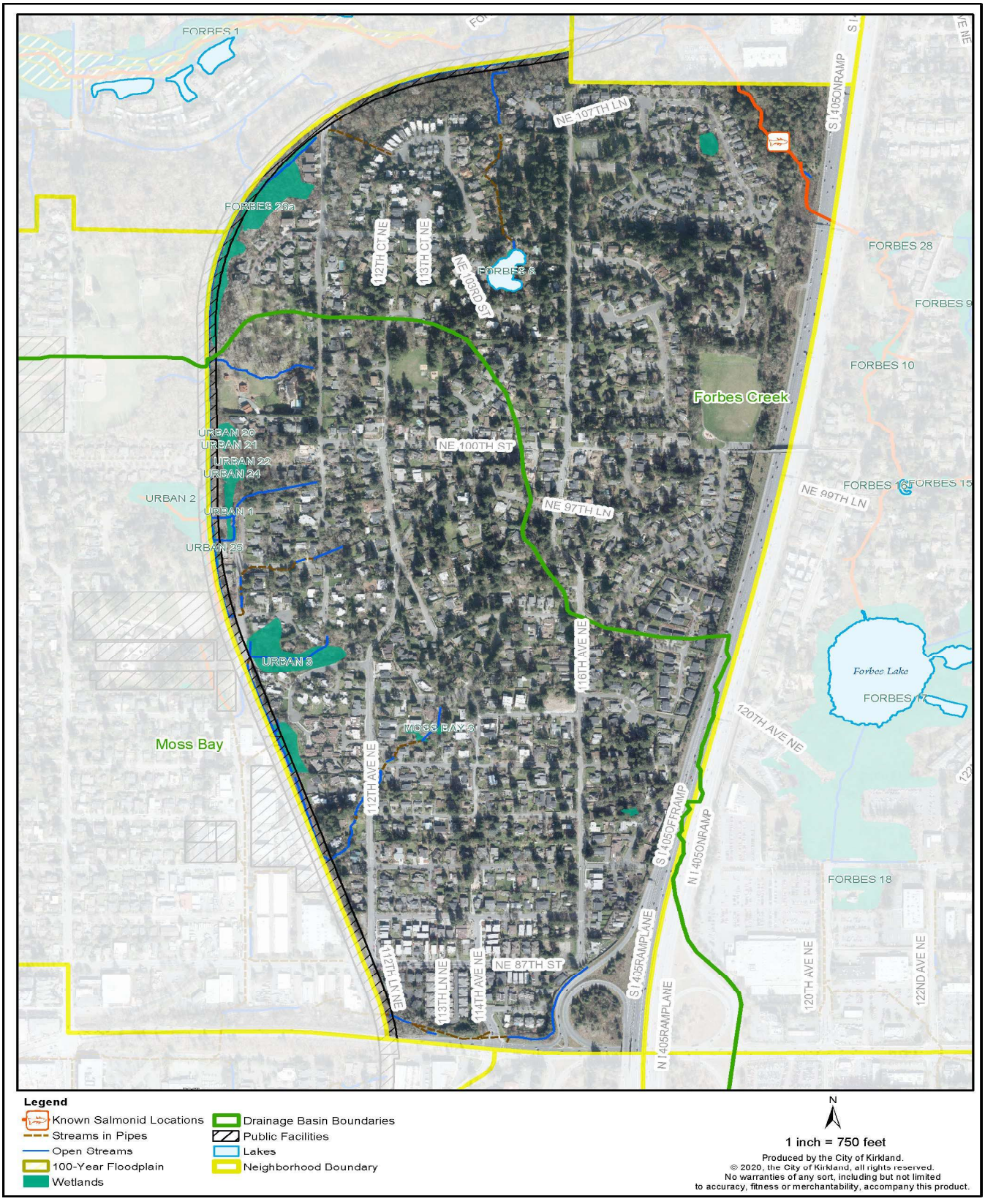


Figure H-2a: Highlands Landslide Susceptibility

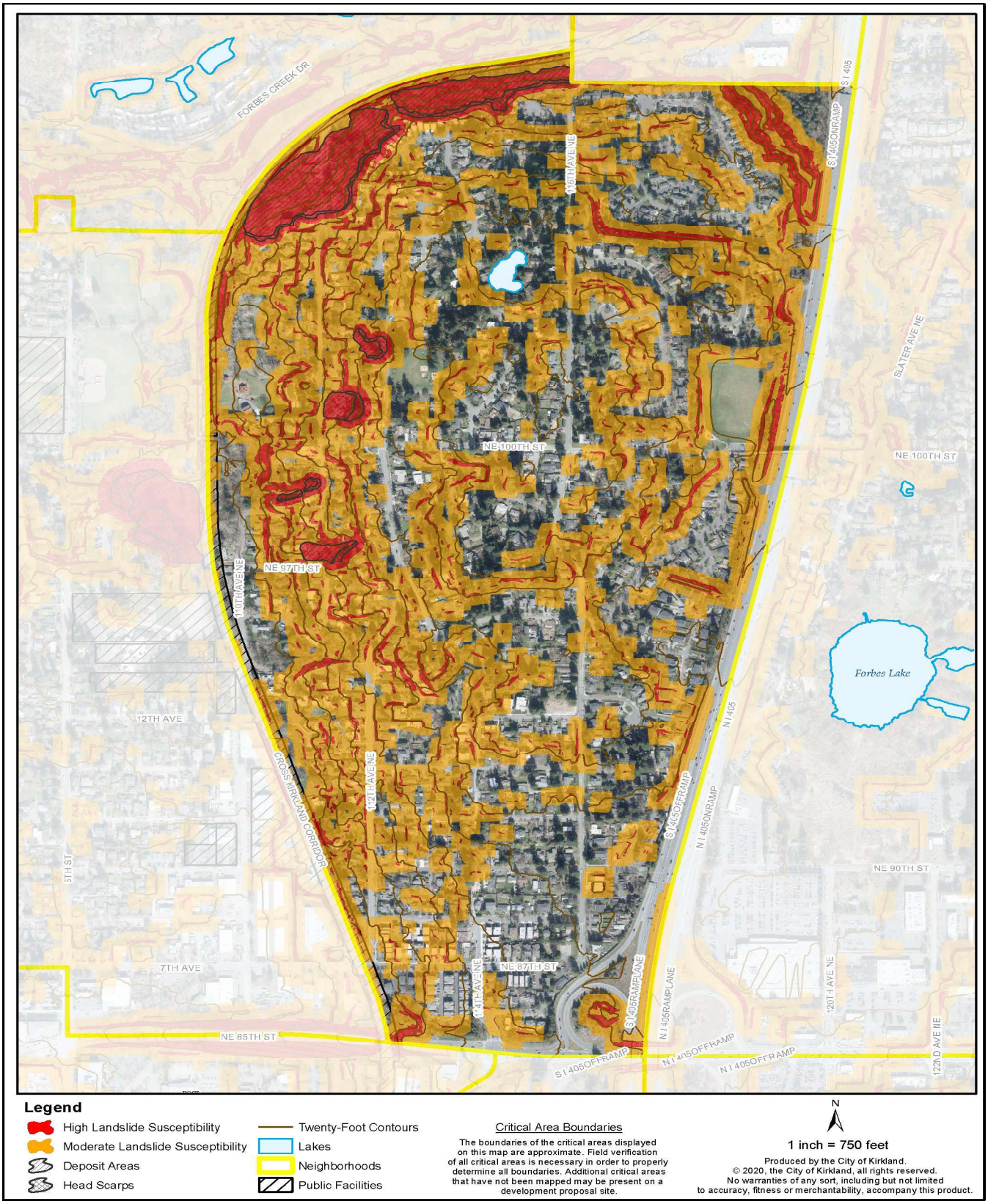
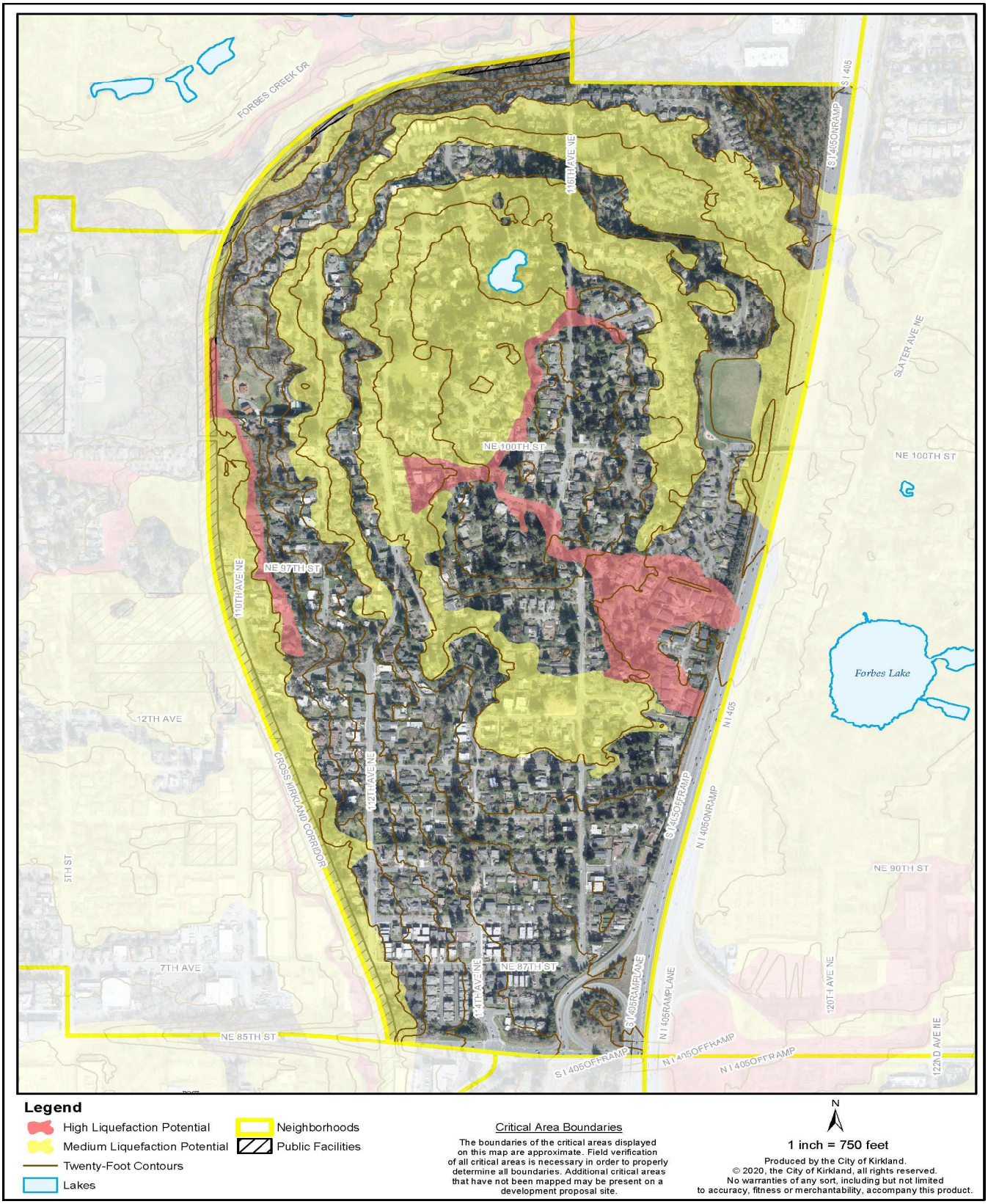


Figure H-2b: Highlands Liquefaction Potential



Policy H-8: Encourage the preservation and proper management of trees adjoining I-405 and the Cross Kirkland Corridor (CKC).

These trees provide a buffer for neighboring development from the freeway and CKC impacts.

Trees provide visual relief and promote the natural setting integral to neighborhood identity.

Geologically Hazardous Areas

As shown in Figures H-2a and H-2b, the Highlands Neighborhood contains areas with steep slopes including potential erosion and landslide hazards, and soils with liquefaction potential during seismic events. These steep slope areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Development on geologically hazardous areas is governed by Zoning Code regulations.

Policy H-9: Encourage clustered development on slopes susceptible to landslide or erosion hazards.

Clustering development is encouraged on properties constrained by landslide or erosion hazard areas identified in Figure H-2a in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation is a public benefit. On properties similarly constrained at the north end of Highlands, development was clustered to preserve the natural vegetation and minimize land surface modification.

Policy H-10: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People in Highlands have opportunities to attract wildlife and improve habitat on private property by providing food, water, shelter, and space for wildlife. The City, the State Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE

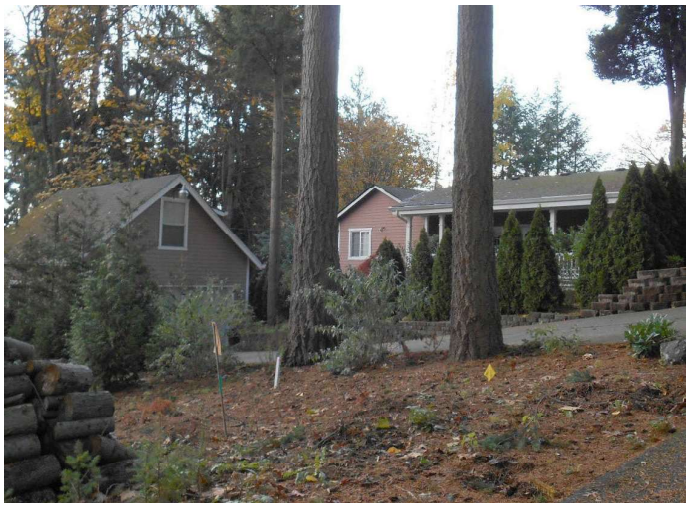
Houses in Highlands

Highlands is a well-established neighborhood with residential uses of low intensity on the north side transitioning to higher-intensity uses (including small apartment buildings and townhouses) on the south side. The land use comprises only residential, parks and open space uses, and there are no commercial areas or schools located within Highlands (See Figure H-3).

Policy H-11: Retain and enhance the residential opportunities of the neighborhood while accommodating more compact new housing so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs.

Like many neighborhoods in Kirkland, the lack of compact or multiunit housing in Highlands has established a need to provide housing options for a wide spectrum of income levels and lifestyles. Rising housing prices and changing demographics throughout the City and region require strategies to promote a variety of housing types. Low impact development, cottage, compact single-family, common wall duplexes and triplexes, accessory dwelling units, and clustered dwellings are appropriate throughout the neighborhood, consistent with Citywide subdivision and zoning regulations. These techniques can also allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainages, vegetation, and other natural features. Architectural and site design techniques such as use of varied architectural styles and roof angles, proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping, and limited off-street parking can help ensure new development is complementary to the existing residential nature of the neighborhood.

An example of a detached accessory dwelling unit



Policy H-12: Explore new regulations that encourage infill housing to be complementary in scale and mass with the existing development and that allow for sufficient light, air, and privacy between residential structures.

Appropriate scale results in the perception that new housing is in proportion with their lots and provide adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping, building height, and roof pitch all contribute to houses that successfully fit into the neighborhood.

Policy H-13: Encourage moderately intensive residential development as a transition between lower intensity residential areas in Highlands and more intensive land use development to the south of the neighborhood and surrounding the Bus Rapid Transit (BRT) Station to the east.

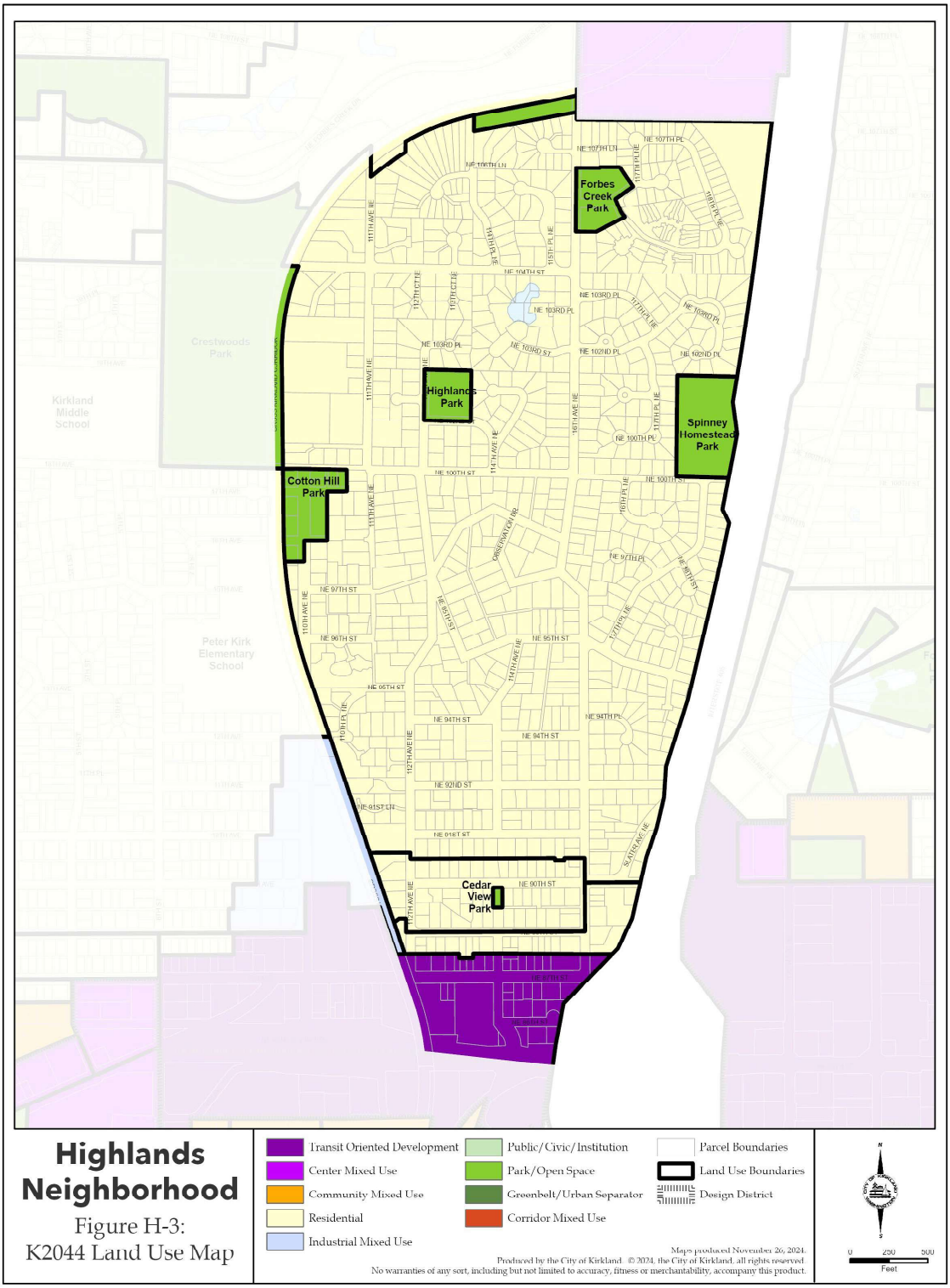
The southern area of Highlands is currently zoned for multiunit residential uses. The area has not been developed to its full capacity under current zoning and has the potential to provide more multifamily units within this portion of the neighborhood.

Policy H-14: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT) Station and the associated Station Area Plan.

The south portion of the Highlands Neighborhood is located within the boundaries of the Station Area Plan surrounding the BRT Station. To maximize use of transit at the BRT Station, land use changes and infrastructure improvements in the southern portion of the neighborhood may be necessary to maximize access to the BRT Station and achieve the mixed use, transit-oriented development goals of the Station Area Plan. Any changes will be undertaken as a part of a robust public engagement effort.

Larger-scale residential development can provide the public benefits of housing choice and affordability to current and future Highlands residents.

Figure H-3: Highlands Land Use Map



Highlands Neighborhood

Figure H-3:
K2044 Land Use Map

6. URBAN DESIGN

Policy H-15: Preserve the views of Lake Washington and the Olympic Mountains from NE 104th Street, 112th Avenue NE, and from 116th Avenue NE looking west on NE 87th and 90th Streets (Figure H-4).

View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Highlands public view corridors are to be preserved and enhanced for the enjoyment of current and future community members. One means of this may be the undergrounding of utilities.

Policy H-16: Provide streetscape, gateway and public art improvements in the neighborhood that contribute to enhanced visual quality and a sense of community connection.

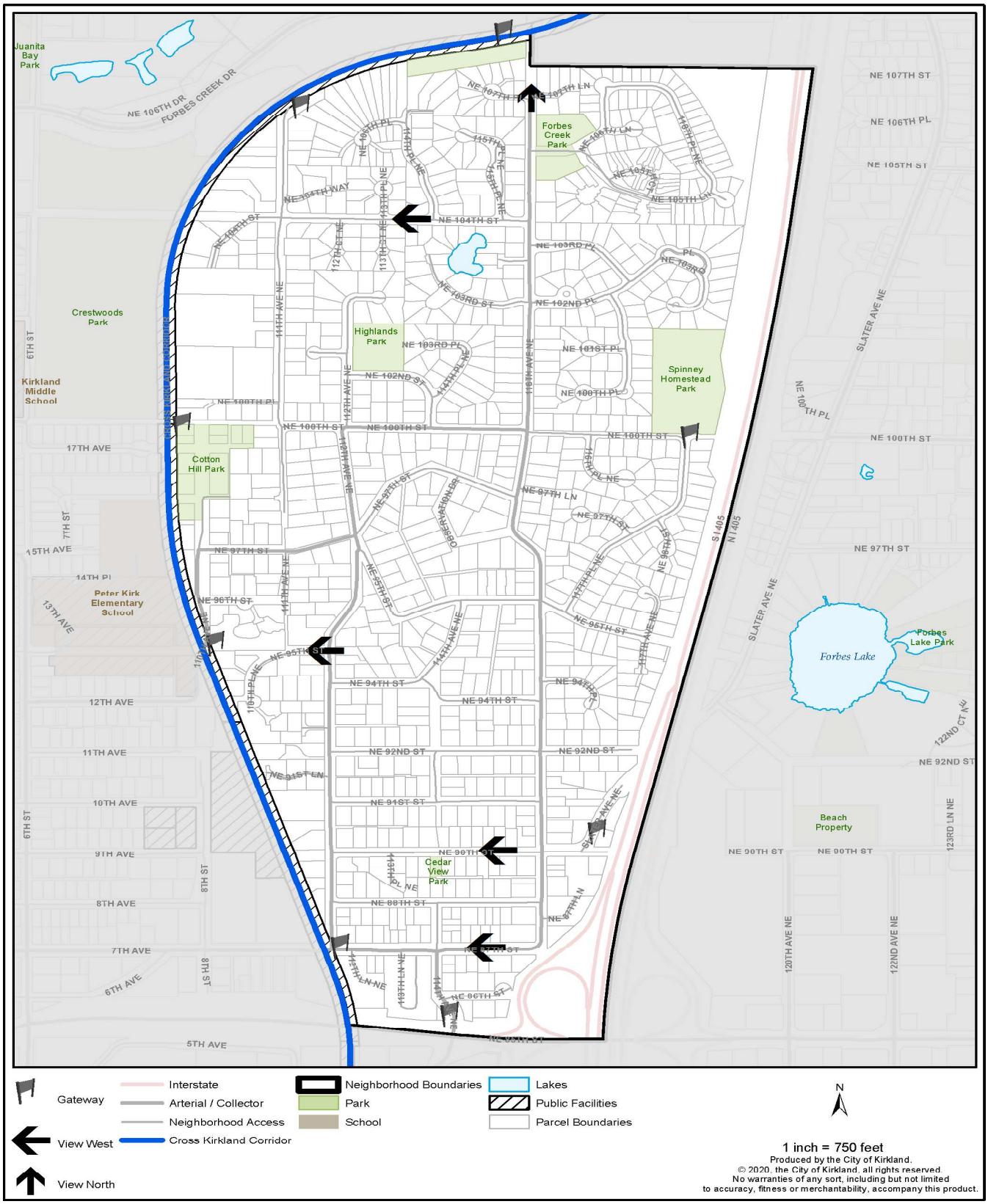
Improvements, such as landscaping, signs, public art, structures, or other features, could be included at neighborhood gateways to provide a sense of neighborhood identity at locations identified in Figure H-4. Two neighborhood association kiosks, located near the entrance points to the neighborhood at 112th Avenue NE and 110th Avenue NE, may also benefit from additional landscaping.

Policy H-17: Provide streetscape enhancement of pedestrian lighting and landscaping along NE 87th Street between the Cross Kirkland Corridor and 116th Avenue NE.

An important entrance to Highlands is along NE 87th Street. It can offer an improved pedestrian environment through streetscape and intersection improvements.

The street system provides Kirkland neighborhoods with several local and territorial views.

Figure H-4: Highlands Urban Design Features



7. TRANSPORTATION

Transit

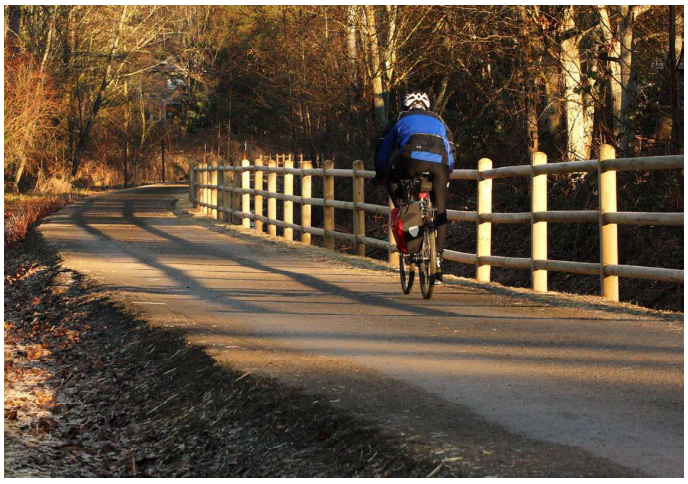
Students living in close proximity to schools are encouraged to walk to schools. Lake Washington School District guidelines are that elementary, middle school and high school students living outside a one-mile radius from each school may receive bus service. King County Metro Transit provides transit service to Kirkland. In coordination with Sound Transit, King County Metro Transit and the Washington State Department of Transportation, the I-405/NE 85th Street Bus Rapid Transit (BRT) Station will provide new opportunities for accessing regional destinations via transit.

The Cross Kirkland Corridor provides a north/south multi-use corridor through Kirkland and to surrounding cities. In the near term it is used as a multimodal pedestrian and bicycle trail and utilities corridor connecting to other neighborhoods and cities. A key tenet of the Cross Kirkland Corridor Master Plan is that the corridor may one day include high capacity transit. Sound Transit has an easement over the CKC to reserve the potential for future transit use. The neighborhood has concerns about transit use on the corridor. Should transit be proposed on the corridor the neighborhood would like to be involved in a public discussion about the function and design of a transit proposal.

Streets

Within Highlands, the circulation system is in the form of a grid. Maintenance and enhancement of this system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collectors and local streets which are shown in Figure H-5. Street classifications are described in the Transportation Element Chapter of the Comprehensive Plan and Kirkland Zoning Code.

The Cross Kirkland Corridor at 110th Street



Highlands has limited vehicular access. There are three vehicular access points to the neighborhood that are all located within the southern portion of the neighborhood: 114th Avenue

NE from NE 85th Street (access from south); NE 87th Street (access from west); and 12th Avenue/110th Avenue NE (access from west). The latter two cross the Cross Kirkland Corridor.

A fourth access point is an overpass bridge over Interstate 405 at NE 100th Street for emergency vehicles, bicycles, and pedestrians. This overpass links the Highlands Neighborhood with the North Rose Hill Neighborhood.

Policy H-18: Maintain limited vehicular access to and from the neighborhood and provide road improvements as needed.

Policy H-19: Manage traffic impacts within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

The southern region of Highlands receives more traffic volumes due to the southern location of the three neighborhood access points. Traffic calming measures should be developed as needed in cooperation with the Transportation Division and Fire Department to accommodate emergency response needs and times. Walking and rolling connections to and from the neighborhood should also be promoted to increase mobility.

Policy H-20: Maintain 110th Avenue NE north of the existing street at NE 98th Street as an unimproved right-of-way.

This unimproved right-of-way is impacted by critical areas and runs through Cotton Hill Park and should remain in its natural condition.

Pedestrian/Bicycle Circulation

The Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon, provides a process and criteria for identifying sidewalk and pedestrian infrastructure, and how those might be prioritized. Those projects mapped in the Highlands Neighborhood Plan not shown in the ATP have been included in the data analysis that the City will be using to prioritize investments to the ATP. Figures H-6 and H-7 show the existing and desired pedestrian infrastructure in the Highlands Neighborhood. Planned bike routes on NE 100th Street, 116th Avenue NE and NE 87th Street will connect with the bike system in adjacent neighborhoods.

City policy requires that all through streets have pedestrian improvements including sidewalks, curbs, street trees, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-6) include those streets identified as school walk and roll routes.

Bicycles are permitted on all City streets.

NE 100th Street Emergency/Nonvehicular Overpass

Existing bicycle routes are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Policy H-21: Enhance and maintain pedestrian and bicycle infrastructure within the Highlands Neighborhood, especially on routes to schools, activity nodes, adjacent neighborhoods, Cross Kirkland Corridor and Sound Transit Bus Rapid Transit Station at I-405/NE 85th Street.

The following streets have been identified by the neighborhood as priorities for implementation including sidewalks, curbs, gutters, street trees, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood. A sidewalk is completed along most of the east side of the street. An asphalt walkway provides a temporary sidewalk on two southern portions.

NE 100th Street serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill Neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Middle School and Peter Kirk Elementary School. A sidewalk is completed on the south side of the street.

NE 95th and NE 97th Streets are designated school walk and roll routes to Peter Kirk Elementary. Sidewalks exist on the north side of NE 95th between 112th Avenue NE and 116th Avenue NE and on the south side of NE 97th Street between 110th Avenue NE and 112th Avenue NE. Sidewalk is needed on NE 97th Street.

NE 87th Street provides access into Highlands at the Cross Kirkland Corridor, and connects with a second neighborhood access point at 114th Avenue NE. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE.

As a route with high volume of vehicular traffic, it is important that the intersections, equitable and accessible bicycle and pedestrian infrastructure be improved to meet the need for vehicle and nonmotorized access into the neighborhood, and connections to the CKC and BRT Station. Between 112th and 116th Avenue NE sidewalks are located along both sides of NE 87th Street, except a portion east of 114th Avenue NE, where it is only along the north side of the street. The sidewalks on the south side of NE 87th Street east of 114th Avenue NE should be completed to improve pedestrian connection to the BRT Station.

Policy H-22: Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and Juanita Neighborhoods.

The emergency and nonvehicular overpass at NE 100th Street provides a connection between the Highlands and North Rose Hill Neighborhoods.

Provide a nonvehicular connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan and Citywide Connections Map in the Transportation Element of the Comprehensive Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass on NE 90th Street across Interstate 405 would help achieve greater pedestrian and bicycle connectivity to the North Rose Hill Neighborhood and the BRT Station at I-405/NE 85th Street interchange.

116th Avenue NE

Policy H-23: Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Expand the existing off-street trail network as opportunities arise with infill development because nonvehicular connections within Highlands and to adjacent areas are important to community members.

Policy H-24: Support development of the Cross Kirkland Corridor as a pedestrian and bicycle corridor.

The Cross Kirkland Corridor Master Plan and Transportation Element of the Comprehensive Plan describe how the corridor should be developed as a multimodal transportation corridor for pedestrians, bicycles, utilities and potential transit. The corridor is part of a larger regional

bicycle and pedestrian trail network to link neighborhoods within Kirkland and to other cities. Because the Cross Kirkland Corridor Master Plan and Transportation Element support future transit along the corridor and Sound Transit has an easement along the Cross Kirkland Corridor, any future plans to develop transit service should be designed in a way that is sensitive to meeting the concerns of the adjacent community.

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan near the following locations:

- Cotton Hill Park;
- End of NE 14th Place;
- 110th Place NE;
- NE 91st Street; and
- North of NE 85th Street

Figure H-5: Highlands Street Classifications

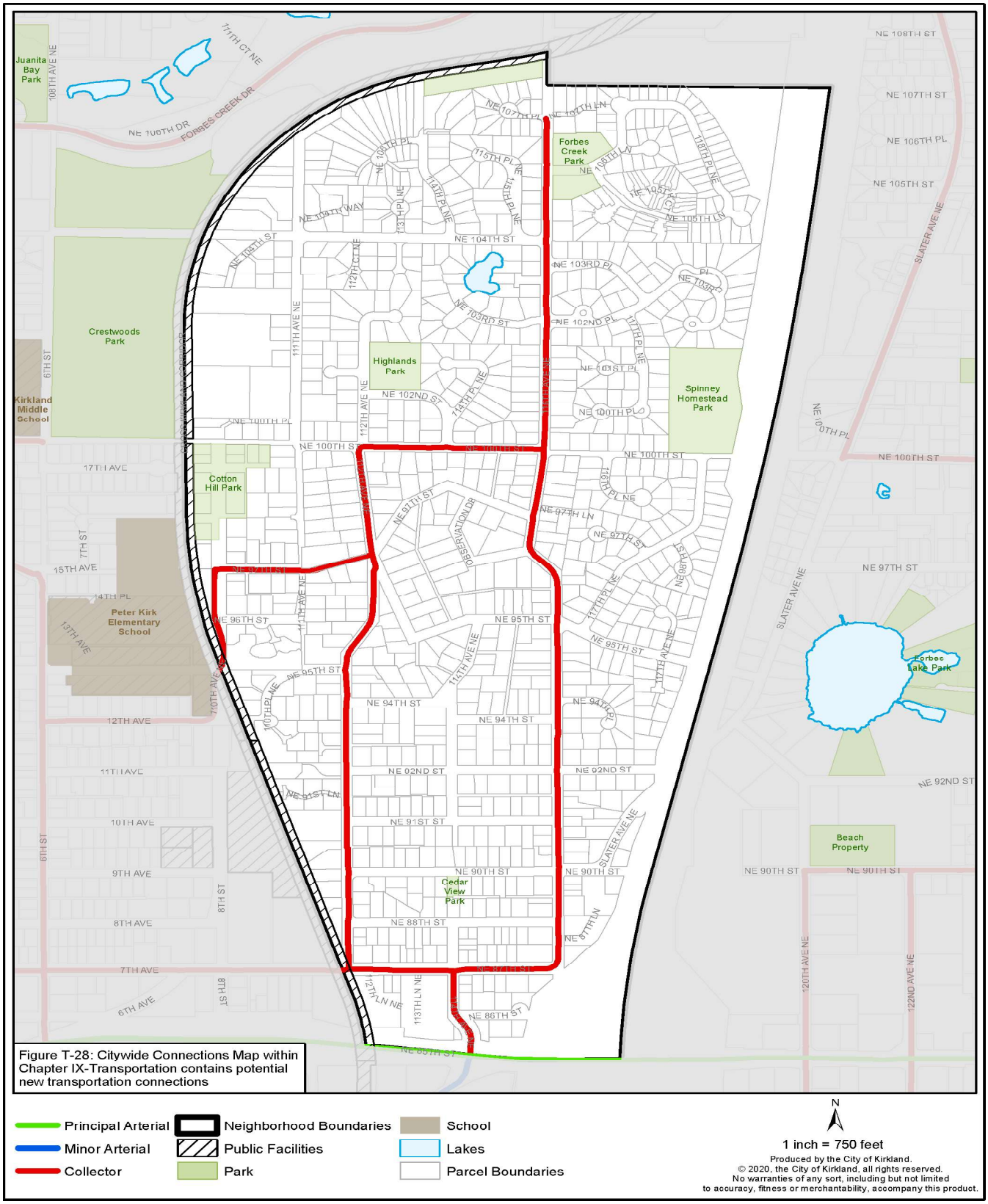


Figure H-6: Highlands Street Pedestrian System

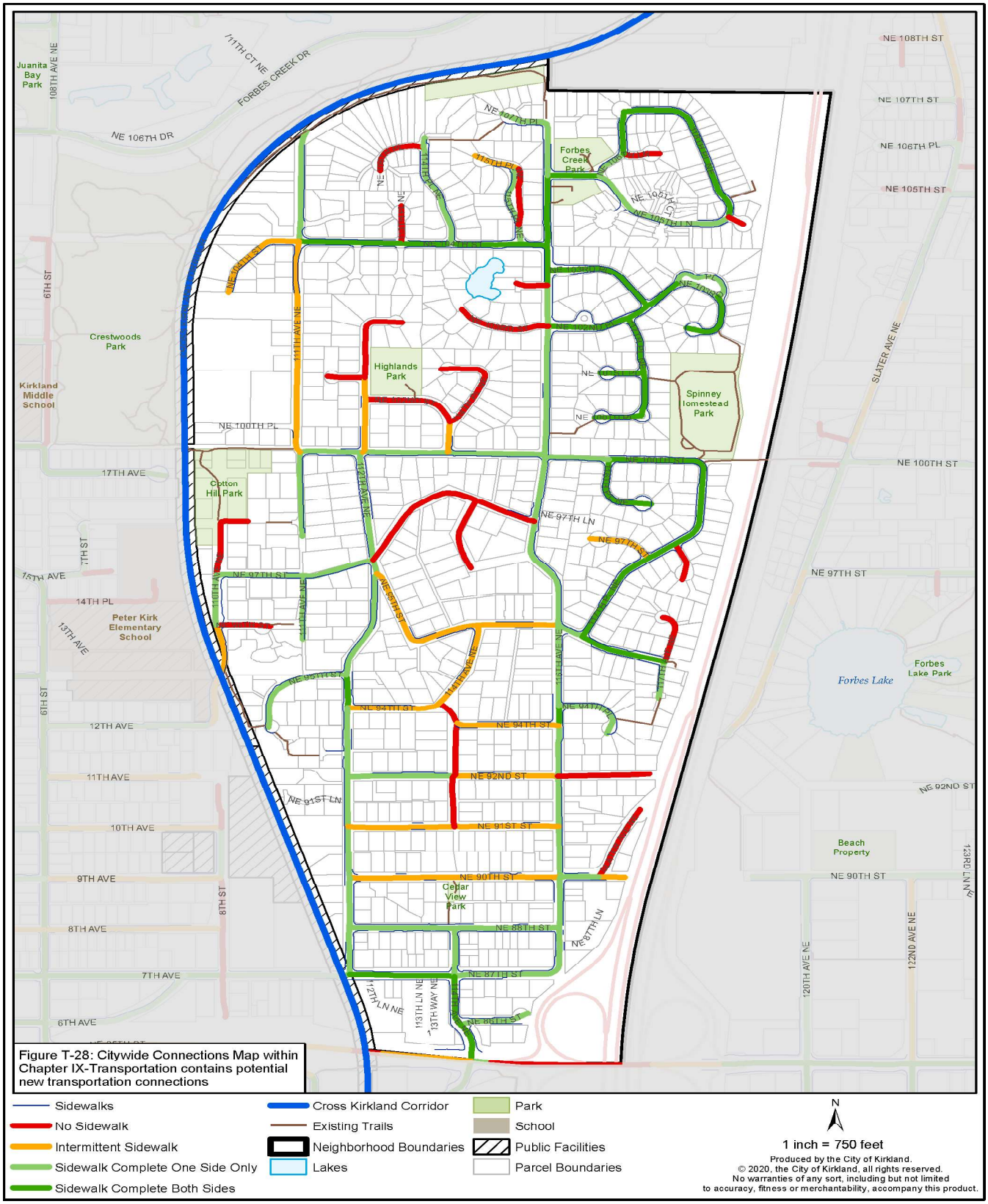
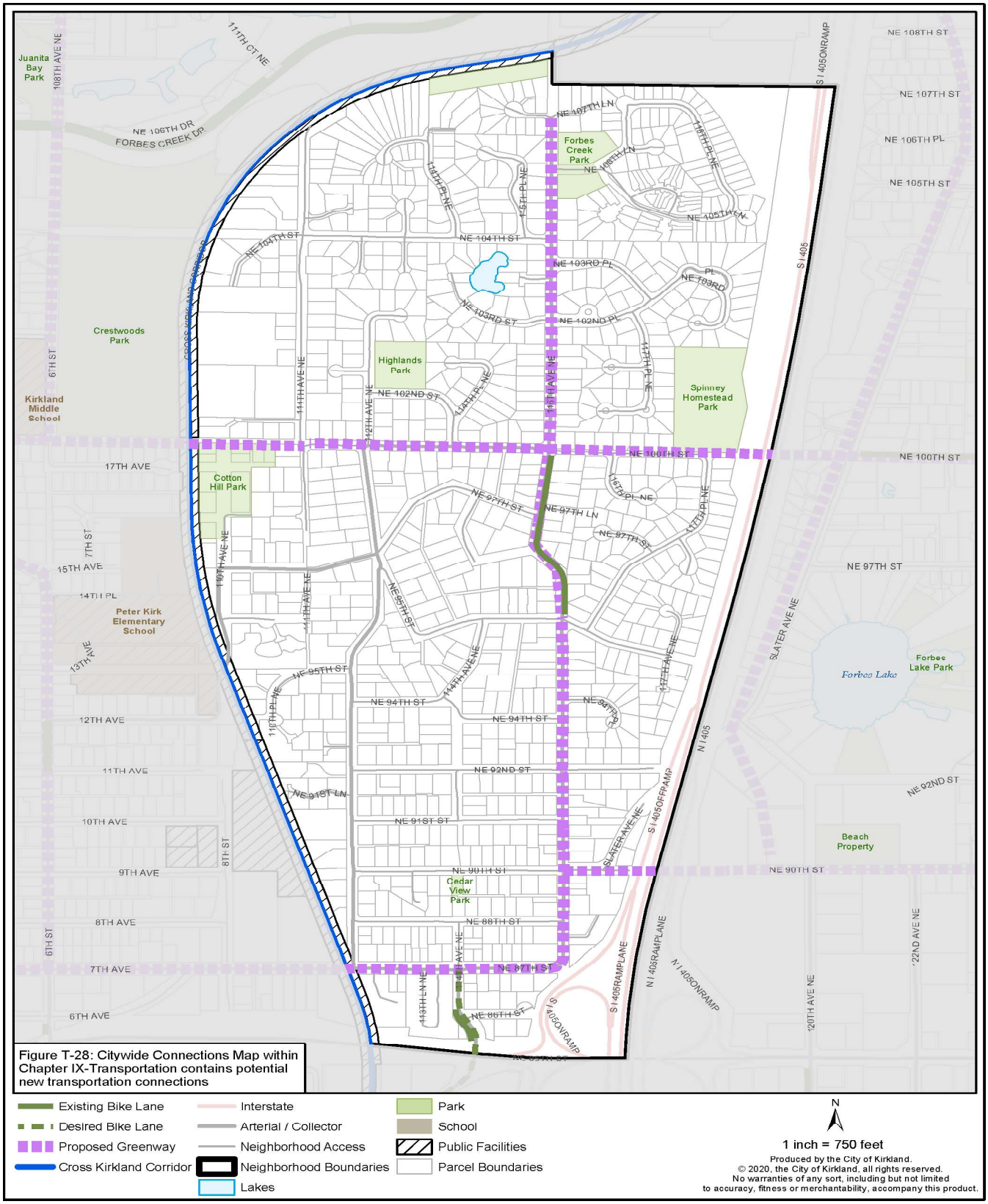


Figure H-7: Highlands Bicycle System



8. OPEN SPACE/PARKS

Within Highlands, there are six parks and open space opportunities dispersed throughout the neighborhood: Forbes Creek Park, Cotton Hill Park, Spinney Homestead Park, Highlands Park, Cedar View Park, and open space located north of the Highland Creste development along the CKC. These parks and open spaces offer the benefits of passive and active recreation and serve a vital role in protecting critical areas and opportunities for walking and rolling connections to the CKC. They are mapped in Figure H-3. The Parks, Recreation and Open Space Element Chapter of the Comprehensive Plan and the Parks, Recreation and Open Space (PROS) Plan describe the facilities and planned improvements at each park.

Policy H-25: Explore the possibility of a neighborhood-gathering place.

At present, there are no community buildings or schools within Highlands and, therefore, no formal community meeting places. Instead, Peter Kirk Elementary school serves this purpose. Open spaces and parks within Highlands should be explored as a possible and suitable location for a neighborhood-gathering place (e.g., picnic shelter).

Policy H-26: Enhance parks facilities and open space within the Highlands Neighborhood.

Explore improving drainage at Spinney Homestead Park, adding more play structures at Cedar View Park, and improving the facility at Highlands Park to benefit the neighborhood. See the Parks, Recreation and Open Space (PROS) Plan for further details.

New Playground Facilities at Highlands Park

Highlands Trails

9. PUBLIC SERVICES/FACILITIES

Policy H-27: Provide enhanced emergency service (fire and police) to the northern portion of the neighborhood through possible emergency-only access across the Cross Kirkland Corridor at 111th Avenue NE to improve response time.

Fire Station 21, located at the corner of Forbes Creek Drive and 98th Avenue NE, serves the northern region of Highlands. Responders must travel south to 7th Avenue or NE 87th Street to enter the neighborhood and then travel back north. An emergency-only access to Forbes Drive (similar to the emergency-only activated access at NE 100th Street and at 98th Avenue NE) would reduce response times from Station 21 to the northern area of Highlands. An emergency access route to the north would also allow another way for emergency crews to exit the neighborhood to respond to other calls. Emergency response vehicles currently utilize NE 100th Street in this manner. The reduced response times would also affect those calls in the neighborhood for emergency medical response. See the Transportation Element Chapter of the Comprehensive Plan for more information.

Pedestrians and bikes could utilize an emergency route (see Policy H-22). While emergency access is supported by the neighborhood, general vehicular access is not.

Fire Station 21 on 98th Ave. NE and Forbes Creek Drive

Addition or alteration of access to Highlands through this area would cross Forbes Creek. Any work should be coordinated with planned habitat restoration projects detailed in the City's Surface Water Master Plan.

12.F. Juanita Neighborhood Plan

1. OVERVIEW

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th Street on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91st Avenue NE on the west. The northern portion from NE 132nd Street to NE 145th Street was annexed in 2011 from unincorporated King County. The existing South Juanita Neighborhood was merged with this newly annexed area as a result of input from representatives of the neighborhood at the time, resulting in a united Juanita neighborhood (see Figure J-1, Land Use).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th Street, Forbes Creek Drive, NE 116th Street, NE 124th Street, and NE 132nd Street provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE.

The majority of the land area is currently devoted to low density residential uses, but also includes residential uses of higher intensities. Areas with higher residential intensity surround the commercial areas and effectively bridge the Neighborhood Centers with smaller scale residential parts of the neighborhood.

Source: Homes.com

2. VISION STATEMENT

The following Vision Statement is intended to describe the values and qualities of the Juanita Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Juanita is home to an active, diverse community. The neighborhood contains two vibrant Neighborhood Commercial Centers (known as the South Juanita Neighborhood Center and the North Juanita Neighborhood Center) in close proximity to residential areas with a variety of housing types that provide opportunities for people of all income levels. The Neighborhood Centers have evolved into thriving, pedestrian-oriented mixed-use hubs with businesses that meet the retail and service needs of the community, public spaces that provide opportunities for the community to gather, and housing that supports the businesses, employees and residents in all areas of the neighborhood. These Centers incorporate innovative and adaptable urban design features and people can safely and conveniently travel between the two areas with prioritized routes that accommodate alternative modes of transportation. Schools in Juanita are highly valued, and commuting students utilize protected routes that facilitate connections from educational institutions to various key neighborhood locations.

Environmental features and natural areas within the neighborhood remain protected. Primary environmental features include Lake Washington, Juanita Bay and its associated wetlands to the east, as well as Juanita and Forbes Creek. Measures are taken to significantly improve access to these important locations. Restoration of our natural systems and critical areas (including streams, wetlands, and shoreline habitat areas) continues to promote maximum ecological value and function. Juanita Creek is a healthy fish-bearing stream that thrives within the urban fabric of the neighborhood, and opportunities to daylight sections of the stream are pursued. The Juanita Creek drainage system is resilient, and streams and wetlands in the watershed are revitalized and enhanced through ongoing public and private collaborative action.

Housing in Juanita is diverse, allowing housing within the neighborhood to remain affordable and accessible to those of all ages, races, ethnicities, income levels, and abilities for generations to come. Additional density is prioritized along transit routes, near amenities, and where the most infrastructure exists to support it. The Juanita neighborhood values its many historic structures that are landmarks in the neighborhood. These structures are preserved.

Public services and capital facilities required to implement the neighborhood plan and support the community have been established and maintained to support future growth in Juanita. Transportation infrastructure adapts with time to meet the needs of the region, and the burden of motor vehicle traffic is lessened as the neighborhood prioritizes and promotes safe and reliable alternatives to vehicular travel. The expansion and enhancement of park and recreation facilities continues in order to maintain equitable access for all; public gathering spaces and community placemaking opportunities are abundant.

Taken in total, the Juanita community is connected to the natural world; growth within the neighborhood is inclusive, strategic and sustainable; and a sense of connection and belonging exists for residents, employees, and visitors alike.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See the Land Use Element for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Policy J-1: Encourage preservation of archeological and architectural features within the neighborhood that reflect the neighborhood's history, especially where redevelopment could place these resources at risk.

Policy J-2: Provide markers and interpretive information at historic sites, prioritizing those that recognize the neighborhood's rich Native history.

Policy J-3: Continue to evaluate incentives to encourage retention of identified buildings and sites of historic significance.

4. LAND USE

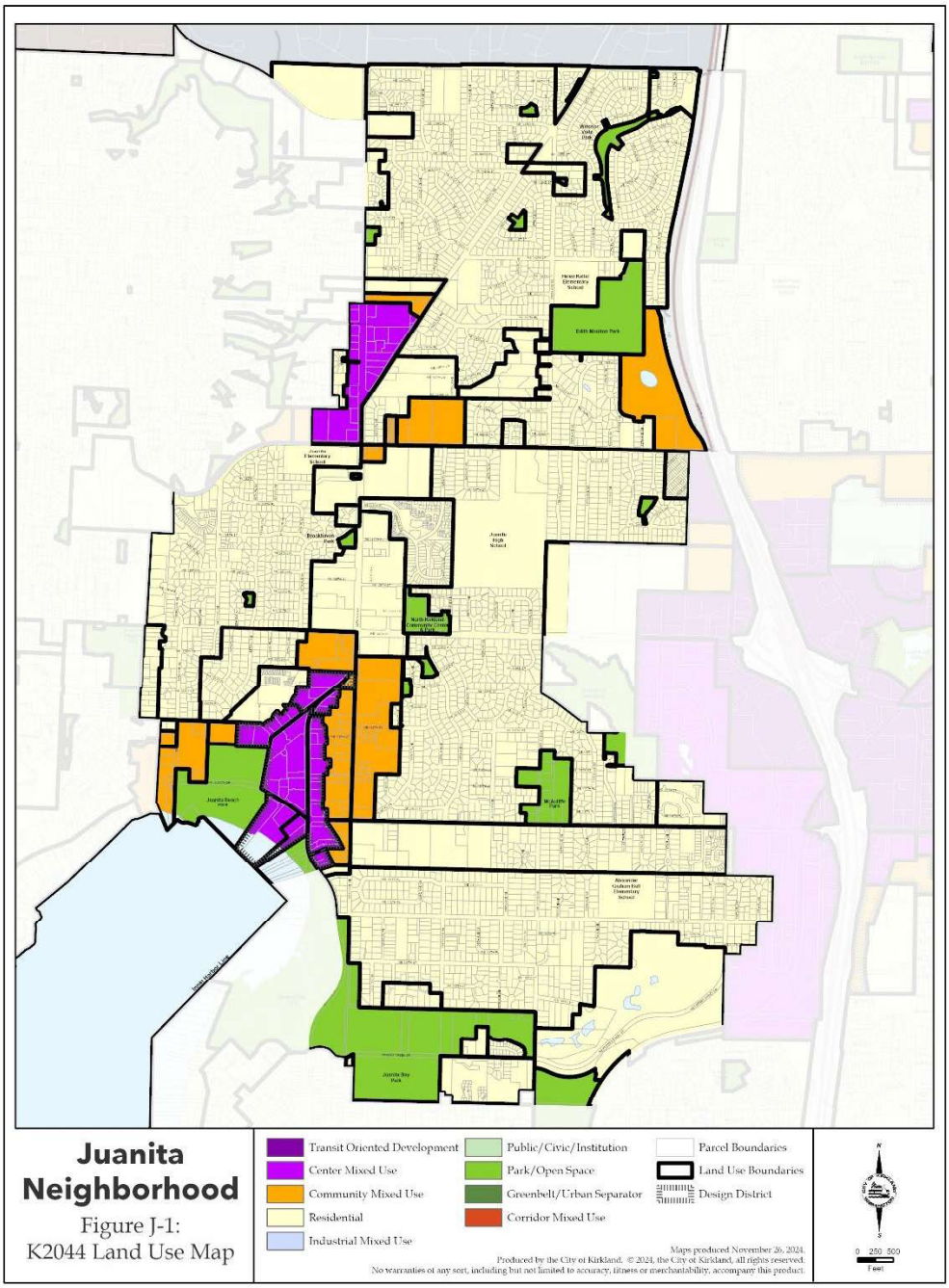
The Juanita Neighborhood contains a mix of land uses which support the neighborhood and enhance livability for all. Most of Juanita's land use is dedicated to residential use with varying intensities, and other uses include commercial mixed-use, areas with office and multi-unit residential designation, and many acres of parks and open space that are distributed throughout the neighborhood.

The Juanita Neighborhood Center, also known as the Juanita Business District, is situated along three principal arterials at NE 116th Street, Juanita Drive and 98th Avenue NE. The district is an important resource for the neighborhood and is anchored by Juanita Village, a thriving pedestrian-oriented commercial development. It is complemented by several recreational amenities found at the adjacent Juanita Bay Park and Juanita Beach Park.

The North Juanita Neighborhood Center area north of NE 132nd Street on 100th Avenue NE is the commercial and activity center for north Juanita. Shops and businesses here serve the local community, but new infill development and amenities would provide a wider variety of needed services, commercial options, housing and gathering places to improve the vitality of the area. Most of this Center is surrounded by two main arterials (100th Avenue NE and Juanita-Woodinville Way NE) which serve the area and provide an option to connect vehicular traffic to I-405 and the Bothell Highway.

Specific land use designations for the Juanita Neighborhood are illustrated in Figure J-1. These designations take into account several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to regional connections, and other relevant concerns such as appropriate land uses for the future.

Figure J-1: Juanita Land Use Map



Residential

In general, most of Juanita's housing capacity exists in areas near transit access and close to retail and shopping options, such as areas surrounding the Juanita Business District, near

Totem Lake, between the two neighborhood centers, and around the Cross Kirkland Corridor. The intent of the policies below is to encourage infill housing in all areas of the neighborhood in a way that is equitable and sustainable.

Policy J-4: Foster a variety of housing types in residential areas that accommodate cultural and generational shifts in housing needs, welcome new residents, and supply housing for generations to come.

New housing in the neighborhood could reflect emphasis on sustainable and eco-friendly housing, flexible and adaptable living spaces that accommodate telework and work from home areas, increased flexibility for home-based businesses, accommodations for multi-generational households, and a general demand for smaller efficient living in urban areas potentially driven by changing demographics such as household size.

Policy J-5: Consider environmentally sensitive hillsides of Forbes Creek when regulating development intensities.

Land use along Forbes Creek Drive consists almost entirely of park and open space with some single-unit detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9, residential development allowances in the Kirkland Zoning Code should be considerate of these environmental constraints. The heavily vegetated nature of the slope should be maintained regardless of the allowed residential intensities.

Policy J-6: Explore establishing minimum residential or other density requirements or other policies in the residential areas with higher density allowances to support the preservation and enhancement of neighborhood amenities and infrastructure.

This policy aims to support and enhance existing amenities and infrastructure in Juanita by increasing the number of residents living in proximity to these amenities, thereby reducing the per capita cost of maintaining and accessing them. More intensive development in more established areas improves accessibility to public services, parks, schools and established street networks, helping to avoid underutilization or inefficient allocation of resources while fostering a vibrant and sustainable neighborhood.

Policy J-7: Incentivize the creation and preservation of affordable housing in the neighborhood, with a focus on areas in close proximity to public transit access, Neighborhood Centers, schools, and recreation opportunities.

Policy J-8: Encourage transition strategies that allow maximum use intensity while emphasizing the importance of design coherence and scale sensitivity.

Commercial

Juanita contains two mixed use commercial neighborhood centers: the Juanita Neighborhood Center located between NE 116th Street and NE 124th Street and the

North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

Juanita Neighborhood Center

The Juanita Neighborhood Center, also referred to as the Juanita Business District, is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the nexus of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Avenue NE. It is complemented by Juanita Bay Park, Juanita Beach Park and access to Lake Washington. The boundaries of the Juanita Business District are shown on Figure J-2 and extend along 98th Avenue NE/NE 120th Place corridor, bordered by 97th Avenue to the west and 100th Avenue NE to the east.

The intersection of 98th Avenue NE and NE Juanita Drive is the first major intersection of the district as you enter from the south and has current and planned active transportation improvements and connections that support the mixed-use, pedestrian-oriented nature of Juanita Village and the surrounding development. Juanita Village encompasses most of the western portion of the District and includes housing with ground-level retail and service uses for residents, visitors, and employees of the area.

The portion of the District south of NE Juanita features more intensive residential development in the form of condominiums abutting Lake Washington, as well as office and commercial uses. East of 98th Avenue NE, the Juanita Business District generally narrows north to south and generally becomes less intensively developed. Land uses in this area include moderate-intensity residential, small-scale commercial, office, and business parks.

Juanita Business District: Vision for the District

The Juanita Business District is envisioned as a vibrant focal point of the neighborhood, embodying a unique identity while fulfilling retail, housing, employment, and recreational needs of the Juanita community and beyond.

The District embraces the convenience and efficiency of consolidated shopping experiences and is a centralized hub offering a diverse range of goods and services. Business development sustains local commercial needs while welcoming diverse enterprises, ranging from retail stores

and restaurants to offices and educational institutions. Supermarkets, grocery stores, and other facilities that provide food and household items to meet daily needs are especially desired here, as the existing area is missing this crucial component of a pedestrian-oriented district. These services play a crucial role in ensuring food security and making the area a convenient and livable community.

Drawing from Juanita's rich history, the area celebrates its cultural heritage as an integral part of its identity. Cooperative public and private efforts should be encouraged to enhance natural features and protect nearby open space, ensuring a harmony between development and environmental preservation. The District continues to prioritize pedestrian access and gathering opportunities, fostering a sense of community and connectivity.

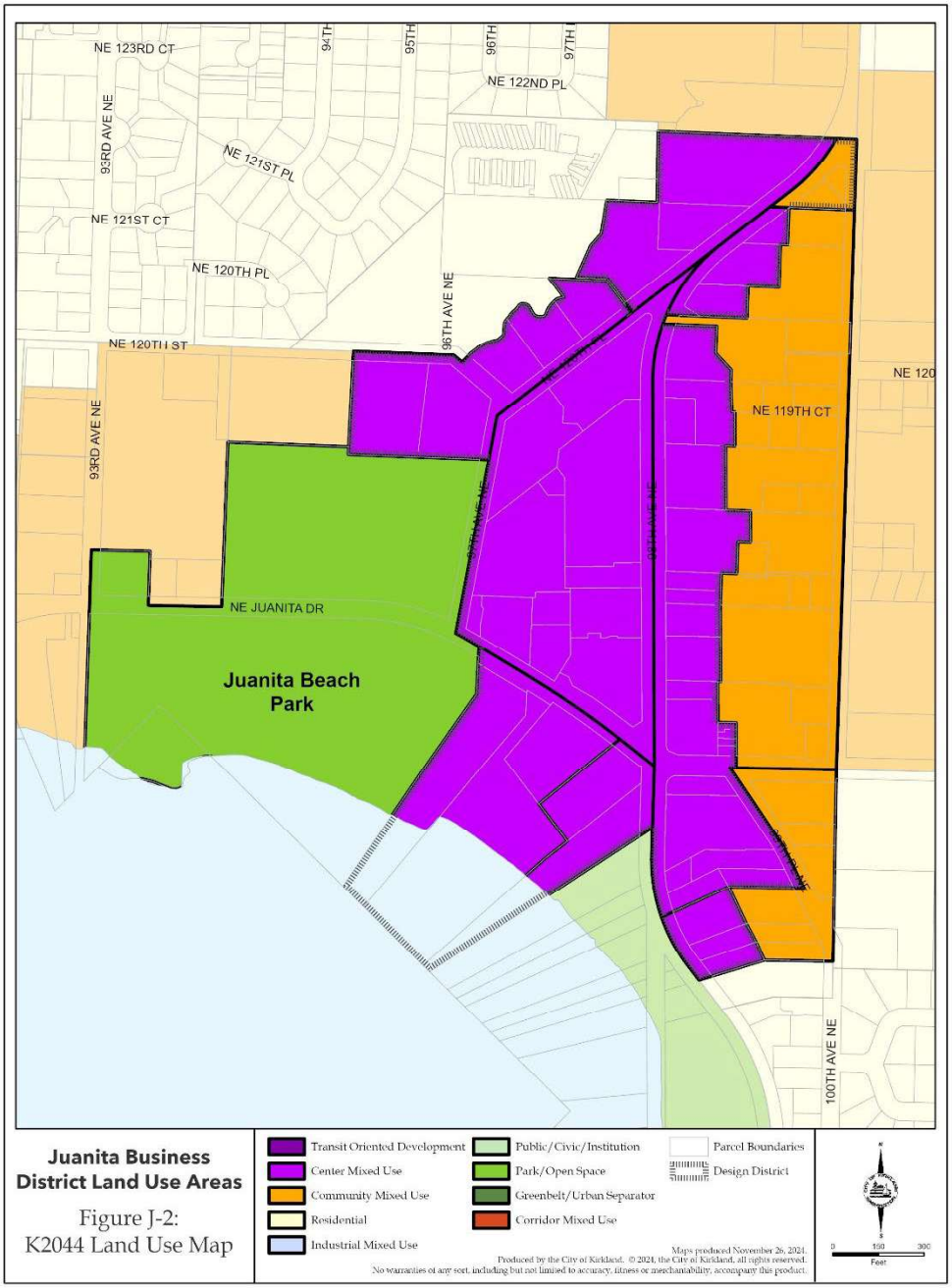
Infrastructure within the District is improved for safer, more efficient travel. Inclusive active transportation facilities are established, complemented by improved public transit services and the exploration of innovative transportation options such as a water taxi connection.

The following policies seek to achieve this vision and enhance the District as a livable, connected activity center for all.

Local Merchants and Cultural Celebrations at the Juanita Friday Market

Land Use Figure J-1 and Figure J-2 identify several subdistricts within the Juanita Neighborhood Center.

Figure J-2: Juanita Business District Land Use Map



Policy J-9: Promote access to Lake Washington, the adjacent parks, and other natural features of the shoreline by linking the Neighborhood Center to the recreation-oriented area through additional pathways and connections.

Policy J-10: Emphasize the District's recreational assets as a major part of its identity by visually enhancing streetscapes, supporting a unified pedestrian system that connects to the environmental amenities of Juanita Bay, and implementing other pedestrian-oriented guidelines.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process described in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

Policy J-11: Assess parking standards within the Juanita Neighborhood Center to ensure parking is available for all modes of transportation while promoting a pedestrian-focused environment.

As parking requirements are reconsidered in this location and within the vicinity, special attention should be paid to the potential of overflow parking impacts on nearby streets, and mitigation strategies should be explored, including promoting bike and pedestrian access as a primary means of access.

Policy J-12: Foster new development that supports, and is supported by, multimodal connections, housing, public gathering spaces, and neighborhood-serving retail uses such as grocery stores and markets.

Policy J-13: Establish public-private partnerships with appropriate property owners to create a trail or pedestrian path that connects Juanita Bay Park, Juanita Beach Park, and the Juanita Neighborhood Center to each other and local regional active transportation opportunities.

An important objective in the District is to a provide pedestrian connection between Juanita Bay Park and Juanita Beach Park. The City should work to identify potential easement rights to the properties between the two waterfront parks, as it could provide a critical pedestrian link needed to complete a recreation and multimodal trail. The trail should be completed where possible and clearly signed for use by the public and maintained properly.

Policy J-14: As redevelopment occurs, require pedestrian-oriented and placemaking amenities such as public art, performance spaces, plazas, interactive instillations, and street furniture.

Policy J-15: Use public and private efforts to install neighborhood gateway feature signs and landscaping or other features near the Juanita Neighborhood Center as development occurs.

Gateway features such as signs or landscaping for the neighborhood serve as visual markers that distinguish the area and welcome the community. Placing these features strategically enhances the visibility and identity of the Center in relation to Juanita as a whole. Possible locations to consider for such gateway features include nearby transit stops and parking entrances, near major pathways leading to the area, and near historical landmarks. Details on proposed gateway features are discussed in the Design Guidelines for Pedestrian-Oriented Districts.

Intentional design strategies and landscaping should be utilized along 98th Avenue NE to create an attractive entrance into the business district and accommodate a neighborhood gateway feature.

Policy J-16: Develop zoning standard and design guideline amendments for the JBD 4 zone that accommodate an increase in allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should encourage consolidation of parcels to achieve a more integrated development and circulation plan, and should include an emphasis on neighborhood-serving grocery and retail uses, pedestrian amenities, active transportation connections, and safe and efficient ingress and egress.

Mixed-use development with retail, office, and/or residential uses should be encouraged in non-wetland areas of the JBD 4 Zone as an effort to execute the vision of the Juanita Business District, as described in the Vision Statement and Land Use sections of this plan. The wetland area should be preserved and regulated in accordance with the critical area and shoreline management regulations in the Kirkland Zoning Code. Public access should be required as described in the Sustainability, Climate and Environment Element and Shoreline Area chapter of the Comprehensive Plan. Active transportation connections for those walking, biking and rolling should be supported by zoning standards to increase access opportunities to some of the District's most famous amenities, such as Juanita Village, Juanita Bay Park and Juanita Beach Park.

Juanita Business District Zoning

Policy J-17: Identify opportunities to increase shoreline access within the neighborhood, provided that it does not negatively impact the sensitive areas.

Policy J-18: Increase pedestrian access opportunities between both Juanita Neighborhood Centers and their surrounding residential areas.

North Juanita Neighborhood Center

The North Juanita Neighborhood Center is the primary commercial and activity area in north Juanita (see Figure J-1). The center abuts two arterials, 100th Avenue NE and Juanita-Woodinville Way NE.

In 2014, the City conducted a corridor study for the 100th Avenue NE corridor, seeking to identify potential corridor-wide and localized spot enhancements to address issues related to traffic operations, safety, non-vehicular traffic safety and mobility, and midblock and business accessibility. The study aims to improve the overall corridor performance and safety for all modes of travel. The study was adopted in October of that year and the first phase of the project's construction was completed in 2020.

With increased access along this major north-south connection, the Center presents a unique opportunity for redevelopment and placemaking. Currently characterized by predominantly single-story commercial structures, this corridor is significantly underutilized, as the Kirkland Zoning Code allows for mixed-use development and heights which exceed the present single-story pattern.

Spanning both sides of 100th Avenue NE, this commercial strip supports a variety of both local and national chain businesses. A wider variety of uses should be encouraged to serve the neighborhood including restaurants, groceries, hardware stores, health centers, etc. Surface parking areas should be minimized and be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

The following policies seek to stimulate the revitalization the North Juanita Neighborhood Center using strategies such as infrastructure improvements, community gathering spaces, and development incentives for community-focused projects. These strategies will ultimately transform the area into a multi-functional destination that directly enables and supports affordable housing and sustainable, transit-supportive land use.

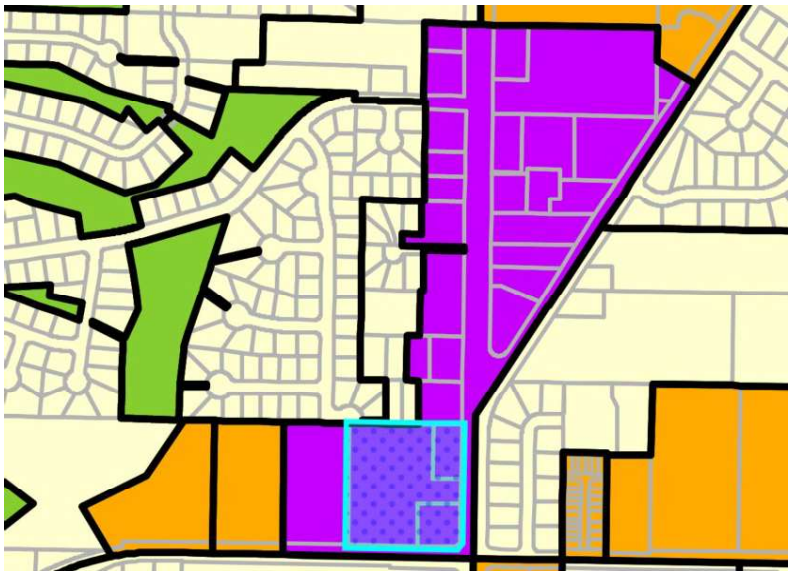
Policy J-19: Stimulate the transformation of the North Juanita Neighborhood Center into a vibrant, pedestrian-friendly, mixed-use area with diverse housing options at a variety of sizes, affordability, and ownership opportunities for people of all ages and abilities.

Policy J-20: Develop zoning standard amendments and design guidelines for three aggregated parcels in the NW corner of 100th Avenue NE and NE 132nd Street that increase residential intensity and height allowances, encourage parcel consolidation, and enable an active, transit-supportive mixed-use site with commercial opportunities, housing variety, safe and efficient ingress and egress, and community gathering opportunities.

Located at the southern border of the North Juanita Neighborhood Center, three aggregated parcels abutting both NE 132nd Street and 100th Avenue NE should receive increased capacity allowances to take advantage of an opportunity for additional housing at various levels of affordability that are within a walkable and rollable distance to goods, services, educational institutions, and community gathering spaces. Near term redevelopment of this site could serve

to catalyze broader infill and/or redevelopment in the district. Additional residential and commercial allowances aid in transitioning the Neighborhood Center into a thriving, pedestrian-oriented mixed-use hub as described in the Vision Statement section.

Three Aggregated Parcels in the North Juanita Neighborhood Center – Highlighted in Blue



Zoning standards should implement access, pedestrian and rolling connections, and transition strategies that allow maximum use intensity while emphasizing the importance of design coherence and scale sensitivity, as encouraged in the Land Use section.

Policy J-21: Ensure that the development allowances in the North Juanita Neighborhood Center are supportive of increased transit service, equitable access to greenspace, and the mixed-use focus envisioned at the site.

Policy J-22: Establish a neighborhood gateway sign and landscaping or other features near the North Juanita Neighborhood Center as development occurs.

Policy J-23: Utilize zoning incentives and other techniques to encourage commercial redevelopment in the neighborhood center that will increase access to a variety of neighborhood-serving businesses.

Policy J-24: Foster new development in the residential areas surrounding the North Juanita Neighborhood Center that is supported by the retail and service opportunities, access to transit, multimodal connections, and public gathering spaces provided within the commercial area.

5. NATURAL ENVIRONMENT

Environmental policies for the Juanita Neighborhood Plan strive to protect and enhance the quality and function of the natural ecosystems of Juanita, protect life and property from environmental hazards, and increase visual and direct access to the area's bountiful environmental amenities. Juanita contains geologically hazardous areas shown on Figures J-3a and J-3b, which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins (see Figure J-4). Natural features help maintain water quality, help replenish underground water sources, sustain wildlife and fish habitats, and provide highly valued opportunities for the community to connect with nature. The current Kirkland Zoning Code ensures that activity in these areas addresses risks and impacts associated with development.

Juanita Creek

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Avenue NE and along the south and north side of Forbes Creek Drive.

Limitations on development in geologically hazardous areas are described within the Zoning Code and in the Sustainability, Climate and Environment Element.

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands and streams. Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. These flood areas are designated by the Federal

Emergency Management Agency (FEMA). Also, Forbes Creek and its associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are preserved in their most natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be established wherever feasible. Trees are prominent on these slopes from many vantages and help to reduce erosion on steep slopes. These tree stands, as well as others in the neighborhood, should remain to provide opportunities for wildlife corridors and help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Many of the minor creeks feeding Juanita Creek have been culverted, which speeds flow and eliminates natural filtration. Daylighting streams to remove them from culverts should be undertaken whenever possible. The City has made improvements to portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. Volunteer community groups also work to enhance this resource.

The policies found in the Sustainability, Climate and Environment Element and Shoreline Area Chapter should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the area's natural resources.

Figure J-3a: Juanita Landslide Susceptibility

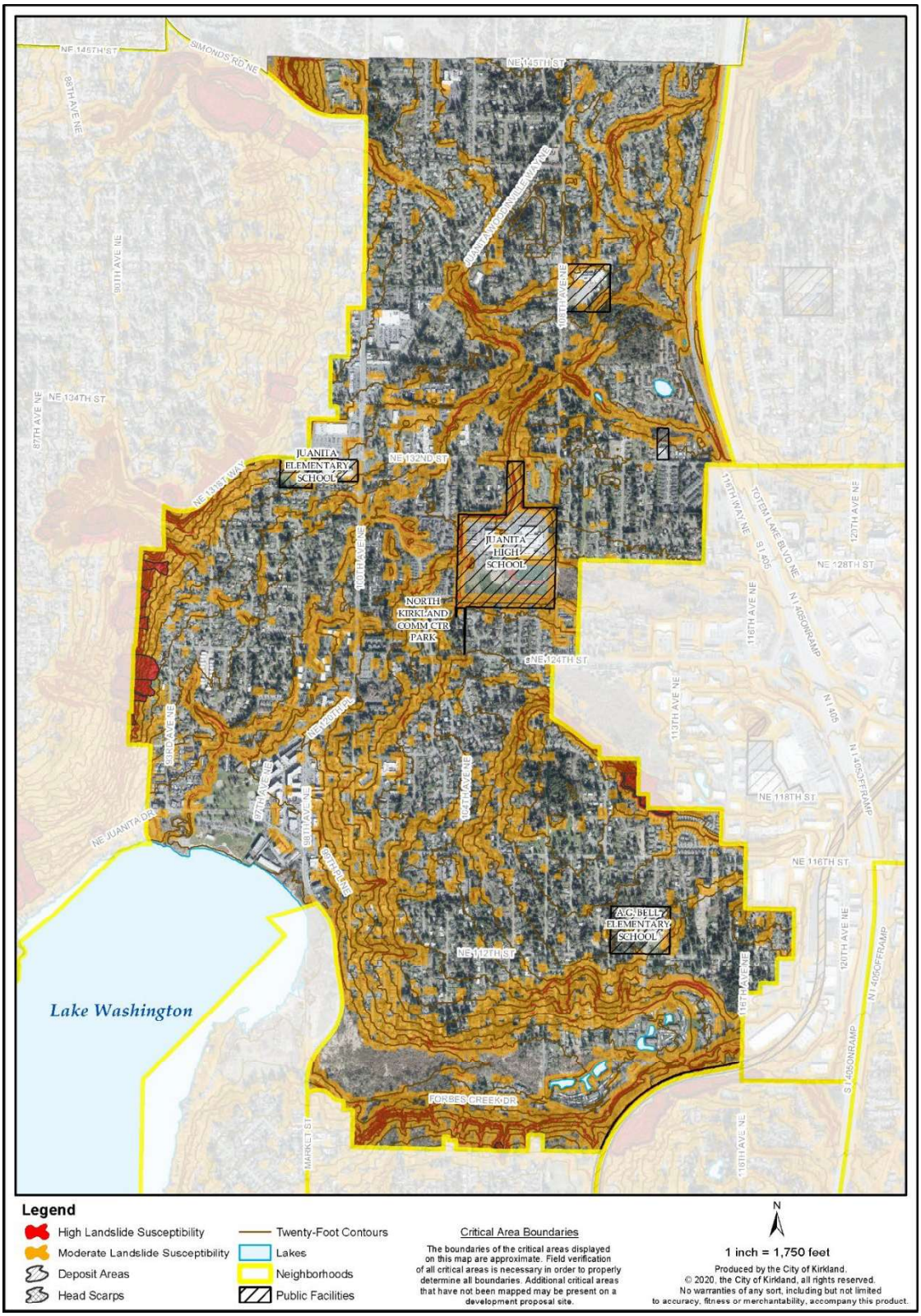


Figure J-3b: Juanita Liquefaction Potential

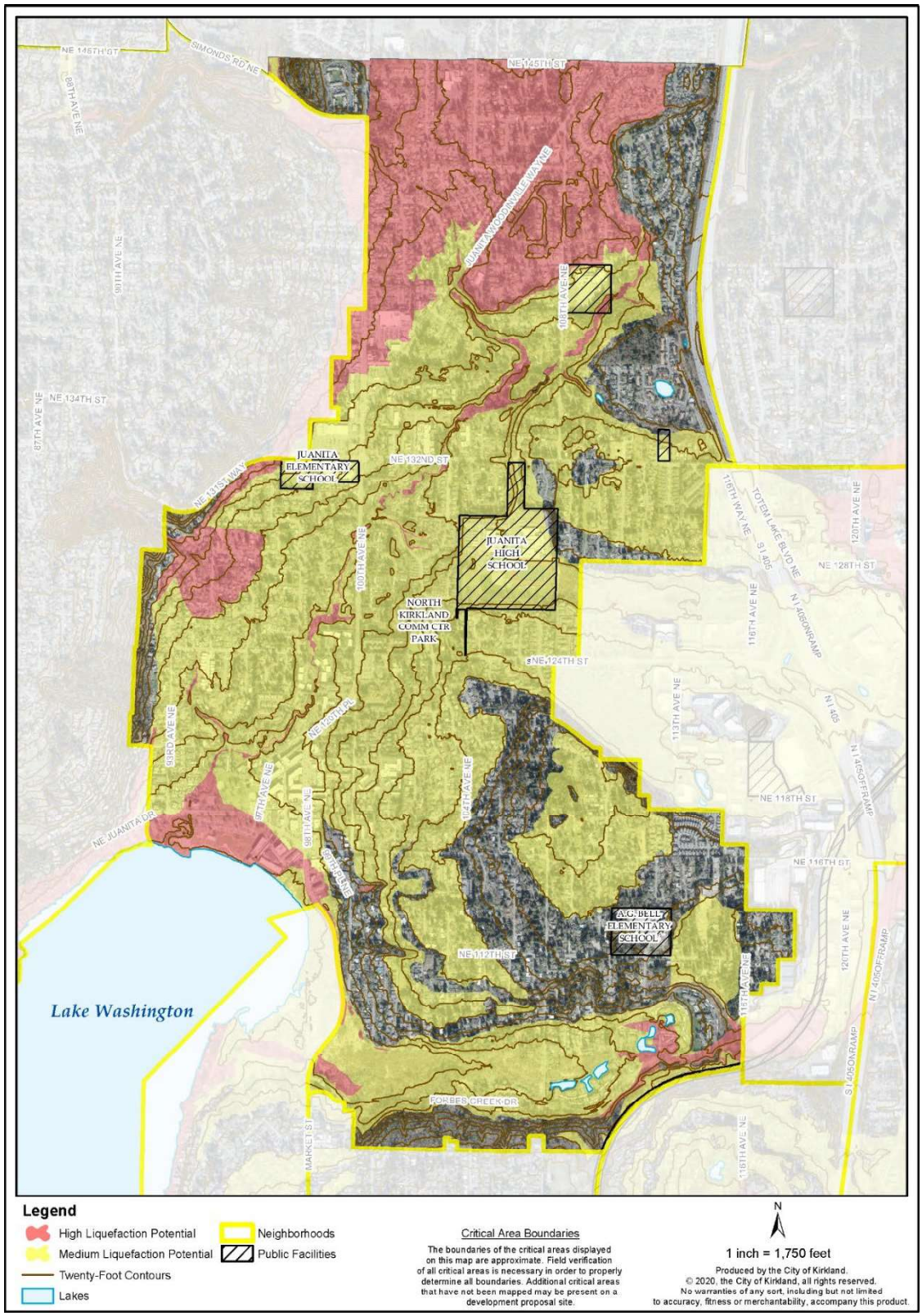
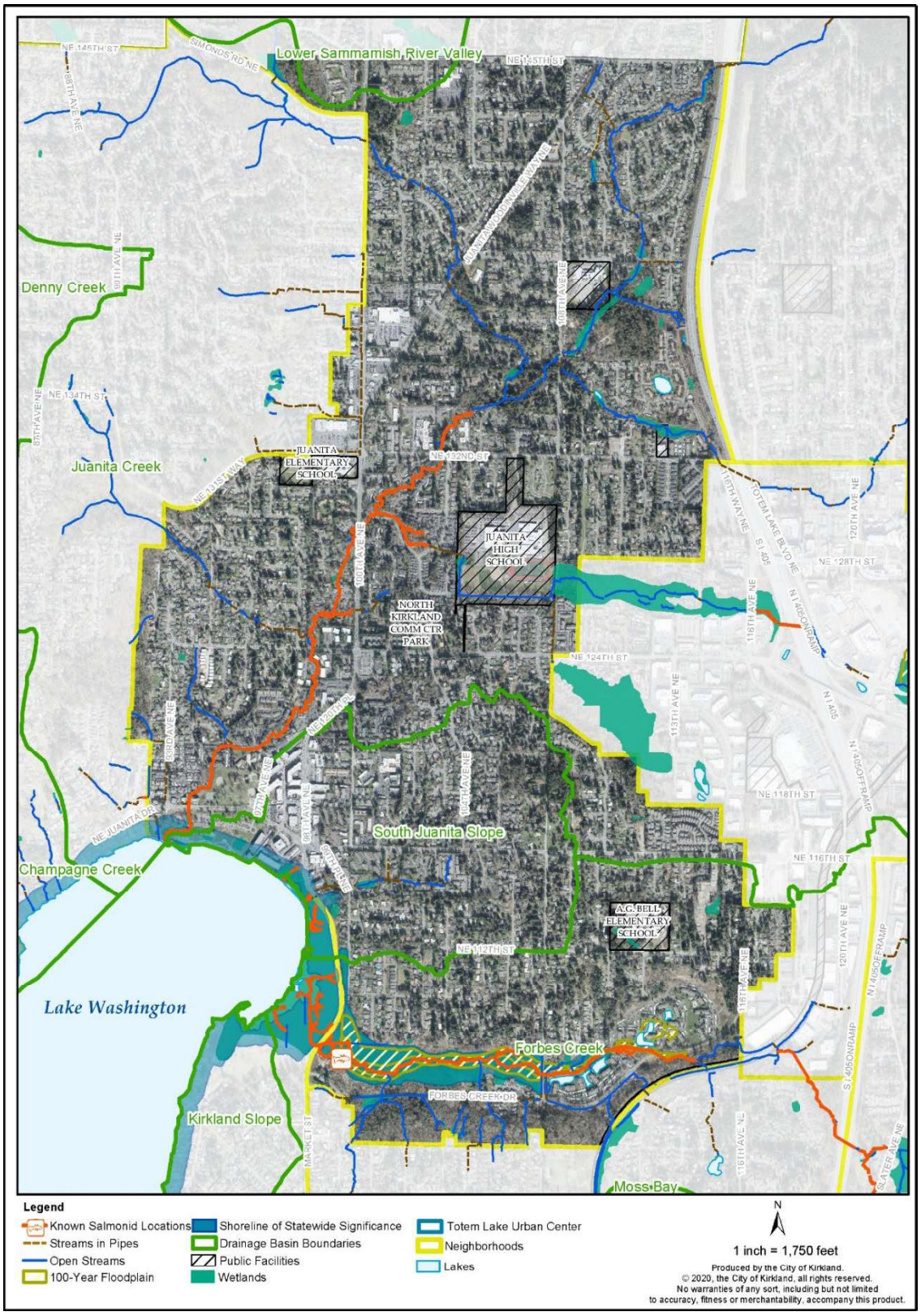


Figure J-4: Juanita Wetlands, Streams, and Lakes



Policy J-25: Sustainably manage and restore neighborhood tree canopy levels to enhance biodiversity and stabilize geologically hazardous areas and critical area environments.

Policy J-26: Undertake measures to protect and improve water quality and promote fish passage in Lake Washington and neighborhood wetlands, streams and wildlife corridors.

Policy J-27: Develop strategies to protect and preserve native flora and fauna within the neighborhood.

Policy J-28: Restore and enhance neighborhood streams and wetlands and provide publicly accessible views and direct access to the extent feasible without impacting the natural ecological function of the sites.

Policy J-29: Utilize natural storm drainage systems as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

6. PARKS AND OPEN SPACE

There are several publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake, and protect sensitive and natural areas (see Figure J-1). Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

The neighborhood includes two regional parks, Juanita Bay Park and Juanita Beach Park. Juanita Bay Park, established under a development plan (formerly referenced as a master plan), offers wildlife watching, a boardwalk, trails and passive recreation opportunities in and around a large wetland system. Juanita Beach Park, also developed under a development plan, contains 25 acres and is a focal point for the Juanita Neighborhood Center and provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment. Juanita Creek and the associated wetlands located within the Park underwent restoration as part of the development planning process. The Juanita Beach Park Master Plan seeks to provide a safe, multi-generational community park that meets the needs of the community and acknowledges the history of the park site and the surrounding neighborhood.

Policy J-30: Maintain wooded open spaces within the Forbes Creek Valley to preserve the natural features, benefits and character of the area.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section of this plan.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington place it under the jurisdiction of the state Shoreline Management Act. The primary policy focus for the Forbes Valley is to maintain it as a large open space to protect critical environmental functions.

Policy J-31: Prioritize establishing new neighborhood park area in the recently annexed portions of North Juanita as emphasized in the Park, Recreation and Open Space (PROS) Plan.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita could benefit from additional park facilities and parkland given the size of the neighborhood. General areas where parks are most needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks, Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easements or tracts that are part of

single-family developments, but they are not part of the City's open space system.

Policy J-32: Recognize and promote the role the North Kirkland Community Center plays in the Juanita Neighborhood and in the wider Kirkland community.

The North Kirkland Community Center and Park is another recreation activity focal point for the neighborhood. Home to one of only two community centers citywide, the five-acre site with a recreation center and playground has been identified in the Parks, Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for additional access to it.

North Kirkland Community Center

Source: Homes.com

Policy J-33: Coordinate partnerships with schools to provide recreational facilities to the public, including Juanita High School.

Other than the City's park system, there are many ways recreation opportunities are met in Kirkland. Local area private and public schools are identified in the PROS Plan as areas with ample open space that could offer recreational opportunities to the general public. The City partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

7. TRANSPORTATION

The neighborhood has several arterial streets that are heavily traveled by local residents, visitors, and commuters, including 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street, Juanita Drive, and Juanita-Woodinville Way NE (Figure J-5). These streets connect the Juanita neighborhood to I-405, Bothell, and other Kirkland neighborhoods including Totem Lake and Finn Hill. While these arterials provide excellent vehicle connectivity, future improvements of the transportation system in Juanita should recognize the need for accessible, convenient alternatives to private vehicle trips, so that public transit, walking, cycling and rolling become more desirable. Particular focus should be given to multimodal connections to public transit, including Sound Transit's Stride Bus Rapid Transit (BRT) line on I-405, and to the Cross Kirkland Corridor.

The following policies seek to prioritize safety within a balanced transportation system and aim to reduce reliance on single occupancy vehicles.

Streets

Policy J-34: Enhance local and regional mobility for all modes of transportation.

The arterial corridors identified above should be prioritized for transit and active transportation improvements, as described in the Transportation Strategic Plan.

Policy J-35: Promote safety and reduced speeds throughout the neighborhood.

Utilize the neighborhood traffic control program to implement neighborhood traffic calming measures where substantiated by engineering traffic studies.

Pedestrian/Bicycle Circulation and Active Transportation

Policy J-36: Encourage frequent public transit service through strategic land use decisions along 100th Ave NE and NE 124th Street, and near key destinations within the neighborhood, such as parks, both Neighborhood Centers, and Juanita High School.

Policy J-37: Improve intersection at 98th Ave NE and NE Juanita Drive to enhance pedestrian safety.

Policy J-38: Encourage land uses that would support a water-based transit connection to other local destinations and provide recreational opportunities.

Policy J-39: Encourage and prioritize active transportation and mobility in Juanita by providing access easements, appropriate facilities and low-stress infrastructure for people to walk, bike, and roll to neighborhood destinations and public transit hubs safely.

Policy J-40: Encourage new walking, biking and rolling connections through the neighborhood that link new and existing development with transit and recreational opportunities.

When reviewing development proposals, attention should be given to improving and establishing pedestrian connections from the developments to King County Metro and Sound Transit connections within Kirkland, as well as parks.

Policy J-41: Enable convenient access to public transit by integrating public transit with other modes of transportation.

As described in the Transportation Strategic Plan, enhancing transit ridership levels in the neighborhood requires seamless integration between different modes of transportation, and increased densities. This integration can be achieved through physical infrastructure like bike

racks near bus waiting areas, exploring micromobility programs, or designated areas for ride-sharing pickups at transit stops. See the Transportation Element and Transportation Strategic Plan for citywide goals and objectives to connect walking, biking and rolling to transit.

Policy J-42: The following improvements throughout Juanita are identified as priorities for the neighborhood, either when private development occurs or when public funding becomes available:

- *Bicycle lanes along 100th Ave NE to connect both Neighborhood Centers.*
- *Bicycle route between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor*
- *Recommended neighborhood greenways in Juanita.*
- *Improvements at NE 132nd Street to provide safe access to and from Finn Hill, particularly near Juanita Elementary.*
- *Gateway feature and improved pedestrian crossings at NE 145th Street and 100th Avenue NE intersection.*
- *Multimodal connection from 95th Place NE to the Juanita Neighborhood Center.*
- *Multimodal connection from the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.*
- *Safety, traffic and pedestrian infrastructure improvements along principal arterials surrounding Juanita High School*

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Strategic Plan.

Policy J-43: Identify opportunities to support multimodal connections between the Brickyard Road Park and Ride in Bothell and Windsor Vista Park, Edith Moulton Park, and Jasper's Dog Park to Juanita High School and the Cross Kirkland Corridor (CKC).

Providing nonvehicular connections to parks, open space, and regional transit is a priority for the City and the Juanita neighborhood. When feasible or as public funding becomes available, the City should work to connect the key neighborhood locations mentioned above. The connections established may take form in various ways such as neighborhood greenways, sidewalks, protected bike lanes, or other off-street pathways or trails, to enable users to reach their destination safely.

The Brickyard Road Park and Ride, located in the City of Bothell, serves as a regional transit amenity for surrounding communities. As the connections reach the northern city boundary, coordination with the City of Bothell will be necessary to establish and support this new connection.

A Pedestrian Trail to connect the Juanita Neighborhood to transportation opportunities and destinations is a strong desire of the community

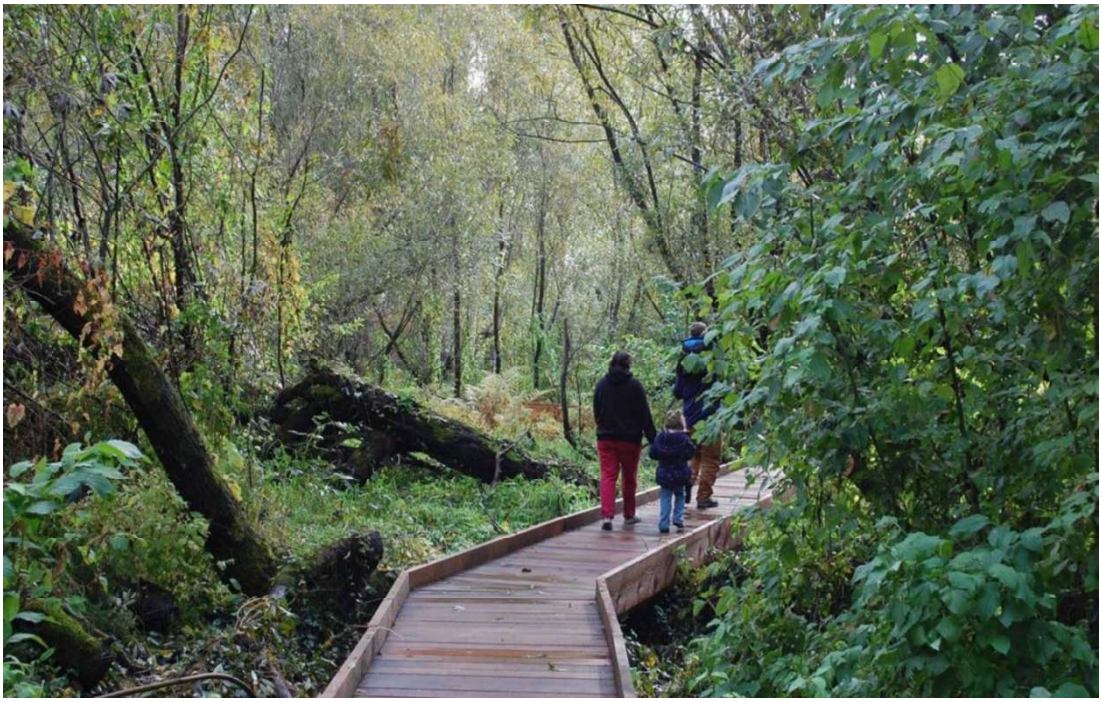


Figure J-5: Juanita Street Classifications

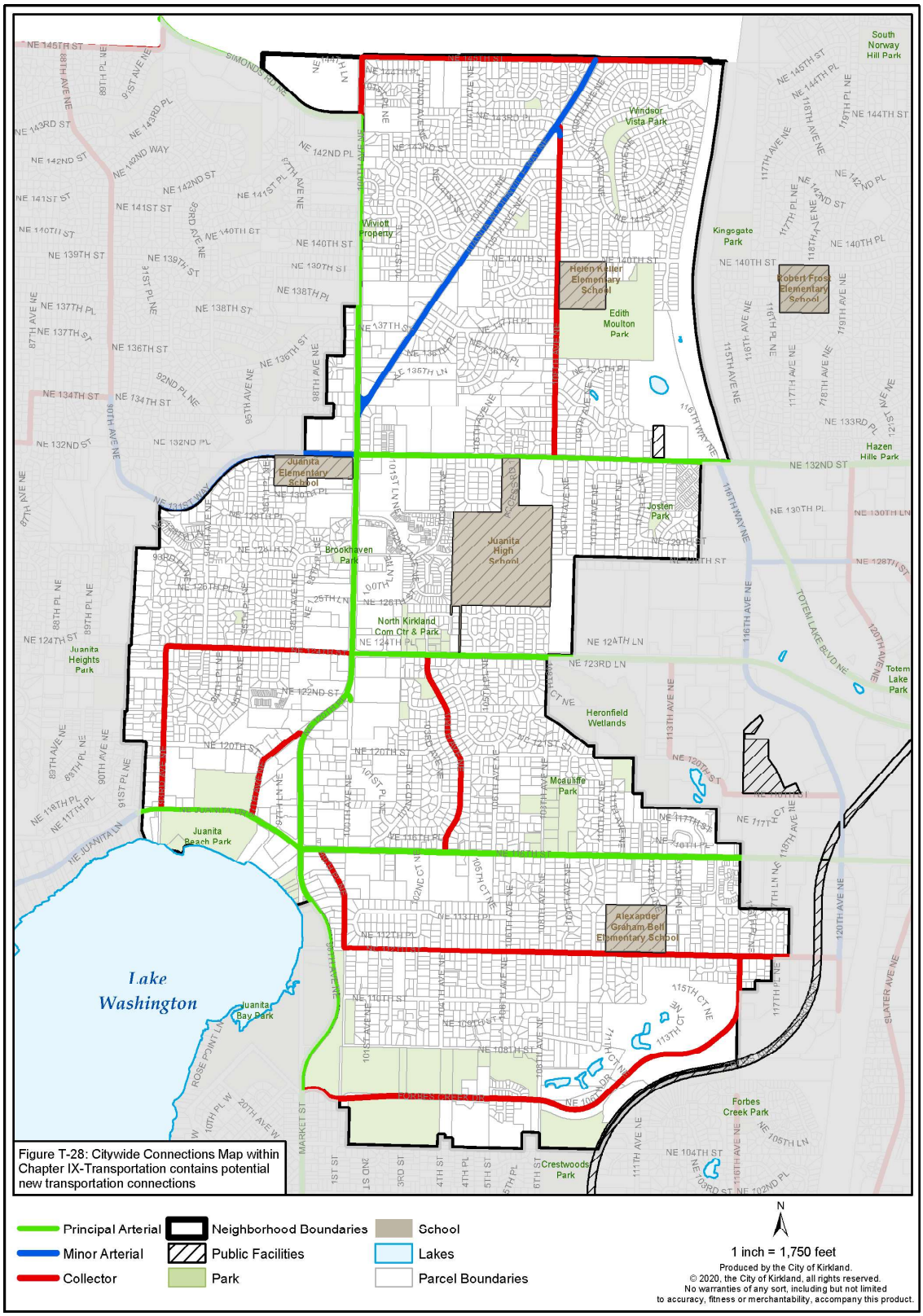


Figure J-6: Juanita Bicycle System

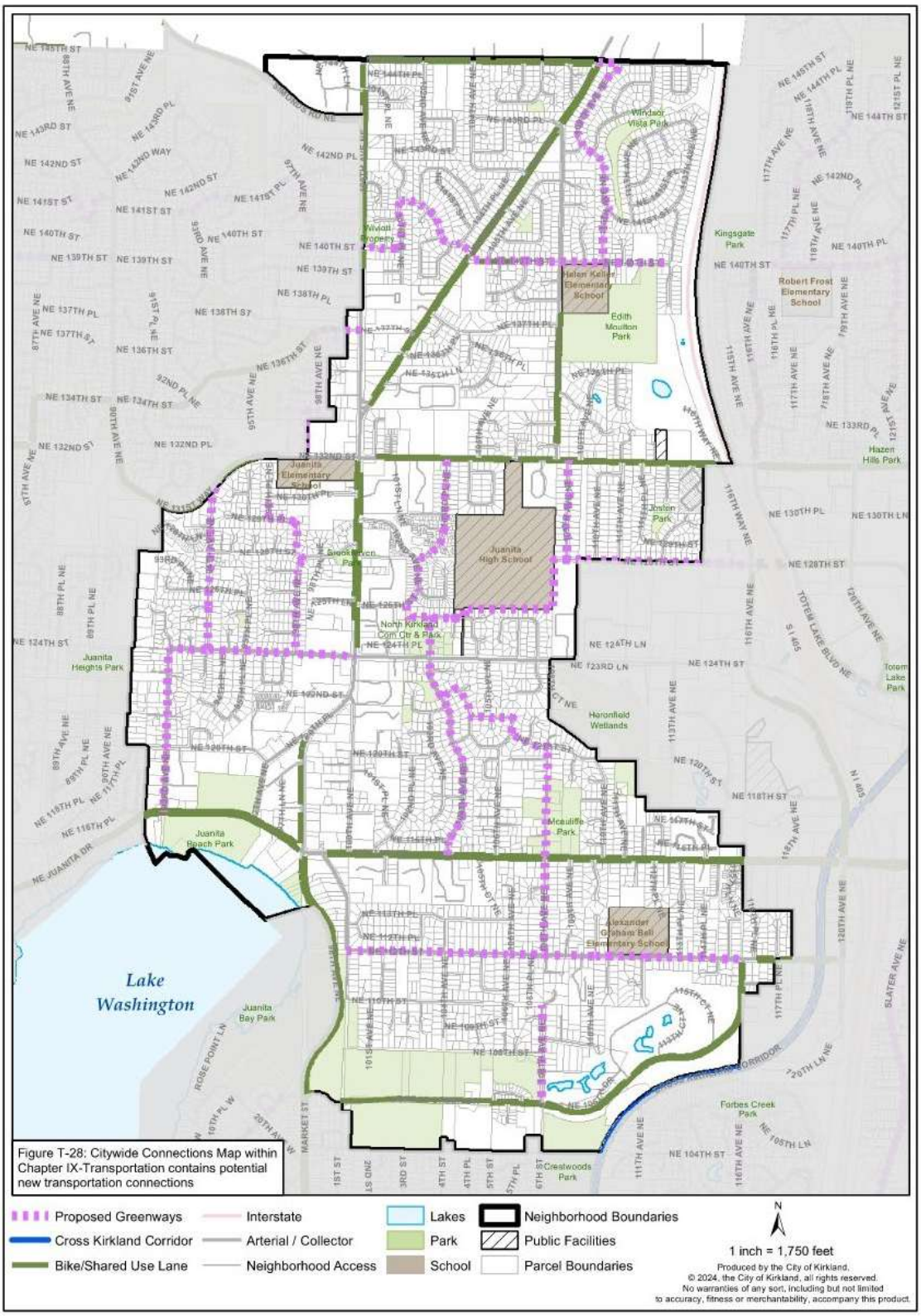
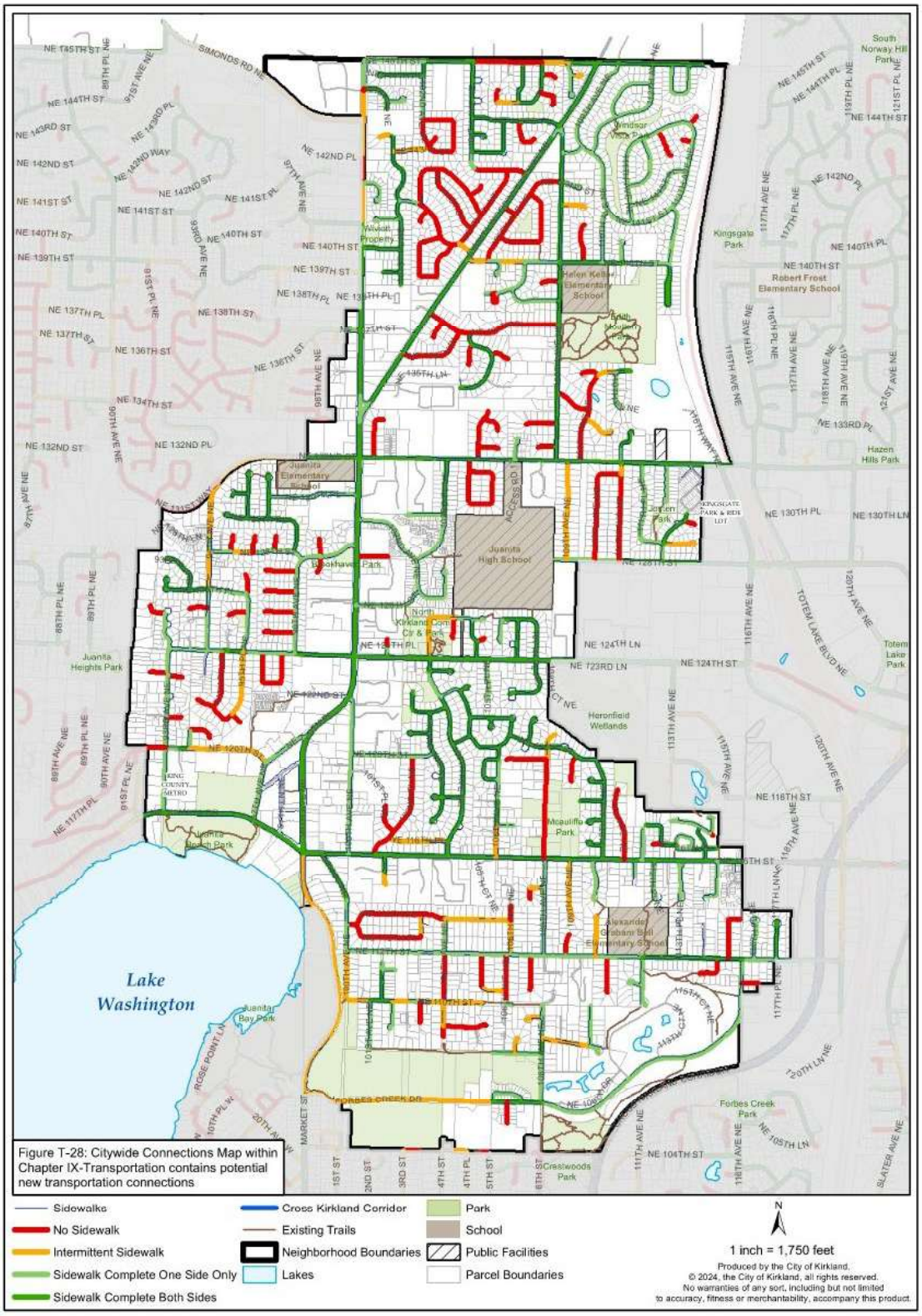


Figure J-7: Juanita Pedestrian System



12.G. Kingsgate Neighborhood Plan

1. OVERVIEW

The Kingsgate neighborhood is located in the northeast corner of the City. The neighborhood is bounded by I-405 to the west, the Tolt Pipeline Trail and the City limits to the north, the City limits to the east, and the Totem Lake Business District to the south and southeast. Both 124th Ave NE and 132nd Ave NE provide primary north-south connections with Totem Lake to the south and the cities of Bothell and Woodinville to the north. East-west access is provided by NE 132nd Street and by NE 143rd Street to Woodinville and the Sammamish Valley to the east. The Kingsgate Neighborhood Center in the northern portion of the neighborhood along 124th Ave NE serves as a commercial hub for the area and a northern gateway into the City.

Presently, Kingsgate predominately contains residential uses. Higher intensity residential uses are focused near commercial and mixed-use areas, and also near parks and open space. The neighborhood supports the Kingsgate Neighborhood Center, a King County library, several public and private parks, private open space tracts, two elementary schools and a middle school. See Figure K-1, Kingsgate Land Use Map.

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Kingsgate Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Kingsgate is an inviting, age-inclusive neighborhood in which all people can grow up and grow old comfortably. The predominately residential neighborhood has a strong community feel. The neighborhood is composed of a community that prioritizes inclusivity, safety, and accessibility for residents of all ages, backgrounds, and income levels, fostering a cohesive and supportive environment for everyone. Kingsgate remains affordable for the existing residents while also providing a diverse mix of housing opportunities that meet the needs of the older population as well as future generations. Infill housing and additional density are concentrated along transit routes, near amenities, and where the most infrastructure exists to support it.

Kingsgate residents, employees, and visitors value the mixed-use neighborhood commercial center as a way to meet their retail, service, and housing needs. The Kingsgate Neighborhood Center is recognized as a central community gathering place. The dynamic, pedestrian-oriented commercial center is complemented by a nearby community center and public library that provide a place for public events, collective activities, and cultural celebrations. Development of the Kingsgate Neighborhood Center highlights the interdependent relationship between the built environment and the natural environment. The community's intrinsic appreciation of nature is honored through creative, environment-focused design principles that shape the local living and working environments within the commercial center.

Improved and well-maintained parks and open space are distributed equitably throughout the neighborhood and offer a variety of spontaneous recreational opportunities. Trees are preserved and replaced as they are removed to encourage a healthy vegetative canopy throughout the neighborhood, connect greenbelt corridors, and support wildlife. Public and private partnerships provide access to greenspace within Kingsgate to be appreciated and enjoyed by all.

Extensive transportation networks for pedestrians, public transit, bicycles, wheelchairs, and vehicles allow everyone opportunities to walk, bike, and roll to destinations with ease. The networks prioritize safety and connect people to amenities, neighboring areas, and to the Cross Kirkland Corridor/Eastrail. Traffic is evenly distributed through well-planned road connections, with targeted traffic calming measures near schools. The neighborhood benefits from convenient, reliable and frequent transit services connecting community members internally, citywide and to regional transit networks.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Historical records reflect homesteads in Kingsgate as early as 1874. The “Remember When” map circa 1900 to 1918 is a historical document about the people and events in the Kingsgate and Juanita areas compiled by R. Nelson. Murdock MacPherson of MacPherson Reality had a vision for a planned community of more than 2,100 lots. He developed the first of the single-family subdivisions that form the core of the Kingsgate neighborhood today. Mr. MacPherson named the Kingsgate subdivision in 1963 after Kingsgate, England. Being of Scottish descent, he added the name Highlands. The Kingsgate Highlands planned community of 957 lots was created between 1965 and 1976. Three school sites and three developed playgrounds were provided in the complex by MacPherson, Continental and Western Erection. MacPherson also had plans for a future shopping center (source: Kirkland Heritage Society). Next came the High Woodlands subdivision between 1966 and 1976, Hazen Hills between 1968 and 1970, Forest Grove in 1971, Breakthrough/Lendemain in 1972, Firloch between 1972 and 1989, and many other subdivisions. Farms, orchards, and pastures were still present in the 1990s.

The neighborhood has one historic structure recognized by the Kirkland Heritage Society which is a farmhouse built in 1943 at 13240 136th Avenue NE.

1943 Farmhouse in Kingsgate

Source: Kirkland Heritage Society

Kingsgate was part of unincorporated King County until it was annexed into the City in 2011 as part of the Juanita/Kingsgate/Finn Hill annexation. See Figure I-1, City of Kirkland Historical Annexation Areas, in the Land Use Element of the Comprehensive Plan. Before annexation, the area was commonly referred to as Evergreen Hill. In the present day, the neighborhood includes many new homes outside of the originally platted subdivisions.

Policy K-1: Ensure the neighborhood name and plan text is inclusive of all community members by exploring opportunities to update existing titles and languages.

The longstanding history of subdivisions in Kingsgate has influenced the names of certain private facilities and homeowner associations (HOAs) that prevail today. Several associations in the neighborhood carry the term 'Kingsgate' within their names, such as the Kingsgate 1 & 2 homeowner associations and the Kingsgate 3 & 4 homeowner associations. The names of these specific HOAs have caused misinterpretation of the neighborhood's extent, creating a possible barrier to civic participation if Kingsgate is not clearly defined to be inclusive of homes and neighbors beyond the original subdivisions. The formal name of the neighborhood should be reconsidered to reflect the entire geographic area that the area encompasses and to encourage belonging and participation of community members outside of the areas governed by homeowner associations.

4. LAND USE

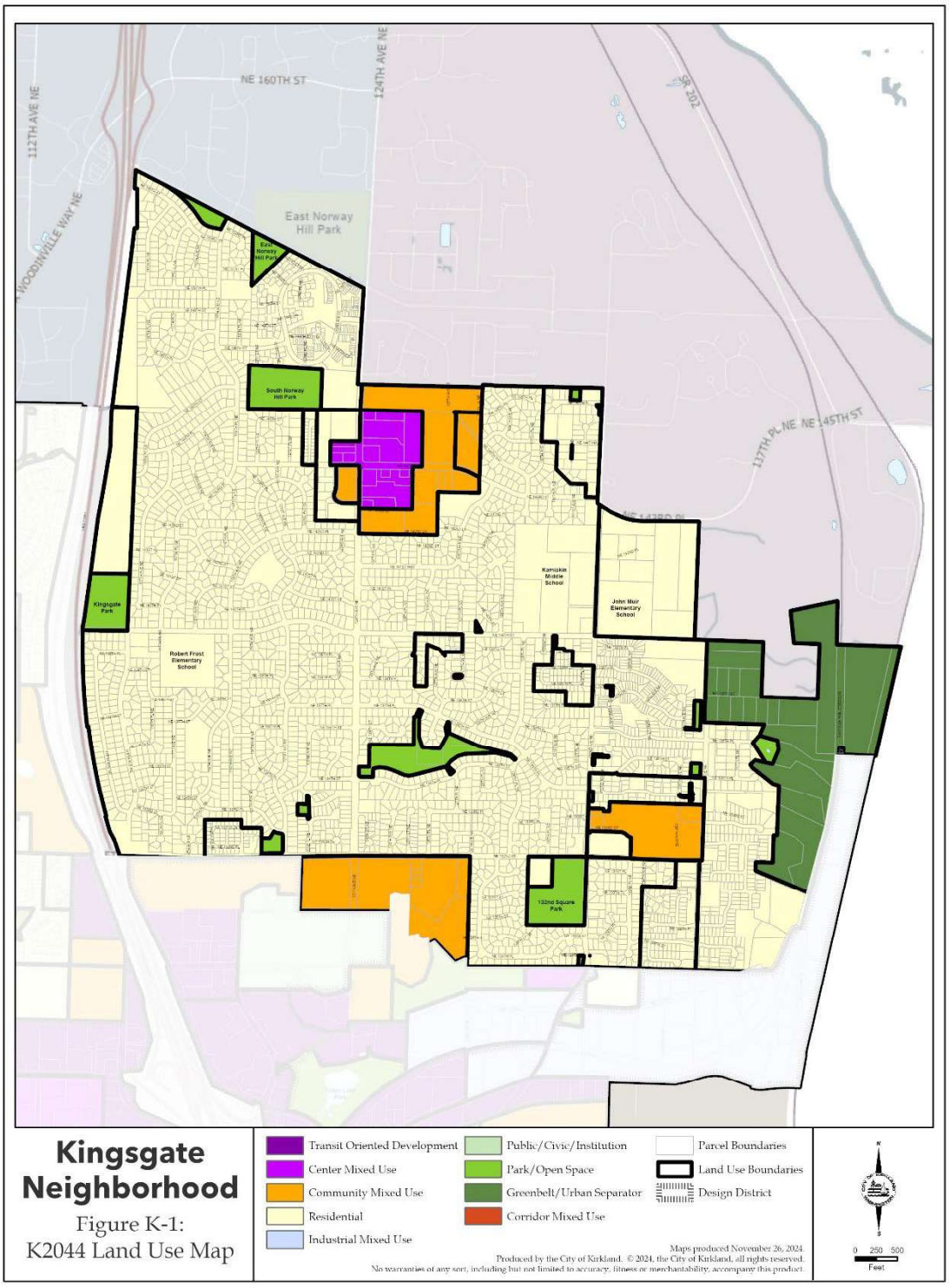
With annexation, the City adopted the underlying zoning that existed in King County as of 2011. See Figure K-1, Kingsgate Land Use Map. Most land use is designated as residential with varying intensities, and other uses include commercial mixed-use, parks and open space, and school designations.

The Kingsgate Neighborhood Center is located on both sides of 124th Avenue NE between NE 142nd Place and NE 145th Street. The Center currently is anchored by a large grocery store, as well as other commercial uses such as restaurants, salon services, car washes, and indoor recreational facilities.

Urban Separator Land Use Designation in Kingsgate

An area in the southeastern portion of the neighborhood is designated as an urban separator under the King County Countywide policies. Urban separators are areas of low residential intensity within the Urban Growth Area that provide a buffer between urban areas and adjacent resource land and environmentally sensitive areas. They also create open space corridors within and between the urban areas that provide environmental, visual, recreation and wildlife benefits. See Figure K-1, Kingsgate Land Use Map.

Figure K-1: Kingsgate Land Use Map



Residential

Residential land uses occupy the majority of the Kingsgate neighborhood. Moderate and higher residential intensity areas today are located around the Kingsgate Neighborhood Center and on both sides of NE 132nd Street. Many older adults live in the Kingsgate neighborhood due to close proximity to the nearby health care services. See Figure K-1, Kingsgate Land Use Map.

Today, the Kingsgate land use pattern reflects the zoning and development style preferences of the past, which has produced the predominant cul-de-sac pattern now present in the neighborhood's lower intensity residential areas.

The cul-de-sac pattern of residential land use typically results in lower residential intensities due to the larger land area required for streets and setbacks, limiting the number of housing units per acre. This layout often fosters car dependence and longer driving distances to reach amenities, potentially increasing traffic congestion and infrastructure costs. While they may provide a sense of privacy, cul-de-sacs can hinder pedestrian connectivity and more spontaneous social interactions, impacting community cohesion and pedestrian mobility within the neighborhood; and can also hinder public safety access routes.

The intent of the policies below is to accommodate and encourage infill housing in all areas of the neighborhood in a way that is equitable and sustainable.

Housing Variety in Kingsgate

Source: Homes.com

Policy K-2: Foster diverse housing opportunities in neighborhood residential areas at all affordability levels to ensure continued livability for existing residents and future residents.

A priority of the neighborhood is to accommodate all people regardless of income or background, and ensure the area remains a peaceful, community-oriented area of Kirkland. Factors such as the need for more housing, development that supports transit, a shift in citywide priorities, and the cost of land may result in a need for additional housing supply and a wider

variety of housing types.

Policy K-3: Incentivize a variety of compact and infill development housing, especially within areas that are in close proximity to neighborhood centers which provide daily retail needs and access to public transit connections.

Policy K-4: Enable the development of housing at increased levels of affordability in transit-accessible locations of the neighborhood to reduce transportation-related emissions and improve access to jobs, services, and amenities for low-income residents.

Policy K-5: Support the acquisition, rehabilitation, and preservation of existing affordable housing.

Kingsgate's residential areas are composed of many older, detached-style homes; many built prior to annexation. Citywide, these types of homes are increasingly being replaced with newer, larger single-unit dwellings valued at much higher prices.

Because redevelopment has occurred at a slower rate here, the Kingsgate neighborhood has a housing stock that is more financially attainable than other neighborhoods. To sustain and strengthen the diverse socioeconomic fabric of Kingsgate, existing housing that is naturally more affordable should be retained to combat displacement of current residents, and to provide housing options for new and prospective residents. This retention should still accommodate new infill housing as described in Policy K-3.

Commercial

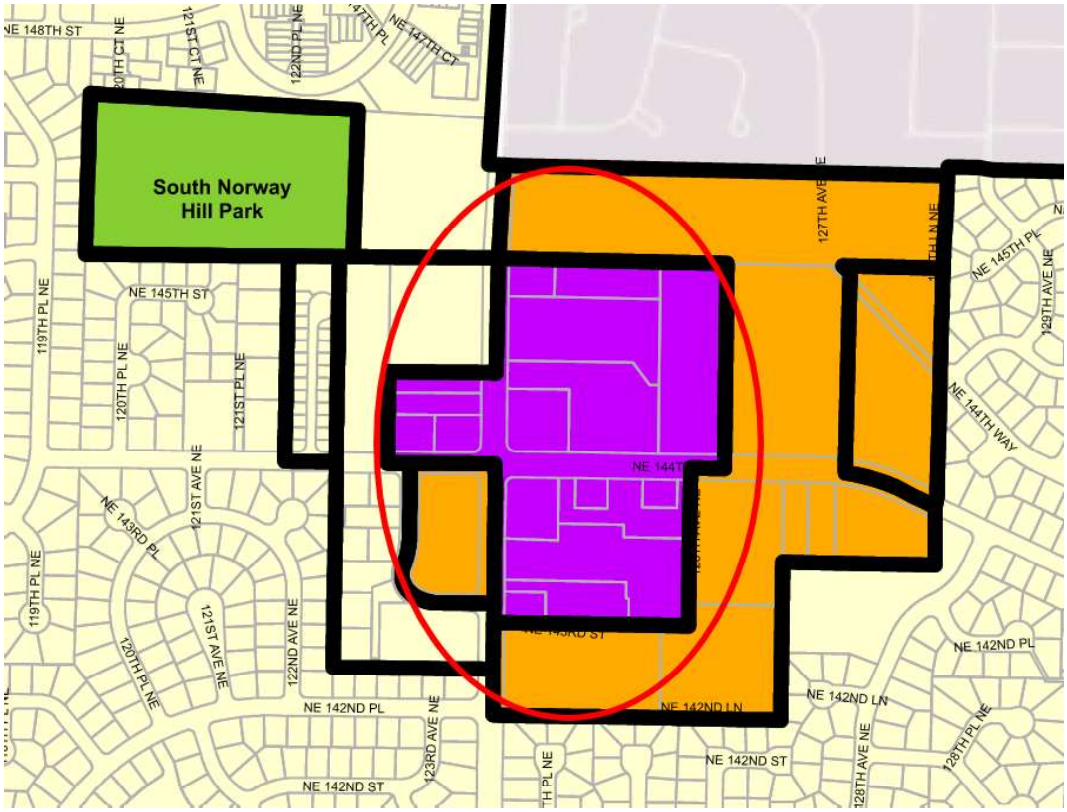
The Kingsgate commercial area is defined as a "Neighborhood Center" (mixed use) in the Land Use Element of the Comprehensive Plan. The Neighborhood Center is located on both sides of 124th Avenue NE between NE 142nd Place and NE 145th Street. The center provides the neighborhood with a variety of businesses and services, including a grocery store and recreational facilities. See Figure K-1, Kingsgate Land Use Map.

Kingsgate Neighborhood Center – Commercial Shopping Area

Source: merlonegeier.propertycapsule.com

As part of a future study of the Kingsgate Neighborhood Center or other City public review process, consideration should be given to establishing potentially higher densities along arterials near the commercial area while remaining mindful of the current restraints of the neighborhood. Increasing residential capacity in these areas would help foster additional housing opportunities near shops and services and would further support transit ridership levels. The boundary of the Neighborhood Center should be considered dynamic in order for the neighborhood to remain flexible in its ability to meet the needs of the community. See goals and policies in the Land Use Element chapter of the Comprehensive Plan.

Kingsgate Neighborhood Center Land Use



Policy K-6: Expand and retain neighborhood oriented commercial services and neighborhood-serving retail options, especially grocery stores.

The existing Kingsgate Neighborhood Center offers a wide range of uses, including a grocery store, banking services, restaurants, a variety of retail shops, and entertainment and recreation facilities. These businesses provide convenient access to daily necessities to nearby residents, visitors, students and local employees, and should be retained as the area evolves. It is important to the community that indoor and outdoor gathering places be established within and in proximity to the Neighborhood Center. Possible gathering places could be coffee shops, community centers, center fountains and plazas, and bench areas.

Sno-King Ice Arena located within the Kingsgate Neighborhood Center

Source: snokingicearenas.com

Policy K-7: Promote the revitalization of the Kingsgate Neighborhood Center into a mixed-use, pedestrian oriented development that provides opportunity for inclusive gathering spaces, vibrant commercial uses, and housing at all affordability levels.

To achieve the vision of the Neighborhood Center as a pedestrian-oriented commercial center with access to housing, greenery, and a diverse business landscape, redevelopment should leverage current allowances within the Kirkland Zoning Code to increase housing variety in Kingsgate. All improvements should enhance safety and create a more vibrant, people-oriented environment, while prioritizing the necessary to ensure the site's successful transformation.

Prioritized commercial uses should be those that cater to the everyday needs of the immediate neighborhood, such as grocery stores and markets. The scale and function of the center should be supportive of the surrounding residential uses of the neighborhood. Ground floor uses should be primarily retail and commercial (nonresidential). Commercial uses should be oriented toward adjacent arterials and pedestrian pathways. Surface parking areas should be located away from the street when feasible. The parking areas should also include natural aesthetic improvements such as tree and low shrub landscaping features. See policies in the commercial and mixed use section of the Land Use Element chapter.

Policy K-8: Establish design regulations for the Kingsgate Neighborhood Center, including requirements that prioritize greenspace, a lower cost of building housing, sustainability, gathering locations, accessibility, lighting and safety.

Thoughtful urban design creates active commercial areas by emphasizing human scale development and strategic building placement. By reducing the visual impact of parking areas and enhancing connections between commercial areas and surrounding residential neighborhoods, design regulations can support sustainability and accessibility. For the Kingsgate Neighborhood Center, these regulations should apply to all new, expanded, and remodeled commercial, multifamily or mixed-use buildings. See policies in the commercial and mixed use sections of the Land Use Element chapter.

Policy K-9: Ensure newly established design regulations highlight the demand for cultural amenities, social spaces, and other features that make the Neighborhood Center a welcoming and inclusive destination.

As one of Kirkland's most diverse neighborhoods, Kingsgate should explore opportunities to improve public gathering spaces with art created by formal and informal cultural groups in the neighborhood, provide space for multicultural events and festivals, and explore feasibility of public performance spaces. Supporting arts and culture is an important part of Kirkland's identity. It is critical to encourage local and emerging artists as well as established artists to continue to grow this movement.

Policy K-10: Continue partnering with the King County Library System to strengthen and expand the public services provided by the Kingsgate Library.

People in Kingsgate resoundingly identify the library as a highly valued community asset. Adjacent to the Kingsgate Neighborhood Center, the Kingsgate Library provides the public with free computing services, printing services, study rooms, and children's programs. Recently, a growing need for translation services and translation resources to meet the diverse needs of the Kingsgate community has emerged. In addition to the services provided, the public library provides spaces and opportunities for connection and belonging, which are lacking in Kingsgate, especially for people with disabilities and their families.

The City should continue working with the King County Library System and committing resources to support and enhance this valuable asset.

Kingsgate Library – one of two libraries in Kirkland

Policy K-11: Provide a neighborhood gateway feature and streetscape improvements near the Kingsgate Neighborhood Center or northern border of the City and neighborhood.

A gateway feature, such as signage, landscaping, or sculptures, should be provided somewhere near the northern border and entrance to the City or the entranceway to the commercial area. As part of future development, the City may require dedication or easement rights for land for a neighborhood entrance sign or landscape feature.

5. NATURAL ENVIRONMENT

Kingsgate's Neighborhood Plan policies provide objectives that protect and enhance the quality and function of the natural ecosystems of the neighborhood, protect life and property from environmental hazards, and increase visual and direct access to the bountiful environmental amenities. Natural features help maintain water quality, help replenish underground water sources, sustain wildlife and fish habitats, and provide highly valued opportunities for the community to connect with nature.

The map figures K-2 through K-3b below show the critical areas within the Kingsgate Neighborhood. See the Sustainability, Climate and Environment Element Chapter of the Comprehensive Plan for more information and policies about protection of wetlands, streams and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, tree removal and development in critical areas.

Policy K-12: Protect and enhance wetlands, streams, and their associated drainage basins.

It is important to protect and enhance the wetlands and streams in the Kingsgate neighborhood through management of activities affecting vegetation, water, and the land. Protection of the natural resources preserves fish and wildlife habitat, maintains water quality, prevents degradation or loss of natural features and functions, and minimizes risks to life and property. See additional goals and policies in the Sustainability, Climate, and Environment Element for preservation and enhancement of streams and wetlands and their buffers in sensitive areas.

Figure K-2: Kingsgate Wetlands, Streams, and Lakes

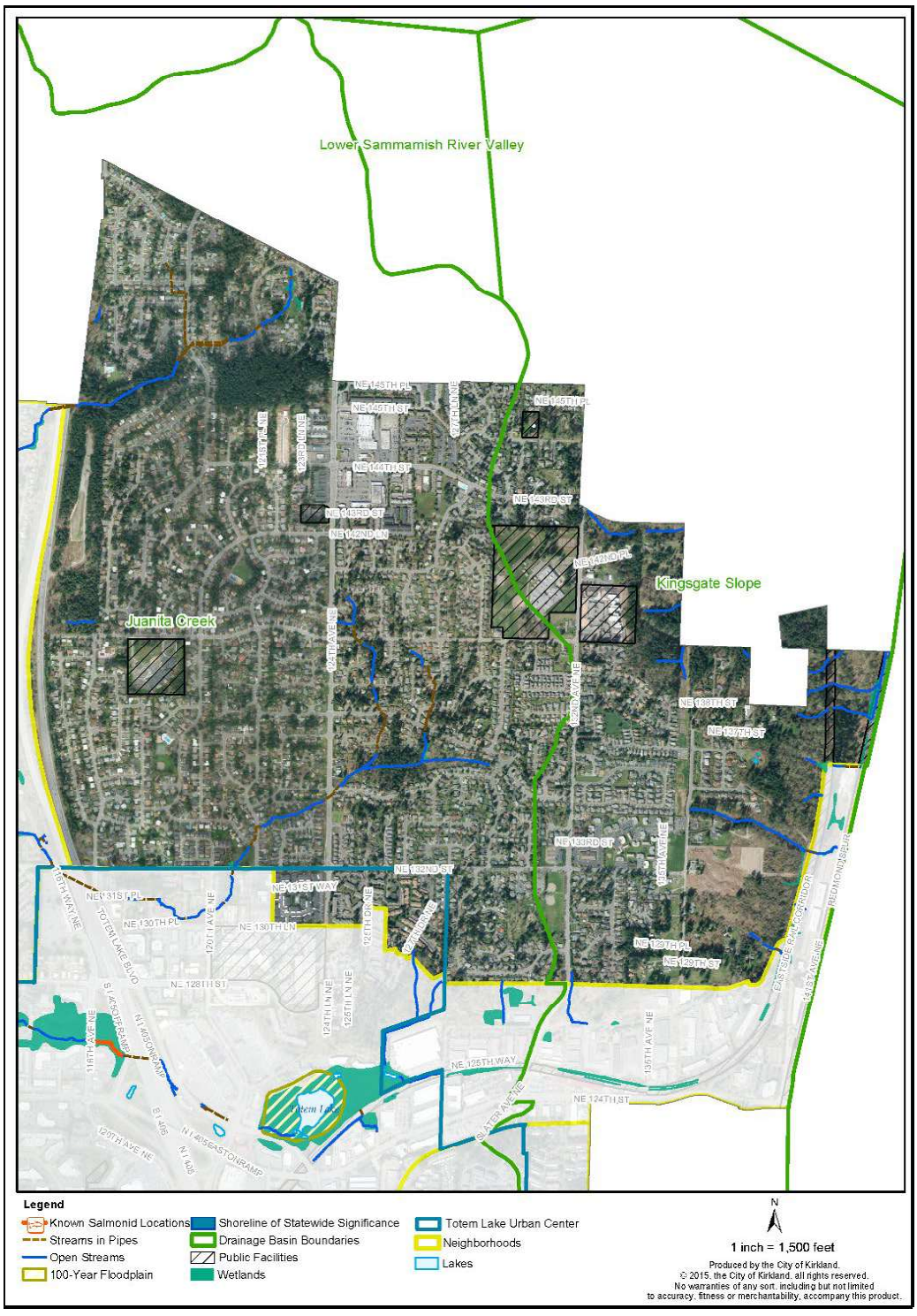


Figure K-3a: Kingsgate Landslide Susceptibility

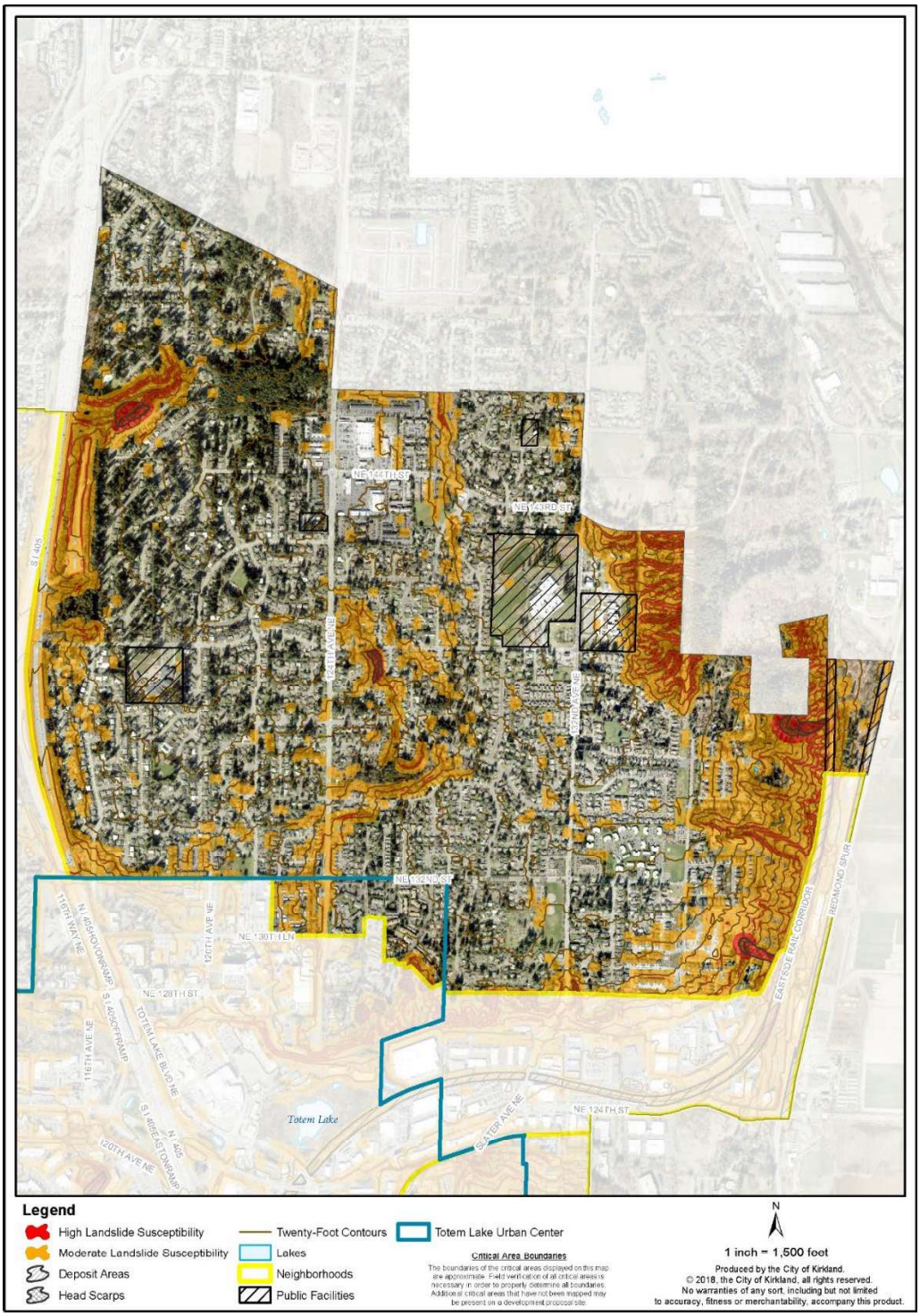
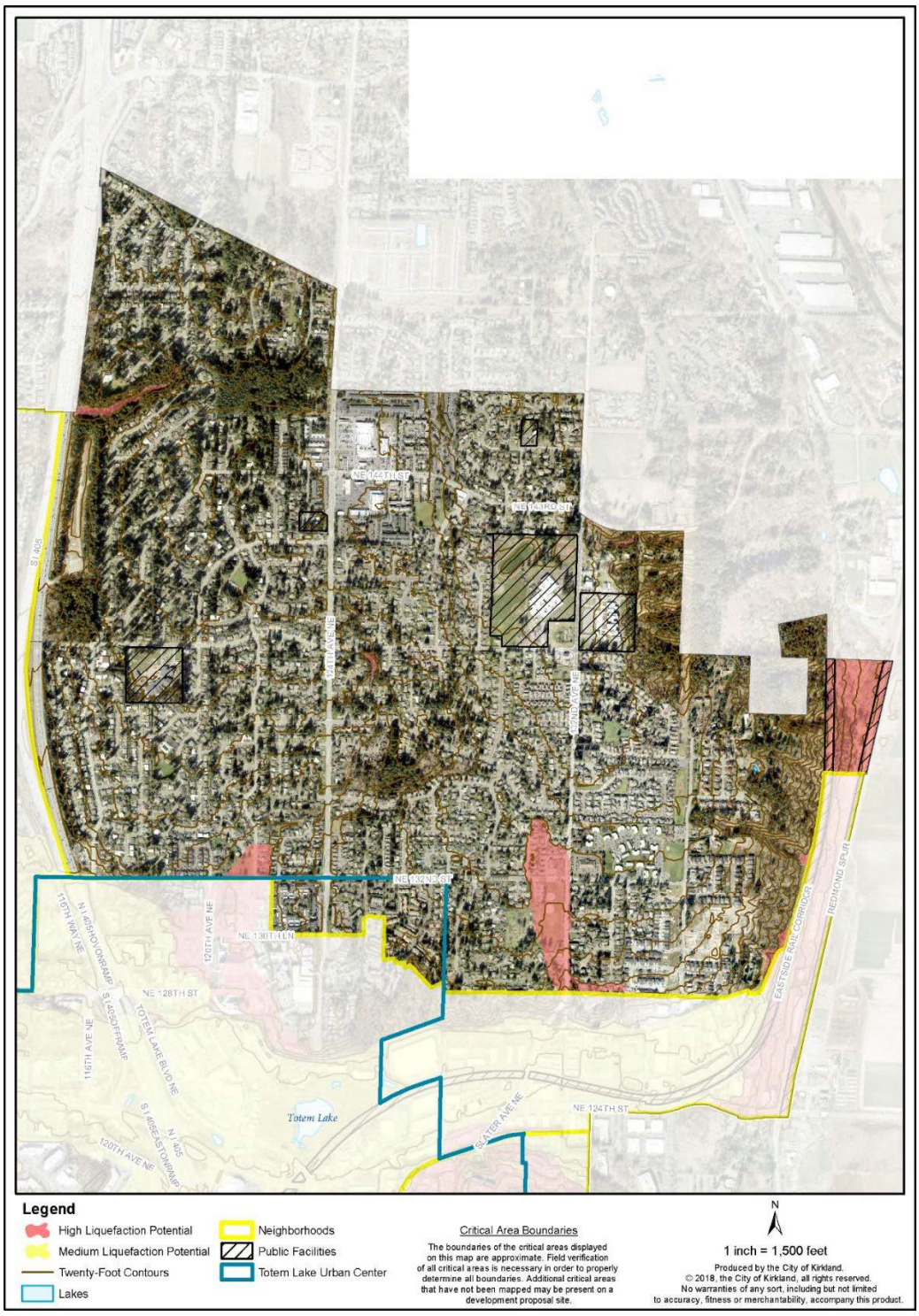


Figure K-3b: Kingsgate Liquefaction Potential



Policy K-13: Protect and rehabilitate existing vegetative corridors along the boundaries of the neighborhood.

Vegetative corridors exist along the boundaries of the neighborhood. Along the east boundary, much of the vegetative corridor is located on steep slopes that have been designated as geologically hazardous areas. Along the west boundary, the vegetative corridor protects residential development from impacts due to I-405 traffic. Along the north boundary, a vegetation corridor is located in part of the East Northway Hill Park owned by Bothell. The Totem Lake neighborhood contains a greenbelt easement bordering the southeast boundary of the Kingsgate neighborhood. These vegetative corridors minimize erosion on steep slopes, enhance the visual character of the neighborhood with dense tree canopy and provide wildlife corridors. Vegetation in these corridors should be retained to the maximum extent possible when development or redevelopment occurs.

Policy K-14: Frequently evaluate and monitor neighborhood tree canopy levels to ensure equitable access to the positive health and wellness benefits associated with an increased urban tree canopy.

Tree Coverage at Kingsgate Park

Policy K-15: Invest in green infrastructure projects, such as parks, greenways, urban forests, and green roofs, in underserved areas of the neighborhood to enhance air quality, address tree canopy loss inequities, and provide recreational opportunities.

6. PARKS AND OPEN SPACE

The City's Park Recreation and Open Space (PROS) Plan is a six-year guide and strategic plan for managing and enhancing park and recreation service in Kirkland. The importance of both public and private park facilities and open spaces to meet the community's needs is discussed in the plan. The PROS Plan includes neighborhood-based recommendations for acquisition of park land and improvements to the park facilities.

The Kingsgate neighborhood has four public parks: two community parks and three neighborhood parks. Two of the parks are undeveloped and one park is not owned by the City. The parks include 132nd Square Park, a developed park; Kingsgate Park and South Norway Park, undeveloped parks; Hazen Hills Park, a park donated to the city by the community 2017; and East Norway Hill Park, owned by the City of Bothell. The PROS Plan has identified needed improvements to those parks owned by the City.

Hazen Hills Park in Kingsgate

In 2021, the City began a transformative renovation of 132nd Square Park, integrating innovative solutions aligned with the principles of sustainable development and environmental stewardship. As part of this comprehensive project, the installation of a state-of-the-art

stormwater system beneath the park's new synthetic turf multi-use field will not only enhance water quality but also mitigate runoff impacts on the waterways connecting Kingsgate and Lake Washington.

This initiative, funded primarily through grants from the Department of Ecology and the King County Opportunity Fund, underscores Kirkland's commitment to environmental stewardship and community well-being. By replacing the southern-most softball/soccer field's grassy surface with synthetic turf, the park will offer a resilient and playable space year-round, ensuring equitable access to recreational amenities for residents of all ages and abilities. Featuring additional enhancements such as an all-abilities playground, year-round restrooms, and picnic shelters, 132nd Square Park exemplifies Kirkland's dedication to creating inclusive and sustainable greenspaces that enrich the lives of its diverse communities. The park re-opened in July of 2023. Community members in Kingsgate continue to express needs for abundant park space that is both available for reserved and/or organized play, as well as times of unprogrammed free play for nearby neighbors.

Newly Renovated 132nd Square Park – Play Area and Synthetic Turf Field

The neighborhood also has five private parks that are owned by the underlying homeowner's association. These parks offer a mix of important recreational space, including pools, tennis courts and playgrounds, and ball fields for the residents of those homeowners associations. These private parks include Kingsgate 1 and 2, Kingsgate 3 and 4, Kingsgate 5, High

Woodlands, and Upland Green Neighborhood Associations.

Kingsgate 5 Pool

In addition, the Kingsgate neighborhood also has a variety of open space tracts, some of which are not suitable for construction or are located within streams and/or on steep slopes.

To meet the City's level of service standards for overall distribution and equity, the PROS Plan has identified a need for park acquisition in the northeastern and central portions of Kingsgate.

Policy K-16: Implement the projects identified in the PROS Plan as funding and City resources become available.

The recreational needs of the neighborhood will be more fully met when the projects in the PROS Plan identified for Kingsgate are completed. See the PROS Plan for more detail and the goals and policies in the Park, Recreation and Open Space Element chapter of the Comprehensive Plan.

Policy K-17: Prioritize establishing new neighborhood park area where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

7. TRANSPORTATION

The circulation patterns in Kingsgate are well established. The primary north-south routes through the neighborhood are via 124th Ave NE, 132nd Ave NE and I-405. The primary east-west route is NE 132nd Street, and to a lesser degree NE 144th Street/NE 143rd Street. The collector street of 132nd Ave NE provides access to both Kamiakin Middle School and John Muir Elementary School while NE 140th Street serves Robert Frost Elementary School. 124th Ave NE and NE 144th Street provide access to the neighborhood's commercial area. Many of the older established subdivisions contain cul-de-sac streets that limit through connections. Improvements in street lighting on NE 140th Street, NE 132nd Street east of 132nd NE Ave, and 136th Ave NE/NE 128th Street (a school walk route) is desired. See Figure K-4, Kingsgate Street Classifications.

Streets

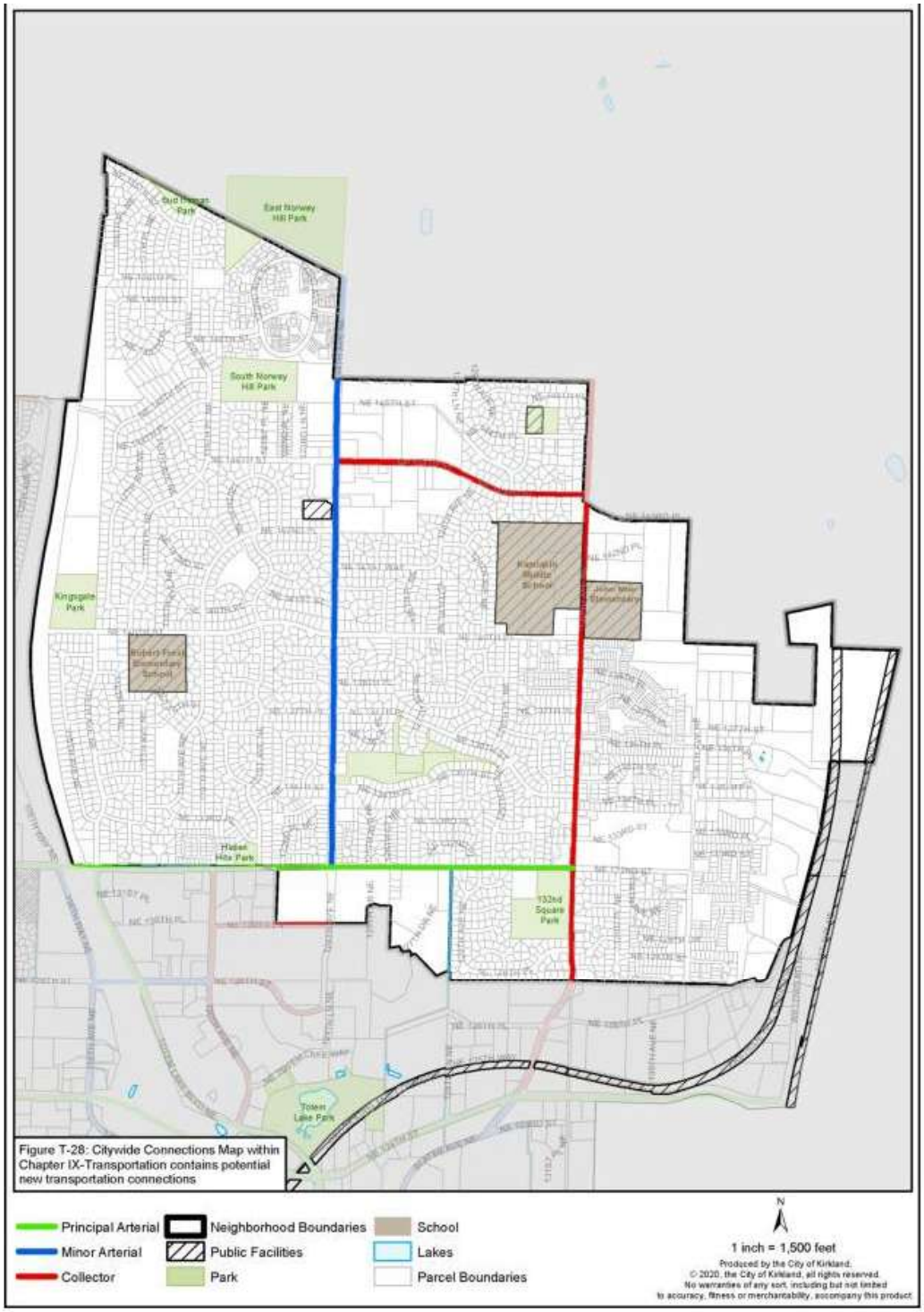
Policy K-18: Install traffic calming measures to reduce speeds and promote safety throughout the neighborhood.

Measures described in the Transportation Element and Transportation Strategic Plan, and other transportation programs should be implemented to reduce speeds and improve public safety on neighborhood streets, such as speed radar feedback signs, traffic calming, street striping and reconfiguration, and lower speed limits.

John Muir Elementary School

Kamiakin Middle School

Figure K-4: Kingsgate Street Classifications



Policy K-19: Make road, bicycle, and pedestrian improvements in the neighborhood to enhance area wide circulation and provide connections to surrounding neighborhoods.

Pedestrian and bicycle connections should also be made between neighborhoods to provide through connections to and from the Totem Lake, Juanita, North Rose Hill and Kingsgate neighborhoods, the Sammamish Valley, and to the Cross Kirkland Corridor. These connections would serve people walking, biking, and rolling and improve access to commercial centers, schools, parks, and other facilities.

The Totem Lake Connector pedestrian bridge was completed in 2023 and is an important addition to the City's off-street transportation infrastructure. The Connector was aptly named due to its presence as the connecting piece between two portions of the Cross Kirkland Corridor that were previously divided by a major intersection. While the new bridge is not within the Kingsgate Neighborhood boundaries, it is an important active transportation connection that links to the Kingsgate active transportation network to provide a safe, convenient option for walking, biking and rolling trips to Totem Lake Urban Center and beyond. The Totem Lake Urban Center is designated as the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

An overpass crossing at I-405/NE 140th Street should be constructed for bicyclists and pedestrians to provide convenient and safe access to and from the Juanita neighborhood. The only available direct access is currently along NE 132nd Street.

Policy K-20: Prioritize projects making enhancements to the street network that would result in the following improvements:

124th Ave NE, north and south of NE 144th St:

- *Provide additional pedestrian safety improvements, such as pedestrian signage, safety refuge islands, additional crosswalks, and signals, at key locations that serve existing and emerging destinations within the commercial center.*

- *Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use where appropriate.*

- *As the first major intersection within Kirkland City limits/along the northern City limit boarder, coordination between Bothell, Woodinville and Kirkland jurisdictions should occur near this area to address common traffic flow concerns.*

124th Ave NE and NE 140th St:

- *Install traffic calming measures at this intersection to promote safety of walking, biking, and rolling community members.*

- *Complete the recommended greenway on NE 140th St as proposed in the Active Transportation Plan.*

- *Crosswalk enhancements and appropriate signage to bring attention to the existing school walking route.*

NE 132nd ST, between 124th Ave NE and 132nd Ave NE:

- *Provide sidewalk improvements to ensure accessibility*

K-21: Implement transportation improvements that support the existing and future planned land uses in the Neighborhood Center and the surrounding area.

Public Transit

Policy K-22: Encourage frequent reliable public transit through strategic land use decisions along established transit routes and at key destinations within the neighborhood.

Policy K-23: Support transit use by enhancing accessibility to major transit corridors in and near the neighborhood and providing additional improvements to waiting areas.

Specifically near the newly renovated 132nd Square Park, the Kirkland Heights Apartments, and further north near the Kingsgate Neighborhood Center, transit waiting areas should be accessible, easy to locate and inviting for those looking to conduct active transportation within the neighborhood.

Policy K-24: Coordinate with neighboring jurisdictions, regional transit agencies, and other stakeholders to prepare for and support the Washington State Department of Transportation (WSDOT) Interstate-405 (I-405)/Brickyard to SR 527 Improvement Project.

The I-405/Brickyard to SR 527 Improvement Project led by WSDOT began construction in Spring of 2024. This project design supports Sound Transit's Stride Bus Rapid Transit (BRT) and focuses on improving transportation mobility and reliability throughout the region. While the improvement corridor lies primarily in Bothell on I-405, the project includes a stop at the Brickyard Road Park and Ride, which will be accessible from the Kingsgate neighborhood via a new pedestrian bridge at NE 155th Street. This improvement will also increase access opportunities to the Tolt-Pipeline Trail.

Additionally, the project will construct fish passage for Juanita Creek, noise walls, and local street improvements.

Visual rendering showing the design concept of the inline Stride station on I-405 at the Brickyard Park & Ride station, projected to be complete by 2028. Note: this is a conceptual design, and details are subject to change.

Source: WSDOT.wa.gov

Pedestrian and Bicycle System

Policy K-25: Install sidewalks and pathways to complete the City's planned pedestrian circulation system.

The Kingsgate neighborhood has an extensive system of sidewalks and public and private paths that provide both recreation amenities and alternative transportation options. See Figure K-5, Kingsgate Pedestrian System. Some areas have sidewalks on both sides, others have sidewalks only on one side, while some have no sidewalks. Currently, the sidewalk system is not fully accessible by wheelchair users.

As development and redevelopment occurs, sidewalks should be completed and public pedestrian pathways should be constructed to complete connections to schools, parks, libraries and other public facilities, major street routes and the Kingsgate Neighborhood Center to provide a complete pedestrian circulation system that is accessible to all regardless of age or ability. Improvements to safe school walk routes should be a priority and include walk route signage and marked crosswalks. See goals, policies, and the safe school walk route figure in the Transportation Element chapter of the Comprehensive Plan.

Policy K-26: Provide access to the CKC, the Eastrail, and the Tolt-Pipeline Trail.

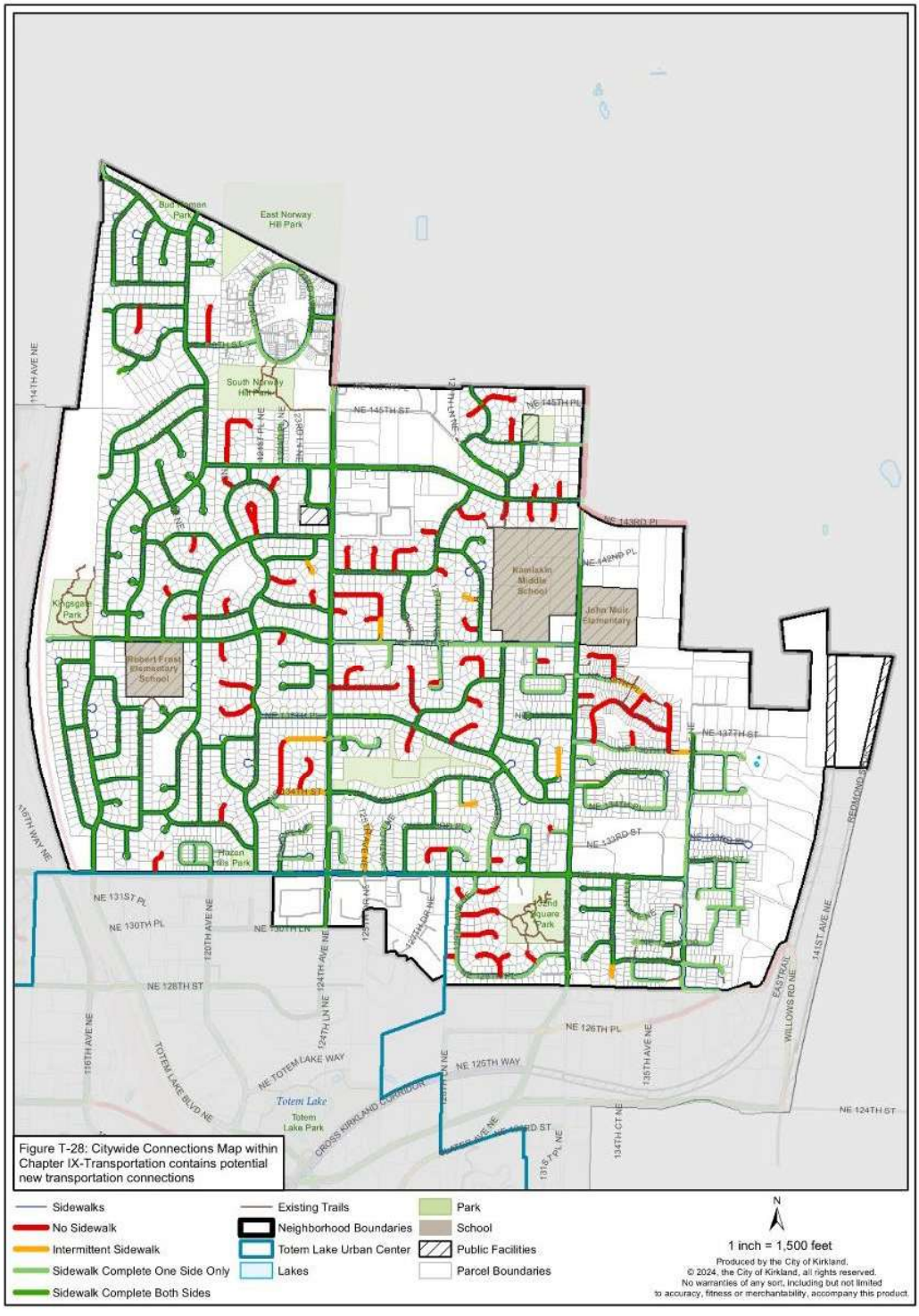
The northern portion of the Eastside Rail Corridor (continuation of the Cross Kirkland Corridor/CKC) is located in the eastern portion of the neighborhood. The City supports development of the Eastrail owned by King County, as a multimodal transportation corridor similar to the CKC. With development, redevelopment or platting, public pedestrian and bicycle access easements and improvements should be provided across properties adjacent to the Eastrail consistent with any development plan for the Eastrail.

The Tolt-Pipeline Trail is an unpaved equestrian, pedestrian and mountain bike trail that runs along the northern border of Kirkland and the Kingsgate neighborhood. It stretches 12 miles and connects several cities within the region such as Kirkland, Bothell and Woodinville. As described in the Transportation Strategic Plan, access opportunities should be provided to these regional trails to enhance mobility within the area.

Policy K-27: Promote walking, biking, and rolling trips with proper infrastructure as development occurs or through public funding opportunities:

- *Along school walk routes;*
- *Between public transit bus stops and residential areas;*
- *Connecting to the recommended NE 140th ST greenway; and*
- *Connecting to activity areas, including parks, the Kingsgate Library, Kamiakin Middle School, and retail opportunities.*

Figure K-5: Kingsgate Pedestrian System

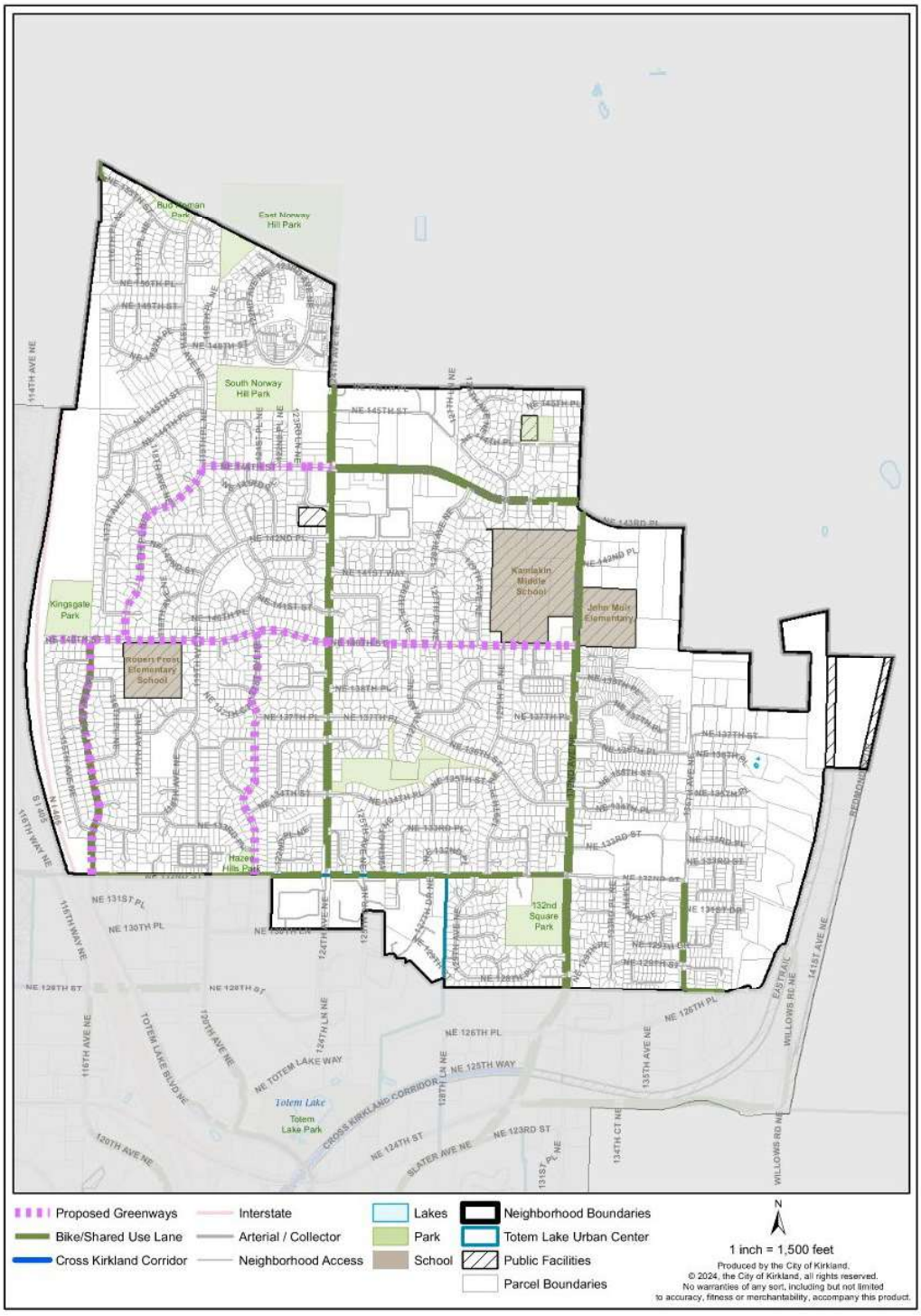


Policy K-28: Install bicycle lanes and greenways to complete the City's planned bicycle system.

The Kingsgate neighborhood has striped bicycle lanes along 124th Ave NE, 132nd Ave NE and NE 132nd Street. See Figure K-6, Kingsgate Bicycle System. Bike lanes and greenways provide both recreational amenities and alternative transportation options. As development and redevelopment occur, bike lanes should be installed, and greenways improved consistent with the City's Active Transportation Plan. See additional goals and policies in the Transportation Element chapter of the Comprehensive Plan.

Bike lane along 132nd Ave NE

Figure K-6: Kingsgate Bicycle System

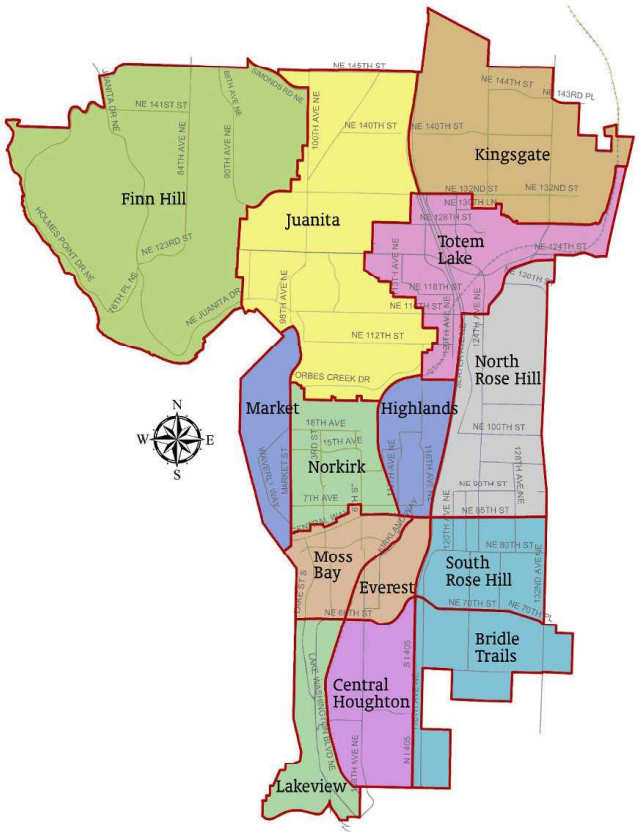


12.H. Lakeview Neighborhood Plan

1. OVERVIEW

The Lakeview Neighborhood is bounded by Lake Washington on the west and the Cross Kirkland Corridor and the Central Houghton Neighborhood to the east (See Figure L-1, Land Use Map). Lake Washington Boulevard and Lakeview Drive provide north-south vehicular, bicycle and pedestrian connections from the SR 520 interchange to Downtown Kirkland and adjacent neighborhoods. The Yarrow Bay Business District serves as a southern gateway to the city.

Kirkland Neighborhoods Map



The Marsh and Houghton Beach waterfront parks are recreational hubs for neighborhood residents and visitors, while Terrace Park serves as a neighborhood park. Yarrow Bay wetlands with its lush tree canopy functions as a pristine wetland and stream system and provides critical wildlife habitat while serving as a sanctuary from surrounding urban development.

Land uses within the neighborhood consist of a variety of residential intensities, offices, and neighborhood-oriented businesses. Carillon Point is an important employment center and regional tourism draw with its mix of offices, retail, hotel, restaurants, housing, and marina on the shores of Lake Washington. The Yarrow Bay Business District contains large office parks with limited services for businesses and freeway travelers.

The policy direction for the waterfront is established in the Shoreline Area Chapter of the Comprehensive Plan. The thrust of those shoreline policies is to support residential uses, permit water-dependent commercial uses where commercial uses presently exist, and place a high priority on public access to the water either through park acquisition or pedestrian easements.

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Lakeview Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Located along the eastern shores of Lake Washington the Lakeview Neighborhood has a special waterfront town charm. The Lakeview community values the visual and physical connection to Lake Washington. Wide, expansive views of the lake and the Olympic Mountains have been sustained because of careful selection and placement of trees and vegetation, to avoid view obstruction of the lake from public streets and properties to the east. Over time the neighborhood has maintained its unique waterfront identity.

The neighborhood is a mix of residential areas, offices, neighborhood-oriented businesses and two commercial centers – Carillon Point and the Yarrow Bay Business District. Adequate parking is available on streets for easy access to neighborhood-oriented businesses in the center of the neighborhood.

Infill development on the Houghton and Yarrow Bay slopes continues while maintaining the physical features of the hillsides and retaining trees to the maximum extent. Overall, the neighborhood experiences low to medium intensity infill development.

The Yarrow Bay Business District is a vibrant pedestrian urban village with a mix of commercial uses, housing, hotels, and services for businesses, residents, visitors, as well as transit users and freeway travelers. The Business District has evolved over time to incorporate pedestrian oriented improvements such as landscaped green spaces and plazas for people to gather, public art, and improved street design with decorative pedestrian lighting.

The South Kirkland Park and Ride lot has transformed from a surface parking lot and transit center to a transit-oriented development with additional parking stalls to serve transit riders, a mix of housing for a range of incomes, commercial services, improved vehicular and pedestrian access to the site and is a well-designed architectural gateway to the city.

The street network in Lakeview is well established. A Corridor Plan for Lake Washington Boulevard has resulted in creating a streetscape design that includes wide sidewalks, landscaping, pedestrian decorative lighting, benches, and art. Improvements to both Lake Washington Boulevard and Lakeview Drive have increased pedestrian and bicycle safety and reduced traffic congestion.

Pedestrian and bicycle trails provide increased connections between the Yarrow Bay wetlands, Lake Washington Boulevard, Watershed Park, Carillon Woods Park, and the Cross Kirkland Corridor.

Lakeview's parks are clean, well maintained, and enjoyable for residents, students, employees, and visitors. The waterfront parks are a model for how shoreline areas can provide a soft, natural shoreline to improve habitat with the planting of native vegetation. Access to a majority of the water's edge has been maintained for all people to enjoy the lake.

Streams and wetlands of the neighborhood are protected through management of development, maintaining existing vegetation and restoration projects. At the Yarrow Bay wetlands, people may observe the scenic beauty of the wetlands and wildlife habitat from viewpoints.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The Lakeview neighborhood is part of what was once the City of Houghton until 1968 when Houghton merged with Kirkland. As a result of the merger, the Houghton Community Council retained jurisdiction over land use decisions within the neighborhood until the Community Council was sunset by the Washington State Legislature in 2022.

Notable Houghton settlers were the Samuel French, the Jay O'Conner, the Curtis, the Fish and the Lute Marsh families. What is now known as the Orton House (Sutthoff House) at 4120 Lake Washington Boulevard was originally built in 1903 by realtor Charles Parrish for the Morris Orton family. The Orton house was then rented to a Dr. George Hudson Davis around 1910 and used as the area's first hospital and dental office. The Herman Schuster house (grandfather of Louis Marsh) was built just north of the Orton home. The French house was moved from its original location at 10126 NE 63rd Street to its present location at 4130 Lake Washington Boulevard in 1978.

The French House in the Lakeview Neighborhood

Curtis Landing dock and the Houghton Post Office Location

In 1929, Louis Marsh built the Marsh Mansion on the property (6610 Lake Washington Boulevard) his parents purchased in 1905. Marsh Park, donated by Mr. Marsh, is on the land he acquired when Lake Washington was lowered in 1916. Harry French and other Houghton residents commuted to Seattle to work in Yesler's Mill either by rowing boats, by horse or by daily ferry service. Harry French built a frame cabin for his family which later became Pleasant Bay's (original name for Houghton) first classroom and its first Sunday school.

On Lake Washington Boulevard between NE 59th and 60th Streets, two older buildings exist that have been used as an antique store and offices. One was built in the 1900s and was the early site of the Houghton Post Office.

Where Carillon Point is today was the original location of the Lake Washington Shipyard, started in 1905 by two brothers-in-law – Bartsch and Tompkins. The shipyard was an employment hub, building wood ships during the First World War, then steel ships during the Second World War.

Near this location, NE 52nd Street (Curtis Road) was the first street in Houghton connecting Lake Washington Boulevard to 108th Avenue NE (Cort Road). After the shipyards closed in the late 1940s, the site was used for many years as a practice facility for the Seattle Seahawks football team.

The Lakeview Terrace neighborhood south of NE 68th Street and Lakeview Drive was built in 1942 to serve as housing for the Lake Washington Shipyard workers during the Second World War and many of the existing homes remain today. Terrace Park was originally the site for a community center for the Lakeview neighborhood during the war. Around 1955, the buildings were converted to house the Houghton City Hall, library, fire station and police station.

Lake Washington Shipyards during WWI and WWII

For more detail on the history of Houghton see the Central Houghton Neighborhood Plan, and the Land Use Element for goals and policies regarding the preservation and designation of historic buildings, structures, sites and objects of historical significance.

Goal L-1: Encourage preservation of structures, sites and objects of historical significance in the Lakeview Neighborhood.

Policy L-1.1: Encourage property owners to preserve buildings, structures, sites and objects of historical significance.

The Land Use Element list of Historic Buildings, Structures, Sites and Objects includes the structures and sites in the Lakeview Neighborhood: the Marsh Mansion at 6610 Lake Washington Boulevard, the French House at 4130 Lake Washington Boulevard, and the Orton House at 4120 Lake Washington Boulevard, the Shumway site at 510-528 Lake Street S. (structure was moved to Juanita), Lake Washington Shipyards site at Carillon Point and the Lake House site at 10127 NE 59th Street. The Marsh Mansion is recognized on the National and State Registers of Historic Places and contains a Historic Landmark zoning designation.

Notwithstanding the language regarding historic structures in the Goals and Policies Section of this Comprehensive Plan, it is the intent of the Kirkland City Council that only residential use should be permitted in either the Orton or French houses at their present site. The Marsh Mansion is the only historic structure which should be considered as possibly appropriate for nonresidential use.

Policy L-1.2: Provide directional signs, markers and interpretive information at structures, buildings, sites or objects of historical significance.

Individual historic properties are encouraged to add historic plaques and interpretive signs. Additional directional signs and interpretive centers at or near structures, buildings, sites or objects of historical significance around the neighborhood would help bridge Houghton's rich history with future generations. Most of the original historic street names have been changed over the years. As street signs are replaced, the original street names could be added to

recognize the neighborhood's history. The Land Use Element of this Comprehensive Plan lists other techniques to preserve the neighborhood's history.

4. NATURAL ENVIRONMENT

Goal L-2: Protect and enhance the natural environment in the Lakeview Neighborhood.

Natural Water Systems

Policy L-2.1: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, and the wetlands and streams in the Carillon Creek, Yarrow Creek and Houghton Slope basins.

Four drainage basins and associated creeks flow through Lakeview toward Lake Washington: Yarrow Creek, Houghton Slope A, Houghton Slope B, Carillon Creek and Yarrow Bay wetlands (See Figure L-2, Lakeview Wetland, Streams and Lakes). These drainage systems provide important ecological functions such as flood and storm water conveyance, water quality, fish habitat, wildlife and riparian corridors, and open space benefits. Cutthroat trout inhabit Yarrow Creek. Cochran Springs Creek is considered a tributary to Yarrow Creek and also contains cutthroat trout, juvenile coho salmon and lamprey.

Where feasible, barriers within stream corridors should be removed to allow fish passage (such as through the SR 520 interchange, along Northup Way, and at the Cross Kirkland Corridor). Use of pesticides and fertilizer near stream and wetland areas is discouraged.

Policy L-2.2: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features and private property can be reasonably ensured.

Yarrow Bay wetlands function as a pristine natural wildlife reserve and water quality system filtering contaminants prior to discharge into Lake Washington. With improved access, the wetlands would also provide passive recreation and educational opportunities. Installation of publicly preserved and managed viewpoints would improve visual access to the wetlands and Lake Washington if they could be constructed to protect the natural system and rights of private property owners.

Soils and Geology

The Houghton and Yarrow Slopes contain soils susceptible to moderate to high landslide hazards particularly when wet or sliding as a result of earthquake activity (see Figures L-3a, Lakeview Landslide Susceptibility, and L-3b, Lakeview Liquefaction Potential).

Policy L-2.3: Manage development to protect potentially hazardous areas, such as landslide, erosion, and seismic areas.

Houghton Slope

The most sensitive portions of the Houghton Slope are generally south of NE 58th Street. The soil types there are prone to sliding and erosion, and the slopes are steep, averaging 15 percent with portions greater than 40 percent. There are several steep ravines which have a particularly high hazard of sliding because of the large amounts of groundwater in the slope causing

artesian pressure and many small streams. The trees and other vegetation on the slope help to provide slope stability. They also provide significant aesthetic value because of the wooded slopes, particularly for those who enter the city from the south on Lake Washington Boulevard.

Houghton Slope north of NE 58th Street, although less sensitive than the slopes further south, also bears careful scrutiny. This area is mostly developed with low and moderate intensity residential. Construction on or adjacent to these slopes may cause or be subject to land sliding, excessive erosion, and drainage or other problems associated with development on a slope.

Yarrow Slope

The Yarrow Slope, west and south of the Yarrow Bay Wetlands, has also been identified as having soils susceptible to moderate landslide hazards. Some landslides occurred in the early 1960s southward along the present location of SR 520. Nearby landslides, steep slopes, high water content, and peat deposits warrant additional geotechnical analysis to ensure slope stability. Locating structures on the site to minimize disruption to natural systems such as steep slopes, hillside streams and wetlands is preferred. Development on these slopes should consider the same development standards listed under the Houghton Slope land use sections below.

Some properties surrounding the Yarrow Bay Wetlands contain seismic hazard areas because the soil type is subject to risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. Regulations governing development on geologically hazardous areas are located in the Kirkland Zoning Code.

Policy L-2.4: Protect wildlife throughout the neighborhood and encourage the creation of backyard sanctuaries for wildlife habitat.

The National Wildlife Federation has designated the City of Kirkland as a certified Community Wildlife Habitat. The Community Wildlife Habitat Program for the City began in the Central Houghton Neighborhood. Lakeview contains many wildlife corridors connecting parks in the Central Houghton neighborhood and along stream channels to Lake Washington and Yarrow Bay Wetlands. Home and business owners are encouraged to improve wildlife habitat on their private property by planting native vegetation, and providing food, water, shelter and space for wildlife.

Figure L-2: Lakeview Wetlands, Streams, and Lakes

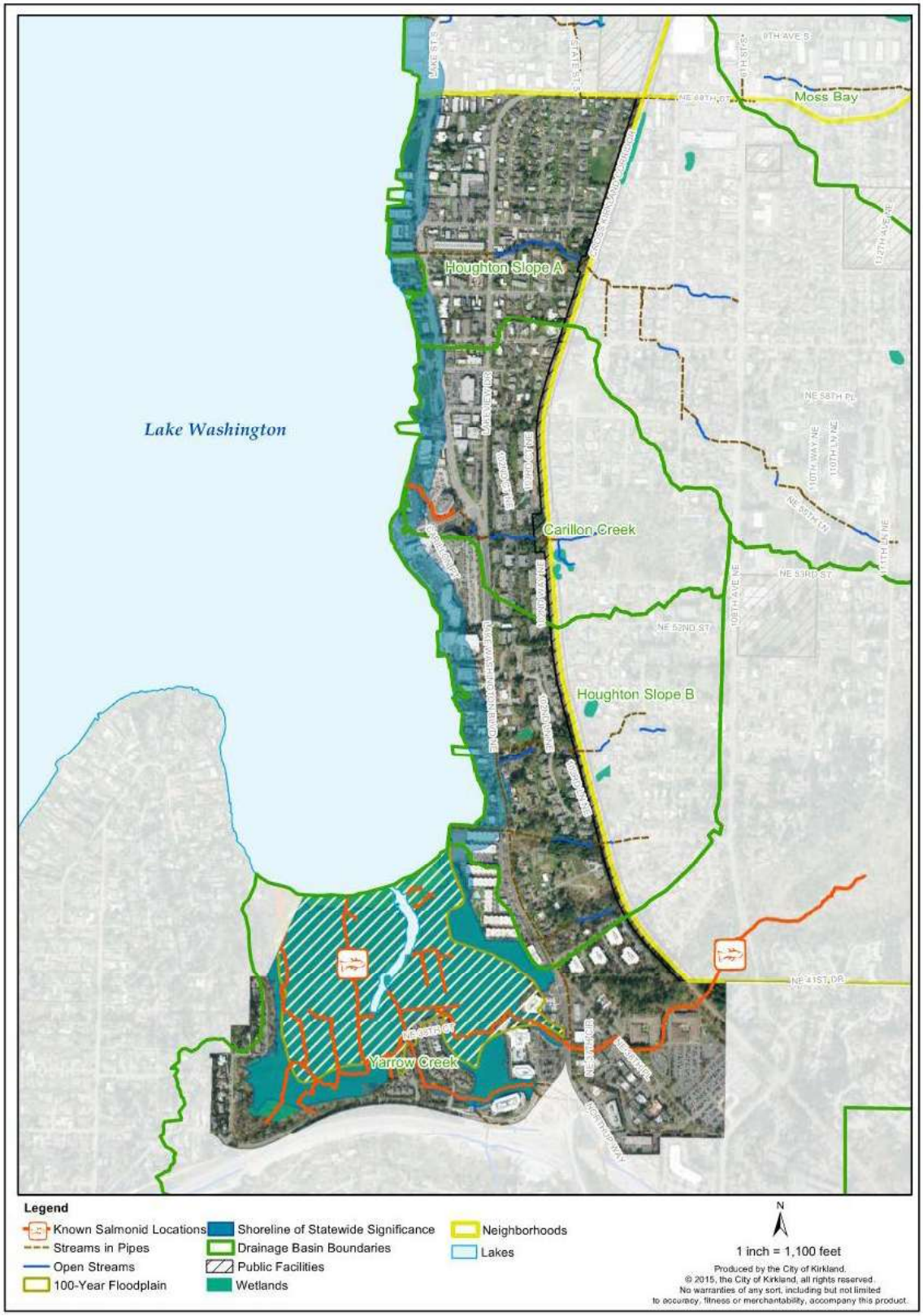


Figure L-3a: Lakeview Landslide Susceptibility

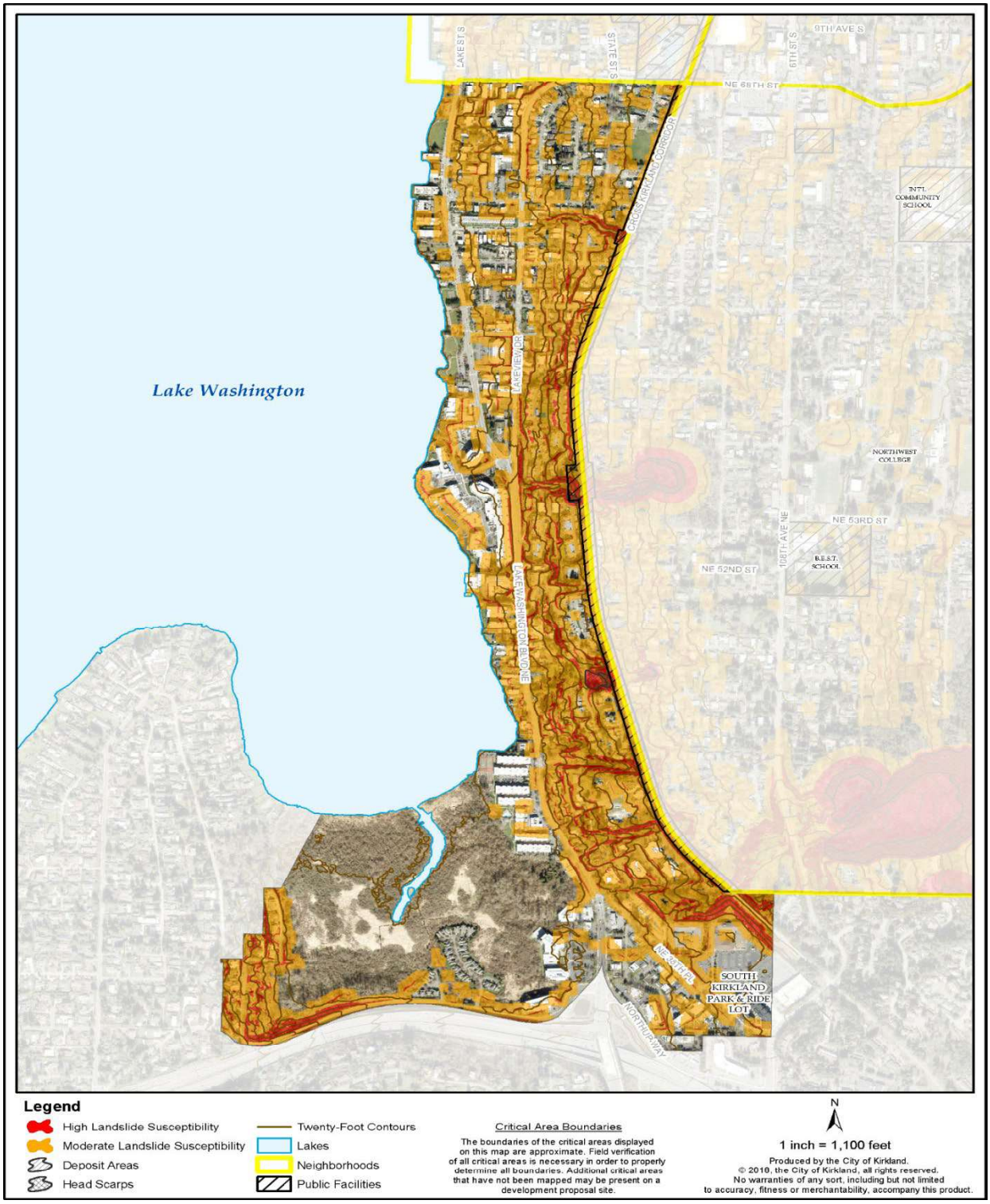
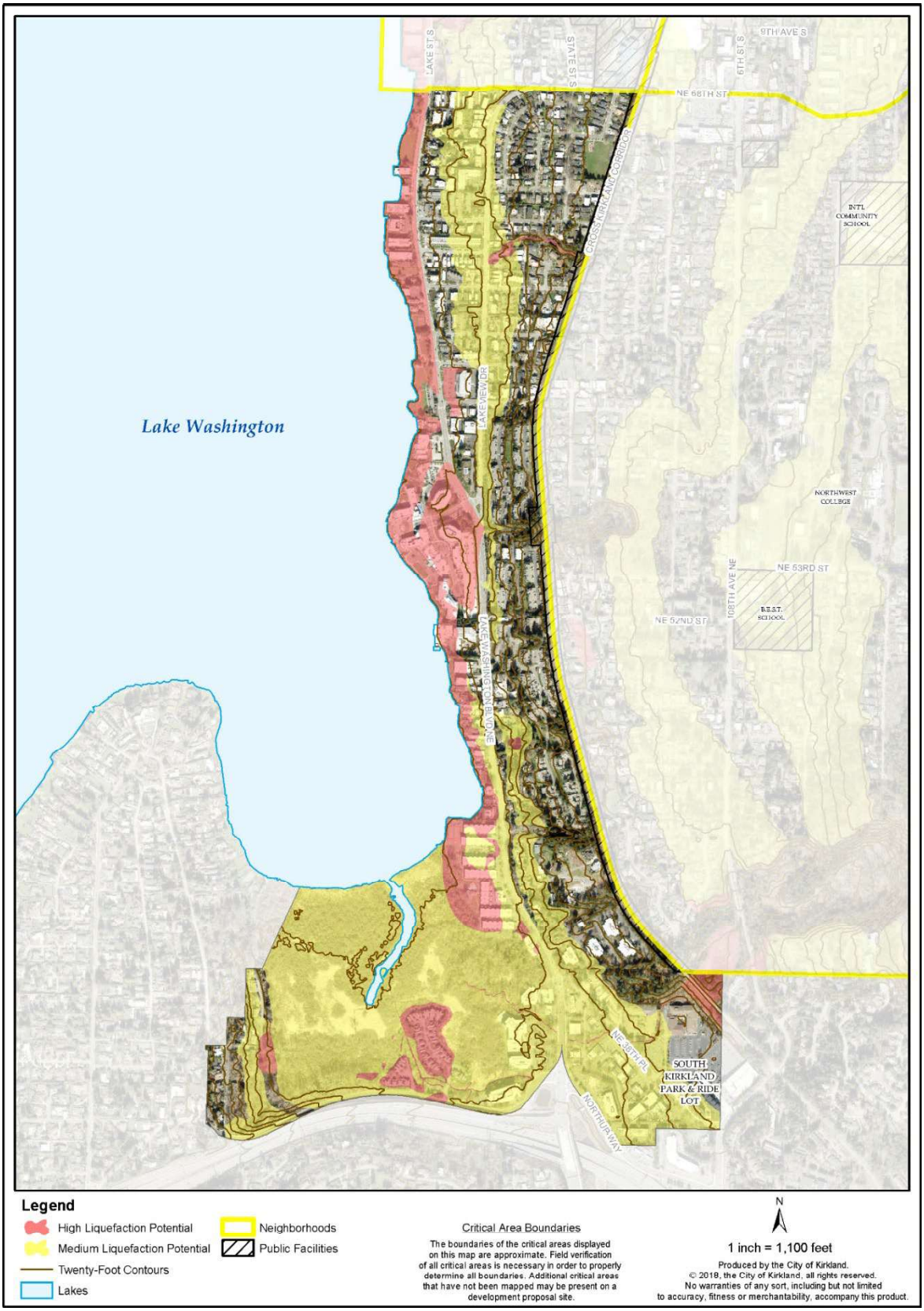


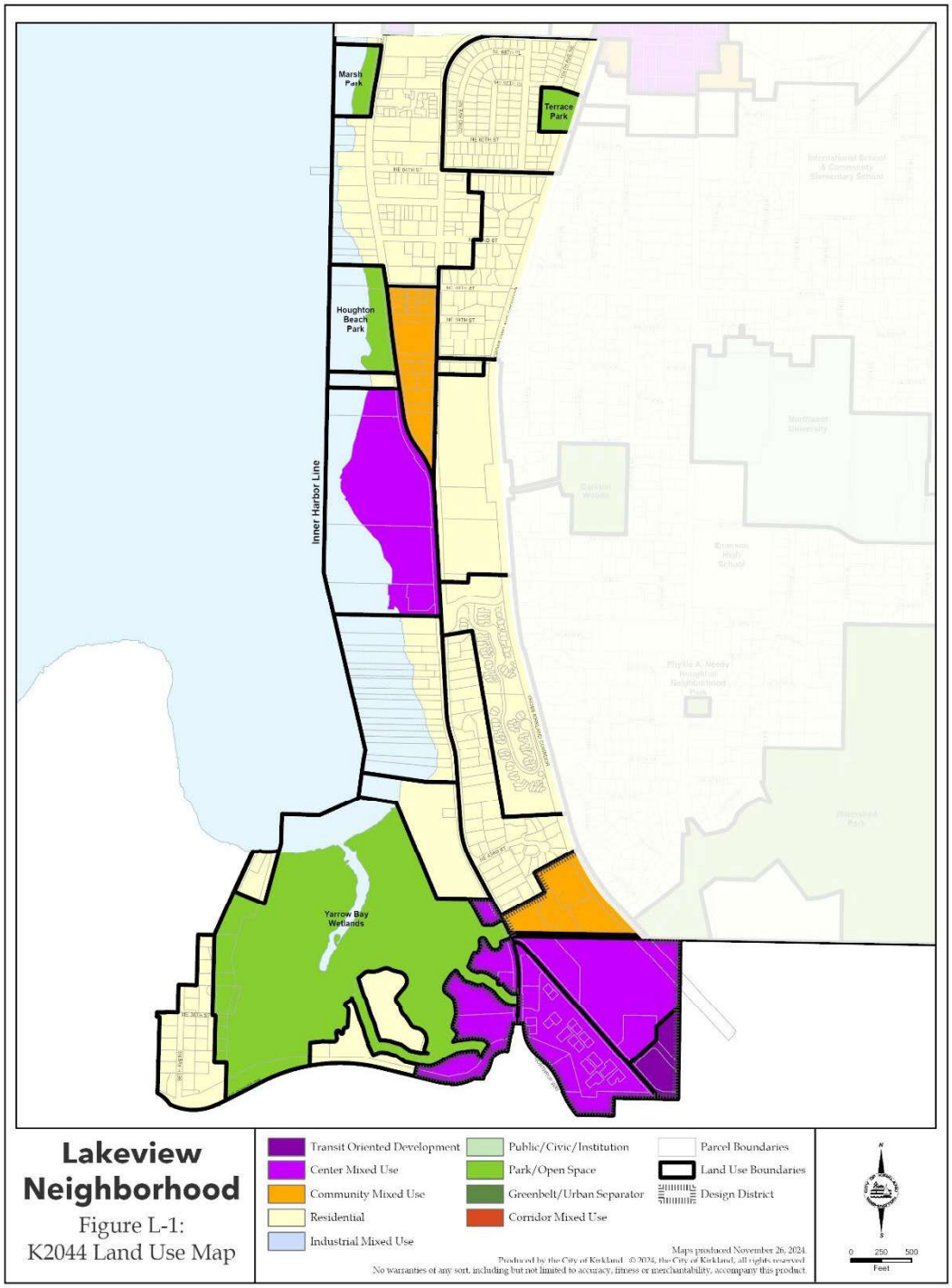
Figure L-3b: Lakeview Liquefaction Potential



5. LAND USE

Figure L-1 describes the land use designations throughout the Lakeview Neighborhood.

Figure L-1: Lakeview Land Use Map

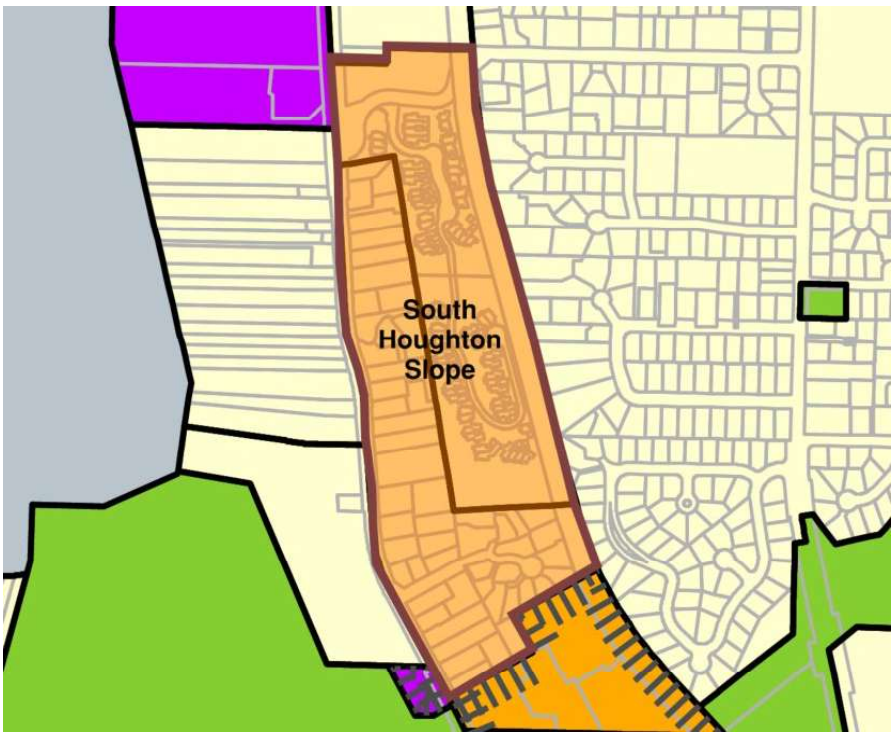


Residential

Goal L-3: Ensure that all people have access to a high quality of life and have affordable, accessible, and secure housing by encouraging infill development.

South Houghton Slope

The entire residential area south of NE 58th Street lies on the part of the Houghton Slope identified as containing High Landslide Hazard soils (see the Natural Environment section). Several underground springs, watercourses and forested ravines located along the hillside may contribute to slope instability.



The east portion of the slope is developed with the Yarrow Hill housing development. The majority of the lots in Planned Area 3C are long and narrow, and have steep sloped driveways making vehicular and emergency access to Lake Washington Boulevard challenging. In many instances, the line of sight distances for automobiles entering and leaving the flow are generally too short to be safe. For these reasons consolidating driveways and limiting vehicular access points along Lake Washington Boulevard should be a priority in the design of new development.

Policy L-3.1: Establish and monitor development standards on the South Houghton and Yarrow Bay slopes.

Given the unique physical constraints of the west portion of the South Houghton slope, the area should be treated as a planned area to allow for flexibility in site design, the location of structures and lot layout to protect steep slopes, existing water courses, and the retention of vegetation. Such techniques as aggregation of lots, smaller lots or clustering of units away from steep slopes should be encouraged.

Along the slope west of the Yarrow Bay wetlands, because of the presence of geological, wetland and stream constraints found in the area, residential development along the slope should also follow the development standards located in the Kirkland Zoning Code.

Goal L-4: Foster alternative residential development options that are complementary and exist cohesively with surrounding development while also reducing the cost of building housing.

Policy L-4.1: Promote a variety of development styles that provide housing choice in areas with lower residential intensities.

Providing housing options for a wide spectrum of households is an important objective to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics, such as smaller households and an aging population. Allowing design innovations can help lower land development costs and improve affordability. Alternative housing styles such as cottage, compact single-family, and common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition.

Policy L-4.2: Encourage diversity in the size of dwelling units by preserving and/or promoting small homes on small lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, and provides more housing choice. Allowing smaller lots can also be an option for property containing environmentally sensitive areas.

Policy L-4.3: Encourage more intensive residential development intensity in *the northern portion of the neighborhood west of Lakeview Drive.*

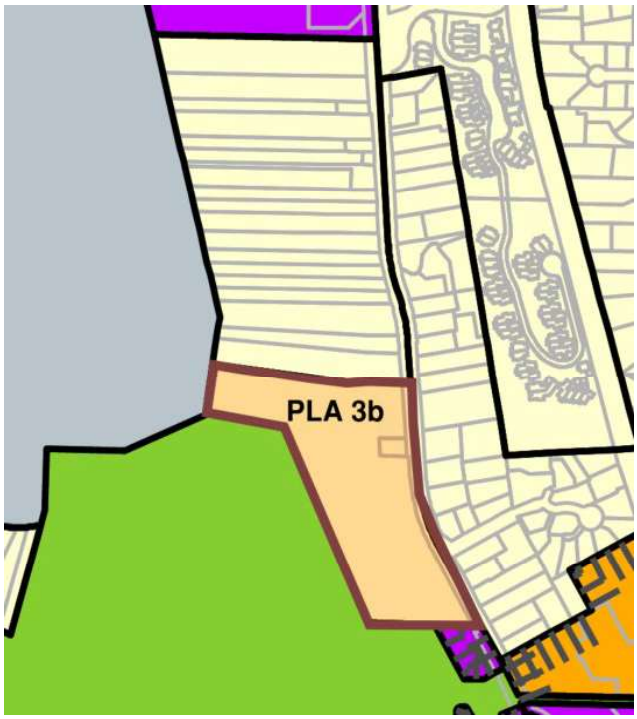
In the northern portion of the neighborhood west of Lakeview Drive, more intensive residential development is appropriate. Some parcels have stacked and attached unit development that is nonconforming under the current zoning. The Zoning Code contains the regulations governing nonconforming density.

Policy L-4.4: In the upland area of Planned Area 2 adjacent to Points Drive encourage development with higher intensities.

Planned Area 2 is located adjacent to the Yarrow Bay wetlands. Any development in this area should maintain the functional integrity of the wetlands and the biologic functions of storage and cleansing of runoff waters (see Shoreline Area Chapter and Natural Environment section). In 1987, the majority of the Yarrow Bay wetlands were dedicated to the City of Kirkland to ensure protection. The wetlands have also been identified as an area subject to uneven settlement problems. For the land west of the Yarrow Bay wetlands and along the shoreline, densities should be extremely limited. Upland portions of PLA 2, outside the shoreline boundary and adjacent to or with direct access to Points Drive, have been developed as multiunit residential development with increased intensity.

Policy L-4.5: Allow residential, hotel/motel, and limited marina use within Planned Area 3B.

Planned Area 3B



Planned Area 3B is fully developed with more intensive residential units in the form of apartments and condominiums. Because of its adjacency to existing single detached housing and more intensive residential uses on the east and north, the development of office or other similar nonresidential uses in Subarea B would not be desirable. Use of existing residential development for overnight lodging, however, would be acceptable.

North of Yarrow Bay, existing development on the shoreline is primarily residential. As discussed in the Shoreline Area Chapter of this Comprehensive Plan, residential uses should continue to be permitted along the shoreline.

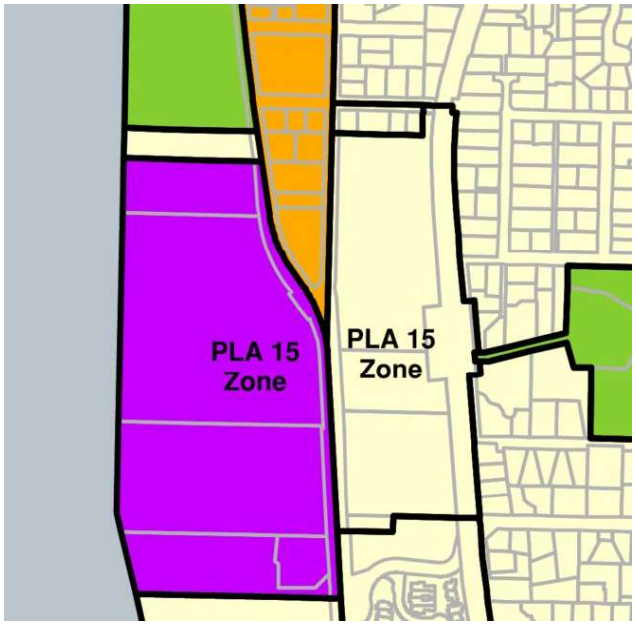
Policy L-4.6: Prohibit commercial uses along the shoreline south of Planned Area 15.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to site access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline activities are specified in the Shoreline Master Program.

Planned Area 15

Planned Area 15 is comprised of Subarea A located west of Lake Washington Boulevard and Subarea B east of Lake Washington Boulevard and Lakeview Drive.

Planned Area 15



For many years, most of Subarea 15A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. The site was used as the Seattle Seahawks training facility until the late 1980s. The site is now developed as Carillon Point, a mixed-use commercial center containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and accessory office buildings. The marina has been in existence since the 1950s. In 2008, it was remodeled and added a shoreline public use area and public walkway connection to Carillon Point and the condominiums to the south. An office building exists on the parcel fronting Lake Washington Boulevard.

The majority of Subarea 15B is developed with moderate to high residential intensity, developed in conjunction with the Carillon Point Development to the west. Slopes in Subarea B are designated as containing moderate to high landslide hazard areas. Carillon Creek flows from Carillon Woods down the hillside through Carillon Point on its way to Lake Washington. With the development of Carillon Point the stream was enhanced with native plantings to improve fish habitat and serves as a natural amenity along the shoreline pedestrian walkway in Subarea A.

Goal L-5: Ensure development in PLA 15 continues to provide water-oriented uses, visual and direct access to the lake, and maintains the natural characteristics and amenities of the stream and Houghton Slope.

Policy L-5.1: Within PLA 15A, provide a mix of uses with priority to water-dependent, water-related and water enjoyment uses located along the shoreline. Allow residential development.

Subarea 15A west of Lake Washington Boulevard is developed with a mixture of uses. The City's Shoreline regulations, Chapter 83 KZC, govern the types of uses and activities allowed in PLA 15A. Shoreline regulations designate the area as an Urban Mixed shoreline environment. Like the shoreline areas lying immediately to the north and south, residential development in Subarea A is allowed.

Policy L-5.2: Retain water-dependent uses and the view corridor south of Carillon Point.

The marina development south of Carillon Point provides water-dependent uses, recreational activities, and services. It incorporates a waterfront public use area and public shoreline pedestrian walkway connection to Carillon Point to the north and residential property to the south. A public view corridor from Lake Washington Boulevard to the water should be maintained across the southern portion of both sites including maintaining the height of vegetation to not obscure the view of Lake Washington.

Goal L-6: Recognize and enhance Carillon Point as a mixed-use employment center and tourism destination.

Carillon Point

In the hierarchy of commercial areas in Kirkland, the Land Use Element designates Carillon Point as a business district with its mix of office, retail, restaurants, housing, hotel, service businesses and marina. Carillon Point serves not only as a regional employment center, but visitors and local communities frequent the area as a waterfront tourism destination.

Policy L-6.1: Govern development and uses at Carillon Point by an approved Development Plan.

Carillon Point was developed under a development plan (formerly referred to as a Master Plan), with an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Plan compliance.

The Development Plan and Zoning Code regulations for PLA 15A ensure that development will minimize impacts to existing uses in the vicinity including view obstruction, traffic volume and movement, noise, and glare from uses of higher intensity, and compatibility of building scale. The Development Plan includes specific design guidelines for the site plan, circulation plan, and architectural design for the buildings.

The following is a summary of the key principles of the Development Plan to guide uses and development of the area (see KZC PLA 15A and 15B for more detail):

- Within the shoreline area water-dependent, water-related, and water-oriented commercial uses should be included, such as marinas, fueling and sewage pump-out facilities, and possibly tour boat operations, float plane service, passenger only ferry or water taxi facility, and public amenities access to piers for fishing, strolling or other pedestrian activities;
- Public access to and along the water's edge and waterfront public use areas should be maintained including public access signs;
- Public improvements adjacent to Lake Washington Boulevard are also desirable, such as wide sidewalks;
- Visual access to Lake Washington from Lake Washington Boulevard should be maintained. To achieve greater visual access, building height, setback and view corridor requirements may be varied;
- Manage parking on site to avoid impact to adjacent properties;
- Traffic impacts to Lake Washington Boulevard should be minimized including limiting vehicular access points; and
- Subarea B has been fully developed as part of a development plan, including an allowed transfer of density from the PLA 15A Subarea.

Neighborhood Oriented Commercial, Professional Office and Multiunit Residential

Goal L-7: Accommodate a mix of uses south of NE 60th Street between Lakeview Drive and Lake Washington Boulevard supportive of the current and future development pattern in the neighborhood.

Policy L-7.1: South of NE 60th Street between Lakeview Drive and Lake Washington Boulevard NE, encourage professional offices and residential use.

Allow small neighborhood oriented retail businesses; provided, that:

a. Vehicular access is not directly from Lakeview Drive; and

b. Internally lit signs are not located along Lakeview Drive and NE 60th St.

Policy L-7.2: Provide a historic interpretive sign on the site of the old Houghton Post Office.

On the east side of Lake Washington Boulevard between NE 60th and NE 59th Streets, two older single-family house style buildings and a fast food restaurant exist. One of the older buildings was constructed in the early 1900s and was the early site of the Houghton Post Office. Both of the older buildings clearly do not meet zoning standards for building setbacks, parking, and other zoning nonconformances are likely. The other structure was built in the 1940s. The

restaurant meets most or all of the current zoning standards for such uses. ~~All three buildings are of a scale and design which are compatible with neighboring residential uses~~.

These parcels are appropriate for higher intensity multiunit residential, office, and small, limited in size, and neighborhood oriented commercial uses discussed in Policy L-7.1. Continuation of existing office and commercial uses within the existing nonconforming structures should be allowed and reviewed administratively.

Because of the nonconforming conditions of both properties discussed above, some flexibility in applying normal zoning standards should be allowed provided certain development standards are met. If a change of use is proposed that requires more parking than the current use, the proposal should be evaluated for consistency with the following standards:

1. The use should provide a strong pedestrian orientation;

2. The number of required additional stalls for the new use should be determined based on the actual parking demand. New on-street parking on NE 60th Street may be counted toward a portion of the required parking with necessary improvements to the right-of-way provided at the developer's expense;

3. New parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses;

4. A historic interpretive sign should be erected on the site of the old Houghton Post Office; and

5. Redevelopment of the properties should comply with all applicable zoning standards.

Policy L-7.3: Along neighborhood streets, parking associated with commercial development and waterfront parks should be monitored to avoid parking congestion.

Over time the area south of NE 60th Street has transitioned from <u>an area with predominantly single detached homes</u> and industrial uses to primarily office and <u>multiunit</u> uses. Increased parking congestion along streets in the neighborhood from summer use of Houghton Beach Park and nearby businesses can also be a problem limiting access to surrounding businesses

or the park. Therefore, parking on surrounding streets should be monitored to ensure access to parks and businesses.

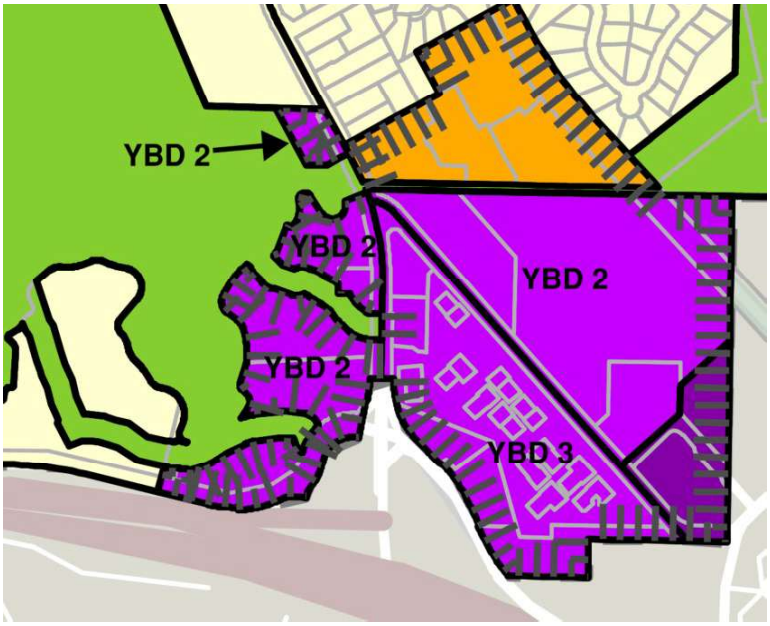
Policy L-7.4: Encourage neighborhood serving commercial activities north of NE 64th Street east of Lake Washington Boulevard.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding residential neighborhood. Limited neighborhood commercial uses should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses.

Yarrow Bay Business District

The Yarrow Bay Business District serves as an employment center containing corporate headquarters, large office complexes, restaurants, a motel, schools, and convenience services for local office workers and freeway travelers along SR 520. The Business District is divided into subareas primarily because of differences in topography and maximum building height.

Yarrow Bay Business District Zoning



Goal L-8: Promote the vitality of the Yarrow Bay Business District as a coordinated, mixed-use district.

The policies in this section are intended to support and strengthen the business district to evolve into a greater mix of retail, office, services, and housing to provide a more vibrant commercial district with greater pedestrian orientation and connections to transit facilities. Focus will be on integration of businesses and residents with a potential redevelopment of the area into a mixed-use transit-oriented district.

Due to the availability of adequate public services, easy access to major arterials, the freeway, and the overall compatibility with adjacent land uses, the predominate use should be devoted to

commercial activities. Retail uses may be included as part of office structures but not as stand-alone large structures. Incorporating residential uses with commercial development would strengthen the area into a 24-hour active community. All developments should include landscaping and other elements to enhance this interchange as a gateway to the city.

See also the Urban Design section regarding design policies for the Yarrow Bay Business District.

Yarrow Bay Business District 1 – YBD 1

The South Kirkland Park and Ride and transit facility has equal portions of the site lying within the cities of Kirkland and Bellevue. The site is generally level, but has a steep slope along the eastern and southeastern boundaries within the City of Bellevue section of the site. Tall trees and heavy vegetation are present within the hillside areas.

The park and ride facility was redeveloped as a transit-oriented development, adding a parking garage, a mix of affordable and market rate housing, and commercial uses. The City of Kirkland ~~has~~ identified transit-oriented development at the South Kirkland Park and Ride as a key affordable housing strategy. The City supports multiunit residential as the predominant use of the site in a transit-oriented development project, with a variety of other uses to be allowed as well as described in the policies below.

Policy L-8.1: Provide for affordable housing.

Ensure that transit-oriented development provides for mixed-income housing, including a minimum of 20 percent of total units to be affordable to low and/or moderate-income households.

Development should strive to achieve greater affordability for at least 20 percent of its units, with an additional 25 percent to be affordable to median income households, through the use of as many funding sources and other mechanisms as are necessary.

Policy L-8.2: Maximize effectiveness of transit-oriented development (TOD).

- Create Transit-Oriented Development (TOD) at the site through the development of standards and regulations that support necessary densities;
- Expand opportunities for retail development, incidental office development, and childcare facilities at the site to serve users of the park and ride, site residents and others;
- Provide opportunities for all types of users of the site to access the Cross Kirkland Corridor along the eastern boundary of the Park and Ride site;
- Reduce the need for parking at the site through regulations that promote shared parking between uses, and incentives to support alternatives such as shared car services and electric cars; and
- Mitigate traffic, noise and other impacts from more intensive development of the Park and Ride to the surrounding street network and residential areas.

Policy L-8.3: Coordination with the City of Bellevue.

- Coordinate an approach for the review and approval of any future development proposals for the site with the City of Bellevue; and
- Manage emergency services to the site through agreements with the City of Bellevue.

Yarrow Bay Business District 2 and 3 – YBD 2 and YBD 3

Policy L-8.4: In YBD 2 and YBD 3 encourage a mix of office, retail, hotels, restaurants, housing, and services and limit the size of freestanding retail establishments.

Development in YBD 2 and YBD 3 is appropriate for a mix of uses such as offices, specialty retail banks, hotel, motel, restaurants, schools or day care facilities, residential and grocery stores to serve offices and other employment nearby, or the freeway traveler. Individual freestanding retail establishments should be limited in size unless they are part of a mixed-use project to avoid large scale, stand-alone retail uses more appropriate for other business districts. Drive-through facilities should not be permitted in the Yarrow Bay Business District because they discourage pedestrian-oriented development.

The clustering of development away from wetlands and streams is encouraged. Cochran Springs Creek requires protection. Because of the prominent location of the development as a southern gateway to the city, a gateway feature, art, superior landscaping, and pedestrian amenities should be provided along Lake Washington Boulevard (see Urban Design Section).

Policy L-8.5: Increase maximum building height and building mass in YBD 2 and YBD 3 zones to reduce the cost of building housing and increase sustainability.

Building height should be set to achieve a walkable, mixed use, and transit-oriented district with allowed heights slightly lower in YBD 3 than YBD 2 to accentuate the rise in the topography of the district from west to east.

Policy L-8.6: Encourage professional offices and multiunit residential uses at the southern end of the Houghton Slope.

An existing office development is located at the south portion of the Houghton slope. The office land use designation should not extend further northward into the residential area on the southern end of the Houghton Slope. The offices provide a desirable transition to the residential area to the north and east. Accessory commercial uses are only permitted to serve the offices.

Policy L-8.7: Establish urban design standards for commercial and mixed-use residential development in the Yarrow Bay Business District.

Design guidelines encourage pedestrian-oriented development in this gateway to the city. The design standards encourage greater pedestrian orientation and pedestrian connections to other businesses, to the South Kirkland Park and Ride and other transportation facilities. Along the perimeter of the district, new buildings should be stepped back vertically from the street and designed to be compatible with adjacent residential development.

Goal L-9: Provide transitions between residential uses and commercial uses.

Policy L-9.1: Minimize potential adverse impacts of commercial development on residential

When locating more intensive commercial uses along the perimeter of commercial activity nodes, techniques should be used to minimize impacts on adjacent residential areas such as minimizing noise in evening hours, and minimizing glare from commercial lighting. Regulating building height, building mass, building placement, and vehicular access and providing landscape buffers are effective transition techniques to bridge differing uses.

6. TRANSPORTATION

The circulation patterns in the Lakeview Neighborhood are well established and permit through traffic to flow north and south on both Lakeview Drive and Lake Washington Boulevard. Northup Way, NE 52nd Street and NE 68th Street provide the east-west connections to the Central Houghton neighborhood.

Goal L-10: Improve vehicle, pedestrian, and bicycle mobility along Lake Washington Boulevard NE.

Lake Washington Boulevard is designated as a principal arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405 (See Figure L-4). The Boulevard also provides local access for a substantial number of residential developments and businesses. A significant proportion of existing traffic, however, is probably attracted to the Boulevard as much because of the scenic vistas of Lake Washington and ease of convenience or necessity. The scenic qualities of the Boulevard also contribute to making it a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers.

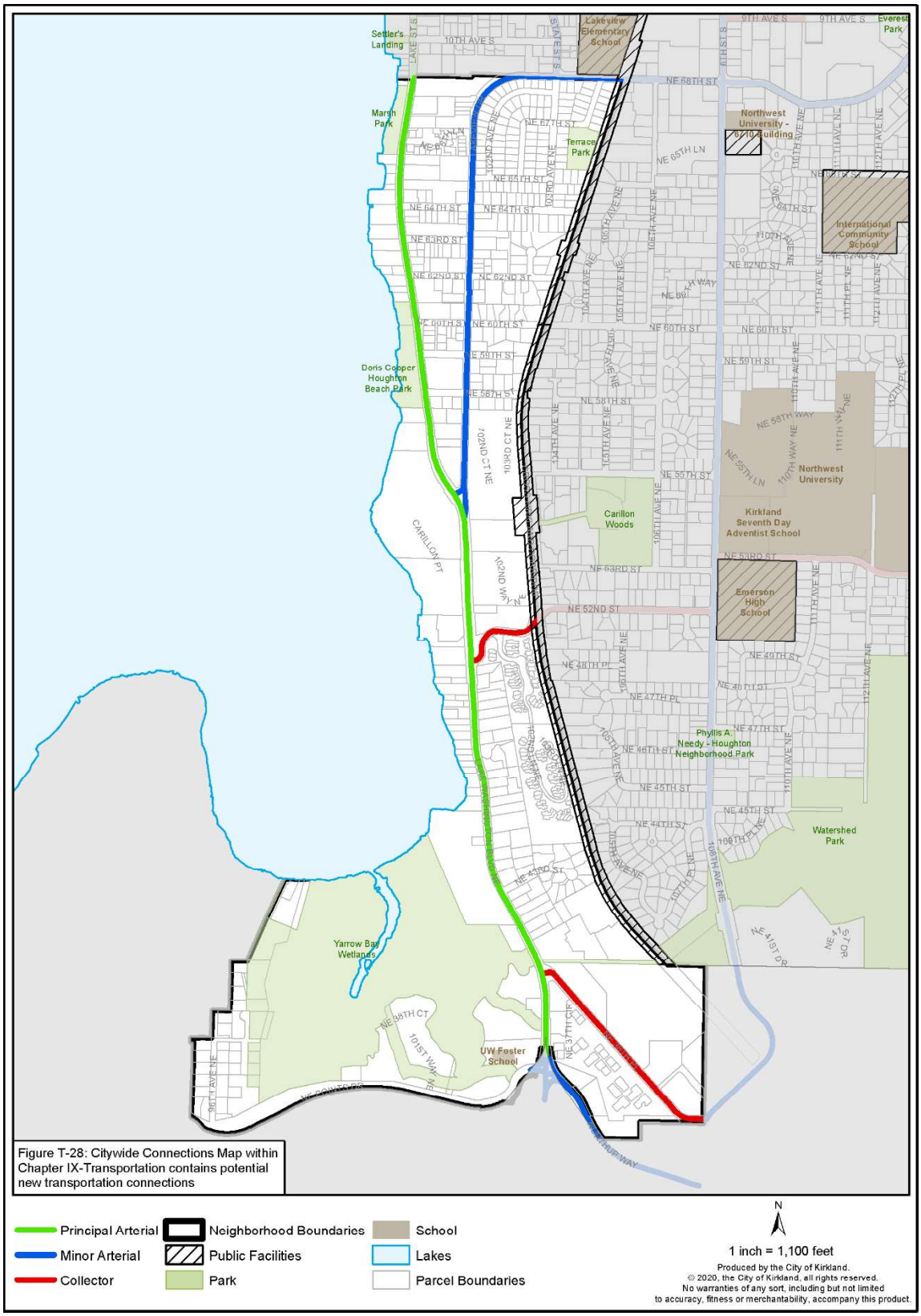
Traffic on Lake Washington Boulevard has greatly increased, particularly during morning and evening commute periods. This congestion restricts local access to and from the Boulevard and has created noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

Policy L-10.1: Enhance Lake Washington Boulevard NE as a scenic, recreational, open space and transportation corridor.

Improvements to the Boulevard would enhance the safety of all the Boulevard's diverse users. Accordingly, a development plan or set standards for Lake Washington Boulevard should be established through a public process that considers the following objectives:

1. Widen sidewalks to improve pedestrian circulation;
2. Improve pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation;
3. Improve the safety and comfort of existing bicycle lanes with additional buffers or protective barrier treatments;
4. Manage on-street parking in areas of high parking demand; and
5. Installation of streetscape amenities such as public art, pedestrian lighting, street furniture, and low level landscaping that will not obscure views of the Lake and will enhance the pedestrian experience along the street.

Figure L-4: Lakeview Street Classifications



Policy L-10.2: Implementation of the above street improvements should be considered through the City's Capital Improvement Program process and site specific with private redevelopment.

The means for implementing these improvements should be both on a comprehensive area-wide basis and, to the extent possible, on an incremental basis by encouraging or requiring them to be incorporated into private development.

Policy L-10.3: Support regional transportation solutions that will reduce commuter or pass through traffic through the neighborhood and along Lake Washington Boulevard NE.

Also important to the successful achievement of greater amenity and mobility functions for Lake Washington Boulevard will be traffic improvements that are regional in scope. Accordingly, the City should support and encourage the following regional solutions:

1. Alternatives to the single-occupancy vehicle for commuting purposes, such as increased use of Metro Transit, commuter pool, high-occupancy vehicles (HOV), and the investigation of future modes, such as light rail; and

2. Improvements to the I-405/SR 520 corridors.

Policy L-10.4: Maintain Lakeview Drive as a minor arterial and alternative route to Lake Washington Boulevard NE through the neighborhood.

Lakeview Drive is designated as a minor arterial and fully developed with two through lanes, bicycle lanes, sidewalks, and street trees. From its intersection with Lake Washington Boulevard, Lakeview Drive provides the primary route to the Houghton Business District and to State Street, which in turn provides access to the Central Business District. Lakeview Drive/ State Street provide an alternative north-south vehicular route from Lake Washington Boulevard during peak commute times. Future traffic levels should be monitored, and necessary measures undertaken to mitigate impacts.

Policy L-10.5: Improve pedestrian and bicycle circulation systems as both recreation amenities and as <u>active</u> transportation connections to neighborhood as well as City and regional destinations.

The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Walking, biking and rolling pathways provide a recreation as well as transportation function. Potential new connections are shown in Figure T-28 within the Transportation Element. The following walking and rolling connections should be priorities within the neighborhood:

1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood;

2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development;

3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development;

4. From Yarrow Bay Wetlands to Watershed Park;

5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond; and

6. From SR 520, the Eastrail, and Bellevue to the south.

These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

Figure L-5: Lakeview Neighborhood Pedestrian System

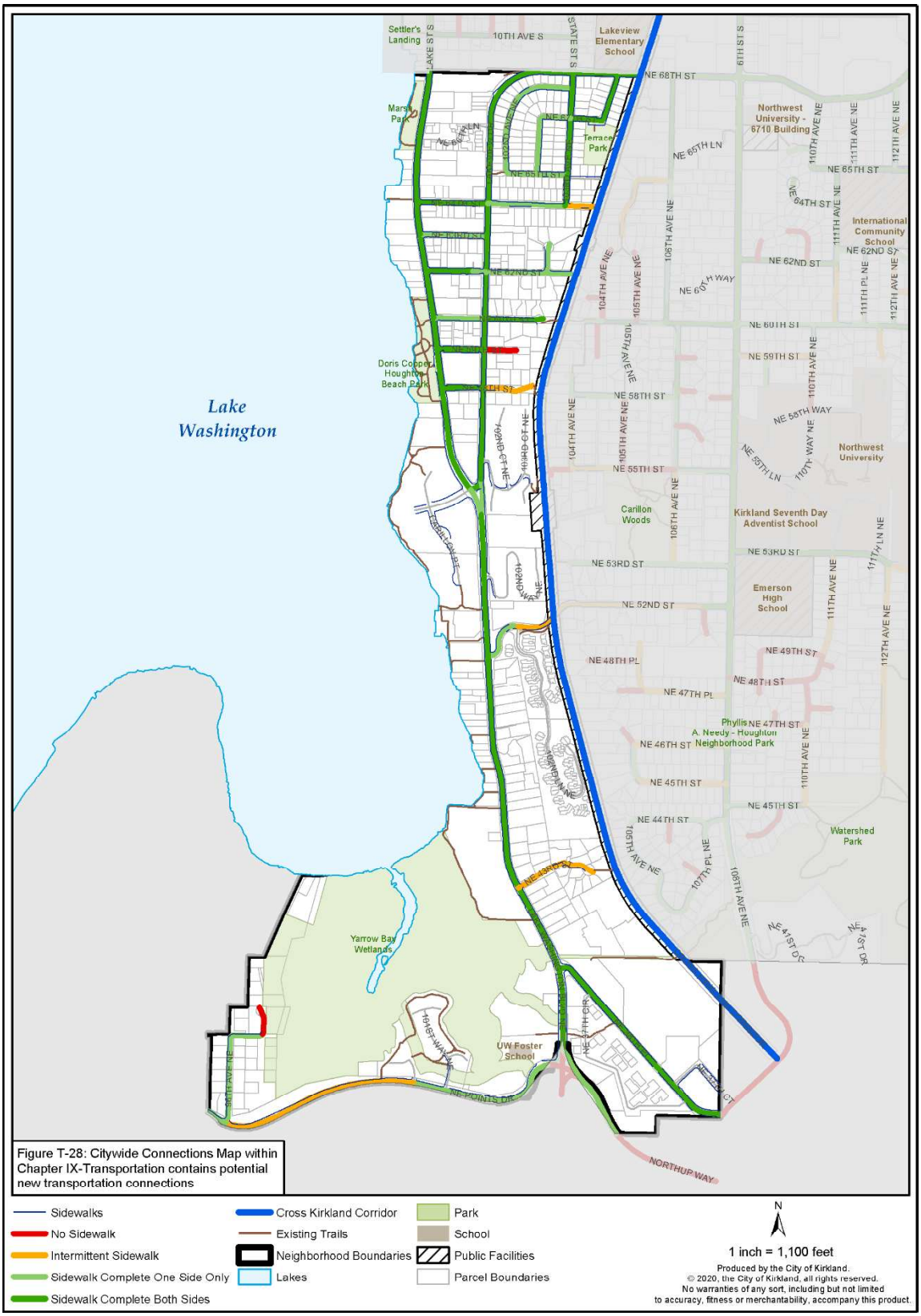
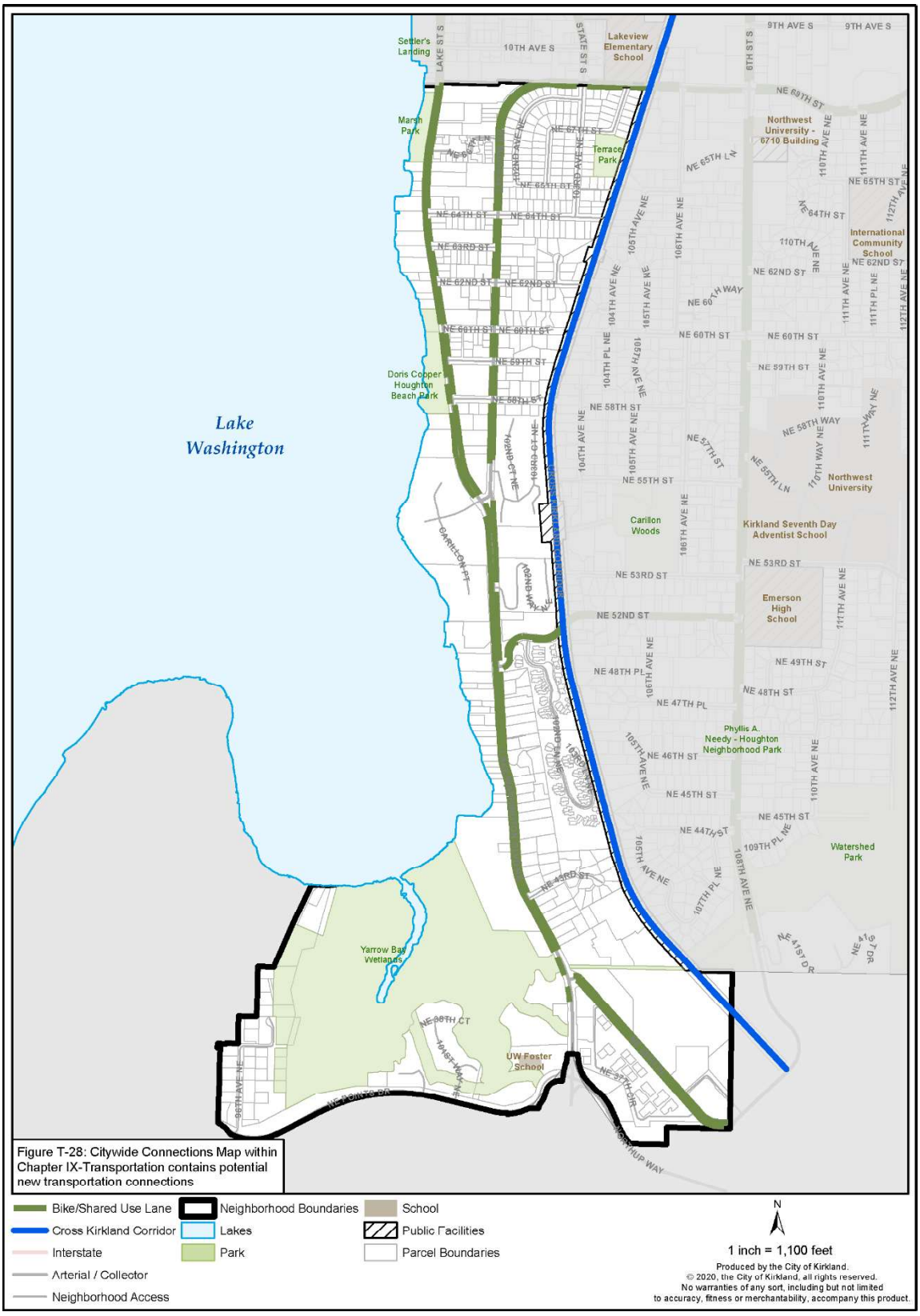


Figure L-6: Lakeview Bicycle System



Policy L-10.6: Support new projects along the Cross Kirkland Corridor (CKC) that support the CKC's multi-use function, increase access points along the corridor, and expand recreational and transit opportunities.

The CKC provides an opportunity for walking, biking, and rolling along a future potential high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, and the CKC Master Plan.

7. OPEN SPACE AND PARKS

Goal L-11: Ensure adequate park and recreation facilities in the Lakeview Neighborhood.

Current park needs for the Lakeview Neighborhood are being met by existing facilities. Terrace Park is a neighborhood park. Marsh and Houghton Beach Parks are waterfront parks, and Yarrow Bay Wetlands is a passive natural area (see Figure L-1).

Policy L-11.1: The City should continue to acquire property in Lakeview for recreation purposes wherever possible.

As properties adjacent to existing parks become available, the City should seek opportunities to acquire land for expansion. In addition, shoreline street ends should be accessible and enhanced for public enjoyment.

Policy L-11.2: Restore the shoreline within waterfront parks. Replace hard shoreline armoring with native plants and soft armoring techniques while ensuring erosion protection and public access to Lake Washington.

A goal in the Shoreline Area Chapter is to replace hard armoring such as bulkheads and rockeries with softer, natural shorelines planted with native plants to improve shoreline habitat including along waterfront parks. Park restoration can be used as a model for how private property owners can restore their shoreline.

Policy L-11.3: Maintain public views of Lake Washington through waterfront parks.

Ongoing maintenance of existing vegetation at parks to retain views of Lake Washington and beyond from Lake Washington Boulevard is a priority. Shoreline regulations also encourage planting of shoreline vegetation and trees. A balance must be achieved between planting of vegetation for shoreline restoration and maintaining public views.

Policy L-11.4: Seek opportunities to improve wildlife habitat, and increase pedestrian and nonmotorized boat access, if ecological functions can be enhanced at Yarrow Bay wetland.

Yarrow Bay wetlands are one of the largest remaining wetlands on Lake Washington and serve as valuable wildlife habitat, water quality functions as well as aesthetic open space for the community. Public access is available by existing public rights-of-way but is limited. Improving access for viewing wildlife and environmental education through constructing a series of boardwalks should be evaluated provided ecological functions are protected. Wildlife habitat may be improved by removing upland and underwater invasive plants in and near the wetlands. Any future development of the park should be undertaken following a community-based development planning (formerly referenced as master planning) process. Considerations for a future park development plan should include protection and enhancement of natural resources while providing appropriate public access. Opportunities for further acquisition of adjacent land in order to preserve and protect the wetlands and associated wetland buffers should also be pursued.

9. URBAN DESIGN

Lakeview's unique urban design assets are identified on Figure L-7 and described below.

Lakeview's north-south orientation and west facing Houghton slope allow for the community to take advantage of the views of Lake Washington, Seattle and the Olympic Mountains. Lake Washington and the Yarrow Bay Wetlands are two visual landmarks that provide a sense of openness and natural beauty. Preserving public views of Lake Washington and beyond from Lake Washington Boulevard is a high priority. Other landmarks in this neighborhood include the waterfront parks and the historic places. The Lakeview Neighborhood serves as the southwestern gateway to the City at SR 520 and Lake Washington Boulevard and 108th intersections.

Goal L-12: Preserve public view corridors and natural features that contribute to Lakeview's visual identity.

Policy L-12.1: Preserve public scenic views and view corridors of Lake Washington, Seattle and the Olympic Mountains from public rights-of-way and waterfront parks.

Public view corridors along Lake Washington's shoreline are important assets and should continue to be enhanced as new development occurs. Wide, expansive views of Lake Washington looking west from public rights-of-way and waterfront parks should be maintained, while accommodating new development that helps promote City goals and policies. Street trees along rights-of-way and trees in public parks that offer local and territorial views should be of a variety that will not block views as trees mature.

Policy L-12.2: Preserve natural landforms, vegetation, and scenic areas such as the Houghton and Yarrow Bay Slopes and Yarrow Bay Wetlands.

Lakeview's natural landforms, such as steep slopes and ravines, contain significant woodlands, streams, open space and wildlife that help create a sense of place and identity. These natural landforms should be preserved, restored, and incorporated into the design of new development.

Goal L-13: Enhance neighborhood gateways to celebrate and showcase the unique cultural, architectural, and natural attributes of the neighborhood.

Policy L-13.1: Establish gateway features at the locations identified in Figure L-7 through public and private efforts.

Gateway features welcome people into the city and help define the neighborhood. Gateway features can be in the form of natural features, such as landscaping, or structures, such as signs or buildings. The northern gateway to the neighborhood is at NE 68th Street where views of Lake Washington are prominent. At the "Y" intersection at Lake Washington Boulevard and Lakeview Drive, the triangular median with the sculpture serves as a gateway to the Carillon Point development, neighborhood businesses and shoreline parks.

The intersections at SR 520 and Lake Washington Boulevard and at 108th Avenue NE provide two southern gateways to the City. These intersections provide opportunities to enhance the gateways with future private development or through community efforts. For example, the

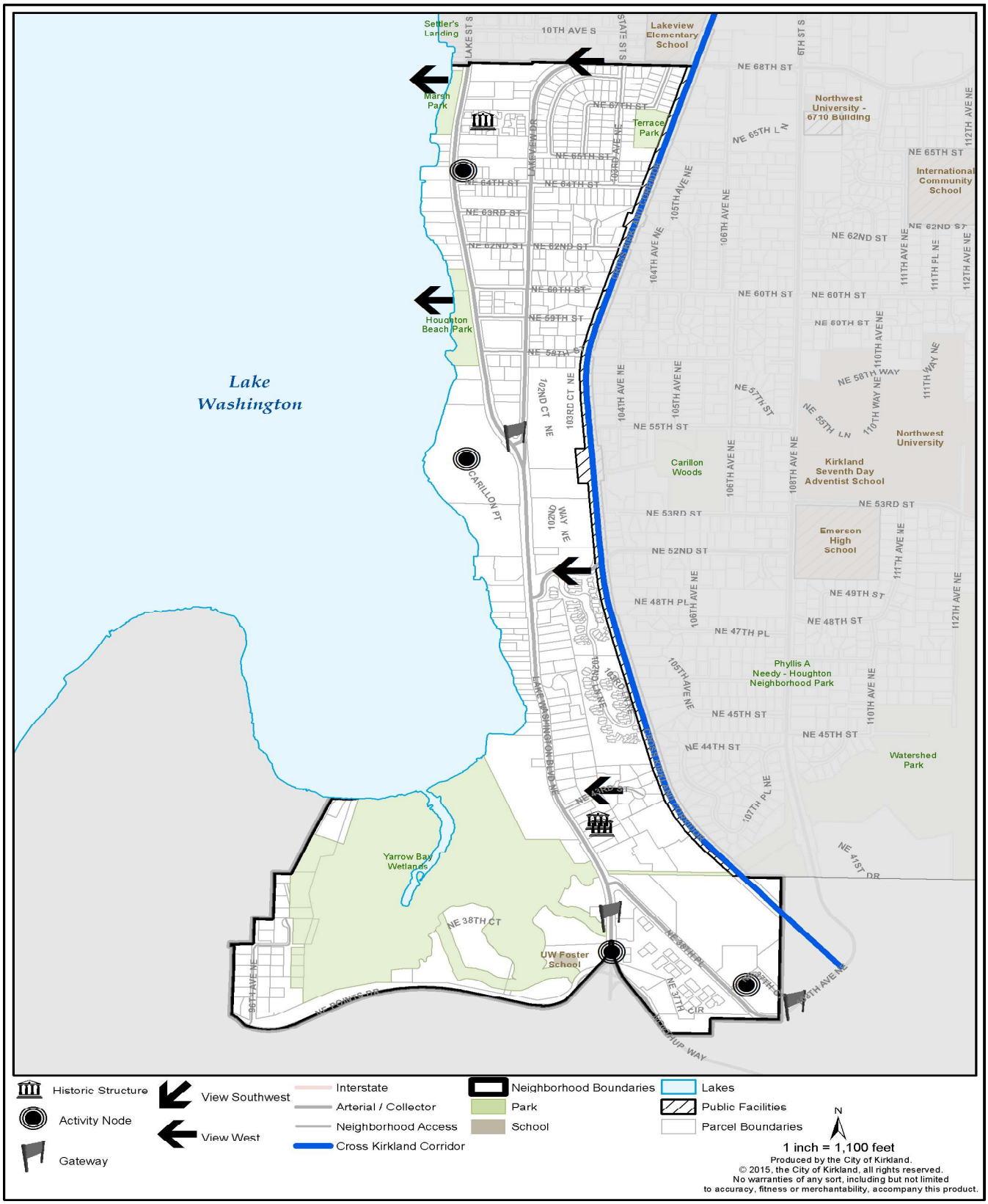
existing gateway sign located on the east side of Lake Washington Boulevard at NE 38th Place by Cochran Springs Creek could be enhanced by relocating the sign to a more prominent location, removing the clutter of street signs and utility poles, screening the adjacent utility box or highlighting the stream crossing and coordinating with a similar gateway treatment on the west side of the boulevard.

The City should pursue opportunities to work with private property owners to install gateway features as part of future development. Improvements such as signs, public art, structures, lighting, and landscaping could be included.

Policy L 13.2: Provide public improvements that contribute to a sense of belonging and enhanced visual quality.

Lake Washington Boulevard is a major pedestrian shoreline promenade connecting Downtown points south and north. Within the Yarrow Bay Business District, design standards for NE 38th Place, Lake Washington Boulevard and Northup Way should be developed to ensure a consistent design including wider sidewalks, landscape strips, decorative street lighting and street furniture. As redevelopment occurs, sections of the sidewalk on both sides of the street should be improved to meet these standards. Opportunities to install public art and street furniture along arterials throughout the neighborhood should also be pursued.

Figure L-7: Lakeview Urban Design Features



12.I. Market Neighborhood Plan

1. OVERVIEW

The Market Neighborhood is bounded by Market Street and the Market Street Corridor on the east, Lake Washington on the south and west, and Juanita Bay on the north. The residential development pattern is characterized by old and new housing stock, with a variety of housing types and styles interspersed throughout the neighborhood. The adjoining Market Street Corridor consists of commercial uses and denser residential uses.

Market Neighborhood

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Market Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Market Neighborhood is much beloved by its residents and the broader community. The vision for the future is to acknowledge and enhance the many unique elements that make this neighborhood highly livable, while contributing to Citywide objectives of environmental protection, housing affordability, and mobility.

There are many notable assets of the Market Neighborhood. The Market Neighborhood adjoins downtown Kirkland and sits adjacent to the commercial corridor of Market Street, which provides access to public transportation, and an easy walk or roll to neighborhood shops and services. Bordering Lake Washington, the neighborhood provides public water access, and beautiful lake, city and mountain views that are enjoyed by the community. Importantly, the neighborhood has five parks, Heritage, Lake Avenue West, Waverly, Kiwanis, and Juanita Bay, where the public can enjoy extensive open spaces, walking paths, tennis courts, beaches, and wildlife viewing in natural habitat. The neighborhood is rich in historic buildings and contains a mixture of old and new housing stock. Many mature trees have been preserved, yet westerly views abound along the neighborhood's topography that slopes down to the lake. Routes for walking, and rolling are present, although partially developed, with valuable potential for future north-south connections. Most of all, people who live in the Market Neighborhood feel a strong sense of connection, they welcome newcomers, and they are actively involved in the local schools and in the broader community.

Priorities for the Market Neighborhood include fostering the elements of the neighborhood that make it highly livable – such as streets that accommodate all modes of transportation, access to parks and the lake, and community connections – while fostering growth in a variety of housing types to meet the needs of all segments of the population. Street safety for school children and other pedestrians is another priority; increased traffic, increased demand for on-street parking, and missing sidewalk segments pose challenges to safe and easy pedestrian access. And finally, community members are keenly interested in the proposed Greenway along Waverly Way and up Sixth Street West, which could be both a neighborhood and community asset if appropriately implemented.

Annual Independence Day Parade Crossing Central Way onto Market

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Sears Building at northeast corner of 7th Avenue and Market Street (2006), Sears Building (historic photo)

Within the City of Kirkland, Market is one of the most historic neighborhoods and had a significant role in the development of the City starting in the late 1880s when a majority of land was purchased to be part of Peter Kirk's new town. The area west of Market Street was to be a neighborhood based on social principles emerging in England to combine worker and executive housing into one neighborhood. The new Kirkland town center was at the intersection of Market Street and Piccadilly (7th Avenue). This intersection continues to be one of the most historically significant in Kirkland.

The Hotel Jackson was the brick building on the corner of Market and 7th Avenue where the Leland Building sits today. This hotel was state of the art when built in 1890, featuring a large theatre on the top floor, stately hotel rooms on the second floor, and retail space on the street level. The hotel was built by Capt. Daniel B. Jackson, great-grandfather of Washington State's past governor Daniel Jackson Evans. The Jackson Theatre later ran silent movies and was the first movie theatre on the eastside. The theatre and hotel eventually became the Gateway Theatre and Hotel. The 1891 Sears Bank Building at 701 Market Street was built by Joshua Montgomery Sears of Boston.

Homesteads in the 1870s

The land homesteaded in the 1870s by Andrew and Susannah Nelson and their son Christian Nelson as well as the Cedarmere tract included all of the land from Lake Washington to First Street. The Nelsons built a small white frame house on the property at the northeast corner of Market and Central (about where the Communications Building is now located at 212 Market Street).

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city which would support the construction

of the steel mill on Rose Hill near Forbes Lake. In 1889, a number of homes for both steel mill workers and administrators were built in the Market Neighborhood although few of the roads were built until years later. In 1890 the original plat prepared by John Kellett, Kirk's engineer, established the street layout that is evident today. Peter Kirk's original Victorian home was built on the southern corner of 2nd Street West and 5th Avenue West before being sold to Burke and Farrar who dismantled the home and built two large family homes on Waverly Way. The Kirk home is the logo for the Kirkland Heritage Society. The Loomis home located at 304 8th Avenue West is one of the last remaining Queen Anne Victorian homes in Kirkland.

In 1892, the Seattle Woolen Mill opened on the lake shoreline in the Market Neighborhood. C.C. Filson opened a store with Albert Timmerman next to the Sears Building. When the 1897 Gold Rush came, Filson moved to Seattle and opened the historic C.C. Filson which is still in business today. Filson sold goods from the Kirkland woolen mill.

In 1893 the nationwide depression wiped out Peter Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the steel mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910, but even though times were tough, the citizens voted to incorporate in 1905.

Peter Kirk Mansion

Boom Development 1910-1930 Burke and Farrar

One of the most significant eras of development in Kirkland was from 1910 through the 1930s, after Burke and Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. Although this era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman-style homes, the Market Neighborhood was not as impacted by their development as the adjacent Norkirk Neighborhood.

Change of Street Names

In the late 1920s, the street names defined in the original Kirk Plat were changed to the present naming system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. Examples of these include: Market Street – a traditional name assigned to the agricultural roads that led from the farms to the market place – in this case, the ferry to Seattle. Waverly Way also retained its original name. Streets reflecting the English roots of Kirk and Kellett included: 5th Avenue West – Bond Street; 8th Avenue West – Regent Street; and

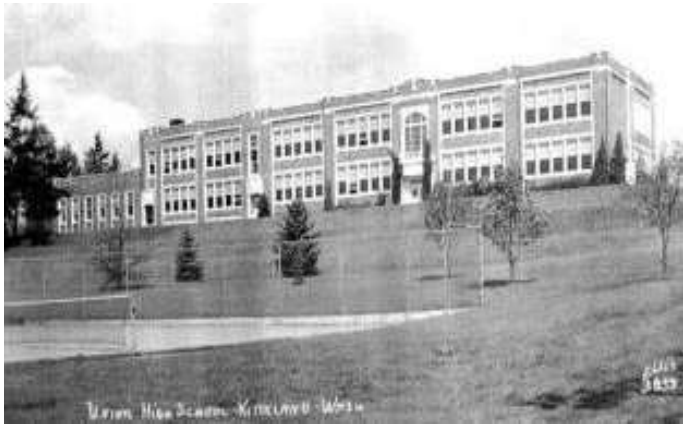
4th Street – Fleet Street. Other streets were named after states: 17th Avenue West – Oregon Street; and some after presidents: 7th Street West – Monroe Street.

The Union A High School or Kirkland High School was built in 1922 with the first graduating class in 1923. It served as the high school until 1950 when the new Lake Washington High School was built. The building served as a junior high after the high school moved. In the early 1970s the older portion of the building was destroyed by fire and demolished. However, the historic terraced land remains today in Heritage Park. In 1998 the Christ Science Church was moved from 1st Street to the southern corner of Heritage Park. This iconic building, known as Heritage Hall, is now a historic fixture in Kirkland and the lower level houses the Kirkland Heritage Society Resource Center and Museum. The main entry arch from the old Union A High School building was saved and in 2005 was moved to the corner of Market Street and Waverly Way as the symbolic entry to Heritage Park.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. Over one-third of the structures on this Citywide inventory are in the Market Neighborhood, with many of them having high priority status. Three buildings in the neighborhood, the Loomis House, Kellett/ Harris House and Sears Building, are on the National Register of Historic Places.

The Union A High School



Policy M-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage.

As described above, parts of the Market Neighborhood were the center of the original Kirkland and had been inhabited for many years by the Duwamish People. In addition to Norkirk, Highlands, and downtown, the Market Neighborhood contains a significant concentration of historic built resources. The historic structures and locations should be preserved to acknowledge and celebrate the historic heritage of the City and the neighborhood. The Land Use Element of the Comprehensive Plan provides additional policies to encourage preserving and maintaining historic structures, sites and objects. Tables within the Land Use Element contain a list of designated historic buildings, structures, sites and objects located in the Market Neighborhood. List A includes historic structures, sites and objects in the Market Neighborhood listed on the National and State Registers of Historic Places and designated by the City of

Kirkland. List B includes historic structures, sites and objects in the Market Neighborhood designated by the City of Kirkland.

Policy M-2: Provide markers and interpretive information at historic sites.

Providing markers and interpretive boards will identify important sites and enable the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping the community understand the history of the area prior to white settlement.

Policy M-3: Continue to evaluate incentives to encourage retention of identified buildings of historic significance.

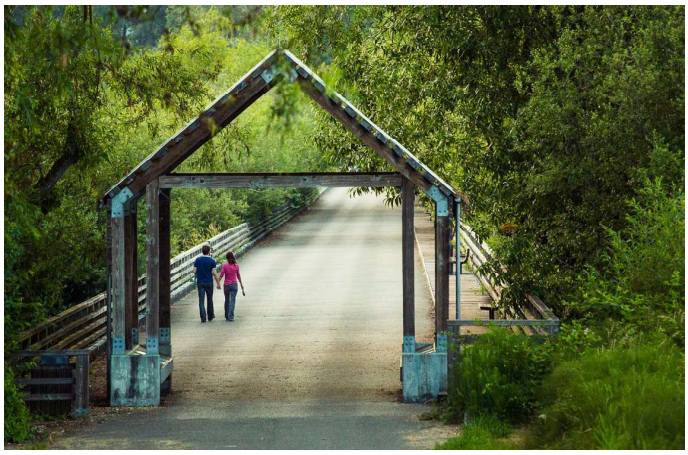
Existing zoning and subdivision code incentives allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site. In the future, additional incentives may need to be explored to protect historic buildings.

4. NATURAL ENVIRONMENT

Policy M-4: Protect and enhance the natural environment.

The environmental policies for the Market Neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. Maps further down in this section show the critical areas within the Market Neighborhood. Areas with steep slopes with potential for erosion hazards are located along the Lake Washington shoreline. These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Seismic hazard areas are also found along Lake Washington and in Juanita Bay Park. These areas have the susceptibility for soil liquefaction and differential ground settlement during a seismic event.

Causeway at Juanita Bay Park



See the Sustainability, Climate and Environment Element of the Comprehensive Plan for more information about policies supporting protection of wetlands, streams and associated buffers, geologically hazardous areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, removal and development in critical areas including on geologically hazardous areas.

Policy M-5: Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, wetlands, streams and wildlife corridors.

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-1). Various Forbes Creek tributaries and wetlands constitute a valuable natural drainage system that flows into Lake Washington through Juanita Bay Park, a high-quality ecological area. This drainage system serves the drainage, water quality, wildlife and fish habitat, and open space needs of the northern portion of the neighborhood.

Biological resources in the neighborhood include one mapped wetland on the west side of Market Street, south of 7th Street West. In addition, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake and known salmonid locations in Juanita Bay Park.

Figure M-1: Market Wetlands, Streams, and Lakes

Water quality is an important issue for all of Kirkland, but especially in the Market Neighborhood with its extensive shoreline, and groundwater that drains directly into Lake Washington. Protection of these valuable assets is the subject of various State, county, and local regulations, of which this Plan is a part. The Shoreline Area Chapter of this Comprehensive Plan discusses best management practices to protect the lake.

Policy M-6: Ensure effective surface water management and pursue solutions for converting problematic excess runoff to a beneficial asset.

Surface water management is a particularly important issue in the Market Neighborhood given the drainage to the lake and areas of landslide susceptibility and liquefaction potential. The drainage basins and underground creeks move a significant volume of water through the neighborhood. Increased development has significantly decreased the amount of permeable surface and strained the existing water management ecosystem. The decreased number of large trees and accompanying decrease in deep root systems also impacts water flow and soil stability. City policies should ensure effective surface water management when adding more homes, replacing smaller homes with large homes, adding new paved surfaces, and allowing other activities that decrease permeable surface.

To protect and enhance the natural environment, encourage programs that put excess water runoff to good use. Programs can occur on a larger geographic scale, such as using water runoff to irrigate public spaces including parks and common areas, or occur on a property scale by, for instance, providing assistance for capturing rainwater off of roofs and using it to irrigate landscaping during the increasingly drier middle six months of the year.

Policy M-7: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Juanita Bay Park provides educational opportunities to help the community learn about the locations, functions, and needs of critical areas and the wildlife that is dependent on these areas. This information helps to protect the park by raising awareness of the potentially negative impacts of nearby development and can increase public appreciation and stewardship. When appropriate, additional interpretive information and viewpoints should be added to Juanita Bay Park and other natural features in the neighborhood.

Viewpoint at Juanita Bay Park

Figure M-2a: Market Landslide Susceptibility

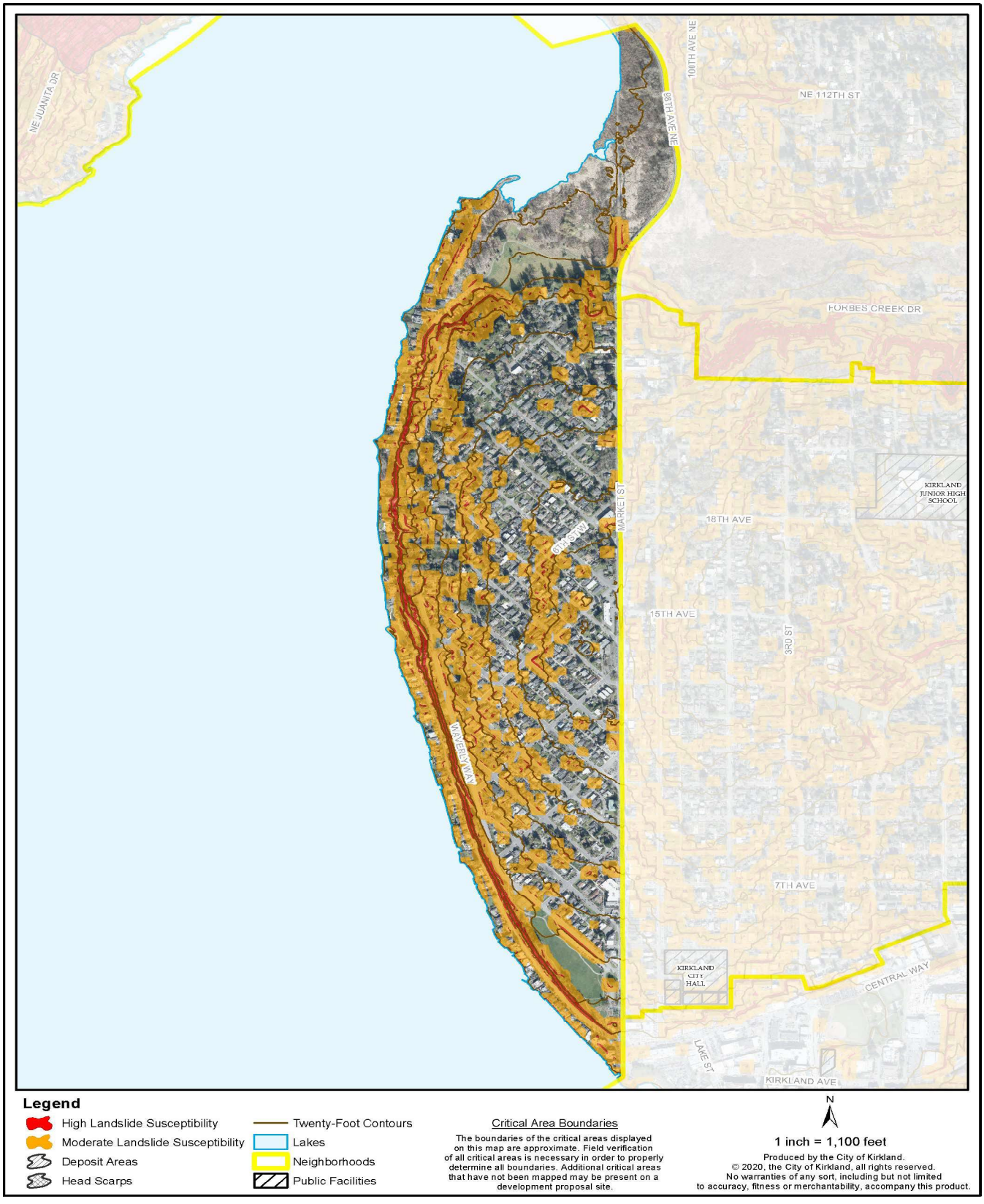
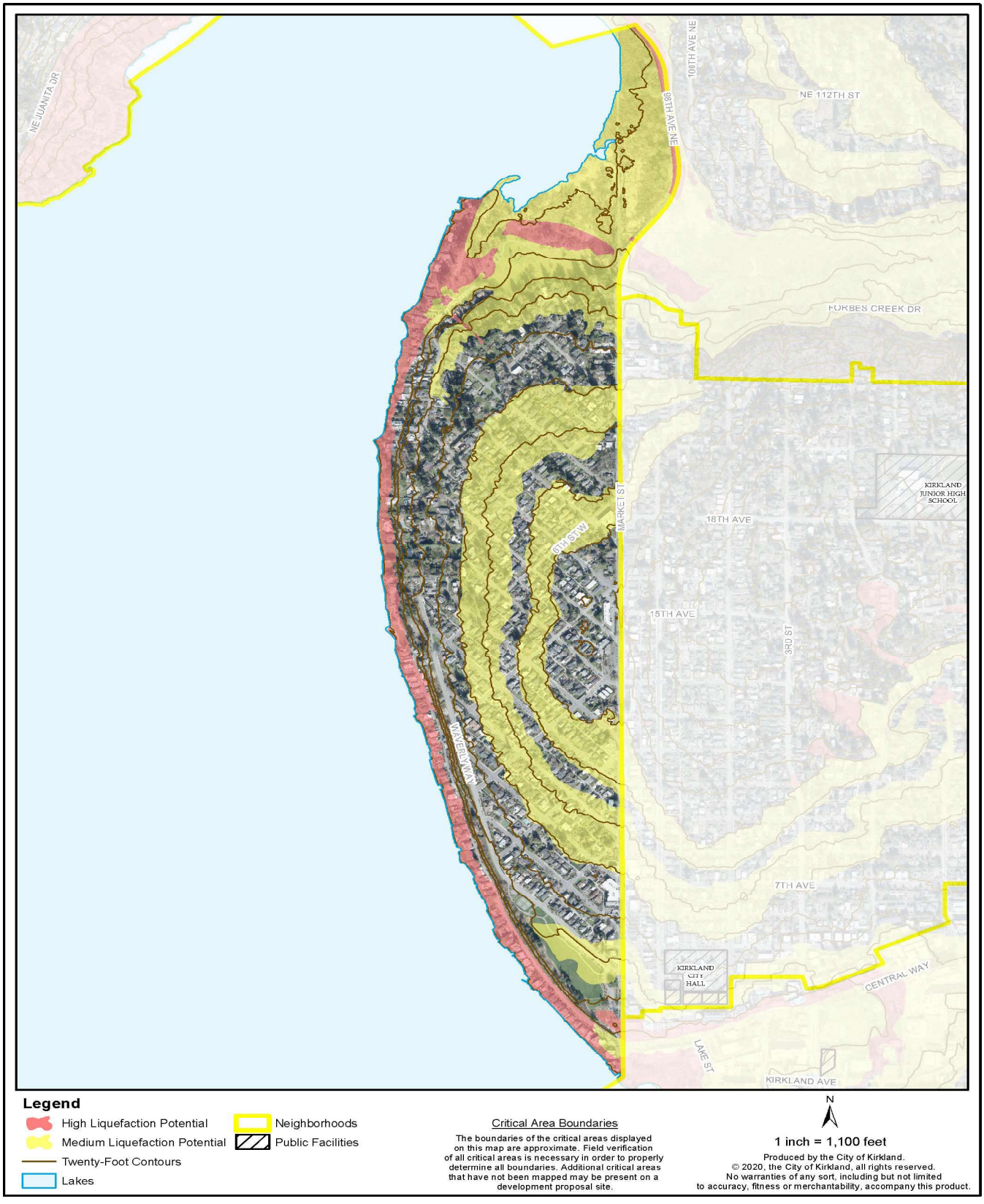


Figure M-2b: Market Liquefaction Potential



Policy M-8: Protect exceptional trees and groves of trees.

In the Market Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values that contribute to the quality of life. The City promotes retention of the Citywide tree canopy, regulated trees, and groves of trees on private property through tree zoning regulations and planting of trees along streets in parks, and open space areas.

Policy M-9: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat.

The Market Neighborhood and Juanita Bay Park are home to many wildlife species, including bald eagles, beavers, herons, turtles, salmon and many other fish and birds. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There are also two bald eagle's nests in the south and northwest portion of the neighborhood. Protection of these special habitat areas is important so that they will be preserved for future generations.

Residents and business owners in the neighborhood also have opportunities to attract wildlife and improve wildlife habitats on their property. The City, the Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Wildlife Habitat at Juanita Bay Park

5. LAND USE

The Market Neighborhood is a well established neighborhood that contains a mix of old and new housing stock. There is a diversity of housing styles which contributes to the neighborhood's vibrancy and livability. The homes vary in size, although growth and price increases are causing smaller homes to be replaced by larger homes. A growing number of properties have accessory dwelling units (attached and detached) and cottage-style development. These smaller housing options, along with duplexes and triplexes, provide diverse living options. Retail, commercial, office, residential and mixed uses are located in the Market Street Corridor. For more information about land use in the Market Street Corridor see the Market Street Corridor Plan Chapter of the Comprehensive Plan.

Market Neighborhood home with ADU

Policy M-10: *Foster a wide variety of housing within the Market Neighborhood that accommodates the needs of downsizing adults, young families, and single households.*

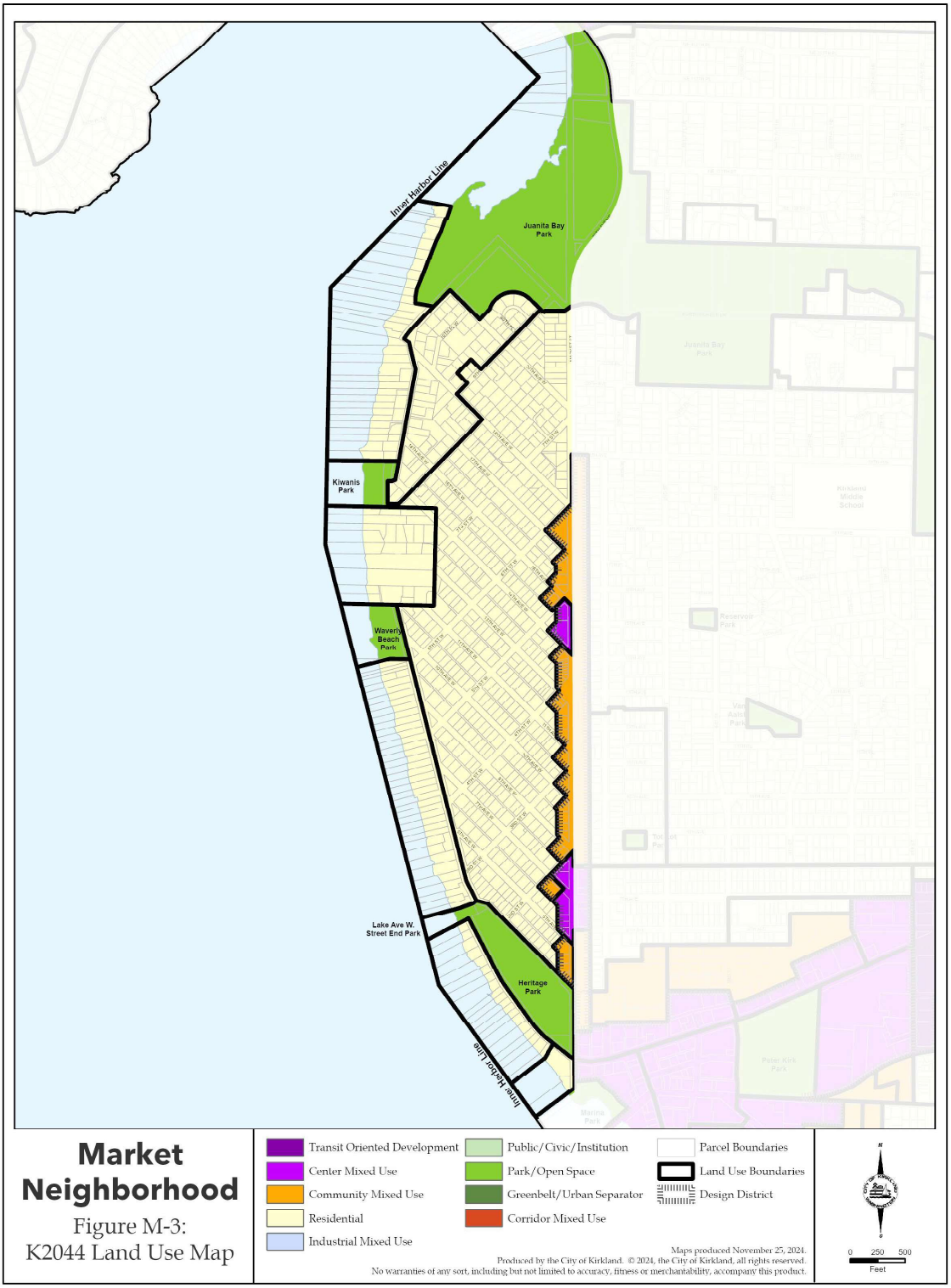
Aging residents, young families, and single households would like to see smaller homes available for moderate prices, but redevelopment and increasing market values have caused many of the smaller older homes to be replaced by large homes. This trend has presented challenges to providing a range of housing sizes at increased levels of affordability within the neighborhood.

The Market Neighborhood contains an increasing number of ADUs that provide smaller housing options at a more moderate cost. Other smaller housing types, such as duplexes, triplexes, and cottages, are allowed in all lower-intensity residential areas per the Kirkland Zoning Code. These other housing types, if well designed, could expand housing options in the neighborhood.

Housing diversity could also be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. Development on smaller lots can add diversity of housing types to provide more housing choice, although good design is essential to ensure compatibility with existing development.

Example of small compact single-unit housing

Figure M-3: Market Neighborhood Land Use Map



6. URBAN DESIGN

Policy M-11: Encourage residential design that contributes to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and those of the surrounding neighborhood. A variety of building forms and materials results in residential structures with their own individual styles. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements such as entry porches help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy M-12: Explore new regulations that encourage infill housing to be complementary to the existing development and that allow for sufficient light, air, and privacy between residential structures.

Designing housing that is scaled appropriately results in new housing that is in proportion to lot size and provides adequate light, air and privacy between structures. Setbacks, building size, lot coverage, landscaping, building height, and roof pitch are design elements that contribute to houses that successfully fit into the neighborhood. It is important that existing and new regulations ensure that new development supports and enhances the existing neighborhood fabric.

Policy M-13: Preserve the public view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights-of-way and parks.

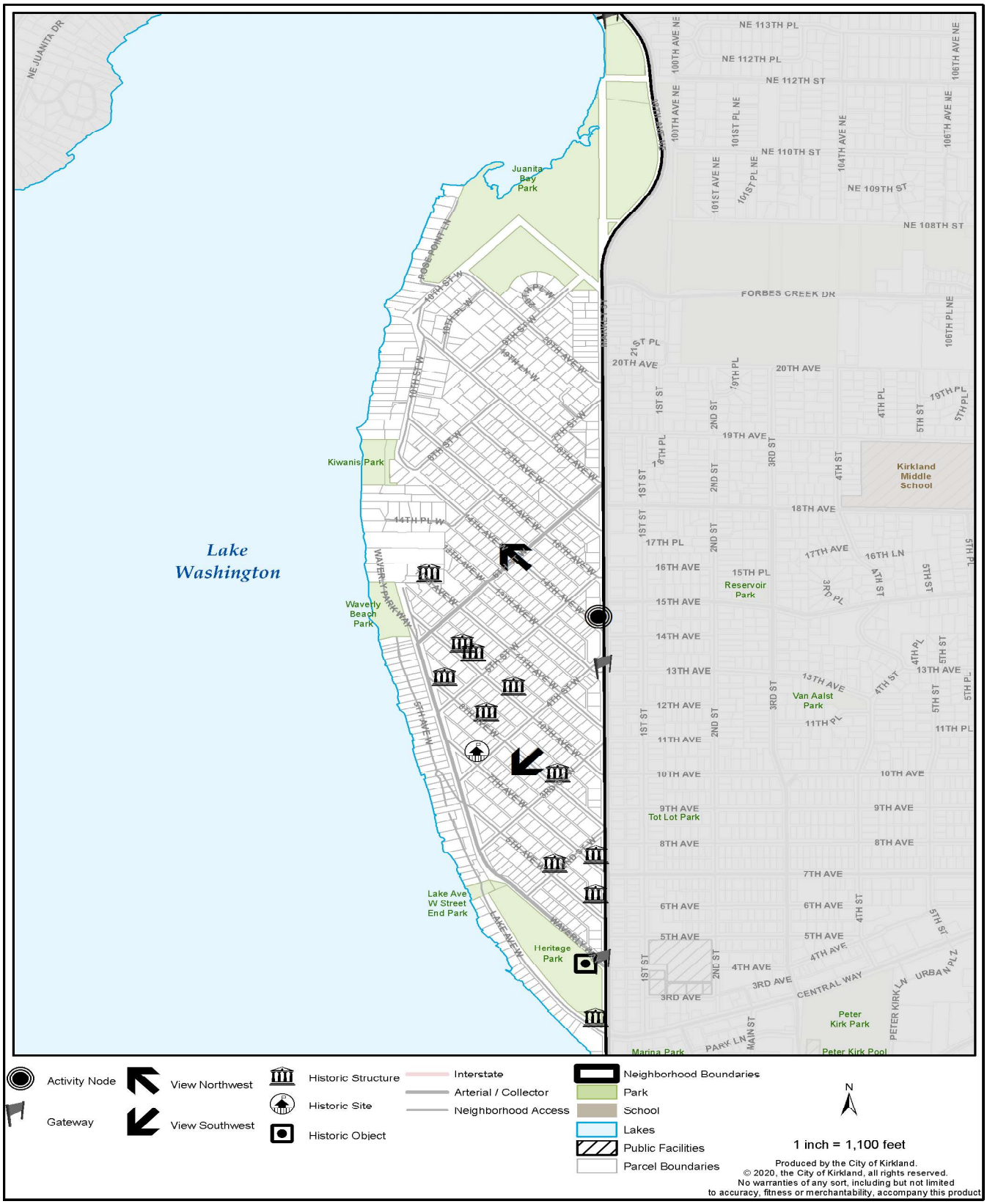
The street system and parks provide the Market Neighborhood with a large number of medium- and long-range views. These view corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they provide to the Market Neighborhood.

Policy M-14: Enhance public views through the use of view stations along Waverly Way.

Similar to the benches installed at the 5th Street West street end along Waverly Way, the 4th Street West street end could be improved with benches and other amenities as a viewing station for the public. These stations will complement the proposed pedestrian sidewalk along the west side of Waverly Way and the existing bicycle route.

Public view corridor from 7th Avenue West and 3rd Street West

Figure M-4: Market Urban Design Features



7. TRANSPORTATION

Streets

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. Streets are described below and shown on Figure M-5. Traffic is well distributed throughout the neighborhood by the existing street system.

Market Street is a principal arterial that is the most traveled route into and along the eastern border of the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left-turn pockets, curbs, gutters, sidewalks, a landscape strip, bike lanes and a priority bus lane at certain locations. A landscape median provides additional green space while controlling left-turn movements.

Collectors: Two streets within the grid network of the Market Neighborhood serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design regulations for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. These collector streets are listed below and are also shown on Figure M-5.

6th Street West is a collector street from Waverly Way on the west side of the Market Neighborhood to Market Street on the east side. It provides access through the center of the neighborhood and provides access to Waverly Beach Park.

Waverly Way connects from 6th Street West to Market Street at the south end of the neighborhood. It provides north/south access along the western side of the Market Neighborhood. Waverly Way also provides access to Heritage Park and Waverly Beach Park.

View down Waverly Way from 6th Street West

Neighborhood Access Streets: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to collectors or arterials. Full improvements on these streets typically include a travel way, on-street parking, curbs, gutters, sidewalks, and landscape strips. Full improvements do not exist on many of the neighborhood access streets in the Market Neighborhood, especially in the northern part of the neighborhood.

Alleys: Portions of the Market Neighborhood platted in the early part of the 20th century are served by mid-block alleys. Some alleys are paved, and some are gravel.

Policy M-15: Improve mobility for all modes in the Market Neighborhood.

Providing a safe circulation system within the neighborhood using all modes of travel is an important objective for the neighborhood. The following policies aim to improve mobility for the Market Neighborhood.

Policy M-16: Incorporate measures that will allow for safe access to Market Street for all modes of transportation during heavy traffic periods without disrupting the general flow of traffic.

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25-MPH zone near the downtown all contribute to general traffic flow problems during peak commute hours. Possible solutions to these problems include adding features to increase safety for bikers, pedestrians, and rollers; simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient, safe access to the Market Neighborhood.

Policy M-17: Maintain the street and alley grid in the Market Neighborhood while paving gravel alleys.

Alleys provide access and service routes for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets. Gravel alleys should be paved per City standards as new infill development occurs to accommodate increased vehicle access and reduce dust.

Policy M-18: Minimize cut-through traffic and speeding on neighborhood streets using neighborhood traffic control devices where appropriate.

Monitor and evaluate traffic patterns and volumes in the Market Neighborhood to minimize cut-through traffic and speeding, especially from Market Street. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The community should be involved in this process as part of the City's Neighborhood Traffic Control and Neighborhood Safety Program.

Policy M-19: Ensure street safety as the neighborhood continues to grow.

As Kirkland and the Market Neighborhood have grown, vehicle, bicycle, and pedestrian traffic has increased and put pressure on the street network making it more difficult to comfortably

accommodate all transportation modes. As the City grows, and streets become more crowded with multiple uses, it will be important to ensure intersections function sufficiently, sight lines are free from obstruction and traffic management is controlled to allow safe turns in multiple directions, with a focus on a safe bike and pedestrian environment and including safety for vehicles. Proactive attention to street safety is warranted.

Pedestrian/Bicycle Circulation

The existing City of Kirkland Active Transportation Plan (ATP) identifies a network of existing bicycle facilities and planned improvements for a 10-year horizon and provides a process and criteria for identifying sidewalk and pedestrian infrastructure and how those might be prioritized. This plan provides guidelines for best practices, identifies priorities, and hosts a timeline for implementation. Those projects mapped in the Market Neighborhood Plan not shown in the ATP have been included in the data analysis that the City will be using to prioritize investments. Figures M-6 and M-7 show the planned bike and pedestrian system for the Market Neighborhood.

Bicycle Commuter on Market Street

City street standards require that all through streets have pedestrian improvements including curbs, gutters, landscape strips, street trees and sidewalks. Pedestrian improvements are usually installed as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

Sidewalks are a benefit when they are implemented in an effective way and on streets that are wide enough to accommodate them. In areas of Market where sidewalks were not historically installed, the current intermittent sidewalks make it a challenge for pedestrians. The requirement to install sidewalks during new house construction or renovation is not creating sidewalks quickly enough to eliminate the issues with intermittent sidewalks. In particular, for collector streets and school walk routes, the City should facilitate creating contiguous sidewalks on at least one side of the street.

It may well be that streets of insufficient width should not have sidewalks installed on both sides. Some streets, especially in the north section of the neighborhood, are not as wide as other neighborhood streets as a result on-street parking on the narrower streets creates a single narrow lane of travel and makes it challenging for cars and cyclists to maneuver around the

parked cars. However, narrower streets have proven to result in slower vehicle speeds which is also desired on neighborhood streets.

For narrower, unimproved neighborhood streets, a unified City plan for scaled-back improvements with sidewalks or parking on one side only could avoid having to negotiate these solutions one at a time as the issue arises during construction, and could create a safer, consistent look for the neighborhood.

Bicycles are permitted on all City streets. Bike facilities include a designated bike lane with a painted line and a shared use path for bicycle and pedestrian use. The existing and desired bicycle routes identified for proposed bicycle improvements are shown in Figure M-7.

Policy M-20: Enhance and maintain infrastructure for walking and rolling within the Market Neighborhood, especially on designated school walk routes to adjacent neighborhoods.

The following routes have been identified by the neighborhood as priorities for implementation. The capital improvement budget process prioritizes when routes identified in the Active Transportation Plan (ATP) will receive funding for improvements.

Pedestrian Crosswalk

- 18th Avenue West – complete a pedestrian sidewalk along one side of 18th Avenue West to Market Street. This is a school walk route and should be prioritized;
- 9th Street West – between Market Street and 20th Street across Juanita Bay Park should be improved for both pedestrians and bicycles. The update of the Active Transportation Plan should evaluate adding this route to the planned bicycle network;
- Waverly Way – should be improved with a sidewalk on the west side of the street and a view station at the unopened street end at 4th Street West;

- 6th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street and complete the proposed Neighborhood Greenway between Waverly and Market Street; and
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Lake Avenue West Street End Park.

The City's capital improvement budget process can only address a small fraction of the improvements that appear in the various neighborhood and citywide plans. In considering the list above, the item that might be most productive and supportable is the proposed Greenway along 6th Street West and Waverly Way. As documented elsewhere, the Greenway concept is not a finished design prescription, and care will need to be taken to respect and augment the existing physical features of the neighborhood. Nonetheless, this particular Greenway could address a number of existing safety and alternative transportation concerns of the neighborhood, while at the same time contributing to the City's broader transportation goals. As such, it is the sense of the neighborhood that this particular Greenway could be championed and supported as a priority above the others, if implemented through an inclusive process.

Figure M-5: Market Street Classifications

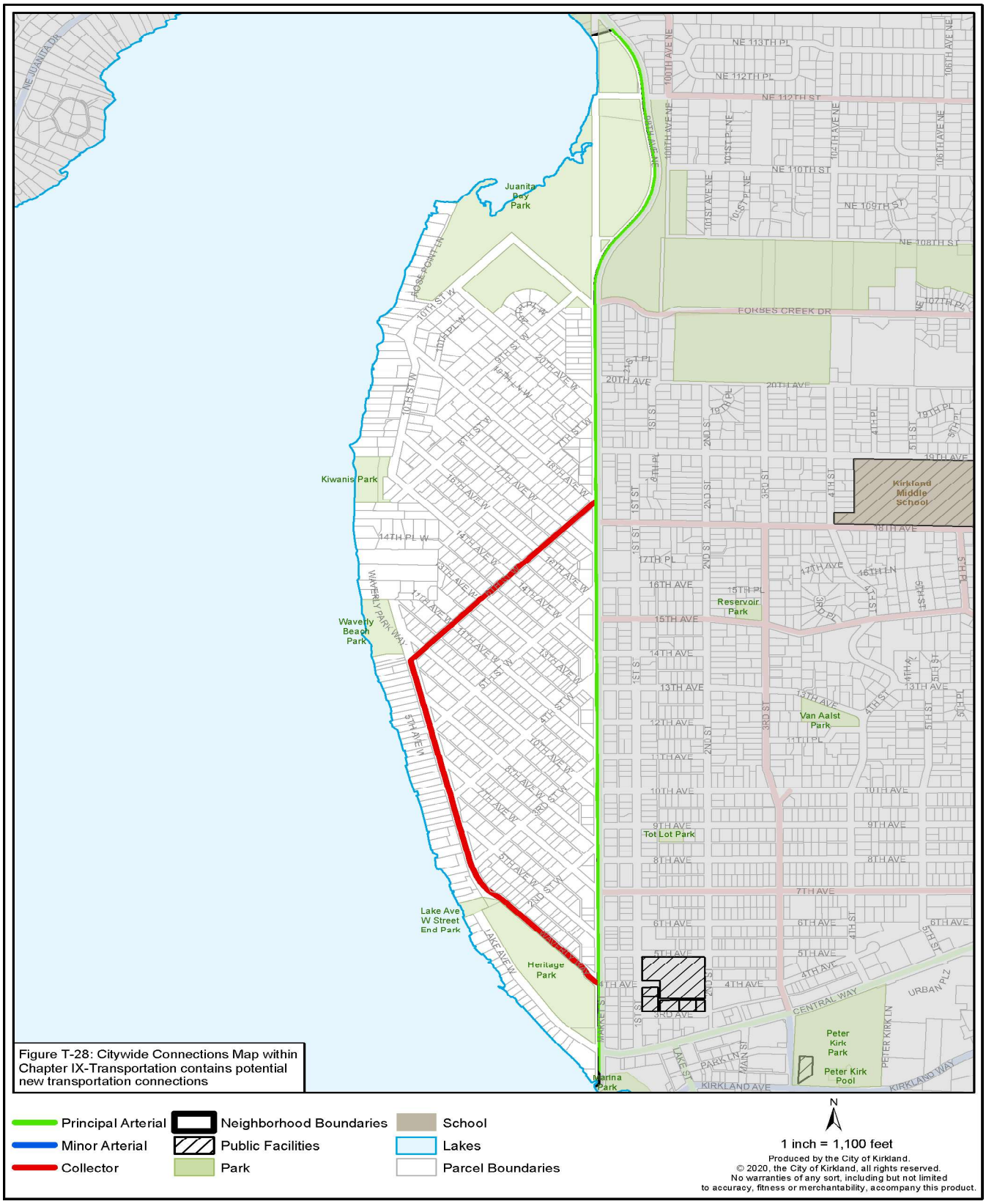


Figure M-6: Market Pedestrian System

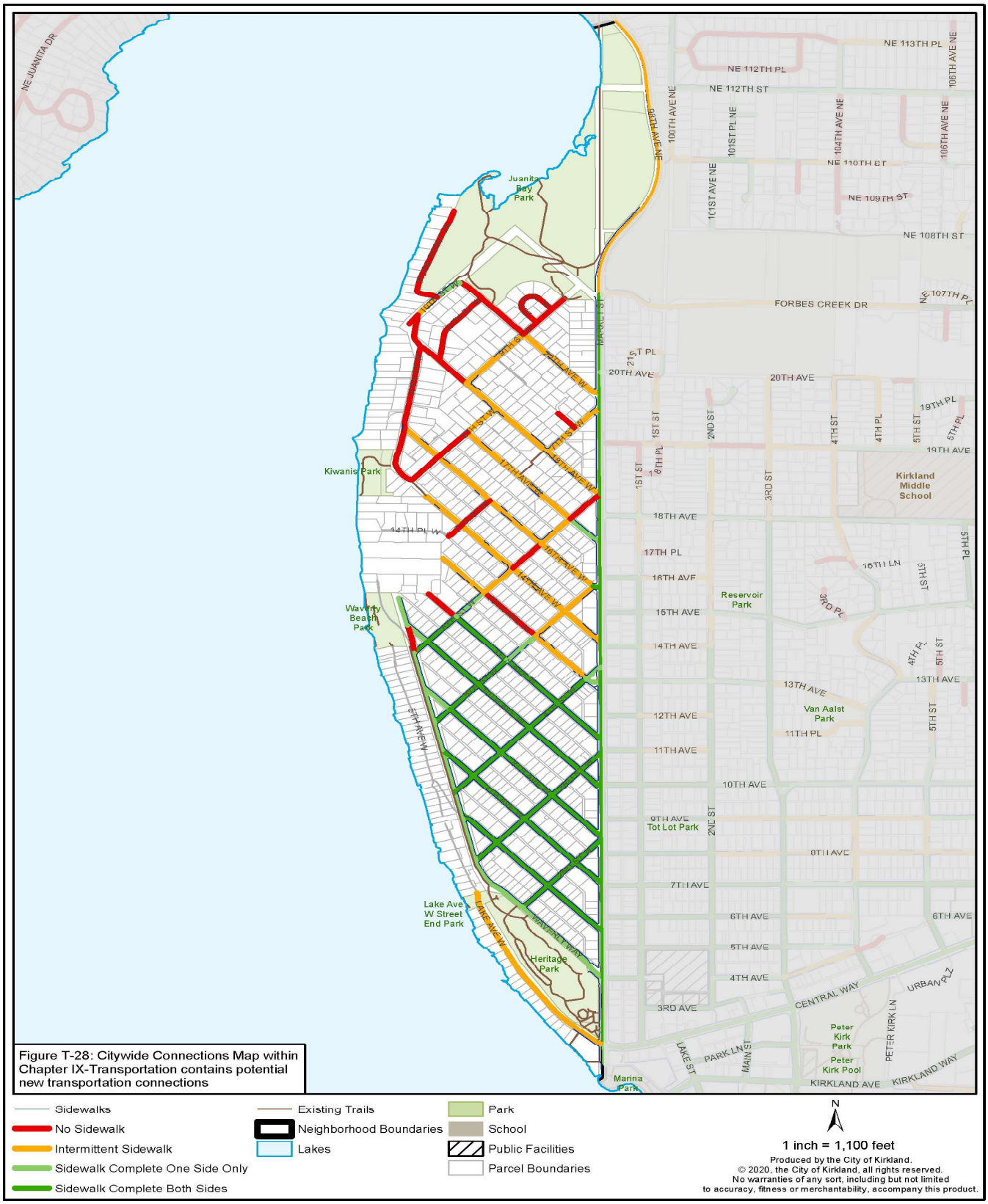
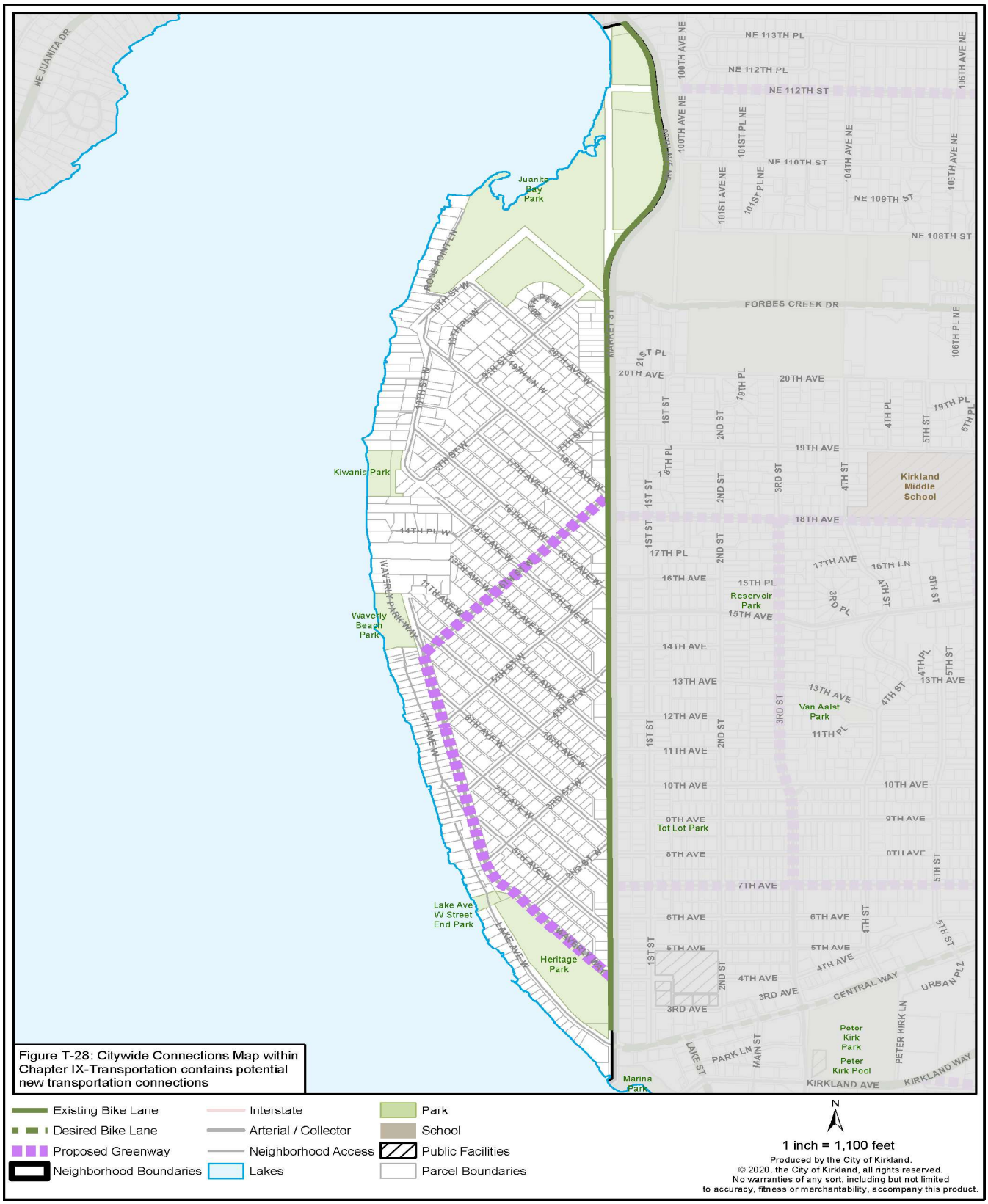


Figure M-7: Market Bicycle System



8. OPEN SPACE/PARKS

There are five publicly owned parks in the Market Neighborhood that provide park and open space amenities (Juanita Bay Park, Kiwanis Park, Waverly Beach Park, Heritage Park, and Lake Avenue West Street End Park). Some parks also protect sensitive and natural areas. The community deems the parks and open spaces in the neighborhood as key features that make this neighborhood and Kirkland enjoyable and vibrant.

See the Parks, Recreation and Open Space Chapter of the Comprehensive Plan and Kirkland Parks, Recreation and Open Space (PROS) Plan for more information about each of the parks.

Policy M-21: Enhance parks within the Market Neighborhood consistent with the PROS Plan.

Desirable additions to the Market Neighborhood park system include:

- Second phase of renovation of Waverly Beach Park;
- Ongoing restoration of wetlands and forested areas of Juanita Bay Park and Kiwanis Park; and
- Shoreline renovation at Lake Avenue West Street End Park

Waverly Beach Park

Lake Avenue West Street End Park

9. PRIORITIES

This Market Neighborhood Plan references more issues than can be addressed by the City, even over a multi-year time period. Further, neighborhood matters that require the expenditure of resources are subject to Citywide prioritization with all other matters under consideration. This Plan does not rank order every issue, but when this neighborhood plan last underwent a major update, several important themes emerged for community members when it comes to priorities:

- First, matters that directly impact public safety on streets, sidewalks, bike lanes, and pedestrian rights-of-way were a clear priority for the community. The Greenway proposal mentioned in the Transportation section herein is a prime example;
- Second, it was important to the neighborhood that existing and new regulations ensure that new development is compatible in scale and design with the existing neighborhood fabric; and
- And finally, continuing with a consultative approach to planning and development that promotes Citywide objectives while involving the Market Neighborhood Association, as well as the neighbors more generally, is an important consideration for all such matters.

12.J. Market Street Corridor Plan

1. OVERVIEW

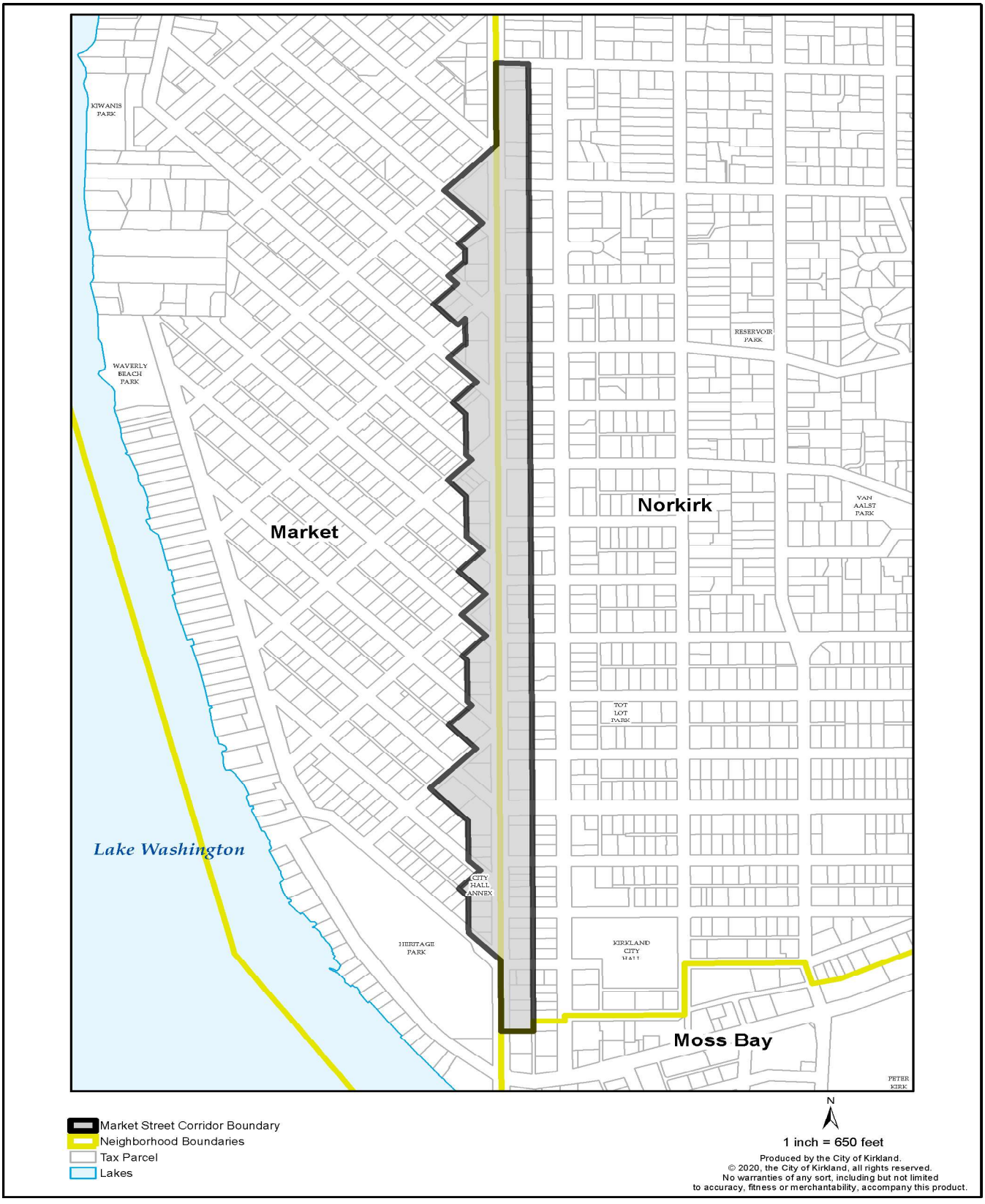
The Market Street Corridor is centered around Market Street and includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood.

The Market Street Corridor is an eclectic, attractive, and economically healthy area that includes a mix of small-scale office and retail uses, along with various housing types. A few commercial buildings provide convenient retail shopping and services for nearby residents, employees, and visitors from other areas in the region. The corridor is generally one lot wide bordering Market Street and is bounded by established and highly valued residential neighborhoods to the north, east and west and the Central Business District to the south.

Market Street provides access to both the Market and Norkirk Neighborhoods and is heavily used as a principal north/south arterial for Citywide and regional bicycle, bus, and vehicular traffic. Local neighbors depend on the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods and to the Central Business District. During commute periods, challenges exist accessing Market Street to and from the surrounding neighborhoods. Still visible today is the mix of historic 1890s buildings at the intersection of Market Street and 7th Avenue that represent the original town center that is a focal point for Kirkland's earlier history.

The Market Street Corridor Commute

Figure MS-1: Market Street Corridor Boundary



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Market Street Corridor at a future time when the goals and policy direction expressed in this chapter are realized.

The Market Street Corridor is a leafy and comfortable neighborhood-compatible mix of residential, office, and retail land uses that support and complement the surrounding Norkirk and Market Neighborhoods. Well-lit crosswalks, signs, flags, designated bike lanes and other infrastructure improvements along Market Street help pedestrians and bicyclists to feel comfortable and safe.

The corridor is envisioned to continue to be an area where:

- Trees line both sides of Market Street and within the center median;
- Development regulations ensure buildings are smaller in scale compared to other commercial districts in the City;
- There is an eclectic, livable, and inviting mix of housing types, neighborhood-oriented commercial, and retail uses;
- Retail establishments are small and, to be viable as businesses, likely serve the larger community as well as the surrounding neighborhood;
- Architectural and site design regulations ensure buildings are spaced, set back, scaled, and designed to blend seamlessly with the surrounding residential neighborhoods as well as the historic district at the intersection of 7th Avenue and Market Street; and
- Commercial uses are limited to those that minimize potential noise, light, odor and traffic impacts to nearby residential uses.

Preserve Sequoia Tree at 17th and Market

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The historic buildings dating from the 1890s at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past and its continued evolution through its old and new buildings and its streetscape, including street trees, public seating and streetlights.

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased much of the land that had been homesteaded in the 1870s to begin the proposed new city. This new city was to support the construction of the steel mill on Rose Hill near Forbes Lake. The new town center was at the intersection of Market Street and Piccadilly, which is now 7th Avenue. This intersection, with four nearby remaining 1891 brick buildings, three of which are on the National Register of Historic Places, is one of the most historically significant in Kirkland. An alternative street plan was also developed which included a large square at this intersection and a hotel on what is now Heritage Park at the corner of Market Street and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue forms an important historical link and entrance to both the Market and Norkirk Neighborhoods. See the Market and Norkirk Neighborhood Plans for more historical information about the area.

Policy MS-1: Encourage preservation of structures and locations that reflect Kirkland's heritage.

The Land Use Element Chapter of the Comprehensive Plan features tables and figures which identify Designated Historic Buildings, Structures, Sites and Objects in Kirkland designated by the Kirkland Landmark Commission and King County Landmark Commission, as well as the locations of those resources. Refer to those tables for more information about the historic features along the corridor and in the Market and Norkirk Neighborhoods. Figure MS-3 shows the location of the historic features along the corridor. Attention must also be given to landmarks and locations that can help illustrate the history of the area prior to white settlement.

Policy MS-2: Provide incentives to encourage retention of identified buildings of historic significance.

The City should include incentives in the Zoning and Building Codes for maintenance of the historic buildings at the 7th Avenue and Market Street Historic District. These incentives can help to make the maintenance of the historic structures more economically viable.

Policy MS-3: Provide and maintain markers and interpretive information for the historic sites located in the historic district at 7th Avenue and Market Street.

Providing this information will identify these important sites and enable future community members to have a link with the history of this significant area of Kirkland. Attention should be given to celebrating the neighborhood's history in an inclusive way, to help residents and visitors understand the history of the area prior to white settlement.

The Peter Kirk Building at 620 Market Street

4. LAND USE

Policy MS-4: Encourage a mix of uses within the Market Street Corridor that includes multifamily residential and office uses, as well as neighborhood-oriented shops and services to promote neighborhood pedestrian mobility and provide services to the greater community.

Most of the corridor is developed with a mixture of less intensive residential and office development. It is also appropriate to have neighborhood businesses interspersed throughout. This scale and pattern of development for the corridor fits well with the adjoining neighborhoods.

There are two nodes along Market Street that function as neighborhood shopping and services areas: one on the south and one on the north shown in Land Use Map Figure MS-2. The area south of 6th Avenue and 5th Avenue West functions as a connection between the City's historic district and the Central Business District (CBD).

Office Development on Market Street

Neighborhood Shopping Area

The neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West provide convenient shopping and services for residents in the area. If

redevelopment of this site occurs, the buildings and site should be designed so that their appearance is complementary to the adjoining neighborhood. Landscaping and other design elements can be used to soften and buffer the commercial uses onsite from the adjoining residential uses.

Policy MS-5: Retain the historic district roughly between 8th Avenue/2nd Street West and 6th Avenue/5th Avenue West as a special planning area of the corridor.

This area should remain a business commercial zone (shown on the Land Use Map, Figure MS-2) allowing residential, office and retail uses, and should include special regulations that reinforce the historic nature of the intersection at 7th Avenue and Market Street.

Policy MS-6: Restrict the development of new commercial and large-scale residential development to locations within the limited boundaries and land use districts designated for the Market Street Corridor.

Larger scale residential and commercial development should remain in designated areas within the Market Street Corridor and not extend into the residential core of the Market and Norkirk Neighborhoods or beyond 19th Avenue to the north. The slope and alley parallel to the east side of Market Street provide a break between the corridor and the residential core of the Norkirk Neighborhood. The break is not as well defined on the west side of the street between the corridor and the Market Neighborhood residential core; however, it is generally located adjacent to properties that directly abut Market Street and is a useful neighborhood feature. (See Land Use Map, Figure MS-2).

Multi-unit Development on Market Street

Policy MS-7: Maintain design regulations for multiunit and commercial buildings in the Market Street Corridor.

Building and site design regulations should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including for parking lots), preservation of existing vegetation, and buffers between development of different scales.

Policy MS-8: In general, low intensity development is appropriate for the corridor with limited allowances for additional height in the neighborhood shopping and service nodes described in Policy MS-4. Additional height may be allowed as established in the Zoning Code and as part of the design review process to achieve desired community objectives such as a variety of roof forms.

A range of development intensities along the corridor is appropriate as a transition to adjacent lower intensity residential uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas.

Policy MS-9: Conduct a study of the parking requirements in the Market Street Corridor to encourage more small neighborhood commercial uses such as retail, office, or restaurant uses while minimizing potential adverse impacts to adjacent residential neighborhoods.

There is neighborhood support for encouraging more small neighborhood commercial retail, office and restaurant uses along the corridor. Existing zoning regulations allow flexibility in the amount of parking stalls if a parking demand study is submitted that analyzes the unique parking needs of a business and a reduction in the number of parking stalls is justified. A general study should be completed for the corridor to identify code amendments and incentives that could help foster viable neighborhood-serving commercial uses along the corridor. Areas for further study could include parking requirements, building height, lot area coverage, building setbacks, and design requirements. Any code amendments should be designed to enhance the aesthetics and mobility of the neighborhood.

Parking along Market Street Corridor

Figure MS-2: Market Street Corridor Land Use Map

Policy MS-10: Remain mindful of the historic structures at the intersection at 7th Avenue and Market Street as redevelopment occurs.

Existing historic resources should be considered when adjacent structures are being rebuilt or remodeled. The scale and design features of the historic buildings at the intersection of Market Street and 7th Avenue should be considered when development in that area occurs while prioritizing reducing the cost of building housing and increasing sustainability.

Intersection of 7th Avenue and Market Street

Policy MS-11: Utilize design regulations for commercial and multiunit development along the Market Street Corridor.

Design standards are important for the historic area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3) and appropriate for all multiunit and commercial development along the corridor. Design regulations should be used to review site and building design issues such as building placement, landscaping, and building details, as well as public improvements including sidewalk width and street furniture. These design regulations should also prioritize reducing the cost of housing and increasing sustainability.

Policy MS-12: Provide streetscape, gateway and public art improvements that contribute to a sense of inclusive identity, enhance visual quality, and unify the Market Street Corridor.

Decorative streetlights, a consistent street tree plan, and pedestrian seating can all be used to reinforce the feeling of community belonging along the corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street. The City should also consider funding streetlights designed to reflect the area's history within the historic district and possibly along other areas of the corridor.

Policy MS-13: Construct and improve gateway features at the locations identified in the Market and Norkirk Neighborhood Plans.

Desired gateway feature locations are indicated on Figure MS-3. Improvements such as landscaping, signs, public art, and other features that identify the neighborhood can be included if they are appropriate for a location. Public investment will be necessary in most instances, but

the City can also pursue opportunities to work with private property owners to install gateway features as part of future development.

Policy MS-14: Administer design regulations that create a gradual transition between higher and lower intensity uses located along Market Street and lower intensity uses located further away from Market Street.

Standards for more intensive development will address: building placement on the site, clustering, open space preservation, building scale in proportion with surrounding allowed heights as part of a gradual transition, incentives for protecting and growing additional vegetation, wetlands and streams, the cost of building housing, sustainability, and integration with adjacent uses.

Policy MS-15: Orient buildings toward Market Street.

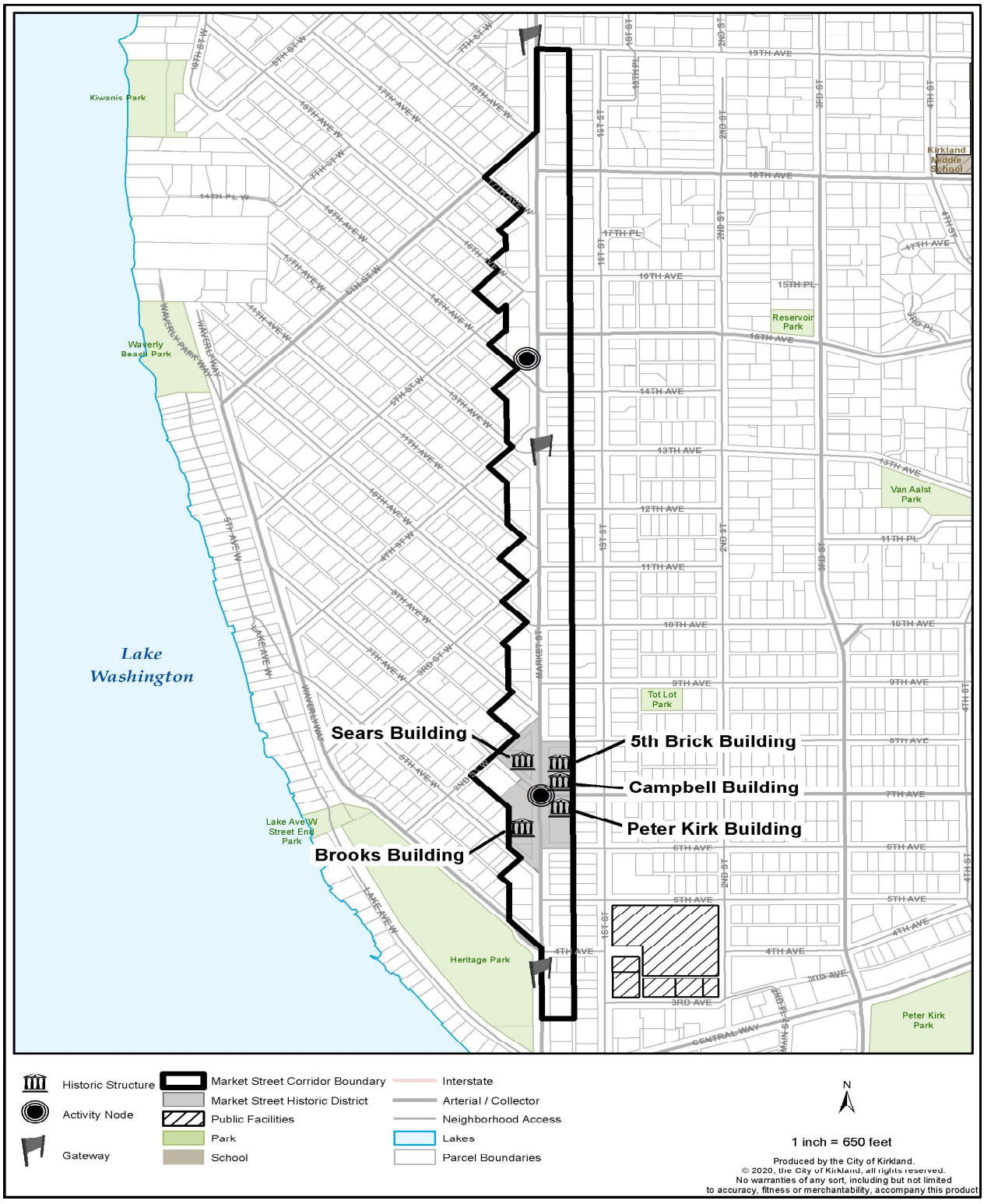
Commercial and larger-scale residential development that is oriented toward Market Street with reduced setbacks will reduce potential adverse impacts on adjacent residential neighborhoods.

Policy MS-16: Retain and improve the existing tree canopy in the center median on Market Street.

The mature trees and landscaping in the center median and along both sides of Market Street are important natural features to the neighborhoods to retain and maintain. In addition to the environmental and functional benefits they provide to reduce stormwater runoff, maintain tree canopy, buffer between travel lanes, and shade, the trees provide an aesthetic parkway boulevard that is unique to the neighborhood and provides a pleasant walking and rolling experience for pedestrians.

Dibble Office Building

Figure MS-3: Market Street Corridor Urban Design Features



5. TRANSPORTATION

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important Citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets. The street is fully developed with curbs, gutters, sidewalks, a landscape strip, and bike lanes. A landscape median provides additional green space while controlling left-turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

Policy MS-17: Maintain Market Street as a transportation corridor with a balance among transportation modes.

As a principal arterial, it is important on Market Street to maintain safe and convenient facilities for transit, pedestrians, bicycles, and other forms of rolling while maintaining vehicular traffic capacity.

Policy MS-18: Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Corridor and the adjoining neighborhoods.

Transportation improvements should maintain vehicular capacity on Market Street; minimize traffic delays; enhance connectivity between the Market and Norkirk Neighborhoods; and discourage motor vehicle shortcuts through the neighborhoods.

Policy MS-19: Incorporate measures that will allow for safe access to Market Street during heavy traffic periods without disrupting the general flow of traffic and the multimodal function of the corridor.

Initial research indicates that issues such as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25- mph zone near the downtown all contribute to general traffic flow problems, particularly during peak hours. Possible solutions include simplifying intersections; creating gaps in the traffic flow; and calming or slowing traffic on Market Street and adding a northbound transit-only lane between 18th Avenue and Forbes Creek Drive. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to adjacent neighborhoods.

Pedestrian amenities

Policy MS-20: Encourage the use of active transportation modes by providing facilities for pedestrians, wheelchairs, and bicyclists throughout the corridor.

Pedestrian improvements, including pedestrian crossings between the Market and Norkirk Neighborhoods, should be installed at appropriate locations to improve pedestrian safety and enhance the pedestrian environment. The installation of these improvements should be funded by the City and, when appropriate, also required as new development occurs.

Policy MS-21: Work with transit agencies to enhance transit service connecting the Market Street Corridor and the Market and Norkirk Neighborhoods to other areas of the City and region.

Transit service is an important element of the City's transportation system. Metro Transit serves the Market and Norkirk Neighborhoods with routes along Market Street that provide service to the Kirkland Transit Center, Downtown Seattle, Totem Lake, Bellevue, and other surrounding areas. This corridor is expected to see more frequent transit service depending on King County Metro service changes in the early 2020s intended to provide opportunities to transition automobile traffic to other modes and reduce traffic in the corridor. The Market Street Corridor is one of the main north/south connections through the City and is also a main transit route. The City should work with Metro Transit on facilitating bus access along the corridor in order to encourage transit use and reduce commute time.

Bus shelter on Market Street

12.K. Moss Bay Neighborhood Plan

1. OVERVIEW

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established areas of single unit detached housing, large-scale multi-unit residential development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor (CKC).

While the neighborhood is often characterized by the commercial activities associated with Kirkland's Downtown, there are considerable opportunities for residential and mixed-use development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging dense residential and mixed uses in the perimeter of the Downtown (Figure MB-1).

The Moss Bay Neighborhood is within the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies in 2019. The Puget Sound Regional Council also designated the Moss Bay Neighborhood and the core area of the NE 85th Station Area as the City's second Regional Growth Center, the Greater Downtown Regional Growth Center, within the Puget Sound Regional Council (PSRC) policy framework in 2023. The Moss Bay Neighborhood Plan provides policies that support the NE 85th Station Area and ensure that these two plan areas are aligned to ensure seamless transportation and multimodal connections between Downtown and the planned NE 85th BRT/Stride Station, provide additional housing choice, increased employment opportunities, and amenities to serve a strong Regional Growth Center. Together, the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Subarea Plan serve as the plans for the Greater Downtown Regional Growth Center.

Another important aspect of fostering sustainable growth patterns is the ability to plan for and provide supporting capital facilities. The City's Capital Facilities Plan, which applies to Moss Bay and the rest of Kirkland, accomplishes this by considering future needs for transportation, parks, sewer and water infrastructure and other public services, and provides the necessary financial tools to develop new infrastructure.

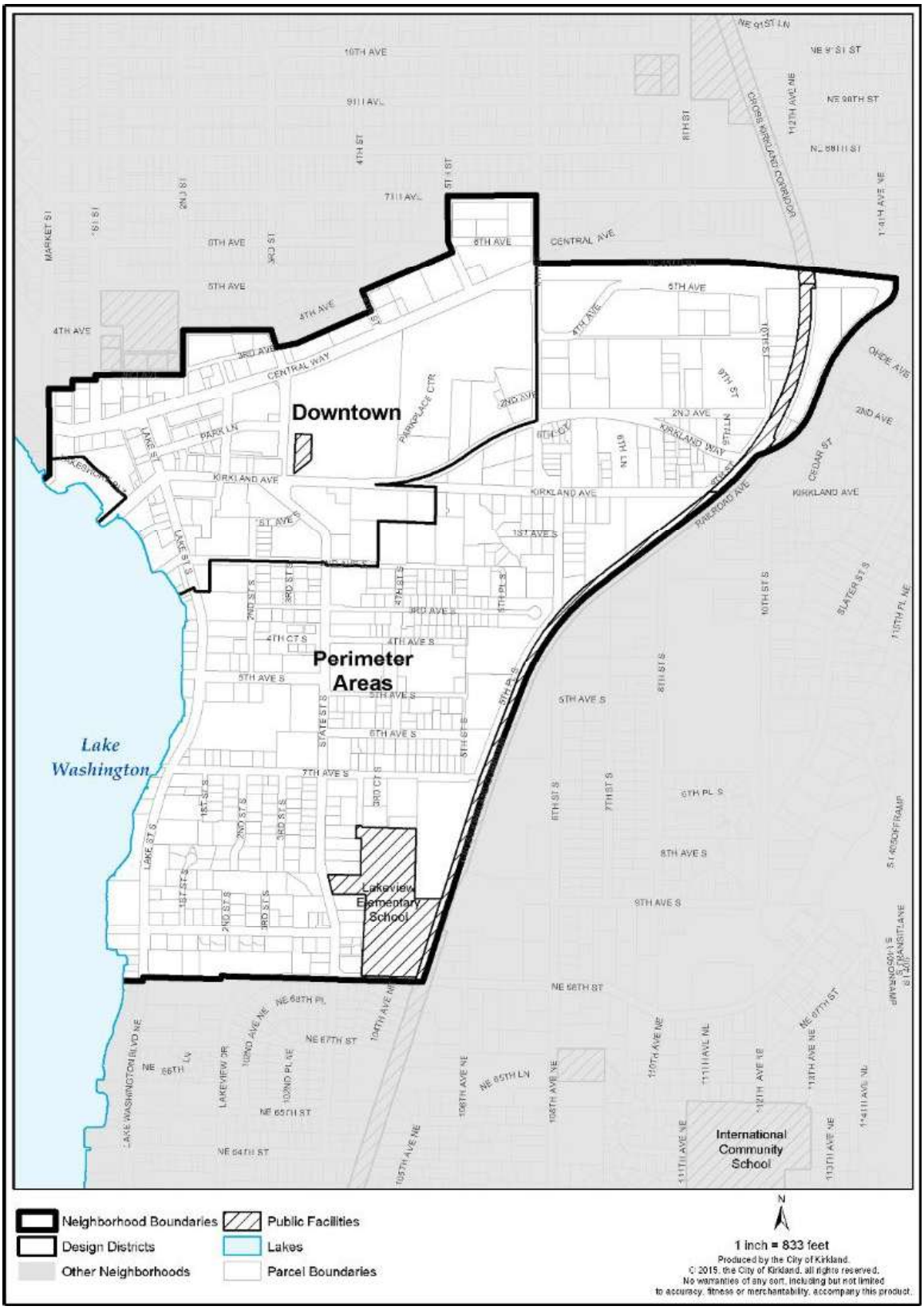
Both the King County Countywide Planning Policies and PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's housing and employment growth. The Greater Downtown will continue to contribute to the PSRC VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to urban centers and high-capacity transit station areas.

The Greater Downtown serves as a cultural hub and major gathering place for the City and regional, given its Performance Art Center, the Peter Kirk Community Center, the Kirkland Library, art galleries, and the center hosts seasonal and special events. As of 2022, the Greater Downtown Urban Center (centered on Moss Bay but including adjacent areas in other neighborhoods) supported 4,611 housing units and 13,202 jobs. By 2044, it is anticipated that there will be an increase of up to 3,959 housing units and 9,036 jobs within the plan area, to a total of 8,570 dwelling units and 23,138 jobs. A market study was conducted for the entire

Regional Growth Center and its relevant findings were incorporated into the PSRC Regional Growth Center application.

Throughout the region, Center designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles traveled and greenhouse gas emissions by expanding innovative transportation options. The Greater Downtown Regional Growth Center has frequent bus service to nearby Regional Growth Centers such as Totem Lake, Seattle University Community, Bellevue Downtown, and Redmond Downtown. Properties within the shoreline jurisdiction are also subject to the policies in the Shoreline Area chapter and the shoreline management regulations in the Kirkland Zoning Code.

Figure MB-1: Moss Bay Area Boundaries



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Moss Bay Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Moss Bay neighborhood contains a diverse mixture of jobs, housing, and parks, and is the cultural heart of Kirkland. Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity comes from Downtown's physical setting along the lakefront, its distinctive topography, the human scale of existing development, and, most importantly, the community that lives and works in Moss Bay. This identity is reinforced in the minds of the Kirkland community by Downtown's historic role as the cultural and civic center of the community. The Moss Bay neighborhood is a key part of the Greater Downtown urban center and is a vibrant, walkable community where many choose to live, work, play, learn, and worship.

Environmental protection and equity are fundamental characteristics of neighborhood life. Amenities such as parks, green space, community gardens, and shorelines have been preserved and refreshed, with new public access points. Additional recreational facilities have been created to serve community members of all ages and abilities, including a new major regional recreation center in Peter Kirk Park. This has increased awareness of equity and inclusion so that parks, trails, and other amenities serve the entire community, including people who have not been able to enjoy them historically. The community has embraced sustainability and more energy-efficient buildings and clean renewable energy infrastructure such as solar arrays, geothermal systems, and wind turbines. In addition, the prevalence of rain gardens and green roofs keep stormwater quality and quantity manageable and enhances the ecological integrity of streams and wetlands, Lake Washington, and aquatic life. These inclusive priorities have led to a healthier natural environment and overall community.

The community has made it a priority to ensure that people who wish to live in this desirable neighborhood, including people of all incomes who work in or near Downtown, can afford to do so. Creating new housing options in Moss Bay resulted from an imaginative look at new ways of housing people, and housing choices in Downtown now include co-housing, residential suites, and apartments and condominiums large enough to accommodate all family sizes. Success was achieved and embraced by residents as this welcome change to the area's housing stock still allowed for views to be enjoyed, did not add to congestion or parking issues, made more effective use of existing parking, and located new homes near multimodal transportation corridors and hubs, such as the NE 85th Street Bus Rapid Transit station and the Cross Kirkland Corridor. The community's design and its dedication to equity and inclusion has transformed the Moss Bay neighborhood into a national model for sustainable urban living.

At the same time, small businesses in Downtown are thriving. Ground-floor spaces are occupied by a mix of businesses that generate pedestrian activity and benefit from a compact, human-scale street network that is easy to navigate by way of walking and rolling. The small scale of commercial spaces in much of Downtown ensures that bricks-and-mortar locations are unique and accessible to new business owners. New shops and restaurants serve the burgeoning residential and employment population of Moss Bay, and neighborhood-serving home-based businesses help support the local economy outside.

Moss Bay is a safe, clean, and diverse neighborhood where you don't need a car to get around quickly and efficiently. If you do drive, there is enough parking to meet demand for businesses, students, employees, residents, and visitors alike. It is the most walkable neighborhood in

Kirkland. The pedestrian connections and protected bike lanes link seamlessly to a transit network that is aligned in moving many people and has worked as planned. The Cross Kirkland Corridor and numerous connections to NE 85th Street (Central Way) support multimodal travel to destinations throughout the Greater Downtown urban center and the region. In addition, the first ever urban gondola system in the Puget Sound Region shuttles passengers from the Downtown Transit Center to the Bus Rapid Transit station, which connects to the regional light rail network. Investments in regional facilities and transportation and mobility infrastructure for the neighborhood has ensured that Moss Bay feels like a small town while growing gracefully to welcome more people to enjoy this place that community members love.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

When the Moss Bay area was offered to homesteaders, it was Edwin M. and Phoebe Church who filed the first claim. The bay was then called Nelson Bay after another settler. In 1888, after forming the Kirkland Land and Improvement Company, Peter Kirk and his business partners purchased much of the land owned by the Churches. Nelson Bay was renamed Moss Bay after Moss Bay in Workington, England where Peter Kirk had lived before coming to America. His intent was to build a steel mill in Moss Bay, but he was not successful due to a number of issues including the 1893 nationwide financial panic.

The 1888 founders were elderly, the long-awaited ship canal was being built and it was time to turn Kirkland's future over to a younger team. In 1910 Burke & Farrar, two real estate partners, purchased the holdings of the Kirkland Land and Improvement Company which included much of the Moss Bay Neighborhood. Moss Bay was sparsely developed, and the time was right for change.

It was during the Burke & Farrar era that Kirkland experienced its first boom. With the Lake Washington Ship Canal and the lowering of Lake Washington in sight, Kirkland's earliest businessmen set up shop on the lake shore with their buildings balanced on pilings over the lake. Burke & Farrar had their office just north of the ferry landing so that it was the first business commuters and visitors saw coming into Kirkland.

Historical Photograph of Moss Bay Waterfront

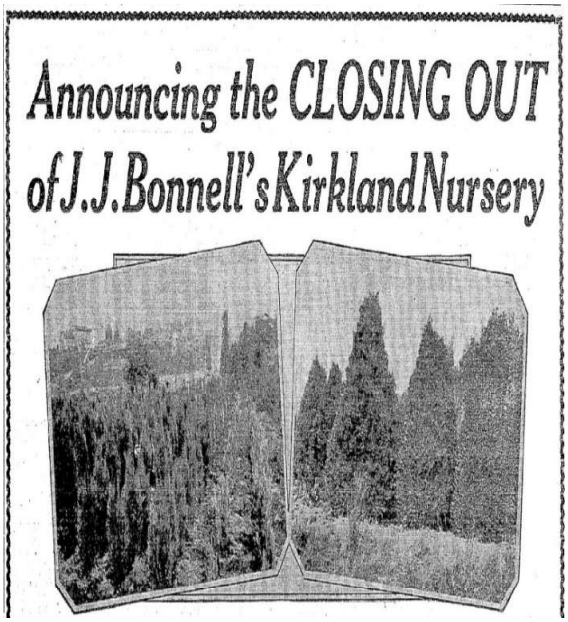
The Yellowstone Trail, our nation's first transcontinental automobile highway, was established in 1912. The road's slogan was "A Good Road from Plymouth Rock to Puget Sound." It just so happened that the Yellowstone Trail ended at the ferry dock in Kirkland. From there the cars would board an auto ferry and travel to Seattle where they continued on gravel roads. The first oiled road in King County was the 13 miles of blacktop that was the Kirkland/Redmond road and ended at Kirkland's ferry slip. Kirkland took advantage of the press reports about the Macadam Road and the Yellowstone Trail and changed the name of Redmond Road to Kirkland Avenue.

In 1916, with Lake Washington nine feet lower and stabilized, Kirkland's town center moved from 7th Avenue and Market to Moss Bay. Several buildings still stand from the early

development of Moss Bay. Todd Feed was built in 1925 and is still standing on Park Lane. Rosin's Kirkland Paint Factory at 219 Lake Street South still stands.

Peter Kirk Park was once Bonnell Nursery. French Horticulturist Julius J. Bonnell purchased 14 acres in 1910 and operated the gardens until 1926. Bonnell sold the land to Kirkland with the understanding that it be developed as a park.

Historical Messaging about Bonnell Nursery

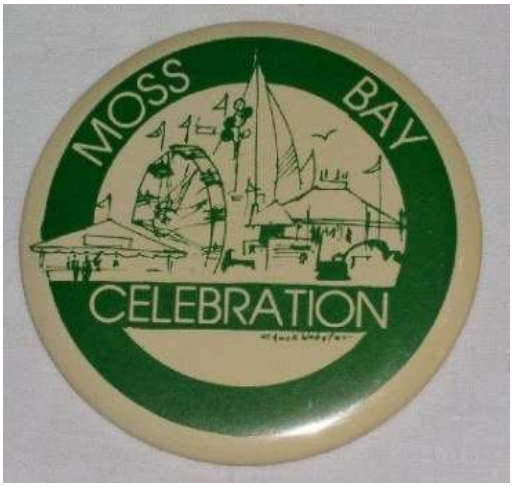


During WWII, the Kirkland Marine Construction Company, also known as the Wooden Boat Factory, had the largest government contract to build Picket Boats for the U.S. Coast Guard. The boatyard is now the David Brink Park.

Historical Photograph of the Wooden Boat Factory

In 1972 Kirkland celebrated its first Centennial honoring the original pioneers. The 1972 Moss Bay Founders Day was such a success that Moss Bay Celebration started in 1973 and continued until 1985.

Moss Bay Celebration Logo



Nettleton Mansion

Clark Nettleton, a newspaper publisher, built his home on State Street in 1929. His stately home is now the centerpiece of Nettleton Commons.

One of Kirkland's largest events was in 1985 when the Shumway Mansion was moved from Moss Bay to the Juanita Neighborhood.

Photograph of the Shumway Mansion relocation

Policy MB-1: Provide markers and interpretive information at historic sites/places that are inclusive of all previous inhabitants of the Moss Bay Neighborhood (pre-and post-white/European settlement) and especially along the culturally rich Lake Washington shoreline.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping people understand the history of the area prior to non-indigenous settlement.

Policy MB-2: Incentivize retention of structures of historical significance in the neighborhood and ensure educational opportunities are provided to increase awareness of historical preservation opportunities.

A significant number of the historic resources in Kirkland already have been identified and mapped in Moss Bay and Citywide efforts to retain these resources are guided by the Land Use Element. Education of the community of these historical resources is essential to preserving them for future generations to enjoy.

4. NATURAL ENVIRONMENT

Policy MB-3: Protect and enhance the natural environment in the Moss Bay Neighborhood.

Environmental policies for the Moss Bay Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Moss Bay neighborhood is located within the Moss Bay drainage basin and contains a few streams and a shoreline of Statewide significance (see Figure MB-2). Natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures MB-3a and MB-3b identify geologically hazardous areas within the neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas addresses risks and impacts associated with development.

Policy MB-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Opportunities may come to enhance the water quality of waterways and streams that connect to them along the Cross Kirkland Corridor and public and private efforts to increase natural vegetation provide multiple benefits to human and aquatic life.

Policy MB-5: Promote and incentivize green infrastructure such as green roofs, raingardens, trees and landscaping that cleans the water that enters Lake Washington.

Development regulations require stormwater to stay on site when new development occurs. However, redevelopment projects or minor landscaping projects that may not require stormwater management could make a significant difference in water quality and quantity. In addition, efforts to increase the cleaning of garbage and litter on streets and in and around storm drains can also decrease pollutants that move towards the shoreline and into Lake Washington.

Policy MB-6: Open streams within the eastern portion of the Moss Bay neighborhood (Figure MB-2) should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. It is essential that the open streams in this area are free of obstructions including vegetation and eroding soil so that they do not contribute to existing drainage issues.

Moss Bay Waterfront Rendering

Figure MB-2: Moss Bay Wetlands, Streams, and Lakes

Figure MB-3a: Moss Bay Landslide Susceptibility

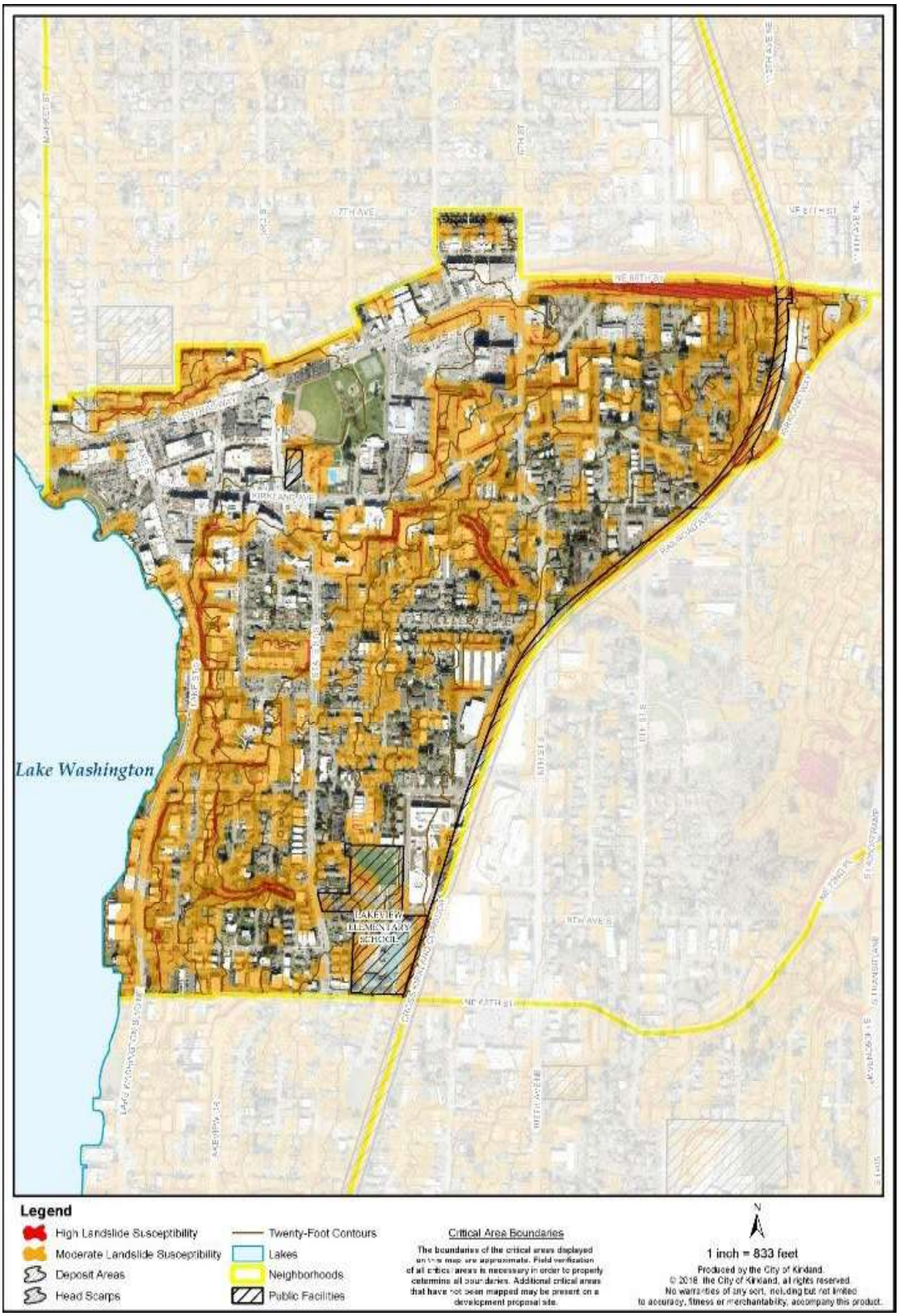


Figure MB-3b: Moss Bay Liquefaction Potential

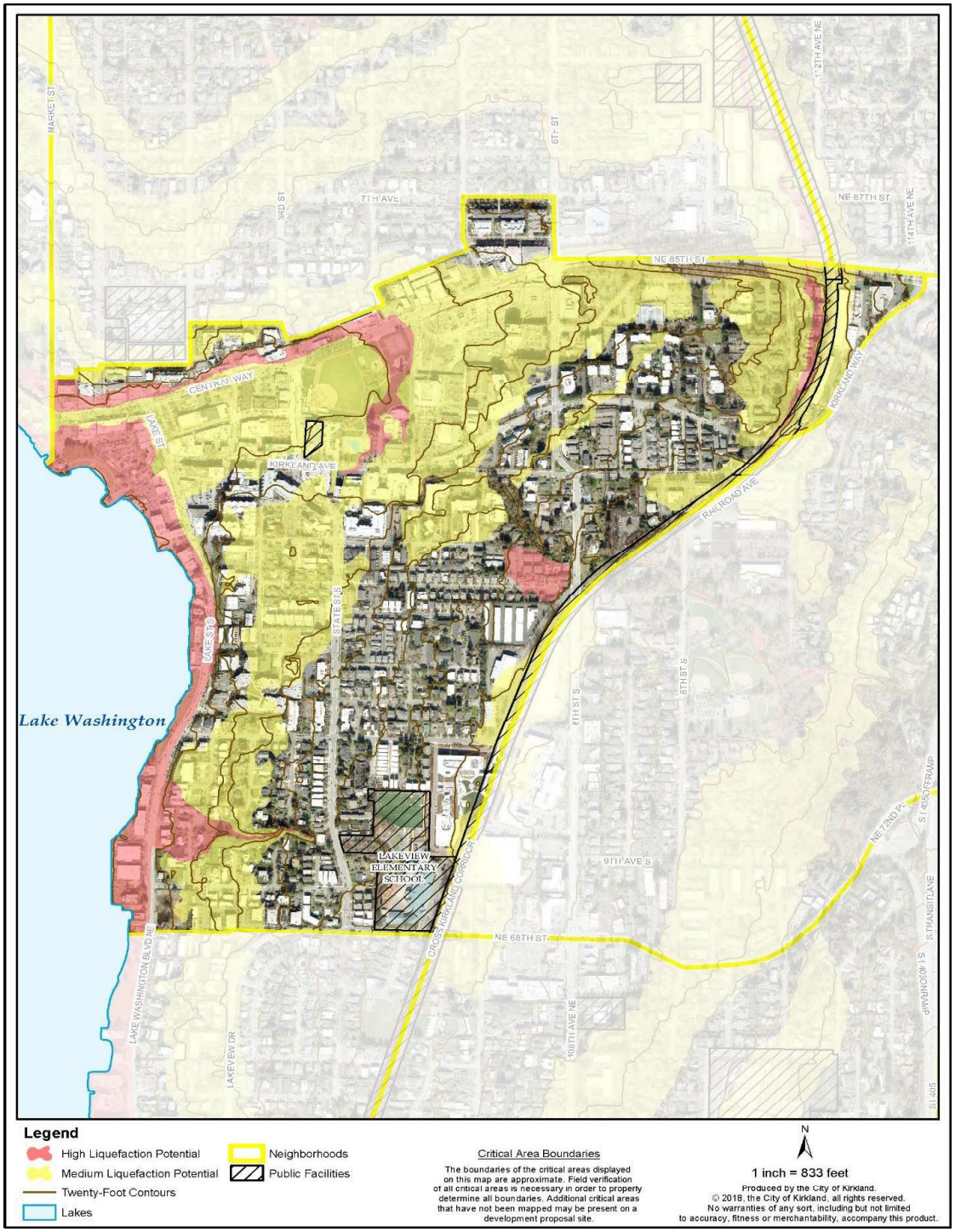
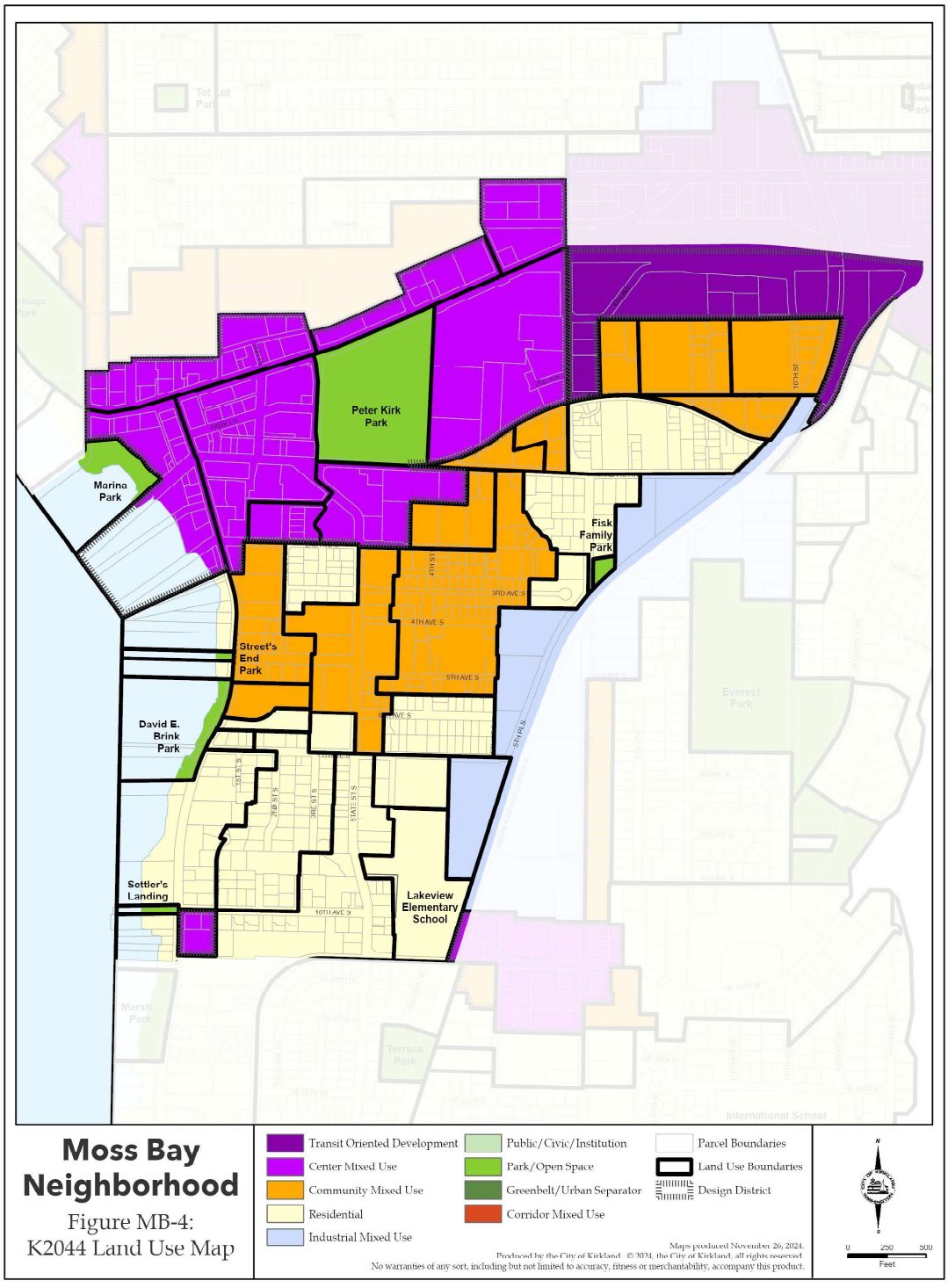


Figure MB-4: Moss Bay Area Land Use Map



5. LAND USE

The Land Use discussion of the Neighborhood is considered in terms of the Downtown area and perimeter areas around the Downtown.

Downtown

The Downtown area is the historic commercial center of the City with many of the City's most intensive land uses. A variety of stores, restaurants, and services are available downtown and the opening of Kirkland Urban, a large mixed-use development, further contributes to the area's activity. The amenities and key destinations such as the waterfront, multiple parks, the Kirkland Library, Peter Kirk Community Center, and Kirkland Transit Center make downtown an attractive place to live, work, and play. Downtown has also evolved as a technology hub and companies continue to expand their local employment base.

The Downtown area is appropriate for a wide variety of uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street, along pedestrian-oriented streets, and within Kirkland Urban. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents, employees, students, and tourists, to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core.

Policy MB-7: Foster new development that is supportive of the Greater Downtown Urban Center and Regional Center designation in terms of: transit-supportive and business-supportive densities; provision of open space, childcare, public art, and other public amenities; provision of housing that is affordable to a range of income groups; and inclusion of environmental sustainability measures.

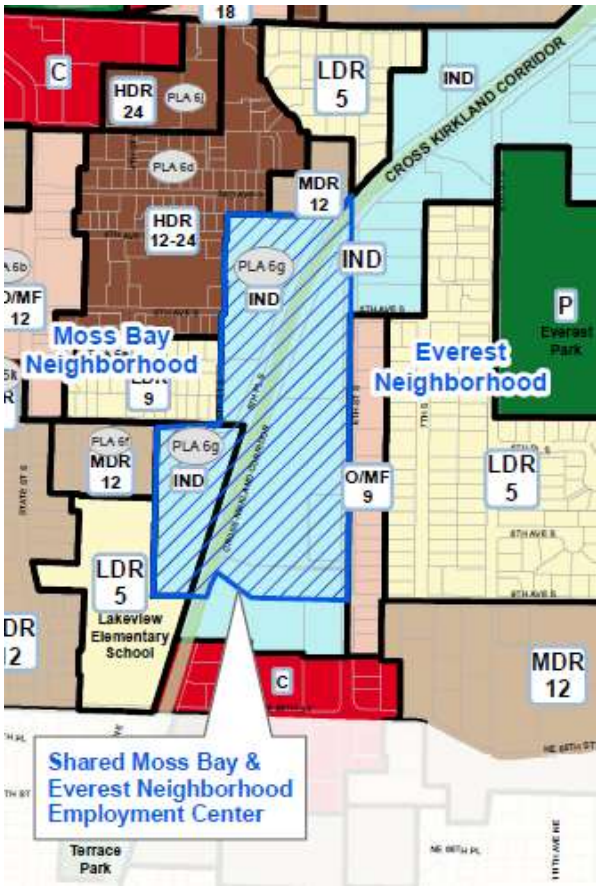
As described in Land Use Element Policy LU-5.10, the Moss Bay neighborhood is part of the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies, and the Greater Downtown Regional Growth Center as designated by PSRC. The NE 85th Station Area subarea plan, the Moss Bay neighborhood, and an employment center that is shared by the Moss Bay and Everest neighborhoods constitute the areas the Puget Sound Regional Council has designated as a Regional Growth Center. This center designation recognizes the history of great urban planning in the Moss Bay neighborhood that has created a compact, walkable, transit-supportive community that has embraced growth in housing and employment. These smart growth principles continue to guide the long-term vision for the neighborhood and the King County and PSRC designations will continue to help the City address the infrastructure needs that accompany that growth.

The Greater Downtown Urban Center, which is centered on Moss Bay but encompasses portions of other neighborhoods, including the NE 85th Street Station Area, has an existing zoned activity level of 39 activity units per acre (encompassing the residential and employee population, and the gross acres in the urban center) and by 2035 has a planned density of 96.6 activity units per acre.

To ensure a mix of housing and employment land uses in a Regional Growth Center, PSRC requires that current employment activity units comprise at least 15% of the total activity units and current residential activity units comprise at least 15% of the total activity units. Currently, approximately 35 percent of the activity units in the Greater Downtown Urban Center are residential, and 65 percent are commercial/office. These mixes ensure a job-rich environment with plenty of activity after most employees leave for the day.

The shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both neighborhoods and is organized around the CKC as a transportation and open space spine. This employment center is included in the Regional Center as a way to recognize the significance of the employment and transportation needs of this subarea (see map below).

Shared Moss Bay and Everest Neighborhood Employment Center



Policy MB-8: Promote seamless transportation connections between the campuses of major employers for enhanced mobility between campuses, to the Downtown area and to the 85th Street BRT/Stride Station.

For purposes of the Regional Center designation by Puget Sound Regional Council, the large corporate technology campus that spans both the Moss Bay and Everest neighborhoods is included in the Regional Center as a way to recognize the significance of the employment and transportation needs of the campus. This designation also acknowledges the important transportation relationship of this campus located on the CKC to the Kirkland Urban campus of this major employer.

Policy MB-9: Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity.

At the end of 2021, the Moss Bay Neighborhood had 129 affordable housing units that are a mix of rentals and owned units with varying levels of affordability, ranging from 50 to 120 percent of the Area Median Income (AMI).

Inclusionary zoning for affordable housing is not currently required as properties redevelop in much of the Downtown area, largely due to reticence over providing building height incentives necessary to offset the cost of the mandate to developers.

The addition of an inclusionary housing requirement with a companion increase in development capacity would help the City achieve the goals identified in the Housing Element. It is important to utilize the policies and actions contained in the Housing Element of the Comprehensive Plan for guidance before redevelopment occurs to ensure that displacement of people and businesses is minimized, and that affordable homes are retained and many more are created through the adoption of inclusionary zoning. The City is a member of A Regional Coalition for Housing (ARCH), and adopted a Housing Strategy Plan in 2018, which addresses existing and future housing needs in the city including the Moss Bay Neighborhood. In addition, the City is committed to increasing affordable housing through numerous policy measures, including direct purchase of affordable units. Ground-floor retail policies in Downtown also foster the creation of smaller retail spaces over time, providing new opportunities for small businesses in Moss Bay.

Mixed land use, nearby goods and services and the Downtown transit center provide an optimal environment for affordable housing because there is less reliance on personal automobiles. Reducing or eliminating the cost of vehicle ownership and parking can enable people to use that income for other higher priority expenses. Innovative public/private partnerships should be utilized while exploring methods to yield the greatest number of affordable units to the community.

In addition to supporting equity in housing affordability, the City begins its efforts for planning, public outreach and participation for City updates to neighborhood plans with an Equity and Inclusion Analysis (EIA) to connect with community members who have traditionally been underrepresented in the planning process. One result of this analysis led the City to conduct a survey of Moss Bay residents who are also renters, and the plan's vision statement reflects that the entire community that participated in the plan's creation values equity, inclusivity and diversity. The EIA is an iterative document and will further impact and narrow the equity gaps still existing in the community. It will also help staff apply lessons about equity to future updates to this plan.

Policy MB-10: Expand green building incentives and requirements to ensure that new projects are high performance buildings.

Additional codes or incentives that make buildings more energy and resource efficient can be considered for Citywide adoption as part of implementing the Sustainability Strategic Plan. Larger buildings in the Downtown area consume more energy, but if they are designed to use less energy then it will reduce operating costs for those who live and run businesses in these buildings and will help the City reduce its carbon emissions as it continues to grow.

Policy MB-11: Explore the creation of an energy district that might include concepts like the capture and use of water and effluent to produce renewable energy and/or the use of geothermal methods to provide heating/cooling of local buildings.

The Downtown area provides an opportunity to consider the sharing of energy to be more efficient and cost-effective. These methods can increase the creation of renewable energy generation that helps reduce greenhouse gas emissions in the City.

Policy MB-12: Ensure that Downtown has a critical mass of retail uses and services and regularly review and recruit businesses that enhance the vibrancy of the business district.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts and working with regional economic development partners on collaborative efforts.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement the City's economic development goals.

Policy MB-13: Explore opportunities to support formal and informal cultural institutions and artists in Downtown, such as pop-up galleries, street music and festivals.

Supporting arts and culture is an important part of Kirkland's identity. It is critical to encourage up and coming artists as well as established artists to continue to grow this movement. Consideration should be given to continue using public space for artists and allowing flexible land use which permits installations that further enhance the vibrancy of the Downtown area.

Policy MB-14: Promote partnerships and increase two-way communication efforts between the business community and City government.

Initiatives like the Shop Local Kirkland initiative represent important efforts that bring businesses and City government closer together on a common purpose. Opportunities to enhance communication also include ensuring that business and property owners are made aware of pertinent issues in a timely manner.

Policy MB-15: Encourage ground-floor uses that promote an active pedestrian environment.

Downtown Kirkland has been the historic heart of Kirkland's pedestrian orientation because it has traditionally provided great destinations for pedestrians in terms of shops, services, and amenities as well as the supporting pedestrian infrastructure to make the walk pleasant and safe. Future evaluation of appropriate ground floor uses will need to consider the types of pedestrian destinations being created and will require collaboration with the business community, commercial property owners, and other stakeholders to understand the right balance of uses.

Policy MB-16: Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

This surface parking lot, situated at a prime corner in the Downtown core, was acquired by the City when the neighboring property owners participated in a Local Improvement District (LID) to generate the funds for the City to acquire the property for the purpose of providing public parking for patrons and visitors to the Downtown. A more current look at the community needs

and vision, inclusive of the stakeholders noted here, would help determine if this is the time to reimagine the site as a focal point for the Downtown.

Parking

Policy MB-17: Encourage efficient utilization of existing parking to its full potential and development of new shared parking around the perimeter of Downtown to increase parking supply while preserving and enhancing the walkable nature of Downtown.

Due to the significant cost and sustainability issues associated with building a new public parking garage, making better use of existing parking should be a priority. There is a significant supply of public and private parking in and around Downtown that could be used more efficiently through wayfinding signage, joint use agreements, technology applications, public education campaigns, and innovative and visible shuttle services.

Policy MB-18: Increase the prevalence of charging stations and other support facilities for electric vehicles (EV), electric bicycles (E-Bikes) and other micromobility by partnering with owners of new and existing parking facilities to promote clean transportation options.

Promoting clean transportation options and related programs and initiatives can reduce pollution and, in the case of bicycles, scooters and emerging clean shared mobility options, can reduce congestion and foster a healthier community. Ensuring that buildings and parking facilities support these needs will facilitate the transition to a cleaner transportation future.

Perimeter Areas

The Perimeter Area is the area to the south and east of Downtown's Central Business District. This area contains a wide variety of housing types, representing a broad range of densities. The Comprehensive Plan supports providing a range of housing opportunities, and the Moss Bay Neighborhood is representative of how that diversity can build a stronger community (see Figure MB-4). Included in the mix of land uses is a variety of commercial areas that provide employment opportunities close to shops, services, and housing options. The following sections discuss these diverse land use districts.

Planned Area 5

The northeastern portion of the Moss Bay Neighborhood is designated as Planned Area 5 (see Figure MB-4). Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high intensity residential and office uses because of the ability to buffer such development from other uses in the area. The area is developed primarily with apartments, condominiums and other stacked residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas. The Zoning Code details the applicable development standards such as allowed uses, height and residential intensity for each planned area and related subarea.

Planned Area 6

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (see Figure MB-4). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown. This planned area is divided into ten subareas. The area has multiple designations including residential at varying intensities,

office/ mixed use, and industrial along the eastern boundary line. The Zoning Code details the applicable development standards such as allowed uses, height and residential capacity for each planned area and related subarea.

Policy MB-19: Explore policies in residential areas of Moss Bay with low intensity to promote more affordable and compact housing options.

Allowed housing options like ADUs, cottages, and two/three-unit homes can help bridge the gap in missing middle housing needs in the perimeter residential areas and increase diversity in the community. Due to the scarcity and cost of land in the Moss Bay neighborhood, optimizing the use of the land should be a consideration to take advantage of all the amenities that are available.

Policy MB-20: Explore expanding allowances for home-based businesses in residential districts.

Home occupations can reduce commuting for the business owner and provide residents with nearby services. An appropriate range of uses and supporting regulations can result in home-based businesses that are a positive contribution to the vibrancy of the overall neighborhood. To support Economic Development Policies within the Comprehensive Plan, revising development standards should be carefully considered and crafted to minimize impacts on the neighborhood while increasing economic activity.

6. TRANSPORTATION

The circulation routes in the Moss Bay neighborhood are well established (see Figure MB-6). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street.

The Moss Bay neighborhood has some of the City's best transit, walking, and rolling routes that can move people efficiently and with less congestion than traditional modes of travel. However, it is acknowledged that many vehicles need to move through the neighborhood to connect to Downtown from many other places.

"Mode split" is the term used to describe how trips are allocated amongst various types of transportation, or modes. The Transportation Element in Kirkland's Comprehensive Plan identifies the baseline estimate of the mode splits and the goals for future mode splits Citywide and in the Greater Downtown and Totem Lake Urban Centers.

Current mode split in the Central Business District (CBD) is low because it does not currently include any major Commute Trip Reduction (CTR) employers. In contrast, large CTR employers just outside the CBD and within the Greater Downtown Urban Center are currently achieving mode splits resulting in the drive-alone rate of 56%.

Table MB-1: Downtown Kirkland (CBD) Existing Mode Split (2018) Peak Hour, Work Trip Types

Mode	Fraction of Trips
Drive Alone	88%
Transit	1%
Rideshare	5%
Walk and Bike	6%

The future goals for the Totem Lake and Greater Downtown Urban Centers are shown below:

Table MB-2: Greater Downtown Urban Center Existing Mode Split and Mode Split Goals, Peak Hour, All Trip Types

Mode	2022 Mode to Work for Residents	2035 Mode Split Goals
Drive Alone	56%	45%
HOV 2+, Vanpool, Transit	13%	46%
Walk and Bike	3%	9%

It is important that people have acceptable options besides private vehicles, so that public transit, walking, and cycling become more desirable. Equally important are connections for

public transit and innovative walking and rolling options to get to the CKC and regional transportation systems so that the entire transportation system is efficient.

A. Public Transit

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of transit would help to reduce traffic congestion and parking problems in the Downtown area. The NE 85th Street BRT/Stride station will be a major transportation hub with regional connections when it is complete. The Stride station will be a major asset to the Moss Bay neighborhood with supporting pedestrian, bike, and land use infrastructure in place to fully leverage this regional transit investment.

Kirkland Transit Center

Policy MB-21: Ensure that transit service and all modes of transportation are aligned and efficient through the Greater Downtown Urban Center, including the NE 85th Street Station Area.

Implementation of the Transportation Strategic Plan will play an important role in making seamless connections between the urban center and the NE 85th Street Station Area including the BRT/Stride station and the Cross Kirkland Corridor.

Policy MB-22: Utilize the most innovative and effective methods to move people through the neighborhood and to connect to the surrounding community and region.

As new technology emerges, so must the ways to enhance connections throughout the neighborhood, which could include pilot projects and initiatives connecting existing and future transportation infrastructure.

Policy MB-23: Partner with transit agencies and larger employers to foster enhanced and frequent transit service to and from Downtown and other regional connections.

The connections between modes of transit and major employers is integral to the entire system and partnerships can ensure that moving people remains a priority.

Policy MB-24: Explore new and innovative means of micromobility to allow people to easily make last-mile connections from transit.

Last-mile connections are often the missing link to greater public use of the existing transit system. As part of the Transportation Strategic Plan, implementing new forms of micromobility can help bridge this gap.

Policy MB-25: Explore establishing ferry service to and from Downtown Kirkland as part of the Transportation Strategic Plan update process.

Ferry service to and from Downtown Kirkland has long been part of the City's history. Consideration should be given for a pedestrian and bicycle ferry service as another tool to enhance current and future growth in the neighborhood.

B. Pedestrian and Bicycle Circulation

Pedestrian routes should have higher priority than vehicular routes in Downtown circulation. Pedestrian amenities and routes should continue to be improved and should be given higher priority than vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-5. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

Figure MB-6 also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

Policy MB-26: Complete and enhance the existing sidewalk network and consider sidewalk widening pilot projects to ensure public safety and further promote a pedestrian oriented neighborhood.

There are numerous opportunities to add and improve sidewalks to promote connectivity within the neighborhood, to surrounding neighborhoods, and regionally via the CKC and Stride station. See Figure MB-7.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages and abilities. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks throughout the neighborhood.

Policy MB-27: Explore the construction of systems of overhead coverings to improve the quality of major pedestrian walkways year-round.

The continued creation of a system of overhead coverings such as awnings, arcades, and marquees provide protection to the pedestrian during inclement weather, allowing for

community activity year-round. These features also add visual interest and vitality to the pedestrian environment.

Policy MB-28: Implement ongoing pilot projects to improve pedestrian and bicycle conditions along Lake Washington Boulevard, including conversion and reallocation of vehicle lanes and parking areas.

The sidewalks along Lake Washington Boulevard connect many parks and offer scenic views of Lake Washington that could be further enjoyed if there were more space available for pedestrians.

More community members would like to make more trips by bicycle; one reason they do not is because the current network of on-street bicycle lanes does not meet their needs for safety and convenience. In order to unlock the potential of bicycling, the existing network of on-street bicycle lanes should be improved with facilities that people of all ages and abilities find safe and welcoming.

Policy MB-29: Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

The Park Walk Promenade identified in Figure MB-5 should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. The current promenade concept under consideration by the City now should be encouraged as it offers a unique way to move people from the Lakeshore marina area though the Downtown area all the way to the CKC.

Policy MB-30: Ensure seamless bike and pedestrian connectivity with options for people of all ages and abilities and provide and/or improve pedestrian mobility connections to the Cross Kirkland Corridor.

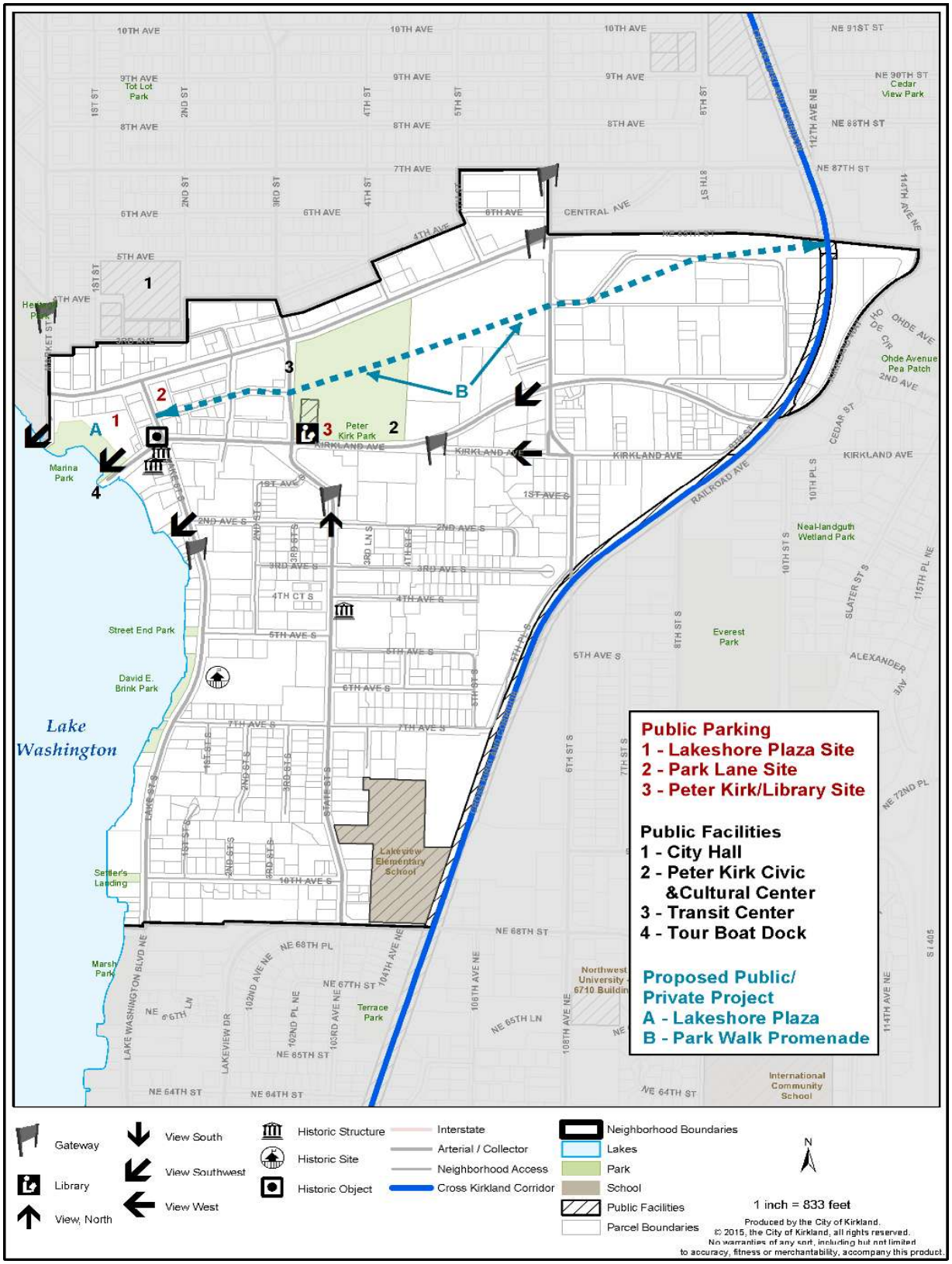
Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. “Shortcuts” between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Bicycle routes including building proposed greenways can also be helpful in creating safe routes for walking, biking and rolling, and care should be taken so all people can access and use these routes.

Access points to the CKC along the Convergence Zone and Everest Edge in the Moss Bay neighborhood can provide safe, logical, well-marked connections to the street network for pedestrians and cyclists. The CKC also provides an additional route to the regional light rail system in Bellevue. In addition, the proposed greenways increase points of access, further enhancing the user experience.

Policy MB-31: Explore the possibility of an innovative off-surface transportation system such as a gondola to connect the BRT/Stride Station, Kirkland Urban, and potentially other nearby employment centers.

The construction of the NE 85th Street BRT/Stride station provides an excellent opportunity to consider how to efficiently move people using new ideas and technologies that don’t increase congestion and traffic, mitigate the barrier formed by I-405, and improve accessibility.

Figure MB-5: Moss Bay Urban Design Features



Major Roadways in Moss Bay

Policy MB-32: Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.

In 2015, Park Lane in Downtown Kirkland was originally designed to be a flexible, pedestrian-oriented street with slow-moving wheeled traffic and since then has been closed to motor vehicles during select special events. In 2020 the City started “Evenings on Park Lane” where the street was opened to people walking and wheeling beginning at 6 p.m. during the warmer months. In 2023, after considering findings from the Future of Park Lane case study, City Council opted to defer the study of any permanent closure of Park Lane to vehicle traffic until such a time that a robust community engagement process can be undertaken to better understand a wholistic community vision for the future of the Downtown Kirkland area. Data and observations from the Evenings program, the Future of Park Lane study, along with other pilot projects that seek to repurpose street space for people, should be evaluated in conjunction with community and property owner involvement to consider other similar temporary and permanent programs in the future.

Park Lane

Rain Garden on Park Lane

Figure MB-6: Moss Bay Street Classifications

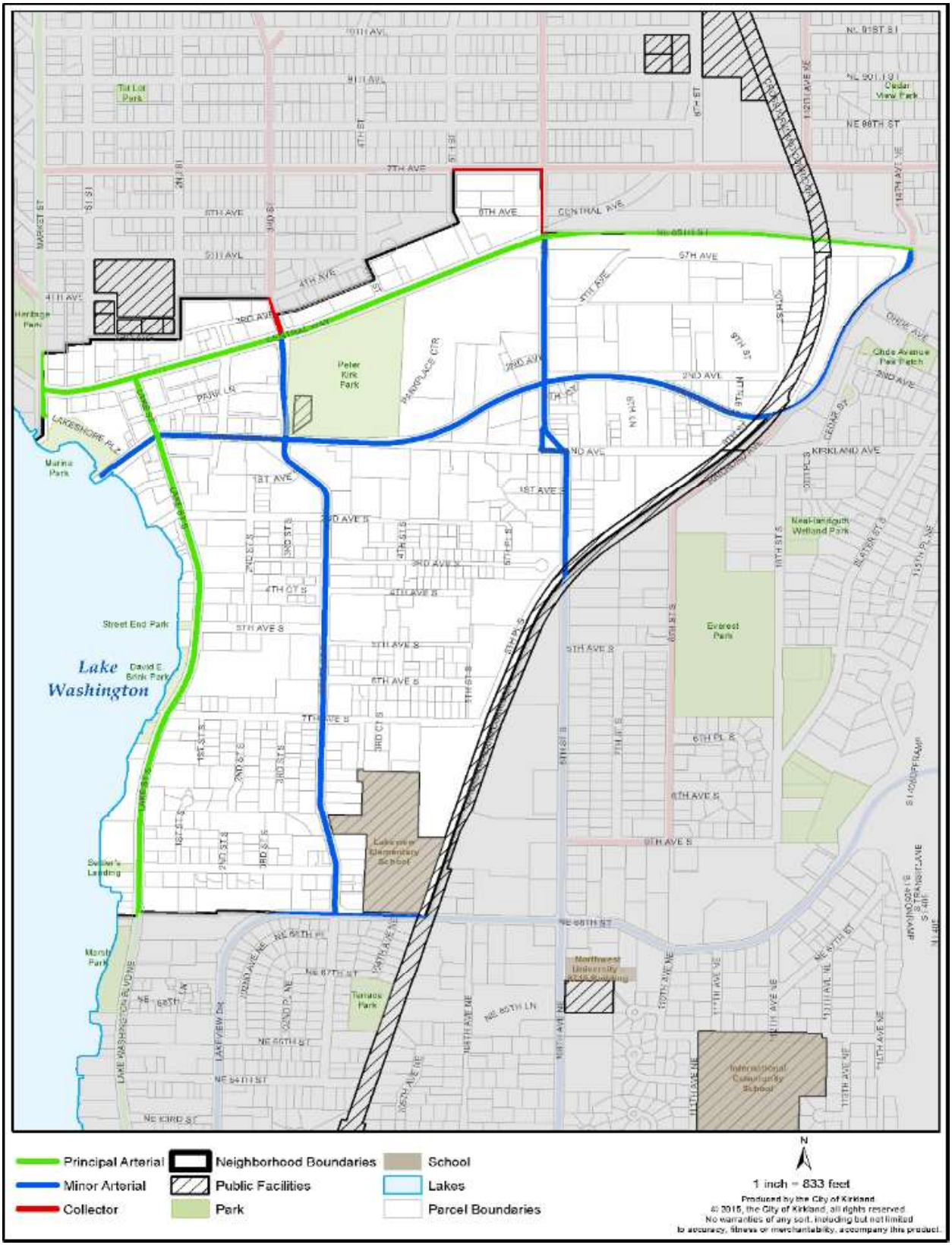


Figure MB-7: Moss Bay Pedestrian System

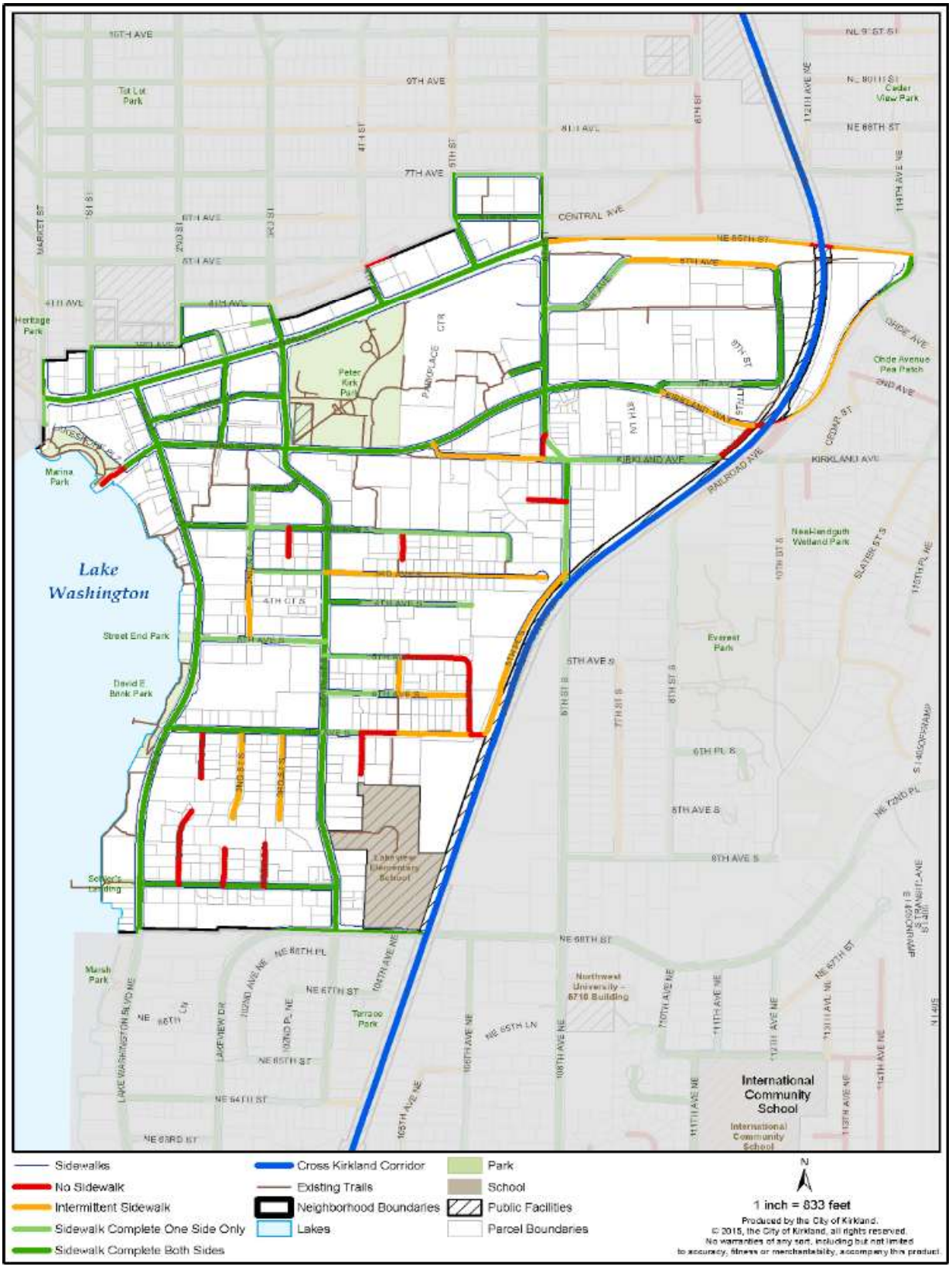
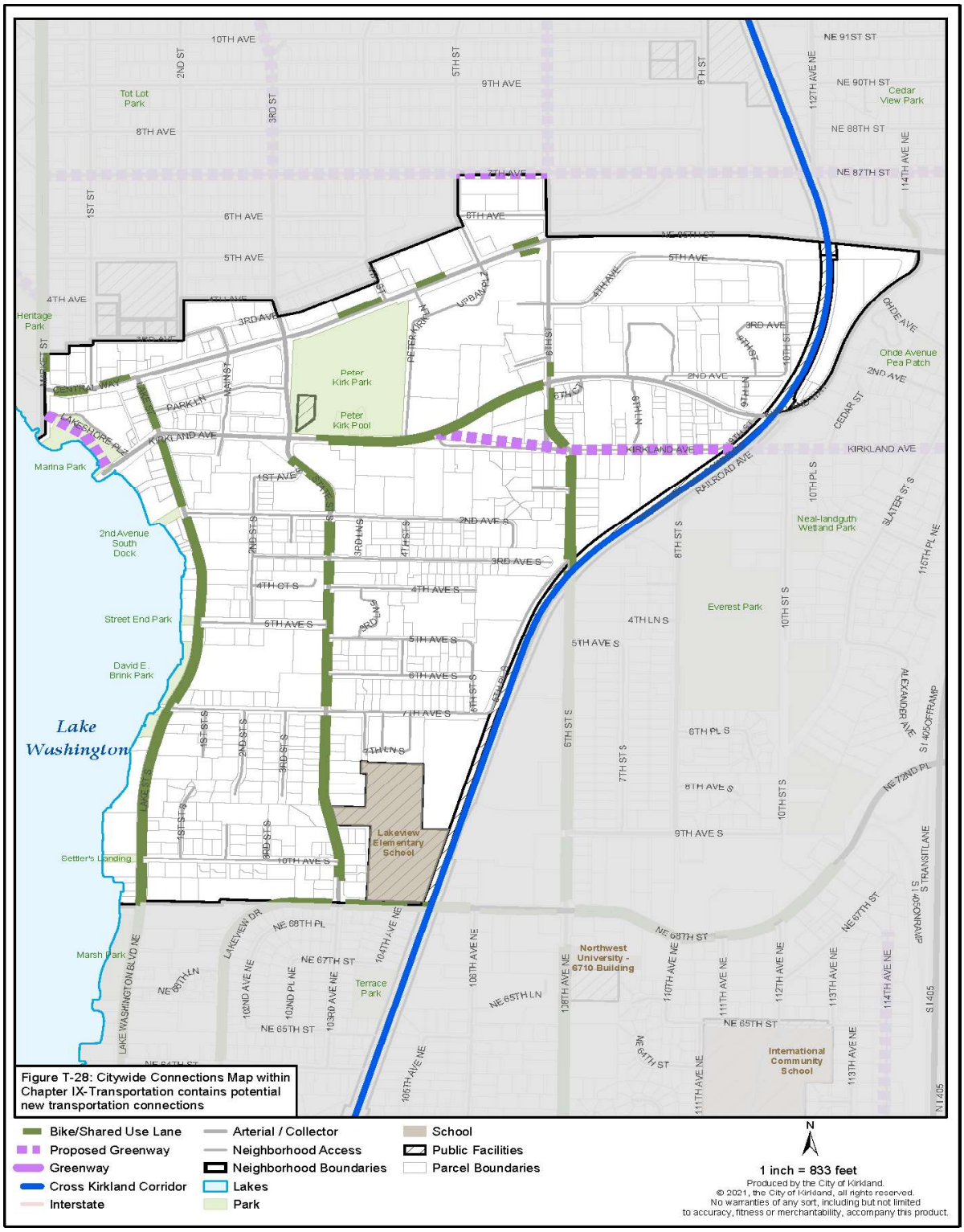


Figure MB-8: Moss Bay Bicycle System

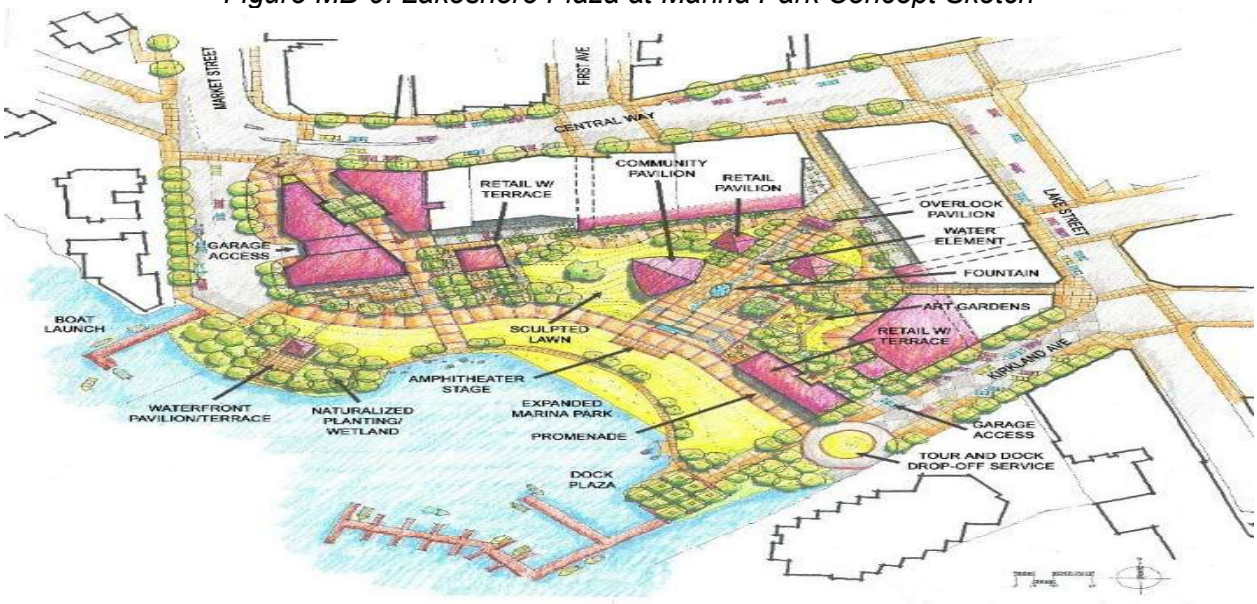


7. OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and David E. Brink Park augmenting the eastern and southern approaches. Heritage Park features areas for both active and passive recreation and is home to Heritage Hall, with the Kirkland Heritage Society located in the basement. Marina Park features a sandy beach, boat launch, seasonal recreation rentals, an open-air pavilion, a seasonal famers' market, and many special events including the July 4th celebration and summer concert series. Peter Kirk Park features several recreational fields and courts, a seasonal swimming pool, the Peter Kirk Community Center, Kirkland Teen Union Building, and the park is adjacent to the Kirkland Transit Center, Performance Center, and Kirkland Library. David E. Brink Park is a waterfront park with a dock, benches, and a paved walking path. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction, and expansions should be considered.

The Cross Kirkland Corridor (CKC) is a major bicycle and pedestrian trail that provides a separated, non-motorized path through the eastern portion of Moss Bay, as well as connections north to Totem Lake and south to the South Kirkland Park and Ride (and the City of Bellevue).

Figure MB-9: Lakeshore Plaza at Marina Park Concept Sketch



Policy MB-33: Explore the construction of a large public plaza west of buildings on Lake Street to enhance the Downtown's lakefront setting and provide much needed open space while not reducing existing parking supply and increasing usable green space.

The Lakeshore Plaza shown in Figure MB-9 envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the

same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

Policy MB-34: Physical improvements in and near parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well used by individuals, families and recreational groups. Public facilities at these parks should continue to expand opportunities for all community members such as the installation of permanent street furniture.

Policy MB-35: Enhance parks in the Moss Bay neighborhood consistent with the provisions in the citywide Parks, Recreation and Open Space (PROS) Element and PROS Plan.

All planning efforts regarding parks in Kirkland are done through the outreach and update of the City's PROS plan and participation should be encouraged during public outreach to better serve the community.

Policy MB-36: Public facilities at parks should continue to expand opportunities for the entire community, including the installation of permanent street furniture, interactive amenities, and programming.

Updating physical features and the uses within the park is something that keeps the park fresh, vibrant and encourages more usage end enjoyment by the community.

Policy MB-37: Consider developing a Marina expansion plan to promote economic development and tourism in the Downtown area.

The redevelopment of the marina at Marina Park could support the local businesses by expanding it to accept larger boats and more slips. Any redevelopment should be designed and operated in an environmentally responsible manner that adds jobs and revenue while not adding a burden to the parking supply or congestion in Downtown.

Peter Kirk Park

Policy MB-38: Explore the redevelopment of Peter Kirk Park and surrounding city-owned facilities into a major regional recreational facility to increase access and opportunity for the entire community.

A new regional recreational facility could address a need in the community for year-round indoor pools and meeting space, new fields and courts along with supporting parking facilities. In addition to meeting community need, a redevelopment plan could also be a catalyst for additional economic development opportunities.

Playground at Peter Kirk Park

Policy MB-39: Promote nonmotorized watercraft usage along Lake Washington, with a node in Downtown.

Encouraging water-oriented retail services, launching facilities, and wayfinding signage can help attract new business that support ecologically friendly use of Moss Bay's waterfront setting and promote tourist opportunities that benefit the neighborhood's economy.

12.L. NE 85th Street Station Subarea Plan

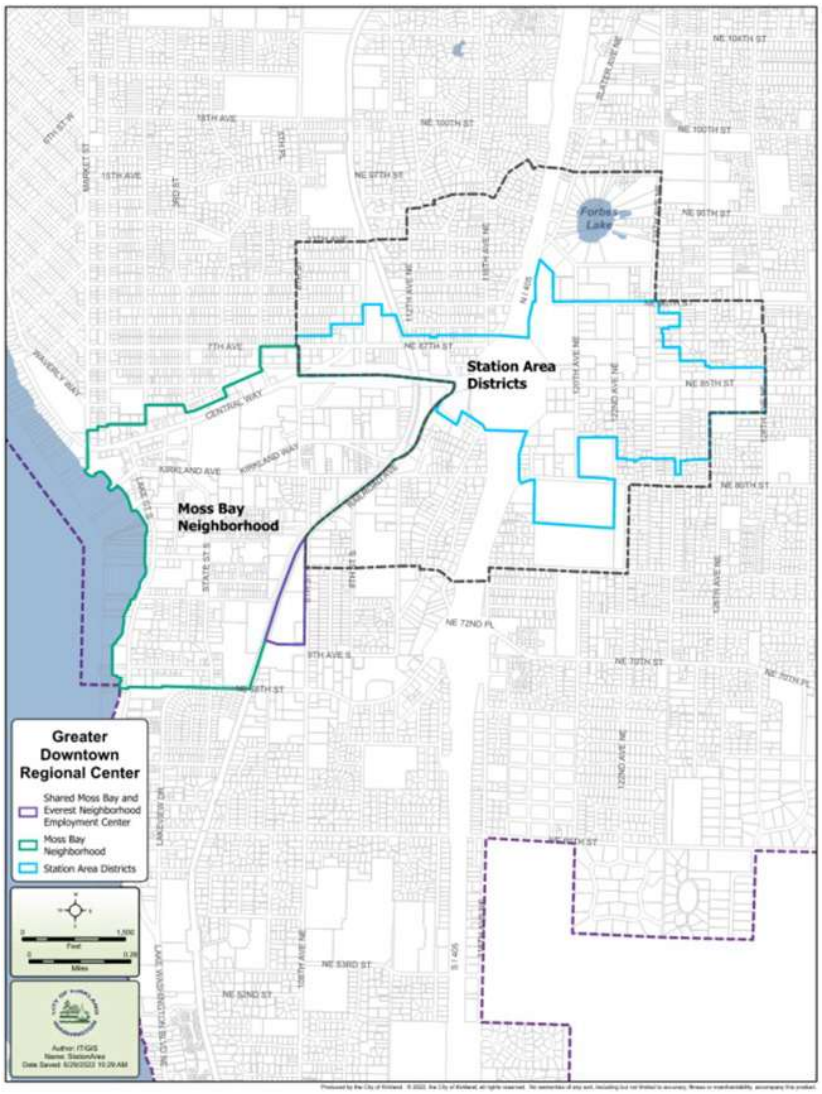
Figure 1: Station Area Planning Boundaries

Greater Downtown Kirkland Urban Center/Regional Growth Center

In November 2019, King County Countywide Planning Policies designated Greater Downtown Kirkland as an Urban Center, inclusive of core areas surrounding the planned Bus Rapid Transit (BRT) Station. In addition, the Puget Sound Regional Council (PSRC) designated the Greater Downtown as a Regional Growth Center in 2023. The Regional Growth Center is defined by the boundaries of the Moss Bay Neighborhood and the core area of the NE 85th Street Station Area Subarea Plan (see Figure 2 for Regional Center boundaries).

Regional Growth Centers plans must conform to the requirements of PSRC. Together, the Moss Bay Neighborhood Plan and the NE 85th Street Station Area Subarea Plan serve as the plans for the Greater Downtown Regional Growth Center. Regional centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles traveled and greenhouse gas emissions by focusing land use intensity around the region's best transportation options. The Greater Downtown is a City and regional destination for retail, recreation, office, and cultural amenities, though the eastern portion, the NE 85th Station Street Area is currently a destination for office, residential, big box retail, auto oriented, and service and institutional uses.

Figure 2: Greater Downtown Regional Center Boundaries



Both the King County Countywide Planning Policies and PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's housing and employment growth. The Greater Downtown will continue to contribute to the PSRC VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to urban centers and high-capacity transit station areas.

Together, the Totem Lake Urban Center (designated in 2003) and Greater Downtown Regional Growth Center plans accommodate the majority of the City's employment and housing growth to foster increased affordable housing choices, employment, shopping, and other activities in proximity to transit. This centers strategy enables the City to provide long term growth capacity that will continue to meet the City's growth targets, focusing growth in areas that have the best access to transportation choices, shops, and services. As a focal point for investment and development in the community, the Greater Downtown Regional Center also provides enhanced opportunities to promote equitable access to housing, services, healthcare, education, quality

transit service, and employment. The Greater Downtown Regional Growth Center has frequent bus service to nearby Regional Growth Centers such as Totem Lake, Seattle University Community, Bellevue Downtown, and Redmond Downtown. The future BRT Station at NE 85th Street at I-405 will improve transit connections to the eastern portion of the Greater Downtown.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan.

Station Area Plan Background and Planning Process

This Subarea Plan evolved from an extensive community wide planning effort conducted in 2019-2022 to develop the NE 85th Street Station Area Plan (SAP). The intent of the Station Area Plan analysis was to explore how the City could fully leverage the significant, voter-approved, regional investment in transit (i.e., the future BRT Station at NE 85th Street at I-405) with a land use plan that would result in a pedestrian-friendly, equitable, sustainable, and a complete transit-oriented neighborhood that will provide affordable housing, school capacity, park amenities, family wage jobs, and commercial and retail services.

The Station Area Plan document (adopted by Resolution R-5547) summarizes the entire planning effort including: the community engagement process; various studies that were conducted evaluating demographics, existing conditions, opportunities and challenges of current and potential land use; a market analysis of the Centers' development potential; the transportation system; public infrastructure necessary to support estimated growth targets; parks, open space and environmental conditions; fiscal impacts and community benefits analysis; equity analysis; urban design studies; the supplemental environmental impact analysis; and form based code regulatory options and development incentives. City Council affirmed the preferred policy direction for the SAP by approving R-5503. As part of the planning process, the Station Area Plan evaluated the potential physical, economic, and cultural displacement of residents and businesses in the Subarea particularly for Black, Indigenous, Immigrant, and other communities at greatest risk. The goals, policies, and implementation frameworks use a range of strategies to mitigate identified displacement impacts.

The Station Area Plan goals and policies built on the 2035 Comprehensive Plan existing at the time of the planning process; the Highlands, Everest, Norkirk, Moss Bay, and Rose Hill Neighborhood Plans; and the Sustainability Strategic Plan, Parks, Recreation and Open Space Plan (PROS) Plan, and Active Transportation Plan. It includes development of form-based zoning for the Subarea and a Planned Action – supported by House Bill (HB) 1923 that encouraged cities to streamline creation of housing across the State. The planning process for the Station Area Plan included the issuance of a Supplemental Environmental Impact Statement (SEIS) to the 2035 Comprehensive Plan EIS.

Figure 3: Station Area boundaries and location of Sound Transit BRT Stride Station and WSDOT Interchange project

Station Area Demographics

As of 2022, The Station Area Subarea contains just over 3,000 residents as well as approximately 3,000 jobs. People of all stages of life live, work, learn in, and visit the Subarea. About 22 percent of residents are immigrants. Age distribution within the Subarea tracks with King County population characteristics and includes 26 percent youth and 32 percent seniors. There are about 1,600 students at Lake Washington High School and about 490 students at the nearby Rose Hill Elementary School. Between six to eight percent of people in the area overall have disabilities, including difficulties with mobility, vision, hearing, and others.

Compared to other parts of Kirkland, there is a higher proportion of people who rent within the area, rather than owning their homes. Renters include people of all ages and life stages, from students to older adults. About six percent of households in the area are below the poverty line, including clients of Kirkland's new adult women and family shelter. Many people are burdened by high housing costs, spending a significant share of their income on housing, or may not have secure housing. The share of employees in this area who earn low wages is about 48 percent, compared to about 30 percent of residents in Kirkland, and they may be working multiple jobs to make ends meet.

Additional demographic information gathered for the Station Area and utilized in the Equity Impact Review for the planning effort can be found in the published NE 85th Street Station Area Plan. The Equity Impact Review led the City to ensure that the process was inclusive by engaging members of the community who have typically not been involved in City planning

processes. Among the expanded engagement strategies were translation of project materials; focused outreach to renters, local non-profits and their constituents; youth engagement activities; and project engagement materials enabling participation outside of conventional public meetings. The Equity Impact Review also led to a plan that helps ensure equitable and inclusive outcomes through public investment, land use policies, and development regulations that lay the groundwork for a transit-oriented community that promotes equitable access to housing, employment, and transportation opportunities.

3. STATION AREA VISION AND OBJECTIVES

The Station Area planning and community engagement process produced the following Vision Statement for what the Station Area Subarea is envisioned to be in the year 2044.

> The Station Area is a thriving, transit-oriented, new walkable district with high tech and family wage jobs, plentiful affordable housing, sustainable buildings, park amenities, and commercial and retail services.
>
> The vibrant, mixed-use environment is a model of innovation. With an outstanding quality of life and unmatched mobility choices, the Station Area is eco-friendly, a place to connect, and deeply rooted in the history of the land, the people, and the culture of this special crossroads in Kirkland. The highly visible integration of ecological systems within an urban setting set the Station Area apart while tying the unique sub-area districts together with existing open space and active living opportunities.

Key objectives identified for the Station Area Subarea Plan are to leverage the planned Sound Transit 3 BRT Stride Station regional transit investment to maximize transit-oriented development and create the most:

- Opportunity and inclusion,
- Value for the City,
- Community benefits, including:
  - Plentiful affordable housing
  - Sustainability measures
  - Park amenities
  - Active transportation improvements
  - Solutions for school capacity, and
- Quality of life.

In R-5503, City Council adopted a framework for the Station Area to guide development of strategies to achieve community benefits across five key issue areas: Affordable Housing; Mobility; Open Space/Parks; Sustainability; and Schools.

Figure 4: Community Benefit Objectives

4. HISTORICAL CONTEXT

This area is the ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people. The 1855 Treaty of Point Elliot resulted in much of King County being ceded in exchange for reservations, rights, and other commitments that were largely not kept. See the Kirkland Historic Narrative included in Appendix C for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Early European settlers arrived in Kirkland in the 1870's and farming, roads, ferries, and industry reshaped the landscape. In 1890, the land surrounding Forbes Lake was cleared to make way for a steel mill, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world's railways. Then, in 1891, the newly elected Congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, the plans for the mill were abandoned. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue. The first oiled road in King County was the 13 miles of blacktop that ran through the Subarea, connecting Redmond to Kirkland and ending at Kirkland's ferry dock. These connections allowed people to commute to Seattle for work and goods to move across the region.

The idea for a bypass road to serve the growing population on the Eastside of Lake Washington started with the construction of Interstate 90 in 1940 when the engineers put in a two-lane overpass at I-90, where future I-405 would be built. The overpass sat unused for 14 years until construction of the freeway began in the 1950s. In the initial plans, the only access points to present-day Kirkland from I-405 were those at Houghton (NE 68th Street) and Juanita/Totem Lake (NE 124th Street). Due to complaints from the community regarding the limited connections, the Central Way (NE 85th Street) interchange was added to the project.

The construction of the freeway and NE 85th Street interchange provided important regional connections for the community to access regional destinations by car. In turn, the Subarea grew into an important economic engine of the City, with car dealerships and large retailers contributing employment opportunities and sales tax to a vibrant economy. However, the growth of the I-405 and NE 85th Street corridors also geographically divided the Subarea into quadrants that rendered access by pedestrians and bicycles challenging.

The opportunity created by the Station Area Plan is for the community to re-envision what the Subarea can be with restored connections across these quadrants and enhanced local and regional mobility for buses, cars, pedestrians, bikes, and other rolling transportation.

5. LAND USE

Existing Land Use

The Subarea is an important economic engine and activity center for the City. Existing land use within the Station Area Subarea is a mix of retail, office, residential, big box retail, auto oriented, and service and institutional uses. Within the Subarea, retail space forms the bulk of the commercial property, with 39 percent of land in office use.

The western part of the Subarea is home to a diverse mix of light industrial uses, offices, shops, and residential uses. Auto-oriented office buildings, light industrial, and more intensive residential complexes add diversity to the study area but lack pedestrian access and visual connections to the public realm. Adjacent to I-405 are larger parcels that include extensive surface parking lots, big box retail and auto sales uses, superblock development patterns, and auto-oriented streets.

The eastern portion of the Subarea is dominated by strip retail uses. This type of development is marked by large surface parking areas, auto-oriented services with frequent driveways and curb cuts, and a weak relationship to street frontages.

In several locations, pockets of office and residential development display an internal orientation, with little relationship to the street, surface parking, and poor pedestrian circulation. Smaller lot sizes for commercial properties along NE 85th Street result in multiple driveways along the street, presenting a future opportunity for shared driveways and an enhanced pedestrian environment.

Growth Framework

As Kirkland looks to the future, it will be critical to balance the existing community-valued characteristics of the Subarea today with new transit-oriented development that encourages a mixed-use, walkable urban district. The Subarea Plan will foster a mix of uses where housing, jobs, and destinations are within easy access to the BRT Station. The Subarea Plan supports transition of the area dominated by surface parking lots and similar car-centric features to development of a healthy, walkable and rollable, compact, equitable, and transit-oriented district that celebrates a unique identity and local culture.

The overall growth framework is aimed at supporting an inclusive, transit-oriented district that supports existing residents, students, employees and businesses while offering more choices for living, working, learning, and visiting the area. As a transit-oriented community, the Station Area will incorporate a significant share of the City's growth, in support of City and regional plans, and add more housing that is attainable for the jobs that will be created there.

Long term, the overall Station Area Subarea Plan Growth Framework is to:

- Generate more workforce and affordable housing.
- Attract new jobs to foster economic activity and offer the potential for better commutes.
- Include a diversity of commercial development across the Subarea.
- Foster an environmentally sound land use pattern that helps achieve the City's sustainability goals.

The Growth Framework focuses the most significant increases in development intensity in areas that provide clear benefits to the community and that leverage regional transit connections. This land use concept is the basis for creating form-based zoning code regulating districts. Increases in land use capacity and change are focused around the BRT Stride Station and the Cross-Kirkland Corridor. These are supported by an urban design framework that holistically brings together infrastructure and services within a future vision for shaping this growth to be community-oriented, as discussed in the Urban Design and Public Facilities sections.

The Framework also focuses on establishing mixed use areas of various intensities in areas that are currently zoned for commercial and industrial uses, and introducing lower scale middle housing types in those existing residential areas closest to the station.

Figure 5: Growth Framework Illustration

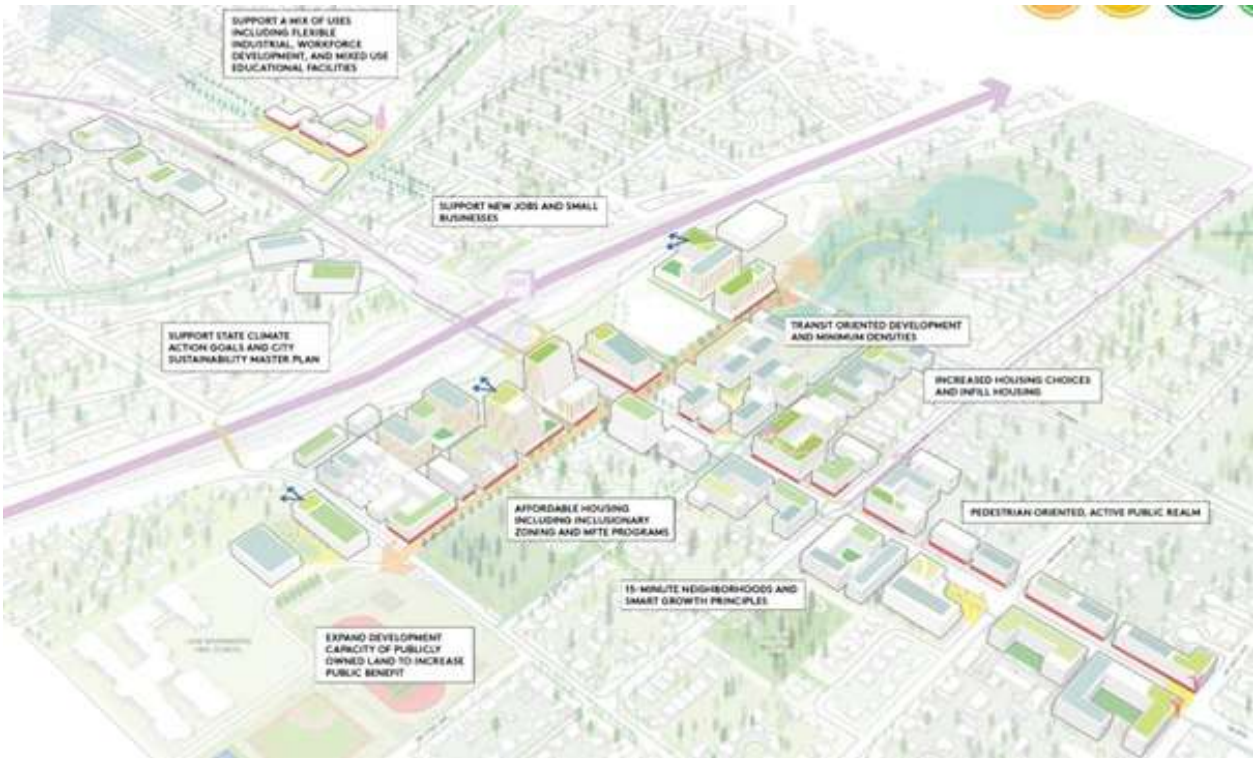
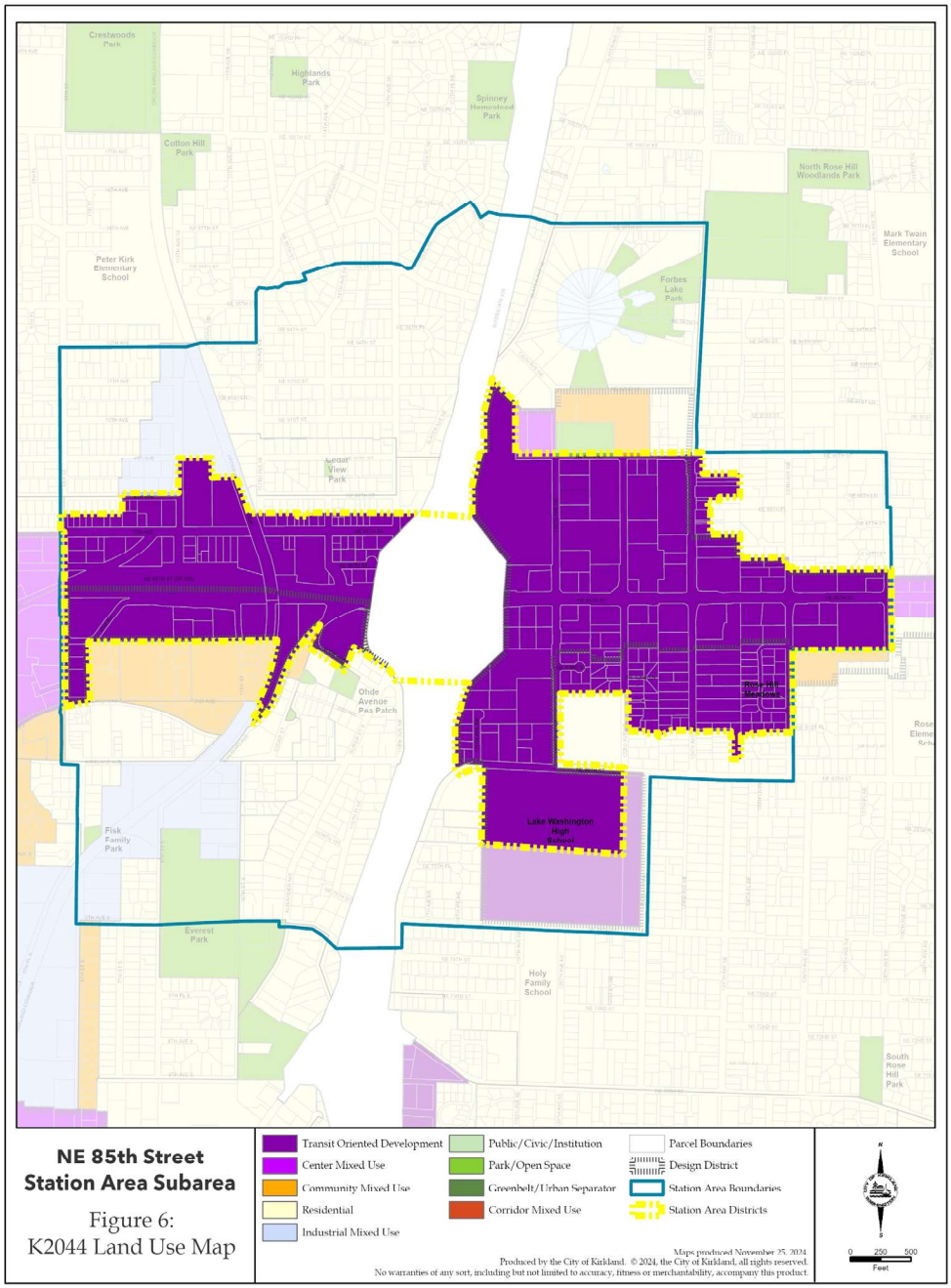


Figure 6: Station Area Land Use Map



Land Use Goals and Policies

Goal SA-1: Establish residential and employment growth targets that accommodate a significant share of the City's future growth, in support of Vision 2050 and the Regional Growth Strategy, with at least 45 activity units per acre.

Goal SA-2: Encourage development intensities that create the capacity to accommodate higher growth targets for the Subarea in the future.

Goal SA-3: Create opportunities for a diversity of housing types, accessible for all income levels and demographics, including affordable housing, age-inclusive housing, and housing that sustains people at all ability levels.

Goal SA-4: Promote the Station Area as a district where all people are welcome and celebrated.

Policy SA-5: Station Area development standards and urban design regulations should accommodate the following growth capacities.

Table 1: Station Area 2044 Growth Capacity

	Existing 2020	Planned Growth Capacity 2044
Households	1,909	8,152
Residential density (units/gross acre)	2.69	11.48
Employees	4,808	22,751
Employee density (jobs/gross acre)	6.77	32.04

Policy SA-6: In cases where the Station Area planning process, including its associated environmental review, has established different development standards, the goals, policies, and direction on development standards for the Subarea Plan shall govern. This includes but is not limited to specific land uses, building heights, transportation improvements, and access requirements (for map of maximum allowed heights, see Figure 6).

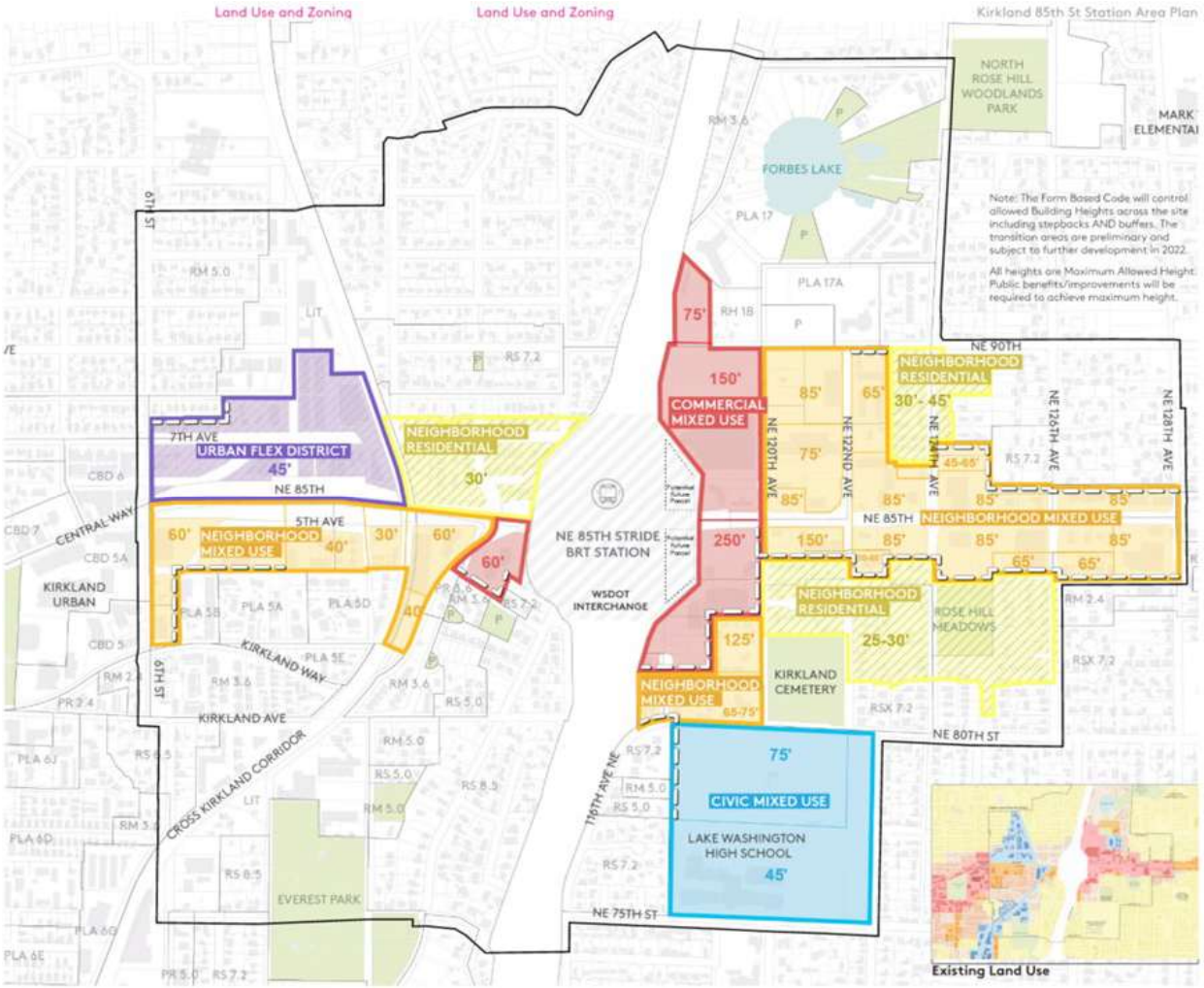
Policy SA-7: Establish design regulations for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit. Eliminate superblocks with features such as through-block pathways to create a more fine-grained pedestrian-oriented district.

Policy SA-8: Promote infill development, particularly on underutilized parcels.

Policy SA-9: Ensure that implementation of the vision, goals, and policies related to inclusion and equitable access to housing and economic opportunities for people of color, people with low incomes, and historically underserved communities is achieved through intentional monitoring and periodic course corrections.

Policy SA-10: Continue to support service providers such as King County Housing Authority, Helen's Place, etc., that provide essential services to Kirkland community members, and identify additional opportunities to complement and enhance their services.

Figure 7: Maximum Heights Studied



6. HOUSING

Residential development in the Subarea reflects the different eras of growth for Kirkland, from the small hobby farms that were predominant at time of annexation of the Rose Hill neighborhood, and transformation throughout the 1990-2020's into residential subdivisions with a grid street pattern of development. Today, lower intensity predominantly residential neighborhoods surround and are located on the peripheries of the Subarea, ranging from large lot homes to smaller bungalows. According to the Station Area Plan Market Analysis, approximately three percent of residential units in the Subarea were designated for more intensive residential use and 97 percent were considered single unit detached housing. The northwestern portion of the study area also includes a mix of townhouses, other infill adjacent to neighborhoods with single detached homes, and small apartment complexes. Retaining and enhancing this mix is important for housing diversity.

The Subarea Plan promotes significant mixed-use redevelopment of the underutilized low intensity commercial portions in the Subarea. This strategy has the significant advantage of avoiding significant displacement of existing residents of the Subarea while repurposing large surface parking lots for focused market rate and affordable housing opportunities.

The Station Area is envisioned as a district with plentiful affordable housing, where the community has maximized affordable housing options and created the most opportunity for housing options that serve diverse needs.

The Station Area Plan Market Analysis showed that more than 30 percent of people who work within the NE 85th Station Area make a salary below what is considered a living wage. Additionally, 16 percent of employees within the area make below the federal poverty thresholds. This Subarea Plan is intended to generate more living-wage jobs, paired with more housing units that are affordable to the workforce.

Based on the City's existing inclusionary zoning requirement that at least 10 percent of new units in a larger-scale residential development are affordable, future redevelopment in the Station Area could result in over 600 estimated new affordable units (of the studied capacity for up to 6,243 additional housing units). Incentive zoning and other financial and planning tools seek to build upon these existing regulations to generate more affordable housing.

Opportunities to support commercial linkage fee programs and workforce development in order to encourage more jobs for residents in Kirkland will be important, especially jobs that offer higher incomes. Workforce training programs may be possible along the 120th Avenue corridor, encompassing high tech jobs and students and staff at the Lake Washington High School. An opportunity to maximize affordable housing would entail providing additional development capacity at a site owned by the King County Housing Authority, which could be redeveloped in the future to provide additional affordable units.

Housing Goals and Policies

Goal SA-11: Plan for and achieve housing production to achieve regional planning objectives and maximize opportunities for affordable housing provision in the Subarea.

Goal SA-12: Preserve, improve and expand housing stock to provide for a range of affordable, accessible, healthy, and safe housing choices to all existing and future residents.

Goal SA-13: Increase affordable housing by developing strategies and incentives to increase the amount of affordable housing within the Station Area at various income levels, especially at lower income levels.

Goal SA-14: Provide a mix of housing that is attainable for a range of existing and new jobs in the district – and also accessible/connected via regional transit.

Goal SA-15: Increase resident access to opportunity, including employment and education opportunities and amenities in neighborhoods.

Policy SA-16: Create density bonuses that prioritize affordable housing, particularly units available at deeper levels of affordability.

Policy SA-17: Leverage regional partnerships (e.g., A Regional Coalition for Housing (ARCH), King County Housing Authority and other nonprofit housing developers/providers) to add affordable housing opportunities in the Station Area.

Policy SA-18: Create and periodically adjust effective implementation strategies for addressing housing targets and goals in the Station Area Plan.

Policy SA-19: Reduce the risk of residential displacement through a variety of anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.

Policy SA-20: Encourage coordination with housing organizations and community groups to address issues of people experiencing homelessness, fair housing, anti-displacement, etc. Partnering with housing program and service providers can promote more equitable housing opportunities within the Station Area.

Policy SA-21: Expand housing capacity for moderate income households (e.g., middle housing) through flexible form-based code standards.

Policy SA-22: Explore innovative funding strategies to encourage and enable housing production, particularly affordable units, such as methods for commercial development to contribute to affordable housing funds (e.g., nexus fees), and Tax Increment Financing to provide City infrastructure to accommodate new, more compact housing development.

7. ECONOMIC DEVELOPMENT

The Market Analysis conducted for the Station Area Plan details existing conditions prior to the COVID-19 pandemic and future development opportunities for the Subarea. Key findings indicated that there is growing regional demand for office space on the Eastside, with high rents per square foot and low vacancy rates. The addition of supportive amenities, such as walkable, service-rich neighborhoods, could attract additional office investment. The analysis also indicates that there are opportunities for more retail uses in conjunction with larger daytime office populations and new more intensive residential uses. Regional case studies and national research shows that Bus Rapid Transit investments lead to increased development activity, particularly when paired with complementary policy initiatives. The analysis also indicates that industrial areas in the Subarea are important locations for small businesses and provide large parcels in close proximity to the Stride Station, and potential opportunities for development or new investment.

Commercial businesses will likely evolve over time as low-rise strip commercial developments surrounded by surface parking lots are redeveloped into higher intensity mixed use projects. Proposed land use changes, urban design strategies and implementation of a form-based code will encourage new opportunities for a variety of commercial businesses and "maker spaces," including spaces for existing tenants to relocate to and remain in the area.

It is also a high priority for the City to retain larger retailers and car dealerships. These businesses provide important local and regional services and represent a significant portion of the City's sales tax revenue that helps provide services to the community. Retaining these businesses will require partnerships to facilitate innovative mixed-use development, regulatory support for redevelopment, and possible relocation strategies if businesses are to relocate out of the Station Area but within Kirkland City limits.

Economic Development Goals and Policies

Goal SA-23: Promote the vision for the Station Area as a pedestrian-oriented district with high tech and family wage jobs, and commercial and retail services linked by transit and a robust transportation network.

Goal SA-24: Create a vibrant district, with interesting places to shop, live, work, recreate, and visit that becomes a destination – a place people want to be.

Goal SA-25: Promote transportation connections for cars, buses and nonmotorized options in the Subarea through public, private, and nonprofit partnerships.

Goal SA-26: Continue to partner with large and small retailers in the Subarea to explore opportunities for those businesses to be successful components of the anticipated growth and change.

Policy SA-27: Encourage the use of economic development tools to promote retention, expansion, and growth of employment opportunities within the center.

Policy SA-28: Reduce the risk of commercial displacement through a variety of anti-displacement strategies, including creating development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.

Policy SA-29: Encourage a wide range of commercial activities along urban frontages in the Subarea that activate the public realm and enhance the pedestrian experience in the district.

Policy SA-30: Encourage small-scale maker, crafts, and fabrication spaces to foster smaller, immigrant-owned, and fledgling businesses.

Policy SA-31: Provide City and public/private assistance to nurture small businesses, including technical support to develop business plans, find appropriate real estate, and hire local workers.

Policy SA-32: Identify opportunities for multi-benefit partnerships and programs between private, public, and nonprofit organizations in the Station Area to create community benefits such as:

- Job placement opportunities;
- Providing publicly accessible community spaces;
- Providing opportunities for students; and
- Meeting shared needs (e.g., parking, mobility, complementary services).

8. NATURAL ENVIRONMENT AND SUSTAINABILITY

Perhaps the most important environmental contribution of this Subarea Plan is leveraging the Station Area as a transit-oriented, walkable, bikeable and rollable community with the potential for significant vehicle trip reduction. Single-occupancy vehicle trips are a significant generator of emissions for the City, and concentrating growth in an area with robust transportation choices will reduce these emissions on a per capita basis.

Natural Environment

The Subarea straddles two primary watersheds roughly divided by I-405: the Moss Bay and Forbes Creek drainage basins. Moss Bay waterways consist of short stretches of open channel separated from Lake Washington by long piped sections. The Forbes Creek watershed includes Forbes Lake and associated wetlands and creeks.

The Forbes Creek watershed is a salmon bearing habitat. It also includes dense areas of existing vegetation interspersed through neighborhoods. To support the goals of enhancing urban ecology, biological diversity, and tree canopy within the station area, existing patches and corridors of vegetation should be protected, restored and enhanced, and gaps filled. To support citywide goals around tree canopy and habitat, policies build on Kirkland's existing urban forestry plan to incentivize integrated green infrastructure project contributions at the site scale, leveraging new buildings, sites, frontages, open spaces, and streets. These green infrastructure strategies can create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning water and air; increasing biodiversity; and making Kirkland more resilient to the impacts of urbanization and climate change impacts, including increased frequency and intensity of rainfall and warmer temperatures.

Figure 8: Existing Watersheds

The citywide Sustainability, Climate and Environment Element shows the citywide wetlands, streams, and geologically hazardous area maps for the Subarea and discusses environmental quality, natural amenities and function, environmental hazards, and stormwater management policies.

The following goals and policies are natural environment priorities for the Subarea and supplement citywide policies.

<u>Natural Environment Goals and Policies</u>

Goal SA-33: Enhance urban ecology, biological diversity, and tree canopy within the Subarea.

Goal SA-34: Protect and enhance critical areas, natural systems, and habitat.

Policy SA-35: Adopt regulations that encourage the built environment to incorporate functional green infrastructure elements that enhance efforts to improve the natural environment of the Subarea.

Policy SA-36: Contribute to in-watershed habitat connectivity, tree canopy, and stream health goals that connect natural systems within the Station Area to the broader community.

Policy SA-37: To enhance stormwater quality, explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities that contribute to a district-wide green infrastructure program.

Policy SA-38: To support ecosystem health, pursue enhanced stormwater treatment for water quality pollutants, with a priority on the Forbes Creek watershed.

Policy SA-39: To support urban habitat, consider design and management practices that provide dark sky environments, bird-safe construction, and adaptive management of landscapes.

Policy SA-40: To reduce potable water needs and address droughts, encourage water use efficiencies and support rainwater capture, harvesting, reuse, and on-site treatment.

Policy SA-41: Explore public/private partnerships that advance integrated and interdisciplinary approaches for environmental planning (systems approach).

Policy SA-42: Explore opportunities to utilize WSDOT right-of-way for open space benefits such as stormwater treatment, managed natural areas, and canopy restoration.

Sustainability, Climate Action, and Resilience

The Station Area Subarea is envisioned as a demonstration district that maximizes opportunity for innovation and community benefits around climate action, resilience, and quality of life. The scale and unique opportunities of a mixed-use, transit-oriented district provide a tangible way to advance the City's broad sustainability and resilience goals that are also articulated in the Sustainability Strategic Plan. The Station Area Subarea envisions a 'future-ready' district that is responsive to quickly changing climate conditions, that takes advantage of the scale and unique opportunities of a mixed-use, transit-oriented district, recognizes the pace of market transformation, and does not preclude future innovations.

Because vehicular trips are one of the major drivers of greenhouse gas emissions, shifting towards more transit and walking and rolling options will play an important role in reducing emissions. Beyond these fundamental strategies that have sustainability co-benefits, a Green Innovation Strategy for the Station Area supports innovation in building performance, ecosystem/green infrastructure, and energy/decarbonization to maximize community benefit for the Kirkland community.

The Plan supports growth through a mix of land uses and transit-oriented development, along with improved biking walking, and rolling connections and an enhanced open space network. With the planned growth, there will also be an increased demand for resources including energy, water, and open space. However, a more compact, urban development pattern affords the potential to improve upon community resilience as a part of this planned growth, with strategies including shared resources, a more distributed, flexible approach to infrastructure, and enhancing ecosystem performance. Many sustainability co-benefits will accrue through the fundamentals of these smart growth concepts represented in the Station Area Plan – particularly by integrating land use, transportation, and open space.

The following goals and policies support Subarea objectives for an inclusive district that supports community benefits and quality of life around the thematic areas of ecosystems, green infrastructure, and energy and decarbonization.

Sustainability Goals and Policies

Goal SA-43: Prioritize opportunities to create multiple benefits across ecosystem functions such as: improving mental and physical health; cleaning air and water; increasing biodiversity; and making the City more resilient to the impacts of urbanization and climate change impacts.

Policy SA-44: Implement the City's Sustainability Strategic Plan goals at a local and district scale, leveraging the unique opportunities created by the BRT Station and transit-oriented development.

Policy SA-45: Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development and regulations are not precluding future innovation in the field.

Policy SA-46: Develop a "Future Ready" district framework guide to align development in the Station Area with the City's Sustainability Strategic Plan policies and performance targets. Specific areas of focus should be: energy and decarbonization; habitat/ecology; and green infrastructure.

Policy SA-47: Identify programs that:

- Recognize the role of land use, development, and transportation on greenhouse gas emissions.
- Support achievement of state and regional greenhouse gas emissions reduction goals.
- Reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.
- Expand electric transportation infrastructure.
- Promote innovative green building practices in design, materials selection, construction, and maintenance.
- Encourage retrofitting of existing buildings to reduce building energy use.
- Promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).

Policy SA-48: Establish a Green Factor code that encourages visible, functional, green spaces and high-quality habitat. For example, these multi-benefit strategies can be achieved at the ground plane by establishing healthy tree canopy and rain gardens, on the vertical plane by establishing green walls, and on the roof plane by establishing green roofs and pollinator gardens.

Policy SA-49: Identify long term opportunities that consider the shift from high temperature, centralized generation plants to a more distributed, multi-source approach to generation, transmission, and storage of energy.

Policy SA-50: Explore long term strategies including shared and distributed systems, like purple pipes, district energy, and on site black and gray water treatment in collaboration with partner organizations and local utilities.

9. PARKS, RECREATION AND OPEN SPACE

Within the Subarea are passive and natural open spaces, active parks and recreation facilities including Forbes Lake Park, the Cross Kirkland Corridor, Everest Park, Rose Hill Meadows Park, a Pea Patch in Everest, and the Kirkland Cemetery. However, several of these facilities are located beyond an easy, accessible, 10-minute walk of the future BRT Station.

While there are existing natural assets within the Station Area, including Forbes Lake and areas of tree canopy and habitat, there are also gaps that exist due to urban development patterns and barriers. Station Area goals include improving and connecting tree canopy and habitat areas, improving stream health by daylighting, or making channel or riparian improvements, and generally minimizing impervious surfaces. Incorporating green infrastructure throughout buildings, private landscape areas, and the public realm, will support resilience through air and water quality, shade and cooling, and habitat. Multi-benefit strategies should be a part of all new and existing open space enhancement opportunities, serving functions of active/passive recreation, flexible use open space, and environmental functions like stormwater management, carbon sequestration, air quality, and urban heat island mitigation.

Planned future population and employment density in the Subarea will increase the demand for parks, open space, and pedestrian corridors. There are many opportunities to enhance the amount and types of open spaces provided within the Subarea, as described below within publicly owned property and as new development occurs. The potential for shared use agreements, as well as smaller-footprint urban open spaces on rooftops, plazas, and other locations should be explored.

Increasing open space within the Station Area will provide multiple benefits for employees, visitors, and residents living in and around the Subarea and these spaces will be critical in supporting growth while providing places for people to gather and support mental, physical, and community well-being. Open spaces that are welcoming to people of a wide range of ages, abilities and stages of life, that support social connections, physical activity, play and recreation opportunities for children and older adults, art, culture, and leisure activities, and everyday interactions should be prioritized in a way that aligns with the goals of the Parks, Recreation and Open Space (PROS) Plan and the Sustainability Strategic Plan. Indoor recreational spaces that can be used during periods of adverse weather should also be actively pursued, in conjunction with the PROS Plan.

Coordination with the PROS Plan on how park Level of Service (LOS) is defined in more urban areas of the City would assist the City in more equitably providing park access within a rapidly growing community. Strategies should be considered to more broadly leverage green infrastructure to create more open space, educational, and environmental opportunities.

Parks, Open Space Opportunities

The Station Area envisions a thriving, new pedestrian-friendly district with park amenities. Below are highlighted potential projects, or opportunities, identified with the Subarea Plan and in coordination with the PROS Plan. The Station Area Plan includes additional examples of various parks and open space and innovative opportunities within the Subarea that should be explored in the future.

Enhancing Public Parks, Recreation, Open Space Opportunities

Enhancing publicly owned land can support open space objectives with improvements that provide open space and recreational amenities. Exploring potential new partnerships for shared use agreements can support additional recreational uses. These actions will help to contribute to the overarching goal to provide all areas within the Station Area a park or open space within a 15-minute walk, bike ride, or rolling trip.

Forbes Lake Park

Preliminary planning to expand public open space and neighborhood connectivity near the City of Kirkland's Forbes Lake Park as part of the Station Area Plan has been explored. Much of the lake and surrounding wetlands and tributary drainages to Forbes Creek are in public ownership. Connecting the community to these resources through boardwalks, trails, and critical area enhancement projects can provide opportunities for passive and active recreational public use, environmental education, and interpretive exhibits.

The Forbes Lake Park concept includes boardwalks that are a minimum of 10 feet wide to support two-way directional travel and ample space for people to walk and roll. The boardwalk would also provide easy connections to North Rose Hill Woodlands Park as well as active transportation facilities nearby.

Figure 9: Forbes Lake Park Concept

Cross Kirkland Corridor, Norkirk Plaza, and Adjacent Public Works Maintenance Center

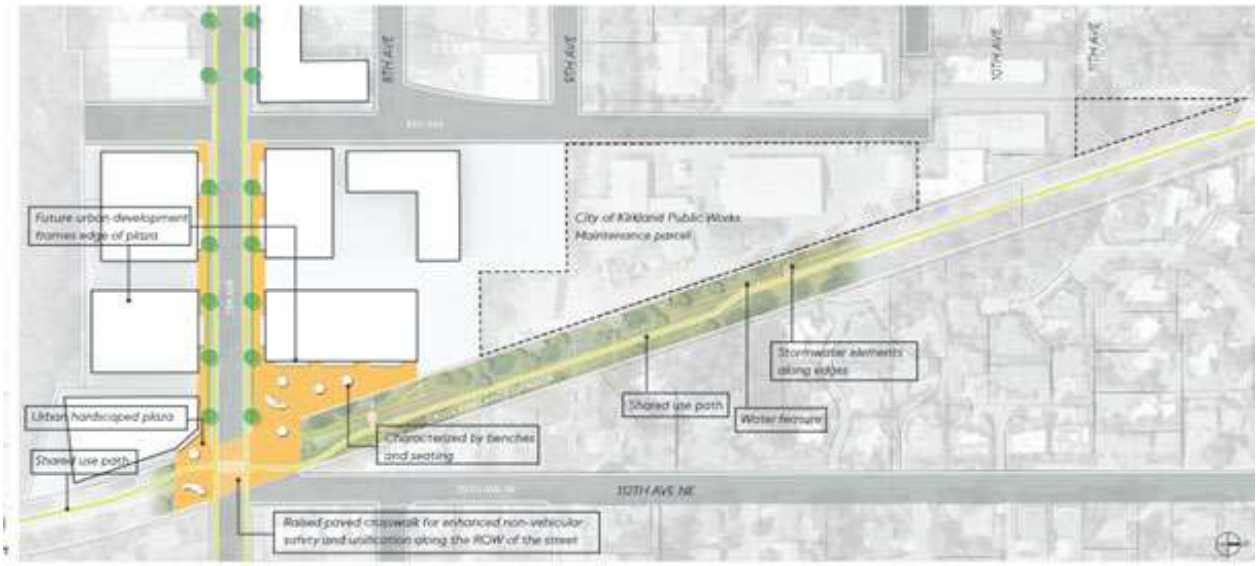
Implementing portions of the Cross Kirkland Corridor Master Plan within the Subarea is a fundamental goal. Additional CKC enhancements and linear parks could create multifunctional open space and transportation improvements similar to Feriton Spur Park. Coordinating with the

NE 85th Street pedestrian/bike widening project could create open space opportunities, including potential covered recreational amenities.

Opportunities for open space, recreation, and connections to the CKC should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and CKC Master Plan.

The CKC Norkirk Plaza concept is located at the important intersection of 7th Avenue and 112th Avenue NE, where bike-focused infrastructure is envisioned to connect from the BRT pick up/drop off location to downtown. This concept builds on the CKC Master Plan vision and will support the creation of publicly accessible transit-oriented open space within the urban neighborhood. It is characterized by high quality landscape materials, pedestrian-oriented amenities like seating, and buildings that engage the open space.

Figure 10: Possible Norkirk Plaza/CKC Concept



Enhanced Connections to Peter Kirk and Everest Parks and Improvements

There are opportunities for enhanced connections to existing parks and the Cross Kirkland Corridor to help link together existing recreational spaces in, and close to, the Subarea. Peter Kirk Park and Everest Park, existing community parks located at or near the Subarea boundaries, provide opportunities to enhance routes to these community assets directly from the CKC. These connections reduce gaps in the active transportation system in the southwest area of the Station Area.

Private Provision of Publicly Accessible Parks/Open Space

New development within the Subarea should be incentivized and/or required to provide publicly accessible parks and sustainability components at ground level or at upper-level portions of the site. The City should seek opportunities to work in partnership with private development applicants to create publicly accessible open spaces in the Subarea that benefit public and private interests. Development opportunities should replace tree canopy to support ecological goals by adding new trees and habitat with plantings wherever gaps exist.

Parks and Open Space Goals and Policies

Goal SA-51: Provide ample opportunity in the Station Area for community members to connect with active and passive recreation opportunities, open space, and managed natural areas.

Policy SA-52: Where recreational parks spaces are pursued, include consideration of amenities to serve community members of all ages and abilities.

Policy SA-53: Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.

Policy SA-54: Implement the City's adopted Parks, Recreation, and Open Space (PROS) Plan for urban level-of-service guidelines for the Station Area.

Policy SA-55: Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, and sustainable landscape areas.

Policy SA-56: Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved active transportation connections, and access to open space and recreation.

Policy SA-57: Enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.

Policy SA-58: Integrate enhanced green spaces into other elements of the urban environment through strategies such as mid-block green connections that provide opportunities for landscaping and active and passive recreation.

Policy SA-59: Provide incentives and zoning requirements for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.

Policy SA-60: Explore design strategies to enhance existing public access to and use of the Kirkland Cemetery, while being sensitive to the primary purpose of the cemetery.

Policy SA-61: Pursue additional opportunities for indoor recreational facilities for organized sports and casual recreation.

Policy SA-62: Consider how the City and development applicants can build walking and rolling connections to potential recreational and/or parks spaces in or near the Subarea such as the Houghton Park and Ride, and existing parks like Everest Park, Peter Kirk Park, and Taylor Fields Park.

10. TRANSPORTATION AND MOBILITY

Vehicles and Street System

The Station Area has served as a crossroads for many years. Central Way/NE 85th Street has been the primary connecting route from Lake Washington to Redmond since 1907, and was also known as the Kirkland-Redmond Road. This corridor was also State Route 908, which ran from SR 520 north/south along Lake Washington Boulevard and east/west along Central/85th to I-405 until that segment was removed from the state route system and transferred to City ownership in 1992, and the segment from I-405 to Redmond was later decommissioned as a state route in 2010. Today, NE 85th Street continues to be an important east-west connector from Kirkland to Redmond and other east side communities, and the interchange at I-405 has provided regional north-south access since the interstate was constructed in the 1950s.

As a principal arterial, NE 85th Street has been designed to support throughput, moving motor vehicles between places. NE 85th Street has a right-of-way width of nearly 100 feet and a typical curb to curb width of 60 feet. With significant roadway volumes on NE 85th Street, and the north-south barrier of I-405 limiting east/west connectivity, these roadways have had a profound effect on the surrounding neighborhoods, creating physical and social barriers between the four quadrants of the interchange. Existing development is auto oriented with large parking areas and very little space devoted to walking and biking. The planned Stride BRT station and multimodal access improvements present an opportunity to improve this condition. Moreover, in support of citywide and regional plans, the Station Area will accommodate a significant share of the City's planned growth. The Station Area is a significant opportunity to develop a transit-oriented district and add more jobs, households, and improve the balance of land uses in the area and the city as a whole. The multimodal infrastructure and services in the Station Area will support a proactive shift to a more people-oriented place that builds value for the City and community by promoting sustainable growth.

As a place to be, rather than to pass through, the Station Area will support and improve access to businesses, homes, schools, and open spaces. It will put pedestrians and public transit first, while maintaining a manageable level of vehicular traffic. The planned transportation improvements have been designed to support multimodal mobility by increasing network connectivity, and providing safe intersections and crossings, and promoting comfortable streets for walking and bicycling.

The citywide Transportation Element chapter describes the current street classifications within the Station Area, including potential street and path connections and additional transportation goals.

The planned transportation improvements for the Station Area support a robust mobility network that bridges some of the existing barriers, increases network connectivity, and provides safe intersections and crossings.

As part of the Travel Demand Modeling and Forecasting Study conducted for the Subarea, the following infrastructure recommendations and policies were identified to support achieving objectives related to:

- Sustaining the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street;

- Incorporating transportation improvements appropriate to surrounding land uses and densities;
- Accommodating effective transit service within the study area along transit corridors; and
- Establishing low-stress, connected bike and pedestrian networks.

Vehicle and Bicycle Parking

With plans to support more active transportation options such as walking, rolling, and transit, Subarea regulations should balance parking demand and parking management for people who live, work, and visit the Station Area, while reducing the negative impacts of parking to the area.

In addition, the following parking and Transportation Demand Management (TDM) strategies should be explored in the Station Area:

- Unbundling vehicle parking to separate parking costs from total property cost, allowing buyers or tenants to forgo buying or leasing parking spaces if they do not own a car;
- Implementing on-street parking management strategies (e.g., designate passenger loading/unloading zones, establish time limits);
- Requiring new development to charge for off-street parking; and
- Encouraging or requiring transit pass subsidies from developers/property owners.

Utilizing a Ridematch Program to assist potential carpoolers in finding other individuals with similar travel routes.

New Street Standards

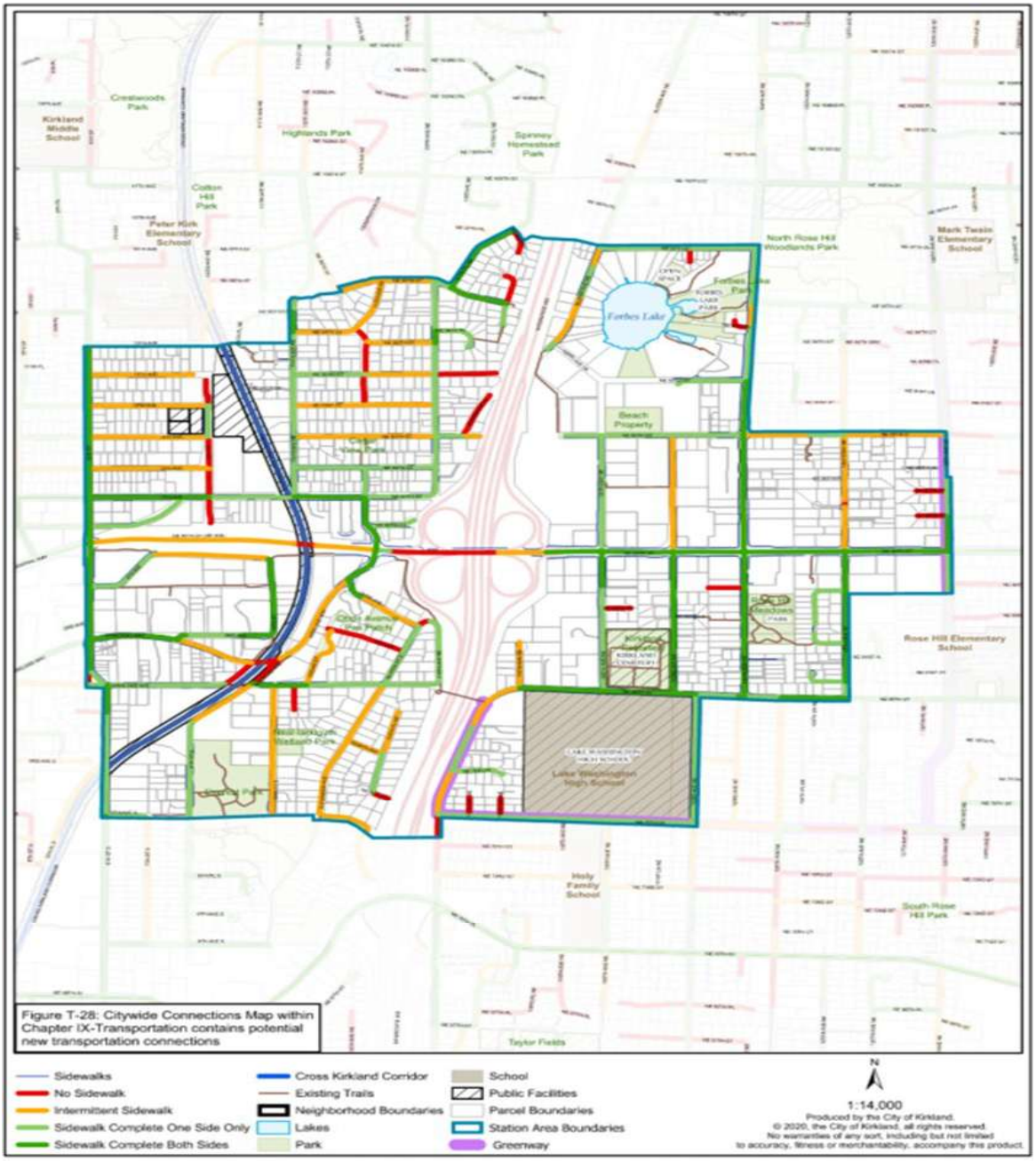
As part of the urban design framework for the Station Area, new street design regulations are proposed and will be required with the Form-Based Code regulations. These innovative street design regulations will ensure that land use, design, and transportation objectives are coordinated as the planned transportation infrastructure is built-out by the public and private entities.

Mobility and Active Transportation Network

Pedestrian System – Existing Conditions

For people walking, biking, or using mobility devices as transportation, east-to-west connectivity is a significant challenge in the Subarea, especially from Downtown along NE 85th Street to the top of Rose Hill. NE 85th Street and Kirkland Way lack sidewalk coverage from the interchange itself west to 6th Street, a key route which connects the study area to downtown. Local streets have some sidewalks, however many of the adjacent commercial and industrial areas lack coverage. 120th Avenue NE, 122nd Avenue NE, NE 90th Street, and NE 80th Street lack consistent sidewalks. Many major streets have sidewalk coverage, with the prevailing sidewalk width varying between five to eight feet (see Figure 10).

Figure 11: Existing Pedestrian System



NE 85th Street Station Area Subarea Existing Pedestrian System

Pedestrian System Implementation Opportunities

Ensuring a safe and pleasant network for walking, biking, and other active transportation options for people of all ages and abilities is critical to the success of the Station Area Plan and a priority for the City. The active transportation network within the Station Area includes a number of specific recommended improvements to the active transportation network and there is mode-split goal identified for the Subarea.

A complete network of pedestrian accessible routes is intended to support the vision of the station area as a walkable, urban district. This includes a mix of expanded or improved sidewalks, green midblock connections that provide access through otherwise large blocks, and public spaces like plazas and parks which can function as pedestrian pass-through routes. A more complete network of sidewalks and pedestrian connections is also intended to provide more universal accessibility for users of all ages and abilities.

More detail about proposed multimodal improvements can be found in the Station Area Plan or the citywide Active Transportation Plan.

Supporting Transit

One of the main objectives for the Station Area is to facilitate easy access and use of the future Stride BRT station. In order to support a transit-oriented community, the plan considers ways to complement existing local routes, as well as the efforts around the K Line bus rapid transit line. The Station Area Plan includes complete street concepts for improvements to streets and greenways and coordinates shared use trails and other connections between transit stations and key services and destinations. An analysis of future transit service found that with planned growth, there may be a minimal travel time impact of one to two additional minutes on transit corridors within the Station Area.

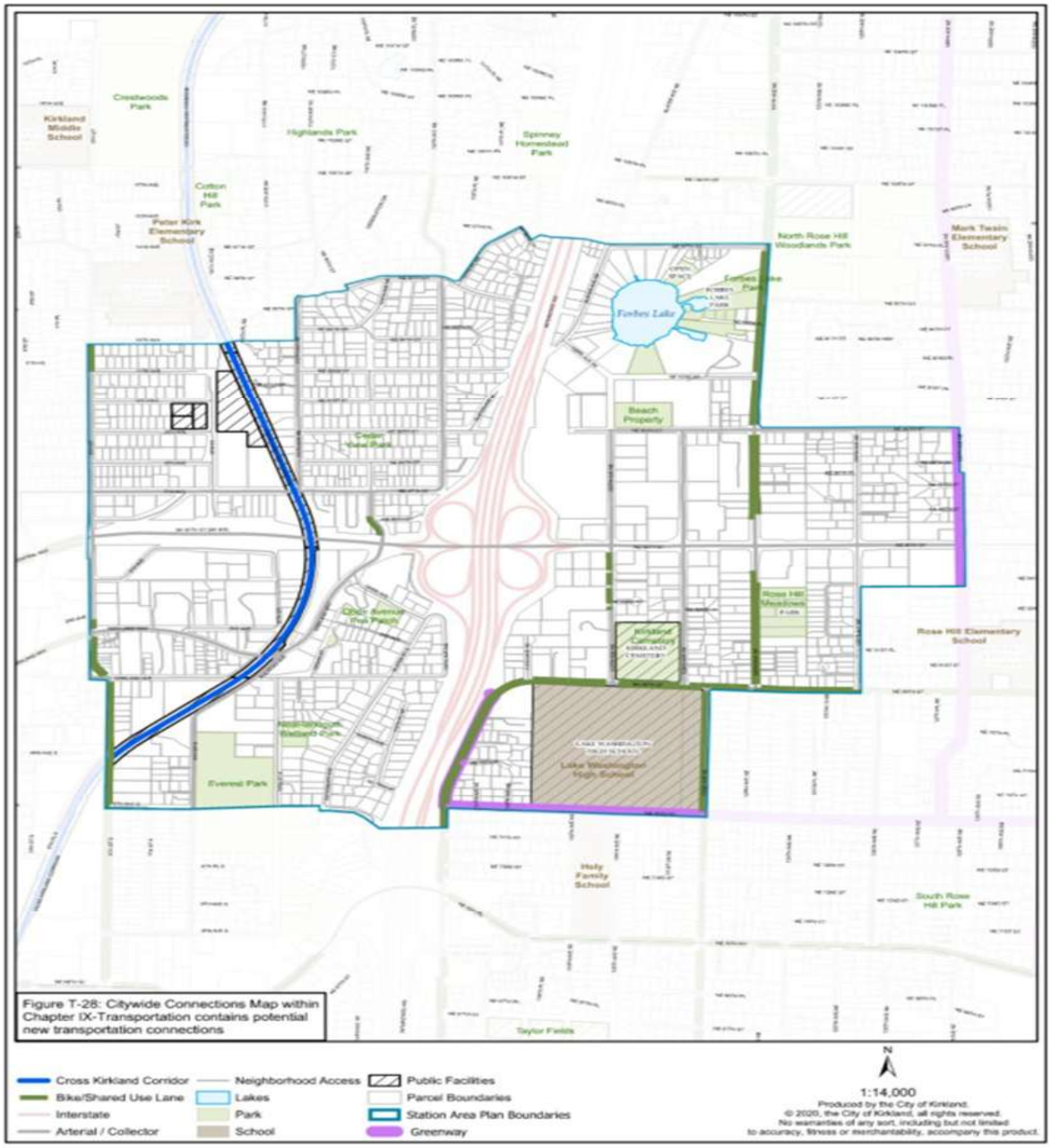
Recommended Subarea improvements to enhance access to transit include:

- Construction of shared use trail connections to transit stops along NE 85th Street and the BRT station;
- Sidewalks widened along NE 85th Street throughout the Station Area; and
- Complete street and greenway improvements on key routes accessing transit stops along NE 85th Street and the BRT station, including 5th Avenue, 7th Avenue/NE 87th Street, 116th Avenue, and NE 90th Street.

Bicycle Network – Existing Conditions

The Subarea and its environs lack continuous bicycle facilities. On the western side of the Subarea, the Cross Kirkland Corridor provides the most significant north/south connectivity, while partially buffered bike lanes on NE 80th Street and 124th Avenue NE act as the primary connections on the eastern side of the Station Area. There are also the newly completed North and South Rose Hill Greenways on 128th Avenue NE and NE 75th Street (Kirkland's first two greenways) – neighborhood roads where walking and cycling are the primary travel modes and driving is the alternative.

Figure 12: Existing Bicycle System



NE 85th Street Station Area Subarea Existing Bicycle System

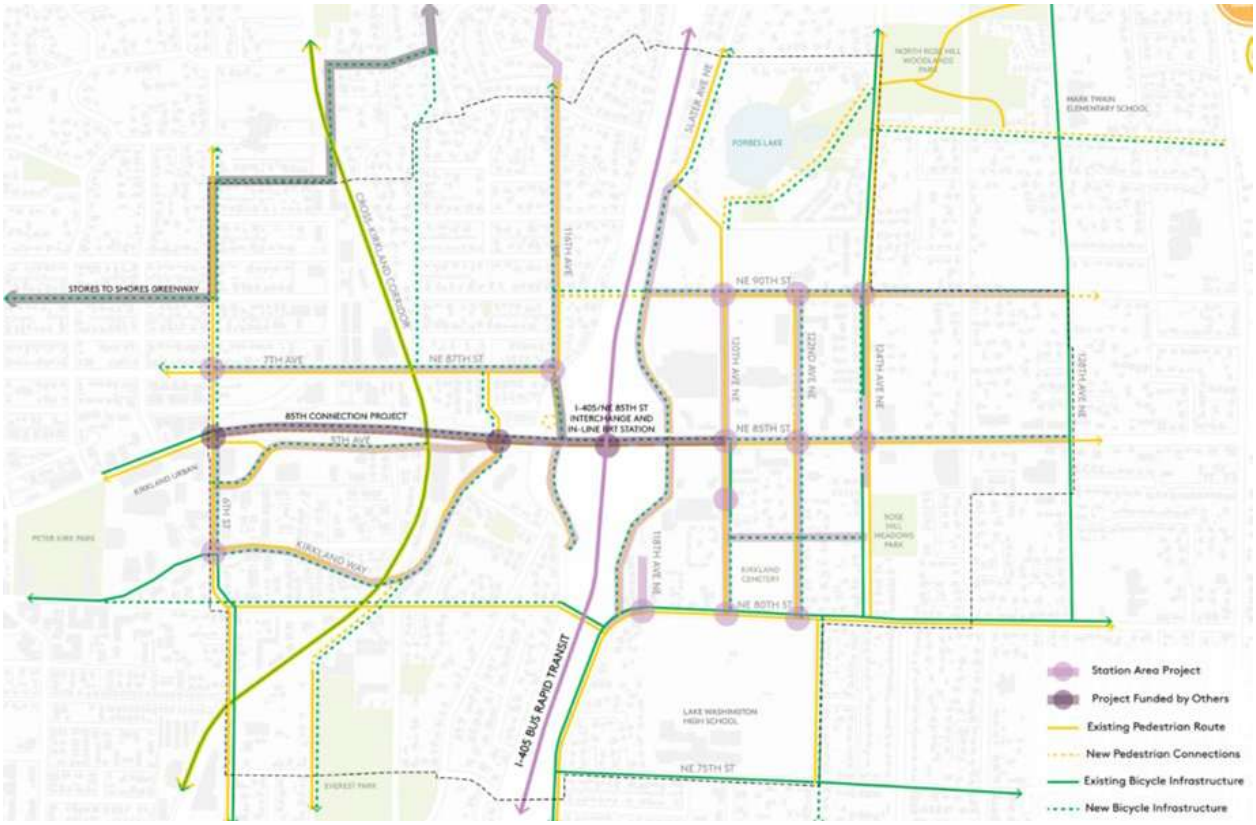
Recommended Transportation Improvements

Transportation improvements were identified as part of the Station Area planning process to improve the active transportation network and accommodate safe crossings that reduce conflicts between modes of transportation, while managing vehicular congestion.

Select recommended projects are described below and will be evaluated for inclusion in the City's Capital Improvement Program, and also implemented with new street standards set forth

in the Form-Based Code for the Subarea. The full list of recommended Transportation improvements can be found in the Station Area Plan and appendices.

Figure 13: Proposed Transportation Infrastructure Improvements



- NE 87th/7th Avenue Corridor – Provide buffered bike lanes and consistent sidewalks between 6th Avenue and 116th Avenue NE. West of the Cross Kirkland Corridor, provide parking-protected bike lanes on the north side of the street. East of the Cross Kirkland Corridor, provide buffered bike lanes, and a five-foot landscape strip to enhance the street's character.

- NE 90th Street Corridor – Between I-405 and 122nd Avenue NE, build a shared-use path or boardwalk on the north side of the street. Between 122nd and 128th Avenue NE, provide buffered bike lanes and sidewalks with landscape strips on both sides of the street.

- Compact Roundabout at NE 87th Street and 116th Avenue NE in the Highlands Neighborhood – Revise this intersection to be a compact roundabout that better accommodates people walking and biking, and access to the NE 85th Street Station pick-up and drop-off.

- 124th Avenue NE Widening and Protected Bike Lanes – Widen 124th Avenue NE to five lanes plus physically separated bike lanes from NE 85th Street through the NE 90th Street intersection. This project also includes continuation of protected bike lanes south through the NE 85th Street intersection to NE 84th Lane to connect to existing bike lanes.

- NE 85th Street Improvements – To offer a high-quality experience for people walking, biking, rolling, and making last-mile connections from transit, enhance NE 85th Street between I-405 and 128th Avenue NE by providing active transportation zones on both sides of the street that include one-way raised protected bike lanes, widened sidewalks, and wide landscape and amenity zones.

- NE 85th Street and 120th Avenue NE Improvements – As part of the overall enhancement to the NE 85th Street corridor to better accommodate all travel modes, multiple concepts were studied. A preferred concept direction would improve the NE 120th Avenue intersection to include an added eastbound lane as storage capacity from the interchange, an added northbound left turn lane to accommodate expected traffic volume increases, a bump out of the northwest corner to align with two westbound incoming lanes and reduce the north/south crossing distance, high-visibility crosswalks, shared use paths to the west connecting to the Stride BRT stations, and raised protected bike lane and wide sidewalks to the east.

Transportation and Mobility Goals and Policies

The main multimodal goals throughout the Subarea are to support mobility; to increase opportunities for people to walk, bike and roll, and take transit to key services and destinations; and to manage vehicular congestion.

Goal SA-63: Provide a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and Regional Transportation Strategy and promotes vitality of the economy, environment, and health.

Goal SA-64: Achieve the following mode-split goal, or one that decreases SOV trips additionally, by the Station Area horizon planning year of 2044:

Table 2: Mode-Split in the Station Area

Quadrant	SOV	HOV	Transit	Walk/Bike	Total
Northwest	48%	14%	13%	25%	100%
Northeast	48%	14%	14%	24%	100%
Southwest	49%	14%	18%	20%	100%
Southeast	46%	14%	16%	25%	100%
Total	*47%*	*14%*	*15%*	*24%*	*100%*

Source: Fehr & Peers.

Goal SA-65: Create a pedestrian-scaled network.

Goal SA-66: Create a low-stress network for biking and rolling.

Goal SA-67: Develop and implement a bold vision of a multimodal transportation network in the Station Area that prioritizes pedestrians, cyclists, and other nonvehicular modes.

Policy SA-68: In order to achieve the aggressive mode-split goals, the City should require development to pursue aggressive Transportation Demand Management strategies that could include, but are not limited to:

- Unbundle parking to separate parking costs from total property cost;
- Revise parking code to reduce the parking minimums or implement parking maximums;
- On-street parking management strategies;
- Require new development to charge for off-street parking;
- Require robust monitoring and management of parking and TDM measures to reduce spillover parking;
- Encourage or require transit pass subsidies from developers/property owners;
- Expand upon Kirkland's Green Trip program and encourage alternative commuting modes;
- Provide an Emergency Ride Home program for employees;
- Require bike facilities such as storage and showers in new developments;
- Encourage carpooling with a Ridematch Program;
- Provide shared off-street parking with new developments;
- Provide private shuttle service or gondola as a first mile/last mile solution to make the 85th Street Station more accessible from Downtown Kirkland, the 6th Street Google campus, Kirkland Urban, and other destinations;
- Encourage or require transit pass provision programs for residents of larger-scale residential properties;
- Partner with Transportation Network Companies (TNCs) such as Uber or Lyft to provide pooled ridesharing alternatives; and
- Launch a bikeshare or other micromobility system in Kirkland.

Policy SA-69: Develop an integrated multimodal transportation network (pedestrian and bicycle/rolling facilities, and linkages to adjacent neighborhoods and districts).

Policy SA-70: Preserve the vehicle throughput functionality of NE 85th Street as a principal arterial while enhancing its role as an urban street.

Policy SA-71: Incorporate vehicular network transportation improvements appropriate to surrounding land uses and densities into required improvement lists.

Policy SA-72: Ensure effective transit service within the study area along transit corridors, particularly during peak commute hours.

Policy SA-73: Encourage and support high-frequency, broad destination transit throughout the Station Area.

Policy SA-74: Develop full street standards that serve all users, including pedestrians, bicyclists, other wheeled transport (e.g., scooters), transit users, vehicles, and – where appropriate – freight (to achieve a "complete streets" vision).

Policy SA-75: Establish parking ratios that reflect the vision for a vibrant transit-oriented district, and recommended transportation investments to achieve a balanced multi-modal network, along with robust Transportation Demand Management (TDM) strategies for future development.

Policy SA-76: Utilize tools like residential permit parking zones, enhanced monitoring, and enforcement to ensure that Station Area nodes like the Sound Transit pick up and drop off

facility do not result in detrimental parking impacts to surrounding neighborhoods. These same tools should be used to ensure that employees of large commercial projects utilize private parking and the available array of alternative transportation options and do not park in surrounding neighborhoods.

Policy SA-77: Prioritize the completion of a pedestrian network in the Station Area with sidewalks that are of sufficient width and configuration to accommodate the person trips resulting from forecasted growth and that support achievement of the Station Area mode-split goal.

Policy SA-78: Provide a consistent, connected network for walking, bicycling, and rolling.

Policy SA-79: Provide more protection and comfort for walking, bicycling, and rolling, particularly on high-speed, high-volume roadways such as 124th Avenue NE.

Policy SA-80: Provide delineated biking and rolling space in the enhanced sidewalks on NE 85th Street.

Policy SA-81: Improve safety for people walking, bicycling, and rolling through intersections.

Policy SA-82: Identify planned transportation investments, programs, and resources, including transit, pedestrian and bicycle facilities and amenities, and projects to eliminate superblocks or modal conflicts and promote safety and connectivity.

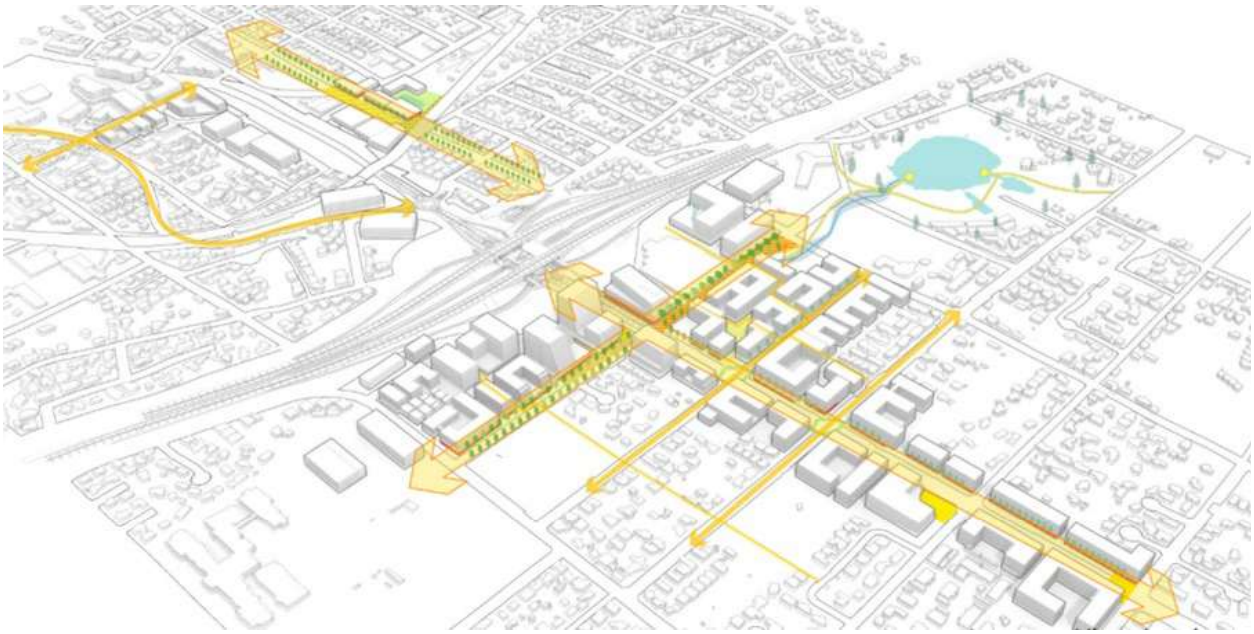
11. URBAN DESIGN FRAMEWORK

The urban design framework establishes a set of overarching goals, policies, and strategies to shape future public and private development and investments in the district. The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique identity, described in more detail below (see Figure 13).

There is a mutually supportive relationship between transit ridership and the amount of housing, jobs, and services near transit. The Station Area Plan designates the areas closest to the future BRT Stride station as priority locations for increased development. Not only are these areas prime opportunities to broaden the mix of jobs and housing choices within the Station Area, but this strategy also focuses growth in a more sustainable, compact form. In addition, the areas closest to the future station on the east side of I-405 are reserved for taller office development. This serves a dual role of focusing growth in the City where residents and employees have the best access to high-capacity transit for the station and using larger office buildings as a buffer to mitigate the noise and air pollution that come from high volume roadways like I-405.

The vision for the Station Area includes a robust, vibrant public realm with a mix of active ground floor uses, generous sidewalks, and improved tree canopy. The urban design framework identifies key streets where a combination of public and private investments will create focal points and destinations for the district, the city, and the region. These include enhancing NE 85th Street to a more urban street that becomes a place for people to engage, supporting retail-focused streets like 120th Avenue NE near Forbes Lake, and neighborhood hubs like the 7th Avenue corridor in Norkirk. Each of these focal points brings together recommendations around mobility, public realm, land use, sustainability, and building massing.

Figure 14: Public Realm "Spine"



As a Station Area Plan, it is particularly important to create a network of mobility options that connect transit users to the station and key services and destinations. Green midblock

connections help break down large blocks into walkable distances. New and enhanced sidewalks and bikeways provide safe and comfortable walking and biking connections throughout the district. Finally, increased transit service, including the Stride BRT station and future King County Metro's K-line BRT, flexible parking policies, and strategic roadway capacity improvements provide a multi-faceted approach to mitigate congestion and accommodate travel needs and parking demand. This holistic approach to mobility is integrated into all aspects of the urban design framework.

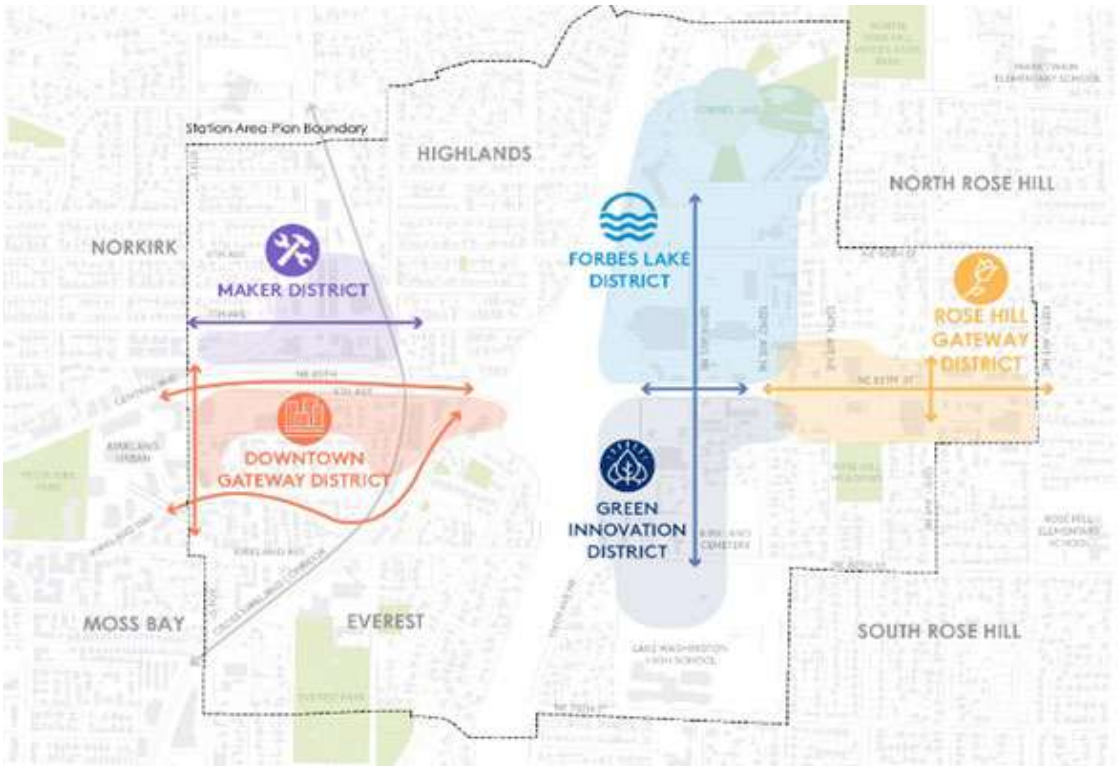
Like all of Kirkland, the Station Area is a rich natural environment with important ecological assets and opportunities to improve the sustainability and resilience of the district. Updated policies encourage stormwater management through on-site green infrastructure like bioswales in streetscapes and within larger developments. Street types in the Form-Based Code will lead to increased tree canopy in the public realm, and ecological assets like Forbes Lake become the focus of a new boardwalk network and "trailhead" that is integrated into the streetscape at 120th Avenue NE and NE 90th Street.

While planning for growth in the station area, supporting transitions in scale to adjacent neighborhoods is a key focus of the urban design framework. The Form-Based Code regulates elements of massing and form to create a pedestrian-oriented district, and so that buildings step down from larger commercial office blocks to mid-rise neighborhood mixed use development, and eventually to smaller "missing middle" infill. Special rules for transitions, landscaping requirements, and other policies further specify how new development should respond to the existing context.

Urban Design Subdistricts

The Station Area Design District is divided into four urban design subdistricts. While the design of public and private development will be guided in a manner that creates a cohesive identity for the Station Area, each subdistrict will evolve into its own unique identity, described in more detail below.

Figure 15: Urban Design Subdistricts

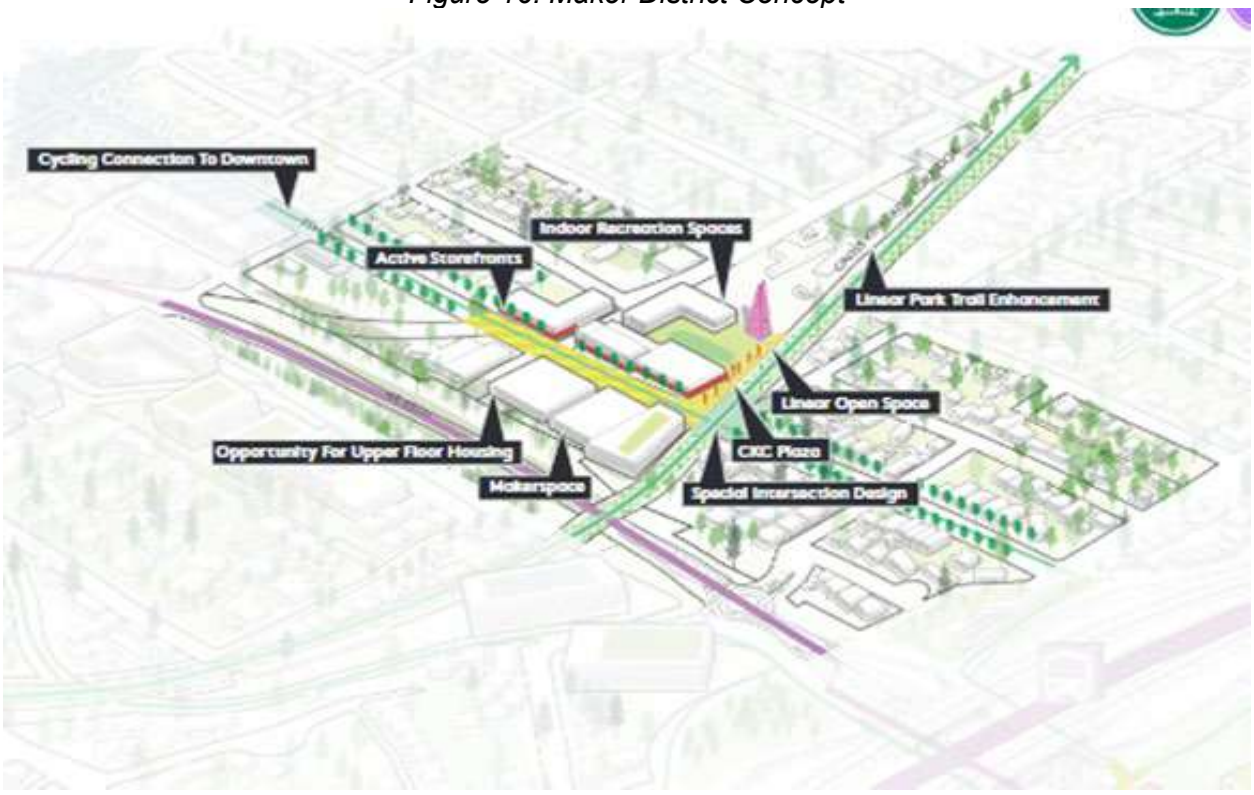


Norkirk Maker District

The Norkirk Maker District creates new opportunities for local businesses and mixed use. The existing character of industrial buildings and small businesses can evolve over time to maintain this industrial character while encouraging more pedestrian oriented, innovation-focused development. “Maker spaces,” small scale manufacturing, and local businesses will all serve to activate the corridor and create a neighborhood hub to serve Norkirk and Highlands. Limited residential infill will also provide opportunities for meeting Kirkland’s need for diverse housing choices. Alongside these development opportunities, facilities such as climbing walls, gyms, and other indoor recreation uses can meet community needs and provide amenities for all.

Norkirk’s light industrial technology (LIT) area is an important future bike and pedestrian corridor connecting Downtown Kirkland, the CKC and the BRT Stride station. New mobility connections provide space for enhanced urban landscaping, improve accessibility to existing parks, and connect the entire Subarea. Activating the intersection of the Cross Kirkland Corridor and 7th Avenue can create both a gateway and a neighborhood gathering place with multimodal and recreational amenities. Businesses can be integrated with activation of the Cross Kirkland Corridor (CKC).

Figure 16: Maker District Concept

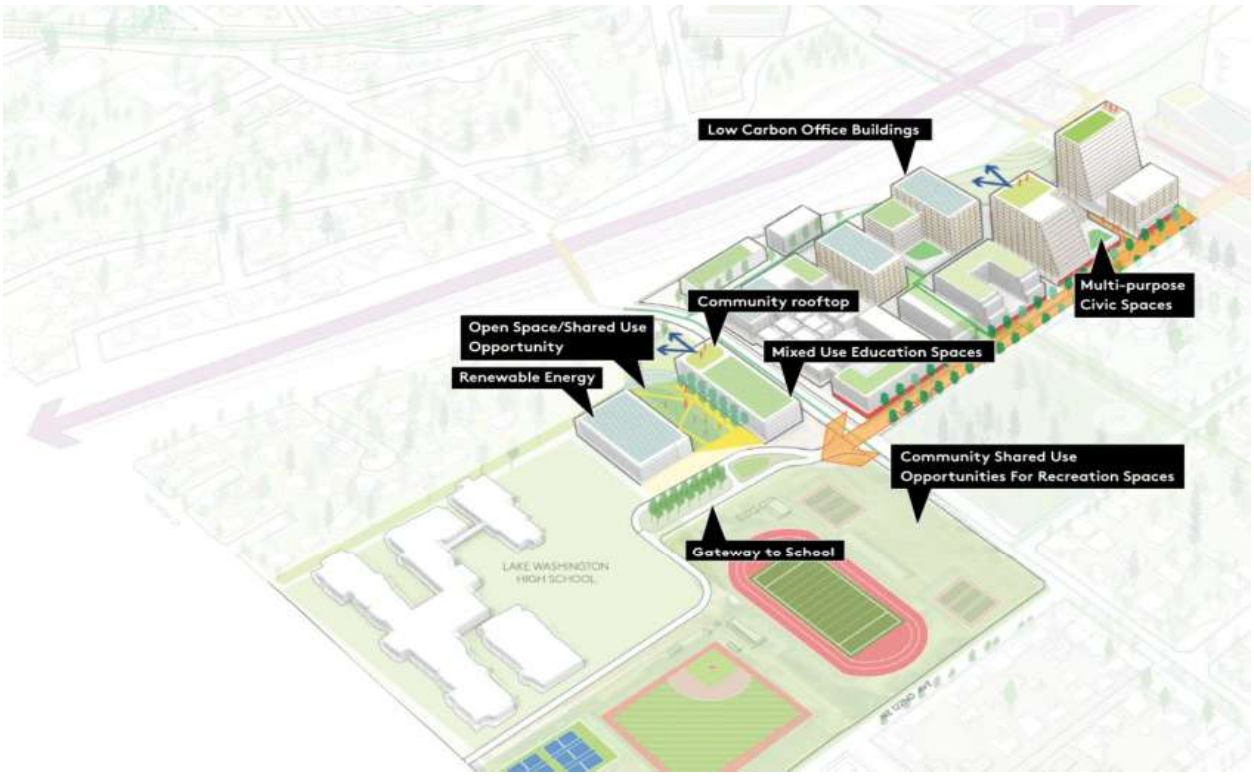


Green Innovation District

The Innovation District is a model of innovation and a place for community, students, and the workforce to connect. New residents will contribute to existing needs for additional school capacity in Kirkland. Innovative models for schools can be developed by adding significant development capacity on existing Lake Washington School District properties and integrating educational space with other uses in multi-story, mixed-use buildings or within campus-like developments.

There are opportunities to align educational and workforce development initiatives, supporting both large and small businesses, a green economy, and offering a range of job choices. Mixed-use educational spaces can be included within the new civic mixed use regulating district as part of the new Form-Based Code, in private mixed-use developments as part of zoning that facilitates educational uses within active streetscapes, and through an incentive zoning program or within the new civic mixed-use regulating district as part of the new Form-Based Code. The Form-Based Code will include educational facilities, including childcare and pre-K spaces, in allowances for ground floor uses.

Figure 17: Green Innovation District Concept



Downtown Gateway District

The Gateway district to Downtown Kirkland via 6th Street emphasizes mid-rise residential and office uses along 6th Street and important bicycle and pedestrian connections along green pathways to and from the BRT Stride station and the Cross Kirkland Corridor. These connections also improve mobility between existing and planned employment centers.

District Context on 6th Street

Rose Hill Gateway District

The Rose Hill corridor-based gateway will contain a mix of active ground floors and mid-rise residential uses along NE 85th that focus on creating a strong sense of arrival from Redmond with streetscape design, public art, and urban design features. This district, with its increased development allowances, will also provide the greatest opportunity to accommodate affordable housing.

Plaza and Gateway Concept at 85th/122nd

Urban Design Goals and Policies

Goal SA-83: Focus growth in inclusive housing and jobs near transit with comprehensive design regulations that ensure a welcoming, sustainable, and integrated public and private realm.

Policy SA-84: Establish a strong public realm network and transit-oriented community that puts people first and integrates public streetscape and open space improvements with building and site design regulations.

Policy SA-85: Use urban design to create a multimodal transportation network that connects residents, workers, students, and visitors, mitigating physical barriers.

Policy SA-86: Leverage existing natural systems and resources, enhance ecosystem performance, and increase resilience through innovative development standards.

Policy SA-87: Ensure appropriate development scale with transitions to adjacent neighborhoods through clear transition requirements and contextual design regulations.

12. PUBLIC SERVICES AND PUBLIC FACILITIES

Public Services

To support planned growth, public services including schools, parks and open spaces, transportation, and utilities will be needed. The City has planned for meeting these needs in alignment with existing City guidelines, and the adequacy of services to support future Subarea growth was studied with the Station Area Plan Fiscal Impacts and Community Benefits Analysis published in October 2021.

Citywide surface water, water, sewer, public facilities goals and policies are found in the Public Services Element and Capital Facilities Elements.

The City will plan for additional Police and Fire and Emergency Services staff and equipment to align with population growth, including at Fire Station 26. For more information refer to the Station Area Plan Fiscal Impacts and Community Benefits Analysis (2021). Overall, infrastructure and public services improvements should be planned holistically. Projects should be scheduled to leverage multi-benefit strategies, to reduce construction costs, and to maximize investment and community benefits.

Surface Water

The Subarea is located within portions of the Forbes Creek and Moss Bay Drainage Basins. An evaluation of existing conditions in the basins identified areas of sedimentation, flooding, and fish passage barriers. Peter Kirk Park is used as a detention storage area for stormwater during peak events and is mapped as a floodplain. The WSDOT Interchange Design Plans identify an existing water main that runs along NE 85th Street across I-405. This main may be influenced by the project, but WSDOT Interchange Design Plans do not yet include the replacement main.

Within the Subarea there are opportunities for improvement in the Forbes Creek basin to improve water quality and fish habitat and a regional detention facility is proposed. Other public facilities with the Subarea are Lake Washington High School and the Kirkland Cemetery.

Water and Sewer

Increased growth in the Station Area will mean an increased consumption of water from the regional supply and increased sewage production requiring treatment. The City is planning for needed water and sewer improvements beyond the current capital improvement planning within the Water System Plan, Water CIP Update, and General Sewer Plan. These improvements will include upgrades and replacement of existing pipes that will help support improvements to fire flow requirements in the water system, and improvements to address increased flow in the sewer system. The overall plan goals and policies also support a more efficient, high-performance approach to water use than represented in conventional demand models.

Schools and Education Needs and Opportunities

Increased density and future growth within the Station Area will result in increased student growth and demand for educational facilities. As part of the Subarea Plan planning process, the City and Lake Washington School District (LWSD) discussed anticipated student growth in the Station Area, and how the City can help the district address school capacity and explore creative solutions.

The following opportunities to improve educational services and facilities were explored:

1. Increase development capacity on existing school sites:

> The major existing school site in the Station Area is Lake Washington High School. One opportunity to increase density on the site is by incorporating it into a future Civic Mixed Use regulating district. An increased maximum height allowance up to 75' on portions of the site will be designated. A height of 75', or approximately up to 5-6 stories, could be accommodated on that land area, including structured parking above, or below, ground, which could substantially expand the building square footage and generate sufficient space to accommodate long-term needs. LWSD would need to further study the concept of co-locating different grade levels on this site and issues related to parking and traffic management related to urban school concepts.

2. Development bonus incentives for provision of school space in new development such as providing bonus density incentives in two broad categories: commercial development and residential development.

3. Define active frontages or required retail space to include educational uses as part of the Form-Based Code requirements.

> In order to allow flexibility for more types of educational space to be provided in the future, zoning regulations should allow educational ("civic") uses in all zones and establish allowed frontage types, and land uses, along each street. Where those frontage types may require an active use, educational uses will be included in any definition of an "active" use and/or frontage type.

4. Promote public/private partnerships to encourage shared facilities in the Station Area and/or optimize utilization of shared use agreements.

As development occurs in the Station Area, the City can help facilitate private sector and school district conversations to explore opportunities, barriers and partnership strategies based on shared interests. These partnerships could take the form of shared space agreements or lease arrangements as discussed earlier. City staff will continue to connect the District with potential partners as opportunities arise.

Public Services and Public Facilities Goals and Policies

Goal SA-88: The Subarea Plan supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Goal SA-89: Create opportunities for additional school capacity in, or near, the Station Area, and prioritize the provision of new school capacity within the Subarea boundaries.

Policy SA-90: Ensure that planned infrastructure and facilities can support targeted growth through requirements for new development to construct, or contribute to, new infrastructure and by incorporating recommended Station Area improvement projects into the City's Capital Improvement Program.

Policy SA-91: Ensure availability of public services, such as utilities, infrastructure, Police, and Fire services to meet the needs of all people within the Subarea.

Policy SA-92: Identify development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites. This could include increasing the allowed height, reducing setbacks, creating more flexible standards, and simplifying the permitting process.

Policy SA-93: Create development bonus incentives for new development to provide school space.

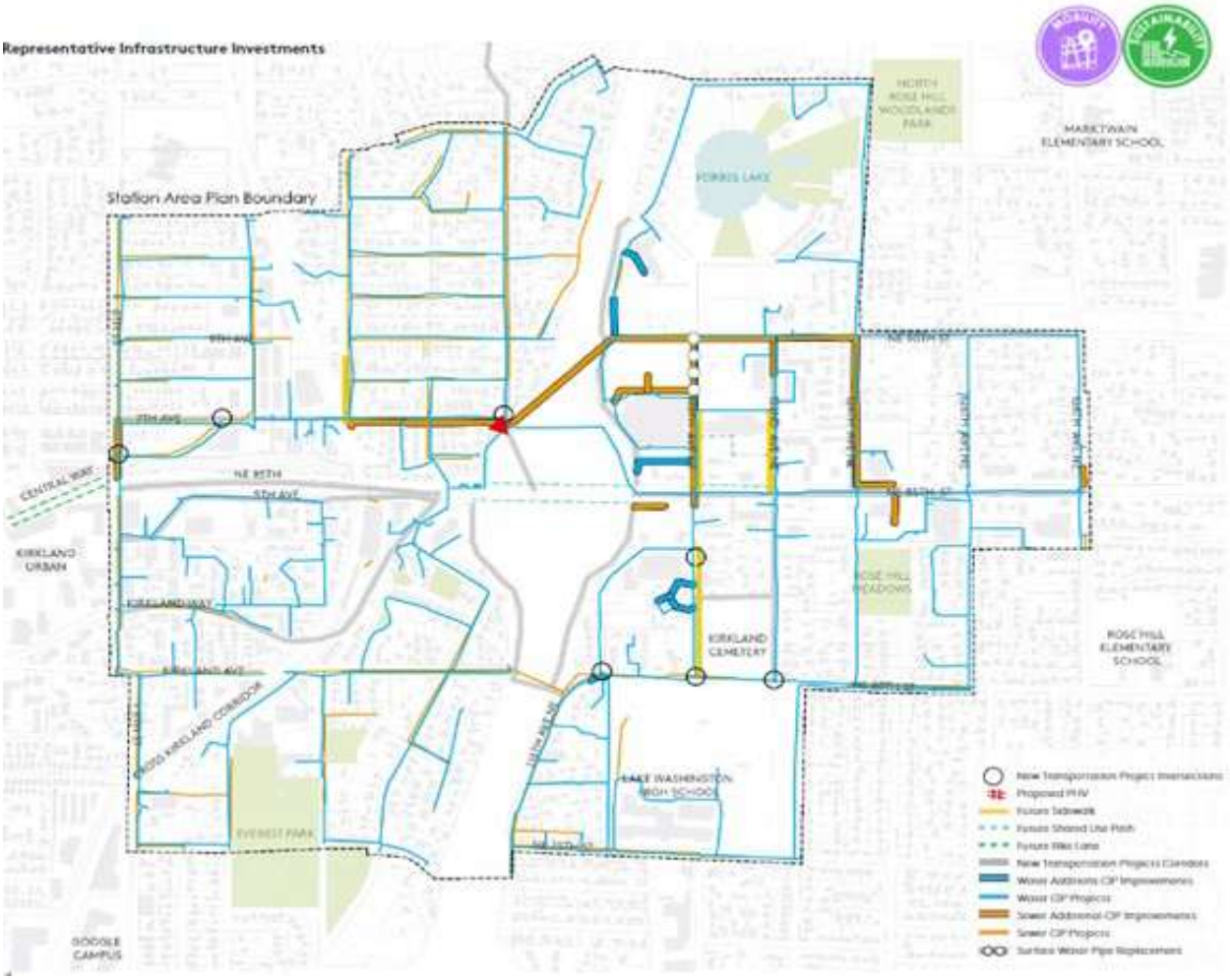
Policy SA-94: Allow educational space including day care, early learning, and other school facilities in active frontages and required retail space.

Policy SA-95: Continue to foster partnerships with the Lake Washington School District, the City, and the private sector to encourage shared facilities in, or near, the Station Area and/or optimize utilization of shared use agreements; specifically, jointly explore the Houghton Park & Ride as a site for future school capacity that is nearby, and connected to, the Station Area.

Policy SA-96: Foster partnerships with institutions of higher learning to aid in workforce development, support cultural endeavors, and accommodate transitioning public school students.

Policy SA-97: Plan for, and coordinate, construction staging at a subarea-wide level in advance of development.

Figure 18: Representative Infrastructure Projects



13. IMPLEMENTATION

Goal SA-98: Identify implementation strategies that are forward looking to ensure that infrastructure and services are in place before new development places needs on City systems, and that the community is receiving benefits of new growth in the Subarea.

Policy SA-99: Initiate the following implementation strategies in the Subarea:

Table 3: Implementation Strategies

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
LAND USE				
1	Adopt a Form-Based Code and urban design guidelines to accommodate the growth targets based on the capacity analyzed in the Station Area Plan FSEIS.	City of Kirkland	Adopt with Plan (FBC/Design Guidelines)	1
2	Maintain collaborative relationships with service providers in the Station Area (e.g., KCHA, Helen's Place) and identify opportunities to complement and enhance their services.	City of Kirkland/King County Housing Authority/Helen's Place/Salthouse Church	Ongoing	1
3	Pursue opportunities to utilize WSDOT right-of-way for transit-supportive uses that could include future development, recreational amenities, and/or managed open spaces through the City's legislative agenda.	City of Kirkland/WSDOT	Ongoing	3
HOUSING				
4	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for affordable housing, with an emphasis on creating units in excess of the City's current 10% inclusionary zoning and/or providing units at deeper levels of affordability.	City of Kirkland/ARCH	Adopt with Plan (FBC)	1
5	Direct affordable housing in-lieu payments or commercial incentive contributions to support affordable housing within the Station Area boundary.	City of Kirkland/ARCH	Short-term	1
6	Establish an affordable housing target for the Station Area as a share of Citywide targets; create and maintain a monitoring program to track progress of implementation measures towards housing targets.	City of Kirkland	Short-term	1

#	ACTION	LEAD AGENCY/PARTNERS	**IMPLEMENTATION TIMELINE** *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	**STATUS** *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
7	Conduct a nexus study for commercial linkage fees as a method to support affordable housing targets by collecting fees from new commercial development. To the extent new State-wide enabling legislation is needed, add to the City's legislative agenda.	City of Kirkland	Medium-term	2
8	Adopt a Tax Increment Financing district and project list that identifies infrastructure projects in the Station Area that are necessary to encourage and support future redevelopment and housing production.	City of Kirkland	Short-term	2
ECONOMIC DEVELOPMENT				
9	Adopt development standards that accommodate a range of commercial spaces, particularly smaller scale commercial spaces that are accessible to small, local businesses.	City of Kirkland	Adopt with Plan (FBC)	1
10	Identify opportunities for multi-benefit partnerships and programs between private, public, and non-profit organizations in the Station Area to create community benefits.	City of Kirkland	Initiate upon adoption	1
NATURAL ENVIRONMENT AND SUSTAINABILITY				
11	Implement the City's Sustainability Strategic Plan goals in the Station Area and develop a monitoring program to track.	City of Kirkland	Initiate upon adoption	1
12	Integrate strategies into sustainability regulations for the district that "future-proof" the plan to ensure development is not precluding future innovation in the field.	City of Kirkland	Adopt with Plan (FBC)	1
13	Identify programs that support achievement of state and regional greenhouse gas emissions reductions goals.	City of Kirkland	Initiate upon adoption	1
14	Identify programs that reduce air pollution and greenhouse gas emissions by increasing alternatives to driving alone.	City of Kirkland	Initiate upon adoption	1
15	Expand electric transportation infrastructure in the Station Area.	City of Kirkland/Transit Agencies/Private development	Short-term	2
16	Identify programs that encourage retrofitting of existing buildings to reduce building energy use.	City of Kirkland	Short-term	2

#	ACTION	LEAD AGENCY/PARTNERS	**IMPLEMENTATION TIMELINE** *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	**STATUS** *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
17	Identify programs that promote wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater).	City of Kirkland	Initiate upon adoption	1
18	Explore partnership opportunities to treat stormwater from the public right-of-way on project sites with shared facilities.	City of Kirkland/Private property owners	Initiate upon adoption	2
19	Establish a Green Factor Code that encourages visible, functional, green spaces and high-quality habitat.	City of Kirkland	Adopt with Plan (FBC)	1
PARKS AND OPEN SPACE				
20	Identify and minimize gaps in equitable access to parks and open spaces in order to make more efficient use of existing parks and open spaces in the area.	City of Kirkland	Adopt with Plan (SAP and PROS Plan)	1
21	Leverage public assets and partnerships, including excess WSDOT right-of-way, for potential active recreational areas, managed natural areas, stormwater treatment, or sustainable landscape areas.	City of Kirkland/WSDOT	Short-term	1
22	Expand access to and through Forbes Lake Park to provide multiple benefits of environmental enhancement and education, improved nonvehicular transportation connections, and access to open space and recreation.	City of Kirkland	Short-term	2
23	Identify locations to enhance the Cross Kirkland Corridor to create recreational and open space amenities and improve active transportation connections to the Corridor.	City of Kirkland	Short-term	2
24	Identify locations for required mid-block green connections that provide opportunities for landscaping and active and passive recreation.	City of Kirkland	Adopt with Plan (FBC)	1
25	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for new development to provide on-site public open space (e.g., plazas, pocket parks, etc.), enhanced on-site common spaces, recreation amenities, and linear parks.	City of Kirkland	Adopt with Plan (FBC)	1

#	ACTION	LEAD AGENCY/PARTNERS	**IMPLEMENTATION TIMELINE** *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	**STATUS** *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
26	Incorporate identified Station Area Parks projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
27	As part of a Tax Increment Financing district, identify candidate Parks and Open Space infrastructure projects needed to serve the Station Area.	City of Kirkland	Short-term	2
TRANSPORTATION AND MOBILITY				
28	Incorporate identified Station Area Transportation projects into the City's Capital Improvement Program, Capital Facilities Plan, and Transportation Strategic Plan.	City of Kirkland	Initiate upon adoption	1
29	Incorporate identified Station Area Transportation projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Adopt with Plan (PAO)	1
30	Evaluate how Station Area Plan projects should be reflected in Transportation Impact Fee calculations, including the option of establishing an overlay for the Station Area.	City of Kirkland	Short-term	2
31	Develop street standards that serve all users, including pedestrians, bicyclists, other forms of micromobility (e.g., scooters and wheelchaira), transit users, vehicles, and – where appropriate – freight ("complete streets" vision 2040).	City of Kirkland	Adopt with Plan (FBC)	1
32	Establish parking ratios that reflect the vision for a vibrant transit-oriented district, recommended transportation investments to achieve a balanced multi-modal network, and robust Transportation Demand Management (TDM) strategies for future development.	City of Kirkland	Adopt with Plan (FBC)	1
33	Establish a TDM monitoring program for the Station Area.	City of Kirkland	Initiate with Plan	1
34	Develop bicycle parking guidelines as a Public Works pre-approved policy.	City of Kirkland	Short-term	1
35	Develop passenger load/unload areas as Public Works pre-approved roadway policy.	City of Kirkland	Short-term	1
36	Monitor parking congestion in the Station Area, and evaluate parking management strategies like	City of Kirkland	Short-term	2

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
	residential permit parking zones, time limitations, and enforcement.			
37	As part of a Tax Increment Financing district, identify candidate Transportation infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
38	Conduct a study to evaluate transportation solutions to connect the BRT to downtown	City of Kirkland	Medium-term	2
PUBLIC SERVICES AND PUBLIC FACILITIES				
39	Incorporate identified Station Area Water, Sewer, and Stormwater projects into the City's Capital Improvement Program.	City of Kirkland	Initiate upon adoption	1
40	Incorporate identified Station Area Water, Sewer, and Stormwater projects into a Planned Action Ordinance as required mitigation for future private development to construct.	City of Kirkland	Initiate upon adoption	1
41	Adopt an incentive zoning program in the Station Area Form-Based Code that creates development bonuses for new development to provide school space.	City of Kirkland	Adopt with Plan (FBC)	1
42	Adopt development standards that can provide Lake Washington School District with more development capacity to build additional school space on current district-owned sites.	City of Kirkland	Adopt with Plan (FBC)	1
43	Remove potential development barriers in current regulations that might preclude siting of school facilities on private properties as part of mixed use developments.	City of Kirkland	Adopt with Plan (FBC)	1
44	Conduct a Citywide assessment of zoning regulations to remove potential barriers to LWSD capacity projects on current district-owned sites and possible public/private partnership sites.	City of Kirkland/LWSD	Short-term	1
45	As part of a Tax Increment Financing district, identify possible candidate Sewer infrastructure projects in the Station Area.	City of Kirkland	Short-term	2
ADMINISTRATIVE				
46	Develop City application materials, a fee structure, and legal agreements to implement the incentive zoning program,	City of Kirkland	Short-term	1

#	ACTION	LEAD AGENCY/PARTNERS	IMPLEMENTATION TIMELINE *Adopt with Plan, Initiate upon adoption, short-term (0-5 years), medium-term (5-10 years), long-term (10+ years), Ongoing*	STATUS *1 = Funded or resourced (staffed) 2 = City considering allocating funding in future (e.g., CIP and/or budget process/staffing) 3 = Long-range Vision*
	including forms that ensure provision of bonus incentives in perpetuity.			
47	Develop a Station Area implementation tracking program and establish a cadence of Council and Planning Commission updates on implementation progress.	City of Kirkland	Short-term	1
48	Adopt a Planned Action Ordinance for the Station Area, and a supplemental checklist form for projects applying to be reviewed as a Planned Action.	City of Kirkland	Initiate upon adoption	1
49	Adopt amendments to the Comprehensive Plan General Elements and neighborhood plan chapters to ensure consistency with the adoption of the Station Area Plan Subarea chapter.	City of Kirkland	Short-term	1
50	Update City forms and publications for consistency with Station Area Plan development regulations.	City of Kirkland	Initiate upon adoption	1
51	As part of the City's routine budget and CIP processes, identify and prioritize Station Area funding and expenditures to support infrastructure investments and service delivery.	City of Kirkland	Short-term	2
52	Prepare the Tax Increment Financing Feasibility Study	City of Kirkland	Short-term	1
53	Revise the City's pending PSRC Regional Center application with the combined boundaries identified in the Station Area and Moss Bay Neighborhood subarea plans, including completion of the supporting market study	City of Kirkland	Short-term	1

12.M. Norkirk Neighborhood Plan

1. OVERVIEW

The Norkirk Neighborhood is located between the Cross Kirkland Corridor on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown, on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-3).

While the pattern of land use and street grid in the neighborhood are well established, in recent years the neighborhood has seen an increase in demolition of older homes to make way for more infill development and modern style homes. The neighborhood is predominately residential in character and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center, the Kirkland Middle School, and the Peter Kirk Elementary School. The core of the neighborhood consists of lower-intensity residential development, while higher-intensity residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and residential development adjoins Market Street on Norkirk's western boundary. Light industrial uses are in the southeastern portion of the neighborhood.

Crestwoods Park in the Fall

2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Norkirk Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

The Norkirk Neighborhood is a stable and tranquil community of neighbors who represent a diversity of ages, households, incomes, and backgrounds. Norkirk community members highly value the distinct identity of their neighborhood as well as its proximity to downtown Kirkland.

Norkirk residents are good neighbors because they have a strong sense of community while welcoming newcomers. A primary contributor to this sense of community is that the Norkirk Neighborhood is a pleasant and safe place for walking, biking and rolling. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in yards and in the parks or ride their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize their beautiful surroundings, including open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and community members care for those places.

The neighborhood has a unique civic presence and identity. Many City services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland Middle School is situated next door to Crestwoods Park.

The Norkirk Neighborhood comprises a variety of housing styles and sizes with bountiful light and vegetation between structures. The neighborhood feels uncrowded. Neighbors cherish many homes dating from early in the 20th century. The existing residential areas successfully integrate a variety of housing types such as accessory dwelling units, duplexes, triplexes, and cottages, which provides choices for a diverse community.

Annual Norkirk Neighborhood Picnic

More intensive residential development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between lower intensity residential areas in the core of the neighborhood and the more intensive commercial and residential development in downtown Kirkland. Additional residential development and commercial activities are located along the Market Street Corridor. Here, the alley and topographic differential eases the transition between the residential area and the Market Street Corridor, minimizing potential conflicts with commercial uses. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to the residential core.

Industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the Cross Kirkland Corridor, this area provides a central City location for technology, services, office uses, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk is an outstanding neighborhood in which to live, work, and visit.

Children at play in Nature

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Congregational and Baptist Churches and Central School 1905

Source: Arline Andre collection, Kirkland Heritage Society

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880s when most of the land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the civic center of Kirkland in the 1900s. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.

Homesteads in the 1880s

The land homesteaded in the 1880s by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Buchanan Historic Home

The Norkirk Neighborhood was originally named Capitol Hill in 1888 and later likely changed to reflect references to “North Kirkland.” Norkirk was to have a significant role in Kirkland’s history, when 7th Avenue, then called Piccadilly, was the main road from Market to Peter Kirk’s Steel Mill on Rose Hill. The Kirkland Land and Improvement Company (KL&I) owned the land south of 9th Avenue (called Michigan until 1929). Joshua Montgomery Sears, one of the nation’s wealthiest men, owned the land from 9th Avenue up to 18th Avenue, between 1st Street and 6th Street. Sears privately owned one half of Kirkland, with the KL&I owning the other half. By 1892, 7th Avenue was lined with a medical facility operated out of a house (Buchanan House and now known as the Trueblood House, which was moved to 6th Avenue in 2017), several hotels, a livery, cleaners, and grocery stores. Churches and the first school were south of 7th Avenue.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk’s Kirkland Land and Improvement Company (KL&I) purchased many of the homesteads to begin the proposed new city, which would support the construction of the steel mill on Rose Hill near Forbes Lake. In 1890, the original plat was complete with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly, with its wide right-of-way, was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk’s dream of Kirkland becoming the “Pittsburgh of the West” as the financial backing stopped, and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930: Burke and Farrar

The most significant era of development in Norkirk was from 1910 through the 1930s after Burke and Farrar, Seattle developers, purchased the Kirkland Land and Improvement Company's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood association logo to reflect that time period and architectural style.

Van Aalst Park is on land once owned by John Van Aalst who had a bulb farm. Van Aalst bulbs were shipped all over the world from his 2.5 acre bulb farm. In 1915, Washington Film Works built a film plant between 4th and 5th Streets between 10th Avenue and 13th Avenue.

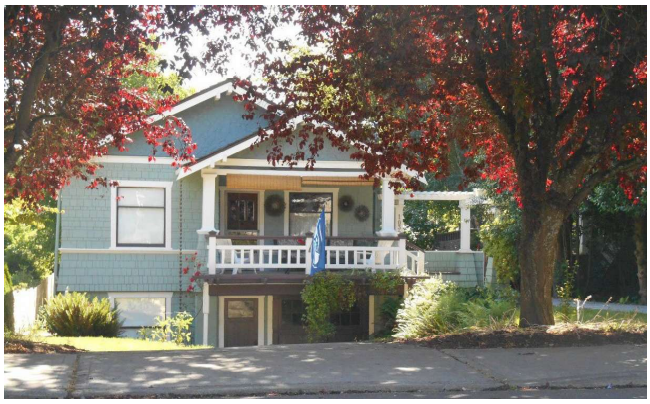
Railroad

The Northern Pacific Railroad line that formed much of the eastern boundary of the Norkirk Neighborhood was begun in 1903 and was completed in the summer of 1904. Acquired by the City in 2012, the railroad line was replaced with the multi-use Cross Kirkland Corridor.

Change of Street Names

In the late 1920s the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Representative photographs of Bungalows



Source: Inventory Reports from Kirkland Heritage Society

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the Citywide inventory. Twenty percent of the highest priority structures are in Norkirk. The Kirkland Woman's Club, Trueblood House, Campbell Building and Peter Kirk Building are on the National and State Registers of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk Neighborhood. The Newberry House, Kirkland Cannery, Sessions Funeral Home, 5th Brick Building, the site of the former First Baptist Church/American Legion Hall, and the Houghton Church Bell are designated by the City of Kirkland as Community Landmarks. See the Land Use Element of the Comprehensive Plan for further historic resources information.

Policy N-1: Encourage preservation of structures and locations that reflect the neighborhood's heritage.

The following policies encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N-2: Provide markers and interpretive information at historic sites.

Information identifying these important sites enables future community members to have a link with the history of the area both pre- and post-settlement. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

Woman's Club and Peter Kirk Building – Recognized by City of Kirkland Inventory and Centennial Collections

Source: Kirkland Heritage Society

Policy N-3: Continue to evaluate incentives to encourage retention of identified buildings of historic significance.

Flexibility in lot size requirements for lots that contain historic buildings is an incentive to preserve and protect historic resources. The Historic Preservation subdivision incentive allows lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site. In the future, additional incentives may need to be explored to protect historic buildings. A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow nonindustrial uses such as live/work lofts may be appropriate in order to preserve this building.

Policy N-4: Conduct regular updates of the City's historic building inventory to identify and designate new historic buildings that meet the established criteria.

The last inventory of historic properties was conducted in 1999. There may be buildings not included in the inventory that now meet the definition of historic resources. The City should periodically survey buildings in the neighborhood to identify those of historic significance. Historic places and features should be commemorated with signs or markers to help celebrate the history of the neighborhood. The inventory should be updated to include newly eligible properties according to the established criteria in the Land Use Element.

4. NATURAL ENVIRONMENT

Policy N-5: Protect and enhance the natural environment in the Norkirk Neighborhood.

The environmental policies for the Norkirk Neighborhood strive to protect and enhance the quality of the natural environment as a natural amenity, to avoid potential environmental hazards, and to utilize sustainable management practices. The following map figures show the critical areas within the Norkirk Neighborhood. See the Natural Environment Element for more information about protection of wetlands, streams and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree retention, removal and development in critical areas.

Policy N-6: Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-1). In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington. The Surface Water Strategic Plan guides the City's efforts on water quality measures and projects. The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

Policy N-7: Evaluate and consider opportunities to improve the function and quality of wetland and stream segments adjacent to the Cross Kirkland Corridor during implementation of the Cross Kirkland Corridor Master Plan.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of reintroduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the industrial area are opportunities worth investigating. With the redevelopment of the Peter Kirk Elementary School, wetland restoration occurred in the northeast portion of the school property.

Policy N-8: Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of critical areas will help protect these features from potentially negative impacts of nearby development and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N-9: Protect notable trees and groves of trees.

In the Norkirk Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. The City promotes retention of the Citywide tree canopy, regulated trees, and groves of trees on private property consistent with zoning regulations. While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Geologically Hazardous Areas

As shown in Figures N-2a and 2b, the Norkirk Neighborhood contains areas with steep slopes including potential for erosion, landslide hazards and soils with liquefaction potential during seismic events. Landslide hazard designated areas with development potential are primarily found north of Peter Kirk Elementary School near the Cross Kirkland Corridor (see Figure N-2). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Development on geologically hazardous areas is governed by Zoning Code regulations.

Trees at Crestwoods Park

Figure N-1: Norkirk Wetlands, Streams, and Lakes

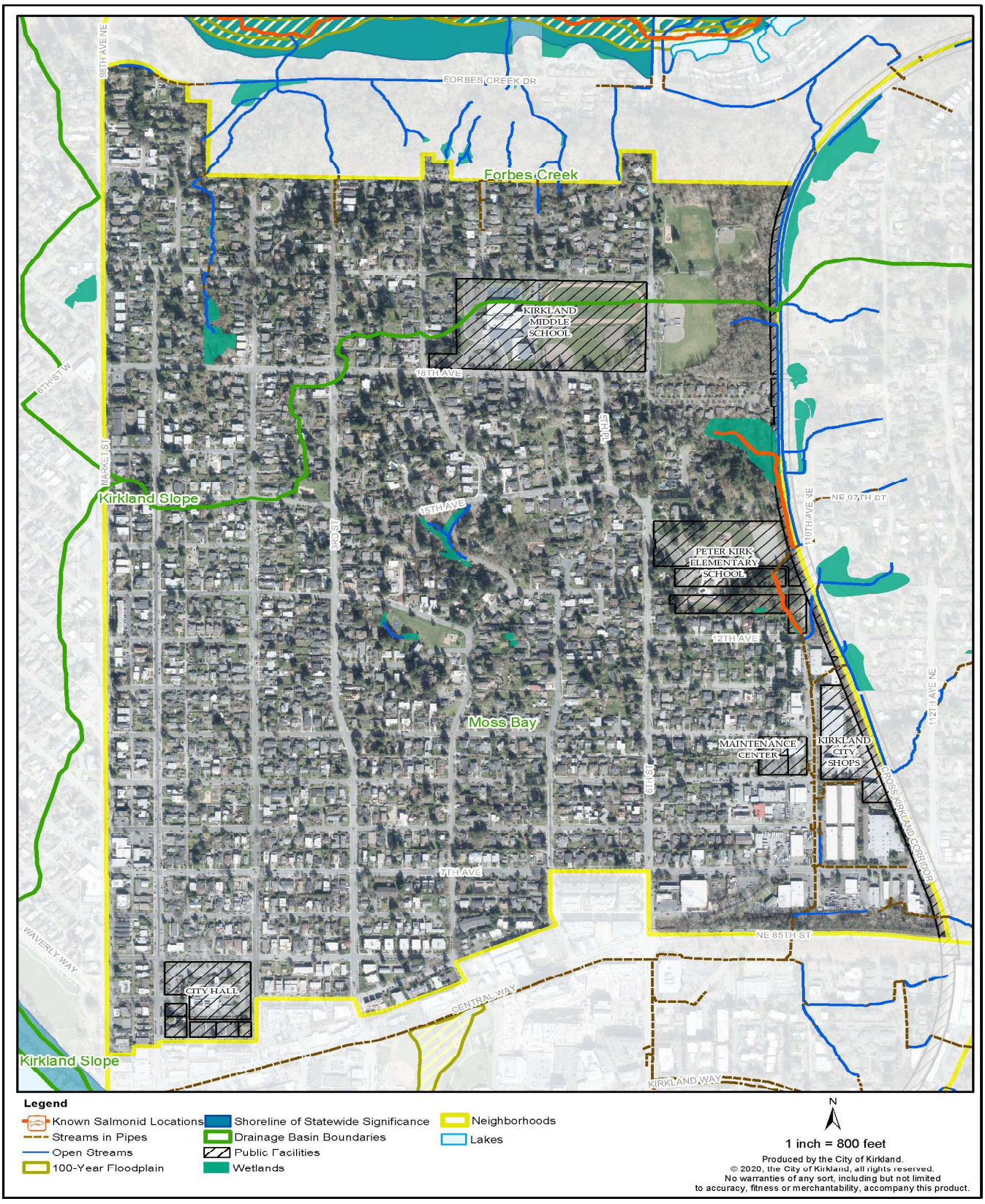


Figure N-2a: Norkirk Landslide Susceptibility

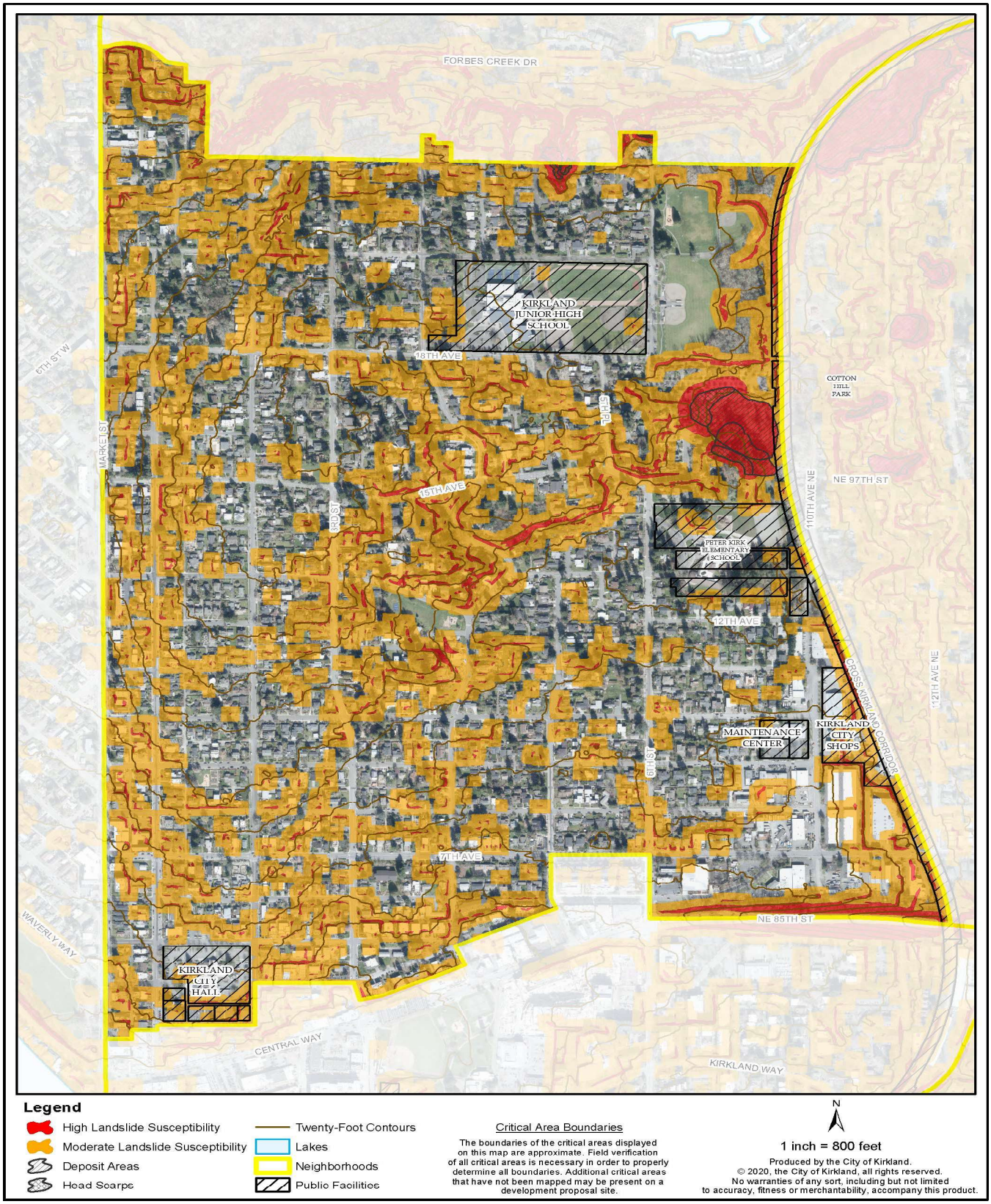
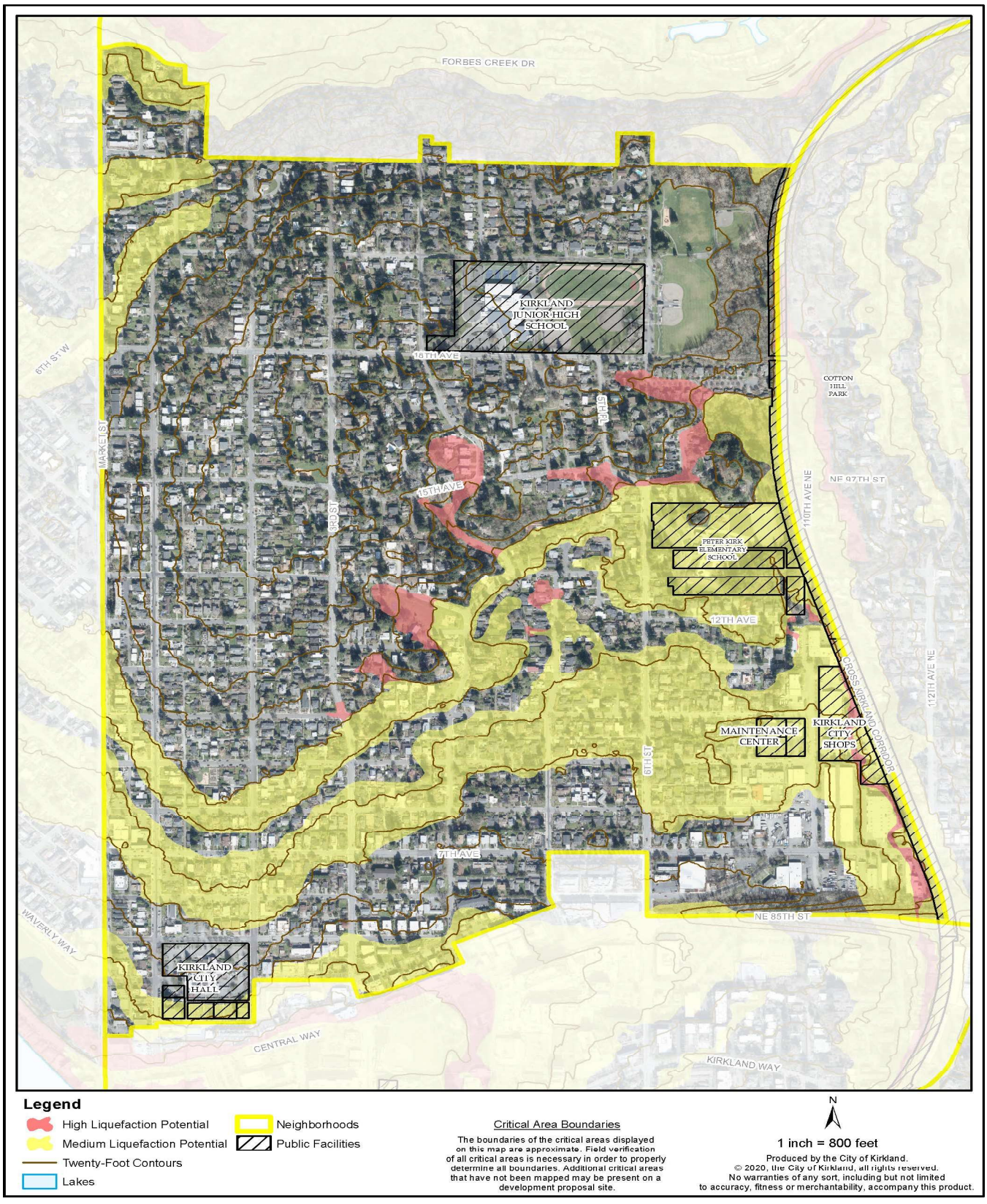


Figure N-2b: Norkirk Liquefaction Potential



Policy N-10: Avoid development of unimproved rights-of-way impacted by critical areas.

Those portions of 16th Avenue (east of 7th Street) that are found to have critical areas (geologically hazardous, wetlands, stream areas) should not be improved. A portion of unopened right-of-way is within a wetland area and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in medium and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent critical areas.

Policy N-11: Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Natural Area park land includes forests, streams and wetlands

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into a historic, pedestrian-scaled block pattern. Churches and schools are dispersed throughout the residential core, while other public institutional uses such as Kirkland City Hall is in Planned Area 7 and the City Maintenance Center is in the industrial area of the neighborhood. Apartments and condominiums are in the southern portion of the neighborhood adjacent to the Central Business District. Retail, commercial, office, multiunit residential buildings and mixed uses are focused in the Market Street Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk. For more information about the Market Street Corridor see the Market Street Corridor Plan Chapter of the Comprehensive Plan.

Residential

Policy N-12: Encourage more compact new housing in the Norkirk Neighborhood, so that residents can age in place and the neighborhood can accommodate generational shifts in housing needs, and welcome new residents.

Norkirk is a well-established neighborhood that has a mix of old and new residential development located generally north of 7th Avenue. The land use transitions from the lower-intensity core to higher-intensity residential development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's ability to provide diverse housing options.

Norkirk's Innovative and Eclectic Design

Providing housing options for a wide spectrum of households is an important value to support and encourage. Innovative housing types including accessory dwelling units, duplexes, triplexes and cottages provide more housing choice to meet changing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

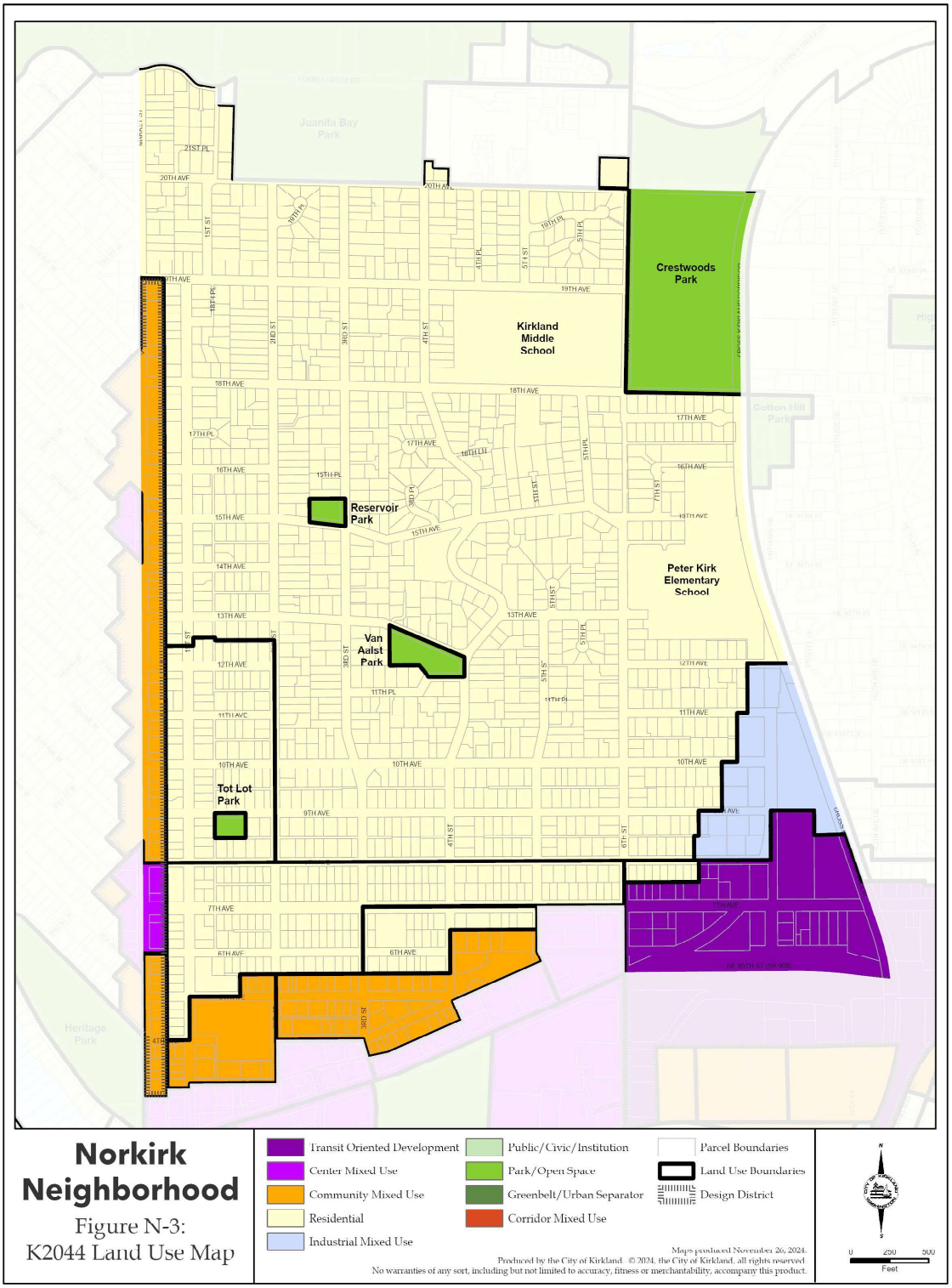
Innovative development styles or techniques also enable increased protection of hazardous or critical areas. They can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of the site while preserving natural drainage, vegetation, and other natural features.

A diverse blend of housing in the neighborhood is an important value for the neighborhood. Architectural and site design standards such as use of varied architectural styles, roof angles and proportional building mass to allow for substantial light and privacy between structures, tree retention, generous setbacks from the street, well maintained landscaping and limited off-street parking will ensure synergy with adjacent existing housing. Innovative housing techniques and styles such as small lot single-family, historic preservation and low impact development subdivisions, cottage and common wall (duplex and triplex) homes, accessory dwelling units, clustered dwellings, and co-housing are appropriate options to serve a diverse population and changing household size and composition. They also help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with Citywide zoning, development and subdivision regulations. New housing should enhance the historic residential elements of the neighborhood, while meeting community need.

Policy N-13: Allow lot sizes that match the existing lot size and development pattern.

A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south by 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet (see Figure N-3, Land Use Map). Small sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.

Figure N-3: Norkirk Land Use Map



Planned Area 7

Policy N-14: Maintain effective transitional uses between the downtown and the residential core of the neighborhood.

Planned Area 7 (PLA 7) is a transition zone between the lower intensity residential core of the neighborhood and the downtown.

Policy N-15: Allow a range of residential densities in Planned Area 7.

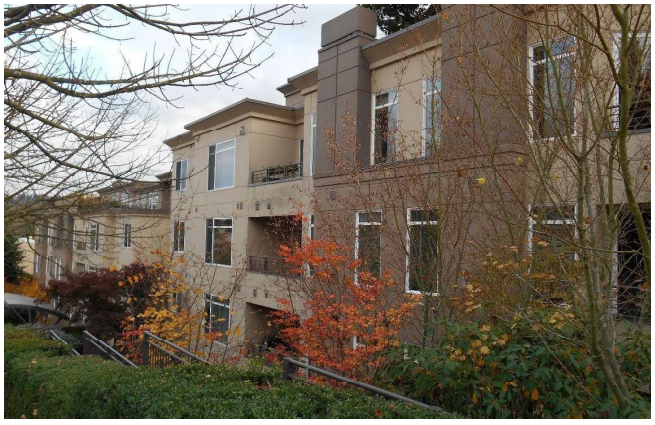
A slope separates this area from commercial development in the downtown. Large scale residential structures as well as institutional uses such as Kirkland City Hall are appropriate here. Three subareas within PLA 7 allow a hierarchy of increasing densities approaching the Central Business District (CBD). Future development throughout PLA 7 should be compatible with the scale of structures in adjacent lower intensity residential zones while accommodating a range of compact housing types suitable for a variety of households.

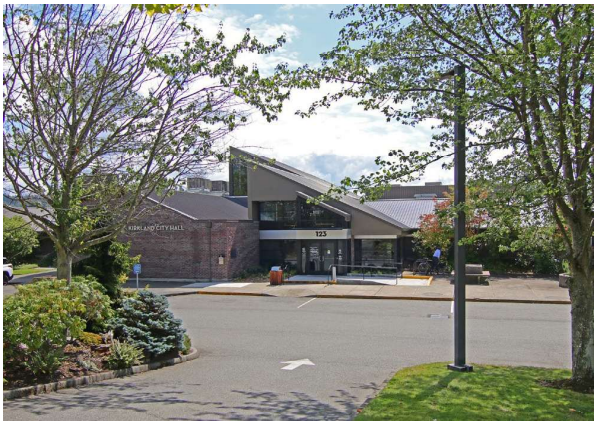
Commercial

Policy N-16: Focus commercial development in established commercial areas in the Market Street Corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Corridor. A slope and alley parallel to Market Street provide a topographic and manmade transition between the Market Street Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic transition between commercial development in the downtown and residential development in Planned Area 7.

Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue





Policy N-17: Coordinate planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Corridor section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is in the middle of Market Street. The Market Street Corridor is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

Industrial

Policy N-18: Maintain the light industrial area to serve the needs of the community.

The Norkirk Light Industrial Technology (LIT) area contains many small businesses and services for nearby residents and community members.

Policy N-19: Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central Way soften the transition into this area; and
- In the remainder of the area, limited light industrial, warehousing, City services, service commercial uses such as auto or furniture repair, and small offices are appropriate. Two large retail storage uses exist in the LIT area and provide useful storage space to nearby residents and businesses but absorb valuable space in a well-situated industrial and commercial zone in close proximity to Downtown.

Retail storage establishment

Additional, new retail storage uses, along with other uses that do not promote the vision of the district, should be discouraged. These types of uses take up a significant amount of land but provide limited economic activity and absorb land that could otherwise be utilized for industrial and commercial activities.

Policy N-20: Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland's economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

Policy N-21: Regulate industrial uses to ensure that potential adverse impacts to the surrounding residential areas are controlled and mitigated.

Techniques to minimize noise, glare, light, dust, fumes, parking and other adverse conditions, found in the policies in the Land Use Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N-22: Industrial traffic should be controlled in order to protect the safety and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the Cross Kirkland Corridor, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the Cross Kirkland Corridor and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

Policy N-23: Promote land uses, mobility improvements, and new infrastructure that support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT) Station and the associated Station Area Plan.

The south portion of the Norkirk Neighborhood is located within the boundaries of the Greater Downtown Kirkland Urban Center and future Station Area Plan surrounding the Bus Rapid Transit (BRT) Station. To maximize use of transit at the BRT Station, land use changes and infrastructure improvements in the southern portion of the neighborhood may be necessary to maximize access to the BRT Station and achieve the mixed use, transit-oriented development goals of the future Station Area Plan.

6. URBAN DESIGN

Policy N-24: Promote shared parking arrangements to encourage efficient utilization of surface parking lots in the neighborhood.

Throughout the neighborhood are surface parking lots owned by the City, other public entities, or nonprofit organizations that may be underutilized during the week. Shared parking agreements between properties, businesses, and community organizations could be arranged to make better use of these facilities.

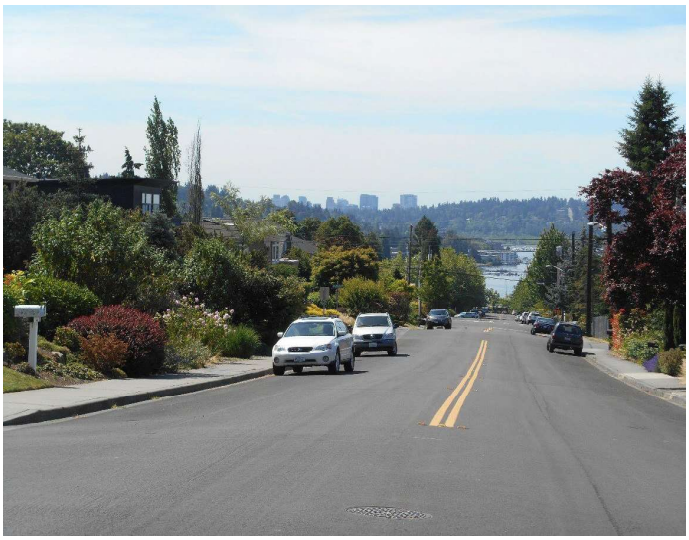
Policy N-25: Encourage transition strategies that minimize and mitigate potential adverse impacts and protect nearby residential use function with site and building development regulations for the industrial area, Planned Area 7, and the Market Street Corridor.

The building mass and/or height of higher intensity structures should complement rather than dominate or overwhelm adjoining residential uses. Landscape buffers are used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher intensity structures should be designed appropriately to prevent overwhelming adjoining uses.

Policy N-26: Provide streetscape, gateway and public art improvements that contribute to a sense of community appreciation and enhanced visual quality.

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-7. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

View from intersection at 9th Avenue and 1st Street



Policy N-27: Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-4).

The street system provides Kirkland neighborhoods with several local and regional views. View corridors located within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of all residents. One means of doing this may be the undergrounding of utilities.

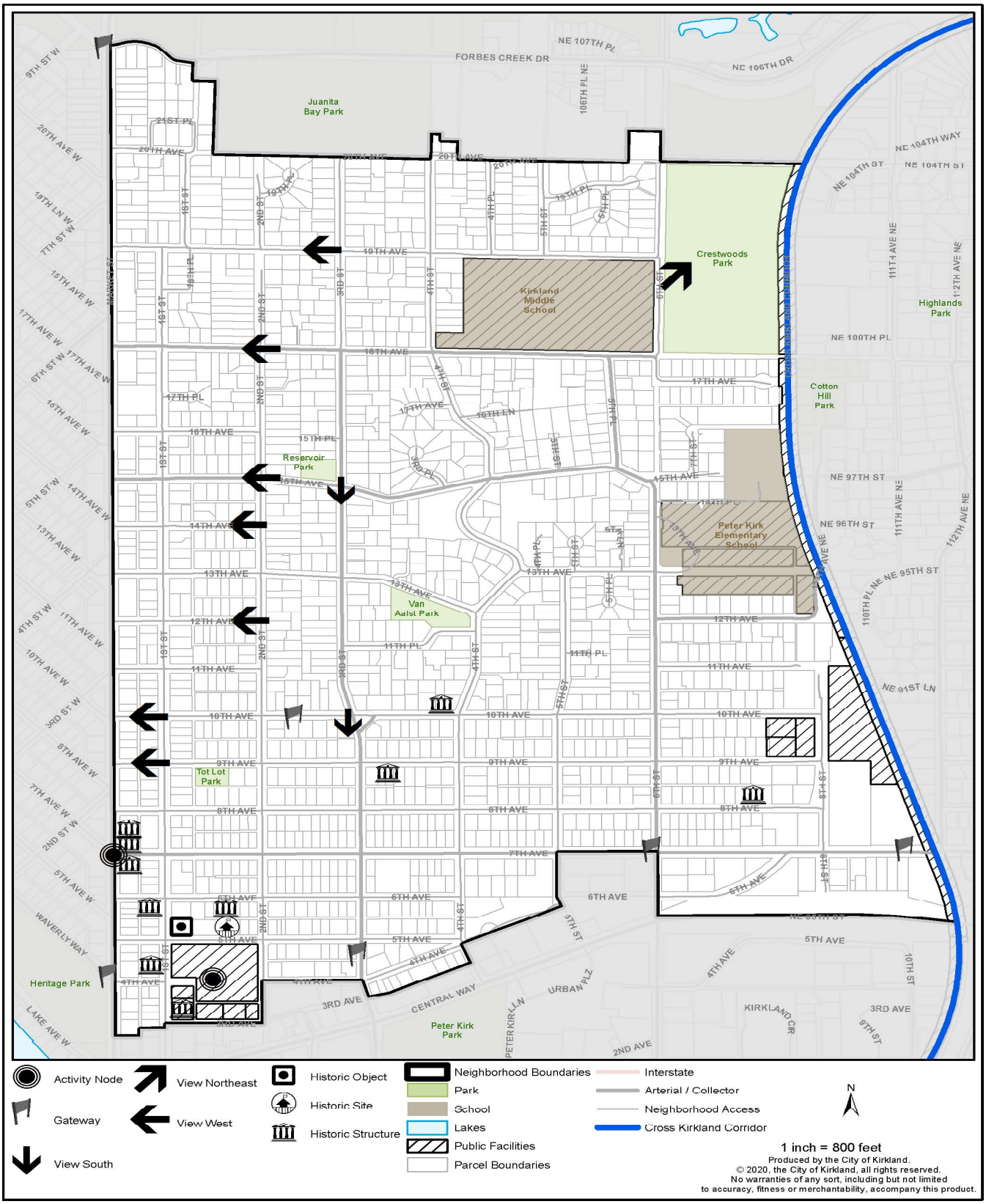
Policy N-28: Encourage design that contributes to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy N-29: Explore new regulations that encourage infill housing to be complementary in scale and mass with the existing development and that allow for sufficient light, air, and privacy between residential structures.

Appropriate scale results in the perception that new housing structures are in proportion with their lots and provide adequate light, air and privacy between structures. Setbacks, building mass, lot coverage, landscaping and building height and roof pitch all contribute to housing structures that successfully fit into the neighborhood.

Figure N-4: Norkirk Urban Design Features



7. TRANSPORTATION

Streets

Policy N-30: Maintain the street and alley grid in the Norkirk Neighborhood.

Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid that contributes to the unique layout of the neighborhood. Maintenance of Norkirk's grid pattern promotes neighborhood mobility, a more equitable distribution of traffic on neighborhood streets, and the development of ADUs with independent access points. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial: Market Street, located at the western boundary of the neighborhood. Street classifications are described in the Transportation Element and shown on Figure N-5.

Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the street.

Policy N-31: Minimize and reduce cut-through traffic and speeding.

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut-through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N-32: Identify preferred routes through the neighborhood to and from City facilities.

The various City administration and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of the residential areas.

Example of traffic circle installed for slowing down vehicle speed

Figure N-5: Norkirk Street Classifications

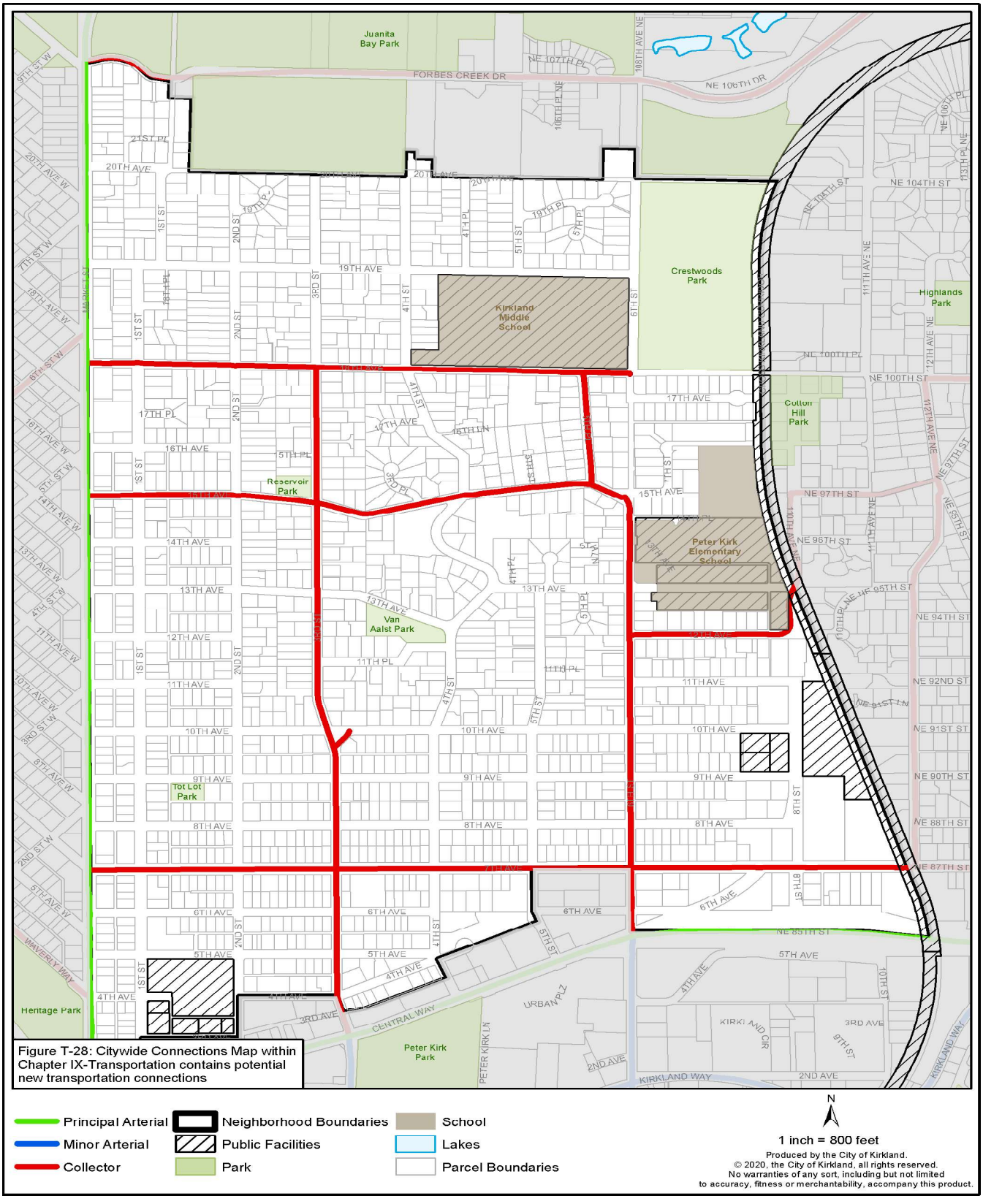


Figure N-6: Norkirk Pedestrian System

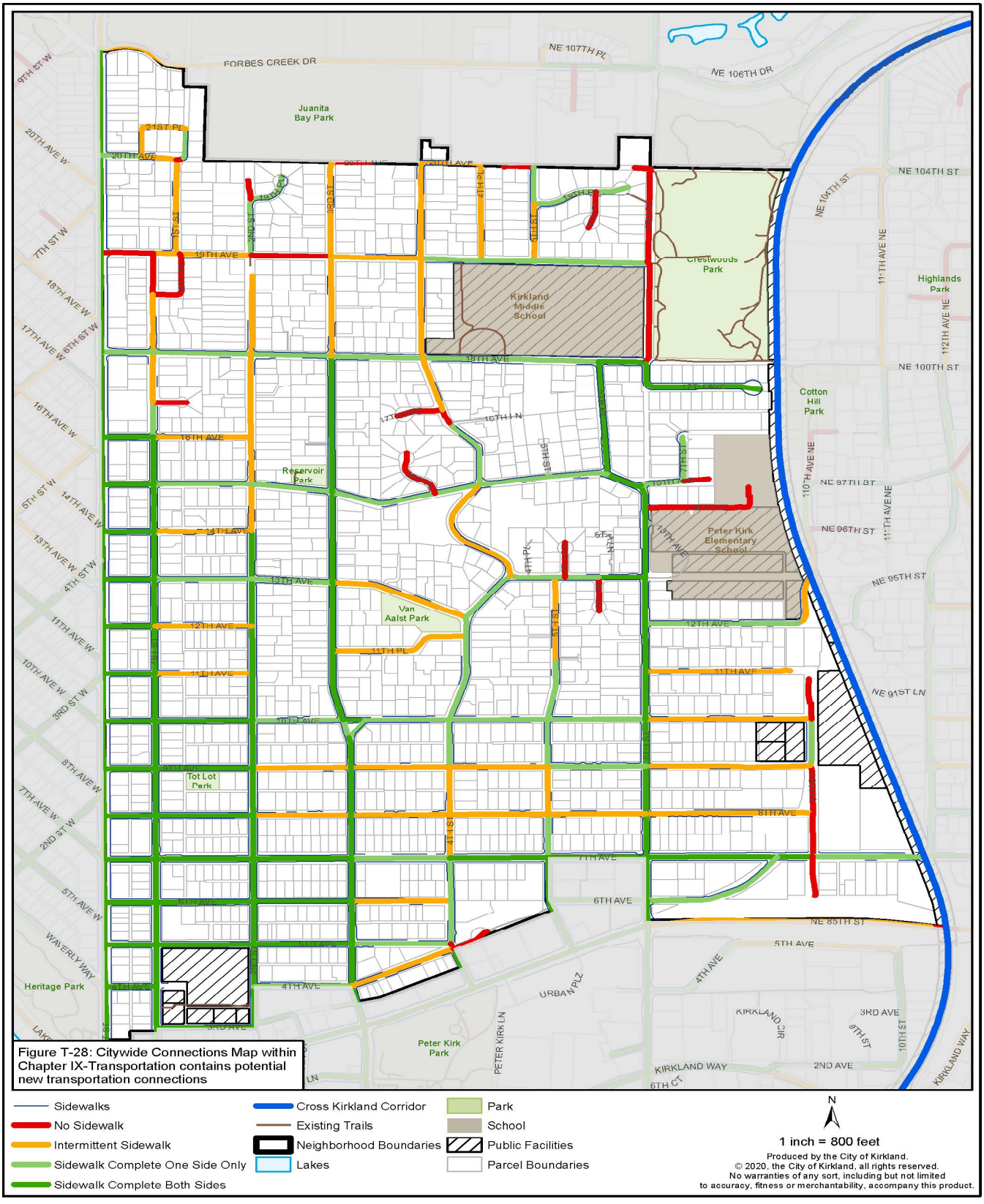
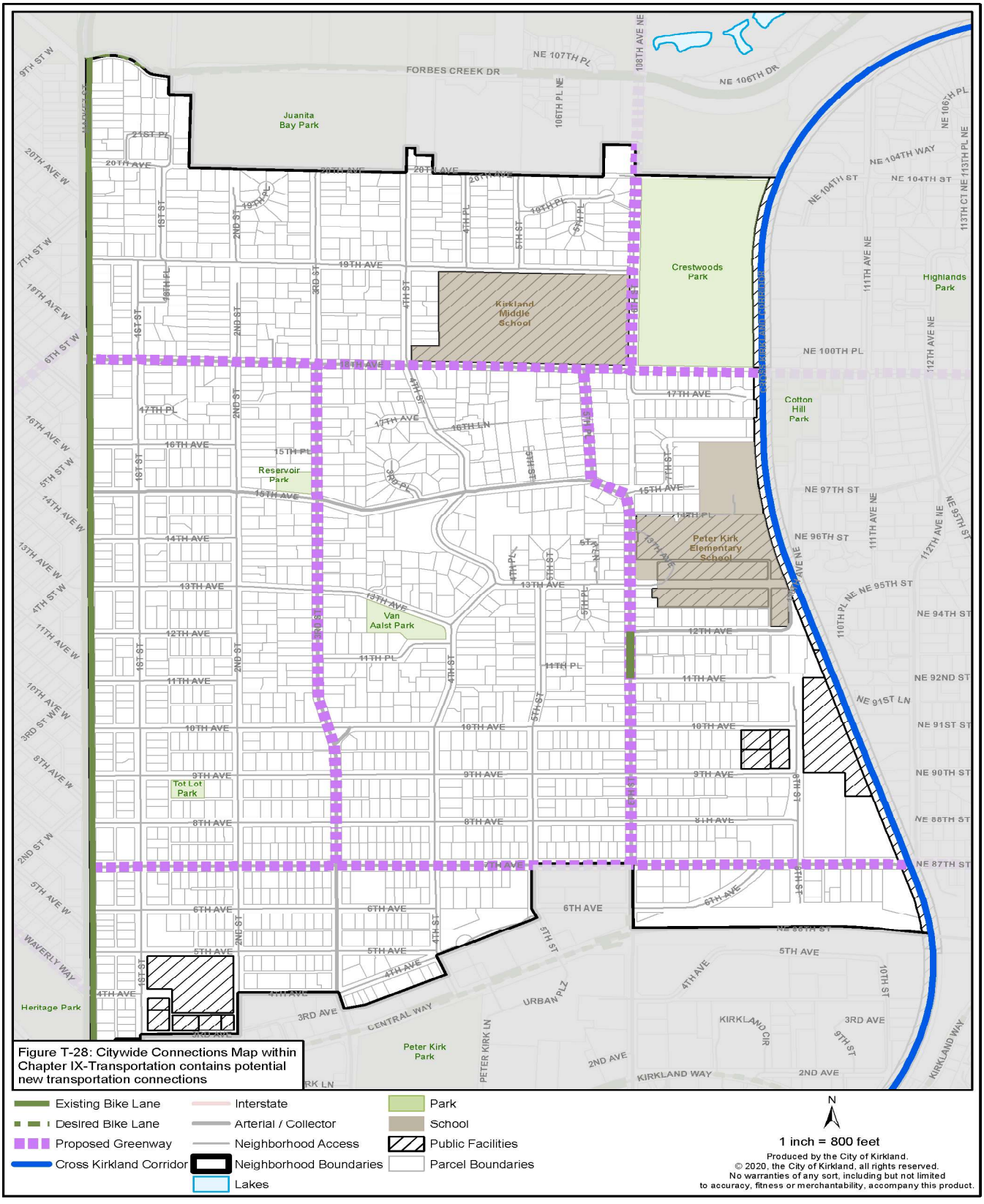


Figure N-7: Norkirk Bicycle System



The preferred routes for visitors to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

Transit

King County Metro transit serves the Norkirk Neighborhood along Market Street and to a lesser extent through the neighborhood, connecting to Kirkland's Transit Center, other neighborhoods, jurisdictions, and will allow transit connections to the Bus Rapid Transit Station at I-405/NE 85th Street interchange.

The Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, will be used in the near term as a multi-use trail and utilities corridor connecting to other neighborhoods and cities. The Cross Kirkland Corridor Master Plan indicates that the corridor may one day include high-capacity transit.

Pedestrian/Bicycle Circulation

The City of Kirkland Active Transportation Plan (ATP) maps the bicycle and pedestrian facilities planned for a 10-year horizon. Figure N-6 shows the desired pedestrian system in the Norkirk Neighborhood. The capital improvement budget process prioritizes when routes will receive funding for improvements.

City street standards require that all through streets have pedestrian improvements including curbs, gutters, landscape strips, street trees and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Existing and desired routes are shown in Figure N-7.

Policy N-33: Enhance and maintain equitable and accessible pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on designated school walk routes, at activity nodes and connecting to adjacent neighborhoods.

The following routes should be evaluated in the capital improvement budget process which prioritizes when routes will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Streets leads to Kirkland Middle School and Crestwoods Park;
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route;
- 4th Street between Central Way and 19th Avenue provides a centrally located north/ south pedestrian route;

- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods and include a bike route; and
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

Recommended improvements for a connected bike network in the Transportation Master Plan include a neighborhood greenway on 18th Avenue, 7th Avenue, 3rd Street, and 6th Street to connect with the routes in adjacent neighborhoods, Cross Kirkland Corridor and the Juanita Bay to Sammamish Valley Trail system. These improvements could include shared-lane pavement markings with wayfinding, speed reduction treatments, improved crossings, etc.

Policy N-34: Support development of the Cross Kirkland Corridor as a multiuse corridor.

Continue to develop the Cross Kirkland Corridor for transportation and recreation as described in the Cross Kirkland Corridor Master Plan (CKC) and pursue opportunities for new or improved connections into the neighborhood consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan.

With development, redevelopment or platting, public pedestrian and bicycle access easements should be provided for properties adjacent to the CKC consistent with the CKC Master Plan and the Parks, Recreation and Open Space (PROS) Plan near the following locations:

- Cotton Hill Park;
- End of NE 14th Place;
- 110th Place NE;
- NE 91st Street; and
- North of NE 85th Street

8. OPEN SPACE/PARKS

Parks

There are four publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities – Crestwoods Park, Van Aalst Park, Tot Lot Park and Reservoir Park. Some also protect critical and natural areas. Crestwoods Park trails connect to the CKC in several locations. In addition, the City has a partnership with Lake Washington School District for joint use of recreational facilities at Kirkland Middle School and Peter Kirk Elementary School, which help meet the community's needs for recreation. Parks are mapped in Figure N-1 and the Parks, Recreation and Open Space (PROS) Plan describes the improvement plans for Norkirk parks.

Tot Lot Park

Public Schools

Kirkland Middle School is over 15 acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter-mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an 11-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby community members. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Policy N-35: Enhance existing parks, open space, and shared school facilities in the neighborhood.

City financial contributions helped renovate the Peter Kirk Elementary School ballfield, which helps provide shared recreational facilities for neighbors, guests, and the Lake Washington School District.

Play equipment at Peter Kirk Elementary

9. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where Citywide governmental services are administered. City Hall attracts community members from outside of the neighborhood to participate in the many functions and services of the municipality.

Policy N-36: Provide adequate parking for civic buildings, either on site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day-to-day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

Parking impacts should also be mitigated by providing alternatives to single-occupancy vehicle use (e.g., encouraging carpooling, and promoting enhanced bike, pedestrian, and transit access).

City of Kirkland Public Works Maintenance Center Extension

12.N. Rose Hill Neighborhood Plan

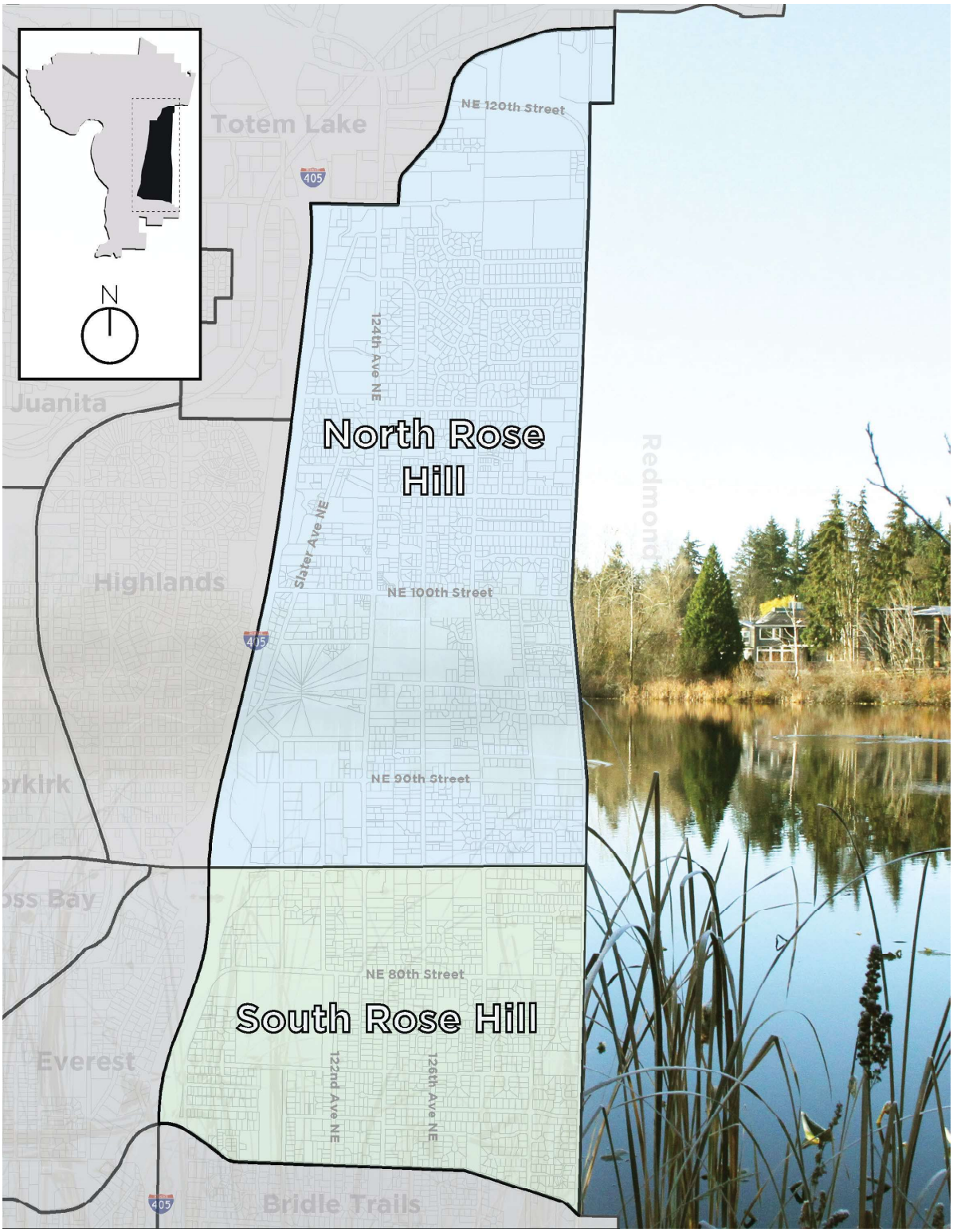
1. OVERVIEW

The Rose Hill Neighborhood is located between I-405 and the City of Redmond and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85th Street. Two commercial centers are located in the Rose Hill Neighborhood: the eastern half of the NE 85th Street Station Area (see Comprehensive Plan Chapter XV.G), formerly designated as the Rose Hill Business District, and the North Rose Hill Business District at the north end of the neighborhood (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The Station Area extends along NE 85th Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill Business District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential today, the NE 85th Street Station Area is now part of the PSRC designated Greater Downtown Regional Growth Center, and is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans and while both neighborhoods were combined into one Rose Hill Neighborhood Plan in 2018, the Neighborhood Plan continues to address issues unique to each neighborhood. The NE 85th Street Subarea Plan overlays the south portions of North Rose Hill and the north portions of the South Rose Hill, and the NE 85th Street Station Area Design Guidelines will regulate the design of commercial and mixed use development along NE 85th Street as it redevelops in the future.

Rose Hill Vicinity Map



2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Rose Hill Neighborhood at a future time when the goals and policy direction expressed in this neighborhood plan are realized.

Rose Hill is a vibrant, walkable neighborhood with a mix of uses and an active neighborhood commercial center along NE 85th Street. At the same time, its natural beauty – including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within short distances to all housing and jobs and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.

As underutilized land has continued to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and NE 85th St Station Area served by rapid transit, create seamless transitions to lower intensity areas of the neighborhood. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in the residential areas of North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and provides campus housing that is affordable to its workforce and students. Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving transit-oriented district along NE 85th Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services by walking, biking, and rolling. Over time, the commercial corridor has become more accessible, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential areas. A walkable, rollable, transit-oriented pedestrian corridor has emerged around the NE 85th Street/I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. At the north end of the neighborhood, development, and streetscape improvements along NE 116th St in the North Rose Hill Business District are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75th Street/128th Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Corridor Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods, and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

3. HISTORICAL CONTEXT

See the History of Kirkland in the Appendix Section for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill, which would have made Kirkland the “Pittsburgh of the West.” The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Forbes Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. Unfortunately, beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk.

Peter Kirk’s chief engineer and metallurgist, John G. Kellett, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake, and the steel mill was built, complete with foundry, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world’s railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but by 1908, Kirkland’s Founding Fathers abandoned their plans. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. Forbes Lake was renamed Lake Kirkland. A large two-story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single-story school. John G. Bartsch built the original school as well as the Kirk homes, the original Central School, the Shumway Mansion, and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Over time, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Lake Kirkland, also known locally as Little Lake, was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles, and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle. Lake Kirkland was renamed Forbes Lake in the 1970s in honor of its original owner, Dorr Forbes.

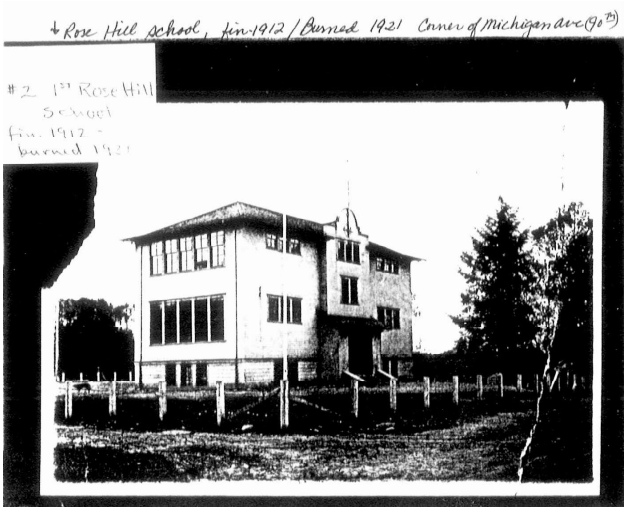
The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and several of Houghton’s early settlers. The Macadam Road in South Rose Hill connected Kirkland to Redmond in 1912. It was the first paved road in King County and was known as “the blacktop.”

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

Policy RH 1: Encourage preservation of structures, features and locations that reflect the neighborhood's heritage.

Policy RH 2: Provide markers and interpretive information at historic sites throughout Rose Hill.

Rose Hill School 1912



4. LAND USE

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed-use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and other parts of the neighborhood, where transit is available within a 10-minute walk, bike, or roll, and people living nearby support a range of goods and services, which serve the region and the neighborhood. Varying housing intensities support the high-quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent less intensive residential areas. Development in areas of lower intensity residential uses provides opportunities for housing choice through a broad range of housing styles and site planning approaches.

Figure RH-1: North Rose Hill Land Use Map

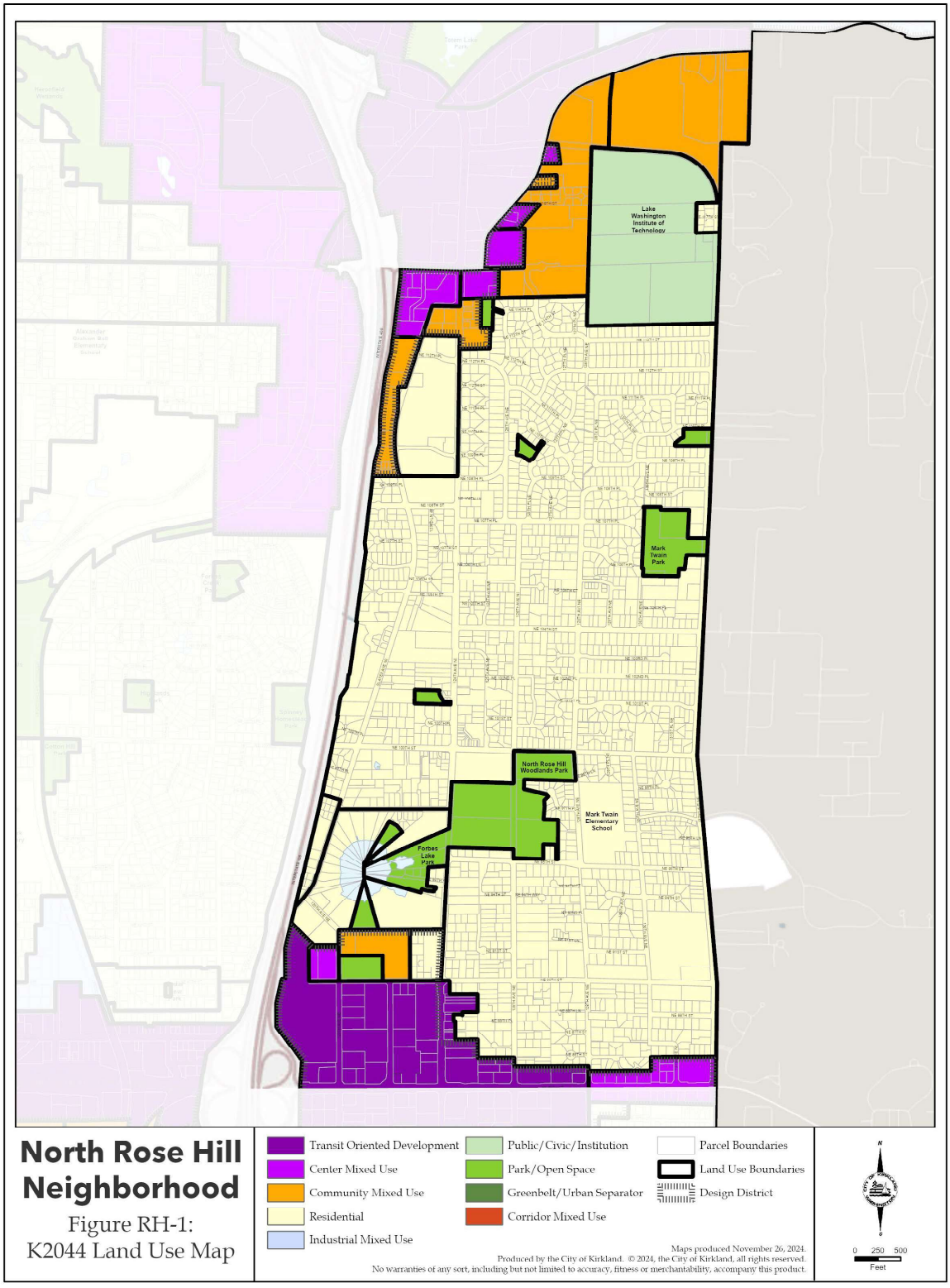
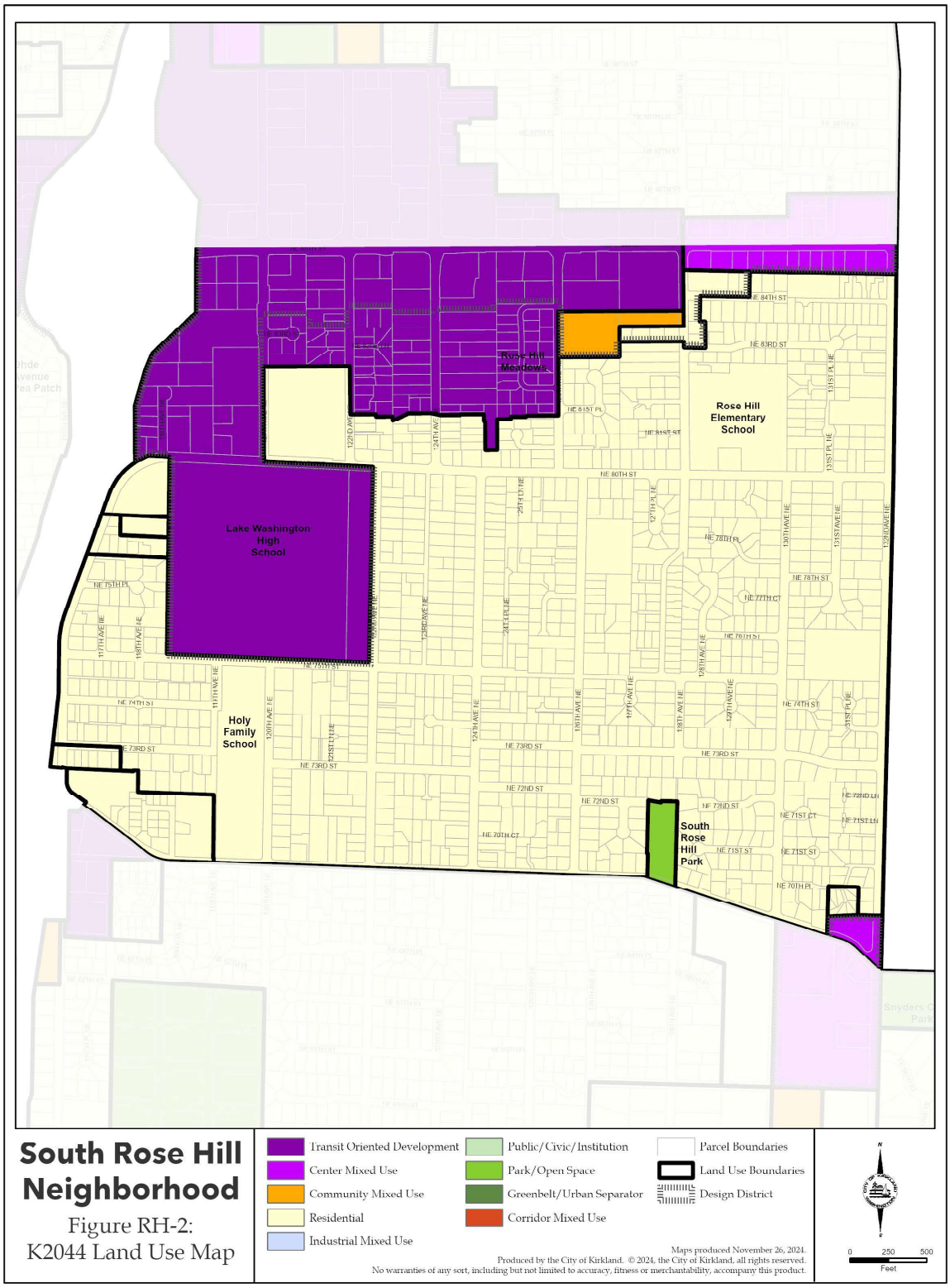


Figure RH-2: South Rose Hill Land Use Map



Residential

In general, compact and higher intensity housing is accommodated where there is transit and services to support it, such as around the Rose Hill Business District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that contributes to the unique characteristics of the neighborhoods and supports the needs of residents.

Rosewood Commons

What is infill housing?

Infill housing is new housing constructed on vacant, underused lots interspersed among older, existing properties in established urban neighborhoods.

Policy RH 3: Encourage new and innovative compact housing opportunities in all new and existing residential development to serve a diverse population.

The predominant housing style in the neighborhood is the traditional single unit detached home. Compact housing styles and techniques, such as cottage, carriage and two/three-unit homes, accessory dwelling units, clustered and small lot detached housing are among other housing types that contribute to a diverse housing stock.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

Promote innovative housing typologies that support housing supply objectives and advance residential opportunities within the neighborhood.

Different ADU styles

Policy RH 4: Incentivize compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types that help meet the growing demand for walkable, accessible urban living).

Danielson Grove Cottage Housing

Policy RH 5: Incorporate building height and scale transitions and vegetative buffers between different residential intensities to ensure cohesive design across the neighborhood and encourage greenspace with new development.

Standards for more intensive multiunit building location and design will address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, the cost of building housing, sustainability, and integration with adjacent uses.

Accessory Dwelling Unit (ADU)

A subordinate dwelling unit added to, created within, or detached from a single-family structure, that provides basic requirements for living, sleeping, eating, cooking, and sanitation.

Missing Middle Housing

Missing Middle is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living.

Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

Policy RH 6: Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.

Forbes Lake

Commercial

Besides the two major commercial and mixed-use areas in Rose Hill, the North Rose Hill Business District and NE 85th St Station Area, there is a small area of limited neighborhood commercial uses located at the southeast corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally serving, and accessible by way of walking and rolling, and to connect them better with surrounding residential areas.

Policy RH 7: Focus commercial and mixed-use development in the following locations:

- In established portions of the North Rose Hill Business District;
- In the NE 85th Street Station Area, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85th Street/I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85th Street as a catalyst for expanded transit-oriented development in the neighborhood; and
- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

Policy RH 8: Provide seamless transitions between commercial districts and lower intensity areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.

Policy RH 9: Create design regulations for larger-scale commercial, residential, and mixed-use developments to create a cohesive district, consistent with the pedestrian and transit-oriented uses envisioned, prioritizing reducing the cost of building housing, and increasing sustainability using applicable design regulations.

North Rose Hill Business District

The boundaries of the North Rose Hill Business District are shown in Figure RH-3 below. It is situated along the south side of NE 116th Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124th Avenue NE, mirroring redevelopment in the portion of the Totem Lake Business District located to the north across NE 116th Street, while the remainder of the district has a local neighborhood-serving commercial focus.

The land use districts and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116th Street, west of 124th Avenue NE. Similarly, building height is greatest along NE 116th Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

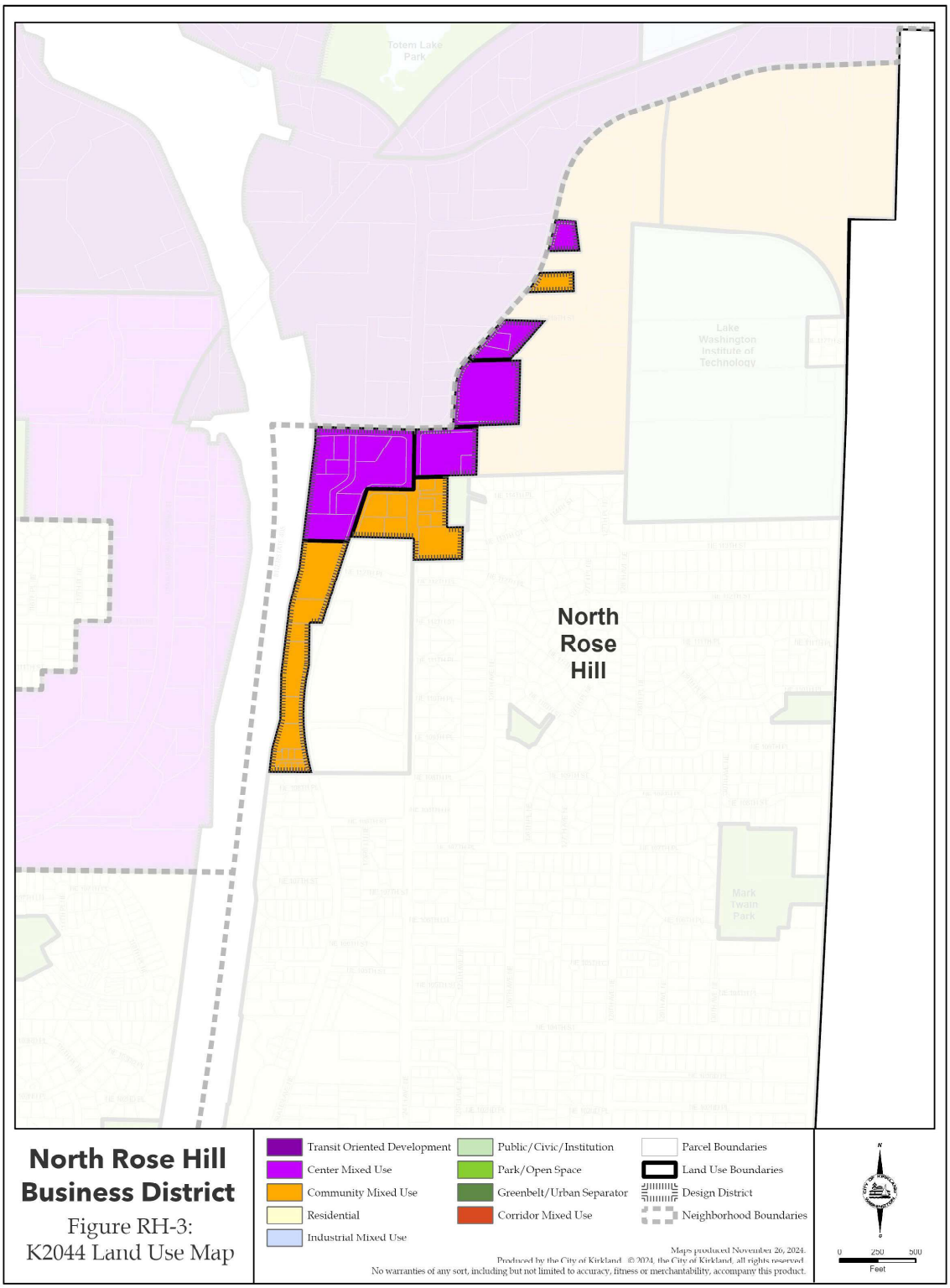
Policy RH 10: Actively promote the transition of the North Rose Hill Business District into an active, walkable and rollable, transit-supportive mixed-use environment with a variety of housing types, including housing affordable to students.

Policy RH 11: Ensure that the types of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed-use residential/commercial focus.

Policy RH 12: Promote increased residential capacity in the North Rose Hill Business District with increased height allowances.

Policy RH 13: Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116th Street that contribute to a sense of neighborhood identity and enhanced visual quality.

Figure RH-3: North Rose Hill Business District Land Use Map



Policy RH 14: With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features near the intersection of 124th Avenue NE and NE 116th Street.

Policy RH 15: Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements in the North Rose Hill Business District.

Policy RH 16: Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.

Policy RH 17: Create a walkable mixed-use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the more intensive residential areas to the east and mixed-use office residential area to the south.

Policy RH 18: Promote the conversion of existing wholesale and manufacturing businesses to mixed-use commercial/residential development in NRH 4 by allowing increased height when redeveloped with housing.

Policy RH 19: Encourage higher intensity residential or mixed-use with residential and office uses in NRH 5. Allow retail uses related to vehicle sales and storage in recognition of the proximity to similar uses directly to the west. Commercial uses should be designed to be supportive of neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting.

Slater 116

NE 85th St Station Area / Rose Hill Business District

The boundaries of the NE 85th Station Area within the Rose Hill Neighborhood extend along the NE 85th Street corridor from I-405 on the west to 128th Avenue NE on the east, with a small stretch of the corridor from 128th Ave NE to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) remaining regulated as a Pedestrian Oriented Business District.

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The intersection of NE 85th Street and Interstate 405 is being redeveloped in conjunction with Sound Transit and the Washington State Department of Transportation to create a regional bus rapid transit system with dramatically improved transit, vehicle, pedestrian, and bicycle connectivity. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland City limits, the commercial area generally narrows north to south and generally becomes less intensively developed. Other land uses in the area include retail stores, offices, and business parks, and housing of varying intensities.

Visually, the Rose Hill Business District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single unit detached residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

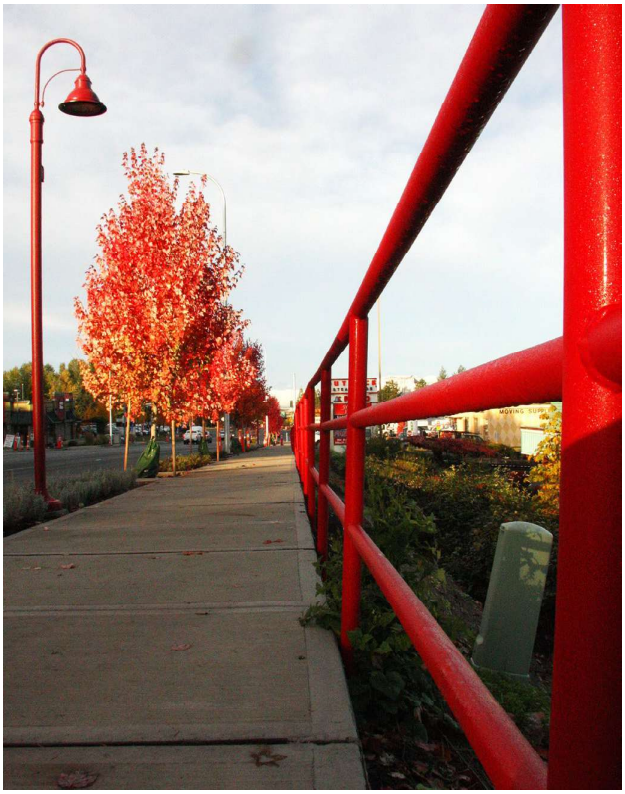
Vision for the District

With adoption of the NE 85th Street Station Area Plan in 2022, the district is envisioned to be an attractive, vibrant, transit-oriented mixed-use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive on the east end. The zoning establishes appropriate intensities, scales, and mixes of uses in primarily residential and commercial areas.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have been taken to minimize “cut-through” traffic and other traffic impacts in the residential areas north and south of the business district.

The appearance of the district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and promote the creation of community destinations with coordinated signage and less of a “strip mall” feel.

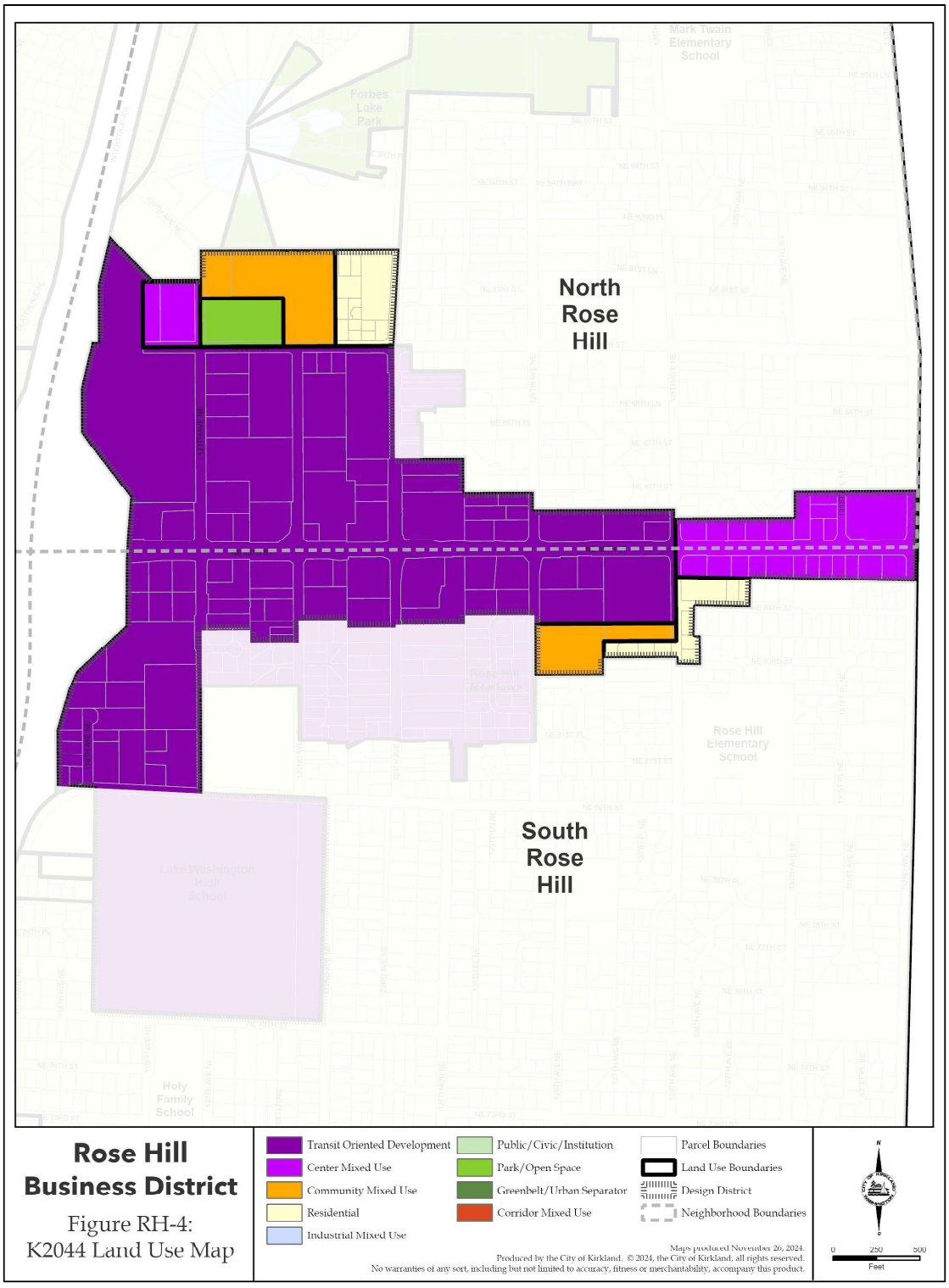
Vibrant Infrastructure in Rose Hill



Commercial

The Station Area including all the land along NE 85th Street itself, is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see Figure RH-4). The west end is the regional center portion of the District (nearest I-405). It includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central neighborhood center and east end portions of the District also include smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Figure RH-4: Rose Hill Business District Land Use Map



The following policies recognize the economic significance to the City of the major regional retail uses located in the Rose Hill Business District, the importance of transit-oriented development,

and enhance the area's commercial viability while mitigating adverse impacts on adjacent residential areas to the north, south and east. The land use districts in Figure RH-4 and corresponding zoning designations describe the allowed types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange and Bus Rapid Transit, and a scaling down of development to the north, south and east.

New and remodeled commercial development is subject to appropriate architectural and site design regulations in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between uses.

Policy RH 20: Enhance the commercial viability of the NE 85th St Station Area, while mitigating adverse impacts on adjacent residential areas to the north, south and east.

Policy RH 21: Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Station Area, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this district.

Policy RH 22: Promote vibrant employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station near the I-405/NE 85th ST Interchange which are accessible by walking, biking, and rolling.

Policy RH 23: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Station Area that will foster the 10-minute neighborhood concept.

East End Policies

Policy RH 24: In the east end of the NE 85th Street corridor in RH 8, allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE.

General Policies

Policy RH 25: Upgrade public infrastructure to support commercial redevelopment in the District.

Policy RH 26: Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy RH 27: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy RH 28: Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy RH 29: Continue to work closely with business and property owners in the Rose Hill Business District, and business groups which represent them, to improve and upgrade the appearance of the District.

Policy RH 30: To the extent authorized by law, require the removal of billboards.

Policy RH 31: Underground the remainder of overhead utility lines along the NE 85th Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.

Residential

Along the north and south boundaries of the Rose Hill Business District, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential development south of NE 85th Street, and one area to the north. (These designations are shown on Figure RH-4, Rose Hill Business District Land Use.)

Policy RH 32: Along the perimeter of the NE 85th St Station Area, medium-intensity multifamily residential uses are an appropriate transition from commercial and mixed-use to the lower-intensity residential areas to the north and south. Allow a greater intensity of development if affordable housing is a component.

Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center. Residential intensities in this area should be supportive of high-quality retail uses in the shopping center.

Policy RH 33: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should support the surrounding residential area.

Policy RH 34: Neighborhood-oriented shops and services should support and harmonize with residential uses, and allow for good pedestrian connections.

Policy RH 35: Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.

Institutions

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

Public - Planned Area 14 Lake Washington Institute of Technology (LWIT)

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

Policy RH 36: Recognize and promote the role the Institute of Technology plays in the Rose Hill Neighborhood, the wider Kirkland community and in the region.

Lake Washington Institute of Technology

Policy RH 37: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.

Policy RH 38: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.

Policy RH 39: Actively promote the expansion of the LWIT into an active, walkable and rollable, transit-supportive campus environment with housing affordable to students and staff and allow future housing partnerships for public employees.

Policy RH 40: Ensure that any Institute of Technology expansion complements the surrounding residential uses in the neighborhood and protects the natural greenbelt easement on the western slope. Expansion should prioritize the redevelopment potential of existing surface parking areas. If necessary, allow additional height in lieu of expansion into the greenbelt easement. Allow limited encroachment into the greenbelt easement if sufficient development potential cannot be achieved in the already developed area, subject to environmental assessment.

Policy RH 41: Provide public review of major expansion of the institute. Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.

Policy RH 42: Encourage LWIT to provide bike and pedestrian connections through the campus that connect with the surrounding neighborhoods, and integrate with, and help expand, the City's network of Neighborhood Greenways. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113th Place at the southwest corner. See Figures RH-13 and RH-15.

Policy RH 43: Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.

Private - Churchome

This approximately 10-acre site is surrounded by lower intensity residential uses. Upon redevelopment, an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance and utility of the site. The following policies aim to provide flexibility in development regulations for this site. Policies do not supersede any federal or state

law related to religious institutions. *Policy RH 44: Foster a future church expansion or redevelopment of the site that is integrated well with the surrounding residential community.*

Policy RH 45: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.

Policy RH 46: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.

Churchome Site in Rose Hill

5. NATURAL ENVIRONMENT

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the City's surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and will help meet the City's urban forest goal to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

The following maps show critical areas within the Rose Hill Neighborhood. See the Sustainability, Climate and Environment Element for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

Figure RH-5: North Rose Hill Landslide Susceptibility

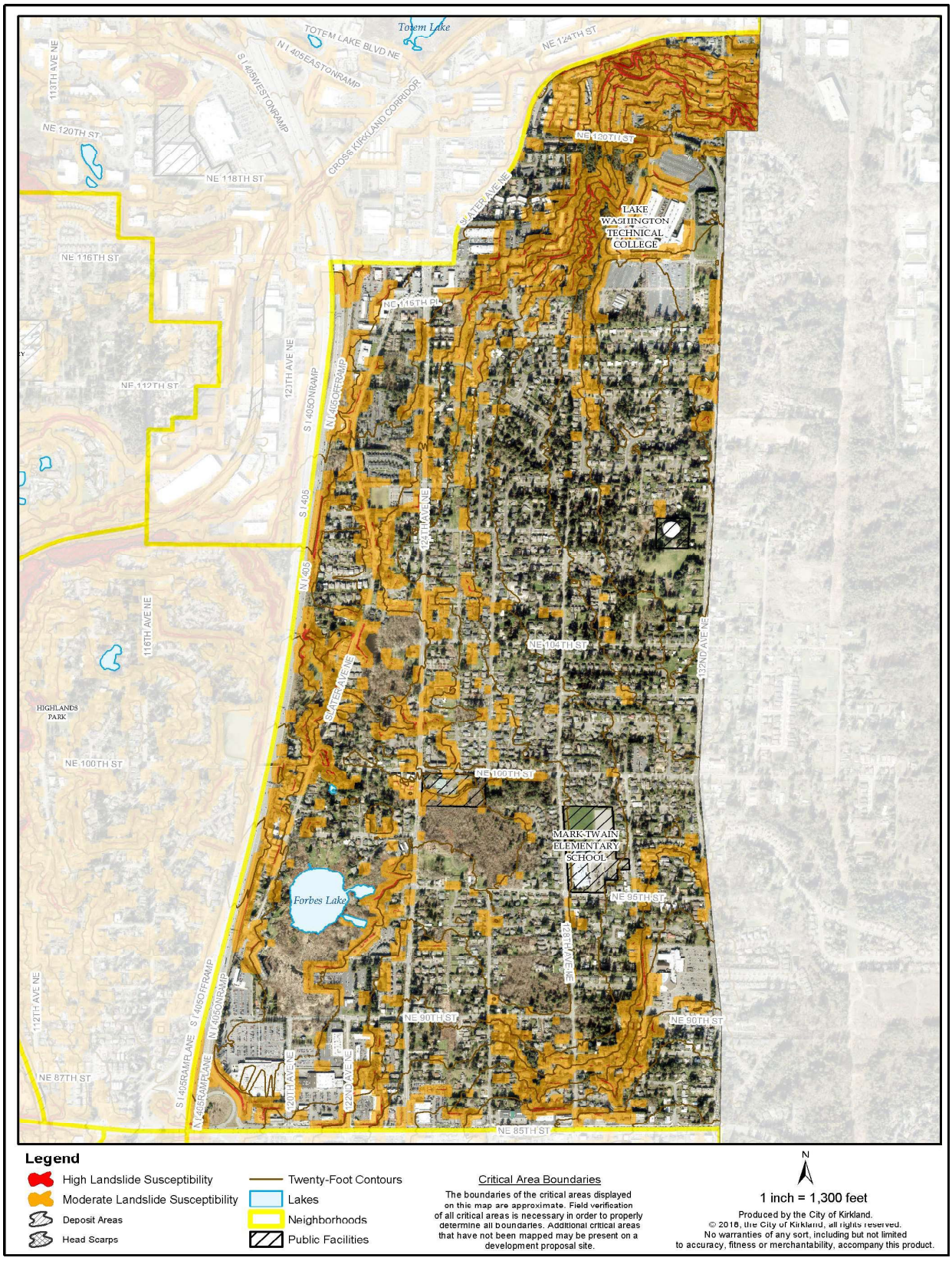


Figure RH-6: South Rose Hill Landslide Susceptibility

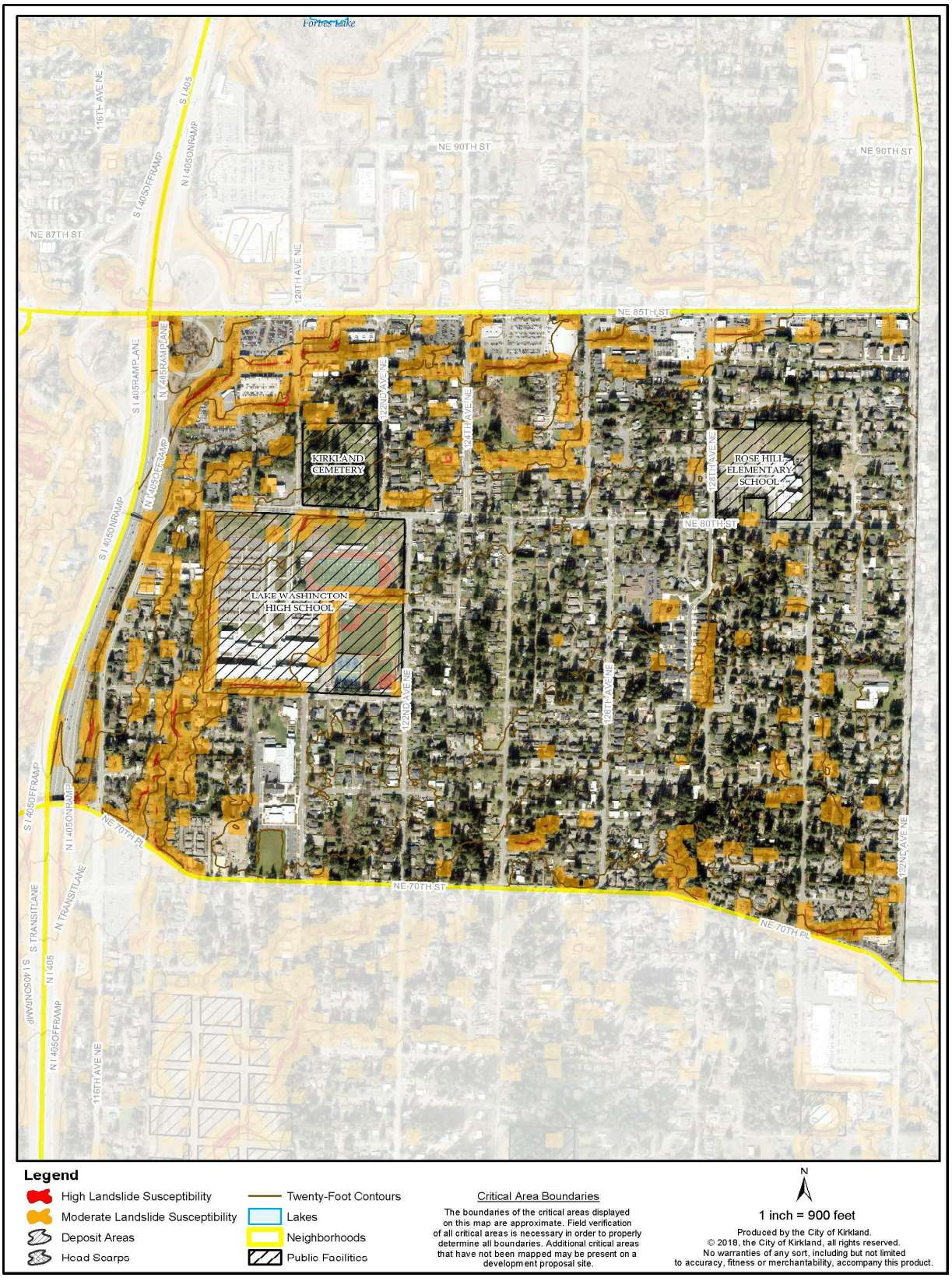


Figure RH-7: North Rose Hill Liquefaction Potential

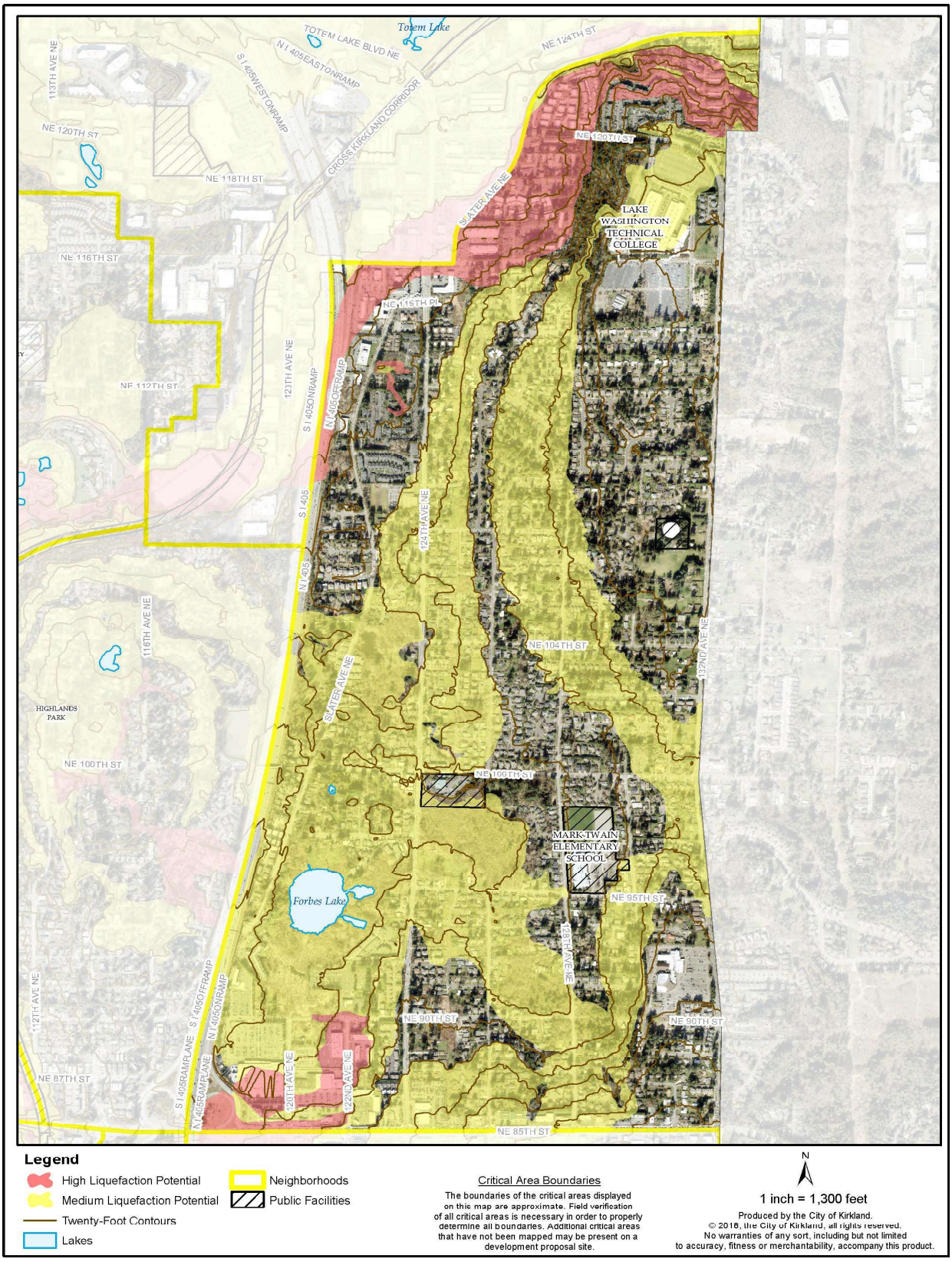


Figure RH-8: South Rose Hill Liquefaction Potential

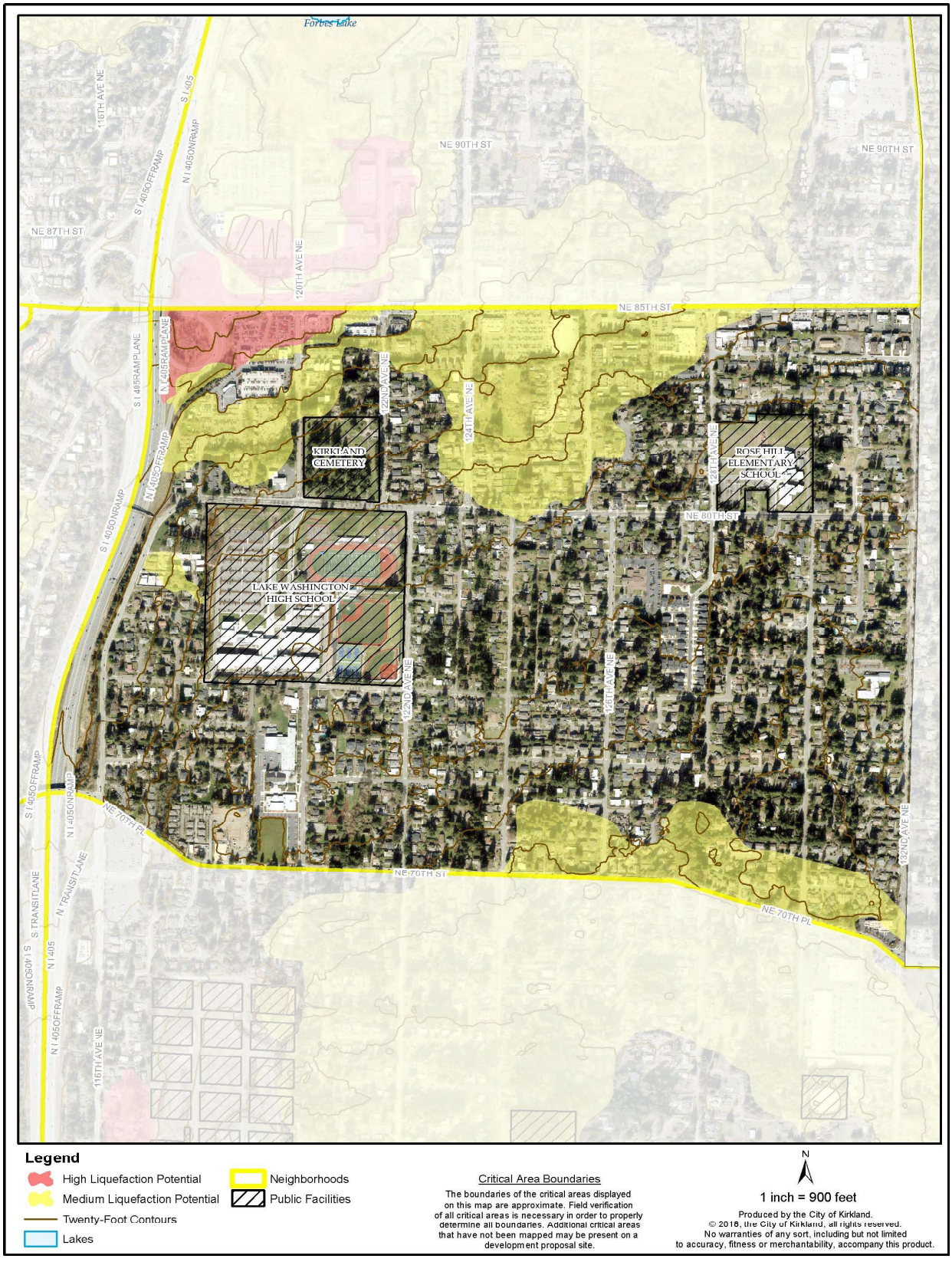


Figure RH-9: North Rose Hill Wetlands, Streams, and Lakes

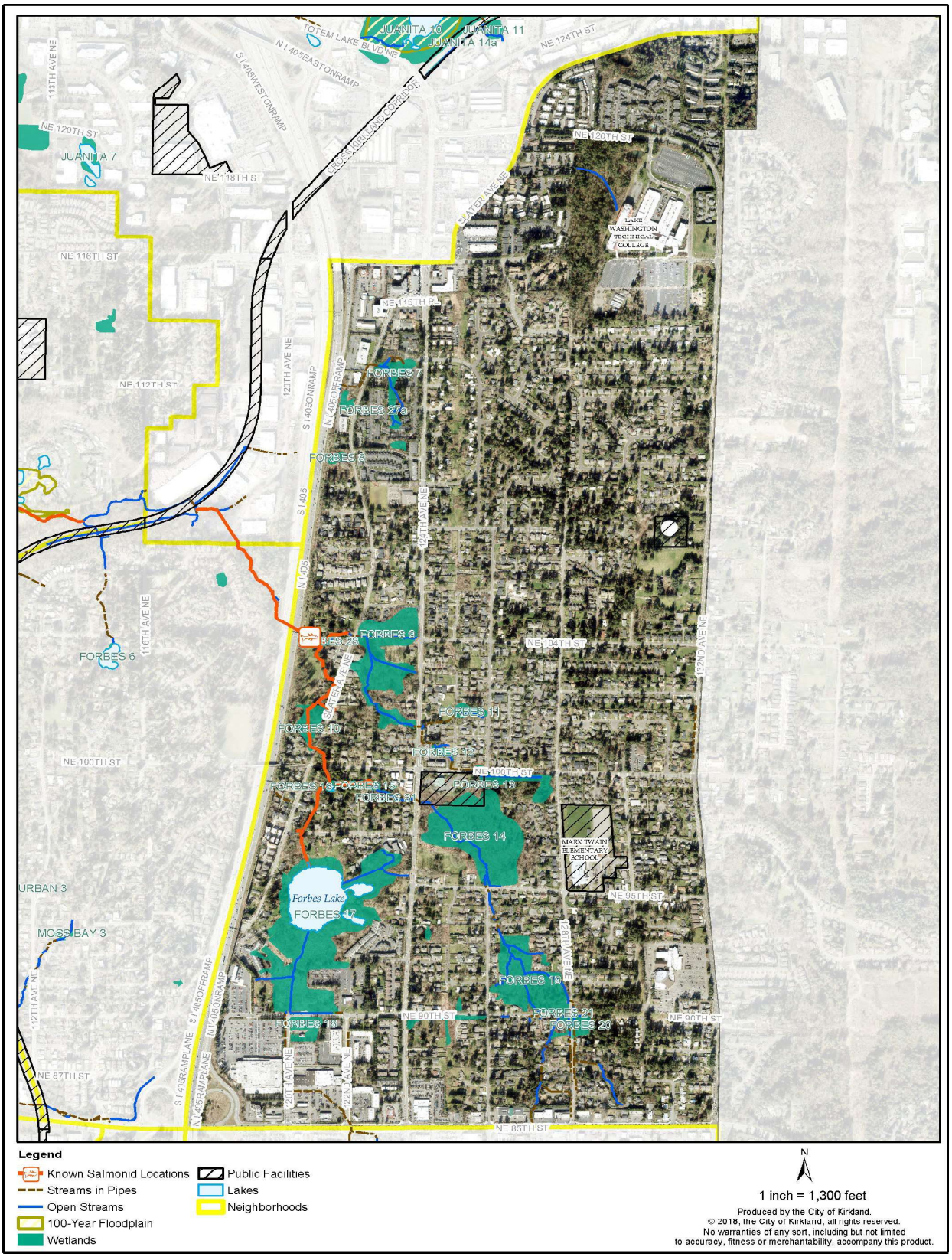
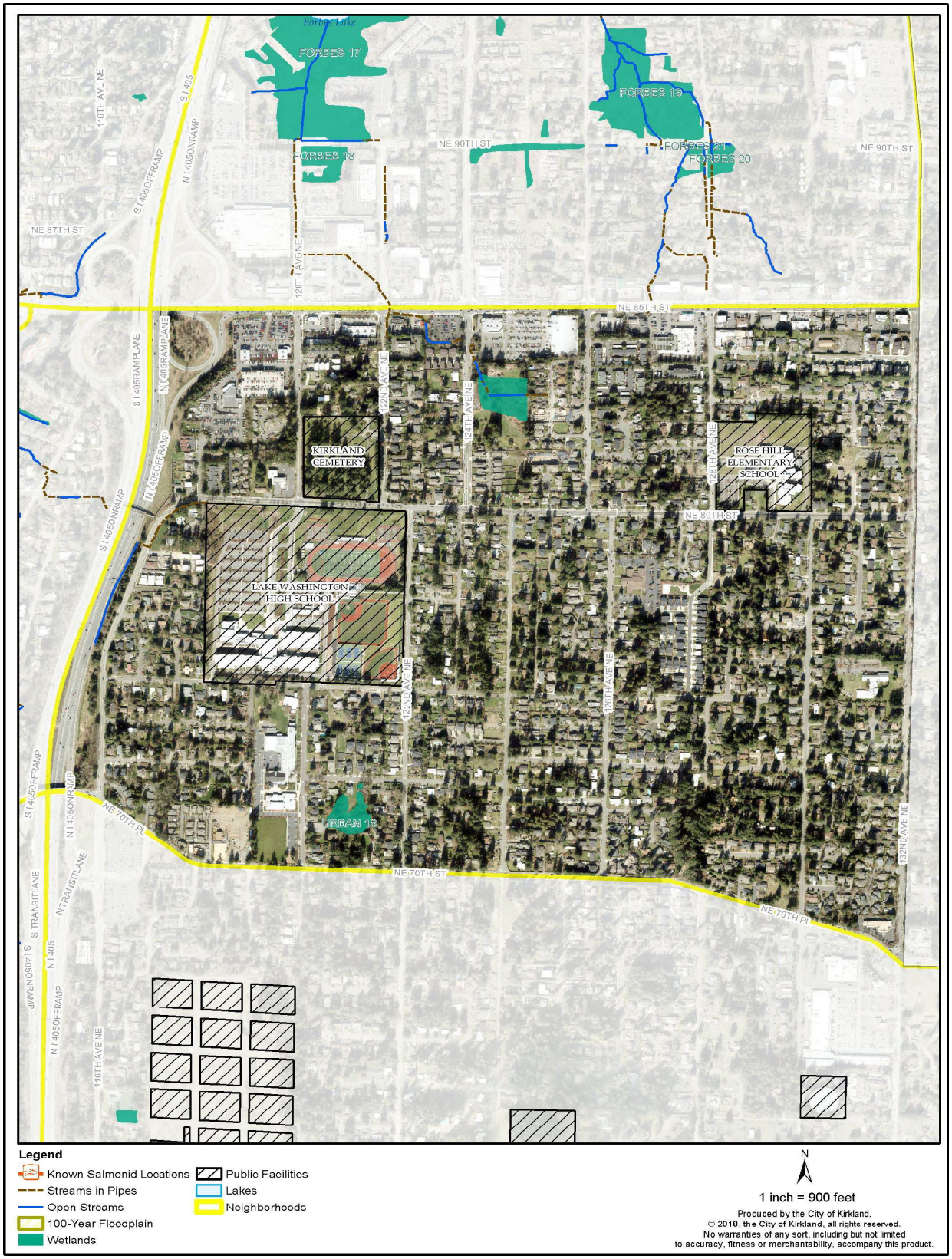


Figure RH-10: South Rose Hill Wetlands, Streams, and Lakes



Policy RH 47: Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.

Lake level fluctuations on property adjoining Forbes Lake contribute to inundation of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within critical area buffers, requiring that development projects meet certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property where property owners are encouraged to seek permits for and implement projects to clear the channel of debris and beaver dams.

Policy RH 48: Protect notable trees and groves of trees.

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

Policy RH 49: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

Resident and business owners in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Backyard Sanctuary Program

Learn more about the Backyard Wildlife Sanctuary Program at:

https://wdfw.wa.gov/living/backyard/

6. PARKS AND OPEN SPACE

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off-street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

Policy RH 50: Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan.

Policy RH 51: Improve public pedestrian and visual access to Forbes Lake at Forbes Lake Park.

Policy RH 52: Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.

Policy RH 53: Complete the regional Eastside Powerline Corridor trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.

Policy RH 54: Develop the Bay to Valley trail through North Rose Hill via Woodlands Park, connecting Juanita Bay with the Sammamish Valley.

7. TRANSPORTATION

The original circulation pattern in Rose Hill was a grid, which should be perpetuated in the future because it promotes bike and pedestrian circulation, provides choice in travel routes, and distributes traffic along multiple routes. The goal of the transportation system is to build on the historic grid pattern of the neighborhood to foster transportation choice in the community, reduce dependence on private motor vehicles, and enhance safety.

New and improved bike facilities, the NE 75th Street/128th Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

Streets

Rose Hill

Policy RH 55: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.

Policy RH 56: Minimize multiple driveways on NE 70th Street, NE 85th Street, 124th Avenue NE, and 132nd Avenue NE when properties redevelop and encourage properties along these streets to consolidate their existing driveways and provide reciprocal shared vehicular access easements.

Policy RH 57: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85th Street corridor.

Figure RH-11: North Rose Hill Street Classifications

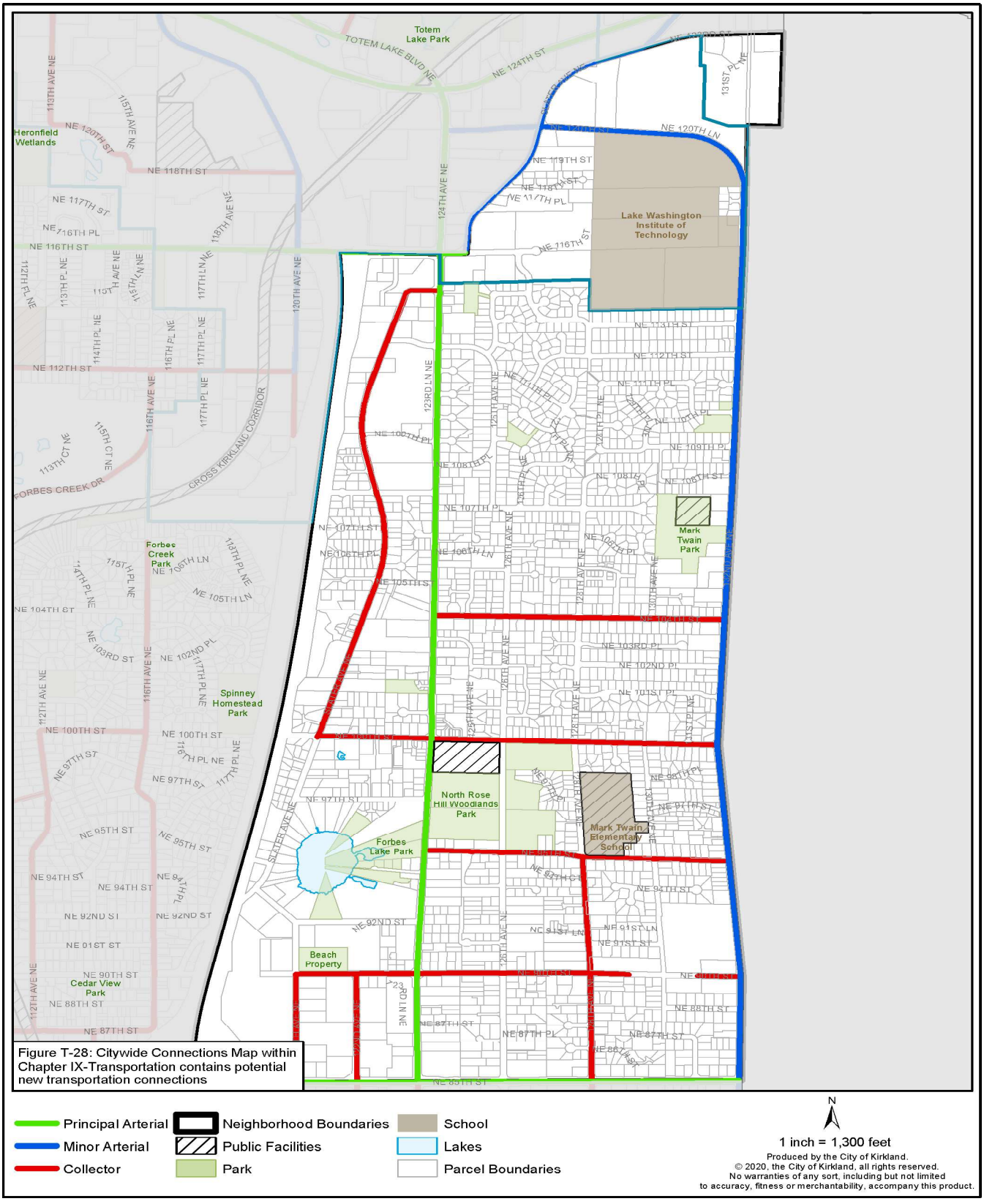
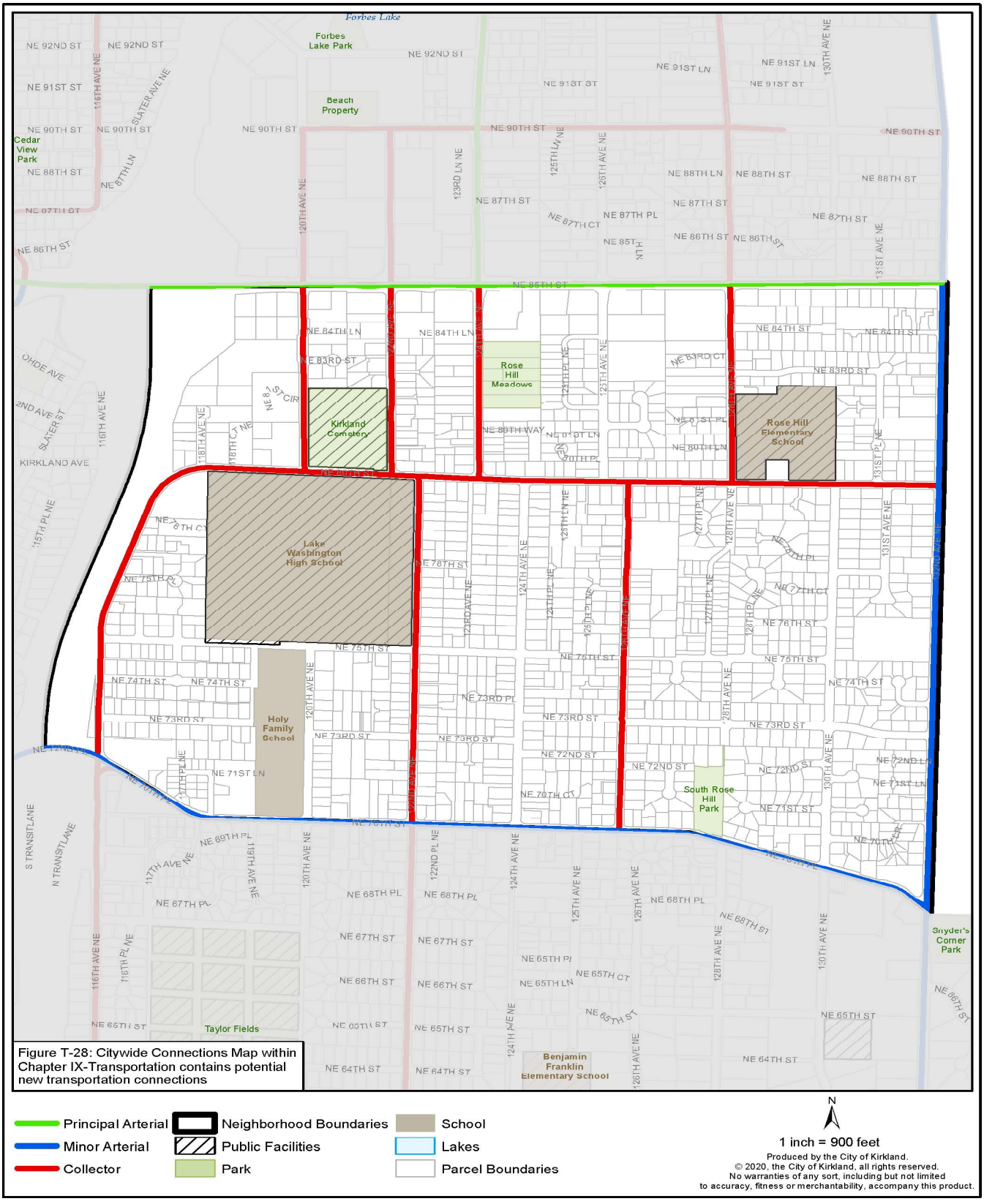


Figure RH-12: South Rose Hill Street Classifications



Policy RH 58: Enhance the street network with the following improvements, and consistent with the studied improvements in the NE 85th St Station Area Plan (note in cases of conflict that the NE 85th St Station Area Plan should guide improvements as it has been updated more recently than the following):

124th Avenue NE, north of NE 85th Street:

- Provide 80 feet of right-of-way width the length of 124th Avenue NE to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip, sidewalk, and streetlights on both sides of the street. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs. The location and design of landscape medians should be used to address safety and mobility in the corridor for all transportation users. Abutting business owners will be consulted prior to the installation of any new landscape medians to ensure that implementation results in minimal disruption to business operations;

- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 124th Avenue NE to improve pedestrian safety, especially between public facilities such as the Kirkland Boys and Girls Club and Woodlands Park;

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at key locations that serve existing and emerging activity centers; and

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption to encourage transit use.

132nd Avenue NE, north and south of NE 85th Street:

- Coordinate improvements to 132nd Avenue NE with the City of Redmond;

- While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern;

- Provide sidewalks, curbs, gutters, landscape strips, bike facilities and street lighting along the entire length of 132nd Avenue NE;

- This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority;

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street;

- Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted;

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption;

- Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use; and

- Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

NE 116th Street:

- Install sidewalks, bike facilities, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

116th Avenue NE:

- Install a sidewalk along the east side of 116th Avenue NE connecting the Houghton Park and Ride with the Lake Washington high school to increase safety.

North Rose Hill

Policy RH 59: Discourage direct access to 124th and 132nd Avenues NE in North Rose Hill with new development to enhance safety and efficiency of circulation.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway;

- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided; and

- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Rose Hill Business District

Policy RH 60: Develop a multimodal transportation network for NE 85th Street and surrounding streets that provides safe and convenient facilities for transit, pedestrians, and bicycles, manages vehicular traffic, and supports existing and planned land uses in the Rose Hill Business District.

Policy RH 61: Add east-west pedestrian pathways in the Rose Hill Business District as redevelopment occurs. When developing these pathways, retain existing regulated trees where possible.

Policy RH 62: Work with Sound Transit, King County Metro Transit and WSDOT, to maximize transit facilities that would improve the speed and reliability of bus operation on NE 85th Street and adjacent streets. Provide preferential treatments for buses at congested intersections. Install transit improvements at appropriate locations.

Pedestrian/Bicycle Circulation

Policy RH 63: Encourage the use of active transportation by providing appropriate facilities and infrastructure for walking, biking and rolling throughout the Rose Hill Neighborhood either when private development occurs or in some instances with public funding:

- Along school walk routes – highest priority;
- Between bus stops and residential development;
- Connecting to the planned Bus Rapid Transit Station at NE 85th Street on I-405;
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway;
- Connecting to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School;
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible;
- Around a limited portion of Forbes Lake on City-owned park property and, where appropriate, across private property connecting to the Park;
- Various links between the Lake Washington Institute of Technology and surrounding residential development to the west between 132nd Avenue NE and Slater Avenue NE, and to the south;
- In NRH 3, in North Rose Hill, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property;
- Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline Corridor trail. See the PROS Plan for further details. This off-street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions; and
- Connecting Juanita Bay to North Rose Hill Woodlands Park and eventually to the Sammamish Valley. Known as the Bay to Valley Trail, it would connect Lake Washington to North Rose Hill over the 100th Street Bridge across I-405, and along 100th Street and 132nd Avenue NE in Kirkland to the Puget Sound Energy Trail and Redmond Central Connector Trail in the Sammamish Valley via NE 97th St, NE 94th St and NE 93rd Ct in Redmond.

Policy RH 64: Develop a new pedestrian and bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street in South Rose Hill. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Strategic Plan.

Figure RH-13: North Rose Hill Pedestrian System

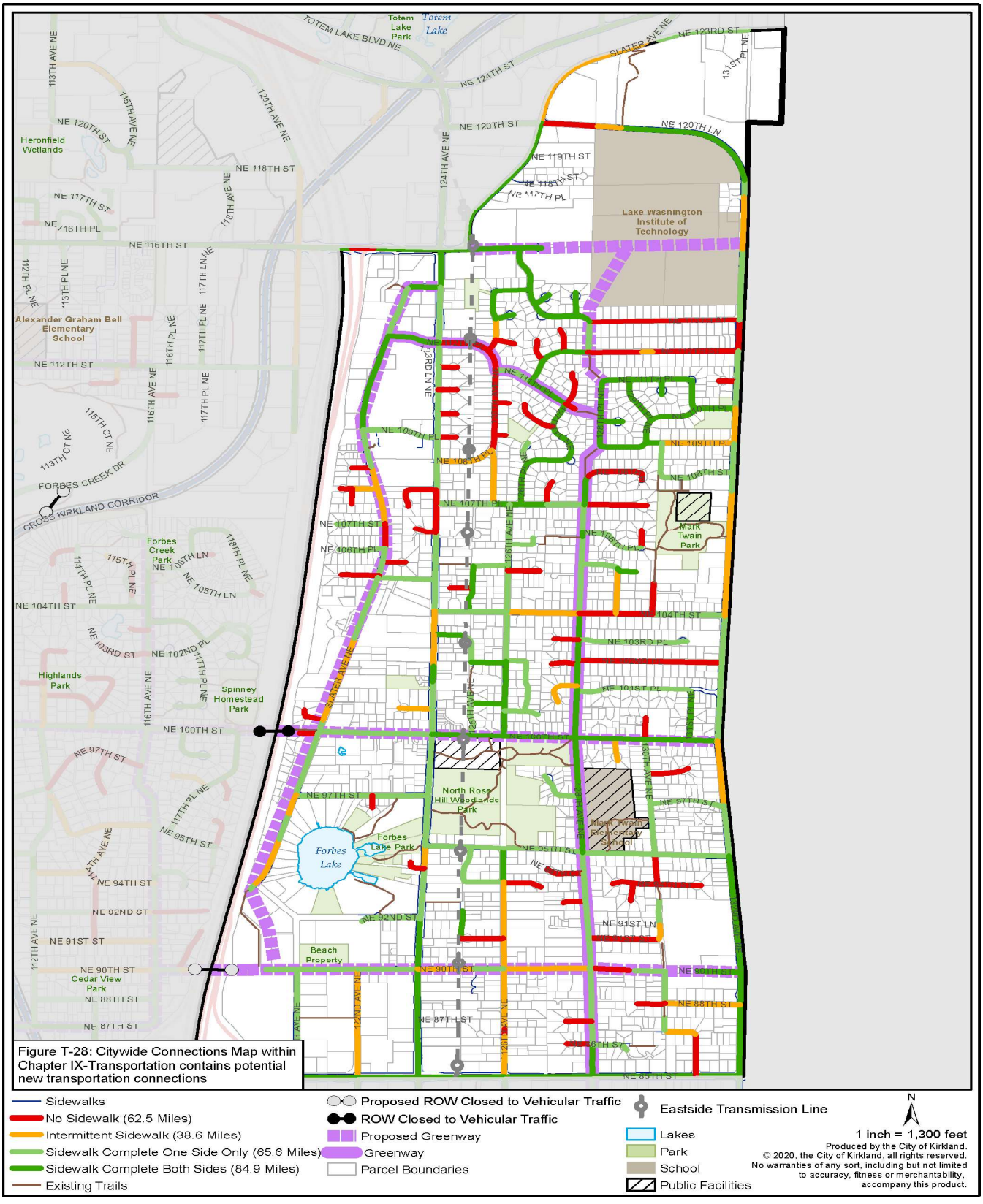


Figure RH-14: South Rose Hill Pedestrian System

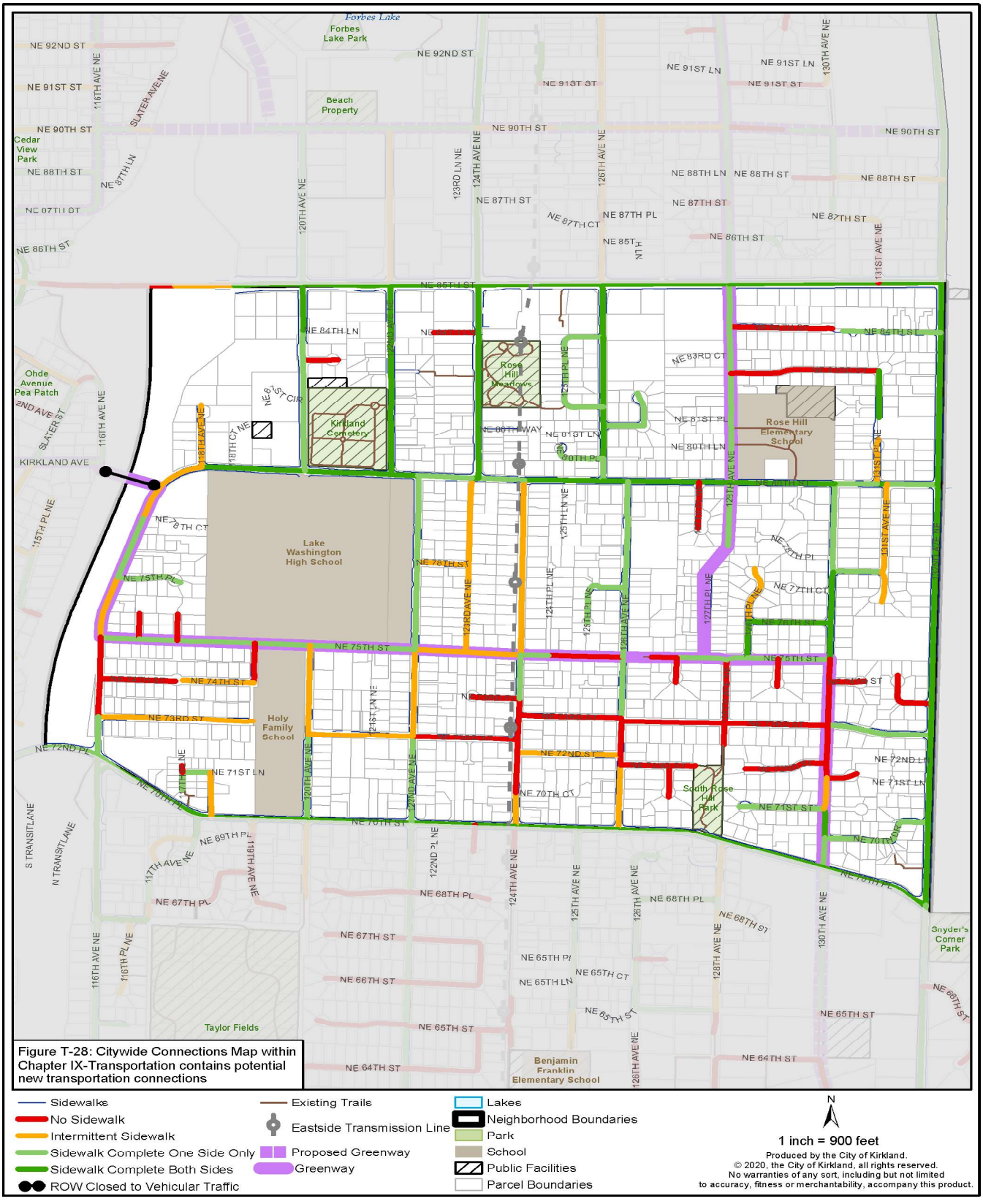


Figure RH-15: North Rose Hill Bicycle System

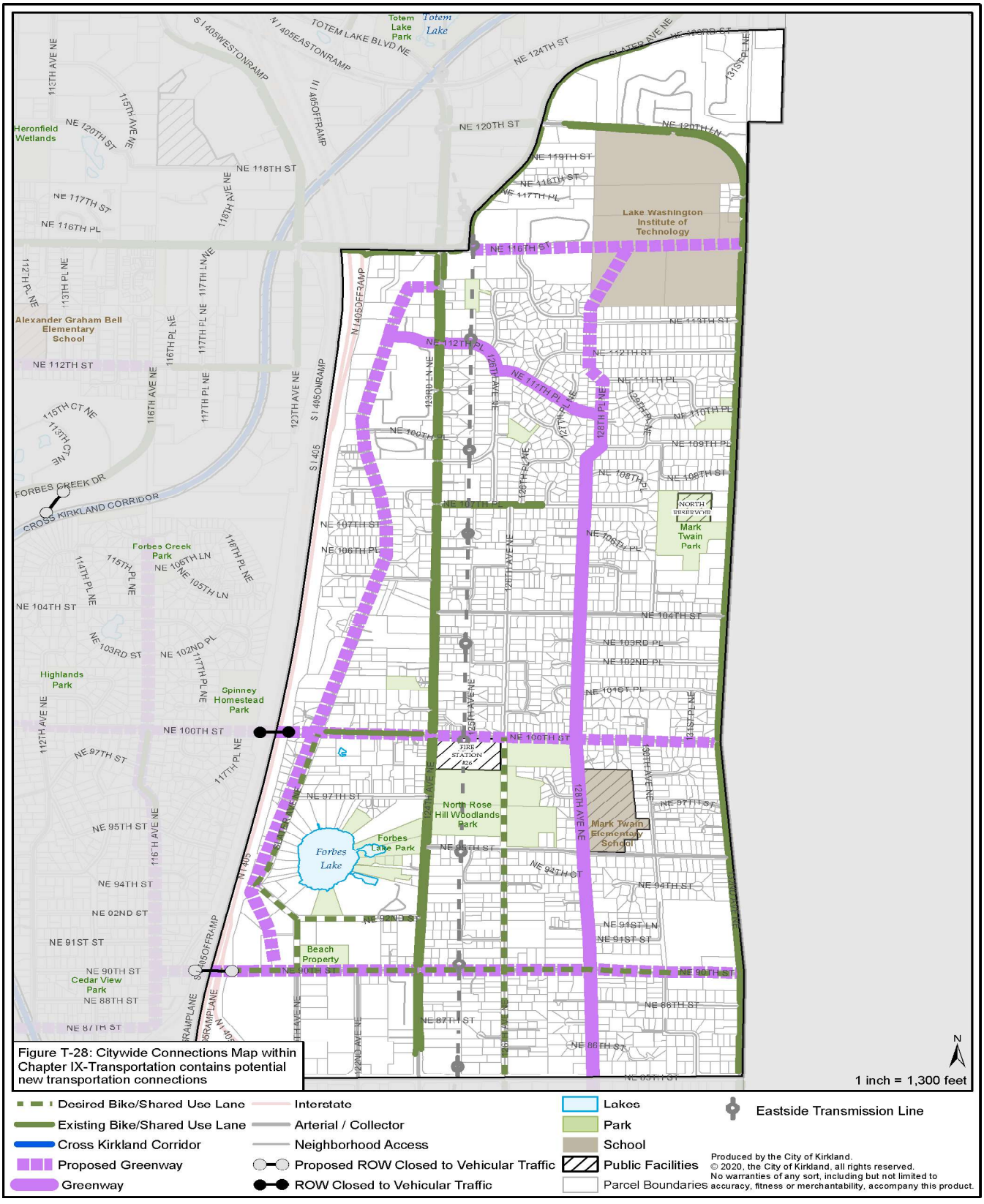
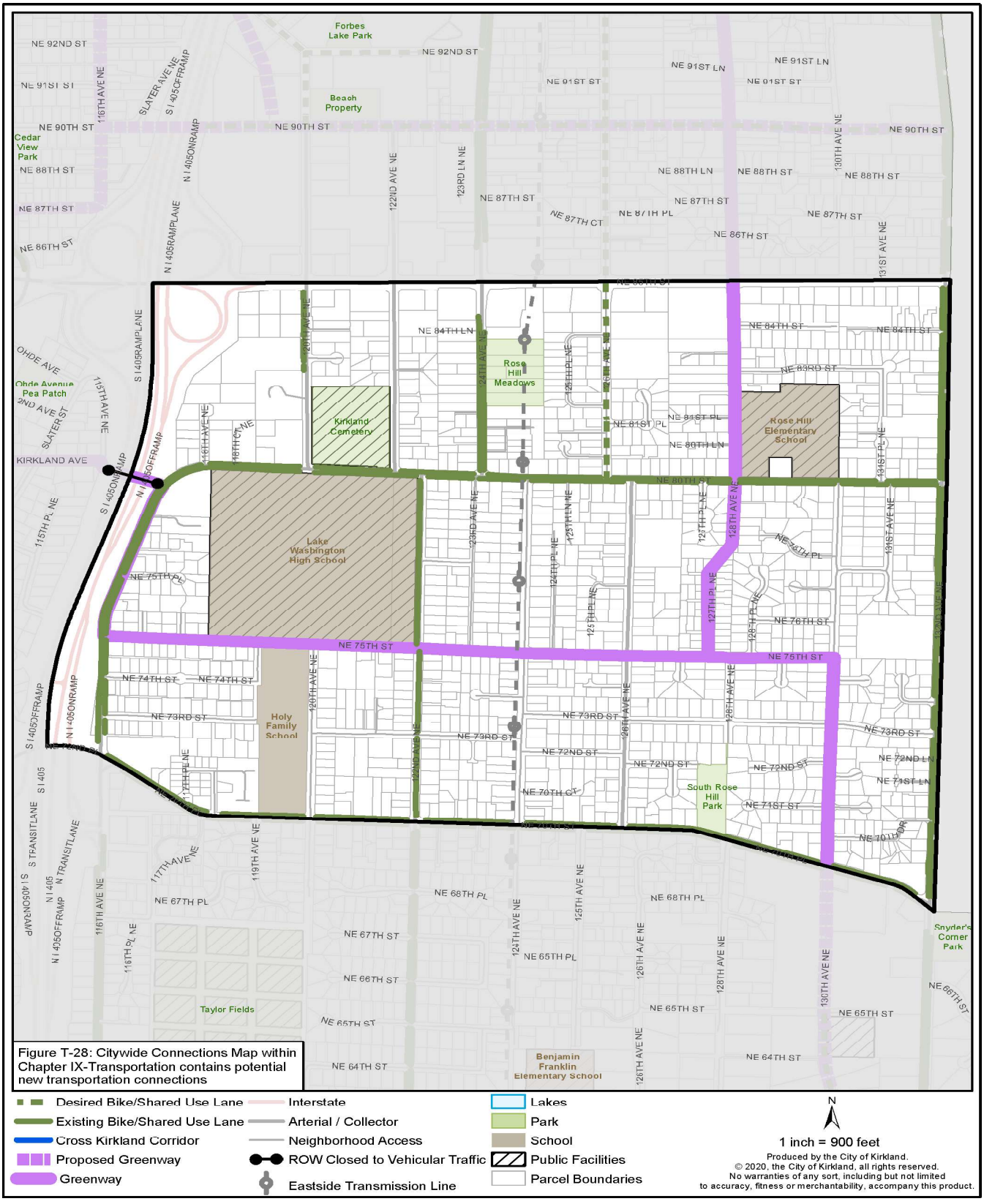


Figure RH-16: South Rose Hill Bicycle System



12.O. Totem Lake Business District Plan

1. INTRODUCTION

The Totem Lake Business District is located in the northeastern part of the city, south of the Kingsgate Neighborhood, east of Juanita, and north of North Rose Hill and Highlands. The district encompasses about 1.3 square miles, generally bounded by NE 132nd Street on the north, Slater Avenue and Willows Road on the east, and the boundary created by established residential areas on the south and west. The boundaries of the business district and urban center are very closely aligned.

Totem Lake is designated as an Urban Center. The Totem Lake Urban Center boundaries incorporate the entire Totem Lake Business District with the exception of the light industry/office area north of NE 124th Street and east of 128th Lane NE and the wetland areas along the center's western boundary, and the addition of land east of Slater and north of NE 116th Street that is included in the North Rose Hill Neighborhood (See Figure TL-1).

This chapter addresses goals and policies for both the business district and the designated urban center. The Urban Center designation was approved by King County in 2003, based on standards in the adopted Countywide Planning Policies, in recognition of the City's Comprehensive Plan policies directing the majority of the city's employment and housing growth to this area.

The Totem Lake Urban Center is also a designated Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's employment and residential growth. The Totem Lake Urban Center will continue to contribute to the PSRC VISION 2050 goal of attracting 65% of regional population growth and 75% of employment growth to urban centers and high-capacity transit station areas.

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping, and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding transportation options. Totem Lake is anchored by the strong employment base at Evergreen Health Medical Center and the Village at Totem Lake is both a city and regional destination. The Totem Lake Transit Center has frequent bus service to nearby Regional Growth Centers such as Greater Downtown (Kirkland), Seattle University Community, Bellevue Downtown, and Redmond Downtown.

This Plan for the Totem Lake Business District also serves as the plan for the Totem Lake Urban Center, and the general goals and policies contained in this Chapter apply to both geographic areas. Centers plans must conform to the requirements of the Puget Sound Regional Council. Many of those requirements are addressed in this Chapter, while other issues, such as those related to capital facilities, public services, and the multi-modal transportation system, are addressed in other Comprehensive Plan elements.

Kirkland has also signed the Growing Transit Communities Compact, providing a commitment to work in partnership with other communities in the Central Puget Sound region to address the objectives of this effort through including strategies in our Comprehensive Plan. This Plan for Totem Lake includes policies aimed at achieving these goals of attracting more residential growth and employment to areas served by high-capacity transit, providing affordable housing choices near transit, and increasing access to opportunity for existing and future residents of the community served by high-capacity transit.

Totem Lake Business District

Consistent with the Comprehensive Plan planning period this plan for the Totem Lake Business District addresses future land use through 2044. Growth targets for Totem Lake, as required for Regional Growth Centers, are provided in this Chapter. Development capacity for the Totem Lake Urban Center is not time-bound, and therefore, allows levels of development above the growth targets.

The last update to the Totem Lake Business District Plan occurred in 2024 as part of the Citywide Comprehensive Plan update as required by the Growth Management Act (GMA).

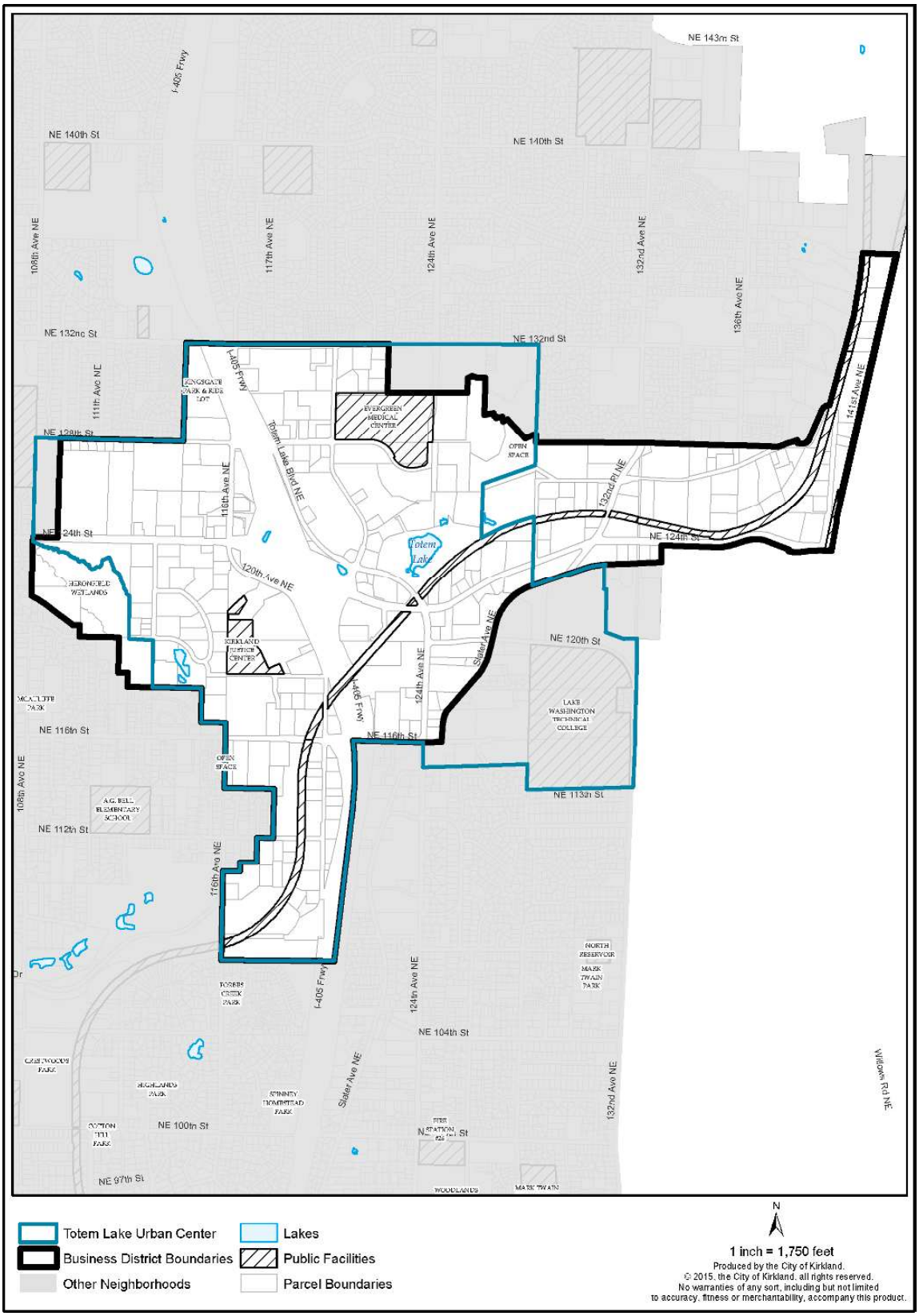
2. VISION STATEMENT

The following Vision Statement reflects what the Totem Lake Business District is envisioned to be at a future time when the goals and policy direction expressed in this plan are realized.

The Totem Lake Business District is a thriving center of residential and commercial activity. The heart of the district is its core area, where the lively Village at Totem Lake, Evergreen Health Medical Center, regional transit facilities, and Totem Lake Park are destinations for Kirkland residents as well as many others from the greater region. This central core includes a dense mix of medical, retail, office and housing uses in architecturally inviting buildings. Many people are drawn to the area by its housing, shopping and employment opportunities, public gathering spaces, and extensive pedestrian amenities including the transformed Cross Kirkland Corridor, providing people with transportation options and an extensive urban green space. In addition, public investments in streets and stormwater infrastructure, landscaping, signage, public amenities including park improvements, street furniture and public art contribute to a safe and attractive pedestrian environment. Together, these public and private efforts have contributed to the inviting sense of community.

The Totem Lake business district plays a vital role in the overall Kirkland economy, providing more than a third of the city's jobs and revenue. Growth in jobs and residential development over the past 20 years has brought new employees and residents who benefit from the district's access to services and connections to a network of trails, sidewalks, and transit. Totem Lake serves as a community and subregional center for services, vehicle sales, major destination retail and health care.

Figure TL-1: Totem Lake Business District and Urban Center Boundaries



Subareas within Totem Lake have their own identities. These areas provide a wide array of housing choices, retail activity and services, high tech, light industrial and office uses. The presence of the Lake Washington Institute of Technology community college within the Urban Center adds both a population of students and the vibrancy of an institution of higher education to the diversity of activities in the area. Residential uses consist primarily of more intensive, larger-scale development, providing an important source of housing affordable to a range of income groups in a highly desirable locale. Employment opportunities run the gamut, from small start-up businesses to traditional and flex industrial uses, to high tech medical uses, and retail, auto sales and office employment. Together, this rich mix of uses provides a strong and stable source of housing and employment opportunities, and a strong tax base for the city as a whole.

The business district is designed for people. Prioritization of public investments to Totem Lake has enhanced mobility choices in the district. High-capacity transit service and facilities in the core of the business district provide strong regional access to the larger community. Local transit connections, an extensive network of walking, biking, and rolling routes, and a local boulevard system all combine to complement and support the regional system.

Totem Lake Transit Center

The district's natural features have also been the source of catalytic changes for Totem Lake. The Cross Kirkland Corridor has been transformed from a rail corridor to an urban green space and transit corridor. Totem Lake Park, in addition to providing an opportunity for informal and organized play and an inviting community gathering place, has brought visitors to the area. The park provides a starting point for use of the Cross Kirkland Corridor, and connections to the transformed Village at Totem Lake, other businesses and residential areas and the Evergreen Health Medical Center.

Totem Lake Park Natural Area

In 2044, the Totem Lake Business District has evolved into a lively Urban Center with an appealing mix of residential, commercial, office, high tech, and open space uses.

3. GENERAL BUSINESS DISTRICT/URBAN CENTER GOALS AND POLICIES

This plan for the Totem Lake Urban Center and Totem Lake Business District contains general goals and policies that apply throughout Totem Lake, with the overall goal to enhance the quality of life for all people who spend time in the district. Five distinct geographic areas exist within the Center however, each with unique conditions and opportunities. Additional goals and policies that apply in these subareas follow the general topic sections.

4. LAND USE

Totem Lake is Kirkland's primary center of activity, providing a significant amount of the City's jobs and sales tax revenue. Over the next 20 years, the Totem Lake Urban Center is expected to continue to attract growth in housing and employment. The land use policies provided in this Plan will guide development to serve the needs and desires of existing and future residents and businesses, while ensuring that the change over time enhances the district. Specific land use designations for the Totem Lake Business District and Urban Center are illustrated in Figure TL-2.

Goal TL-1: Plan to accommodate residential and employment growth in the Totem Lake Urban Center through the year 2044 as shown below:

Table TL-1: Totem Lake Urban Center Existing and Future Growth

	Existing (2022)	Planned (2044)
Acres	842	
Housing Units	5,021	9,421
Residential Density (units/gross acre)	5.9	11.1
Employees	14,876	21,386
Employee Density (jobs/gross acre)	17.7	25.3

Policy TL-1.1: Ensure that new development meets minimum development intensity thresholds required within the Urban Center.

Minimum thresholds for development intensity are established within the core of the Urban Center, to ensure that employment and housing growth will help the center achieve the desired levels of jobs and housing units. The levels are set forth in the form of minimum Floor Area Ratios (FARs) for commercial development, and minimum densities for residential development. Generous height limits are provided, and no limits to residential densities or commercial FARs are imposed.

Policy TL-1.2: Support the Urban Center as a primary location for added growth to foster a vibrant mixed-use environment in the day and evening.

Policy TL-1.3: The City should consider partnering with King County on a regional Transfer of Development Rights (TDR) effort.

In 2013, the City studied the feasibility of developing a Transfer of Development Rights (TDR) program within the Totem Lake Urban Center, as a possible additional technique to support the vision for higher levels and densities of population, housing employment and activity within the Center (see Glossary, Appendix A).

If the City determines that a TDR program would be an effective way to achieve desired growth in the Urban Center, the City should enter into an interlocal agreement (ILA) with King County. The ILA should require King County to provide the City with funding for public improvements in

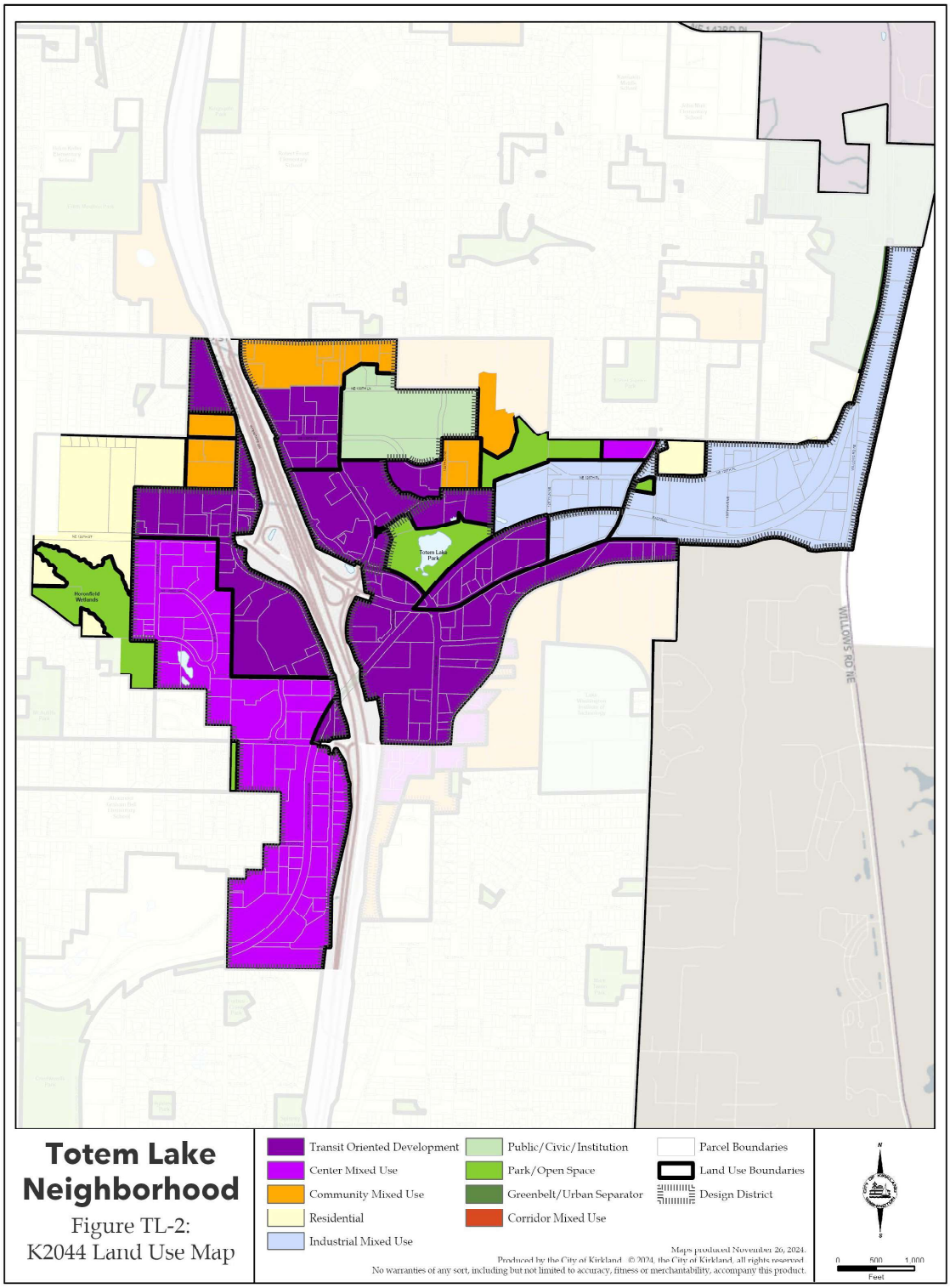
the Totem Lake Business District, as allowed through legislation enacted in 2011, if increased development capacity is allowed through TDR.

Goal TL-2: Plan for a land use pattern that promotes a dense urban core in the business district and healthy commercial and residential areas in other parts of the Urban Center.

Policy TL-2.1: Provide for increased intensity of development in the core of the Business District.

Development standards should continue to direct the most intensive commercial development to the core of the business district. The area is home to Evergreen Health Medical Center, the City's largest employer, a regional transit center and the Village at Totem Lake. The greatest building height allowances in the Urban Center are established for the core to support its evolution to a compact, pedestrian-oriented hub with strong connections to transit, employment, housing and amenities. See also Business District Core subarea policies (see page 34).

Figure TL-2: Totem Lake Business District Land Use Map



Policy TL-2.2: Strengthen existing and developing commercial areas outside of the core area.

Outside of the district's core, established retail areas are located around the I-405/NE 124th Street interchange and extend to the east and west along NE 124th Street, to the north and south along 120th Avenue NE and along both sides of 124th Avenue NE (see Figure TL-2).

Office uses are concentrated on the west side of I-405, although smaller office clusters also exist within retail and light industry/office areas. Light industrial uses remain within areas designated for office, such as TL 10C, TL 10D and TL 10E. A mix of commercial and industrial uses are also located north of NE 124th Street and east of 124th Avenue NE.

These established retail and commercial areas provide a range of employment opportunities and services and contribute to the City's retail sales tax revenue for a healthy economy. These uses should be strengthened through regulations and incentives aimed at allowing for flexibility in expansion and redevelopment, as well as through efforts to reduce conflicts with other uses.

Policy TL-2.3: Support light industry/office uses through preventing adverse impacts to residential uses by restricting housing to locations where access, noise and other potential impacts from industrial use would be limited.

Both light industry/office and residential uses benefit from locations that allow these uses to flourish and protect them from impacts or needs of incompatible uses. Where residential uses are allowed in or adjacent to light industry/office areas, these uses should be located or designed so that traffic and other impacts of the light industrial uses do not conflict with the living environment.

In areas where land use objectives primarily support residential use, standards should protect these uses from the impacts of nearby light industry/office uses. Where preservation or development of light industry/office use is desired, these uses should be supported through measures aimed at reducing conflicts with residential uses. For example, efforts to provide notice to residential developers or future residents that they may experience impacts from light industrial uses prior to their decision to locate within the industrial area should be explored.

Policy TL-2.4: Promote development that is supportive of and complementary to the Cross Kirkland Corridor and Eastside Rail Corridor.

The Cross Kirkland Corridor and Eastside Rail Corridor provide unique benefits to the Totem Lake Business District. The Cross Kirkland Corridor runs from the district's southernmost corner to connect with the Eastside Rail Corridor where it continues east to its northernmost corner along the City's eastern boundary. In addition to future transit and connectivity advantages the corridor brings to the district, it also provides opportunities for varying land uses to take advantage of both the open space it provides and commercial activity it may help support. The types of uses and design of structures along the corridor should be sensitive to the corridor's use as an active transportation, multimodal trail, while allowing for adaptation for future transit-oriented development in the longer term.

Cross Kirkland Corridor

5. ECONOMIC DEVELOPMENT

This section provides policy direction regarding economic development in the Totem Lake Business District and applies to land throughout the Business District and Urban Center. Broad citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Business District.

The Totem Lake Business District is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Business District is the City's largest employment center and the city's leader in retail sales. The business district contains regional-serving retail with large footprints such as vehicle dealerships and grocery stores (Fred Meyer, Trader Joe's, Whole Foods, and QFC), and the largest concentration of smaller-scale retail is at the Village at Totem Lake retail center. The business district is anchored by the strong employment base of the Evergreen Medical Center. The business district contains the city's first Urban Center, designated by the Growth Management Planning Council in 2003.

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake Business District. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service, residential and light industry/office uses, calling for intensive development where supported by public services, and collaboration between the public and private sectors.

Goal TL-3: Strengthen the role of the Totem Lake Business District as a community and regional center for housing, retail, health care, vehicle sales, light industry, and office employment.

Policy TL-3.1: Support the growth and retention of commercial activity in the business district.

The Totem Lake Business District is an economic engine for the City. The district has healthy retail and office areas as well as tremendous potential for growth. Public efforts should nurture and support existing uses as well as new growth. Public support can be provided through appropriate levels of public infrastructure (as defined in the Capital Facilities Element), a streamlined efficient regulatory review process, development standards that encourage high quality development, designation of sufficient land for commercial development and a variety of other mechanisms. All of these measures should be developed to support commercial activity in the business district.

Policy TL-3.2: Plan for economic activity that creates new jobs and increases the diversity of employment in the business district.

Land dedicated to economic development activities is a valuable resource that should be preserved and used as efficiently as possible. A complementary supply of retail, office and light industry/office land in the business district ensures diverse economic opportunities and will sustain future economic growth.

In addition, businesses that provide primary jobs (those that produce products or services sold outside of the community) should be encouraged. Primary jobs generally pay higher than average wages, stimulating consumer spending and increasing the opportunity for Kirkland's workers to live within the community. These "basic industries" provide positive multiplier effects

on the economy, through the sale of goods outside the region and by bringing new capital into the local economy.

Technology Facility

Policy TL-3.3: Incorporate flexibility in regulations to encourage creative proposals consistent with Urban Center policies.

With the rate of innovation moving more and more quickly, it is important that policies not foreclose on opportunities that are not yet apparent. Many of the businesses in Totem Lake, particularly aerospace, medical device and interactive media, are part of regional business clusters that extend to neighboring communities. Consideration of the sustainability and growth of these larger business clusters should guide planning decisions in Totem Lake.

Policy TL-3.4: Limit uses that do not contribute to a dense and vibrant urban environment within the Urban Center.

Low intensity uses such as retail storage facilities occupy large amounts of land. These uses do not contribute to the dense, economically vibrant vision for Totem Lake and should be located outside of the Urban Center.

Policy TL-3.5: Strengthen the district's light industry/office areas through supporting expansion of existing uses and welcoming redevelopment of these uses, while enabling them to evolve into innovative centers for commerce and employment.

Goal TL-4: Establish and support incentives to encourage automobile and other vehicle dealerships within appropriate areas of the business district.

Policy TL-4.1: Provide flexibility in development standards while maintaining an inviting aesthetic environment.

Vehicle sales uses seek to maximize visibility and efficiency in the display and storage of inventory. Flexible development standards that assist vehicle dealers in these goals without compromising the active, pedestrian-friendly character of the area should be considered in development regulations and design guidelines for these uses. Where parking areas are located near gateways identified in this Plan, special attention to visual impacts is important. Parking areas should be appropriately landscaped so they do not detract from efforts to provide a welcoming and vibrant entrance to the business district.

Car Dealership

Policy TL-4.2: Assist existing and prospective vehicle dealers through a variety of means.

Because vehicle sales and service uses typically have unique spatial and visibility needs, these uses may require special assistance to ensure their continued viability in the City. Zoning and regulatory measures should be considered to remove obstacles to development and increase flexibility in development standards. When warranted by a clear public interest and benefit, the City should provide technical assistance in identification of sites or by facilitating business-to-business communication efforts.

6. ENVIRONMENT, PARKS AND OPEN SPACE

This section provides policy direction regarding the natural environment, parks, and open space in the Totem Lake Business District. Broad Citywide policies and standards for development regarding environmental quality, natural amenity and function, environmental hazards and stormwater management are found in the Sustainability, Climate, and Environment Element. These policies, while not repeated here, are applicable to the Totem Lake Business District.

The business district contains Totem Lake Park, which is a recreational centerpiece of the Totem Lake Urban Center. The park has an accessible-to-all-abilities playground, a large community picnic table, and a boardwalk trail through part of the wetland that connects to the Cross Kirkland Corridor. The southern portion of the business district lacks walkable access to parks and open space. See the Parks, Recreation and Open Space (PROS) Plan walkability gap analysis for more information, policies to improve walkable access to open space, and implementation details. General parks and recreation policies are found in the Parks, Recreation and Open Space Element.

Goal TL-5: Enhance the biological integrity of Juanita Creek and Forbes Creek.

Policy TL-5.1: Enhance the habitat quality of the Juanita Creek corridor.

Juanita Creek and associated wetlands represent the largest continuous wildlife habitat area in the Totem Lake Business District (see Figure TL-3). While a valuable public resource, Juanita Creek has been negatively affected over the years by surrounding development. Impacts include narrow and degraded buffers, habitat fragmentation, degraded water quality, and increased flooding.

The City should initiate and support efforts to enhance the biological integrity of Juanita Creek, such as requirements for improved/enhanced buffers and reduced impervious surface area, partnership with other agencies or interested parties for improvements, acquisition of key areas or other measures.

Policy TL-5.2: Restore the natural Forbes Creek channel through the business district.

Within the Totem Lake Business District, the Forbes Creek channel is culverted, which eliminates opportunities for wildlife habitat. Outside of the business district, open portions of Forbes Creek provide cutthroat trout and Coho salmon habitat. With restoration, it may be possible to re-introduce these species to the Totem Lake Business District portion of the stream.

Rehabilitation of this stream corridor could restore biological health and diversity within the corridor, possibly re-establish a salmon run, and provide a visual amenity. City efforts should include a requirement that adjacent new development/redevelopment open and restore stream segments and/or direct public investment to restore the corridor. Development activity that restores the stream corridor should be allowed to retain development potential that would otherwise have been reduced by stream restoration.

Policy TL-5.3: Coordinate with the Federal Emergency Management Agency to update the floodplain map for the Totem Lake Business District.

Existing floodplain maps indicate that the only area that lies within the 100-year floodplain is Totem Lake. The Federal Emergency Management Agency (FEMA) originally developed these maps in the 1960s. Due to changes in local topography and stormwater patterns associated

with development, these maps may no longer be accurate. The City should seek funding to review and update these maps as needed.

Goal TL-6: Enhance the natural condition and function of Totem Lake.

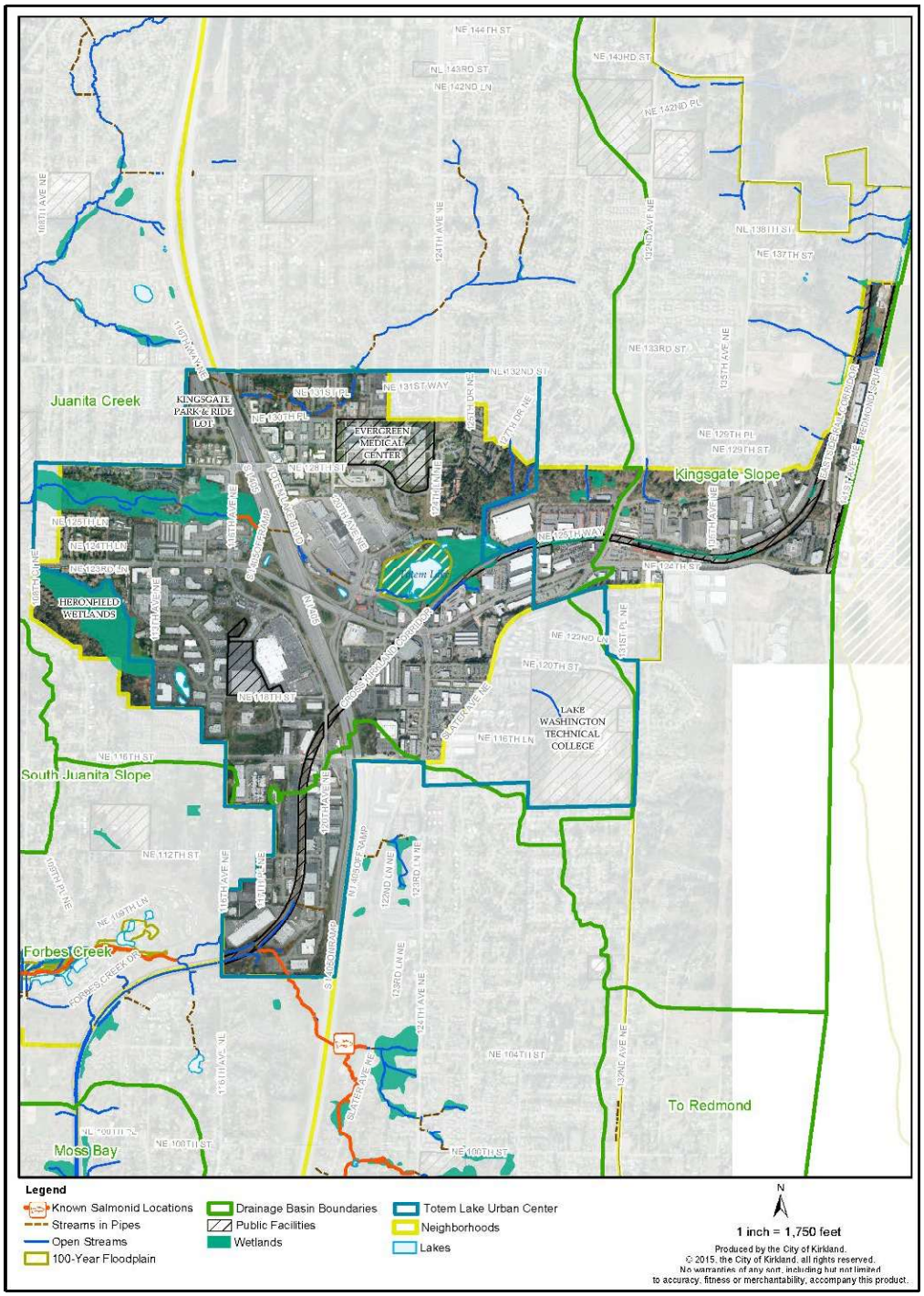
Policy TL-6.1: Work collaboratively with other agencies and groups to improve the habitat value and function of Totem Lake.

Totem Lake and wetlands include forest, shrub, and emergent communities, together with open water. This mix of communities creates a variety of habitat opportunities for wildlife in this headwater area of Juanita Creek. This area is bordered with little buffer area on the west, south and east sides by commercial development, roads and railroad tracks. Wooded slopes to the northeast provide upland area and wetland buffer features lacking along other sides.

Totem Lake is owned by the King Conservation District (KCD), a special purpose district that provides education and technical support on resource conservation issues. The management goals for Totem Lake are to enhance the wildlife habitat and maintain the area for passive recreation. Because the KCD has limited resources, management occurs on an incremental basis, as funds are available.

In cooperation with the KCD and the Eastside Audubon Society, the City of Kirkland conducts regular maintenance to remove trash and remove overgrown vegetation. Future collaboration between the City, the KCD and the Eastside Audubon Society should enhance the overall habitat value and function of Totem Lake.

Figure TL-3: Totem Lake Wetlands, Streams, and Lakes

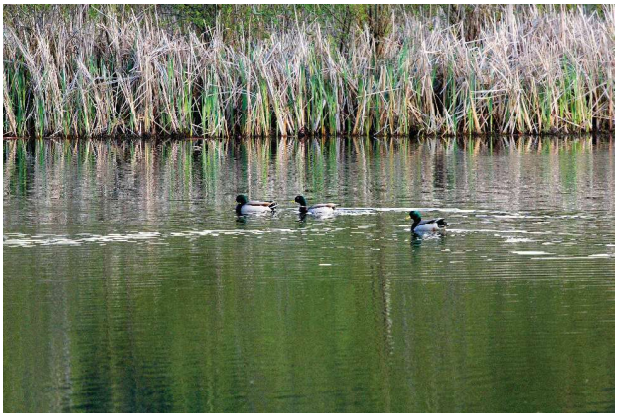


Policy TL-6.2: Provide opportunities for people to observe and enjoy the wildlife habitat around Totem Lake.

Totem Lake provides valuable urban wildlife habitat, with a wide diversity of birds and other animals. Currently, there is a boardwalk trail through a portion of the wetland that allows visitors to observe a variety of wetland types and wildlife activity, particularly water birds, songbirds and woodpeckers. Increased opportunities for public education and wildlife interpretation at Totem

Lake, while protecting the natural system, could increase public appreciation and stewardship of this valuable resource.

Totem Lake



Policy TL-6.3: The City should maintain Totem Lake park improvements as identified in the Totem Lake Park Master Plan.

To ensure that the quality of Totem Lake and its buffers are preserved through regular maintenance, the City has acquired and manages this natural resource. The 2013 Totem Lake Park Master Plan identifies improvements that can be made to enhance ecological function, increase opportunities for environmental education and interpretation, and better connect the park to the surrounding business and residential communities and to the adjacent Cross Kirkland Corridor. The City should continue to implement the park master plan.

Excerpt from the Totem Lake Park Master Plan

Policy TL-6.4: Work with other agencies and the public to improve water quality.

The water bodies in the Totem Lake Business District are generally rated as “fair” to “good.” All, however, have been routinely diagnosed with such water quality problems as high fecal coliform, low dissolved oxygen and high temperatures. Runoff from streets, parking lots and yards is a major contributor to water quality problems. The City should address water quality issues in accordance with the Surface Water Master Plan.

Goal TL-7: Establish a green corridor extending in an east/west direction from the hillside northeast of Totem Lake and extending along the Juanita Creek corridor.

Policy TL-7.1: Create a public green corridor as shown in Figure TL-10.

Green corridors offer a mechanism to link the community's cultural, historic, recreational and conservation needs. The term "green corridor" combines the concepts of greenbelt and parkway: providing the separation and ecological functions of a greenbelt and the linear and connective orientation of a parkway. Green corridors help to preserve natural areas, habitat, and stream corridors and provide open space within developed areas. With their emphasis on connectivity, green corridors support wildlife by creating corridors and providing buffers from roadways and other incompatible uses.

In the Totem Lake Business District, a new public green corridor should extend from the steep slope in the eastern portion of the district, through Totem Lake and the Juanita Creek corridor to the western edge of the district (see Figure TL-10). The green corridor would encompass many of the Juanita Creek Basin wetlands on the north side of NE 124th Street (see Figure TL-3). These wetlands include both small, isolated features and large wetlands, such as those along Juanita Creek. Currently, these features provide significant wildlife refuge opportunities, limited primarily by fragmentation. Their wildlife function would be greatly expanded with a green corridor that provides a continuous travel route.

Public and private landscape improvements to the area between Totem Lake on the east side of I-405 and Juanita Creek on the west side of I-405, should be incorporated into the green corridor to provide a continuous corridor through the business district.

Policy TL-7.2: In landscaped areas of the green corridor, encourage landscape materials that complement adjoining natural areas.

Certain portions of the green corridor, particularly extending west from Totem Lake and across I-405 to the Juanita Creek corridor, should be landscaped to provide a continuous green path through the business district. To the extent possible, these areas should be landscaped with materials that complement the natural areas of the green corridor and continue the appearance of a natural green corridor.

Policy TL-7.3: In natural areas of the green corridor, maintain the natural vegetation to the greatest extent possible.

Within the natural areas of the green corridor, natural vegetation, wildlife habitat and stream corridors should be maintained to the greatest extent possible. This may include management to replace invasive non-native plants with native vegetation. This will enhance the overall habitat and stormwater control function of these areas.

High and moderate landslide areas are located throughout the Totem Lake Business District. Primary areas at risk for landslide include the slope northeast of Totem Lake, the slope south and west of the Heronfield wetlands, Welcome Hill, and isolated areas in the South Industrial-Commercial Subarea and along the north side of Juanita Creek (see Figure TL-4a). Seismic soils are located primarily in low-lying soft soil areas around Totem Lake, along Juanita Creek and around the Heronfield wetlands. Currently, the only 100-year floodplain in the Totem Lake Business District is located around Totem Lake. Policies in this section provide general guidance regarding these features.

Goal TL-8: Protect potentially hazardous areas, such as landslide, seismic and flood areas, through limitations on development and maintenance of existing vegetation.

Policy TL-8.1: Maintain existing vegetation in high or moderate landslide areas.

In all landslide areas, most of the existing vegetation should be preserved in order to help stabilize the slopes as well as maintain natural drainage patterns. In particular, areas with significant existing vegetation, such as the wooded ridge along NE 116th Street and the hillside northeast of Totem Lake (Figure TL-4a), should retain vegetative cover to the maximum extent possible.

Goal TL-9: Acquire and develop community facilities, such as a neighborhood park and community center.

Policy TL-9.1: Establish an open space network.

The network should include open space, a neighborhood park, and pedestrian corridors. Park and open space facilities should be sized and designed to meet the needs of shoppers and those who live and work in the area. The facilities should include at least one place to gather, rest, eat and engage in informal recreation. Trees and plants should be provided for shade and relief.

Figure TL-4a: Totem Lake Landslide Susceptibility

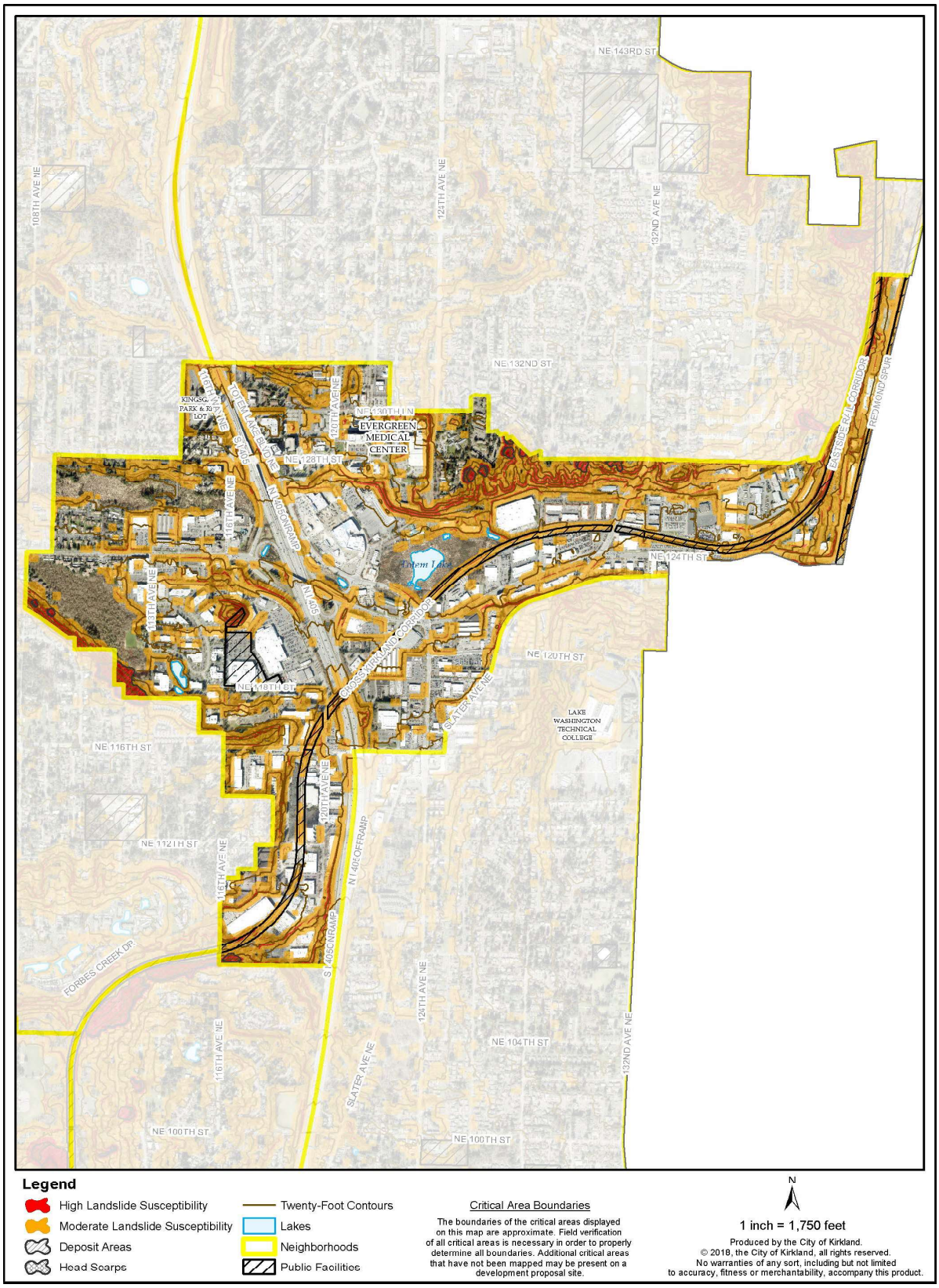
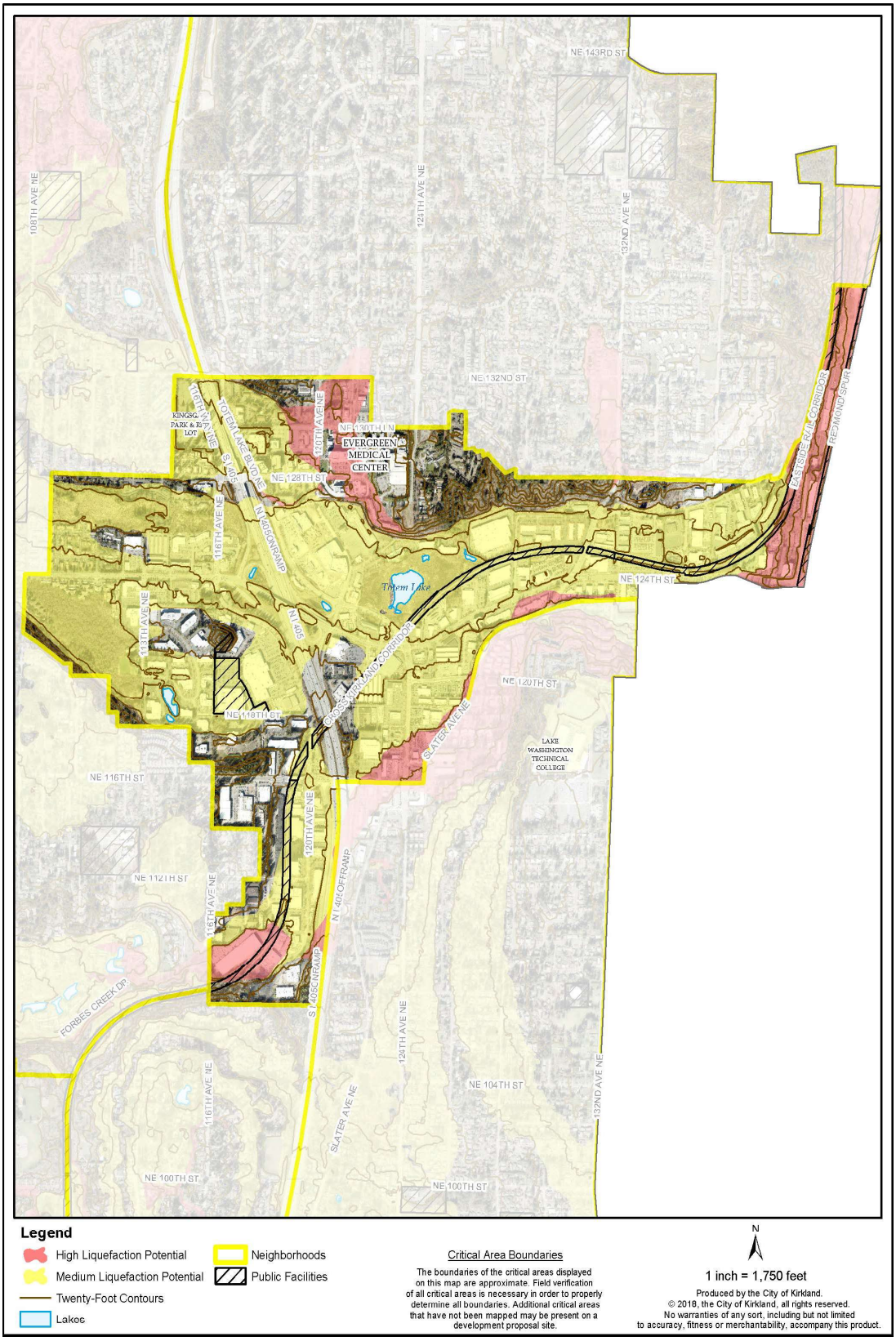


Figure TL-4b: Totem Lake Liquefaction Potential



Policy TL-9.2: Public/private partnerships should be encouraged to provide additional parks, open space and pedestrian corridors.

Future intensive residential, office and retail development particularly in the core of the business district will increase the demand for parks, open space and pedestrian corridors. New development will also provide increased opportunity for acquiring and integrating open space amenities into the development pattern. The City should seek opportunities to work in partnership with private development to create public open spaces in the business district that benefit public and private interests. The PROS Plan has identified the need for further improvements in Totem Lake (see the PROS Plan for further details).

Policy TL-9.3: Support the creation of community centered functions and activities.

New community-oriented facilities in the Business District Core would provide recreation space that is highly in demand, increase activity levels in the area and provide a magnet for future private development. A new public facility, such as a community and recreation center, or the provision of space for these functions through private development would be a significant contribution to the future of the core area. Incentives for the development of community-oriented facilities through private development should be implemented.

Examples of program activities that might occur at a community center would include those that would support increased awareness and stewardship of the Totem Lake wetlands, individual and family health and fitness activities, and other community activities that complement plan goals for the Business District Core and the Totem Lake Business District as a whole.

Goal TL-10: Maximize opportunities provided by the Cross Kirkland Corridor for new parks, open spaces and recreational activities in Totem Lake.

Policy TL-10.1: Ensure when new development, redevelopment or exterior remodeling occurs adjacent to the Cross Kirkland Corridor that the building and site features integrate with the corridor to create active and engaging spaces for corridor users.

The former rail corridor, now known as the Cross Kirkland Corridor (CKC) where it is under Kirkland ownership to 132nd Avenue NE, and as the Eastrail to points east and north, runs diagonally through the Totem Lake Business District. Opportunities for recreation and connection presented by this swath of open space should be maximized by neighboring properties, consistent with the objectives established in the PROS Plan and CKC Master Plan.

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland and other agencies provide a wide range of public services and facilities to serve residents and workers in the Totem Lake Business District. Policy direction for these services is provided in three functional elements of the Comprehensive Plan: Public Services, Utilities and Capital Facilities. These policies, while not repeated here, are applicable to the Totem Lake Business District. The goals and policies provided below address specific public service issues unique to the Totem Lake Business District.

Goal TL-11: Prioritize available infrastructure funding to projects within Totem Lake to support its development at Urban Center densities.

Policy TL-11.1: Coordinate with developers to provide required flow control and water quality treatment in the most efficient and cost-effective manner.

Policy TL-11.2: Provide stormwater management facilities to serve untreated and uncontrolled runoff from already developed impervious surfaces.

Policy TL-11.3: Evaluate opportunities for regional approaches to provide stormwater management facilities and provide incentives to property owners to partner with the City to site these facilities.

Policy TL-11.4: Reduce the overall rate and volume of stormwater runoff during peak storm periods.

Much of the development in the Totem Lake Business District contains extensive impervious surface area. This style of development has contributed to unusually high rates of runoff to streams and wetlands during peak storm periods. As the rate and volume of stormwater runoff increases, water quality decreases, the potential for severe floods increases and flood peaks are extended.

Public and private measures, such as provision of public funds for improved stormwater detention facilities to handle existing development levels, and revised development standards to reduce impervious surface area, expand buffers/vegetated areas, and increase detention standards, will contribute to the reduction of stormwater flows.

8. TRANSPORTATION

The Transportation Element of this Comprehensive Plan provides a transportation concept for the City of Kirkland that supports a system which promotes all viable forms of transportation, ensures consistency between land use and transportation planning, ensures sustainability in the system, and emphasizes the development and maintenance of partnerships locally, regionally and nationally to further transportation goals. The Transportation Element provides specific goals and policies that support the development of a multimodal transportation system in Totem Lake.

The Totem Lake Connector pedestrian bridge was completed in 2023 and is an important addition to the City's off-street transportation infrastructure. The Connector was aptly named due to its presence as the connecting piece between two portions of the Cross Kirkland Corridor that were previously divided by a major intersection. The Connector is an important active transportation connection that links the city's active transportation network to provide a safe, convenient option for walking, biking, and rolling trips to the rest of Kirkland and beyond.

The concentration of economic activity in the Totem Lake Business District and Urban Center requires an efficient transportation system. As the Urban Center transitions from a largely auto-oriented district to one that relies on a range of modes to support growth, this transportation system should emphasize and promote all modes of transportation, with improved pedestrian access to transit hubs by walking, bicycling, and rolling access. The City should take advantage of the funding priority given to regionally designated Urban Centers to seek grants for funding transportation improvements.

Goal TL-12: Strive to achieve, by 2035, a non-single occupancy vehicle mode share of 60 percent for peak period trips in the Totem Lake Urban Center.

An ambitious mode split may be achieved within the Urban Center through a number of measures supported by this Plan. These include the creation of transit- and pedestrian-supportive land uses and infrastructure, the provision of expanded transit options and enhanced transportation demand strategies, incentives for travel by high occupancy vehicle(2+), and the implementation of a parking management strategy. The table below provides goals for the mode split to be achieved.

Table TL-2: Totem Lake Mode Split

	Mode Split - Peak Hour		
Mode	**2022 PSRC**	**2035 Estimate**	**2035 Aspirational Target**
Drive Alone	58%	45%	40%
Carpool (2+)	5%	39%	40%
Transit	10%	7%	10%
Walk & Bike	4%	9%	10%

Goal TL-13: Provide mobility within the business district through maximizing the efficiency and safety of the existing road network and making strategic investments in intersections and street capacity to support planned land use.

The district has an established network of streets that serve vehicular needs. I-405 provides regional access to the business district. Principal arterials (NE 124th Street, 124th Avenue NE) connect Totem Lake with other regional locations such as Bellevue and Redmond. Minor arterials (NE 116th Street, Totem Lake Boulevard, 132nd Avenue NE, NE 132nd Street, NE 120th Street) provide connections between principal arterials and serve as key circulation routes within the district. Collector streets distribute traffic from the arterials to local streets, giving access to individual properties (see Figure TL-5).

Policy TL-13.1: Maximize efficiency of the existing transportation network.

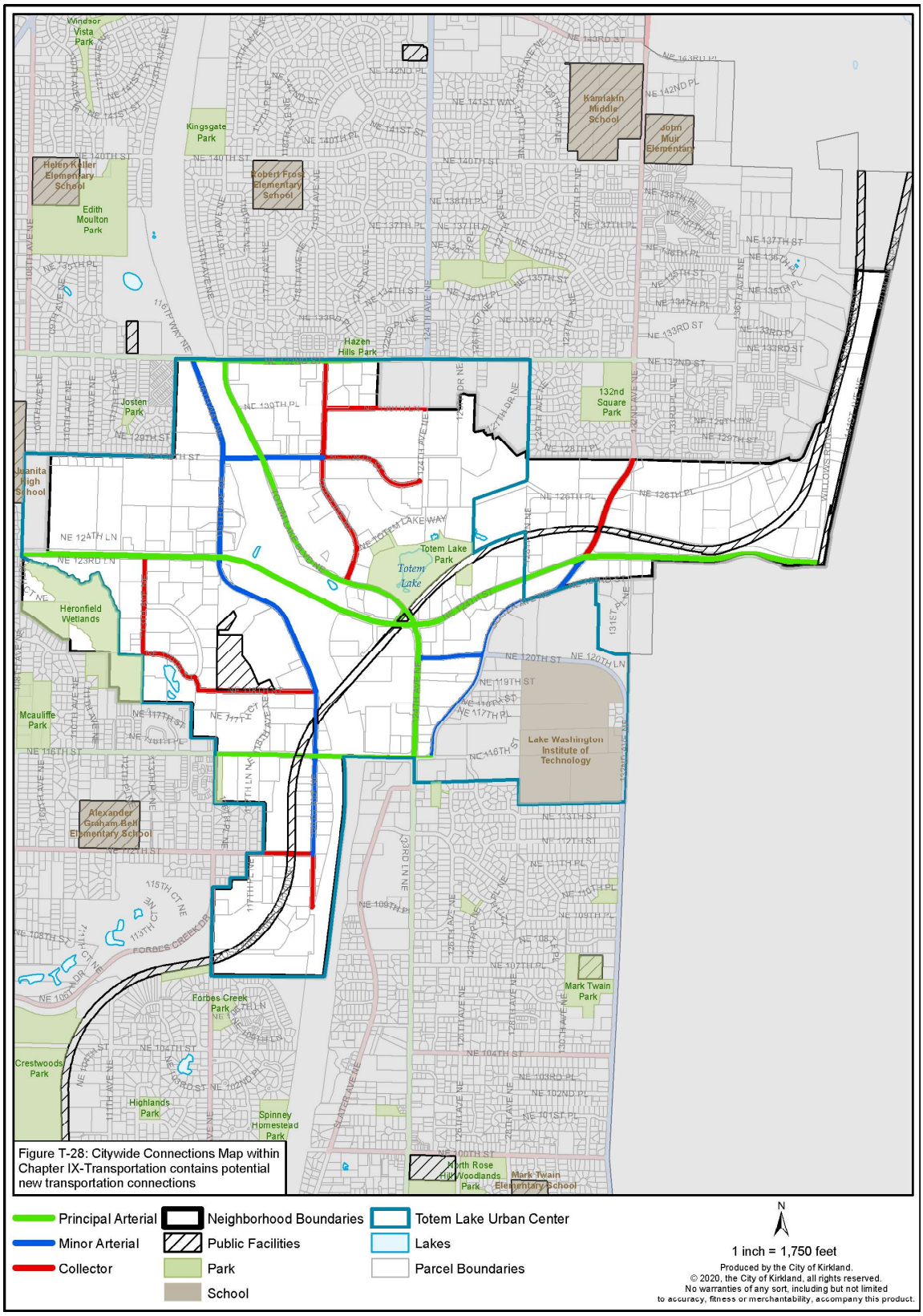
Many low-cost traffic management strategies can be employed to maximize the efficiency and improve the safety of the existing transportation network. Intelligent Transportation Systems (ITS), for example, maximize the efficiency of the existing transportation system and can improve mobility through techniques such as transit priority signalization. Other measures to increase the efficiency of existing streets include intersection improvements, on-street parking restrictions, signal timing optimization and left turn channelization. Substantial reductions in congestion from modest intersection improvements that support planned land use may be achieved in some areas, such as NE 132nd Street. Priorities for street improvements are established in the Transportation Element.

Goal TL-14: Support transportation demand management (TDM) measures and improve transit facilities and services.

Policy TL-14.1: Support transportation demand management (TDM) efforts to reduce trip demand and meet goals for non-drive-alone trips in the Urban Center.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has ongoing TDM and Commute Trip Reduction (CTR) programs that work with employers to reduce single-occupancy vehicle use and vehicle miles traveled. As discussed in the Transportation Element, innovative approaches should be implemented to improve ridesharing, vanpools and other types of services.

Figure TL-5: Totem Lake Street Classifications



Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should seek grant funding for program costs and partnering with transit and other agencies should be promoted.

Policy TL-14.2: Strive to meet the goals established for the Totem Lake Urban Center Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicles (SOV), and Vehicle Miles Traveled (VMT) and reductions in greenhouse gas emissions through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the Urban Center while reducing the number of drive alone trips.

The Transportation Strategic Plan and the City's CTR Plan provide further details on CTR and TDM plans. The goals established for Totem Lake GTEC include a non-SOV rate of 55 percent, and reductions in greenhouse gas emissions and vehicle miles traveled of 28 percent each.

Totem Lake Transit Center

Goal TL-15: Support and promote an improved transit system and access to transit hubs within the Urban Center.

Policy TL-15.1: Work with regional transit agencies to provide a full range of transit service to and within the Totem Lake Urban Center.

Transit service to the Totem Lake Urban Center has improved in recent years, with the completion of the direct access HOV lanes at I-405/NE 128th Street and transit center on the Evergreen Health campus. These projects have improved the speed, reliability, and use of regional express transit service in Kirkland and have been an integral part of the plan and vision for the Totem Lake Urban Center. Additional improvements to Metro and Sound Transit service to and from the Urban Center should continue to be encouraged.

Due to the size of the Totem Lake Urban Center, it is important that regional transit effectively serves the entire area. Throughout the Totem Lake Business District, expanded transit service to connect to other Eastside communities, to provide more frequent service during peak hours, and to expand service from the Kingsgate Park-and-Ride lots should be provided. Additional transit shelters and stops should be encouraged, with improved access to transit hubs by

walking, biking, and rolling access. Intensive promotion should be sought for implementation of local transit services to Totem Lake residents, businesses and visitors.

In order to promote improved regional service for Totem Lake's residents and employees, the City should support efforts to incorporate High Capacity Transit (HCT) on I-405 and consider appropriate transit on the Cross Kirkland Corridor.

Goal TL-16: Improve local circulation in the Totem Lake Business District.

The Totem Lake Business District has barriers to local circulation including I-405, the Cross Kirkland Corridor, large "superblocks" without internal connections, steep slopes and wetlands. Because of these features, the pattern of local streets can feel circuitous, confusing and inconvenient. The improvements described below would simplify and improve local circulation.

Policy TL-16.1: Create a landscaped boulevard that connects the subareas within the business district.

Although primarily for urban design purposes, the landscaped boulevard would not only connect visually the subareas of the business district around the I-405 interchange at NE 124th Street but could also help local circulation. Creation of the boulevard uses existing rights-of-way such as Totem Lake Boulevard, 120th Avenue NE, NE 128th Street and 116th Avenue NE to the greatest extent possible. In some areas dedication and development of new rights-of-way may be needed. Please refer to the Urban Design policies and Figure TL-10 for the preferred alignment of the boulevard.

Policy TL-16.2: Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district.

The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate equitable vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment.

With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in the Transportation Element of the Comprehensive Plan.

Goal TL-17: Improve circulation and access for nonvehicular modes of transportation.

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The Transportation Element and Transportation Strategic Plan provide specific policy direction and actions to support and enhance these modes.

Policy TL-17.1: Develop a safe, integrated on- and off-street multimodal system emphasizing connections to schools, parks, transit, the Cross Kirkland Corridor, and other parts of Kirkland (Figures TL-7 and TL-8).

The Totem Lake Business District needs many improvements to enhance walking, biking and rolling experiences, as identified in the City's Active Transportation Plan. These include safe and appropriately scaled pedestrian access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake

Business District to other neighborhoods, as well as to the Lake Washington Institute of Technology, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

Policy TL-17.2: Support development of the Cross Kirkland Corridor as a multipurpose trail with access points along the corridor.

The Cross Kirkland Corridor provides an important recreational opportunity, as well as a north-south bicycle and pedestrian route through much of the Totem Lake Business District. The trail could also be a precursor of a regional transportation facility traveling through the hearts of many Eastside cities. Public pedestrian and bicycle access should be provided for properties adjacent to the Cross Kirkland Corridor consistent with the CKC Master Plan and the PROS Plan.

Policy TL-17.3: Coordinate with neighboring jurisdictions to obtain and develop the extension of the Cross Kirkland Corridor within Kirkland's City limits.

The extension of improvements to the CKC north to Woodinville would enable users of the corridor to travel seamlessly across jurisdictional borders.

Figure TL-6: Totem Lake Planned Streets and Possible New Connections

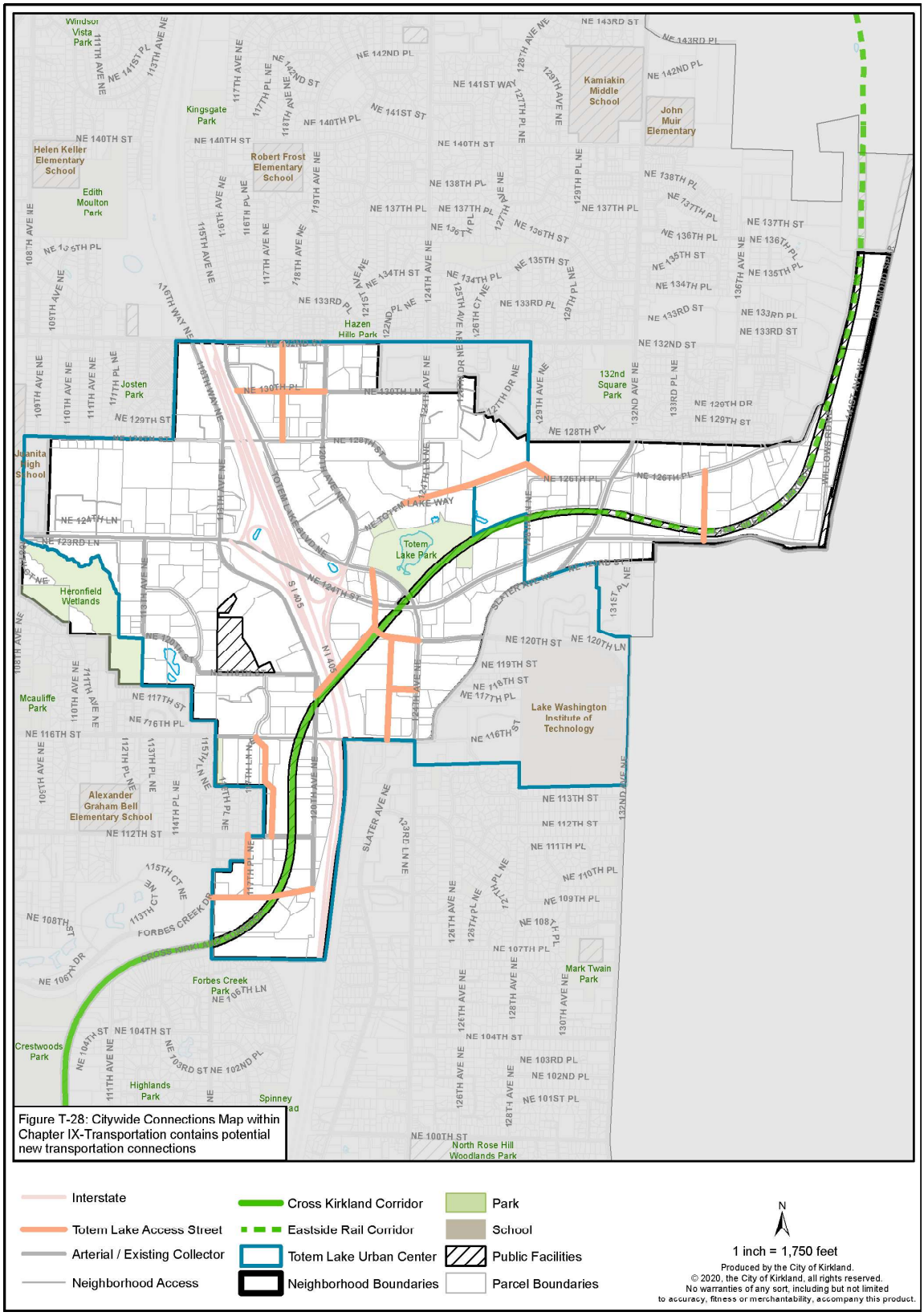


Figure TL-7: Totem Lake Pedestrian System

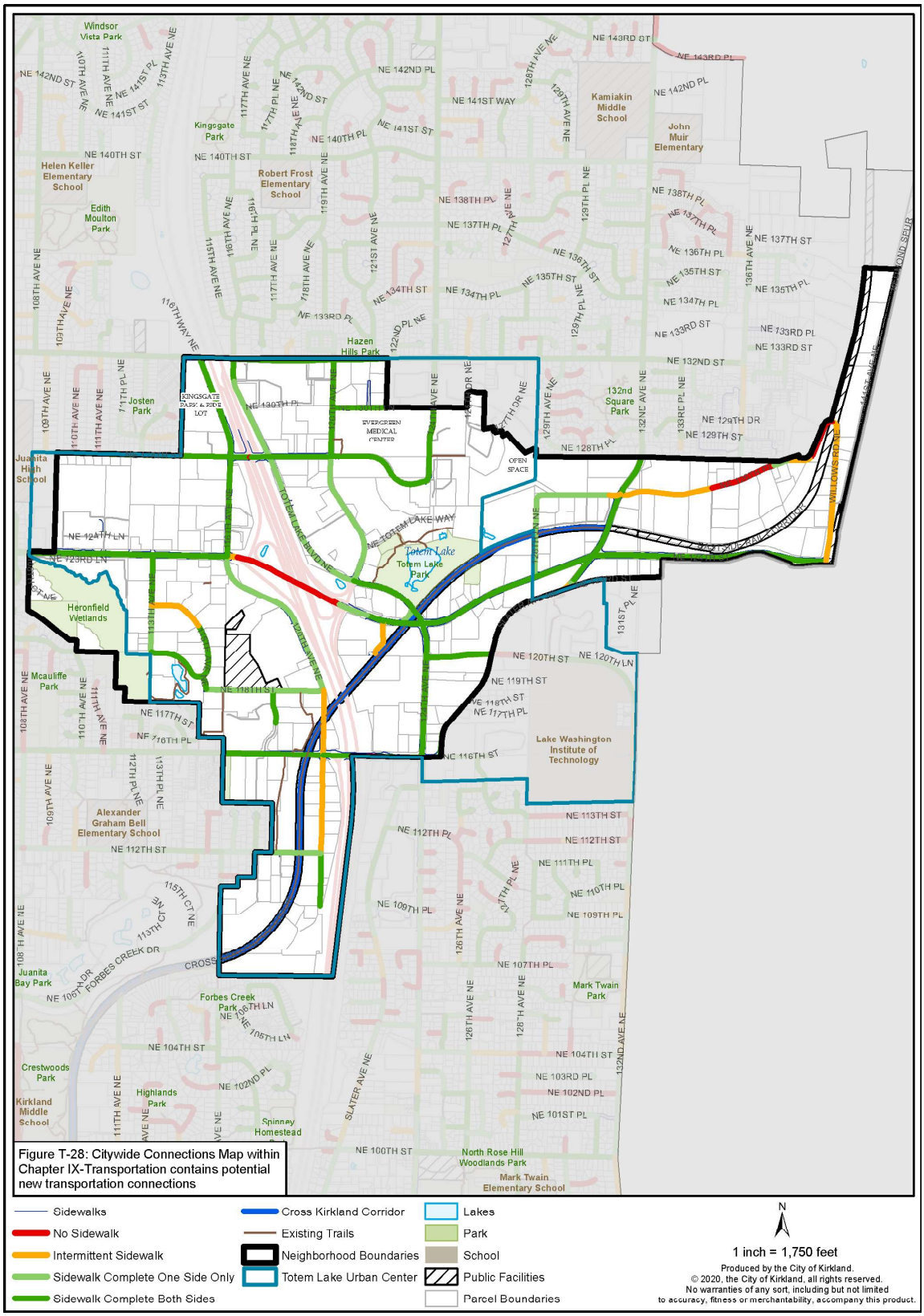
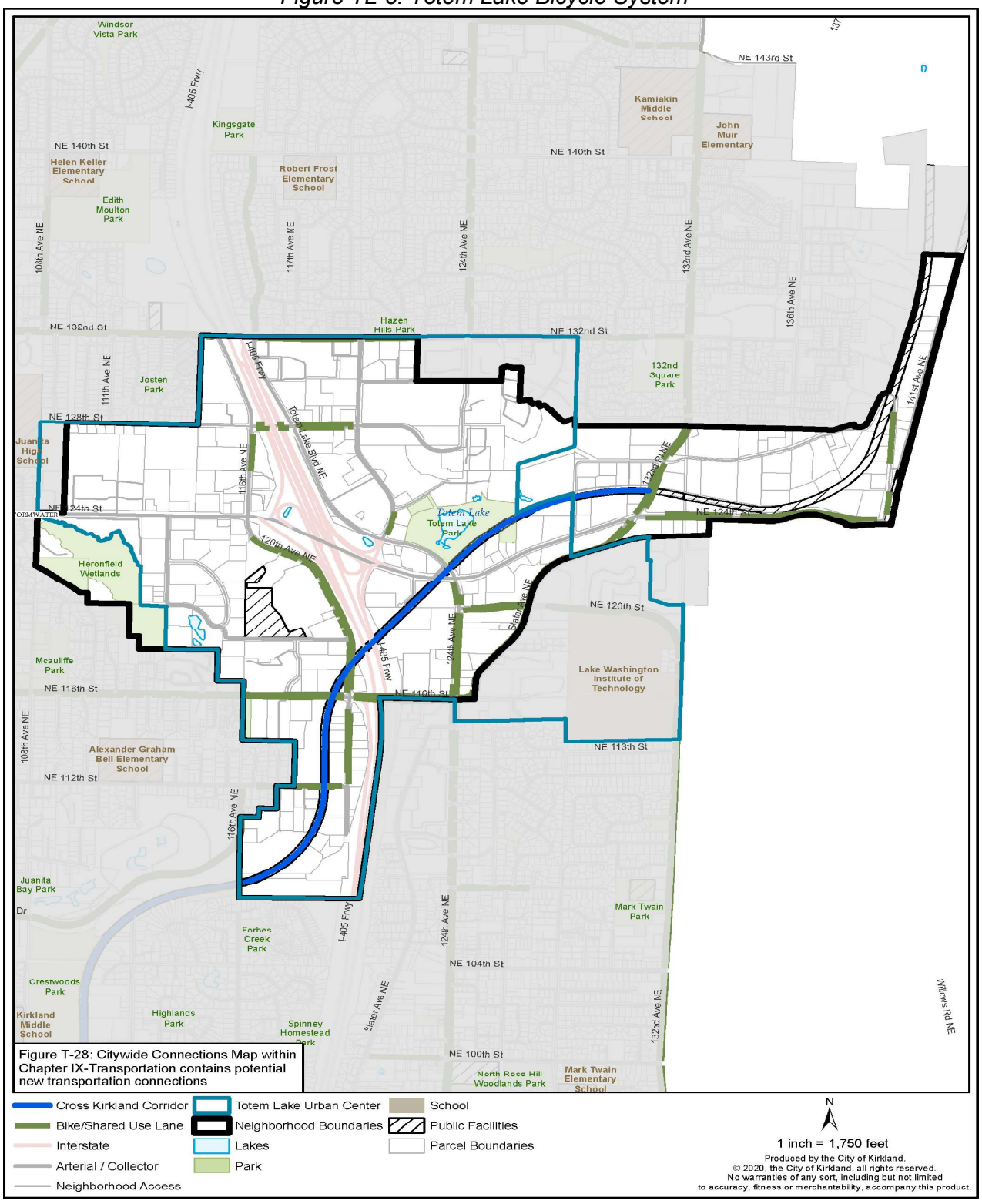


Figure TL-8: Totem Lake Bicycle System



Goal TL-18: Encourage coordination with regional transportation networks.

The Totem Lake Business District needs to be connected with larger transportation networks on the Eastside and in the region. Totem Lake businesses and residents should have a seamless and effective integration with mobility systems that serve both the business district and external destinations.

Policy TL-18.1: Improve access to the Totem Lake Business District from I-405.

During peak hours, much of the traffic congestion on City arterials such as 124th Avenue NE is partially caused by traffic spillover from I-405. Efforts to reduce the impacts of this spillover include providing additional through capacity on I-405, study of a new interchange at NE 132nd Street with I-405 and I-405 corridor improvements for transit access and expanded transit service. Improvements to the configuration of the interchange at NE 124th Street should also be explored and implemented. The City should support these efforts and continue to work with the Department of Transportation in the study of the I-405 corridor.

9. HOUSING

The Totem Lake Business District is a focus for employment, retail and health services that contains significant existing residential areas and offers opportunities to expand the housing supply. A central housing goal for the City is to increase housing opportunities while preserving neighborhood quality. Strong residential areas contribute to a sense of community, support retail and service activity, make the business district a more desirable business location and fulfill Citywide housing objectives.

This section provides policy direction regarding residential land uses in the Totem Lake Business District. Broad Citywide housing policies are found in the Housing Element (Chapter VII). These policies, while not repeated here, are applicable to the Totem Lake Business District.

Goal TL-19: Preserve existing residential areas that are more intensive and continue to expand housing opportunities in the Business District.

Policy TL-19.1: Preserve existing residential areas, while encouraging more residential intensity where appropriate within the Urban Center.

West of I-405, established residential areas are primarily located north and south of NE 124th Street. East of I-405, residential areas are located in the vicinity of the Evergreen Health Medical Center, extending east to the eastern boundary of the Business District (see Figure TL-2). These established residential areas should be retained and strengthened. Increases in residential intensity in these areas is appropriate since they are well served by transit.

Policy TL-19.2: Protect residential areas outside of the district's core from potentially adverse impacts of nonresidential, commercial and office uses.

Some Totem Lake residential areas abut commercial or office uses and may be adversely impacted by these uses. Existing City regulations safeguard residential areas from undesirable impacts through landscape buffers, building height and location and other measures. To support all residential areas in the Totem Lake Business District, similar measures should be provided for more intensive residential areas.

Policy TL-19.3: Seek opportunities to expand housing in the Totem Lake Business District.

In the Totem Lake Business District, expanded housing opportunities are provided through high residential intensities. Mixed-use development is also encouraged within the core area. These measures provide for a significant amount of additional housing, which complements existing residential areas in and adjacent to the Totem Lake Business District.

Housing is encouraged within some of the general commercial areas of the district. To encourage developers to choose to provide housing, an increase in height is allowed in some commercial areas when upper story residential use is provided. This incentive enables residential use to be included either in mixed-use projects, or in stand-alone developments where commercial use is not mandated as a ground floor use.

The areas listed below and shown in Figure TL-9 are "Housing Incentive Areas," where residential use is allowed within the perimeter of an otherwise nonresidential area, or a greater building height is allowed for structures containing residential use:

1. Totem Lake West, north of NE 124th Street, west of 116th Avenue NE,

2. Properties east of 124th Avenue NE, north of NE 116th Street and west of Slater Avenue,

3. Properties east of 124th Avenue NE, south of NE 124th Street,

4. Properties south of NE 116th Street, west of the Cross Kirkland Corridor, and

5. Property north of NE 116th Street, south of NE 118th Street, and west of the Cross Kirkland Corridor.

Within these areas, properties north and south of NE 116th Street and west of I-405 (Incentive Areas 4 and 5 in Figure TL-9) should be allowed additional height only if residential uses are provided. As these areas are located near residential uses to the west and are situated at the southeast gateway to the Totem Lake Business District, residential use in this area will provide an effective transition to the commercial areas to the east.

Another opportunity for expanded housing supply is through transit-oriented-development (TOD) at the Kingsgate Park and Ride, located in the northwest corner of the Totem Lake Business District. At this location, development of housing in conjunction with transit services, retail and commercial uses will provide additional housing supply, support transit usage, increase the possibility for greater affordability and contribute to activity in the district. The Kingsgate Park and Ride site is owned by the Washington State Department of Transportation (WSDOT). The 2023, the City updated the land use designation for the site and has initiated discussions with WSDOT representatives regarding the concept. While they have indicated that the agency has no long-term plans for the site that might preclude its use for TOD, the City should continue discussions with WSDOT regarding the potential for TOD at this site.

Goal TL-20: Encourage housing that is affordable to the local workforce and meets diverse housing needs.

Policy TL-20.1: Seek ways to expand development incentives, requirements and other measures to encourage development of affordable housing.

Francis Village

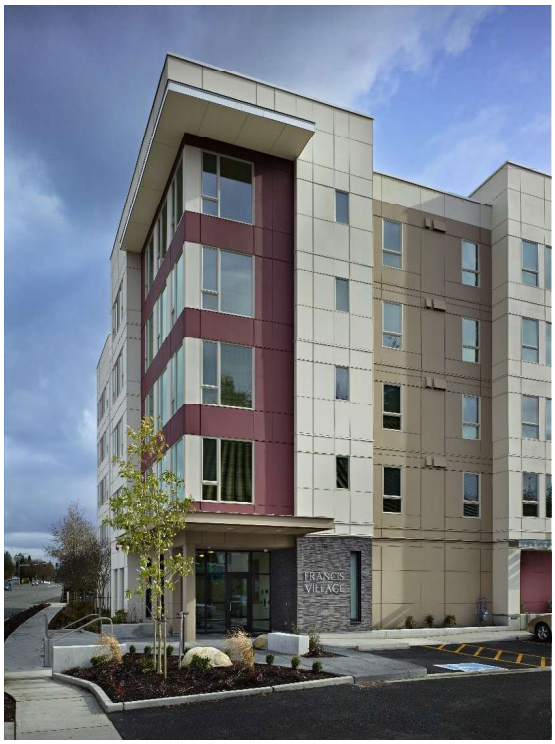
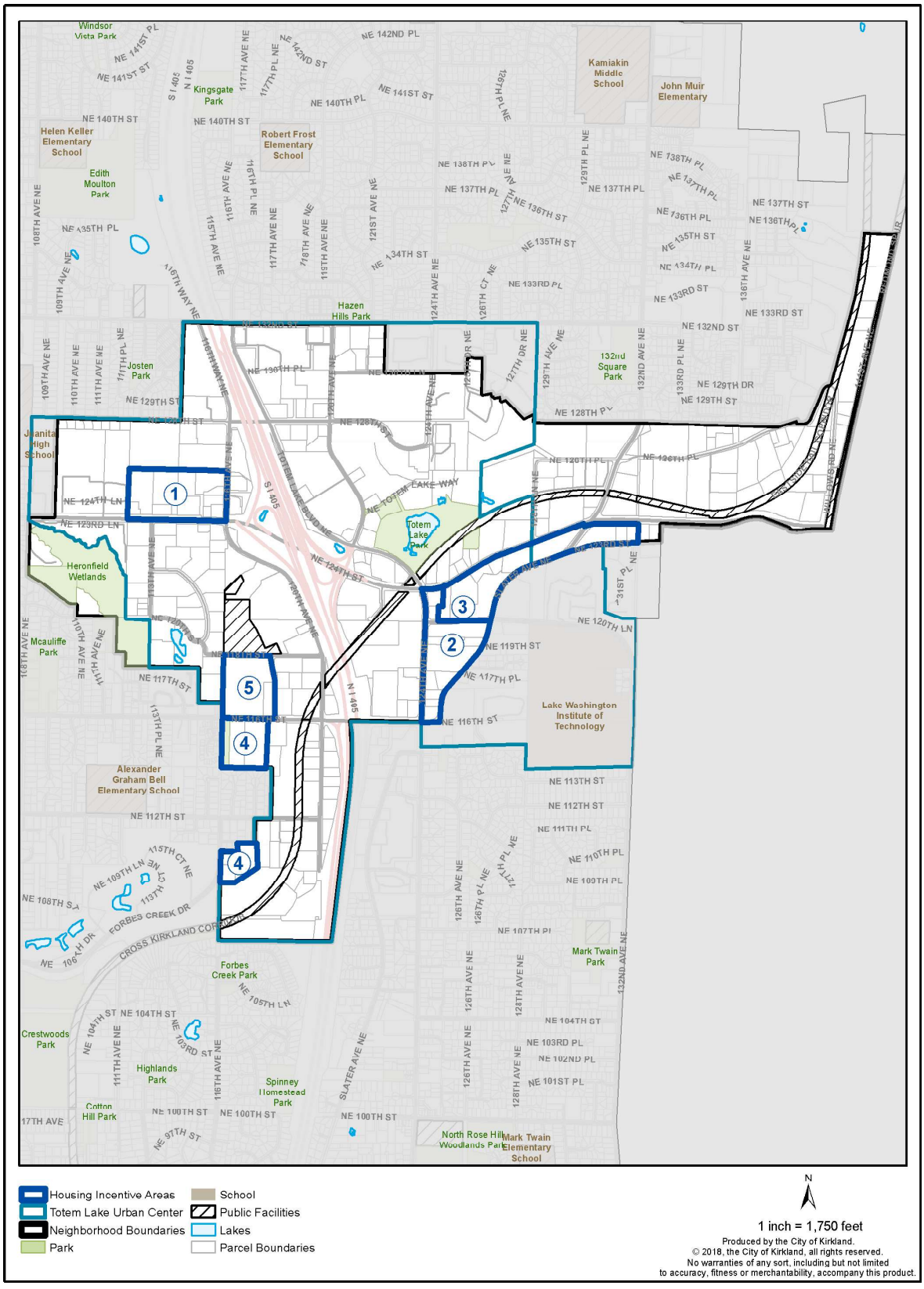


Figure TL-9: Totem Lake Housing Incentive Areas



The Totem Lake Business District provides an important source of housing that is affordable to local service and office employees. Zoning and regulatory incentives help make housing more affordable to low to moderate income households. Additional incentives, such as bonus densities, public funding programs, public land donations, and development fee waivers, may also be needed to develop affordable housing projects. Similarly, partnerships with other public agencies and the private sector can introduce more diverse resources, which can help fund affordable housing. The assortment of affordability measures should be expanded to help support housing projects in the Totem Lake Business District.

Policy TL-20.2: Provide incentives that encourage variety in housing style, size and services.

The Totem Lake Business District provides a range of housing types, including ownership and rental housing in the form of townhomes, apartments, and condominiums, as well as housing for older adults and adults with varied abilities. Regulations encourage continued variety in housing types, such as housing in mixed-use developments and housing oriented to use of transit facilities. Additional height is granted for residential use in many areas of Totem Lake. Incentives including reduced parking requirements and increases in the floor area allowed for housing should also be provided where appropriate.

Mixed-use housing is another housing option that can increase housing opportunity and add vitality to the business district. Incentives for mixed-use housing are provided in the core of the business district and in defined Housing Incentive Areas.

10. URBAN DESIGN

The Totem Lake Business District is comprised of distinct areas separated by built features, such as I-405, NE 124th Street and other major corridors. Urban design policies seek to establish visual connections between these areas, create effective transitions within and around the district, and provide a collective identity for Totem Lake.

The urban design policies provide the broad rationale and vision for the future design elements of the Totem Lake Business District. More specific considerations are provided in the subarea sections, and specific implementing direction based on these policies is provided in the Design Guidelines for Totem Lake. Future development will be reviewed by the City to ensure compliance with the Design Guidelines.

Goal TL-21: Ensure that public and private development contributes to a coherent and appealing identity for the business district.

Policy TL-21.1: Ensure that public improvements contribute to a clear identity for the business district.

Public infrastructure, consisting primarily of public rights-of-way, is a significant land use in the Totem Lake Business District. Public improvements such as streets, trails, community facilities, parks and public facilities should be designed and constructed in a manner that makes a positive contribution to the physical features of the district. High quality materials, the use of public art, and other measures to reflect and enhance the identity of the Totem Lake Business District should be incorporated in public infrastructure design and construction.

Policy TL-21.2: Encourage private development to help build the overall community design elements of the Totem Lake Business District.

Private development in the Totem Lake Business District should promote a sense of community and continuity. Design guidelines to achieve this goal should address important elements of design, such as human and architectural scale, the cost of building housing, sustainability, breaking up of building mass, attention to building details and pedestrian connections and orientation.

Design guidelines should also recognize the differing needs of the various areas of the district. For example, design regulations in the business district's core, which support intensive development and a high level of transit and pedestrian activity, are somewhat different from those in the balance of the district. Please refer to the Business District Core goals and policies for design measures that address this area.

Policy TL-21.3: Minimize the appearance of parking areas through location and shared facilities.

Parking lots are typically unsightly, break the links between buildings and destroy the continuity of the street front. Whenever possible, parking lots should be located at the rear of buildings. When this is not possible, landscaping should be used to break up and screen parking lots.

To minimize the area needed for parking, efforts should be made to share parking between facilities. Uses that have parking requirements at different times of the day should pool resources and develop plans for joint use. Adjoining parking lots shall not have unnecessary obstructions to through access, such as curbs or small changes in grade.

Policy TL-21.4: Establish standards to ensure that signs communicate effectively and accessibly.

Signs should be an integral part of a building's façade. The location, architectural style, and mounting of signs should conform with a building's architecture and should not cover up or conflict with prominent architectural features. A sign's design and mounting should be appropriate for the setting and allow the sign to be easily read and understood by all.

Goal TL-22: Develop gateway features that announce, celebrate and strengthen the Business District.

Policy TL-22.1: Identify and create gateways that are integrated with the transportation system, including the Cross Kirkland Corridor and other bicycle and pedestrian connections. Use public and private efforts to establish gateway features such as artwork, signage, landscape features and structures at the locations identified in Figure TL-10.

Gateways to the business district provide an important first impression of the area's vitality. An existing gateway sign is located on NE 124th Street near the center of the business district near 124th Avenue NE. Other locations for gateways to the business district are shown in Figure TL-10.

At some locations, private development should install gateway features as part of future development. In other instances, public investment in such features is necessary.

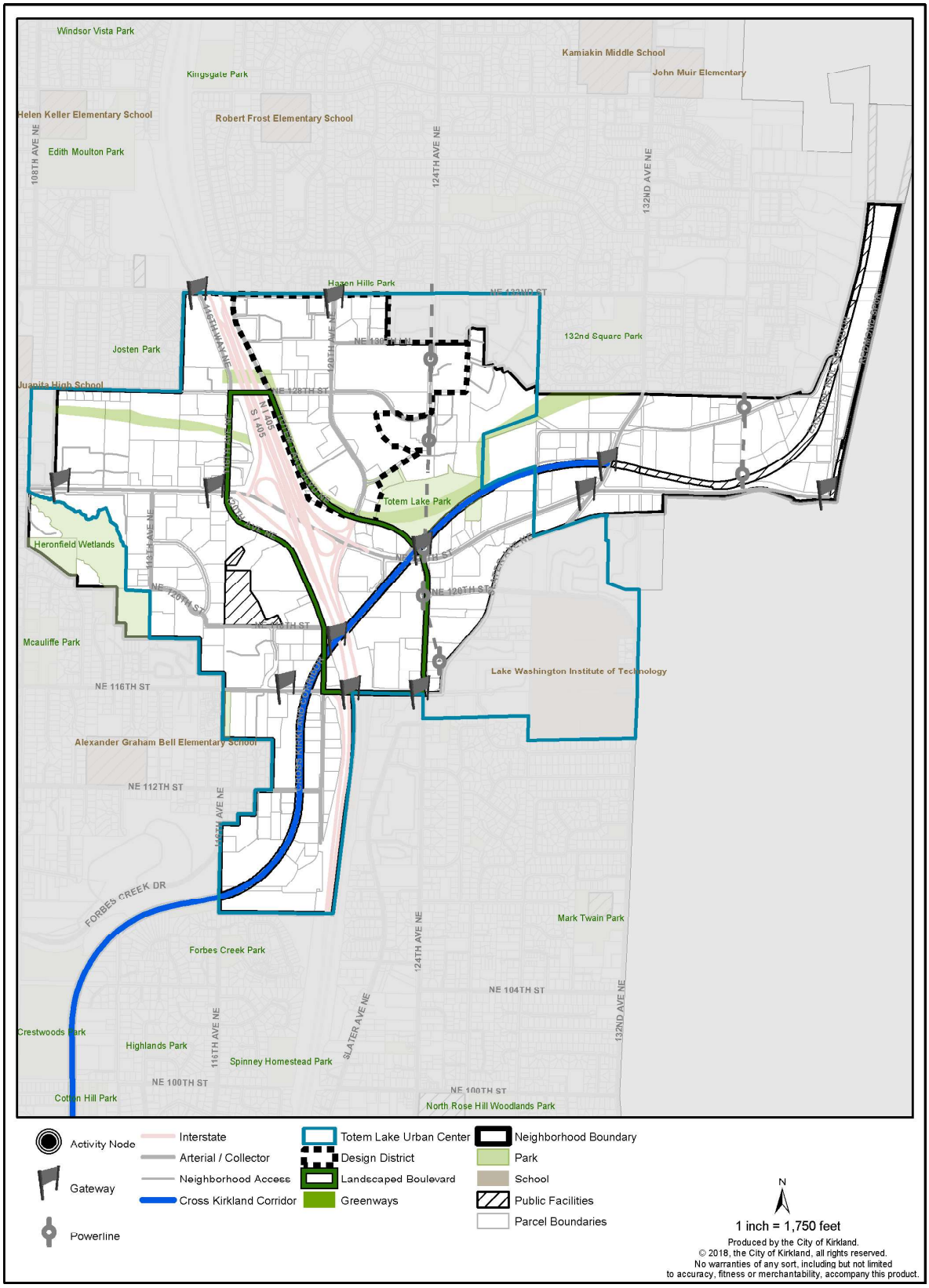
Goal TL-23: Develop a new landscaped boulevard, or "Circulator" that provides a green visual connection between the subareas of the business district through enhanced landscape and public amenities.

Policy TL-23.1: Create a landscaped boulevard that generally follows the alignment shown in Figure TL-10.

The purpose of the landscaped boulevard is to provide a softened landscaped border around the I-405 interchange at NE 124th Street and to visually connect the five subareas of the business district. Creation of the boulevard uses existing rights-of-way, such as Totem Lake Boulevard, 120th Avenue NE and 116th Avenue NE to the greatest extent possible.

The alignment shown in Figure TL-10 is the preferred, but not the only possible alignment. Future opportunities to achieve the purpose of the boulevard on slightly different alignments should be considered and developed as appropriate.

Figure TL-10: Totem Lake Urban Design



Policy TL-23.2: Develop standards for the landscaped boulevard to include wide sidewalks, extensive greenery, and other public amenities.

A well-designed landscape plan will create a hospitable environment for all people regardless of travel mode by reducing scale, providing shade and seasonal variety, and reducing noise levels. Elements that should be included in the landscaped boulevard include a widened and meandering planting area, continuous and clustered tree plantings, and clustered shrubbery and seasonal color in a variety of texture, color, and shape. Other features, such as lighting, directional signs, benches, varying pavement textures and public art would further enhance the route.

Where Totem Lake Boulevard abuts the lake, the Master Plan for Totem Lake Park calls for a boulevard, designed to leverage the existing street edge with Totem Lake, a new median, and integrating the storm water wetland to the west of the street into one experience. In addition to the improved parkway-like features, the redesign of the street is intended to improve bicycle and pedestrian facilities including new wider sidewalks.

Goal TL-24: Provide interconnected streetscape improvements throughout the business district that contribute to a sense of connection to nature and enhance aesthetic quality.

Policy TL-24.1: Establish a street tree plan for the business district.

The repetition of trees bordering streets can unify the landscape of an area. Trees add color, texture, and form to the urban environment. A strong street tree-planting scheme should establish community identity and provide a respite from the weather and the built environment.

Large, deciduous trees planted on each side of the street should bring visual continuity to the neighborhood, particularly on major entry arterials, such as NE 124th Street, NE 132nd Street, NE 116th Street, 124th Avenue NE, Totem Lake Boulevard and 120th Avenue NE. Many of these streets are currently fully or partially planted with street trees.

Policy TL-24.2: Develop an Urban Design and Amenities Plan for the Totem Lake Business District that provides guidance to create an identity for the business district and includes the following:

- Specific standards to contribute to placemaking for both public and private development.
- A plan for locations and types of amenities desired in the district, to include at a minimum:
    - Street and park lights
    - Benches
    - Planters
    - Waste receptacles
    - Public art
    - Directional signs
- A plan for a system for linkages, such as paths and wayfinding elements, integrated with parks, plazas, community centers, recreation and open spaces to create an interconnected system of public spaces.
- Concepts for improved intersections and streetscapes, including specific improvements to be installed within the Circulator.
- Locations for and techniques to highlight connections to the Cross Kirkland Corridor, consistent with the CKC Master Plan.

The quality of public improvements are critical components of the business district's image. Standards for public improvements will assist in the development of a coordinated streetscape that will unify the business district.

Currently, the gateway signs on NE 124th Street are the primary public amenity in the district. Expansion of these features, through both public and private measures, will help knit the district together visually and functionally.

Policy TL-24.3: Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering places with development in public and private projects.

Policy TL-24.4: Establish a lighting plan for the business district.

A coordinated plan for lighting throughout the district can improve the area's viability. Fixtures which create a signature in style and placement throughout the streetscape and in public spaces can help to unify and upgrade the appearance of the area. Careful attention to lighting in pedestrian-oriented districts can also improve the perception of safety for pedestrians. A lighting plan should also include techniques to address impacts between dissimilar uses, such as instances in which vehicle dealerships abut residential uses.

Goal TL-25: Provide effective transitions between the light industrial, commercial and higher intensity residential uses in the business district and lower intensity residential areas surrounding the district.

Policy TL-25.1: Provide for site and building development requirements and other regulations that address transition areas between varying uses in the neighborhood.

Where commercial development adjoins established residential areas, the commercial use should incorporate site and building design features to soften its visual and physical impact and ensure that it is a supportive element to the nearby residential areas of the neighborhood.

Techniques used could include limits on height, building bulk and placement, and lighting; setbacks of taller buildings away from residential neighborhoods; requirements for landscaping; noise control and other appropriate measures. Transitional regulations should include provisions for greenbelts, buffers or other site and building design features that will ensure a compatible relationship between commercial and residential development.

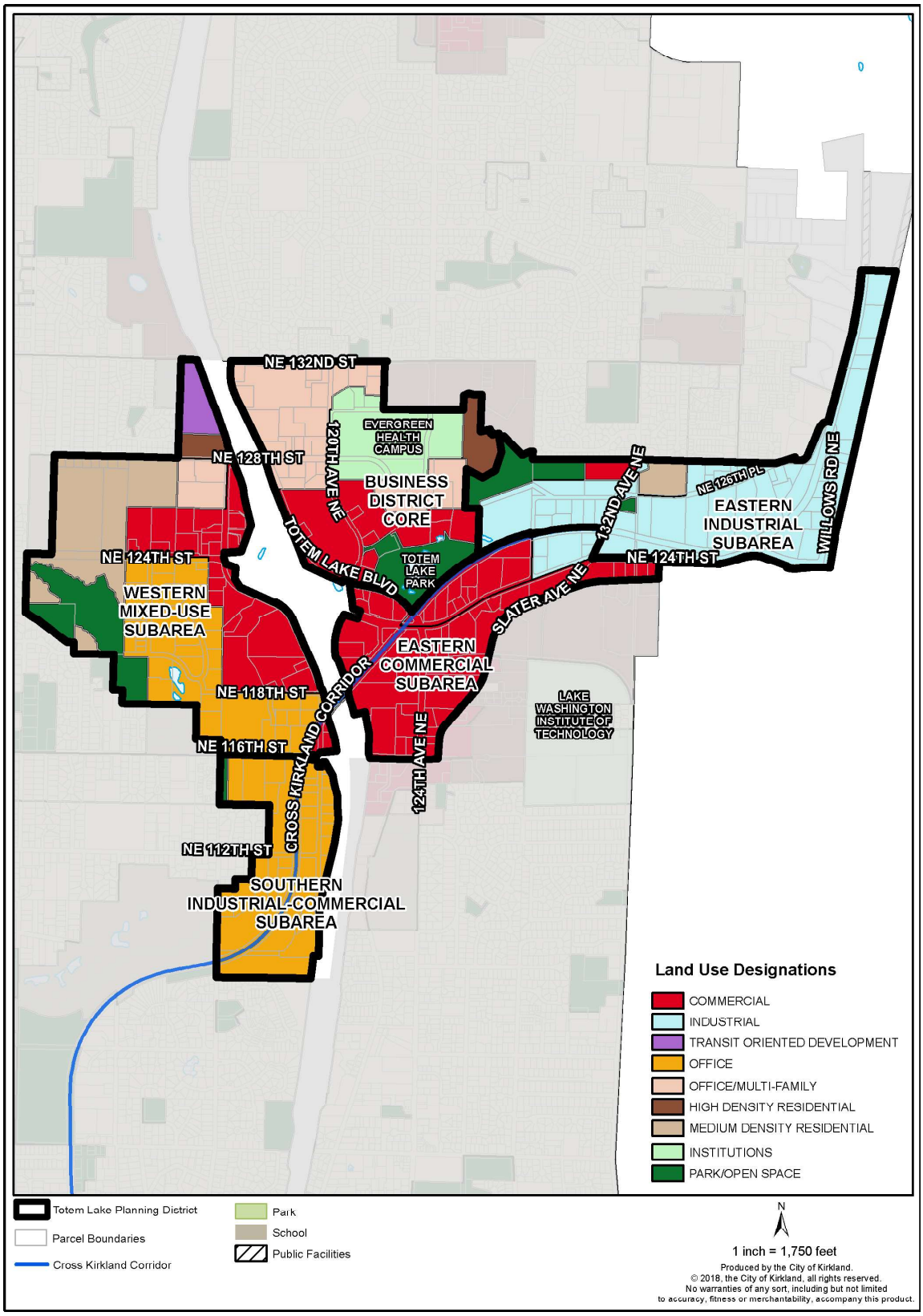
The City should ensure that policies for residential development contained in the plans for neighborhoods that abut the Totem Lake Business District include measures to address potential conflicts between these residential uses and the commercial development in Totem Lake.

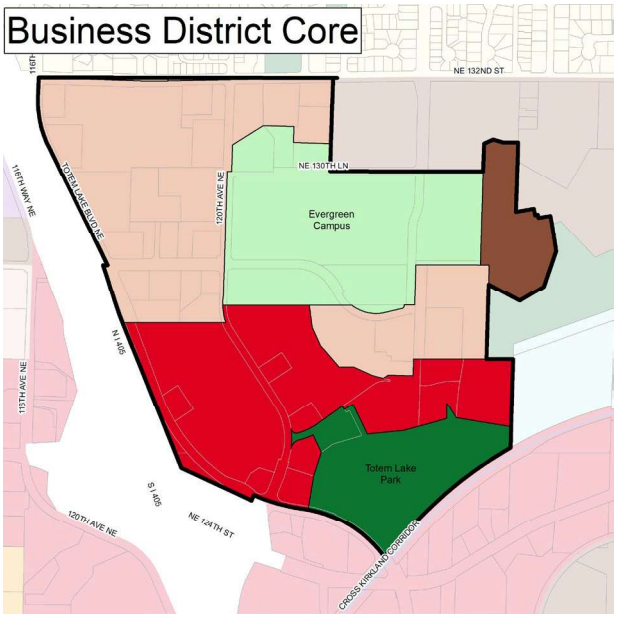
Policy TL-25.2: Where new residential development occurs near or within existing light industry/office areas, provide architectural techniques and vegetative buffers to minimize future conflicts between uses.

11. SUBAREA GOALS AND POLICIES

The general goals and policies in Section 3 of this plan also apply to the Totem Lake subareas, identified in Figure TL-11. The goals and policies described below are additional efforts to address unique conditions and opportunities in these areas.

Figure TL-11: Totem Lake Subareas





The Business District Core is home to Evergreen Health Medical Center, the Village at Totem Lake retail center, a variety of office/commercial uses, a regional transit center and Totem Lake Park. As of 2015, the core is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of the Business District Core as the heart of the Totem Lake Urban Center, providing a thriving employment, housing, commercial, service and recreation center for the city and the region.

The location of a compact mix of land uses and employment opportunities within the core area can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for the Business District Core capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in the core will contribute to the sense of community and identity for the entire Totem Lake Business District, as described in the Vision Statement.

Goal TL-26: Focus intensive growth within the core of the Totem Lake Business District.

Policy TL-26.1: Provide for increased intensity of development within the core of the Totem Lake Business District.

In the Totem Lake Business District, the most intensive commercial development is focused in the Business District Core (see inset). The Evergreen Health campus and the Totem Lake Mall play key roles in the overall health and vitality of the district, attracting a cluster of complementary and collaborative businesses.

To ensure the core is developed to urban densities, a minimum development threshold is required for new development and redevelopment within the district.

Goal TL-27: Provide a variety of high intensity residential uses.

Residential development in the Business District Core is provided for in the mixed-use area. Mixed-use occurs when more than one land use is within a single building or when different

uses are located in separate buildings close to each other. An important characteristic of mixed-use is that uses are in close proximity and have good walking, biking, and rolling connections. Redevelopment in the mixed-use area could include both single use and mixed-use buildings within close proximity. Redevelopment should meet the intensity standards for the core area and make the mixed-use area generally more functional and attractive.

Policy TL-27.1: Encourage high intensity residential development within mixed-use areas, including the Village at Totem Lake center.

In order to ensure a viable residential community in the Business District Core, the City provides a range of regulatory incentives that support residential development, including no maximum density, increased building height and flexible parking requirements. Additional incentives should be explored to encourage residential development. Improvements to public spaces and streetscapes should be considered as ways to make the subarea a more appealing place for residents.

Policy TL-27.2: Encourage development of housing that is affordable to the local workforce and meets diverse housing needs.

Measures such as zoning and regulatory incentives, fee reductions/waivers or other measures, should be utilized as means to promote housing affordability. In addition, incentives should be provided to ensure a variety of housing types to address the needs of employees, seniors, or others who would benefit from housing near the employment center and health services in the Business District Core.

Goal TL-28: Ensure that public and private development contribute to a lively and inviting Business District Core.

The fundamental goal for the Business District Core is to create a pedestrian-oriented urban center with a safe, lively and attractive environment. To achieve this goal, design guidelines for the core strive to ensure that development will enhance the appearance of the built environment through superior design and the use of high quality building materials, identify and create attractive and effective public spaces, and encourage pedestrian activity through both building design and improvements along the streetscape. Key principles address:

- **Mix of Uses** – Over time, the Business District Core should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high intensity residential. This mix of uses can be provided in mixed-use buildings or in single-use buildings located in close proximity and with good pedestrian connections.
- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout the core, incorporating the improvements and trails identified for Totem Lake Park in the Totem Lake Park Master Plan.

Policy TL-28.1: Promote high quality redevelopment through design guidelines for the mixed-use area west of Evergreen Health Medical Center.

The area west of the hospital campus has the potential for significant redevelopment. Specific design guidelines are included for this area to ensure that the mass of larger buildings is minimized, distinctive roof forms contribute to a visually interesting skyline, and appropriate transitions from lower density uses north of the Business District Core are incorporated.

Policy TL-28.2: Encourage development that will bring vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, service and recreational uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in the Business District Core should provide exterior and interior public spaces appropriate for festivals, fairs, public gatherings, open-air events, seasonal events, cultural celebrations, exhibitions, and other activities throughout the year.

Goal TL-29: Support and strengthen the role of Evergreen Health Medical Center as an important part of the Kirkland community.

As the City's largest employer, the Evergreen Health Medical Center provides significant economic value to the community. The Medical Center campus also helps to provide a focus for the core of the business district, with its larger buildings and substantial areas of open space. As the Medical Center continues to grow within the core area, these attributes should be maintained and strengthened.

Policy TL-29.1: Support the continued vitality of the Evergreen Health Medical Center and supporting uses.

Through its health care services, community programs, and employment/economic role, the Evergreen Health Medical Center significantly benefits the quality of life in the City and region. Public policy direction should nurture and support the continued health and vitality of the Medical Center. Public measures include:

- A streamlined regulatory process;
- Provision of ancillary development capacity for supporting uses;
- Development standards to ensure high quality development.

The regulatory process and designation to ensure sufficient development capacity are addressed within the Economic Development section of this element.

Policy TL-29.2: Implement design guidelines for the Evergreen Health Medical Center.

Future development on the Evergreen Health Medical Center campus should be consistent with a development plan (formerly referenced as a master plan), reviewed by the City, which includes all known future development plans for the facility. Design guidelines contained in the Municipal Code address a broad range of issues related to campus development, including directing taller buildings toward the center of the site, ensuring that campus edges are blended seamlessly with neighboring uses, and enhancing and improving equitable pedestrian access within the campus and to neighboring uses, particularly the transit center and Totem Lake Mall.

Evergreen Health Medical Center

Source: Image Capture Oct. 2014, copyright 2016 Google

Goal TL-30: Support the retail focus at the Village at Totem Lake.

The Village at Totem Lake is a vibrant, intensive retail center for the Kirkland community and surrounding region. Continued support of the Village can provide people with an exciting place to shop, congregate and relax.

Policy TL-30.1: Support the role of the Village at Totem Lake as a retail center and community gathering place.

Currently, the Village at Totem Lake is successful in many ways. It provides retail services and employment opportunities, is a significant contributor of retail sales tax income to the City and serves as the site for some community activities. The policies in this element are intended to support its role in all of these areas and realize its potential as a vibrant retail and community focal point.

Village at Totem Lake

Goal TL-31: Support a diverse transportation network in the Business District Core that emphasizes pedestrian and transit use.

Policy TL-31.1: Increase transportation options throughout the Business District Core.

The core area has limited options for local vehicular circulation. Development of a complete network of local access streets as shown in Figure TL-6 would allow for choices in through movement and local access. Improved connectivity in this area would encourage walking

between medical and commercial uses and new residential areas. It would also encourage the use of transit through reducing distances between activities and the transit facilities along NE 128th Street. The finer street grid would also contribute to the identity of the district's core. Key potential new street connections include mid-block connections between NE 128th Street and NE 130th Street, east of 120th Avenue.

Policy TL-31.2: Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to the Evergreen Health Medical Center and is the more heavily used of the two major north/south arterials through the Business District Core. Traffic calming measures on 120th Avenue NE would improve comfort and safety of those choosing to walk, bike or roll, increase the potential for a stronger connection between the upper and lower mall, and improve visual quality in the heart of the business district. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, and a mid-block crossing with mall redevelopment or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to the Evergreen Health campus and other uses in the area.

Policy TL-31.3: Provide new pedestrian connections to Totem Lake Park from businesses, residential areas, transit and the Evergreen Health campus.

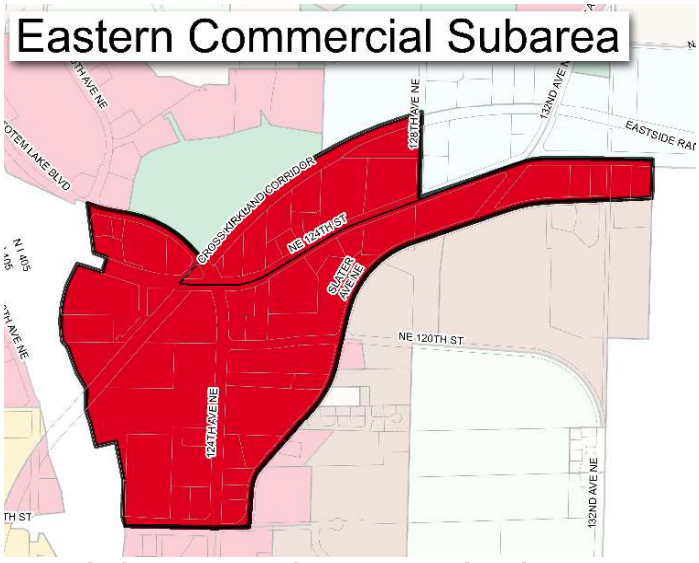
The Totem Lake Park Master Plan calls for improved pedestrian connections to the park. In addition to the park being a starting point and a destination for visitors along the Cross Kirkland Corridor, opportunities to connect to more distant parts of the business district also exist. Possible connections include the Evergreen terrace climb, from the north side of the lake along the Seattle City Light right-of-way, connections to the Totem Lake Mall, hospital campus and transit center..

The Totem Lake Connector pedestrian bridge, completed in 2023, connects two portions of the Cross Kirkland Corridor that were previously divided by the major intersection at NE 124th Street. The bridge also provides access to Totem Lake Park.

Totem Lake Connector Bridge

Eastern Commercial Subarea

The Eastern Commercial Subarea contains much of the Totem Lake Business District's commercial land. This area is planned for mixed use, including higher intensity residential, particularly in the designated Housing Incentive Areas west of 124th Avenue NE. Auto dealerships are also a prominent land use in the area, both north and south of NE 124th Street, east of 124th Avenue NE.



Goal TL-32: Strengthen existing uses and support redevelopment consistent with Urban Center objectives.

Policy TL-32.1: Promote redevelopment of the commercial area located on the west side of 124th Avenue NE and south of NE 124th Street under a master plan for the entire area (TL 5).

The retail area located east of I-405, west of 124th Avenue NE, south of NE 124th Street and north of NE 116th Street presents a unique opportunity for the development of a planned mixed-use village within the southern portion of the Totem Lake Business District. Assembly of land may be feasible in this area, as much of the area is contained in several large property ownerships, the largest being slightly over 9 acres. The western portion of the area is located adjacent to the freeway, and at a lower elevation that may enable greater building height with minimal impact.

The vision for this area is as a pedestrian-oriented mixed-use village, with a network of local access roads reducing the scale of the area for pedestrians, vehicles, and bicycles. The network would be the foundation for an effective grid of streets, wide sidewalks, and a supporting combination of commercial, office and residential uses. New access to the Cross Kirkland Corridor would connect users of the site and visitors to the Totem Lake Business District to this open space and transportation corridor and to areas west of I-405. Development regulations provide flexibility to consider creative proposals for redevelopment of this important opportunity site and emphasize:

- Strengthened retail development,
- Greater building heights than those allowed in other commercial districts,
- Creation of a more pedestrian-oriented district through:
    - The siting of buildings and public spaces to be oriented to the pedestrian and Cross Kirkland Corridor,
    - The creation of a street grid through development of a north-south right-of-way, and the consideration of development bonuses where the set-aside of land and improvement of this right-of-way is provided through private development.
- Accommodation for a vehicular connection to and across the Cross Kirkland Corridor (see Figure TL-6),
- Increased housing capacity, and affordable housing in particular,
- Complementary design in the development of the site, through:
    - Coordination of individual increments of development with overall design plan,
    - Shared vehicular access and parking areas, and
    - Coordinated sign systems.

Policy TL-32.2: Ensure compatibility in building design along the Cross Kirkland Corridor and Totem Lake Park.

Where commercial and light industry/office uses exist between NE 124th Street and the CKC, next to Totem Lake Park, the relationship of these land uses to the corridor and lake should be considered. Building openings and connections should be consistent with the objectives of the 2013 Totem Lake Park Master Plan and 2014 CKC Master Plan.

Policy TL-32.3: Allow multiunit residential use in mixed-use development where light industry/office/commercial land north of NE 124th Street lies within the Urban Center (TL 7A).

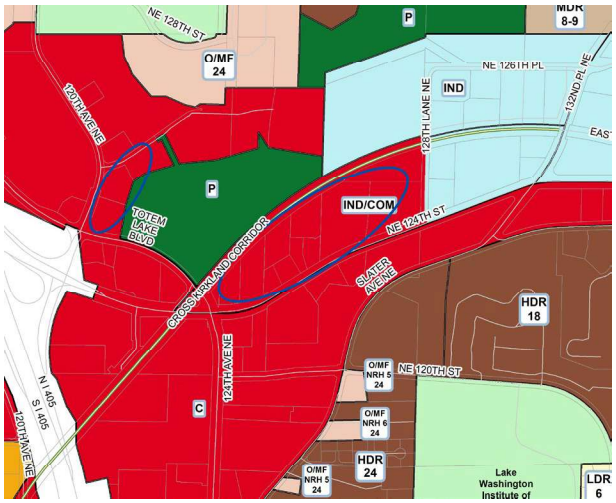
Residential use within this transitioning area is encouraged where proximity to Totem Lake Park serves as an amenity for the living environment. As the transition between new mixed use and residential developments and existing light industrial uses presents a compatibility challenge, the siting and design of new buildings should be accomplished in a manner that minimizes and mitigates conflicts with existing light industrial uses. Development standards such as minimum

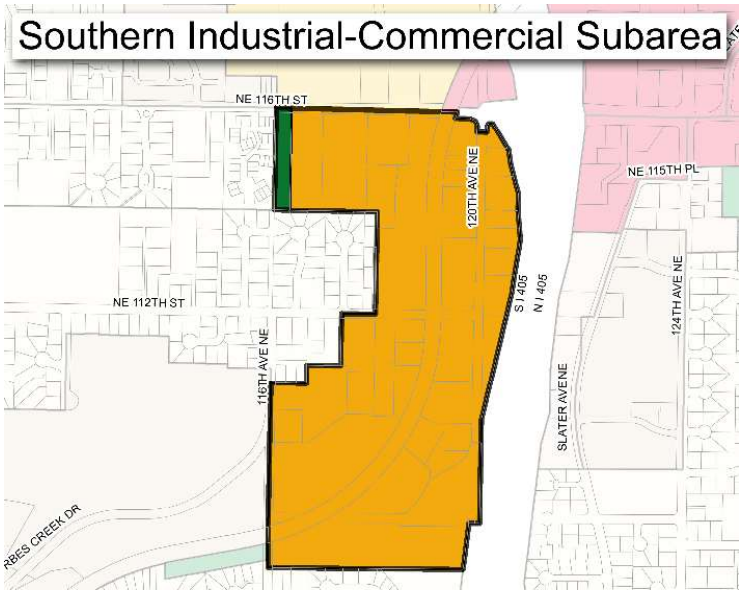
acreage requirements and ground floor commercial use will help to create a successful mixed-use environment while light industrial uses remain.

Policy TL-32.4: Avoid or minimize impacts of development on Totem Lake Park and the Cross Kirkland Corridor (CKC).

Taller structures and more intensive development may produce height/bulk and shading impacts on Totem Lake Park and the CKC. An evaluation of building orientation, bulk and mass and shadow impacts from development on the park and CKC in this area (see inset) should be included in the review of building and site design.

Areas Near Totem Lake Park and the CKC





The area south of NE 116th Street, historically known as Par Mac, is currently developed with a mix of light industry, office, retail, auto and service uses. Historically, this area was planned for and developed with manufacturing and light industry/office uses that may have benefitted from proximity to the BNSF right-of-way, now known as the Cross Kirkland Corridor. Prior to 2010, train service in this corridor was discontinued, and in 2012 the right-of-way was acquired by the

City of Kirkland for a off-street multimodal trail and/or transit route through Kirkland. Over the past decade, many of these traditional light industrial and manufacturing uses have been converted to office, retail trade businesses, such as contractors and suppliers, recreational facilities and other service uses. The existing space no longer meets the needs of many light industrial tenants.

When the plan for the Totem Lake Business District was updated in 2002, the Southern Industrial-Commercial Subarea was designated for office use with the goal of encouraging a transition to office and high tech uses, as these types of firms tend to provide high-wage jobs and other benefits to the area's economy. Development incentives including additional building height were established to encourage these uses in redevelopment of the area. Development trends across the Eastside indicate that most new office development has occurred outside of Kirkland, as the City is a secondary office location to other locations on the Eastside.

Kirkland's light industry/office areas are functioning well with generally good vacancy rates for industrial space. Despite deficiencies in the existing space in the Southern Industrial-Commercial Subarea in meeting the needs of light industry/office tenants, the area continues to provide over one-third of the City's light industry/office space. Flexibility in regulations to allow expansion and redevelopment for light industrial uses would provide support to strengthen this sector within the subarea.

Goal TL-33: Preserve and intensify commercial uses.

Policy TL-33.1: Prepare a Subarea Plan for the Southern Industrial area that will evaluate and identify the necessary infrastructure and services to consider a new mixed-use, walkable, sustainable neighborhood that leverages its proximity to the CKC and the Village at Totem Lake. A first phase of the project should conduct analysis of the available commercial and/or light industrial designated lands in the City, and provide information about current and future market trends for these land use designations.

The City Council shall approve the planning process, a Community Engagement and Outreach Plan (that involves current property owners, residents, employees, surrounding neighborhoods, and the larger community), and key objectives for the Subarea Plan process. The Subarea Plan should lay the framework for implementation of future code amendments, design guidelines, and infrastructure needed to support a potential re-envisioned neighborhood.

Key objectives for the Subarea Plan include:

- Retain, integrate, and foster the use of buildings that are important to the local economy and can be flexibly used by businesses;
- Increase the supply of affordable housing;
- Retain existing businesses and discourage displacement, while exploring new economic
- opportunities, shops, restaurants and other services to serve those who live and work in
- the neighborhood;
- Foster trail-oriented development, activate the CKC, and encourage bike/walk trips, consistent with the CKC Master Plan and development standards to activate uses along the corridor;
- Provide enhanced access to surrounding open spaces, and provide new neighborhood serving parks and playgrounds;
- Improve vehicular and multimodal circulation and transit access to the area; and
- Determine needed capital infrastructure for the future subarea.

The Subarea Plan analysis should include the following components:

- Real estate market study of the subarea's existing conditions, demographics, opportunities and challenges, including measures to reduce displacement of existing businesses, and the existing and future role of non-residential properties in the local economy;
- Mechanisms to preserve, integrate, and foster the use of flexible spaces for businesses;
- Vision, urban design framework (consistent with existing Totem Lake urban design and amenities Plan and development standards);
- Potential new name for the subarea;
- Fiscal impacts and community benefits;
- Analysis of incentives and requirements to build affordable housing;
- Analysis of share of citywide 2044 employment and housing targets;
- Area-wide vehicular, pedestrian, and bicycle circulation, and transit service to the area;
- Opportunities to activate uses and access to the CKC;
- Implement the CKC Master Plan.
- Public infrastructure necessary to support estimated growth potential;
- Green and sustainability measures;
- Public amenities such as parks, open space, recreation areas, and pedestrian connections; and
- Implementation strategies for the above.

Goal TL-34: Accommodate residential use where appropriate within the subarea.

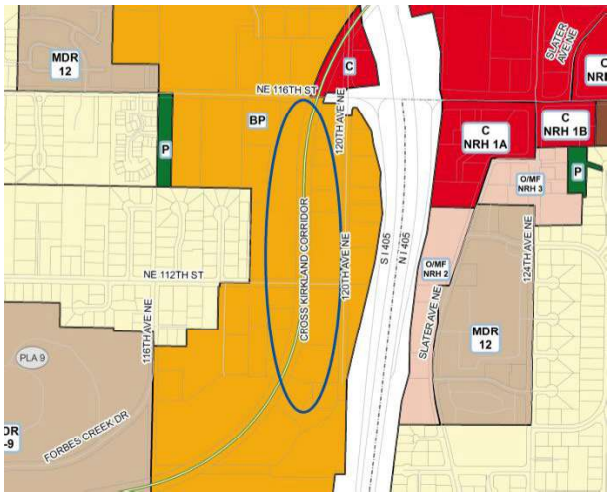
Policy TL-34.1: Accommodate residential use within the Housing Incentive Area located in this subarea.

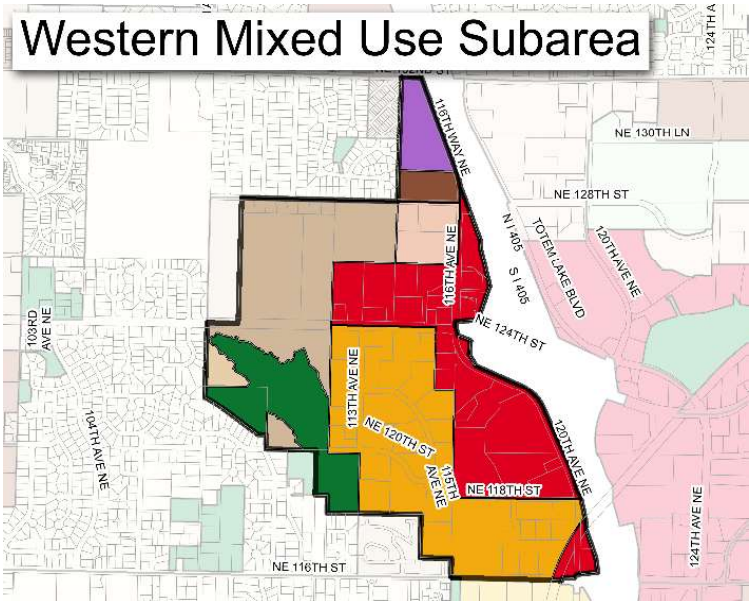
Residential use is appropriate along the perimeter of this area, as shown in Figure TL-9, where conflicts with light industry/office uses are less likely to occur.

Policy TL-34.2: Allow for flexibility in regulations that encourage creative proposals for residential development along the CKC when included in a planned, mixed use development.

Growth in employment in businesses located along the CKC south of this subarea has expanded the City's housing needs. An opportunity exists to address this need through providing residential development along the corridor, where residents could enjoy direct access to employment along the bike or future transit corridor. Standards for development should include land aggregation of at least 10 acres, to ensure a substantial property size is included to accommodate a mix of uses and range of amenities for residents and businesses. Vehicle and pedestrian access to the development should also be designed to minimize conflicts with traffic for light industry/office uses. Flexibility in regulations is important, to enable consideration of the complex issues of siting this type of development in the Southern Industrial-Commercial Subarea.

Area Near the CKC





The Western Mixed-Use Subarea contains a wide range of uses and activities. The Kirkland Justice Center, providing police and court services, is located here, just west of the general retail area along 120th Avenue NE, and just east of the large 405 Corporate Center, where much of the subarea's office and some flex industrial space is located. A mix of community recreational/cultural uses are clustered in the TL 10B zone at the southern end of the subarea. North of NE 124th Street lies the Totem Lake West shopping center and the Kingsgate Park and Ride lot. Residential development of moderate intensity remains at the subarea's western boundary.

Within the southern upland portion of the Heronfield Wetlands Open Space, community members built and operate Jasper's Dog Park, a two-acre, fenced site that provides an opportunity for dogs to play and socialize off-leash, and for community members to visit and enjoy the natural setting.

The wooded hillside located at the south end of the Western Mixed-Use Subarea is designated as a medium landslide hazard area (see Figure TL-4a). Development in this area should be subject to the following conditions:

(1) Lot coverage for development should be limited to ensure maximum preservation of existing vegetation.

(2) Heavily vegetated visual and noise buffering should be maintained or developed where buffers are needed either for residential use of this site, or from nonresidential use of this site to residential use on neighboring properties.

(3) Access to NE 116th Street should be limited due to the terrain and the desire to retain existing trees within the southern portion of the site.

North of NE 124th Street and west of 116th Avenue NE lies the Totem Lake West shopping center. This retail center has the potential for redevelopment to include more intensive commercial development as well as upper story residential use. Design regulations establish redevelopment of the center as a pedestrian-oriented village, with a centralized plaza surrounded by storefronts oriented to internal private or public streets. Residential and/or office uses would be located on upper floors, with residential uses clustered at the north end of the site overlooking the natural greenbelt area.

Goal TL-35: Support transit-oriented development (TOD) at the Kingsgate Park and Ride.

The Kingsgate Park and Ride site, located at the subarea's northwest corner, is owned by the Washington State Department of Transportation (WSDOT), and currently developed as a park and ride with 500 parking stalls. The Park and Ride is served by Sound Transit and Metro, and linked to the I-405 direct access ramps and transit center via a pedestrian walkway. The site's location within the Totem Lake Urban Center, close to employment, shops and services, is ideal for transit-oriented development.

Kingsgate Park and Ride

Source: Image Capture Sep. 2011, copyright 2016 Google

Partnerships between the City of Kirkland, WSDOT, King County Metro, ARCH (A Regional Coalition for Housing) and nonprofit and private developers should be encouraged to create a mixed-use community within walking distance of the Totem Lake transit center.

Future redevelopment of the site should include engagement with the surrounding property owners and community to discuss potential design considerations for the site such as building scale and massing for the site and adjacent residential uses, and mitigate traffic, visual, noise and other impacts of the development to the surrounding streets and residential areas.

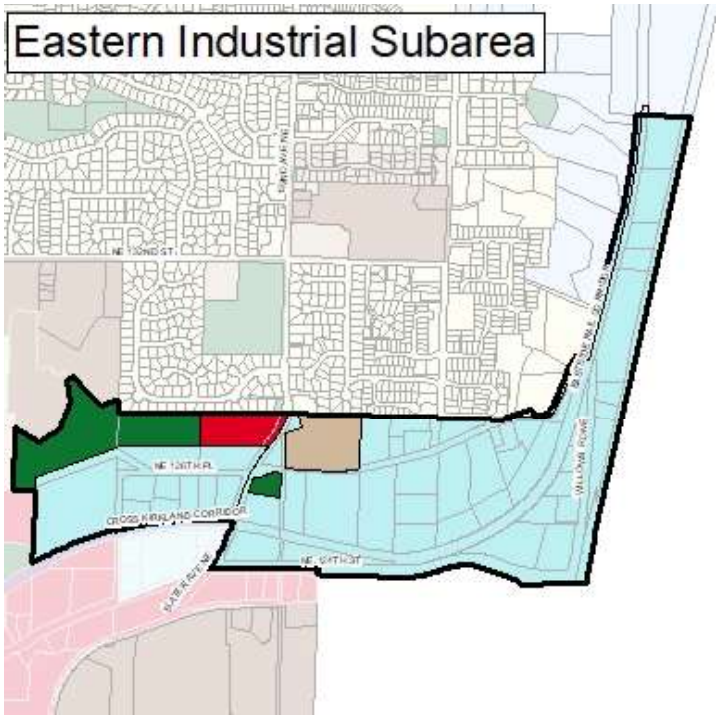
Vehicular access points should be minimized to avoid congestion and safety problems, and pedestrian and bicycle access should be enhanced.

Policy TL-35.1: Encourage new transit-oriented development that:

- Provides a mix of housing, offices, shops and services at the Park and Ride site.
- Provides for affordable housing.
- Provides high-quality site and building design.
- Maximizes the effectiveness of transit-oriented development through supporting necessary densities, expanding opportunities for retail and other uses, reducing the need for parking, and mitigating traffic, visual, noise and other impacts.
- Ensures that transit operations remain efficient and are enhanced as appropriate.

Eastern Industrial Subarea

The Totem Lake Business District contains a large light industry/office area generally located east of 124th Avenue NE, north of NE 124th Street and generally north of the Cross Kirkland Corridor. Land east of the Eastside Rail Corridor at Kirkland's easternmost boundary with King County is also included in this area. The area is developed with a variety of light industrial and service uses and is one of the few remaining light industrial areas in the City. While the industrial/commercial area in this subarea provides a range of services, over 90 percent of the jobs located here are tied to either light industry/office (aerospace/high tech) or auto dealerships.



Goal TL-36: Support the retention and expansion of light industry/office uses while allowing flexibility in uses for unique conditions.

The Eastern Industrial Subarea provides a close-in location for many businesses that are either light industry/office in nature or that provide goods and services such as auto repair, plumbing or contracting. These uses should be supported through regulations that allow them to expand, while minimizing conflicts with nonindustrial uses within the area.

Environmental features present in some areas of the Eastern Industrial Subarea make development with traditional light industrial structures challenging. Flexibility for a variety of uses is appropriate in these areas.

Policy TL-36.1: Support the continued existence of light industry/office uses in the eastern portion of the business district.

Light industry/office uses in this area should be supported through development standards and incentives that encourage existing businesses to remain and expand, and future industrial tenants to choose to locate here.

Policy TL-36.2: Development of the land north of NE 126th Place should be subject to standards to protect critical areas.

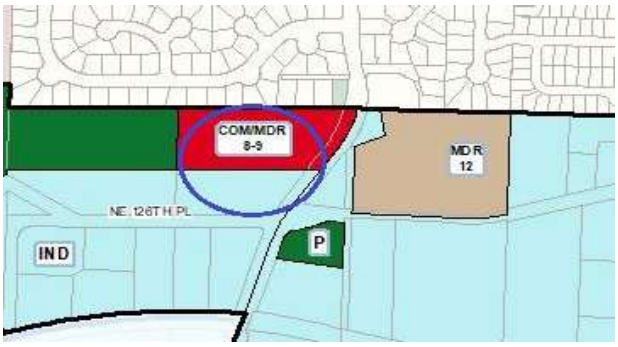
The parcel of land located within this area, on the north side of NE 126th Place, may be appropriate for limited retail, light industry or small office uses. The abutting parcel directly to the north of this site is a steep, heavily vegetated hillside and lies within an identified high landslide susceptibility area (see Figures TL-4a and inset map). Although a range of office, light industry or retail uses is permitted in the southern portion of this area if it is developed alone, development that includes consolidation with the northern parcel is subject to the following conditions that apply to any development of the northern parcel:

(1) Proposals to develop the northern parcel (TL 9B) alone with residential development should be subject to public review and discretionary approval through the City's Process IIA process. Proposals that include consolidation and coordination with development of the southern parcel in TL 9A in retail (vehicle) use should be reviewed through a Planned Unit Development proposal (Process IIB).

(2) The site's environmentally sensitive conditions should be addressed through restrictions on lot coverage and requirements to preserve vegetation and watercourses in their natural state. A permanent natural open space should be retained within 100 feet of the north property line. The clustering of structures may be required to preserve significant groupings of trees. In addition, slope stability analysis should be required to ensure that the slope will be stable and to determine the best locations for development. The areas with the steepest slopes should be left undisturbed in a natural condition and retained as permanent natural open space.

Vehicular access should be from south of the slope, unless this is not possible, in which case it should be limited to one point on NE 132nd Avenue NE. Residential use should be limited to five stories and include affordable units consistent with City standards.

Parcel north of NE 126th Place



(3) Standards for nonresidential development that includes consolidation and coordination of both parcels (TL 9A and TL 9B) should ensure that impacts to critical areas are avoided. Where this is not practicable, impacts should be minimized. Mitigation may be proposed incorporating best available science that results in an equal or greater level of function and value compared to existing conditions. Vehicle access for this use must be from the south. Residential uses to the north should be protected through an expanded buffer, beyond the 100 feet required for residential use, and through standards limiting lighting and noise.

Policy TL-36.3: Support development of higher intensity residential use as well as light industrial/office uses east of 132nd Avenue NE and north of NE 126th Place, where topography and critical areas may make development with light industry/office use challenging.

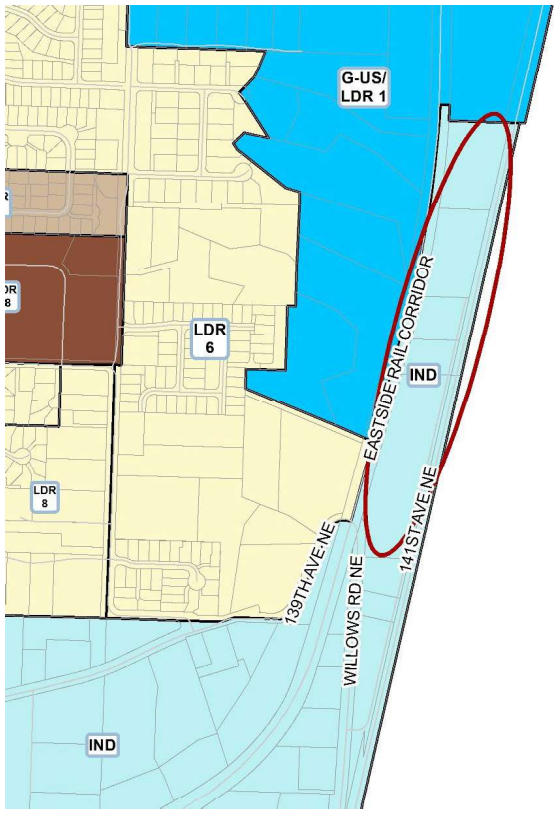
Steep slopes within High Landslide Hazard Areas, dense vegetation and wetlands exist within some areas east of 132nd Avenue NE. On these parcels, development with residential use may provide opportunities to avoid potential wetlands, buffers and steeper areas through the siting of units in several smaller structures that follow existing topography. Since these properties lie within a successful light industry/office area, residential development should include substantial buffers and other elements to minimize conflicts with existing and future light industry/office neighbors.

Parcel east of 132nd Avenue NE and north of NE 126th Place

Policy TL-36.4: Additional building height is appropriate in the eastern portion of the subarea, east of Willows Road, where development may occur at the base of the hillside.

Along the eastern edge of the subarea, a significant grade change from the residential area at the top of the hill to the light industry/office area at its base provides an opportunity to accommodate additional development in taller buildings without impacts to neighboring uses. Critical areas present on these properties provide a challenge to development, and the opportunity to provide space in taller structures may also help to minimize the need to disturb these features.

Eastern portion of subarea, east of Willows Road



Impacts to critical areas should be avoided. Where this is not practicable, impacts should be minimized. Mitigation plans may be proposed, based on a complete evaluation incorporating best available science, which result in an equal or greater level of function and value compared to the existing condition. Mitigation plans which provide a greater level of function and value are preferred.

XVI. Shoreline Area

Department of Ecology Approval: September 21, 2020

A. Introduction

The City of Kirkland's Shoreline Master Program consists of shoreline goals and policies contained in this chapter, shoreline regulations contained in Chapters 83 and 141 KZC and the Kirkland Shoreline Restoration Plan. The program is adopted under the authority of Chapter 90.58 RCW and Chapter 173-26 WAC.

Statutory Framework

The City of Kirkland manages the shoreline environment through implementation of the Shoreline Master Program. The Washington State Shoreline Management Act (SMA) provides guidance and prescribes the requirements for locally adopted shoreline master programs. The goal of the SMA, passed by the Legislature in 1971 and adopted by the public in a 1972 referendum, is to "prevent the inherent harm in an uncoordinated and piecemeal development of the State's shorelines." The SMA establishes a broad policy giving preferences to uses that:

- Protect shoreline natural resources, including water quality, vegetation, and fish and wildlife habitat;
- Depend on the proximity to the shoreline (i.e., "water-dependent uses");
- Preserve and enhance public access or increase recreational opportunities for the public along shorelines.

The SMA establishes a balance of authority between local and State government. Under the SMA, Kirkland adopts a shoreline master program that is based on State guidelines but tailored to the specific needs of the community. The program represents a comprehensive vision of how shoreline areas will be used and developed over time.

The Department of Ecology has issued State guidelines for shoreline master programs in Chapter 173-26 WAC. The guidelines are intended to assist local governments in developing master programs, which must be accepted and approved by the Department of Ecology as meeting the policy objectives of the SMA established under RCW 90.58.020 as well as the criteria for State review of local master programs under RCW 90.58.090.

Vision

The City of Kirkland's identity is strongly influenced and defined by its waterfront setting. Views of Lake Washington give Kirkland its sense of place and the City's

integrated network of trails, parks, and open spaces along the shoreline provides abundant opportunities for public access to the shoreline. The City's waterfront parks provide places and host events where people can gather and interact. Kirkland's shoreline commercial districts also provide opportunities for residents and visitors to enjoy the City's unique natural setting along the shoreline. The waterfront provides many varied recreational opportunities to meet the needs of Kirkland citizens and provides a gateway to the City. It also provides vital habitat for fish and wildlife and the natural systems within the shoreline serve many essential biological, hydrological and geological functions.

The shoreline zone is one of the most valuable and fragile of Kirkland's natural resources and, as a result, the utilization, protection, restoration, and preservation of the shoreline zone must be carefully considered.

The City developed its first Shoreline Master Program in 1974 as a component of the Comprehensive Plan. Key considerations within this plan and subsequent amendments included conservation, public access to the shoreline, and the guidance for water-oriented recreational uses to locate along the Kirkland shoreline. These initial policy objectives are reflected in today's protection of the City's significant natural areas as open space, as well as the extensive shoreline trail system and network of shoreline parks which have been established over time.

Over the significant time that has spanned since the original adoption of the City's first Shoreline Master Program, there have been substantial changes to the lakefront environment. Industrial uses, such as the shipyard previously located at Carillon Point, have left Kirkland's shoreline. The City has added significant publicly owned properties to our waterfront park system, most significantly the Yarrow Bay wetlands, Juanita Bay Park, Juanita Beach Park, and O.O. Denny Park. Water quality within Lake Washington, once severely impacted by nutrient loading from sewage, has remarkably improved since regional wastewater treatment plants were constructed and the final plant discharging directly into the lake was closed in 1967.

The lake environment has also been impacted by new challenges. The shoreline character has continued to change over time, as additional piers and bulkheads have been built, contributing to a loss of woody debris and other complex habitat features along the shoreline. Impervious surfaces have increased both within the shoreline area and in adjacent watersheds and this, together with consequent reduction in soil infiltration, has been correlated with increased velocity, volume and frequency of surface water flows. These and other changes have impacted the

habitat for salmonids. In 1999, Chinook salmon and bull trout were listed as threatened under the Federal Endangered Species Act. The region's response to this listing has resulted in new scientific data and research that has improved our understanding of shoreline ecological functions and their value in terms of fish and wildlife, water quality, and human health.

To address these changes, comply with the mandates of the Shoreline Management Act, and enable the City to plan for emerging issues, the City did an extensive update of its Shoreline Master Program that was adopted in 2010. The program responds to current conditions and the community's vision for the future.

In updating the program, the City's primary objectives were to:

- Enable current and future generations to enjoy an attractive, healthy and safe waterfront.

- Protect the quality of water and shoreline natural resources to preserve fish and wildlife and their habitats.

- Protect the City's investments as well as those of property owners along and near the shoreline.

- Have an updated Shoreline Master Program (SMP) that is supported by Kirkland's elected officials, citizens, property owners and businesses, the State of Washington, and other key groups with an interest in the shoreline.

- Efficiently achieve the SMP mandates of the State.

The Shoreline Master Program was again updated in 2019 through a periodic review process.

The City of Kirkland, through adoption of the Shoreline Master Program update, intends to implement the Washington State Shoreline Management Act (Chapter 90.58 RCW) and its policies, including protecting the State's shorelines and their associated natural resources, planning for and fostering all reasonable and appropriate uses, and providing opportunities for the general public to have access to and enjoy shorelines.

The City of Kirkland's Shoreline Master Program represents the City's participation in a coordinated planning effort to protect the public interest associated with the shorelines of the State while, at the same time, recognizing and protecting private property rights consistent with the public interest. The program preserves the

public's opportunity to enjoy the physical and aesthetic qualities of shorelines of the State and protects the functions of shorelines so that, at a minimum, the City achieves a 'no net loss' of ecological functions, as evaluated under the Final Shoreline Analysis Report issued in December 2006. The Program also promotes restoration of ecological functions where such functions are found to have been impaired, enabling functions to improve over time.

The goals and policies of the SMA constitute one of the goals for growth management as set forth in RCW 36.70A.020 and, as a result, the goals and policies of this SMP serve as an element of Kirkland's Comprehensive Plan and should be consistent with other elements of the Comprehensive Plan. In addition, other portions of the SMP adopted under Chapter 90.58 RCW, including use regulations, are considered a part of the City's development regulations.

Organization

The policies are grouped under eight sections:

- Shoreline Land Use and Activities
- Shoreline Environment
- Parks, Open Space and Recreation
- Shoreline Transportation
- Shoreline Utilities
- Shoreline Design
- Shoreline Archaeological, Historic and Cultural Resources
- Restoration Planning

The Land Use section works together with other policies contained in this chapter of the Comprehensive Plan. The Land Use section addresses the general distribution and location of shoreline uses, the Shoreline Parks, Open Space and Recreation section more specifically addresses issues of public park operations and maintenance and standards for private shoreline recreation uses and modifications. The Environment section more specifically addresses shoreline critical areas, water quality, vegetation, and shoreline modifications such as filling and dredging. The Transportation section addresses both public access and circulation within the shoreline area. The Utilities section addresses utilities within the shoreline, while

the Design section addresses public view corridors and designing for orientation to Lake Washington. The Archaeological, Historic and Cultural Resources section addresses identifying important sites and preventing destruction of the sites, and having educational projects and programs to appreciate the importance of the shoreline history. The Restoration section addresses the City's adopted Restoration Plan for restoring the shoreline areas to achieve net benefit in ecological conditions.

B. Shoreline Goals and Policies

1. Shoreline Land Use and Activities

Goal SA-1: Provide a high quality shoreline environment where:

(1) Natural systems are preserved.

(2) Ecological functions of the shoreline are maintained and improved over time.

(3) The public enjoys access to and views of the lake.

(4) Recreational opportunities are abundant.

The Kirkland shoreline forms the western boundary of the City and encompasses approximately 50,000 lineal feet (9.5 miles) of Lake Washington waterfront. A significant portion of the City's shoreline is area zoned or designated as park/open space. Approximately 43 percent of the area within the shoreline jurisdiction, or a total of 139.7 acres of the shoreline, is within areas designated as park or open space. Except for a few anomalies, the high-functioning portions of the shoreline have been appropriately designated and preserved within these areas. The City's extensive network of parks also provides the public with significant access opportunities throughout the City.

Much of the remaining shoreline is fully developed with single-family residential uses or areas of concentrated, compact development containing commercial, multifamily, or mixed uses. In general, this pattern of land use is stable and only minimal changes are anticipated in the planning horizon. Redevelopment on some properties may result in single-family residences converting over time to multifamily or with new commercial or mixed uses replacing existing commercial uses. Given the lack of existing vacant land (and much of that is encumbered by critical areas), additional housing or commercial square footage within the shoreline area will come over time as redevelopment and additions occur to existing developed properties.

Management of the shoreline area will need to carefully balance and achieve both shoreline utilization and protection of ecological functions. To protect valuable shoreline resources, the Shoreline Master Program limits the extent and character of a number of land uses and activities. Shoreline policies allow for a broad range of uses within the shoreline, while establishing limits to protect these shoreline resources and adjacent uses.

Shoreline policies aimed at protecting the natural environment address issues at both a broader scale, focusing on natural systems, as well as at the scale of

ecological functions, which are the physical, chemical, and biological processes that contribute to the maintenance of the aquatic and terrestrial environments that constitute the shoreline's natural ecosystem.

Issues that must be addressed by the Shoreline Use section include:

- How to manage new growth and redevelopment to be sensitive to and not degrade habitat, ecological systems and other shoreline resources.

- How to foster those uses that are unique to or depend on the proximity to the shoreline or provide an opportunity for substantial numbers of the people to enjoy the shoreline.

- How to ensure that land uses and shoreline activities are designed and conducted to minimize damage to the ecology of the shorelines and/or interference with the public's use of the water and, where consistent with public access planning, provide opportunities for the general public to have access to the shorelines.

- How to protect the public right of navigation and ensure that uses minimize any interference with the public's use of the water.

Policy SA-1.1: Allow for a diversity of appropriate uses within the shoreline area consistent with the varied character of the shorelines within the City.

The City's shoreline area is a collection of varied neighborhoods and business districts, each containing their own distinctive character as well as biological and physical condition along the shoreline. Kirkland's shorelines contain valuable natural amenities, providing critical habitat for fish and wildlife within the Juanita Bay and Yarrow Bay wetlands, two high-functioning natural areas. The shoreline also contains portions of several business districts, each with its own distinctive identity, including the Central Business District, Juanita Business District, and Carillon Point. Medium to high density residential and commercial uses are located to the south of the Central Business District and west of Juanita Beach Park. The shoreline in these more urban areas is heavily altered with shoreline armoring, overwater coverage, and impervious areas. Single-family residential uses are prevalent in the area north of the Central Business District. The City also contains a system of waterfront parks, which provide a broad range of passive and active recreational activities and environmental protection.

Policy SA-1.2: Preserve and enhance the natural and aesthetic quality of important shoreline areas while allowing for reasonable development to meet

the needs of the City and its residents.

These different and unique shoreline areas each contain qualities that contribute to Kirkland's shoreline identity, including waterfront orientation, shoreline public views and access, numerous and diverse recreational opportunities, abundant open space, natural habitat, and waterfront access trails. The Shoreline Master Program should seek to support these and other features which significantly contribute to the City's desired character along the shoreline.

Policy SA-1.3: Maintain existing and foster new uses that are dependent upon or have a more direct relationship with the shoreline and Lake Washington.

Carillon Point Marina

Certain shoreline uses are more dependent on or have a more direct relationship with the shoreline than others. The Shoreline Management Act requires that shoreline master programs give priority to:

- Water-dependent uses. A water-dependent use is dependent on the water by reason of the intrinsic nature of its operations, and cannot exist in any other location. Examples include swimming beaches, boat launches, boat piers, and marinas. Industrial water-dependent uses, such as ship building facilities, are not currently found nor are planned along the City's waterfront. The Kirkland waterfront contains several facilities that would be considered water-dependent uses. The City contains one public marina and several private marinas. Large private commercial marinas include Carillon Point Marina, Yarrow Bay Marina and Kirkland Homeport Marina. The Yarrow Bay Marina contains a retail fuel service facility for boats, while the tour boat operators working out of the City's public marina provide shoreline tours. The City should encourage these water-dependent uses to remain.

- Water-related uses. A water-related use is dependent on a shoreline location

because it has a functional requirement associated with a waterfront location, such as the transport of goods by water, or uses that support water-dependent uses. Examples include boat sales and outfitters and manufacturers that transport goods by water. These uses are typically not located along Kirkland's shoreline, though the Yarrow Bay Marina contains a boat repair and service facility.

- Water-enjoyment uses. A water enjoyment use is a recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use, or a use that draws substantial numbers of people to the shoreline and that provides opportunities, through its design, location or operation, for the public to enjoy the physical and aesthetic benefits of the shoreline. Examples include parks and trails, museums, restaurants, and aquariums. Water enjoyment uses such as restaurants, retail stores, and offices are the primary commercial use along Kirkland's shoreline.

- Single-family residential uses. There are single-family residential neighborhoods in the shoreline areas within the Market Neighborhood and the Finn Hill Neighborhood.

- Shoreline recreation. The shoreline contains an extensive network of open spaces and public parks along the shoreline, providing places for fishing, swimming, boating, wildlife viewing and other recreational and educational activities.

Shoreline Environment Designations

Goal SA-2: Provide a comprehensive shoreline environment designation system to categorize Kirkland's shorelines into similar shoreline areas to guide the use and management of these areas.

Environment designations are analogous to zoning designations for areas under SMP jurisdiction. See Figure SA-1, Shoreline Environment Designations Map. Their intent is to encourage uses that will protect or enhance the current or desired character of a shoreline based on their physical, biological and development characteristics.

Policy SA-2.1: Designate properties as Natural in order to protect and restore those shoreline areas that are relatively free of human influence or that include intact or minimally degraded shoreline functions that are sensitive to potential impacts from human use.

This type of designation would be appropriate for associated wetlands in and

adjacent to Juanita Bay Park, the Yarrow Bay wetlands complex, and the portion of Juanita Bay Park located within shoreline jurisdiction. The following management policies should guide development within these areas:

a. Any use or development activity that would potentially degrade the ecological functions or significantly alter the natural character of the shoreline area should be severely limited or prohibited, as follows:

1) Residential uses should be prohibited, except limited single-family residential development may be allowed as a conditional use if the density and intensity of such use is limited as necessary to protect ecological functions and be consistent with the purpose of the environment.

2) Subdivision of the subject property as regulated under the provisions of KMC Title 22 should be prohibited.

3) Commercial and industrial uses should be prohibited.

4) Nonwater-oriented recreation should be prohibited.

5) Roads, utility corridors, and parking areas that can be located outside of Natural designated shorelines should be prohibited unless no other feasible alternative exists. Roads, bridges and utilities that must cross a Natural designated shoreline should be processed through a Shoreline Conditional Use.

b. Development activity in the natural environment should only be permitted when no suitable alternative site is available on the subject property outside of shoreline jurisdiction.

c. Development, when feasible, should be designed and located to preclude the need for shoreline stabilization, flood control measures, native vegetation removal, or other shoreline modifications.

d. Development activity or land surface modification that would reduce the capability of vegetation to perform normal ecological functions should be prohibited.

e. Limited access may be permitted for scientific, historical, cultural, educational and low-intensity water-oriented recreational purposes, provided there are no significant adverse ecological impacts.

Policy SA-2.2: Designate properties as Urban Conservancy to protect and restore ecological functions of open space and critical areas while allowing a variety of compatible uses.

This type of designation would be appropriate for many of the City's waterfront parks. The following management policies should guide development within these areas:

a. Allowed uses should be those that preserve the natural character of the area and/or promote preservation and restoration within critical areas and public open spaces either directly or over the long term.

b. Restoration of shoreline ecological functions should be a priority.

c. Development, when feasible, should be designed and located to preclude the need for shoreline stabilization, flood control measures, native vegetation removal, or other shoreline modifications.

d. Public access and public recreation objectives should be implemented whenever feasible and significant ecological impacts can be mitigated.

e. Water-oriented uses should be given priority over nonwater-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses should be given highest priority.

f. Commercial and industrial uses, other than limited commercial activities conducted accessory to a public park, should be prohibited.

Policy SA-2.3: Designate properties as Residential – Low (L) to accommodate low-density residential development.

This type of designation would be appropriate for 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. The following management policies should guide development within these areas:

a. Standards for density, setbacks, lot coverage limitations, shoreline setbacks, shoreline stabilization, vegetation conservation, critical area protection, and water quality should mitigate adverse impacts to maintain shoreline ecological functions, taking into account the following:

1) The environmental limitations and sensitivity of the shoreline area;

2) The level of infrastructure and services available; and

3) Other Comprehensive Plan considerations.

b. Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.

c. Industrial, commercial, multifamily and institutional uses, except for government facilities, should be prohibited.

Policy SA-2.4: Designate properties as Residential – Medium/High (M/H) to accommodate medium and high-density residential development.

This type of designation would be appropriate for detached, attached, or stacked residential uses of up to 15 or more dwelling units per acre south of the Downtown and 19 to 24 dwelling units per acre west of Juanita Beach Park. Additional density is permitted under certain provisions of the Zoning Code, such as planned unit development, affordable housing, low impact development and cottage housing.

The following management policies should guide development within these areas:

a. Standards for density, setbacks, lot coverage limitations, shoreline setbacks, shoreline stabilization, vegetation conservation, critical area protection, and water quality should mitigate adverse impacts to maintain shoreline ecological functions, taking into account the following:

1) The environmental limitations and sensitivity of the shoreline area;

2) The level of infrastructure and services available; and

3) Other Comprehensive Plan considerations.

b. Access, utilities, and public services should be available and adequate to serve existing needs and/or planned future development.

c. Visual and physical access should be implemented whenever feasible and adverse ecological impacts can be avoided. Continuous public access along the shoreline should be provided, preserved or enhanced.

d. Industrial uses should be prohibited.

e. Water-dependent recreational uses should be permitted.

f. Limited water-oriented commercial uses which depend on or benefit from a

shoreline location should also be permitted.

g. Nonwater-oriented commercial uses should be prohibited, except for small-scale retail and service uses that provide primarily convenience retail sales and service to the surrounding residential neighborhood should be permitted along portions of the east side of Lake Washington Boulevard NE/Lake Street South.

h. Institutional uses may be permitted in limited locations.

Policy SA-2.5: Designate properties as Urban Mixed to provide for high-intensity land uses, including residential, commercial, recreational, transportation and mixed-use developments.

This type of designation would be appropriate for areas which include or are planned for retail, office, and/or multifamily uses. The following management policies should guide development within these areas:

a. Manage development so that it enhances and maintains the shorelines for a variety of urban uses, with priority given to water-dependent, water-related and water-enjoyment uses. Nonwater-oriented uses should not be allowed except as part of mixed-use developments, or in limited situations where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline.

b. Visual and physical access should be implemented whenever feasible and adverse ecological impacts can be avoided. Continuous public access along the shoreline should be provided, preserved or enhanced.

c. Aesthetic objectives should be implemented by means such as sign control regulations, appropriate development siting, screening and architectural standards, and maintenance of natural vegetative buffers.

Policy SA-2.6: Designate properties as Aquatic to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark.

This type of designation would be appropriate for lands waterward of the ordinary high water mark. The following management policies should guide development within these areas:

a. Provisions for the management of the Aquatic environment should be

directed towards maintaining and restoring shoreline ecological functions.

b. Shoreline uses and modifications should be designed and managed to prevent degradation of water quality and alteration of natural hydrographic conditions.

c. All developments and uses on navigable waters or their beds should be located and designed to minimize interference with surface navigation, to minimize adverse visual impacts, and to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.

d. New overwater structures for water-dependent uses and public access are permitted, provided they will not preclude attainment of ecological restoration.

e. Public recreational uses of the water should be protected against competing uses that would interfere with these activities.

f. Underwater pipelines and cables should not be permitted unless demonstrated that there is no feasible alternative location based on an analysis of technology and system efficiency, and that the adverse environmental impacts are not significant or can be shown to be less than the impact of upland alternatives.

g. Existing residential uses located over the water and in the Aquatic environment may continue, but should not be enlarged or expanded.

Figure SA-1

Managing Shoreline Land Uses

Goal SA-3: Locate, design and manage shoreline uses to prevent and, where possible, restore significant adverse impacts on water quality, fish and wildlife habitats, the environment and other uses.

It is important that shoreline development be regulated to control pollution and prevention of damage to the natural environment. Without proper management,

shoreline uses can cause significant damage to the shoreline area through cumulative impacts from shoreline armoring, stormwater runoff, introduction of pollutants, and vegetation modification and removal.

Given existing conditions, there is very little capacity for future development within the shoreline. However, it is anticipated that expansion, redevelopment or alteration to existing development will occur over time. With remodeling or replacement, opportunities exist to improve the shoreline environment. In particular, improvements to nearshore vegetation cover and reductions in impervious surface coverage are two key opportunity areas on private property to restore ecological function along the shoreline. Reduction or modification of shoreline armoring and reduction of overwater cover and in-water structures provide other opportunities.

Policy SA-3.1: Establish development regulations that avoid, minimize and mitigate impacts to the ecological functions associated with the shoreline zone.

In deciding whether to allow uses and activities in shoreline areas, the potential adverse impacts associated with uses or activities should be considered and avoided, where possible. This can be done by carefully selecting allowed uses, providing policies and standards to prevent or minimize adverse impacts, and carefully reviewing development proposals to prevent or minimize adverse impacts.

Policy SA-3.2: Provide adequate setbacks and vegetative buffers from the water and ample open space and pervious areas to protect natural features and minimize use conflicts.

The purpose of a setback is to minimize potential impacts of adjacent land uses on a natural feature, such as Lake Washington, and maximize the long-term viability of the natural feature. Setbacks perform a number of significant functions including reducing water temperature; filtering sediments and other contaminants from stormwater; reducing nutrient loads to lakes; stabilizing stream banks with vegetation; providing riparian wildlife habitat; maintaining and protecting fish habitats; forming aquatic food webs; and providing a visually appealing greenbelt and recreational opportunities.

Establishing the width of a setback so it is effective depends on the type and sensitivity of the natural feature and the expected impacts of surrounding land uses. In determining appropriate setbacks in the shoreline jurisdiction, the City

should consider shoreline ecological functions as well as aesthetic issues.

Policy SA-3.3: Require new development or redevelopment to include establishment or preservation of appropriate shoreline vegetation to contribute to the ecological functions of the shoreline area.

Shoreline vegetation plays an important role in maintaining temperature, removing excessive nutrients, attenuating wave energy, removing sediment and stabilizing banks, and providing woody debris and other organic matter along Lake Washington.

The *Final WRIA 8 Chinook Salmon Conservation Plan* notes the importance of providing a vegetated riparian/lakeshore buffer and overhanging riparian vegetation to improve the habitat for juvenile Chinook salmon[1]. As a result, when substantial new upland development occurs, the on-site landscaping should be designed to incorporate native plant buffers along the shoreline. Proper plant selection and design should be done to ensure that views are not diminished.

Policy SA-3.4: Incorporate low-impact development practices, where feasible, to reduce the amount of impervious surface area.

Low-impact development strives to mimic nature by minimizing impervious surface, infiltrating surface water through biofiltration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Utilizing these practices can have many benefits, including improvement of water quality and reduction of stream and fish habitat impacts.

Policy SA-3.5: Limit parking within the shoreline area.

Facilities providing public parking are permitted within the shoreline area as needed to support adjoining water-oriented uses. Private parking facilities should be allowed only as necessary to support an authorized use. All parking facilities, wherever possible, should be located out of the shoreline area.

Policy SA-3.6: Minimize the aesthetic impacts of parking facilities.

Parking areas should be placed, screened, and buffered to mitigate impacts through use of design techniques, such as location, lidding, landscaping or other similar design features to minimize the aesthetic impacts of parking facilities. Exterior parking areas should be located away from the shoreline or attractively landscaped with vegetation that will not obstruct views of the lake from the public

right-of-way.

Policy SA-3.7: Limit outdoor lighting levels in the shoreline to the minimum necessary for safe and effective use.

Artificial lighting can be used for many different purposes along the waterfront, including to aid in nighttime activities that would be impossible or unsafe under normal nighttime conditions, for security, or simply to make a property more attractive at night. At the same time, the shoreline area can be vulnerable to impacts of light and glare, potentially interrupting the opportunity to enjoy the night sky, impacting views and privacy and affecting the fish and wildlife habitat value of the shoreline area. To protect the scenic value, views, and fish and wildlife habitat value of shoreline areas, excessive lighting is discouraged. Shoreline development should use sensitive waterfront lighting to balance the ability to see at night with the desire to preserve the scenic and natural qualities of the shoreline. Parking lot lighting, lighting on structures or signs, and pier and walkway lighting should be designed to minimize excessive glare and light trespass onto neighboring properties and shorelines.

Policy SA-3.8: Encourage the development of joint-use overwater structures, such as joint-use piers, to reduce impacts to the shoreline environment.

The presence of an extensive number of piers has altered the shoreline. The construction of piers can modify the aquatic ecosystem by blocking sunlight and creating large areas of overhead cover. Minimizing the number of new piers by using joint facilities is one technique that can be used to minimize the effect of piers on the shoreline environment.

Policy SA-3.9: Allow variations to development standards that are compatible with surrounding development to facilitate restoration opportunities along the shoreline.

The City should consider appropriate variations to development standards to maximize the opportunities to restore shoreline functions. For example, reductions in setbacks could be used to facilitate restoration in highly altered areas that currently provide limited function and value for such attributes as large woody debris recruitment, shading, or habitat.

Goal SA-4: Incorporate a variety of management tools, including improvement of City practices and programs, public acquisition, public involvement and education, incentives, and regulation and enforcement to achieve its goals for

the shoreline area.

Because Kirkland's natural resources are located on both public and on private land, a variety of approaches is needed for effective management of the shoreline. Kirkland should ensure that it uses a mix of public education and involvement, acquisition, program funding, and improvement of City practices on City land, together with regulation and enforcement.

Goal SA-5: Ensure that private property rights are respected.

A significant portion of Kirkland's shoreline is located in private ownership. Aspects of the Shoreline Master Program, including development regulations, setback requirements, environmental regulations and other similar regulatory provisions, may take the form of limitations on the use of private property. In establishing and implementing these types of land use controls, the City should be careful to consider the public and private interests as well as the long-term costs and benefits.

Residential

Goal SA-6: Protect and enhance the character, quality and function of existing residential neighborhoods within the City's shoreline area.

Policy SA-6.1: Permit structures or other development accessory to residential uses.

Accessory uses such as garages, sheds, accessory dwelling units, and fences are common features normally applicable to residential uses. They should be permitted if located landward of the ordinary high water mark and outside of any critical area or critical area buffer.

Policy SA-6.2: New overwater residences are not a preferred use and shall not be permitted. Existing nonconforming overwater residential structures should not be enlarged or expanded.

Overwater residences on the lake

The City contains a number of existing overwater residential structures that were constructed prior to the City's limitation on overwater structures to water-dependent uses. These existing structures have created large areas of overhead cover, impacting the aquatic environment. Many of these structures are likely to be remodeled and modernized in the future and these activities should be carefully reviewed to prevent additional adverse impacts and to improve existing conditions, where possible.

Policy SA-6.3: Manage new subdivisions of land within the shoreline to:

- Avoid the creation of new parcels with building sites that would impact wetlands, streams, slopes, frequently flooded areas and their associated buffers;
- Ensure no net loss of ecological functions resulting from the division of land or build-out of the lots;
- Prevent the need for new shoreline stabilization or flood risk measures that would cause significant impacts to other properties or public improvements or a net loss of shoreline ecological functions;
- Implement the provisions and policies for shoreline designations and the general policy goals of this program; and
- Provide public access along the shoreline for subdivisions of five lots or more.

Though there is not a great capacity to add new units to the shoreline area through subdivision, if properties are divided they should be designed to ensure no net loss, minimize impacts, and prevent the need for new shoreline stabilization structures.

Policy SA-6.4: Evaluate new single-family development within areas impacted by critical areas to protect ecological functions and ensure some reasonable

economic use for all property within Kirkland's shoreline.

West of and contiguous with the Yarrow Bay wetlands adjacent to the City limits there are a number of properties that were previously platted for residential use but remain vacant, forested, and impacted by critical areas. In addition, a few properties along the Forbes Creek corridor and Juanita Bay may be similarly encumbered. When considering development proposals on these properties, the City should use a process designed to assure that proposed regulatory or administrative actions do not unconstitutionally infringe upon private property rights.

Commercial

Goal SA-7: Plan for commercial development along the shoreline that will enhance and provide access to the waterfront.

Policy SA-7.1: Permit water-enjoyment uses within the shoreline area of the Central Business District.

Downtown Kirkland is an active urban waterfront which strongly benefits from its adjacency to Moss Bay. The Downtown area has a strong land use pattern that is defined by its restaurants, art galleries and specialty shops, which are connected within a pedestrian-oriented district. These uses draw substantial numbers of people to the Downtown and can provide opportunities, if appropriately designed and located, for the public to enjoy the physical and aesthetic benefits of the shoreline. For these reasons, water-enjoyment uses, such as restaurants, hotels, civic uses, and retail or other commercial, uses should be encouraged within the Downtown provided they are designed to enhance the waterfront setting and pedestrian activity.

Policy SA-7.2: Manage development in the shoreline area of the Central Business District to enhance the waterfront orientation.

The Central Business District contains extensive public use and views of the waterfront provided by public parks, street ends, public and private marinas, public access piers and shoreline public access trails. Yet, development along the shoreline has historically "turned its back" to Lake Washington, with active areas located opposite the lake and separated from it by large surface parking lots, limiting the ability to fully capitalize on the Downtown waterfront setting. Future growth and redevelopment along the shoreline in the Downtown should continue to reflect the waterfront setting and ensure that development is oriented to the lake.

One key opportunity is to develop a large public plaza over the Marina Park parking lot in order to better connect the Downtown to the lake and the park.

Policy SA-7.3: Maximize public access, use, and visual access to the lake within Carillon Point and the surrounding commercial area.

Public access at Carillon Point

Carillon Point is a vibrant mixed-use development that contains office space, restaurants, and retail space in addition to a hotel, day spa and marina facilities. The site has been designed to provide both visual and physical access to the shoreline, including expansive view corridors which provide a visual linkage from Lake Washington Boulevard NE to the lake, as well as an internal pedestrian walkway system and outdoor plazas. The Central Plaza of Carillon Point is frequently used for public gatherings and events. The Plaza is encompassed by a promenade and Carillon Point's commercial uses. If new development or redevelopment occurs on this site, existing amenities related to public access, use and visual access to the lake should be preserved.

Immediately south of Carillon Point, the Yarrow Bay Marina and an office development provide opportunities for public use and enjoyment of the waterfront, including boat rental facilities, a public waterfront trail and waterfront access area with seating and interpretative signs. In addition, public views across the site have been preserved in an expansive view corridor.

If new development or redevelopment occurs in the commercial area, the strong public access to and along the water's edge, waterfront public use areas, water-dependent uses such as the marinas, and views from Lake Washington Boulevard should be preserved to the greatest extent feasible.

Policy SA-7.4: Enhance the physical and visual linkages to Lake Washington in the Juanita Business District.

The shoreline area of the Juanita Business District presently contains a mix of retail, office and residential uses. Visual linkages to the lake in the Juanita Business District are limited, with existing development blocking most of the shoreline. Waterfront access trails are missing in several key locations, limiting access between Juanita Bay Park and Juanita Beach Park, which border the Business District on the north and south.

The ability to enhance physical and visual access to the lake is challenging in this area. Several of the shoreline properties are developed with residential condominiums, which are unlikely to redevelop. Some of the commercial properties are significantly encumbered by wetlands that are associated with Lake Washington. Should properties redevelop in this area, public access should be required as a part of redevelopment proposals, where feasible.

Despite these challenges, future redevelopment along the shoreline in the Juanita Business District should emphasize Juanita Bay as a key aspect of the district's identity, highlighting recreational opportunities available at Juanita Beach Park and providing better visual and pedestrian connections to both Juanita Bay and Juanita Beach Park and Lake Washington.

Policy SA-7.5: Allow limited commercial uses in the area located between the Central Business District and Planned Area 15 if public access to and use of the shoreline is enhanced.

Commercial uses which are open to and will attract the general public to the shoreline, such as restaurants, are appropriate within the urban area located between Downtown Kirkland and Carillon Point west of Lake Washington Blvd/Lake Street South. These uses will enhance the opportunity for public access to this segment of the shoreline, and will complement neighboring shoreline parks and, as a result, should be encouraged. To assure that these uses enhance the opportunity for the public to take advantage of the shoreline, these uses should include amenities where the public can view and enjoy the shoreline. These uses should also be limited and designed to assure that they do not adversely impact the natural environment and interfere with nearby water dependent and water-related uses.

Policy SA-7.6: Allow limited commercial uses, such as a hotel/motel and limited marina use, within Planned Area 3B.

Planned Area 3B is fully developed with multifamily residential uses and contains a private marina facility. The site is also used for overnight lodging. The site has also

been improved with a public trail along its entire perimeter, providing public access to Lake Washington and visual access to the Yarrow Bay wetlands.

Policy SA-7.7: Nonwater-oriented commercial development may be allowed if the site is physically separated from the shoreline by another property or right-of-way.

There are several commercial properties which do not have direct frontage on Lake Washington, either because they are separated by right-of-way (Lake Washington Boulevard NE, Lake Street, and 98th Avenue NE) or by another property. These properties should be allowed a greater flexibility of uses, given the physical separation from the waterfront area.

Policy SA-7.8: Prohibit overwater commercial development other than piers and similar features that support water-dependent uses.

Overwater structures can adversely impact the shoreline environment and should be avoided, except where necessary to support water-dependent uses, and then only when appropriately mitigated.

Boating Facilities

Goal SA-8: Manage boating facilities to avoid or minimize adverse impacts.

Policy SA-8.1: Locate new boating facilities and allow expansion of existing facilities at sites with suitable environmental conditions, shoreline configuration, and access.

One public marina and several private marinas are located on the lake within Kirkland. The City's public pier is located Downtown at Marina Park. Large private marinas include Carillon Point Marina, Yarrow Bay Marina and Kirkland Homeport Marina. Other private marinas providing moorage for multifamily developments are also located along the shoreline.

As new boating facilities are established or existing ones expanded, the facility should be designed to:

- Meet health, safety, and welfare requirements, including provisions for pump-out facilities;
- Mitigate aesthetic impacts;
- Minimize impacts to neighboring uses;

- Provide public access;
- Assure no net loss of shoreline ecological functions and prevent other significant adverse impacts; and
- Protect the rights of navigation and access to recreational areas.

Policy SA-8.2: Require restoration activities when substantial improvements or repair to existing boating facilities is planned.

The Kirkland waterfront has been extensively modified with piers and other overwater structures. These overwater structures impact the nearshore aquatic habitat, blocking sunlight and creating large areas of overhead cover. These impacts, where they exist, should be mitigated when substantial improvements or repair to existing boating facilities are planned.

Restoration activities could include reducing or eliminating the number of boathouses and solid moorage covers, minimizing widths of piers and floats, increasing light transmission through overwater structures, enhancing the shoreline with native vegetation, improving shallow-water habitat, reducing the overall number and size of pier piles, and improving the quality of stormwater runoff.

Goal SA-9: Promote use of best management practices to control pollutants from boat use, maintenance and repair, as well as proper sewage disposal for boats and potential invasive vegetation transfer.

Marinas and the operation, maintenance and cleaning of boats can be significant sources of pollutants in water and sediments, as well as in animal and plant tissues. Significant steps have been taken at all levels of government and in the private sector to reduce the impacts of marinas and boating on the aquatic environment. The Federal Clean Water Act provides the federal government with the authority to regulate the discharge of boat sewage. In addition, the Department of Ecology has developed environmentally protective guidelines for the design and siting of marinas and sewage disposal facilities. The State Parks and Recreation Commission's boater education program provides technical assistance and signage and other materials to marinas. At the local level, governments and private businesses participate in boater programs as well, educating their moorage clients and providing them with the means to dispose of their wastes properly. The City should work cooperatively with State agencies, marina operators and boat owners to continue to minimize the impacts of boating on the aquatic environment.

Managing Shoreline Modifications

Goal SA-10: Manage shoreline modifications to avoid, minimize, or mitigate significant adverse impacts.

Significant adverse impacts caused from shoreline modifications should be avoided, minimized, or mitigated in the following sequential order of preference:

- Avoiding the impact altogether by not taking a certain action or part of an action.

- Minimizing the impact(s) by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps, such as project redesign, relocation, or timing, to avoid or reduce impacts;

- Minimizing or eliminating the impact by restoring or stabilizing the area through engineered or other methods;

- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment to the historical conditions or the conditions existing at the time of the initiation of the project;

- Reducing or eliminating the impact or hazard over time by preservation and maintenance operations during the life of the action;

- Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and

- Monitoring the hazard or other required mitigation and taking remedial action when necessary.

Policy SA-10.1: Assure that shoreline modifications individually and cumulatively do not result in a net loss of ecological functions.

Shoreline modifications are manmade alterations to the natural lake edge and nearshore environment and primarily include a variety of armoring types (some associated with fill), piers, and other in-water structures. These modifications alter the function of the lake edge, change erosion and sediment movement patterns, affect the distribution of aquatic vegetation and are often accompanied by upland vegetation loss. Impacts from these shoreline modifications can be minimized by giving preference to those types of shoreline modifications that have a lesser impact on ecological functions and requiring mitigation of identified impacts

resulting from shoreline modifications.

Fill

Policy SA-10.2: Limit fill waterward of the ordinary high water mark to support ecological restoration or to facilitate water-dependent or public access uses.

Fill allows for the creation of dry upland areas by the deposition of sand, silt, gravel or other materials onto areas waterward of the ordinary high water mark. Fill has traditionally been used in the shoreline area to level or expand residential yards and, in many cases, has been associated with armoring of the shoreline. This use of fill has resulted in an alteration of the natural functions of the lake edge and has often been accompanied by a loss of upland vegetation. As a result, this use of fill should be discouraged.

Alternatively, fill can also be used for ecological restoration, such as beach nourishment, when materials are placed on the lake bottom waterward of the ordinary high water mark. This type of fill activity should be encouraged; provided, that it is designed, located and constructed to improve shoreline ecological functions.

Land Surface Modification

Policy SA-10.3: Limit Land Surface Modification activities in the shoreline area.

Land Surface Modification activities are typically associated with upland development. These activities have the potential to cause erosion and siltation, increase runoff and flood volumes, reduce flood storage capacity and damage habitat and therefore should be carefully considered to ensure that any potential adverse impacts are avoided or minimized. Impacts from Land Surface Modification activities can be avoided through proper site planning, construction timing practices, and use of erosion and drainage control methods. Generally, these activities should be limited to the maximum extent necessary to accommodate the proposed use, and should be designed and located to protect shoreline ecological functions and ecosystem-wide processes.

Dredging

Policy SA-10.4: Design and locate new shoreline development to avoid the need for dredging.

Policy SA-10.5: Discourage dredging operations, including disposal of dredge

materials.

Dredging is typically associated with a reconfiguration of the lake bed or stream channel to remove sediments, expand a channel, or relocate or reconfigure a channel. For instance, dredging can be used to excavate moorage slips that have been filled in with sediments or are located in shallow water. In other cases, dredging can be used to remove accumulated sediment that has disrupted water flow and, as a result, water quality, as is the case at Juanita Beach Park.

Dredging activities can have a number of adverse impacts, such as an increase in turbidity and disturbance to or loss of animal and plant species. Dredging activities can also release nutrients in sediments, and may temporarily result in increased growth of nuisance macrophytes such as milfoil after construction is completed. Dredging can also release toxic materials into the water column. As a result, dredging activities should be limited except when necessary for habitat or water quality restoration, or to restore access, and where impacts to habitat are minimized and mitigated.

Shoreline Stabilization

Policy SA-10.6: Limit use of hard structural stabilization measures to reduce shoreline damage.

Bulkheads along the lake

Lake Washington is an important migration and rearing area for juvenile Chinook salmon. The juvenile Chinook salmon using the lake depend on the following habitat characteristics:

- Shoreline areas with shallow depths (>1 m).
- Gentle slope.

- Fine substrates such as sand and gravel.
- Overhanging vegetation/small woody debris.
- Small creeks with a shallow, low-gradient at the creek mouth[2].

Remaining areas with these characteristics should be protected and maintained, while developed areas along Kirkland's shoreline should be enhanced with these habitat features, where feasible.

Bulkheads and other forms of hard stabilization measures impact the suitability of the shoreline for juvenile Chinook salmon habitat, in particular the slope, depth and substrate materials of the shoreline. Shoreline protective structures such as bulkheads create deeper water with steeper gradient and a coarser bottom substrate. Waves no longer are able to dissipate energy over distance as they hit shallower bottom, rocks, or shoreline vegetation. Rather, the wave reflects off a vertical wall, causing scouring of sediment at the base of the wall. The finer sands are removed as the gravel is eroded away and the bottom substrate becomes coarser. The result is a much deeper and steeper nearshore environment, and often elimination of a beach.

Despite these potential ecological impacts, there are some areas along the City's shoreline, especially on shallow lots with steep banks, which may need some form of shoreline armoring in order to protect existing structures and land uses. It is the intent of this policy to require that shoreline stabilization be accomplished through the use of nonstructural measures, such as building setbacks or on-site drainage improvements, or soft structural measures, such as bioengineering or beach enhancement unless these methods are determined to be infeasible, based on a scientific or geotechnical analysis. In those circumstances where alternatives are demonstrated to not be feasible, the shoreline stabilization measures used should be located, designed, and maintained in a manner that minimizes adverse effects on shoreline ecology.

Policy SA-10.7: Design, locate, size and construct new or replacement structural shoreline protection structures to minimize and mitigate the impact of these activities on the Lake Washington shoreline.

Shoreline protective structures should be allowed to protect a legally established structure or use that is in danger of loss or substantial damage. The potential for damage must be conclusively shown, as documented by a geotechnical analysis, to be caused by shoreline erosion associated with wave action.

Where allowed, shoreline protection structures should minimize impacts on shoreline hydrology, navigation, habitat, and public access. Shoreline protective structures should be designed for the minimum height, bulk and extent necessary to address an identified hazard to an existing structure. As noted above, vegetation and nonstructural solutions should be used rather than structural bank reinforcement, unless these methods are determined to be infeasible, as documented by a geotechnical analysis.

Policy SA-10.8: Locate and design new development to eliminate the need for new shoreline modification or stabilization.

Soft shoreline restoration with native vegetation along the lake

New development should be located and designed so that new structural shoreline protection features are not needed.

Policy SA-10.9: Encourage salmon-friendly shoreline design during new construction and redevelopment by offering incentives and regulatory flexibility to improve the design of shoreline protective structures and revegetate shorelines.

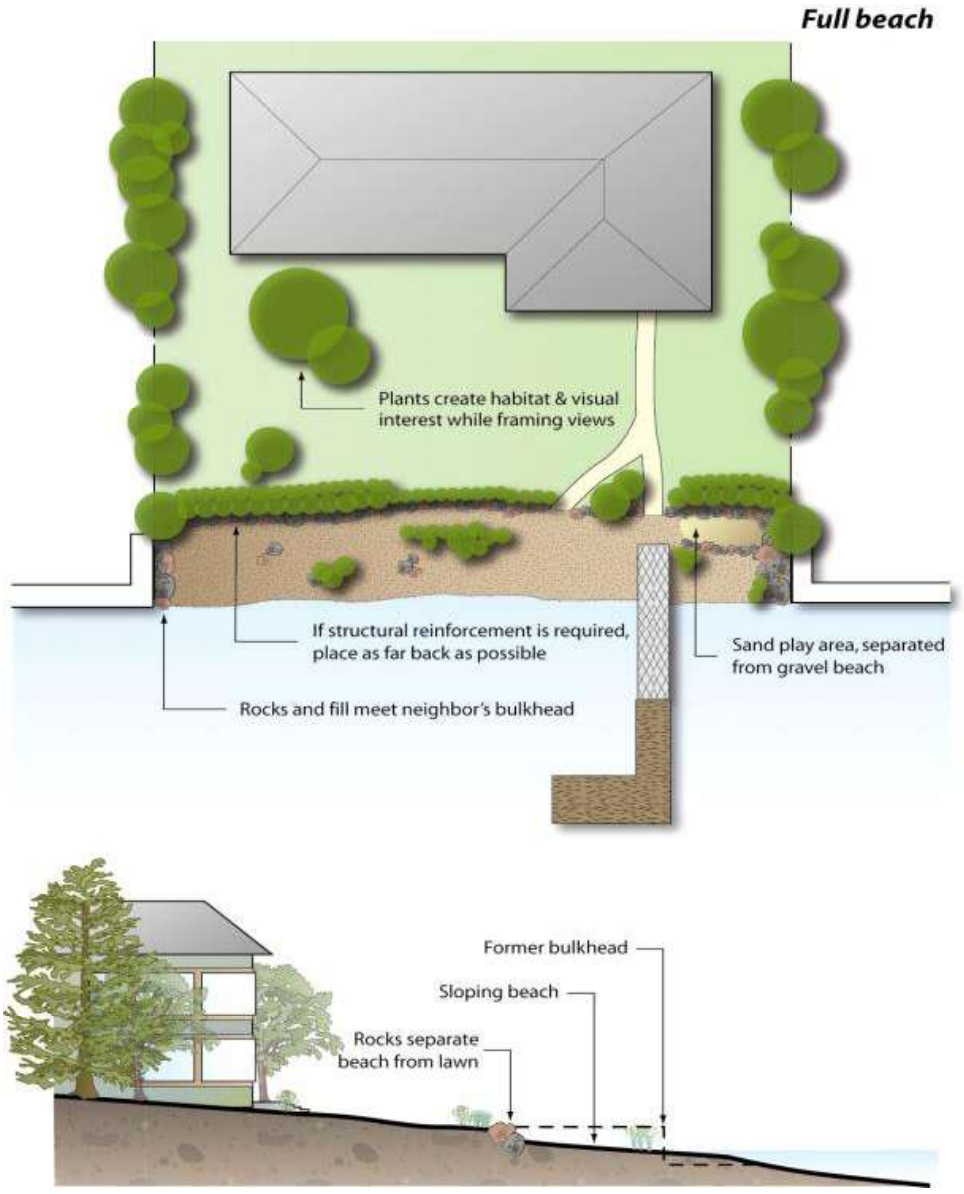


Illustration of soft shoreline restoration with native vegetation

In recent years, many bioengineered techniques have been developed to provide alternative shoreline protection methods. These features may employ the use of gravel substrate material, terraces, large flat rocks, shallow pools, logs, and vegetation to prevent erosion and provide an attractive, usable shoreline. The aim of these designs is to reduce bank hardening, restore overhanging riparian vegetation, and replace bulkheads with sand beaches and gentle slopes. These techniques can provide many ecological benefits, including:

- Less turbulence.

- Shallower grade.
- Protection from predators.
- Finer sandy bottom.
- Increased food source.

The WRIA 8 Conservation Strategy notes the importance of reducing bank hardening, restoring overhanging riparian vegetation, replacing bulkheads and riprap with sandy beaches with gentle slopes to improve the habitat for juvenile Chinook salmon[3]. In order to facilitate the use of alternatives to shoreline stabilization composed of concrete, riprap, or other hard structural or engineered materials, the City should identify appropriate regulatory flexibility or offer incentives to shoreline property owners to voluntarily remove bulkheads and to revegetate the shoreline.

Policy SA-10.10: Expand outreach to lakeside property owners about shoreline landscape design, maintenance, and armoring alternatives.

The City should evaluate different outreach and education actions to foster stewardship of shoreline property owners and the general public, including but not limited to the following:

- Distribute educational materials on a range of topics, including salmon habitat needs, household and landscape best management practices, the value of large woody debris, the value of tree cover, and stormwater issues.
- Establish a contact list of shoreline property owners to facilitate educational outreach.
- Offer shoreline property owners workshops on “salmon-friendly” design.
- Use restoration projects sites for demonstration purposes and provide interpretation at restoration sites, including signage, tours, and other methods.
- Provide information about opportunities for involvement in community stewardship projects.
- Offer education to landscape designers/contractors on riparian design.
- Create local informational TV spots that could run on the City’s television channel.

- Focus environmental/science curricula on local watershed issues.

Public outreach efforts should focus on the opportunity to improve existing habitat, but also on the potential benefits that alternative shoreline stabilization can offer, including:

- Easier access to beach and water, especially with a kayak or other human-powered craft.
- Shallow gradient shore and water can be safer, especially for small children.
- More usable shoreline with beach and cove.
- Reduced maintenance.
- Potential for increased property values.

In-stream Structures

Policy SA-10.11: Limit the use of in-stream structures.

"In-stream structure" means a structure placed by humans within a stream waterward of the ordinary high water mark that either causes or has the potential to cause water impoundment or the diversion, obstruction, or modification of water flow. Within Kirkland, these features typically include those for flood control, transportation, utility service transmission, and fish habitat enhancement.

In-stream structures should only be used in those circumstances where it is demonstrated to provide for the protection and preservation of ecosystem-wide processes, ecological functions, and cultural resources, including, but not limited to, fish and fish passage, wildlife and water resources, shoreline critical areas, hydrogeological processes, and natural scenic vistas. The location and planning of in-stream structures should be determined with due consideration to the full range of public interests, watershed functions and processes, and environmental concerns, with special emphasis on protecting and restoring priority habitats and species.

Breakwaters and Similar Features

Policy SA-10.12: Limit the use of breakwaters and other similar structures.

A breakwater typically refers to an off-shore structure designed to absorb and/or reflect wave energy back into the water body. Breakwaters can be floating or fixed

in location and may or may not be connected to the shore. These modifications are limited within the City, but can be found at Kirkland Homeport Marina as well as at Juanita Beach Park, where a breakwater has been installed around the overwater boardwalk to shelter the swimming area. Breakwaters have the potential to adversely impact the shoreline environment, including impacts to sediment transport, deflection of wave energy, a decrease in water flushing and water exchange, to name a few. As a result, the installation of new breakwaters should be limited to those circumstances when it is shown to be necessary to support water-dependent uses, public access, shoreline stabilization, or other specific public purpose. In these circumstances, the feature should be carefully designed to avoid, minimize, and then mitigate any adverse ecological impacts.

Piers

Goal SA-11: Minimize impacts to the natural environment and neighboring uses from new or renovated piers.

Piers near Juanita Bay

Policy SA-11.1: Design and locate private piers so that they do not interfere with shoreline recreational uses, navigation, or the public's safe use of the lake and shoreline.

Private piers should be located and designed to provide adequate separation from public parks, other adjoining moorage facilities and adjacent properties in order to limit any adverse impacts to safe navigation or recreational uses.

Policy SA-11.2: Design and construct new or expanded piers so that they are in character with adjacent neighboring piers for length.

Private piers should not exceed the length of neighboring piers. A pier that exceeds the length of neighboring piers can be a boating hazard for the neighbors and the

general public, result in unnecessary additional overwater coverage and create a structure out of character with the neighborhood.

Policy SA-11.3: Design and construct new or expanded piers and their accessory components, such as boat lifts and canopies, to minimize impacts on native fish and wildlife and their habitat.

The Kirkland waterfront has been extensively modified with piers and other overwater structures. These overwater structures impact the nearshore aquatic habitat, blocking sunlight and creating large areas of overhead cover. Piers and other overwater structures also shade the lake bottom and inhibit the growth of aquatic vegetation[4]. These types of structural modifications to shorelines are now known to benefit non-native predators (like largemouth and smallmouth bass), while reducing the amount of complex aquatic habitat formerly available to salmonids rearing and migrating through Lake Washington[5]. This can impact juvenile salmonids, in particular, due to their affinity to nearshore, shallow-water habitats. Chemical treatments of pier components, such as creosote pilings, installed prior to today's standards, have also impacted water and sediment quality in the lake.

The combined effect of an overwater structure and a dramatic change in aquatic vegetation results in a behavior modification in juvenile salmonids, which will often change course to circumvent large piers or other overwater structures rather than swimming beneath them[6]. These behavior modifications disrupt natural patterns of migration and can expose juvenile salmonids to increased levels of predation.

Minimizing overwater coverage and associated support structures can benefit salmon. Studies related to shading effects from varying types of pier decking indicate that grated decking provides significantly more light to the water surface than traditional decking methods and may lead to improved migratory conditions for juvenile Chinook salmon[7].

Impact minimization measures, which have been identified by State and federal agencies, include, but are not limited to:

- Shared use of piers;

- Reducing or eliminating the number of boathouses and solid moorage covers (e.g., use of clear, translucent materials proven to allow light transmission for new canopies);

- Minimizing the size and widths of piers and floats;
- Increasing light transmission through any overwater structures (e.g., use of grated decking);
- Maximizing the height of piers above the water surface;
- Enhancing the shoreline with native vegetation;
- Improving shallow-water habitat;
- Reducing the overall number and size of pier piles; and
- Improving the quality of stormwater runoff.

Policy SA-11.4: Minimize aesthetic impacts of piers and their accessory components.

To minimize aesthetic impacts, ensure that lighting does not spill over onto the lake water surface, and minimize glare, piers should make use of nonreflective materials, minimize lighting facilities to that necessary to find the pier at night and focus illumination downward and away from the lake.

Shoreline Habitat and Natural Systems Enhancement Projects

Goal SA-12: Restore shoreline areas that have been degraded or diminished in ecological value and function as a result of past activities.

Policy SA-12.1: Include provisions for shoreline vegetation restoration, fish and wildlife habitat enhancement, and low-impact development techniques in projects located within the shoreline, where feasible.

Shoreline habitat and natural systems enhancement projects include those activities proposed and conducted specifically for the purpose of establishing, restoring, or enhancing habitat for priority species in shorelines. Such projects may include shoreline modification actions such as modification of vegetation, removal of non-native or invasive plants, shoreline stabilization, dredging, and filling; provided, that the primary purpose of such actions is clearly restoration of the natural character and ecological functions of the shoreline.

The City's shoreline has been impacted by past actions and, as a result, there are many opportunities available for restoration activities that would improve ecological functions. For example, enhancement of riparian vegetation, reductions

or modifications to shoreline hardening, and improvements to fish passage would improve the ecological function of the City's shoreline. Many of these restoration opportunities exist throughout the City on private property, as well as on City property, including parks, open spaces, and street ends. Both public and private efforts are needed to restore habitat areas. Opportunities include public-private partnerships, partnerships with other agencies and affected tribes, capital improvement projects, and incentives for private development to restore and enhance fish and wildlife habitat.

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2. Shoreline Environment

Goal SA-13: Preserve, protect, and restore the shoreline environment.

Kirkland is enriched with valued natural features within the shoreline area that enhance the quality of life for the community. Natural systems serve many essential functions that can provide significant benefits to fish and wildlife, public and private property, and enjoyment of the shoreline area.

Shoreline Critical Areas

> Note: The Shoreline Environment Chapter of the Comprehensive Plan contains a set of goals and policies relating to critical areas.

Critical areas found within the shoreline area include geologically hazardous areas, frequently flooded areas, wetlands, and fish and wildlife habitat conservation areas. Floodplains, while not a designated critical area, are also addressed in this section due to the relationship with frequently flooded areas within the City. No critical aquifer recharge areas are mapped within the City. Critical areas in the shoreline area are subject to the Chapter 90 KZC critical areas regulations incorporated by reference into the City's SMP.

Policy SA-13.1: Conserve and protect critical areas within the shoreline area from loss or degradation.

Environmentally critical areas within the shoreline area are important contributors to Kirkland's shoreline environment and high quality of life. Some natural features are critical to protect in order to preserve the important ecological functions they provide. The City also regulates and restricts development within critical areas because of the hazards they present to public health and safety. This policy is intended to ensure that the ecological functions and ecosystem-wide processes of these natural systems are maintained and improved.

Policy SA-13.2: Locate and design public access within and adjacent to critical areas to ensure that ecological functions are not impacted.

While public access for educational and public access purposes is an important objective, the location and design of public access must be carefully considered to avoid impacts to critical areas.

Geologically Hazardous Areas

Policy SA-13.3: Manage development to avoid risk and damage to property and loss of life from geological conditions.

Geologically hazardous areas include landslide hazard areas, erosion hazard areas and seismic hazard areas. These areas, as a result of their slope, hydrology, or underlying soils, are potentially susceptible to erosion, sliding, damage from earthquakes or other geological events. These areas can pose a threat to health and safety, if development is not appropriately managed and the area studied as a condition of permitting construction.

Wetlands

Policy SA-13.4: Protect and manage shoreline-associated wetlands.

Wetlands are areas that, under normal conditions, are inundated or saturated by surface or groundwater at a frequency and duration to support a prevalence of vegetation typically adapted for life in saturated soil conditions. The wetlands located within the shoreline area perform many ecological functions, including habitat for fish and wildlife, flood control, and groundwater recharge, as well as surface and groundwater transport, storage and filtration. Additionally, wetlands provide opportunities for research and scientific study, outdoor education, and passive recreation.

Kirkland's shoreline contains two extensive high-quality wetland systems: the wetlands located contiguous with the shoreline at Juanita Bay Park and extending up through the Forbes Valley (Forbes 1) and the Yarrow Bay wetlands (Yarrow 1). It is estimated that these wetlands combined are over 156 acres in size. The Forbes 1 wetland has several different vegetation classes, including forested, scrub-shrub, emergent, open water, and aquatic bed. The wetland contains a variety of plant species and types, including native red alder, willow, cottonwood, salmonberry, spiraea, red osier dogwood, skunk cabbage, buttercup, small-fruited bulrush, lady fern, soft rush, horsetail, cattail, and non-native Himalayan blackberry, reed canarygrass and purple loosestrife. Within the *Final Kirkland Shoreline Analysis Report* (2006), this system has been rated "high quality" for several functions, including habitat, water and sediment storage, water quality improvement, wave energy attenuation and bank stabilization, and nutrient and toxic compound removal.

The Yarrow Bay wetland complex similarly contains a number of wetland classes, including forested, scrub-shrub, emergent, open water, and aquatic bed. The Yarrow Bay complex also contains a mixture of plant species and types, including native red alder, willow, cottonwood, salmonberry, spiraea, red osier dogwood, and cattail and non-native Himalayan blackberry and reed canarygrass. The *Final Kirkland Shoreline Analysis Report* (2006) also rates this system "high quality" for numerous functions.

The Forbes 1 and Yarrow 1 wetlands are also mapped as priority wetlands by Washington Department of Fish and Wildlife (WDFW) (2006). Priority wetlands are those wetlands that have "[c]omparatively high fish and wildlife density, high fish and wildlife species diversity, important fish and wildlife breeding habitat, important fish and wildlife seasonal ranges, limited availability, [and] high vulnerability to habitat alteration."

This policy is intended to ensure that the City achieves no net loss of wetlands through retention of wetland area, functions and values. Mitigation sequencing is used to ensure impacts to wetlands are avoided, where possible, and mitigated, when necessary.

Wetlands are protected in part by buffers, which are upland areas adjacent to wetlands. Wetland buffers serve to moderate runoff volume and flow rates; reduce sediment loads; remove waterborne contaminants such as excess nutrients, synthetic organic chemicals (e.g., pesticides, oils, and greases), and metals; provide shade for surface water temperature moderation; provide wildlife habitat; and deter harmful intrusion into wetlands.

Fish and Wildlife Habitat Conservation Areas

Policy SA-13.5: Protect and restore critical freshwater habitat.

Fish and wildlife habitat conservation areas provide food, protective cover, nesting, breeding, or movement for threatened, endangered, sensitive, monitor, or priority species of plants, fish, or wildlife. Within the City, there are several areas that fall within this classification.

Lake Washington is known to support a diversity of salmonids, including Chinook salmon, steelhead trout, bull trout (listed as threatened under the Endangered Species Act), Coho salmon, sockeye salmon, and kokanee salmon.

Several streams pass through the City of Kirkland, discharging into Lake Washington. Several of these streams are known to support fish use, including

Chinook (juvenile use of the mouths of several streams), Coho, sockeye salmon, and steelhead and cutthroat trout. Some of the most prominent fish-bearing streams include Yarrow Creek, Forbes Creek, Juanita Creek and Denny Creek, which are protected within City parks at their outlet to Lake Washington. Salmonid and other fish species are also known to inhabit other Lake Washington tributaries such as Carillon Creek and Champagne Creek.

The Forbes Creek corridor is designated by WDFW as a priority "riparian zone" because it has been determined to meet these criteria: "[h]igh fish and wildlife density, high fish and wildlife species diversity, important fish and wildlife breeding habitat, important wildlife seasonal ranges, important fish and wildlife movement corridors, high vulnerability to habitat alteration, unique or dependent species." Denny Creek is designated by WDFW as a biodiversity area and corridor with pileated woodpecker habitat.

Both the Yarrow Bay wetlands and Juanita Bay Park extending up the Forbes Creek corridor provide excellent habitat for birds (including songbirds, raptors, and waterfowl), amphibians, mammals and even reptiles. Bald eagles and ospreys regularly perch in trees adjacent to Juanita and Yarrow Bays, and forage in the Bays. Pileated woodpeckers (a State Candidate species) also reportedly nest in the Juanita Bay wetlands, and according to the East Lake Washington Audubon Society, purple martins (a State Candidate species) used nesting gourds installed in early 2006 around the Juanita Bay. Bald eagle nests can be found in Yarrow Bay and in the Market Street and Finn Hill neighborhoods near Lake Washington. Great Blue Herons can be found in Yarrow Bay. Trumpeter Swans can be found in Juanita Bay. See WDFW maps and Kirkland Best Available Science Report dated December 2015 prepared by The Watershed Company.

This policy is intended to ensure that the ecological functions and ecosystem-wide processes associated with critical freshwater habitats are protected to assure no net loss, and that improvements are made through restoration activities. The City has worked to protect these valuable habitat areas through acquisition and management of public areas, as well as development controls, including protection of streams and wetlands and their associated buffers and coordination with federal and State agencies on protection issues associated with listed species.

Frequently Flooded Areas and Floodplains

Goal SA-14: Limit new development in floodplains.

Policy SA-14.1: Regulate development within the 100-year floodplain to avoid risk and damage to property and loss of life.

Frequently flooded areas help to store and convey storm and flood water; recharge groundwater; provide important riparian habitat for fish and wildlife; and serve as areas for recreation, education, and scientific study. Development within these areas can be hazardous to those inhabiting such development, and to those living upstream and downstream. Flooding also can cause substantial damage to public and private property that results in significant costs to the public as well as to private individuals.

The primary purpose of frequently flooded areas regulations is to regulate development in the 100-year floodplain to avoid substantial risk and damage to public and private property and loss of life. Lake Washington does not have a floodplain due to its lake elevation control by the Corps. However, floodplains are designated for both Yarrow Creek wetlands in association with Yarrow Creek and the low-gradient riparian area associated with Forbes Creek.

In both cases, the potential channel migration zone is protected as wetlands associated with Lake Washington. This protection limits development and modifications in those areas where the creeks have the potential to migrate. This protection limits the potential for migration to affect existing or future structures.

Water Quality and Quantity

Note: The Environment Chapter of the Comprehensive Plan contains a set of goals and policies relating to water systems and addressing water quality and quantity. The Utilities Chapter also contains policies addressing storm water.

Goal SA-15: Manage activities that may adversely impact surface and groundwater quality or quantity.

While most of the storm water entering streams and the lake does not come from the shoreline jurisdiction, surface water management is still a key component of the shoreline environment, due to the potential of activities in the larger watershed basin to contribute to water quantity and quality conditions in streams and the

lake.

As part of Kirkland's Surface Water Utility, Surface Water Master Plan, and implementation of the NPDES Phase II Municipal Stormwater permit requirements, the City is pursuing activities and programs within the larger watershed basin to address flood protection, water quality improvement, and habitat protection and restoration.

Within the shoreline jurisdiction, the City can regulate development and provide education and incentives to minimize impacts to water quality and limit the amount of surface water runoff entering the lake.

Policy SA-15.1: Manage storm water quantity to ensure protection of natural hydrology patterns and avoid or minimize impacts to streams.

Native forest communities with healthy soil structure and organic contact help to manage the amount and timing of runoff water that reaches streams and lakes by intercepting, storing, and slowly conveying precipitation. As these systems are impacted and forests are replaced by impervious surfaces like roads, parking areas, and rooftops, larger quantities of water leave the developed watershed more quickly. Impervious surfaces affect the amount of water that seeps into the ground and washes into streams; they also affect how quickly the water gets there. When land is covered with pavement or buildings, the area available for rainwater and snowmelt to seep into the ground and replenish the groundwater is drastically reduced; in many urban areas it is virtually eliminated. The natural movement of water through the ground to usual discharge points such as springs and streams is altered. Instead, the natural flow is replaced by storm sewers or by more concentrated entrance points of water into the ground and surface drainages.

Changing the timing and amount of water runoff can lead to too much water going directly into streams in the rainy months of winter instead of soaking into the ground. Consequently, there is not enough water in the ground to slowly release into streams in the dry months of summer. Too much water in the winter causes unnaturally swift currents that can erode stream banks and scour and simplify the stream channels, damaging fragile fish habitat. In contrast, not enough water in streams in the summer leads to water temperatures too high to support fish and isolation of fish in small pools. These fundamental changes to hydrology alter watersheds in several ways, including the following:

- The size, shape, and layout of stream channels change to accommodate the new flow regime, thus changing physical habitat conditions for aquatic species.

- Erosion increases suspended solid concentrations and turbidity in receiving properties which can impair survival of aquatic species, including salmon.

- Opportunities for soils and vegetation to filter pollutants from stormwater are reduced, leading to water quality degradation. Stormwater can also carry heavy metals, household wastes, excess nutrients, and other pollutants to the shoreline area.

- Reduced streamside vegetation can lead to increased water temperatures that reduce survival of aquatic species, including salmon. Fine sediment smothers fish eggs, impacting future populations.

Discharges into the tributary streams, such as Forbes Creek, can have a significant impact on in-stream habitat complexity, peak flow magnitude and duration, bank stability, substrate composition, and a number of other parameters.

Policy SA-15.2: Prevent impacts to water quality.

This policy is intended to prevent impacts that would result in a net loss of shoreline ecological functions, or a significant impact to aesthetic qualities or recreational opportunities.

Water is essential to human life and to the health of the environment. Water quality is commonly defined by its physical, chemical, biological and aesthetic (appearance and smell) characteristics. A healthy environment is one in which the water quality supports a rich and varied community of organisms and protects public health. Water quality influences the way in which Kirkland uses water for activities such as recreation and scientific study and education, and it also impacts our ability to protect aquatic ecosystems and wildlife habitats.

The degradation of water quality adversely impacts wildlife habitat and public health. This is particularly relevant to the shoreline, since all of the regulated surface waters, both natural and piped, are discharged ultimately to Lake Washington. The water quality impact of stormwater inputs is also significant. Stormwater runoff carries pesticides, herbicides and fertilizers applied to lawns and sports fields; hydrocarbons and metals from vehicles; and sediments from construction sites, among other things. All of these things can harm fish and wildlife, their habitats, and humans.

Presently, Lake Washington is considered at risk for chemical contamination from hydrocarbon input from the urbanized watershed. The lake has also exhibited

problems with levels of fecal coliform, ammonia, and PCBs present (*Final Kirkland Shoreline Analysis Report*, 2006).

The City has various programs to control stormwater pollution through maintenance of public facilities, inspection of private facilities, water quality treatment requirements for new development, source control work with businesses and residents, and spill control and response. These programs are managed under the Surface Water Utility, whose goals are:

- Flood protection;
- Water quality improvement; and
- Habitat protection and restoration.

Kirkland has also adopted a *Surface Water Master Plan* that sets goals and recommends actions for flood reduction, water quality improvement, and aquatic habitat restoration. This plan contains plans and programs to address water quality and high flow impacts from creeks and shoreline development through a number of mechanisms, including the following:

- Participation in WRIA 8 activities.
- Adoption of regulations and best management practices consistent with the NPDES Phase II permit requirements.
- Increased public education and outreach.
- Construction of projects that address existing flooding problems.
- Increased inspection and rehabilitation of the existing stormwater system.
- Identifying pollution “hot spots” for possible water quality treatment.
- Examining City practices and facilities to identify where water quality improvements can be made.
- Combining flow controls with in-stream habitat improvement projects in Juanita and Forbes creek watersheds.

Policy SA-15.3: Require environmental cleanup of previously contaminated shorelines.

Some of Kirkland’s shorelines previously supported industrial or commercial

practices that may have resulted in environmental contamination. If not addressed, environmental contamination can continue to impact the environmental quality of Kirkland's shorelines. The potential liability associated with contamination can complicate business development, property transactions or expansion on the property as well. Sites which are suspected of having past activities that may have resulted in environmental contamination should be evaluated and developers should comply with State and federal regulations and programs addressing environmental contamination, including the Model Toxics Control Act, as well as the Department of Ecology's Voluntary Cleanup Program.

Policy SA-15.4: Support public education efforts to protect and improve water quality.

Many residential yards within the shoreline area are dominated by lawn and landscaping, which can contribute water quality contaminants such as fertilizers, herbicides, and pesticides. Fertilizers and herbicides can affect the aquatic vegetation community, stimulating overgrowth of some species which can have a multitude of deleterious effects and suppress growth of other species. Pesticides also directly affect fish. Fish use their olfactory sense to find their way home. Garden chemicals that get into our lakes and streams may mask the smell fish use for homing. Scientists have found that pesticides also interfere with the ability of salmon to reproduce and avoid predators. Other effects include impaired reproduction, skeletal deformities, decreased swimming ability, and toxicity to salmon food sources.

Presently, nutrient levels in Lake Washington do not represent a problem for salmonids (*Final Kirkland Shoreline Analysis Report*, 2006). Encouraging natural yard care practices and salmon-friendly landscape design can help to reduce the contaminant load into Lake Washington. Should nutrient levels continue to increase and represent a more significant problem, regulations limiting the use of pesticides, fertilizers and herbicides in the shoreline environment may become necessary.

Boat maintenance can also impact the aquatic environment with hydrocarbons, oils and other chemicals, and solvents. Providing information on boating practices, including operation and maintenance practices that can help prevent harmful substances from entering the water such as gasoline, two-stroke engine fuel, paint, and wood conditioner and other boat related substances, can also improve water quality. The City should also assist property owners by providing information on environmentally friendly methods of maintaining piers and decks.

Finally, the City should continue its efforts to increase the public's awareness of potential impacts of certain practices on water bodies and water quality, including improper disposal of hazardous materials.

Vegetation Management

> Note: The Environment Chapter of the Comprehensive Plan contains goals and policies relating to vegetation. The Natural Resources Management Plan also addresses issues relating to vegetation management.

Goal SA-16: Protect, conserve and establish vegetation along the shoreline edge.

Policy SA-16.1: Plan and design new development or substantial reconstruction to retain or provide shoreline vegetation.

Vegetation within the shoreline environment is essential for fish and wildlife habitat, providing habitat complexity and, in the case of riparian vegetation, supporting the insects that provide an important food source for salmon[1]. Shoreline vegetation is also important in helping to camouflage young salmon as they hide amidst root wads, beneath overhanging vegetation, or within branches that have fallen into the water[2]. Vegetation also helps to support soil stability, reduce erosion, moderate temperature, produce oxygen, and absorb significant amounts of water, thereby reducing runoff and flooding.

Cove with native shoreline vegetation along lake

Presently, shoreline vegetation and riparian structure are not properly functioning within Lake Washington (*Final Kirkland Shoreline Analysis Report*, 2006). The intent of this policy is to protect existing shoreline vegetation, in particular existing trees, and establish new vegetation, including native trees, shrubs and groundcover, along the shoreline edge to improve shoreline vegetation and riparian structure and the ecological functions that these shoreline conditions affect.

Policy SA-16.2: Minimize tree clearing and thinning activities along the shoreline and require mitigation for trees that are removed.

As a result of the functions that shoreline vegetation provides, it is important that vegetation conservation measures be implemented along the shoreline. New trees or other appropriate restoration should be installed to replace functions of trees that are removed, either through development or as part of ongoing management of property. Tree removal or topping for the purposes of creating views should be prohibited. Limited thinning of trees to enhance views or for maintenance of health and vigor of the tree may be appropriate in certain circumstances; provided, that this activity does not adversely impact tree health, ecological functions, and/or slope stability.

Applicants are encouraged to make trees that are removed available for City shoreline restoration projects.

Policy SA-16.3: Provide outreach and education materials to lakeside property owners about the importance and role of shoreline vegetation.

The City should offer shoreline property owners workshops or other materials to address the value of riparian vegetation, invasive species, erosion control, the value of large woody debris for salmon habitat, and natural yard care practices.

Public outreach efforts should focus on the opportunity to improve existing habitat and on the ability to use shoreline vegetation to:

- Create an attractive landscape that offers variety and seasonal color;
- Reduce maintenance;
- Provide privacy without sacrificing views;
- Increase property values;

- Improve water quality; and
- Reduce use by geese and other waterfowl.

Goal SA-17: Design aquatic vegetation management efforts to use a mix of various control methods with emphasis on the most environmentally sensitive methods.

Noxious weeds of Washington State are non-native, invasive plants defined by law as a plant that when established is highly destructive, competitive or difficult to control by cultural or chemical practices. These plants have been introduced intentionally and unintentionally by human actions. Most of these species have no natural enemies, such as insects or diseases, to help keep their population in check. As a result, these plants can often multiply rapidly. The two most common invasive species that are impacting Lake Washington's and Kirkland's marinas, residential waterfront owners and wildlife are Eurasian watermilfoil and white water lily. Eurasian watermilfoil, an aquatic plant found in lakes and slow-moving streams, can lower dissolved oxygen and increase pH, displace native aquatic plants, and increase water temperature.

Some aquatic weeds are controlled because they interfere with human needs such as boating and swimming in the lakes. Others pose a threat to the environment. The introduction of any non-native species has an effect on native species and habitats, although it is often difficult to predict those effects. However, there is a growing number of non-native aquatic plant and animal species whose current or potential impacts on native species and habitats are known to be significant. Potential threats may be evidenced by the degree of negative impact these species have upon the environment, human health, industry and the economy (WDFW 2001). Potential negative impacts relevant to the Lake Washington environment include:

- Loss of biodiversity;
- Threaten ESA-listed species such as salmon;
- Alterations in nutrient cycling pathways;
- Decreased habitat value of infested waters;
- Decreased water quality;
- Decreased recreational opportunities;
- Increased safety concerns for swimmers; and

- Decreased property values.

Non-native species can be controlled through a variety of mechanisms, including mechanical and physical means (hand pulling, hand tools, bottom barrier, weed roller, mechanical cutters, and harvesters), biological controls and herbicides.

In response to the problem of invasive, non-native species entering Washington waters, laws have now been enacted requiring that all boats leaving a Washington boat launch be free of aquatic weeds and other debris, or otherwise risk being ticketed.

Aquatic vegetation management will likely take coordination on a larger scale to be effective. As a result, the City should work with landowners and neighboring jurisdictions to develop aquatic vegetation management plans on a large-scale basis.

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[1] Christensen, D.L., B.R. Herwig, D.E. Schindler, and S.R. Carpenter. 1996. Impacts of lakeshore residential development on coarse woody debris in north temperate lakes. Ecological Applications 6:1143-1149.

[2] Tabor, R.A. and R.M. Piaskowski. 2002. Nearshore habitat use by juvenile Chinook salmon in lentic systems of the Lake Washington Basin, Annual Report, 2001. U.S. Fish and Wildlife Service, Lacey, WA.

Tabor, R.A., M.T. Celedonia, F. Mejia, R.M. Piaskowski, D.L. Low, B. Footen, and L. Park. 2004a. Predation of juvenile Chinook salmon by predatory fishes in three areas of the Lake Washington Basin. Miscellaneous report. U.S. Fish and Wildlife Service, Western Washington Fish and Wildlife Office, Lacey, WA.

3. Shoreline Parks, Recreation, and Open Space

Public Parks

> Note: The Comprehensive Park, Open Space and Recreation Plan provides policies and planning for parks, open space and recreating within the City of Kirkland, including waterfront parks.

Goal SA-18: Provide substantial recreational opportunities for the public in the shoreline area.

With miles of shoreline, the City has preserved significant portions of its waterfront in public ownership as parks. Kirkland's waterfront parks are the heart and soul of the City's park system. They bring identity and character to the park system and contribute significantly to Kirkland's charm and quality of life. The 14 waterfront parks stretch from the Yarrow Bay wetlands to the south to Juanita Bay, Juanita Beach and O. O. Denny Parks to the north, providing Kirkland residents year-round waterfront access. Kirkland's waterfront parks are unique because they provide citizens a diversity of waterfront experiences for different tastes and preferences. Park activities and facilities include public docks and fishing access, boat moorage, boat launches, swimming, interpretative trails, and picnicking. Citizens can enjoy the passive and natural surroundings of Juanita Bay and Kiwanis Parks and the more active swimming and sunbathing areas of Houghton and Waverly Beach Parks.

Houghton Beach Park

Policy SA-18.1: Acquire, develop, and renovate shoreline parks, recreational facilities, and open spaces that are attractive, safe, functional, and respect or

enhance the integrity and character of the shoreline.

While Kirkland is blessed with many extraordinary waterfront parks, we should never lose sight of capturing opportunities when additional waterfront property on Lake Washington becomes available. If privately held lakefront parcels adjacent to existing beach parks or at other appropriate locations become available, effort should be made to acquire these pieces. As new shoreline parks are acquired and developed, the ecological functions of the shoreline should be protected and enhanced.

Policy SA-18.2: Encourage water-oriented activities and programs within shoreline parks.

Kirkland's recreational programs provide opportunities for small craft programs such as canoeing/kayaking, sailing, rowing, and sail-boating. Programs oriented around non-motorized boating activities provide excellent opportunities to teach recreation skills emphasizing water and boating safety and should be expanded, where appropriate.

In addition, the City awards contracts to parties interested in occupying dock space in the Kirkland Marina and Second Avenue South Dock for commercial use. The City may also expand concession facilities within its parks. These types of commercial recreational uses, which expand opportunities for the public to enjoy the shoreline, should be encouraged within the City's shoreline parks.

Policy SA-18.3: Continue use of opened waterfront street ends for public access.

Street ends are also wonderful opportunities to expand the public's access to the waterfront. The City has developed four street ends for the public's use and enjoyment. They are located along Lake Washington Boulevard at Street End Park, Settler's Landing, Fifth Avenue South and Second Street West. The City also has plans in place for development of the Lake Avenue West Street End Park.

Policy SA-18.4: Explore opportunities for use and enjoyment of unopened street ends.

Presently, two waterfront street ends, 4th Street West and 5th Street West, remain unopened for public use. The ability to use these street ends for public use is presently impacted by a lack of public access from the land to the street end. If the City decides to open the street end for public use, it should work with the community and neighboring residents to prepare and adopt a development and use

plan.

Policy SA-18.5: Ensure that development of recreational uses does not adversely impact shoreline ecological functions.

The development of recreational facilities has the potential to adversely impact shoreline ecological functions, for instance by increasing the amount of physical access and activity as well as overwater coverage and motorized watercraft access. As a result, recreational uses shall be appropriately sited and planned to minimize any resultant impacts.

Goal SA-19: Protect and restore publicly owned natural resource areas located within the shoreline area.

Policy SA-19.1: Manage natural areas within the shoreline parks to protect and restore ecological functions, values and features.

Kirkland is fortunate to have two of Lake Washington's largest and most important wetland and wildlife resources in its public park system: Juanita Bay Park and the Yarrow Bay wetlands, both of which have been mapped as priority wetlands by the Washington Department of Fish and Wildlife (WDFW). Both the Yarrow Bay wetlands and Juanita Bay Park extending up Forbes Creek corridor provide excellent habitat for birds, amphibians, mammals and reptiles. The outlets for four of the most prominent streams within the City, Juanita Creek, Forbes Creek, Yarrow Creek and Denny Creek, are also located within the City's shoreline parks. These streams are known to support salmonids. In addition, the Forbes Creek corridor has been designated by WDFW as a priority "riparian zone" due to its high fish and wildlife density, species diversity, important fish and wildlife breeding habitat, important wildlife seasonal ranges, high vulnerability to habitat alteration, and presence of unique or dependent species.

Preserving wildlife habitat, water quality, and forested areas is an important aspect of good park resource management. The existence of these natural areas also offers a variety of opportunities for aesthetic enjoyment, and passive and low-impact recreational and educational activities.

In order to protect wildlife habitat within Juanita and Yarrow Bay, it may be necessary to manage watercraft access, such as establishing restricted areas or limiting vessel speeds or other operations.

Policy SA-19.2: Promote habitat and natural resource conservation through

acquisition, preservation, and rehabilitation of important natural areas, and continuing development of interpretive education programs.

The City parks also present an opportunity to implement restoration activities to improve degraded wetlands and habitat, control the spread of noxious plants, and improve the water quality of streams. As noted in the *Final Kirkland Shoreline Analysis Report* (December 2006), the City has initiated several studies to address restoration opportunities within Juanita Beach Park and Juanita Bay Park. In addition, the City has adopted a 20-Year Forest Restoration Plan to restore Kirkland's urban forests by removal of invasive plants and planting native species for the sustainability of the forest and its habitat. The City has acquired properties within the shoreline area near the Yarrow Bay wetlands impacted by critical areas and will continue to explore similar acquisition opportunities. The Parks Department has also established an interpretative program in Juanita Bay Park and will evaluate appropriate opportunities to expand this type of educational resource within natural areas.

Goal SA-20: Use a system of best management practices and best available technologies in the construction, maintenance and renovation of recreational facilities located in the shoreline environment.

The high visibility and use of Kirkland's waterfront parks require high levels of maintenance, periodic renovation, and security. Swimming beaches, piers, recreational moorage facilities, boat ramps, and shoreline walkways must be kept safe and in good condition for the public's enjoyment and use. Maintenance of these recreational facilities should be done in a way that minimizes any adverse effects to aquatic organisms and their habitats. Renovation of these areas also provides an opportunity to restore areas impacted by historical shoreline modifications such as alteration of shoreline vegetation, construction of bulkheads, and piers and docks.

Policy SA-20.1: Incorporate salmon-friendly pier design for new or renovated piers and environmentally friendly methods of maintaining docks in its shoreline parks.

Marina Park pier with grated decking

Overwater coverage and in-water structures can adversely impact ecological functions and ecosystem-wide processes. As the City renovates or constructs new overwater structures, it should incorporate impact minimization measures, such as minimizing widths of piers and floats, increasing light transmission through any overwater structures, enhancing the shoreline with native vegetation, improving shallow-water habitat, and reducing the overall number and size of pier piles, in order to minimize the impacts of these structures. Opportunities exist to reduce overwater coverage and in-water structures in a number of shoreline parks, including Juanita Beach Park, Waverly Beach Park, the Lake Avenue West Street End Park, Marina Park, David E. Brink Park, Marsh Park, and Houghton Beach Park.

Kirkland contains a number of piers within its shoreline parks, including at Houghton Beach Park, Marsh Park, David E. Brink Park, Marina Park, Waverly Beach Park, Juanita Beach Park, Juanita Bay Park, Settler's Landing, and the Second Avenue Right-of-Way in the Downtown. To maintain these piers, replacement of the decking is needed on a routine basis. The City has obtained a Hydraulic Project Approval from the Washington Department of Fish and Wildlife to cover this maintenance activity and, as part of this permit, grating will be installed in lieu of existing solid boards when the boards are replaced, allowing for greater light

transmission through these overwater structures.

Policy SA-20.2: Minimize impacts to the natural environment and neighboring uses from boat launch facilities to the greatest extent feasible.

Kirkland's public boat launch at Marina Park contains a one-lane facility for trailerable boats. This facility provides important access to Lake Washington, but has experienced several problems including poor traffic circulation and congestion. The City employs use regulations for this facility in order to minimize impact; these regulations are monitored under the Dock Masters program. A trailer parking area is provided at nearby Waverly Park. Continued management of boat trailer parking should be maintained in order to minimize these impacts to the greatest extent feasible.

If, in the future, the boat launch at Marina Park were to relocate, the City should cooperate with other jurisdictions to assure that this regional need is addressed with regional participation and resources.

Policy SA-20.3: Incorporate salmon-friendly landscape design practices in shoreline parks.

Nearshore native vegetation at Juanita Beach Park

The City's parks and natural areas are a reflection of the values of the Kirkland community. The Parks Department strives to ensure that the public landscape

remains attractive, while meeting the expectations of our users and preserving our parks and natural spaces for generations to come.

Opportunities exist to improve nearshore native vegetation in a number of shoreline parks, including Juanita Beach Park, O.O. Denny Park, Waverly Beach Park, the Lake Avenue West street end park, Marina Park, David E. Brink Park, Settler's Landing, Marsh Park, and Houghton Beach Park. Restoration activities could include such practices as native plant buffers at the shoreline edge, control of noxious and invasive species, implementation of sound horticultural practices, use of Integrated Pest Management (IPM) techniques, organic fertilizers, and natural lawn care practices.

Since 1998, the Kirkland Parks Department has been following an Integrated Pest Management (IPM) program. IPM is a sustainable approach to managing pests by combining cultural, mechanical, biological and chemical methods in a way that provides effective and efficient maintenance of the City's park system.

The objectives of the IPM policy are:

- Protect the health, safety and welfare of the environment and community.
- Provide efficient, cost effective maintenance of the City's park system using non-chemical controls whenever possible.
- Design new and renovate existing landscape areas that suit site conditions with sustainable maintenance practices.
- Restore, create and protect environmentally valuable areas such as wetlands, riparian areas, forests, meadows, and wildlife habitat.

The IPM decision making process brings into play multiple strategies that are utilized as tools to help implement the program, including (but not limited to):

- The use of sound horticultural practices to optimize plant health and suppress insects, disease and weed growth.
- Site appropriate design with the use of disease and drought tolerant native plants.
- The use of natural control agents that act as predators or parasites of pest species.
- The use of beneficial organisms that improve plant health by enhancing the soil

quality.

- The use of a variety of tools, equipment and, most importantly, people to assist with pest control.

The long-range goal of this program is for the parks and open spaces to be pesticide-free.

The Kirkland Parks Department is undertaking efforts to control invasive vegetation, including eradication and replanting with native vegetation, within Juanita Bay Park, under the recommendations contained within the Juanita Bay Park Vegetation Management Plan prepared in 2004 by Sheldon and Associates, Inc. It divides the park into 10 management areas by habitat type that are distributed among three landscape zones based on location and historic use. Goals and objectives were established for each landscape zone, and then treatments were suggested for each management area within the landscape zones. The primary objective for the less developed landscape zones is removal of invasive species and replacement with native species, as well as supplementation of existing native vegetation to increase species and habitat diversity.

The Kirkland Parks Department has also initiated a program to install water intakes in Lake Washington for use as irrigation of Kirkland Parks. The water withdrawn from Lake Washington by Parks would be used to irrigate eight parks, which are currently provided with irrigation water from the City's potable water system. In conjunction with this project, the Parks Department plans to install vegetation along the shoreline edge.

Policy SA-20.4: Minimize impacts from publicly initiated aquatic vegetation management efforts.

The Kirkland Parks Department undertakes mechanical aquatic vegetation management efforts at both Houghton and Waverly Beach Parks to control milfoil. After attempts to use biological and mechanical means to control aquatic invasive species at Juanita Bay Park, the Kirkland Parks Department has initiated an herbicide application. Aquatic vegetation management efforts can have potential negative impacts relevant to the Lake Washington environment and therefore control efforts should be designed to use a mix of various methods with emphasis on the most environmentally sensitive methods.

Policy SA-20.5: Control non-native species which impact Kirkland's shoreline.

The City Parks Department periodically undertakes programs to control non-native

species along the shoreline. For instance, the Parks Department has planned improvements within Juanita Beach Park to reduce waterfowl impacts at this park. Programs aimed at controlling impacts associated with non-native species use of the waterfront should continue. Any programs initiated should be designed to minimize any potential impacts to native species.

Policy SA-20.6: Implement low-impact development techniques, where feasible, in development of or renovations to recreational facilities along City shorelines.

Low-impact development strives to mimic nature by minimizing impervious surface, infiltrating surface water through biofiltration and bio-retention facilities, retaining contiguous forested areas, and maintaining the character of the natural hydrologic cycle. Utilizing these practices can have many benefits, including improvement of water quality and reduction of stream and fish habitat impacts. The Parks Department has successfully incorporated low-impact development techniques with park development efforts, such as Waverly Park and Watershed Park. These techniques should also be considered for any improvements within shoreline parks.

Opportunities exist to reduce impervious surface coverage in a number of shoreline parks, including Waverly Beach Park, Street End Park, and Marsh Park and LID should be explored as a means to reduce this coverage.

Policy SA-20.7: Reduce or modify existing shoreline armoring within Kirkland's shoreline parks to improve and restore the aquatic environment.

Bulkheads or other types of shoreline armoring can adversely impact ecological functions and ecosystem-wide processes. Kirkland contains a number of structural shoreline stabilization measures, such as concrete or rip-rap bulkheads, within its shoreline parks. Opportunities exist to reduce shoreline armoring in a number of shoreline parks, including O.O. Denny Park, Waverly Beach Park, Marina Park, David E. Brink Park, Settler's Landing, Marsh Park, and Houghton Beach Park. If repair or replacement is needed to these existing structures, the Parks Department should explore the use of nonstructural measures. Further, new development within the City's parks should be located and designed to eliminate the need for new shoreline modification or stabilization.

Goal SA-21: Undertake restoration opportunities to improve shoreline ecological functions and ecosystem-wide processes where feasible.

The City's shoreline parks present opportunities for restoration that would improve

ecological functions, including reduction of shoreline armoring, reduction of overwater cover and in-water structures, improvement of nearshore native vegetation cover, reduction of impervious surface coverage, control of invasive vegetation, and improvement of fish passage where possible.

In addition, many projects planned under the Surface Water Management Utility would provide wetland enhancement, fish passage improvement, bioengineered streambank erosion, restoration of armored streambanks, flood abatement, and water quality improvement. While many of these projects are planned "upstream" of shoreline jurisdiction, they can still have positive effects on the shoreline environment.

4. Shoreline Transportation

Note: The Transportation Chapter of the Comprehensive Plan contains a set of goals and policies relating to vehicular, bicycle and pedestrian circulation.

Streets

Goal SA-22: Provide for safe and efficient movement of vehicles, bicycles and pedestrians within the shoreline area, while recognizing and enhancing the unique, fragile and scenic character of the shoreline area.

Policy SA-22.1: Maintain a roadway network which will efficiently and safely provide for vehicular circulation within the shoreline area.

The existing vehicular circulation system in Kirkland's shoreline area is largely complete, with several major roadways located within the shoreline jurisdiction, including portions of Lake Washington Boulevard NE/Lake Street South and Market Street/98th Avenue NE, as well as neighborhood access streets and driveways. The City should undertake improvements, as necessary, to address needed safety, capacity or efficiency improvements within the shoreline area.

Policy SA-22.2: Enhance Lake Washington Boulevard NE and Lake Street South to improve their function for scenic views and recreational activities, as well as for local access and as a commute route.

Lake Washington Boulevard is designated as a major arterial and provides the major north-south route through Kirkland south of the Central Business District and west of I-405. The Boulevard also provides local access for a substantial number of residential developments and businesses. The Boulevard functions as a major pedestrian and bicycle corridor, serving waterfront park users, joggers, strollers, and Downtown shoppers. The City should continue to manage this network to meet the needs of the broad variety of users, while maintaining the scenic quality of this roadway network.

Traffic along Lake Washington Boulevard and Lake Street South has increased over time, restricting local access to and from these streets and creating noise, safety problems, and conflicts for pedestrians, bicyclists, and adjacent residents.

Solutions to these problems should be sought which recognize that these streets have a scenic and recreational function which is as important as their function as a commute route. Improvements to these streets should help accommodate their broader amenity function in such a manner that the safety of all the diverse users is enhanced. Accordingly, the following improvements would be desirable:

♦ Widening of sidewalks or development of landscape strips or landscaped median islands to separate traffic and provide pedestrian safety.

♦ Installation of pedestrian crossings at intersections and adjacent to waterfront parks where safety considerations allow such installation.

♦ Continuation and widening of bicycle lanes.

♦ Limitations on the number of new curb cuts and consolidation of driveways, where possible.

♦ Restrictions on turning movements by installation of c-curbs or other techniques, where needed.

Policy SA-22.3: Design transportation improvement projects within the shoreline to avoid, minimize and mitigate environmental impacts.

Transportation facilities should be designed to have the least possible effect on shoreline features. When planning transportation facilities, both public and private, the environmental impacts of the facility need to be evaluated and minimized, and appropriate mitigation included. Environmental impacts of transportation facilities and services can include wetland and stream encroachment, vegetation removal, air quality deterioration, noise pollution, and landform changes.

Policy SA-22.4: Design transportation improvement projects to maximize opportunities to improve existing shoreline ecological functions.

Transportation improvement projects located within the shoreline should include provisions for shoreline vegetation restoration, fish and wildlife habitat enhancement, and low-impact development techniques, where practicable and feasible.

Policy SA-22.5: Design transportation improvement projects to enhance scenic amenities and reflect neighborhood character.

Roadways should be designed to maximize views of the lake, where feasible.

Shoreline roadways should also be designed with pedestrian improvements, such as widened sidewalks, and amenities such as benches or view stations and public sign systems that identify significant features along the shoreline such as historic or scenic features, parks and public access easements. In addition, appropriate landscaping and street tree selection should be used for rights-of-way with public views to maintain the views as the vegetation matures.

Policy SA-22.6: Incorporate best management practices into road and utility maintenance activities.

Road maintenance activities are necessary to clean out sediment and debris from drainage systems, which provides benefits to salmon habitat by preventing pollutants and sediments entrapped in stormwater facilities from entering surface or groundwater. The activities can also have adverse water quality impacts, directly affecting aquatic species. In order to minimize any potential adverse impacts, the City road maintenance crews should continue to use best management practices, such as those incorporated into the Regional Road Maintenance ESA Program Guidelines, to guide their maintenance activities. The Regional Road Maintenance ESA Program Guidelines (Regional Program) describe physical, structural, and managerial best management practices designed so that when they are used, singularly or in combination, they reduce road maintenance activities' impacts on water and habitat.

Pedestrian/Bicycle Circulation

Goal SA-23: Provide the maximum reasonable opportunity for the public to view and enjoy the amenities of the shoreline area.

Policy SA-23.1: Provide a public access system that is both physical and visual, utilizing both private and public lands, consistent with the natural character, private rights and public safety.

Public access includes the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the State, and to view the water and the shoreline from adjacent locations. Public access is a key component of the Shoreline Management Act and is one of the preferred uses in the shoreline area and should be encouraged, both in private and public developments and public acquisition.

Developing public access to the shoreline area has long been a priority of the City. Except for single-family residential areas or environmentally critical areas, the City

has sought development to provide public access to the water's edge and along the shoreline as much as possible. Based on this approach, the City has made significant progress towards establishing continuous pedestrian access along the water's edge along portions of the shoreline.

In addition to these public access easements, the City has, over time, acquired many shoreline properties and designated these properties for park/open space and developed access trails.

Policy SA-23.2: Enhance and maintain pedestrian and bicycle infrastructure within the shoreline area.

Pedestrian and bicycle movement on and off roadways in the shoreline area should be encouraged wherever feasible. Access points to and along the shoreline as well as shoreline recreational facilities should be linked by pedestrian and bicycle pathways developed as close to the water's edge as reasonable.

The City should work to infill key gaps in existing shoreline access by connect existing pathways and linking existing access points to and along the shoreline, where feasible. In addition, the City should work to complete bicycle improvements by infilling gaps in existing routes and making any necessary safety improvements.

The following identifies some of the key opportunities available to improve public access. Some of the sites are located within the shoreline area, while others located outside the shoreline jurisdiction are represented since they provide an important connection to the shoreline. These connections should be sought, either through a required condition of development, or, where appropriate, through use of public funds to acquire and develop public pedestrian walkways:

♦ Connecting Juanita Bay Park and Juanita Beach Park. The City should seek to complete a public pedestrian walkway along the shoreline from Juanita Bay Park to Juanita Beach Park. Because of the presence of wetlands, the walkway should be designed so as to cause the least impact. The City should also pursue improvements to connect the existing bicycle lanes along Market Street to those on Juanita Drive.

♦ Juanita Bay Park – provide an additional connection from the causeway to the lake if protection of the natural features can be reasonably ensured.

♦ Forbes Valley Pedestrian Facility – provide a sidewalk adjacent to Forbes Creek Drive to connect Crestwoods Park and Juanita Bay Park.

♦ 9th Street West – between Market Street and 20th Street across Juanita Bay Park

should be improved for both pedestrians and bicycles.

♦ 10th Street West – connecting Kiwanis Park and Juanita Bay Park.

♦ Waverly Way – should be improved with sidewalk on the west side of the street. View stations at the unopened street ends at 4th Street West and 5th Street West along Waverly Way should also be considered.

♦ Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Street End Park.

♦ In Downtown south of Marina Park. In this area, buildings and parking lots interrupt the shoreline trail system that has been established on adjoining properties. Whenever possible, this shoreline trail system should be completed, in order to build upon this community amenity and open space.

♦ Lake Washington Boulevard NE – gaps in the existing public waterfront trail with connections to the Boulevard should be a required element of all shoreline developments other than single-family homes. Public use areas also should be encouraged adjacent to the westerly margin of Lake Washington Boulevard. The Boulevard is now a popular path for pedestrians, joggers, and bicyclists, and the continued improvement of this corridor as a promenade with wide sidewalks and public use areas, such as benches or view stations, pedestrian scale lighting, and public sign systems, would be a significant public asset.

♦ Juanita Drive – provide safe bicycle and pedestrian facilities along Juanita Drive while maintaining the corridor's unique natural landscape and protecting the natural environment.

The City of Kirkland Transportation Master Plan and Active Transportation Plan (ATP), together with any additional routes identified in Neighborhood Plans, map most of the bicycle and pedestrian facilities planned for future development. The Capital Improvement budget process prioritizes when routes will receive funding for improvements.

Policy SA-23.3: Require public access to and along the water's edge and waterfront public use areas with new development or substantial redevelopment, except in limited circumstances.

In general, new development or substantial redevelopment should be required to install a public trail along the entire length of the waterfront with connections to Lake Washington Boulevard at or near each end. Areas which are available for other

public waterfront activities also should be strongly encouraged. A public trail should not be required associated with the construction of an individual new single-family residence or where it is demonstrated to be infeasible due to impact to the shoreline environment or due to constitutional limitations.

Policy SA-23.4: Minimize impacts on adjacent uses and the natural environment through the appropriate design of public access. Public access should also be designed to provide for public safety.

Developments required to provide public pedestrian access should be designed to minimize the impacts of the public access to adjoining properties, where possible, such as visually or physically separating the public pedestrian access from adjacent private spaces, or by placing an intervening structural or landscape buffer. The City may permit the establishment of reasonable limitations on the time, extent, and nature of public access in order to protect the natural environment and the rights of others.

In addition, public access trails should be located and designed to assure that users are visible and that pathways are well illuminated, if open in hours of darkness.

Public access through critical areas should be designed to avoid or minimize impacts to critical areas such as wetlands or streams or their protective buffers.

Policy SA-23.5: Cooperate on interagency and public-private partnerships to preserve and enhance water trails along Kirkland's shoreline where feasible.

The Lakes-To-Locks Water Trail is a day use trail with over 100 public places in a series of lakes and rivers extending from Issaquah to Elliott Bay to launch and land small non-motorized boats. The Lakes-to-Locks Water Trail contains nearly a dozen launch, landing and rest sites along Kirkland's Shoreline. The City should continue to participate in this type of partnership to increase access and use of the City's shoreline.

Air and Water Access

Goal SA-24: Provide opportunities for transportation alternatives, such as access by land or water.

Policy SA-24.1: Explore opportunities to establish passenger-only ferry service along Kirkland's shorelines.

As the roads and highways in the region have increasingly reached full capacity, there has been renewed interest in re-establishing waterborne transportation in Lake Washington, particularly passenger-only ferries. King County has established a countywide Ferry District, which plans to consider the delivery of passenger-only ferry services serving destinations in King County, including a route between Kirkland and Seattle. The City should participate in this effort and ensure that issues affecting the businesses and residents of Kirkland, such as location, traffic and parking, and the shoreline environment, are adequately addressed.

Policy SA-24.2: Allow limited floatplane moorage in commercial shoreline areas.

Floatplanes can be used for both commercial and recreational purposes. Commercial operations can include a variety of activities including air charter and scheduled air operations. These activities are water-dependent and should be permitted within high intensity shoreline commercial districts in limited circumstances, if evaluated through a public review process and where it has been determined that the facility or operation has been designed to minimize impacts, including impacts on native fish and wildlife and their habitat, as well as impacts to shoreline views. Further, the operation of these facilities should ensure protection of adjacent development and uses as well as human safety, including limiting noise and other impacts on residential uses. Floatplane facilities should be located so they do not interfere with public swimming beaches and also maintain safe boating corridors. The floatplane operations should comply with State and federal requirements.

Policy SA-24.3: Limit helicopter landing facilities in the shoreline area.

Helicopter operations are not water-dependent and can include significant environmental issues such as noise pollution. As a result, helicopter landing facilities should not be permitted in the shoreline area, except as needed for emergency medical airlift.

5. Shoreline Utilities

Goal SA-25: Manage the provision of public and private utilities within the shoreline area to provide for safe and healthy water and sanitary sewer service, while protecting and enhancing the water quality and habitat value of the shoreline.

Policy SA-25.1: Locate new utilities and related appurtenances outside of the shoreline area, unless this location is reasonably necessary for the efficient operation of the utility.

Utilities are services that produce and carry electric power, gas, sewage, water, communications and oil. The provision of these services and the appurtenances associated with them can create substantial impacts on the landscape and the functioning of the natural ecosystem. To minimize potential impacts, these facilities should be located outside of the shoreline area, and in particular, outside of the aquatic environment, where feasible. If necessary within the shoreline, utility facilities should be located and designed in a manner that preserves the natural landscape and shoreline ecology, and minimizes conflicts with present and planned land uses.

Alternative energy use such as solar- and wind-based energy systems should be encouraged within the shoreline environment, provided that any potential adverse impacts are minimized.

Policy SA-25.2: Minimize impacts from the location, design, and maintenance of utility facilities located within the shoreline.

Careful planning and design is required to address impacts such as soil disturbance and intrusion on the visual setting. Potential adverse impacts should be minimized through the location, design and construction techniques used. For instance, where utility systems cross shoreline areas, clearing for installation or maintenance should be kept to a minimum width necessary to minimize impacts to trees and vegetation. Utilities should also be properly installed and maintained to protect the shoreline environment and water from contamination. The City should require location of utility lines prior to construction to avoid damaging the lines, incurring biological impacts, during construction.

Upon completion of utility installation or maintenance projects on shorelines, the shoreline area should be restored to pre-project configuration, replanted with native species and provided with maintenance care until the newly planted

vegetation is established.

Even with revegetation, planting restrictions may limit the species that are replanted. As a result, existing functions may not be able to be fully restored. For this reason, utility corridors should be located outside of the shoreline jurisdiction, where possible.

Policy SA-25.3: Encourage consolidation of utilities within existing rights-of-way or corridors.

In order to minimize the extent of shoreline modified by improvements, utility facilities should utilize existing transportation and utility sites, rights-of-way and corridors whenever practicable, rather than creating new corridors in the shoreline environment. Joint use of rights-of-way and corridors in shoreline areas should be encouraged.

Policy SA-25.4: Locate utility facilities and corridors to protect scenic views and prevent impacts to the aesthetic qualities of the shoreline.

Utility lines and facilities, when they must be placed in a shoreline area, should be located so that they do not obstruct or destroy scenic views. Whenever feasible, these facilities should be placed underground, or designed to do minimal damage to the aesthetic qualities of the shoreline area.

6. Shoreline Design

Goal SA-26: Maintain and enhance Kirkland's orientation to and linkages with Lake Washington.

Policy SA-26.1: Preserve public view corridors along the City's street networks and public parks.

The street and waterfront park system provides a large number of local and regional views. The view corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they provide to Kirkland. The views also maintain the visual connection and perception of public accessibility to the lake. As a result, these views should be kept free of obstruction.

Policy SA-26.2: Locate and design new development to provide view corridors of Lake Washington from Lake Washington Boulevard and Lake Street South south of the Central Business District.

Kirkland's history, identity and character are strongly associated with its proximity and orientation to Lake Washington. Lake Washington Boulevard and Lake Street are the streets from which most residents and visitors view the lake, providing a lasting visual impression and helping to establish the visual identity of the City. As a result, visual access to Lake Washington from Lake Washington Boulevard and Lake Street should be an integral element in the design of development along the west side of these streets. Both public and private development in these areas should be designed to include an open area that provides an unobstructed view of the water beyond. View corridors should be situated on the property to provide the widest view of the lake. Existing structures in some areas block views of the lake. With renovation of existing structures, opening up of views should be encouraged.

The Central Business District (CBD) is a community activity area focused around its historic waterfront with extensive public use and views of the waterfront provided by public parks, street ends, public and private marinas, public access piers and shoreline public access trails. Because of this configuration and the desire to provide continuous pedestrian-oriented retail activity at the street, view corridors across private properties in the CBD should not be required.

Policy SA-26.3: Explore opportunities to provide visual and pedestrian access from Central Way and Lake Street with redevelopment efforts.

The City should explore opportunities to participate in a public/private partnership to redevelop the commercial block between Kirkland Avenue and Central Way with

visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street which would open to a large public plaza constructed west of the buildings to enhance the Downtown's lake front setting.

Policy SA-26.4: Design water-enjoyment uses to provide significant opportunities for public enjoyment of the aesthetic, natural and recreational amenities of the shoreline.

Water-enjoyment uses, such as restaurants, hotels or other mixed-use commercial projects, bring substantial numbers of people to the shoreline and provide opportunities for the public to enjoy shoreline amenities. These uses are encouraged in urban mixed areas, such as Kirkland's Downtown area, and should be designed to respond to their shoreline location through a variety of measures, including the following:

♦ Architectural or site design elements that connect visually or physically to the lake.

♦ Orientation of views and windows to the lake.

♦ Orientation of entries, sight lines, buildings, pathways and other design elements to the shoreline.

♦ Incorporating interpretative signs.

♦ Locating service areas away from the shoreline.

♦ Incorporating substantial landscaping and open space.

♦ Providing outdoor seating or gathering places along the shoreline.

♦ Designing signs to be compatible with the aesthetic quality of the shoreline.

Enhancement of views should not take precedence over vegetation conservation and, as such, removal of vegetation necessary for shoreline function should not be allowed in cases where views are partially impaired by existing vegetation. New landscaping should be appropriately designed to preserve designated view corridors.

7. Shoreline Archaeological, Historic and Cultural Resources

Goal SA-27: Identify, protect, preserve, and restore important archeological, historical, and cultural sites located in the shoreline area.

Kirkland's shoreline area has a long history, dating back to use of Juanita Bay by Native Americans and use of Lake Washington for fish harvest by the Muckleshoot Tribe. The shoreline area also contains many historic structures, including residential structures and vessels moored along the City's shoreline.

Policy SA-27.1: Prevent destruction or damage to historic, cultural, scientific or educational resources located along the shoreline.

Steps should be taken to identify, recover and preserve any artifacts or other resources that may exist along the City's shoreline. The City should work with property owners and tribal, State, and federal governments as appropriate to assess sites and make arrangements to preserve historical, cultural and archaeological values in advance of planned development. Proposed development should be designed and operated to be compatible with continued protection of the historic, cultural or archaeological resource. If development occurs in areas documented to contain archaeological resources, a site inspection or evaluation by a professional archaeologist in coordination with affected tribes should be required prior to issuance of permits. If archaeological resources are uncovered during excavation, work on the site should immediately stop and notification to the City, the State Office of Archaeology and Historic Preservation, and affected tribes should be made to determine the appropriate course of action.

Policy SA-27.2: Encourage educational projects and programs that foster an appreciation of the importance of shoreline history.

Site development plans should incorporate measures for historic, cultural and archaeological resource preservation, restoration and education with open space or recreation areas whenever possible. Wherever feasible, shoreline development should recognize the former use of much of the City's shoreline area for such uses as boat yards, ferry landings and industrial sites.

8. Restoration Planning

Goal SA-28: Implement the projects, programs and plans established within the Restoration Plan as funding and staffing resources permit.

Restoration planning is an important component of the environmental protection policy of the Shoreline Management Act. Continued improvement of shoreline ecological functions requires a comprehensive watershed approach that combines upland and shoreline projects and programs. The City of Kirkland has adopted a Restoration Plan for the City's shorelines that provides the framework for the community's efforts to restore degraded portions of the City's shorelines.

The Restoration Plan provides multiple programmatic and site-specific opportunities for restoring the City's shoreline areas that outline opportunities to achieve a net benefit in ecological conditions. Ecological benefits that would be realized by implementing this plan include: increased use of soft approaches for shoreline stability and corresponding reductions in low-functioning hard shorelines; increased organic inputs, habitat, and filtration from shoreline riparian vegetation; improved wildlife corridor connectivity; improved habitat for salmon; displacement of noxious vegetation; and eventual introduction of woody debris.

Appendix A: Glossary

This glossary is an alphabetical list of common terms used throughout the Comprehensive Plan. See the Kirkland Zoning Code Chapter 5 Definitions for additional terms.

Active Transportation: Forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling and cycling irrespective of the number of wheels, and the use of small personal devices such as foot scooters or skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with disabilities act and the distinct needs of each form of active transportation.

Active Transportation Facilities: Facilities provided for the safety and mobility of active transportation users including, but not limited to, trails, as defined in RCW **47.30.005**, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.

ADA: Accessibility under the Americans with Disabilities Act (ADA) is the idea that people with disabilities should have equal access to programs, services, and areas as people without disabilities. This means that products, services, and facilities should be designed or modified so that people of all abilities can use them. The ADA has standards for accessible design that apply to all business locations and for transportation facilities.

Adequate Capital Facilities: Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Aging in place: The ability to live in one's own home and community safely, independently, and comfortably. It is also important that the community supports older adults to ensure they can remain active and integrated in society as they age.

All ages and abilities: The term "All Ages and Abilities" (AAA) is a policy approach that aims to improve bicycling access for people of all ages and abilities. It's a common term in bicycle research and practice and is considered a best practice for bicycle network design and implementation. The National Association of City Transportation Officials (NACTO) defines "All Ages" as being suitable for children through to older adulthood, while "All Abilities" includes less confident cyclists and people with physical or cognitive disabilities. The City of Kirkland has identified shared use paths, separated bicycle lanes and neighborhood greenways as being included in the City's AAA network.

Arterial (Minor): A roadway providing movement along a significant traffic corridor. Minor arterials interconnect and augment the principal arterial system. Generally, traffic on minor arterials serves the immediate local community for short to moderate trip lengths. Traffic volumes are high, although usually not as great as those associated with principal arterials. Traffic speeds for minor arterials are similar to that of principal arterials.

Arterial (Principal): A roadway providing movement along a major traffic corridor. Principal arterials serve major urban and activity centers and access points to the freeway. They also serve as high traffic volume corridors that carry local cross-town trips and regional pass-through trips. Traffic volumes are higher, and trip lengths are longer than those usually associated with minor arterials.

Available Capital Facilities: Facilities or services that are in place or a financial commitment that is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years.

BIPOC: Black, Indigenous, and People of Color communities.

Built Green: A nonprofit program of the Master Builders Association of King and Snohomish Counties, developed in partnership with King County, Snohomish County and other agencies in Washington State to set health and environmental quality standards for residential development. The program provides consumers with easy-to-understand rating systems that quantify environmentally friendly building practices for remodeling and new construction. The highest level of certification is Emerald Star followed by 5 Star, 4 Star and 3 Star. All levels are verified by a third party.

Bus Rapid Transit (BRT): A high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations.

Capital Facility: A public facility that is classified as a fixed asset, has an estimated cost of $50,000 or more (except land), and typically has a useful life of 10 years or more (except certain types of equipment).

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large in scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing.

Capital Improvement Program (CIP): The City plan that addresses construction, repair, maintenance and acquisition of major capital facilities and equipment. The document provides a tool for public comment and City review regarding projects planned for the next six years, including transportation, surface water management utility, water and sewer utility, park, public safety, general government and equipment purchases.

Carbon Neutrality: Carbon neutral or net zero carbon emissions refer to achieving net zero carbon emissions by “balancing” a certain measured amount of carbon released with an amount of carbon offsets. This assumes that changes in land use can result in taking CO_2 out of the carbon cycle. Buying enough carbon credits to make up the difference is one way to achieve carbon neutrality.

Collector: A roadway capable of handling relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commute Trip Reduction: Commute Trip Reduction (CTR) is a Washington state law that encourages people to use alternative transportation methods to get to work, instead of driving alone. The law's goals are to reduce air pollution, traffic congestion, and the consumption of petroleum fuels. The CTR law was passed in 1991 and applies to workplaces with 100 or more employees who arrive between 6 AM and 9 AM at least two days a week.

Complete Streets: A comprehensive approach to transportation planning and street design that prioritizes safe and accessible transportation for all users. This includes people walking, rolling, bicycling, riding transit and driving with an emphasis on facilities for people of all ages and abilities. The goal is to create streets that accommodate all modes of transportation, ensuring safety, efficiency, and convenience for everyone. By integrating features like bike lanes, wider

sidewalks, crosswalks, and public transit facilities, the Complete Streets approach aims to foster inclusive and sustainable communities. Kirkland has an adopted Complete Streets ordinance, KMC 19.08.055, which states that Complete Streets shall be accommodated to the maximum extent practical in the scoping, planning, development, and construction, operation and maintenance of all transportation facilities, including the creation of new transportation linkages in order to create a more connected community-wide transportation network.

Comprehensive Plan: A generalized coordinated policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities" as defined above.

Consistency: That no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions or entities.

Critical Areas: As defined in the Washington State Growth Management Act, RCW 36.70A.030(5), the following areas and ecosystems: "(a) wetlands, streams, and minor lakes; (b) areas with a critical aquifer recharging areas used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas."

Cross Kirkland Corridor Overlay: An overlay following the alignment of the Cross Kirkland and EastRail 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.

DECLARE Label: Similar to a nutritional label, the DECLARE label program lists the ingredients of building materials so that architects, builders and consumers can select ecologically sound products without needing to do research. The label indicates where the product came from, what it is made of and where it goes at the end of its life. The list ensures that the materials are not Red List materials, those that are harmful to humans. Avoiding Red List building materials is part of the Living Building Challenge program.

Density: One method to measure the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre).

Density Bonus: A greater number of residential units than would otherwise be permitted on a site under existing zoning, in exchange for developing in a more desirable way.

Development: The construction or exterior alteration of one or more structures, or a change in the type of intensity of land use, or the dividing of land, or any project of a permanent or temporary nature requiring land use modification.

Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning,

building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land. Primarily implemented by the Kirkland Zoning Code.

Diversity, Equity, Inclusion and Belonging (Source: City of Kirkland Diversity, Equity, Inclusion and Belonging Five Year Roadmap and the Association of Washington Cities Equity Resource Guide)-

> *Diversity:* Diversity refers to the state of being different. Specifically, how a group of people differ from one another rather than how they are similar to one another. Diverse groups can vary in race, age, ethnicity, nationality, language, religion, gender identity, sexual orientation, physical/mental ability, socioeconomic status, and more. It is important to note that an individual person is not diverse, only groups of people can be diverse.
>
> *Equity*: Equity is the process of developing, strengthening, and supporting policies and procedures that distribute and prioritize resources to those who have been historically and currently marginalized. Equity-centered practices thus give considerable attention and resources to low-income and Black, Indigenous, and People of Color (BIPOC) communities.
>
> *Inclusion:* Inclusion means to intentionally collaborate with people from all backgrounds. It means putting aside any biases, learning who is excluded, and proactively reaching out to invite them into the group.
>
> *Belonging*: Inclusive communities create a culture of belonging for all and look for opportunities to invite and welcome everyone. The key to creating a sense of belonging is empathy—it requires desire, work, and a willingness to put yourself in someone else's shoes to understand them.

Domestic Water System: Any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Eastside Transportation Partnership (ETP): A forum of elected and appointed officials from east King County jurisdictions and affected agencies to promote inter-jurisdictional cooperation to implement coordinated, prioritized transportation plans and programs.

Emergency Housing: Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Emergency Shelter: A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

Endangered Species Act: The Endangered Species Act (ESA) of 1973 is a federal legislation for both domestic and international conservation. The act aims to provide a framework to conserve and protect endangered and threatened species and their habitats. The Endangered Species Act is administered primarily by the U.S. Fish and Wildlife Service (FWS) of the Department of the Interior. The National Marine Fisheries Service (NMFS) of the federal Department of Commerce has responsibility for threatened and endangered marine species.

Environmental Impact Statement (EIS): A detailed statement regarding proposed actions having a significant effect on the quality of the environment (see RCW 43.21C.030(c) for further definition).

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits.

Extremely Low Income: A single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Fee-in-Lieu: The payment of money in place of dedicating land and/or easements as required by adopted regulations.

Financial Commitment: Identified sources of public or private funds or combinations thereof which will be sufficient to finance capital facilities necessary to support development and the assurance that such funds will be timely put to that end.

Fiscally Constrained: A term used in the Transportation Element to describe how recommended transportation projects (and their costs) must fit within the forecasted revenue of known local funding sources. Therefore, the project list is fiscally constrained to the projected revenue over 20-years.

Flexible Transit: A public transit service that is more responsive to demand than fixed-route, fixed-stop services and can supplement fixed route transit service such as Metro Flex, Community Van or other Accessible transit services.

Front Line Communities: Communities that experience the most immediate and worst impacts of climate change and are most often communities of color, Indigenous, and low-income (King County)

Functional Classification: The grouping of streets and highways into classes or systems according to the character of service they are intended to provide. The United States Federal Highway Administration (FHWA) defines three main functional classes for roads: Arterials, Collectors and local roads.

Geologically Hazardous Areas: Landslide hazard areas, erosion hazard areas, and seismic hazard areas.

Goal: The long-term end toward which programs or activities are ultimately directed.

Green Infrastructure: A wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management

practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

Greenhouse Gas (GHG): Gases that trap heat in the atmosphere are called greenhouse gases. The primary GHG's are Carbon Dioxide, Methane, Nitrous Oxide and Fluorinated gases.

Greenway (or Neighborhood Greenway): A select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control measures. The purpose of a Neighborhood Greenway is to provide a route for people of all ages and abilities to feel safe walking and riding bicycles as a comfortable alternative to bike lanes on busy arterials. Neighborhood Greenways are an important part of the citywide bicycle network to connect neighborhoods, schools, parks, regional trails, and other destinations.

Growth and Transportation Efficiency Center (GTEC): A defined area of dense mixed development with major employers, small businesses and residential units within an established urban growth area. The Totem Lake Urban Center is a GTEC. The GTEC designation goes beyond the previously defined Commute Trip Reduction (CTR) boundaries of employers with more than 100 full-time workers to include all types and sizes of businesses and institutions in an effort to reduce single occupancy vehicle (SOV) work trips. The designation also makes a connection between land use and transportation, and rewards jurisdictions that design their urban form to reduce dependence on the automobile. The State GTEC program provides resources for jurisdictions to fund alternative commute efforts in areas of high concentrations of employment and population. See RCW 70.94.528.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Guiding Principles: The inspirational principles for guiding growth and development in the community over the 20-year horizon of the Comprehensive Plan. The guiding principles are based on the community aspirations and values described in the Vision Statement.

High Intensity Activated Crosswalk (HAWK) signal: A traffic signal to help make it easier and safer for people to cross busy streets. HAWK signals are initiated when a pedestrian approaches and pushes the button which will stop traffic to allow the pedestrian to cross. Pedestrians must wait for the walk signal before crossing. It can be installed on streets with regular traffic signals as part of the city's coordinated signal system.

High-Capacity Transit (HCT): Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard transit system. HCT can operate on exclusive rights-of-way, such as a rail track or dedicated busway, or on existing streets with mixed traffic. High-capacity transit provides faster, more convenient and more reliable service for a larger number of passengers. Two common examples are bus rapid transit and light rail transit.

High Frequency Transit Service: Public transit that has headways (or minutes between trips) of 15 minutes or less at the peak hours and a service span of between 16 and 24 hours for seven days a week. Sometimes referred to as frequent transit.

HOV: High-occupancy vehicles, including buses, vanpools, and vehicles with two or more occupants. In some cases, HOV may be defined to include vehicles with three or more occupants.

HOV Lanes: Roadway lanes on freeways or arterials designated for use by HOVs and motorcycles, and which may facilitate reduced travel time compared with general purpose lanes. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities) and may be designated to be in effect during certain hours (such as peak commuting periods).

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded public facilities required to service that development.

Impervious Surface: A surface which prevents (or severely restricts) the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

Infill Development: Development of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sizes.

Infrastructure: Manmade structures that serve the common needs of the population, such as: sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intelligent Transportation System (ITS): Intelligent Transportation Systems (ITS) consist of the application of a variety of tools and advanced technologies to improve the operation of almost any transportation mode. A key feature of ITS is the reliance on advanced communication technology, such as fiber optic and/or wireless networks, to connect various field devices to a central management location. Examples of application are traffic signal operations, knowledge of traffic conditions, maintenance, lane configurations, transit speed and reliability, and parking management.

Intensity: A measure of land use activity based on density, use, mass, size, and/or impact.

Interlocal agreement (ILA): An agreement that enables local governments to cooperate with each other on a basis of mutual advantage to provide services and facilities in a manner that will accord the best with geographic, economic, population and other factors, influencing the needs and development of local communities. See RCW 39.34.010.

International Living Future Institute (ILFI): The institute administers the Living Building Challenge, the most rigorous and ambitious performance standard for the built environment. ILFI founded the Living Communities Challenge and is the parent organization for Cascadia Green Building Council, a chapter of both the United States and Canada Green Building Councils that serves Alaska, British Columbia, Washington and Oregon. ILFI offers green building and infrastructure solutions that move across scales (from single room renovations to neighborhoods and whole cities). They also offer global strategies for lasting sustainability, partnering with local communities to create grounded and relevant solutions.

JUST Label: The International Living Future Institute's voluntary disclosure program and tool for all types and sizes of organizations. The program provides an innovative transparency platform for organizations to reveal much about their operations, including how they treat their employees, and where they make financial and community investments. Like the Living Building Challenge's DECLARE label program, the JUST label acts as a "nutrition label" for socially just and equitable organizations. This approach requires reporting on a range of organization and employee-related indicators. Each of the indicator metrics asks for simple yet specific and measurable accountabilities in order for the organization to be recognized at a One, Two-, or Three-Star Level, which is then summarized on a label.

King Conservation District: A natural resources assistance agency authorized by Washington State and guided by the Washington State Conservation Commission to promote the sustainable use of natural resources. The district promotes conservation through demonstration projects, education events, technical assistance and providing funding. The King CD has no regulatory or enforcement authority.

King County Sustainability Scorecard: A scorecard developed by the O'Brien Company for King County to use for projects that are not eligible to participate in a third party verified sustainability program. The aim of the checklist is to provide a measurement of the environmental sustainability of a project. A stand-alone parking garage is an example of a project type that could use this checklist.

Leading Pedestrian Interval: A Leading Pedestrian Interval (LPI) is a signal timing adjustment that gives pedestrians a head start to cross the street at a signalized intersection. LPIs are typically programmed to give pedestrians a 3–7 second head start before vehicles are given a green light to give them greater visibility.

LEED (Leadership in Energy and Environmental Design): A green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification. The highest level of certification is Platinum, then Gold, Silver, Bronze certified.

LEED for Homes: A certification program credited by the United States Green Building Council to measure the environmental performance of homes versus commercial projects. The highest levels of certification include Platinum, Gold, Silver, and Bronze certified.

Level of Service (LOS): An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility or service based on and related to the operational characteristics of the facility. LOS standards are the City's adopted minimum acceptable level of service.

LGBTQIA+: People who identify as lesbian, gay, bisexual, transgender, queer, intersex, asexual, or other identities within the community (plus).

Livable Community: A livable community is one that allows community members of all ages, abilities, backgrounds, and incomes to thrive. It is a community that maintains a high quality of life, including the ability to be connected to others, and which has clean water and air, healthy food, excellent parks and recreation opportunities, an efficient transportation system, affordable housing, education, and employment opportunities, and is safe for everyone.

Living Building Challenge (LBC): As the most rigorous performance standard for the built environment, the LBC 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 12 months of continuous occupancy. The Living Building Challenge is comprised of seven performance areas, or "Petals": Place, Water, Energy, Health and Happiness, Materials, Equity and Beauty. Petals are subdivided into a total of 20 Imperatives, each of which focuses on a specific sphere of influence.

Living Communities Challenge (LCC): A certification program that has been designed to measure the environmental performance of an entire community. The scale of what constitutes a community could be as small as a neighborhood college campus all the way up to an entire city.

Local Improvement District: A statutory process by which property owners within a specified area are mutually assessed for neighborhood improvements that benefit the properties in the area.

Local Road: A roadway serving relatively low traffic volume, short average trip length, or minimal through-traffic movements.

Low Impact Development: Various techniques to minimize impacts on the natural environment by reducing water runoff with less impervious surfaces and more landscaping and by absorbing water close to the source with permeable materials or retaining mature vegetation.

Low-Income Household: One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

Micromobility: Micromobility is a term used to describe any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility vehicles can be privately owned or rented and are often shared through docked based or dockless systems.

Middle Housing: Buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.

Mode: Mode is a term used to describe various forms of transportation such as walking, bicycling (or rolling referring to people in wheelchairs or using other mobility devices), transit and the use of motor vehicles. When used in the Comprehensive Plan or the Transportation Strategic Plan, these are the modes that are being referred to. The term can also be used for other forms of moving people and goods less relevant to Kirkland such as air, maritime and rail.

Mode Split: The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single-occupant automobile, carpool, transit, etc. Mode-split goals are used to evaluate the performance of transportation systems.

Moderate-Income Household: One or more adults and their dependents whose income exceeds 50 percent, but does not exceed 80 percent, of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

Multimodal Transportation: Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling and rolling (referring to people in wheelchairs or using other mobility devices), and ridesharing.

Net Zero Carbon: Used interchangeably with Carbon Neutral; see definition for Carbon Neutrality.

Net Zero Energy Building: Refers to a building that produces enough renewable energy to offset that amount of energy the building uses, typically measured over a one-year time period.

NPDES: The National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the

United States. Point sources are discrete conveyances, such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In Washington State, the Department of Ecology administers the permit.

Parking Management Strategy: Strategies that seek to either reduce the need for parking spaces or use parking spaces more efficiently. Strategies include pricing and time limits on parking, employee and residential parking permits, shared parking for multiple uses, establishing parking maximums in Urban Centers, use of Intelligent Transportation Systems, parking cash-out to encourage use of non-driving modes, transit subsidies, and preferential parking for rideshare.

Per Capita Vehicle Miles Traveled: The number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in a jurisdiction.

Permanent Supportive Housing: Permanent supportive housing" is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter **59.18** RCW.

Planning Period: The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: Principle that reflects a method or course of action to achieve an identified goal.

Public Facilities: Include streets, roads, highways, sidewalks, trails, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, buildings, fire stations, libraries, and schools. These physical structures are owned or operated by a public entity that provides or supports a public service.

Public Services: Include fire protection and suppression, emergency medical services, law enforcement, public health, library, education, recreation, environmental protection, and other governmental services.

Puget Sound Energy (PSE): An energy utility company that provides electrical power and natural gas to the Puget Sound Region.

Puget Sound Regional Council (PSRC): A regional planning organization that develops policies and makes decisions about regional transportation planning, economic development and growth management throughout the four counties of King, Kitsap, Pierce and Snohomish. It is a forum for cities, towns, counties, transit agencies, port district, tribes, and state agencies to address regional issues. PSRC reviews local comprehensive plans for consistency with its policies and

certifies the transportation plans that make local jurisdictions eligible for state and federal funding.

Queue Bypass Lane: A lane provided for the movement of certain vehicles, typically transit or HOVs, which allows those vehicles to bypass queues at a traffic signal.

Red List Materials: A list of materials that should be phased out of production due to health concerns. Under the Living Building Challenge program, a building project may not contain any Red List materials or chemicals. There is a small component exception for some complex products and temporary exceptions for numerous Red List items due to current limitations in the materials economy.

Regional Code Collaborative: A collaboration of cities in the greater King County area that advocate for more progressive Building, Energy, and Plumbing Codes with the goal of creating high performance buildings that use less energy and water, are less resource intensive and have little to no harmful toxins.

Regional Facilities: Public capital facilities of a regional or Statewide nature, such as wastewater treatment plants, airports, or in-patient treatment facilities. These facilities may be privately owned but regulated by public entities.

*Regional Growth Center: (*Also known as Urban Center) A location of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify centers as areas that should receive a significant share of the area's population and employment growth while providing improved access and mobility. Regional Growth Centers are designated by PSRC and Urban Centers are designated by King County.

Regional Transportation Plan: The transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization (RTPO).

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests, such as the Puget Sound Regional Council.

Renewable Energy: Energy that comes from a source that will not run out. Examples include wind, solar, and hydroelectric power.

Right-of-Way: Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Rectangular Rapid Flashing Beacon (RRFB): A traffic control device that alerts drivers to pedestrians crossing the street. These are activated when a pedestrian approaches and pushes the button and results with flashing lights indicating drivers to stop. Unlike HAWK signals, pedestrians can walk when they feel safe to do so and drivers are not given a red light to stop, they see flashing indicators to stop.

Runoff: The overland or subsurface flow of water.

Safe Systems Approach: The City's Vision Zero goal aligns with the United States Department of Transportation's (U.S. DOT) Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach acknowledges that humans make mistakes, and

that death and serious injuries are unacceptable. Thus, there needs to be multiple redundant safety measures in place to both prevent crashes from happening in the first place, and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make the transportation system safer for people. Providing a safe transportation system requires a multi-faceted approach including engineering, education, and enforcement.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

SEPA: State Environmental Policy Act.

Shorelines: Lake Washington, its underlying land, associated wetlands, those lands extending landward 200 feet from its OHWM and critical area buffers within 200 feet of the OHWM. These are lands within state shorelines jurisdiction, pursuant to RCW 90.58.030.

Sustainable Building Practices: Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water and installing alternative heating and cooling systems.

Sustainable Development: A process for meeting human development goals while maintaining the ability of natural systems to continue to provide the natural resources and ecosystem services upon which the economy and society depend. Sustainable development is the organizing principle for sustaining finite resources necessary to provide for the needs of future generations. It is a process that envisions a desirable future state for human societies in which living conditions and resource use continue to meet human needs without undermining the "integrity, stability and beauty" of the natural biotic system.

Sustainability: The concept of meeting our present needs while ensuring that future generations have the ability to meet their needs. This can be achieved by maintaining the built and natural environment, adapting to new situations, and considering long term and wide-ranging impacts of actions.

Tax Increment Financing District: A financing tool for local governments in Washington State to use to finance public infrastructure projects in targeted areas or "increment areas or districts" to encourage private development and investment. The property tax portion of increases in assessed value of properties within the increment area is allocated towards paying for the public improvement costs. See chapter 39.89 RCW.

Ten Minute Neighborhood: A 10-Minute Neighborhood (10 minutes represents a typical one-half mile walk) is one in which residents have access to and can safely travel short distances from home to destinations that meet their daily needs, using options other than motorized vehicles. These communities comprise the following two important characteristics that are used to "score" the walkability of a given area, where "walkability" can be used as a general indicator of access and safe active transportation options. A walkable community is one in which it is safe and easy to get to multiple destinations by walking, rolling, and bicycling to meet daily needs such as grocery stores, other retail uses, restaurants, schools, and parks. Walkability is enhanced by connected sidewalks, paths, and greenways, and convenient transit access.

Although the reference is to walkability, the same principles of creating, sustaining, and enhancing places where people have convenient access applies to people using bikes,

wheelchairs, and other mobility aids. Similarly, a more walkable neighborhood may also be considered a more bikeable neighborhood.

Transfer of Development Rights (TDR): TDR is a program to conserve farm, forestry and open space land by transferring development rights to urban areas. Under the TDR program, landowners in “sending areas” (parcels from which development rights will be transferred) are paid a development value for their property, while retaining the resource uses (such as farming, open space, or forest). When the development rights are removed from the parcel, a conservation easement is placed on the land, permanently protecting it from development. This preserves the rural character and open space. Developers who purchase these rights or “credits” then receive bonuses, such as additional height, residential units or square footage, to use in “receiving areas” (sites to which development rights will be transferred) determined to be more suitable for growth. Consequently, a successful TDR program depends on the willingness of a developer to pay the market value to use them in a receiving area in addition to the development rights granted under the existing zoning.

Transportation Demand Management (TDM): Reduction or elimination of vehicle trips through a variety of programs or strategies, such as carpool/vanpool, preferential parking, ride matching, flextime, working from home, transit flex passes, guaranteed ride home program, available showers and lockers at work and charging for parking.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Traffic Calming: A term used to describe engineering solutions to slow traffic speeds such as lane narrowing, speed cushions or mini-roundabouts.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. “Characterized by urban growth” refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the conveyance of natural gas, electricity, telecommunications services, water, surface water and the disposal of sewage and solid waste.

Vehicle Miles Traveled (VMT): A measure used extensively in transportation planning for a variety of purposes. It measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period.

Very Low Income: Very low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Vision Statement: A summary of the desired character and characteristics of the community 20 years in the future and that provides the ultimate goal for community planning and development.

Vision Zero: Vision Zero is on of Kirkland’s goals aligned with national and global movement to eliminate all transportation related fatalities and serious injuries. This is implemented through a

Safe Systems approach that asserts that transportation related fatalities and serious injuries are preventable and that when crashes do happen, the level of injury can be significantly reduced.

Visioning: A process of public engagement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Vulnerable Populations: Population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to:

1. Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and
2. Sensitivity factors, such as low birth weight and higher rates of hospitalization.
3. Vulnerable populations includes, but is not limited to:
    a. Racial or ethnic minorities;
    b. Low-income populations; and
    c. Populations disproportionately impacted by environmental harms.

Wayfinding: Coordinated and planned signage and/or pavement markings that provide a directional guide for specific transportation routes.

Wetland: Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, retention and/or detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands do include those artificial wetlands intentionally created from nonwetland sites as mitigation for the conversion of wetlands.

Zoning: The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones and the location, bulk, height, shape, and coverage of structures within each zone.

Exhibit 15

City of Kirkland

Final Draft Housing Inventory and Analysis

Kirkland 2044 Comprehensive Plan Update

Michael Stanger (ARCH), Cissi Xu (ARCH), and Scott Guter (City of Kirkland)
12-3-2024

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Introduction

All cities and counties planning under Washington's Growth Management Act (GMA) must include in their comprehensive plan housing elements "an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including (i) Units for moderate, low, very low, and extremely low-income households; and (ii) Emergency housing, emergency shelters, and permanent supportive housing" (RCW 36.70A.070(2)). King County Countywide Planning Policies (CPPs) prescribes many specific data points for the inventory and analysis, including several to examine historical impacts of discriminatory housing and land use practices. This report fulfills GMA and CPP requirements and supplements them with other key housing demand and supply indicators to provide insight for guiding policy decisions in the 2044 Comprehensive Plan update.

Summary of Key Findings

Kirkland, Washington has experienced significant growth and changes in its community demographics and housing conditions. The city has seen a population growth of 13.9% between 2015 and 2023, with a notable increase in the non-white population, now constituting 30.7% of the residents. The median household income stands at $130,620, and the city has been proactive in tracking housing developments, including affordable housing targets and the supply of various housing types. These demographic shifts and housing trends are crucial for understanding the city's needs and planning for its future. Below are some additional key findings from the housing needs assessment.

- The city of Kirkland needs to plan for a 33% increase in housing units by 2044 along with a 52% increase in employment.
- Housing is needed at all affordability levels, but in greatest numbers below 80% AMI and especially by Black and Hispanic/Latino households, who are disproportionately housing-cost burdened.
- The city's housing supply is still a majority homeownership, although rental housing has steadily increased its share.
- Kirkland offers a high number of income- and price-restricted units for its size, due to a combination of inclusionary zoning, city funding, and public housing.
- Like most ARCH cities, Kirkland does not yet have a significant supply of permanent supportive or emergency housing units.

ARCH/East King County Subarea

The city of Kirkland is a founding member of A Regional Coalition for Housing (ARCH), a partnership of King County and 15 east King County cities. The map below illustrates current ARCH membership – colored-in city jurisdictions and the unincorporated area within the blue boundary.[1] ARCH formed so that members could share resources, including funding, and collaborate to address housing issues across their subarea housing market. To help Kirkland decision-makers with planning in this context, this report includes several data points that combine the city-member jurisdictions as "East King County Cities."

ARCH Membership

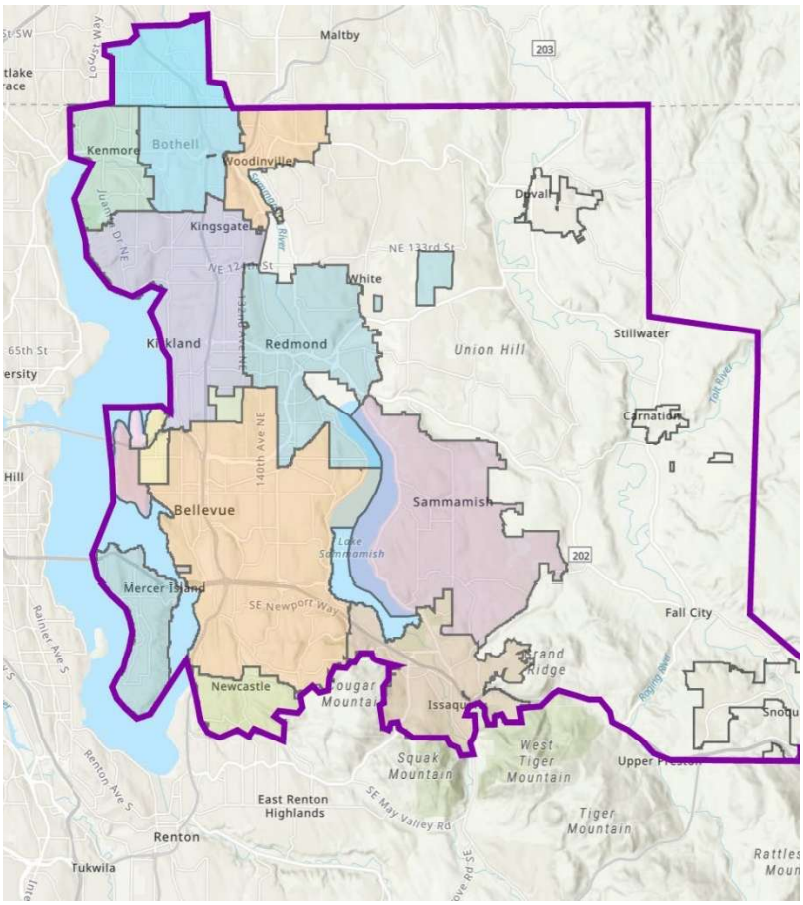


Figure 1 - Source: A Regional Coalition for Housing (ARCH).

Income and Housing Affordability Reference

Much of the data in this report refers to household incomes or housing prices as a percentage of Area Median Income, or AMI. This section explains the use of AMI for housing needs inventory and analysis.

The Area Median Income means the midpoint of all family incomes in a geographic area defined by the U. S. Department of Housing and Urban Development (HUD). Kirkland is part of the area that HUD calls the Seattle-Bellevue HFMA, which comprises King and Snohomish counties. AMI is the standard from which affordable housing programs set income limits for household eligibility and the housing expense limits for affordable housing units. That is, "the AMI" means the median income for a four-person household. ARCH and most other affordable housing programs derive income limits and expense limits by adjusting this number up or down for the number of people in

[1] Those member cities are Beaux Arts Village, Bellevue, Bothell, Clyde Hill, Hunts Point, Issaquah, Kenmore, Kirkland, Medina, Mercer Island, Newcastle, Redmond, Sammamish, Woodinville, and Yarrow Point.

the household or number of bedrooms in the affordable home and for the affordability level the jurisdiction wants to achieve.

Household Income Limits

	1 person	2 people	3 people	4 people
30 AMI	$30,954	$35,376	$39,798	$44,220
50 AMI	$51,590	$58,960	$66,330	$73,700
80 AMI	$82,544	$94,336	$106,128	$117,920
100 AMI	$103,180	$117,920	$132,660	$147,400
120 AMI	$123,816	$141,504	$159,192	$176,880

Table 1- Source: A Regional Coalition for Housing (ARCH), 2024.

For Kirkland and other ARCH members, the 2024 Area Median Income is $147,400. A four-person household wishing to qualify for an affordable home that the city has set the affordability level at 100 percent of AMI will have to have an income less than $147,400. If the city sets the affordability level at 80 percent of AMI (or "80 AMI"), the income limit would be $117,920. Smaller households would have lower income limits to qualify.

Housing Expense Limits

	No bedrms	1 bedrm	2 bedrms	3 bedrms
30 AMI	$774	$829	$995	$1,150
50 AMI	$1,290	$1,382	$1,658	$1,916
80 AMI	$2,064	$2,211	$2,653	$3,066
100 AMI	$2,580	$2,764	$3,317	$3,832
120 AMI	$3,095	$3,317	$3,980	$4,599

Table 2 - Source: A Regional Coalition for Housing (ARCH), 2024.

Housing expenses in affordable housing are typically limited to 30 percent of an eligible household's income. Some housing programs (public housing, mostly) allow residents to pay a percentage of their actual income, while others (usually those where affordable units are mixed with market-rate housing) allow landlords to charge up to 30 percent of the income limit for the number of people assumed, based on the number of bedrooms. For example, ARCH sets the maximum expense for a one-bedroom home assuming that, on average, 1.5 people occupy a one-bedroom unit. The 80 AMI income limit midway between one and two people is $88,440. On a monthly basis, 30 percent for housing costs equals $2,211; so, the maximum expense for an "80 AMI" one-bedroom unit is $2,211.

The tables above may be useful to reference when reading some of the following data on wages and housing affordability. State law and some local programs use the following terms in conjunction with certain income and housing affordability levels:

- "Moderate income:" greater than 80 but not higher than 120 AMI.
- "Low-income:" greater than 50 but not higher than 80 AMI.
- "Very low-income:" greater than 30 but not higher than 50 AMI.
- "Extremely low-income:" 0 to 30 AMI.

An additional note about data reported in the following tables and charts: Percentages are rounded to integers for easy legibility. As a result, some totals do not equal 100%.

Population Characteristics

Population estimates and projections

As of 2023, Kirkland's population estimate is 96,920 (Washington Office of Financial Management). In 2011 the city experienced a significant population increase by annexing the last of its allocated unincorporated areas, the Finn Hill, North Juanita, and Kingsgate neighborhoods. With no more land to incorporate future population growth within the city will occur as infill urbanization.

Kirkland's 2023 Community Profile (kirklandwa.gov) details many demographic characteristics of the city's population in addition to those used here for evaluating housing needs.

Projections

According to projections by the Puget Sound Regional Council, by the end of this planning cyle (2044) Kirkland's population will rise 34 percent, to about 116,900. PSRC bases its forecast on land use modeling that incorporates housing and employment targets as well as regional data and forecasts.

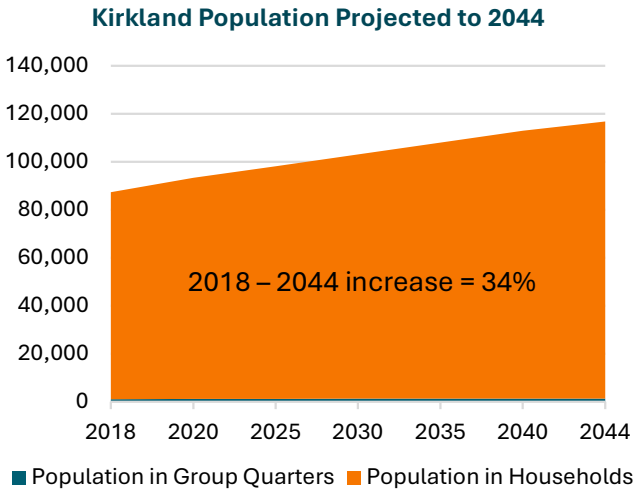


Figure 2 - Source: Puget Sound Regional Council, 2023 Land Use Vision - Implemented Targets.

Expected population growth in east King County cities is somewhat greater at a combined 44 percent.

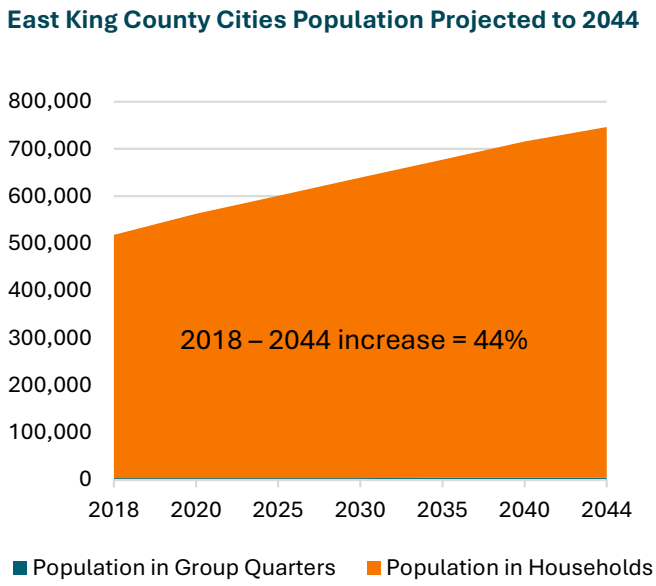


Figure 3 - Source: Puget Sound Regional Council, 2023 Land Use Vision - Implemented Targets.

Race and Ethnicity

White residents make up the largest share of Kirkland's population, 69 percent in 2020; however, Kirkland's white population as decreased as a share of total population by 17 percentage points between 2000 and 2020, while Asian and Hispanic populations have nearly doubled their shares.

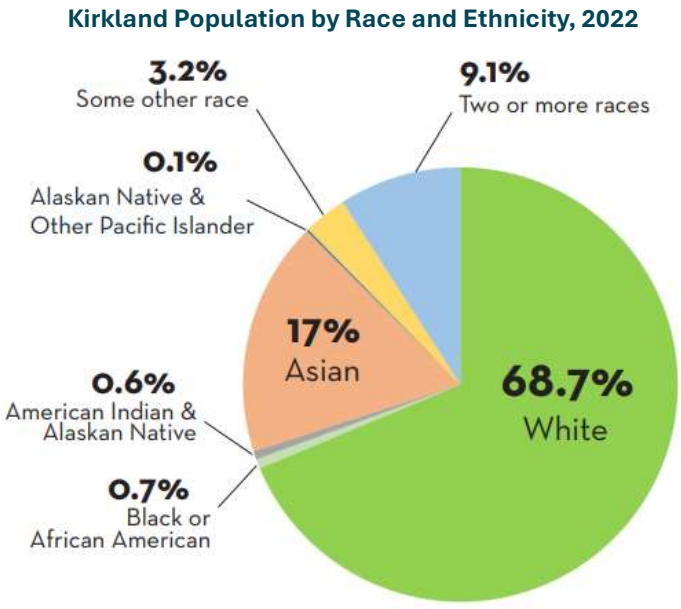


Figure 4 - Source: City of Kirkland, 2023 Community Profile.

As shown to the right, concentrations of non-white residents generally increase with distance from Lake Washington, i.e., as property values decrease. Neighborhoods with the highest percentage of residents of color are Kingsgate, Juanita, North Rose Hill, Bridle Trails, and parts of Totem Lake.

Kirkland Residents of Color by Census Tract, 2020

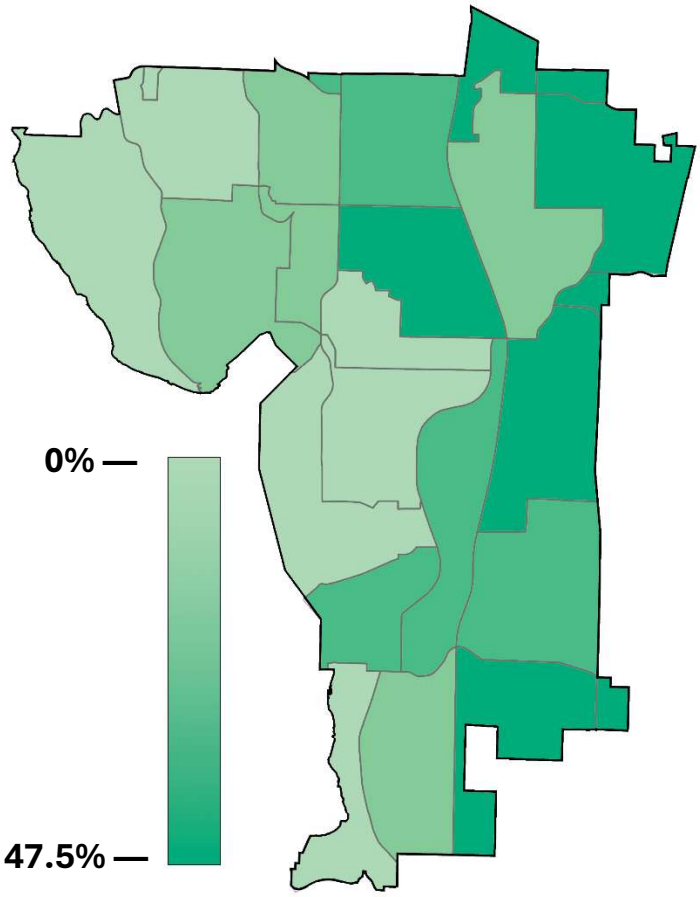


Figure 5 - Source: City of Kirkland, 2023 Community Profile.

Age Distribution and Comparison

Most Kirkland residents are of "working age populations" (64 percent), ages between 20 and 64, but that percentage is declining as the population 65 and older grows in proportion. At the other end of the spectrum, the community's school-age population has grown in percentage, but only slightly.

Kirkland has a similar age distribution as King County. (See Community Profile, Page 12, Figure 2-O - Regional Age Composition: % of Total.) Compared to surrounding municipalities, Kirkland has the highest growth of people under the age of 18 between the years 2000 and 2022 (18 percent) and the highest growth of people over the age of 65 (45 percent); much of this, however, occurred as a result of annexations.

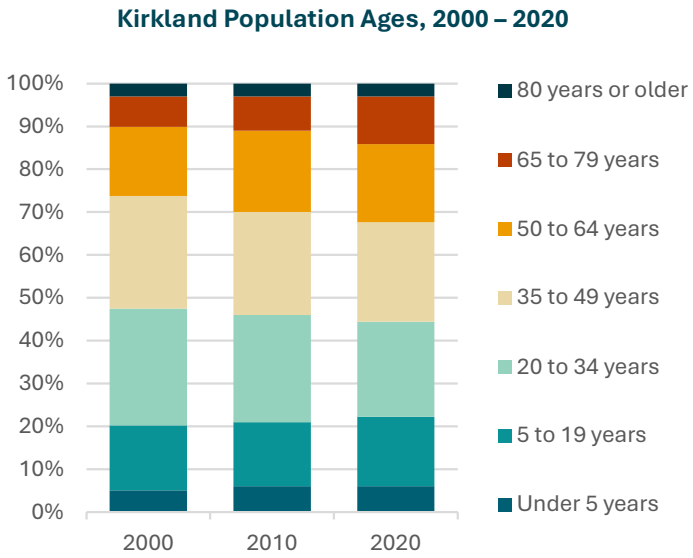


Figure 6 – Source: U.S. Census Bureau, Decennial Censuses.

... and race/ethnicity

The working age group constitutes the majority across all racial and ethnic categories. Among people of color, the age groups of 5 to 19 years and 20 to 34 years are the most populous, except Native Hawaiians or other Pacific Islanders that have a predominantly portion of 65 to 74 years age range.

Other racial groups and those identifying with multiple races have a large proportion of younger populations, with a significant concentration in the 5 to 19 years age group. Higher populations in younger age groups indicate the potential racial and ethnic composition of the community in the future, depending on their ability to afford suitable housing.

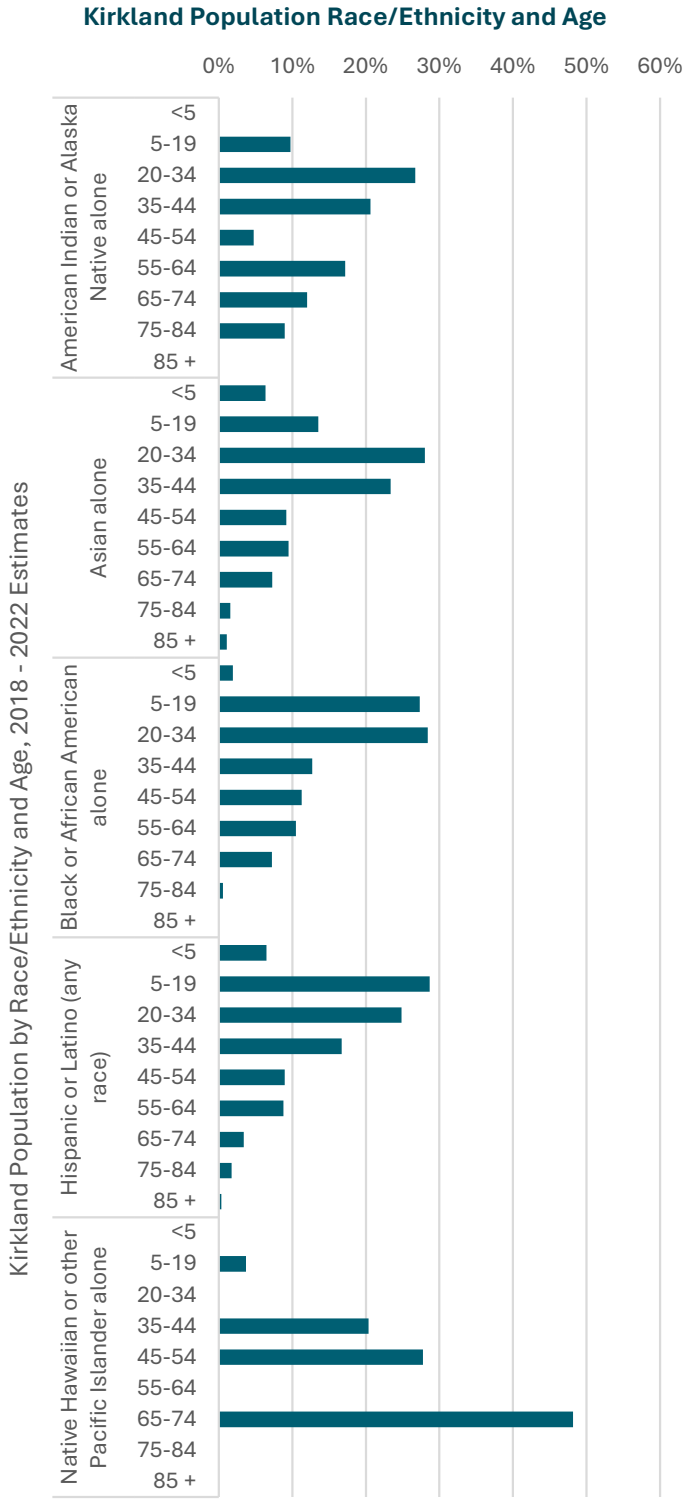


Figure 7 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

The White population exhibits a more even distribution, with the 20 to 34 years age group being the largest, followed by progressively smaller groups in subsequent age ranges. This may reflect the longevity of White families in Kirkland; that is, more White families have lived in Kirkland longer than non-White families. This long-term residency implies that White families have maintained a continuous presence in the community, contributing to an even age distribution and a stable demographic profile over time.

Kirkland Population Race/Ethnicity and Age, continued

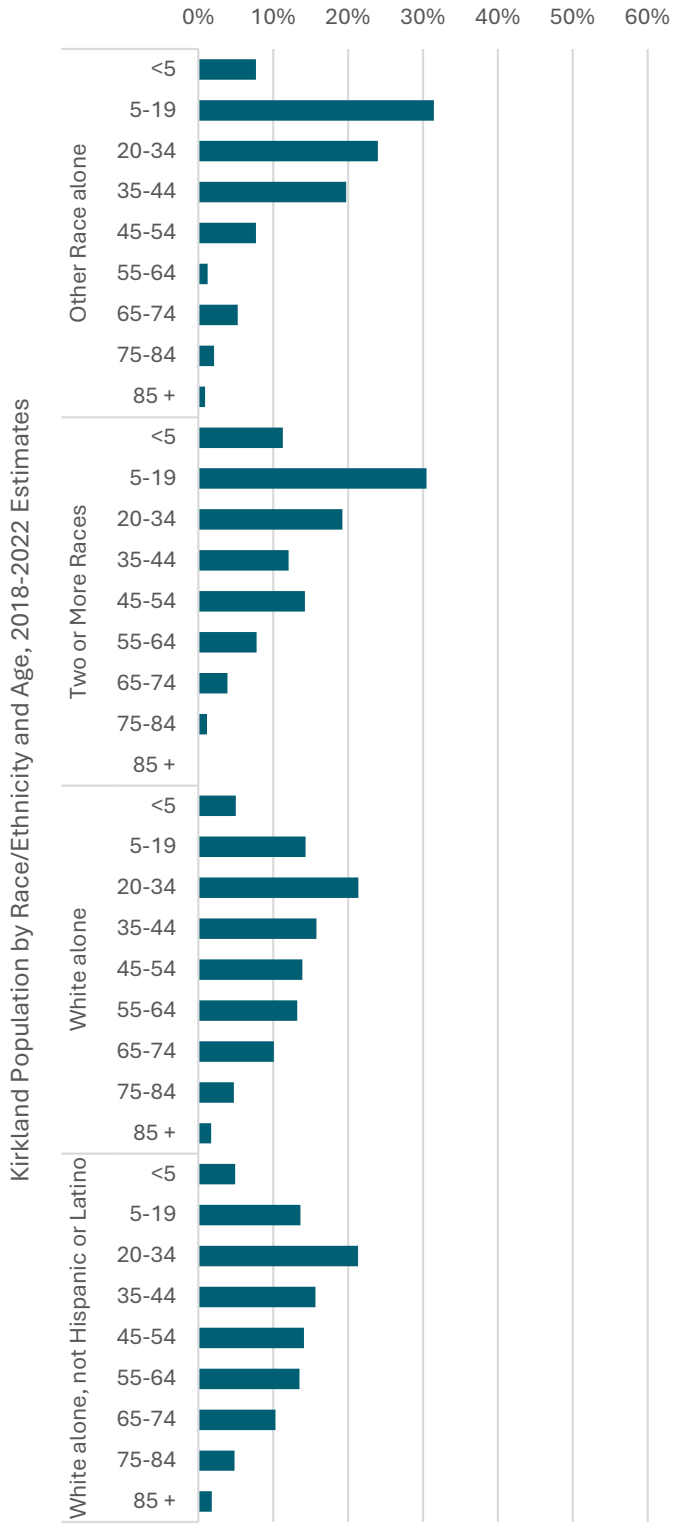


Figure 8 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Population Age Forecast

The U. S. Census Bureau's National Population Projections forecast age distributions from 2022 to 2100. Staff applied the rates of change through 2044 in each age group to Kirkland's expected population growth.

The results reveal notable shifts. Overall, the working age population (20 to 64 years) would remain about the same at 62 percent. The school and pre-school populations (19 years or younger) is expected to fall gradually from 22 percent to 19 percent. The 65 to 79 years group would continue to grow as it has in the past decade and then begin to decline in the 2040s. Aging Baby Boomers will boost the 80 years or older group, doubling their percentage to 6 percent by 2044.

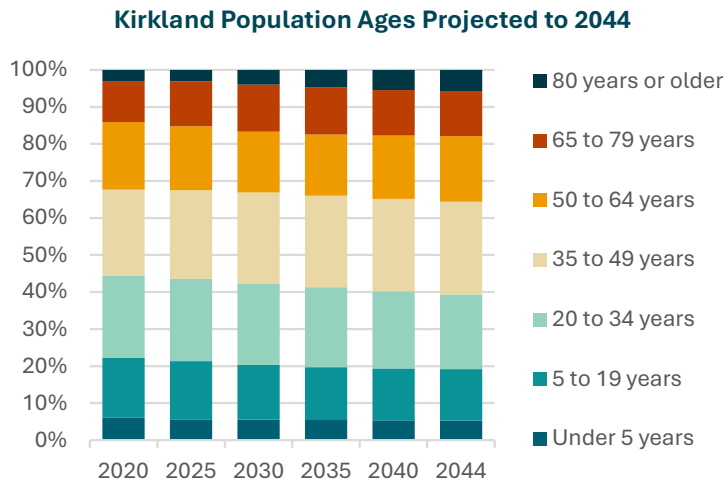


Figure 9 - Sources: U.S. Census Bureau, 2023 National Population Projections, and A Regional Coalition for Housing (ARCH).

Populations with special housing needs

Kirkland has a slightly lower percentage of residents with disabilities (8 percent) than King County as a whole (10 percent) and both increased modestly on a percentage basis from 2012 to 2022. Numerically, however, the population with disabilities more than doubled for both, to over 7,400 people in Kirkland.

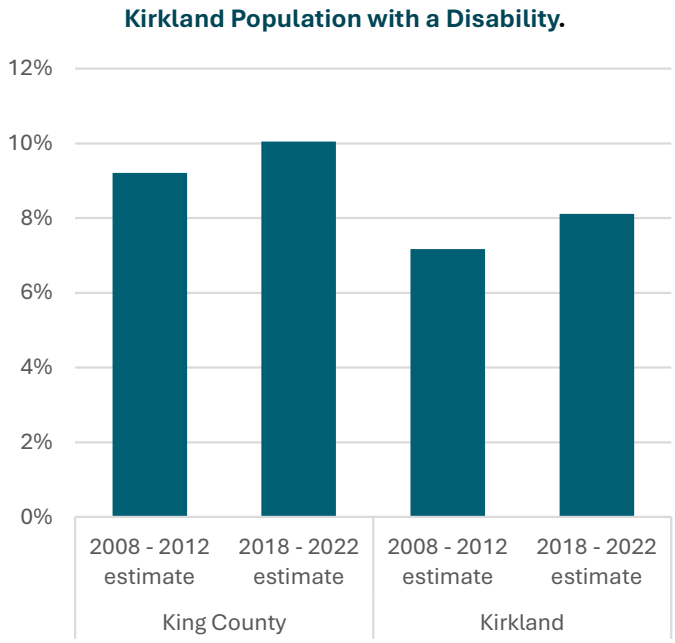


Figure 10- Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

People aged 35 to 64 years and those aged 75 and older have the highest rates of disability in Kirkland, which projects to greater numbers in the future for those 65 and older.

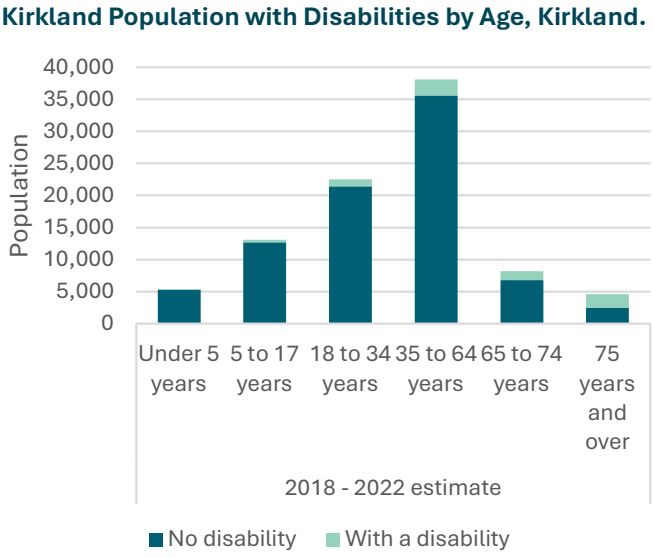


Figure 11 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Population in group quarters

Group quarters, according to the Census Bureau, are places where people live or stay, in group living arrangements, that are owned or managed by entities or organizations providing housing (and

sometimes services) for the residents. This population is additional to the population living in households.

East King County Population in Group Quarters

	Institutionalized population				Noninstitutionalized population			
	Correctional facilities for adults	Juvenile facilities	Nursing facilities	Other institutional facilities	College student housing	Military quarters	Other noninstitutional facilities	Total
Beaux Arts Village	-	-	-	-	-	-	-	-
Bellevue	-	-	223	-	200	-	1,017	1,440
Bothell	-	-	117	-	149	-	204	470
Clyde Hill	-	-	-	-	-	-	-	-
Hunts Point	-	-	-	-	-	-	-	-
Issaquah	36	-	374	-	-	-	118	528
Kenmore	-	-	-	-	67	-	139	206
Kirkland	**-**	**36**	**85**	**-**	**622**	**-**	**402**	**1,145**
Medina	-	-	-	-	-	-	-	-
Mercer Island	-	-	129	-	-	-	35	164
Newcastle	-	-	13	2	-	-	17	32
Redmond	-	-	230	-	-	-	192	422
Sammamish	-	-	-	-	-	-	116	116
Woodinville	-	-	-	-	-	-	43	43
Yarrow Point	-	-	-	-	-	-	-	-
Total	**36**	**36**	**1,171**	**2**	**1,038**	**0**	**2,283**	**4,566**

Table 3 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Workforce Characteristics

Employment location and wages are among the most significant and fundamental factors of housing demand. All other things being equal, workers tend to try to live closer rather than farther from work.

Jobs and earnings

As context for the Kirkland employment data that follows, Figure 2 illustrates wages for many public sector and support service jobs that policy makers often strive to help through affordable housing programs. It shows, for example, that a typical middle school teacher's salary is greater than 80 AMI if that teacher lives alone; but if that teacher is the only wage-earner in a family of four, their income is less than 80 AMI. The chart also shows several jobs which typically earn less than 50 AMI, even working full-time and living alone.

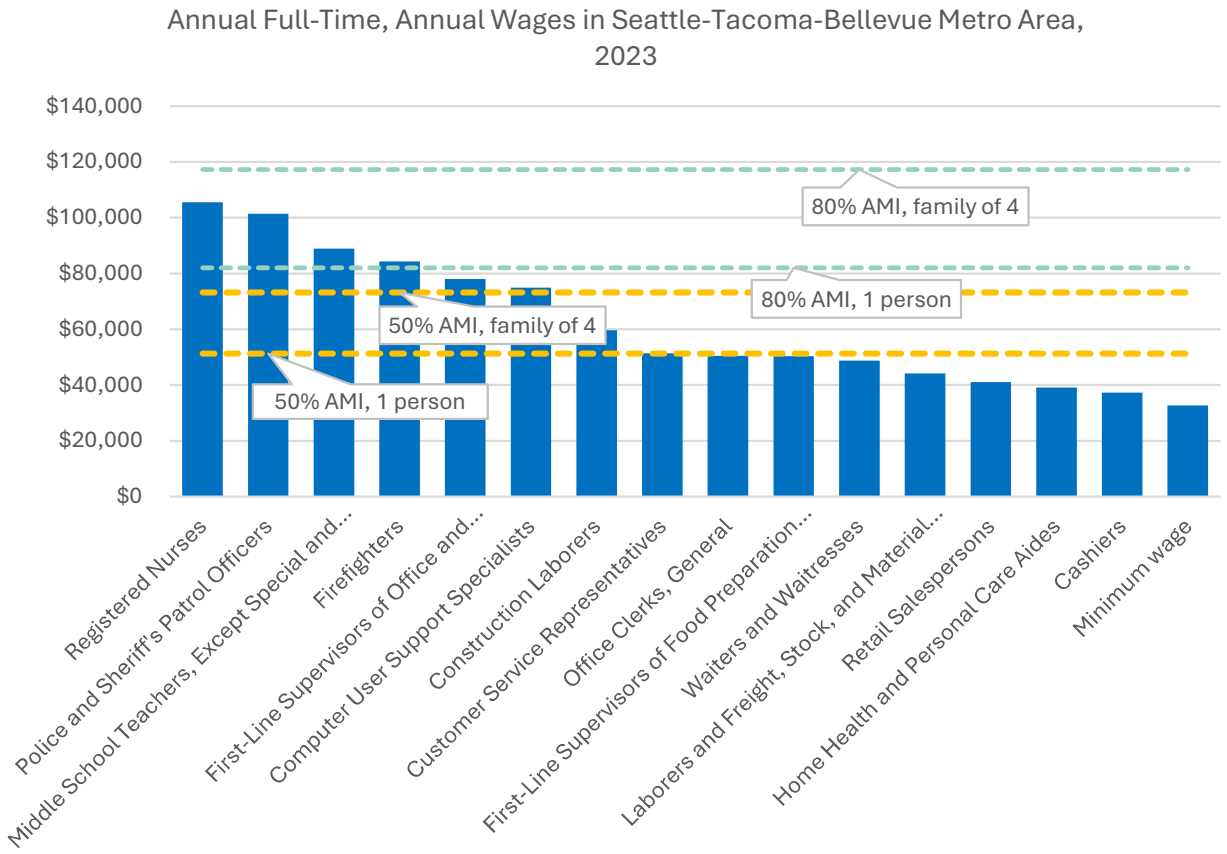


Figure 12 - Source: Washington State Employment Security Division, 2023, Occupational Employment and Wage Statistics.

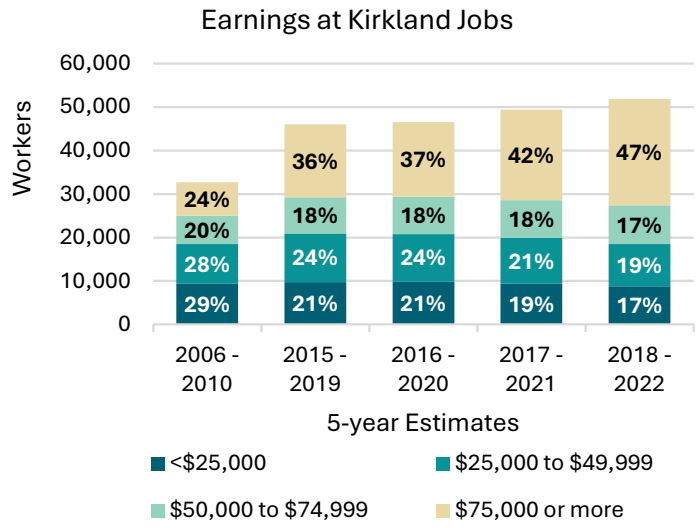


Figure 13 – Sources: U.S. Census Bureau, 2010 – 2022, American Community Survey 5-year Estimates.

Kirkland experienced a 23 percentage-point increase in jobs earning $75,000 or more between 2010 and 2022.

(Wages are adjusted for inflation to the last year in each period.)

The number of Kirkland jobs paying less than $50,000 (18,461) is nearly the same as 12 years before but has declined as a percentage of the total.

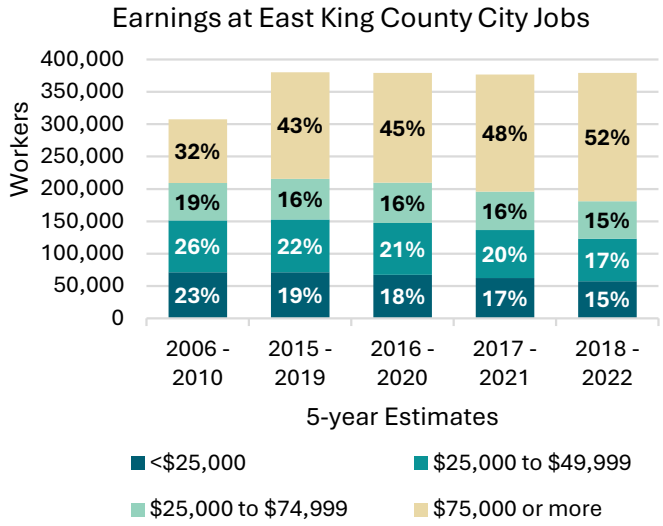


Figure 14 – Sources: U.S. Census Bureau, 2010 – 2022, American Community Survey 5-year Estimates.

Jobs paying more than $75,000 now make up more than half of all employment across east King County. Jobs paying less than $50,000 declined by about 28,000 in 12 years.

Because people tend to prefer living closer to work, higher wages usually contribute to higher housing prices.

Commute patterns

Commuting to Kirkland Jobs

	Jobs	Pct
Total Kirkland employment	51,842	100%
Workers commuting into Kirkland	30,764	59%
Kirkland residents working in Kirkland	21,078	41%
Commute to work in Kirkland	8,747	
Working at home	12,331	

Table 4 – Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

A majority (59 percent) of workers commute into Kirkland, …

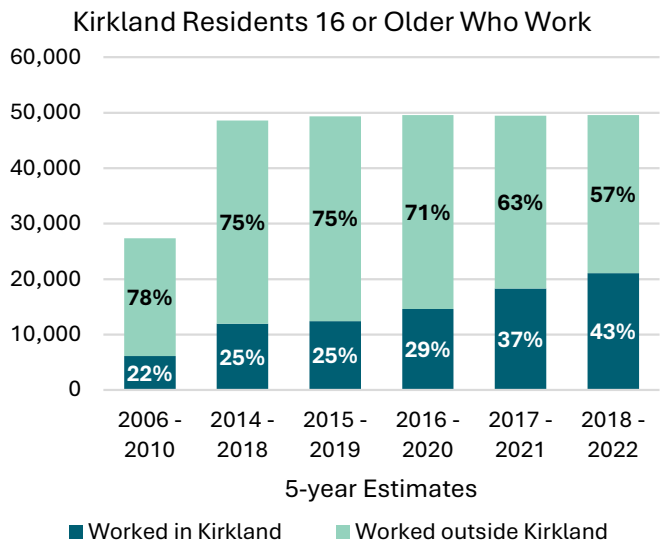


Figure 15 – Source: U.S. Census Bureau, 2010 - 2022, American Community Survey 5-year Estimates.

… but the portion of working Kirkland residents who commuted out of the city has fallen to 57 percent.

A major source for working locally has been the ability to work at home. Nearly one-quarter of working Kirkland residents worked from home during the period 2018 – 2022, as seen in the following chart.

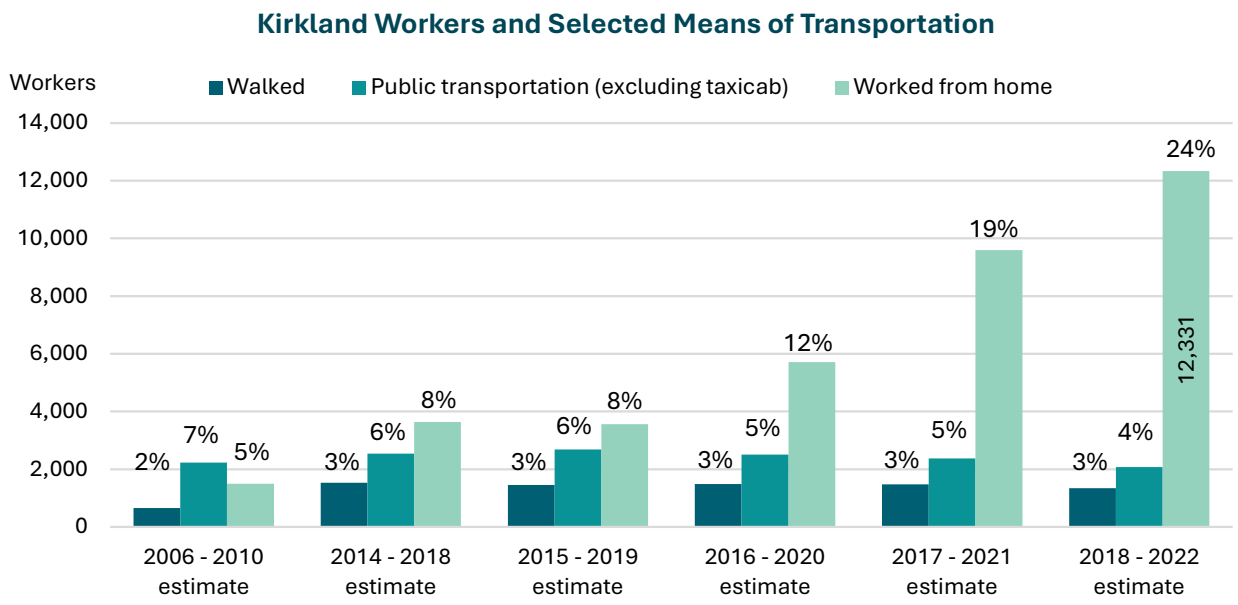


Figure 16: U.S. Census Bureau, 2010 - 2022, American Community Survey 5-year Estimates.

Household Characteristics

Growth in Households

As of 2023, Kirkland's total number of households is 39,983, nearly double that of the households in the city prior to the 2011 annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods.

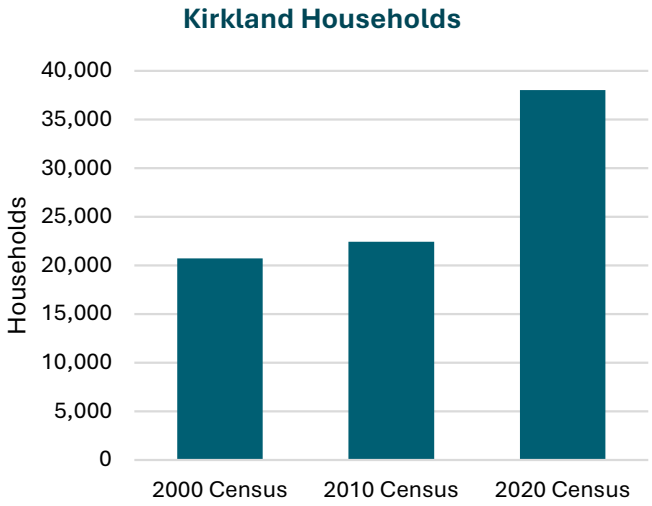


Figure 17 – Source: U.S. Census Bureau, 2000 - 2020 Decennial Census and 2016 - 2020 American Community Survey 5-year Estimates.

... and race/ethnicity

Between 2016 – 2020, 70 percent of Kirkland's heads of households were white compared to 60 percent in other east King County cities.

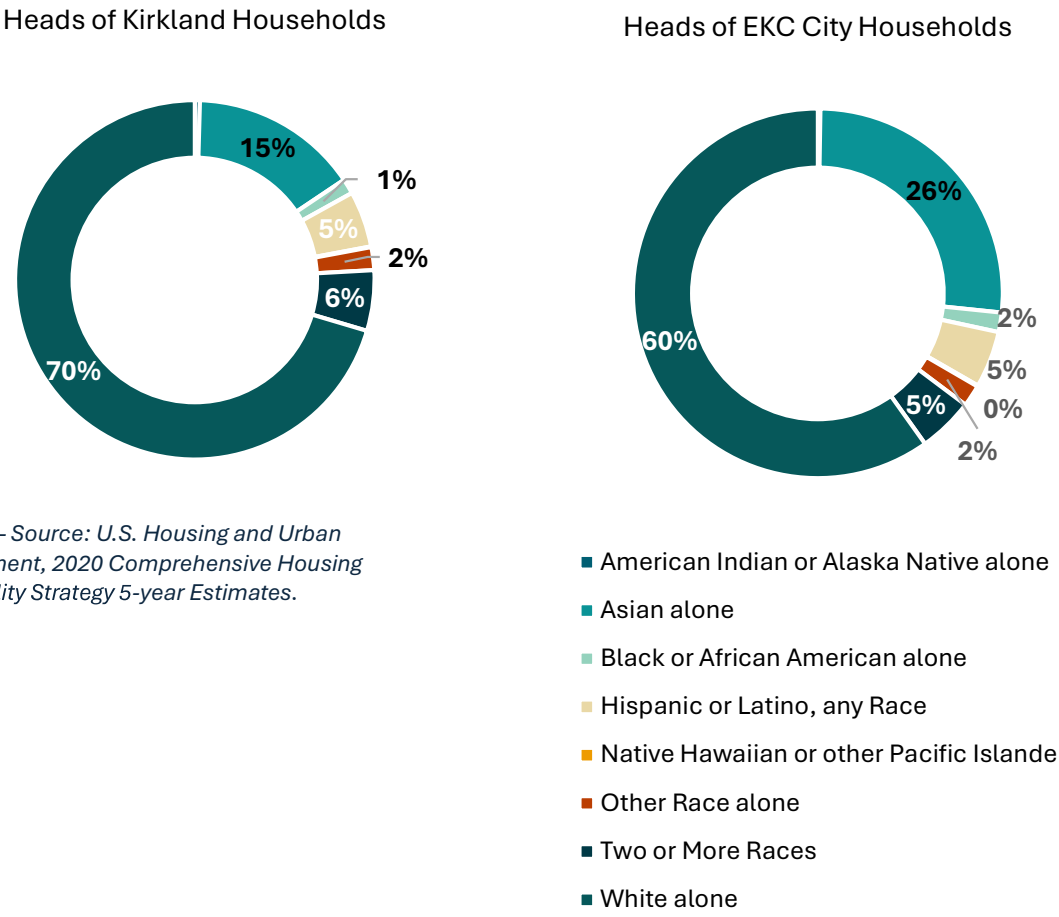


Figure 18– Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Figure 19 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Household sizes

Larger households (three or more people) grew in proportion to others in Kirkland between 2010 and 2020 due largely to the annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods, where most of the housing are single-family detached homes. On the other hand, one-person households dropped from 36 percent to 28 percent of total households in 2020 (while growing in number from 8,000 to 10,600).

Across east King County, household sizes kept about the same distribution as in 2010, with a smaller decline in one- and two-person households.

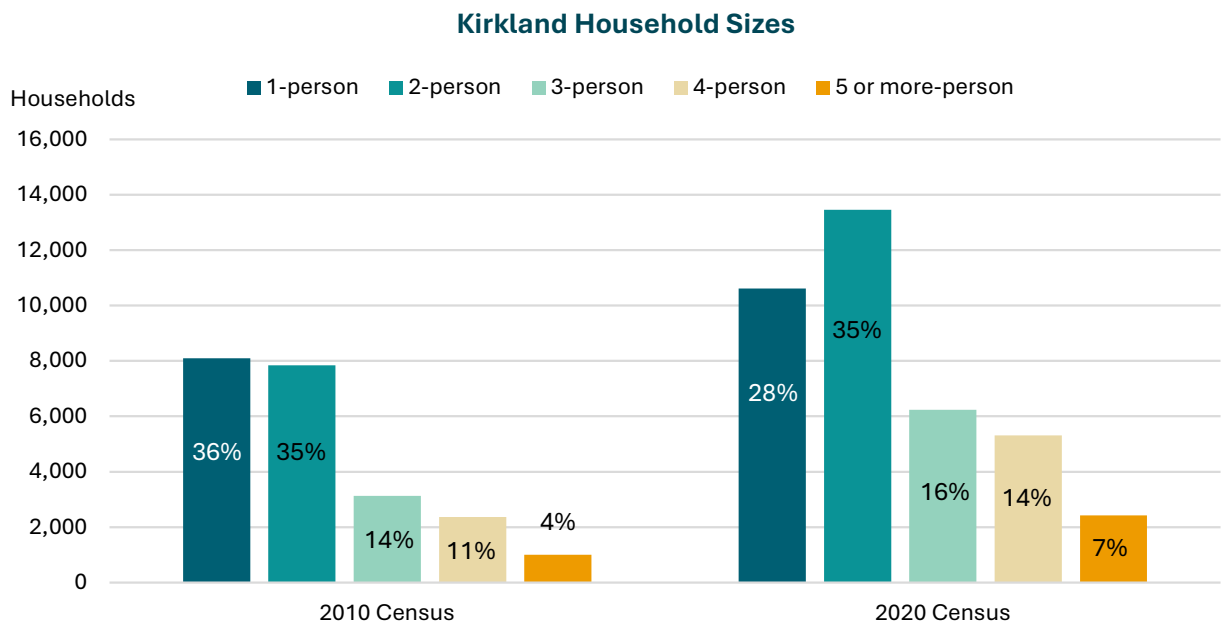


Figure 20 – Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.

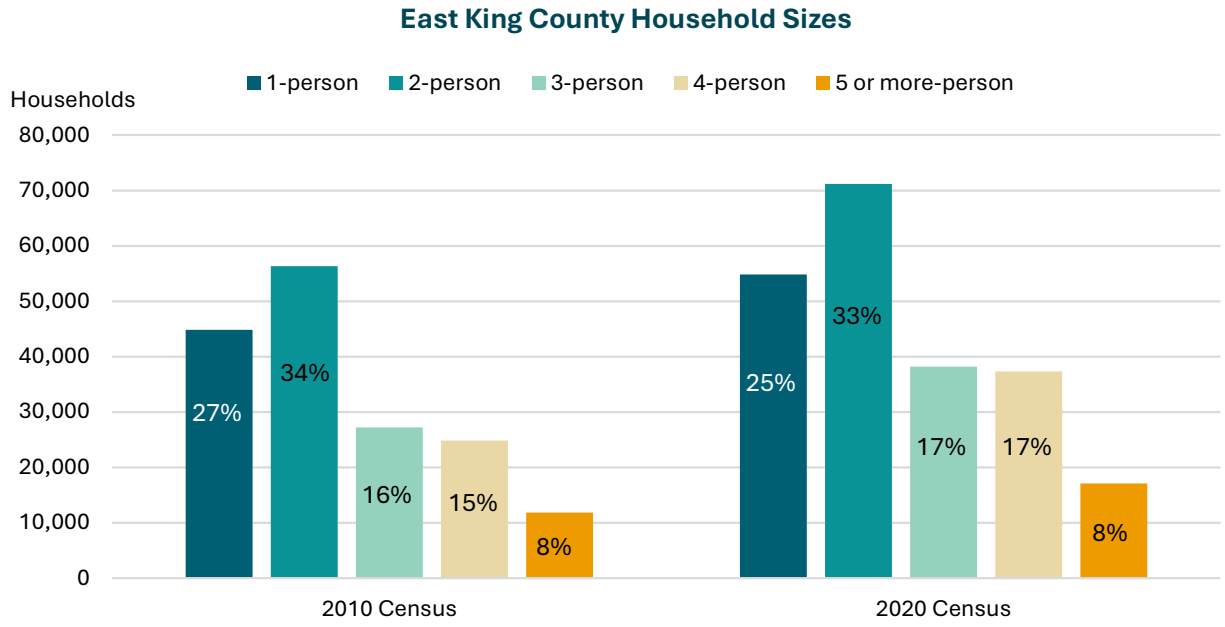


Figure 21 – Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.

Household types

Living arrangements

From 2010 and 2020 the share of households that identified as married with no children grew by 4 percentage points, equal in proportion to other east King County cities.

While households identifying as married with children has increased to 22 percent of total households, this household type is smaller in Kirkland than other east King County cities, which is 27 percent.

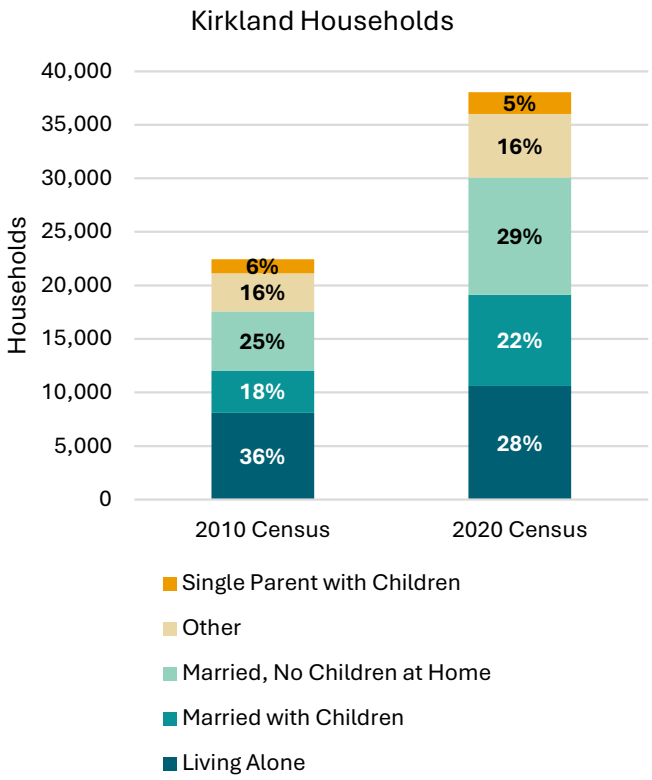


Figure 22 – Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

Households that identified as living alone decreased by 8 percentage points in Kirkland, but this type still a higher percentage than other east King County cities, 28 percent to 25 percent respectively.

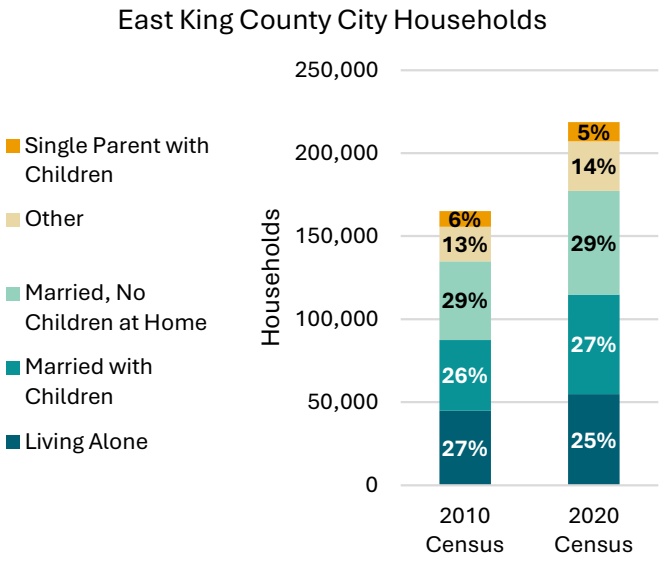


Figure 23 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

Other types

Particularly interesting in the following table are the growth in "elderly, non-family" households (primarily living alone) who rent and "small families" (two to four people, none of them 62 years or older) who own homes. Some of the latter accrued through annexations in 2011. The former could be concerning when they have little or no income in retirement.

Kirkland Households

	2006 - 2010 estimate		2016 - 2020 estimate	
	HHs	Pct	HHs	Pct
Elderly family (2 persons, with either or both age 62 or over)	**1,894**	**9%**	**4,184**	**11%**
Owner occupied	1,509	80%	3,439	82%
Renter occupied	385	20%	745	18%
Elderly non-family	**2,360**	**11%**	**4,555**	**12%**
Owner occupied	1,610	68%	2,840	62%
Renter occupied	750	32%	1,715	38%
Large family (5 or more persons)	**670**	**3%**	**1,988**	**5%**
Owner occupied	450	67%	1,329	67%
Renter occupied	220	33%	659	33%
Other household type (non-elderly non-family)	**7,920**	**36%**	**8,905**	**24%**
Owner occupied	3,480	44%	3,170	36%
Renter occupied	4,440	56%	5,735	64%

	2006 - 2010 estimate		2016 - 2020 estimate	
	HHs	Pct	HHs	Pct
Small family (2 persons, neither person 62 years or over, or 3 or 4 persons)	**9,324**	**42%**	**17,068**	**47%**
Owner occupied	6,115	66%	12,174	71%
Renter occupied	3,209	34%	4,894	29%
Total	**22,168**	**100%**	**36,700**	**100%**

Table 5 - Source: U.S. Housing and Urban Development, 2010 and 2020 American Community Survey 5-year Estimates.

Median Household Incomes

In Kirkland, there are significant variations in household incomes among different racial and ethnic groups (Figure 21). All groups report median household incomes greater than $100,000, yet disparities remain pronounced. Households headed by people identifying as Asian have a median income 25 percent above the city-wide median. Median incomes in households headed Black or Hispanic/Latino residents run 20 to 23 percent below the city-wide median.

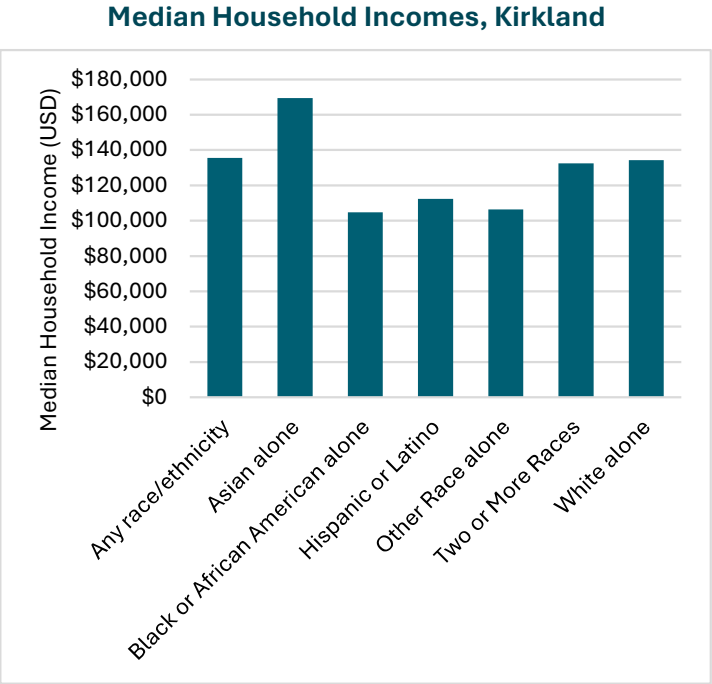


Figure 24 - Source: U.S. Census Bureau, 2022, American Community Survey 5-year Estimates.

The adjacent map shows median incomes for Census tracts in Kirkland overlayed by neighborhood boundaries. Household incomes are highest along Lake Washington and to the south, in Houghton and Bridle Trails.

Median Household Incomes, Kirkland

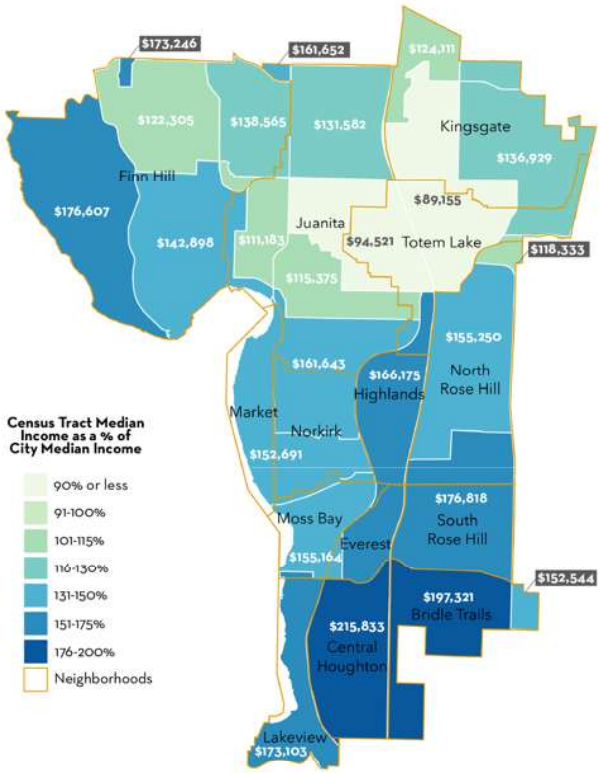


Figure 25 - U.S. Census Bureau, 2022 American Community Survey 1-year Estimates. Mapping by city of Kirkland.

Household income distributions

Households earning 30 AMI or less increased to 11 percent in the latest estimates. In addition to 2011 annexations that added lower-income households to Kirkland, another factor may be population aging. Those with incomes greater than 120 AMI now account for 54 percent of Kirkland households, a slightly lower percentage but 7,200 more in number.

A table with greater detail, including east King County data, is found in the Appendix.

Household Income Distributions, Kirkland

	2006 – 2010 estimate	2016 – 2020 estimate
≤ 30% AMI	8%	11%
> 30% but ≤ 50% AMI	8%	7%
> 50% but ≤ 80% AMI	11%	11%
> 80% but ≤ 100% AMI	6%	9%
> 100% but ≤ 120% AMI	9%	8%
> 120% AMI	57%	54%

Table 6 - U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Survey 5-year Estimates.

... and race/ethnicity

Most Kirkland households headed by White-alone (not Hispanic or Latinx) and Asian-alone (not Hispanic or Latinx) residents make more than 100 AMI. Black and Native-headed households, while small in number, tend to have much lower incomes.

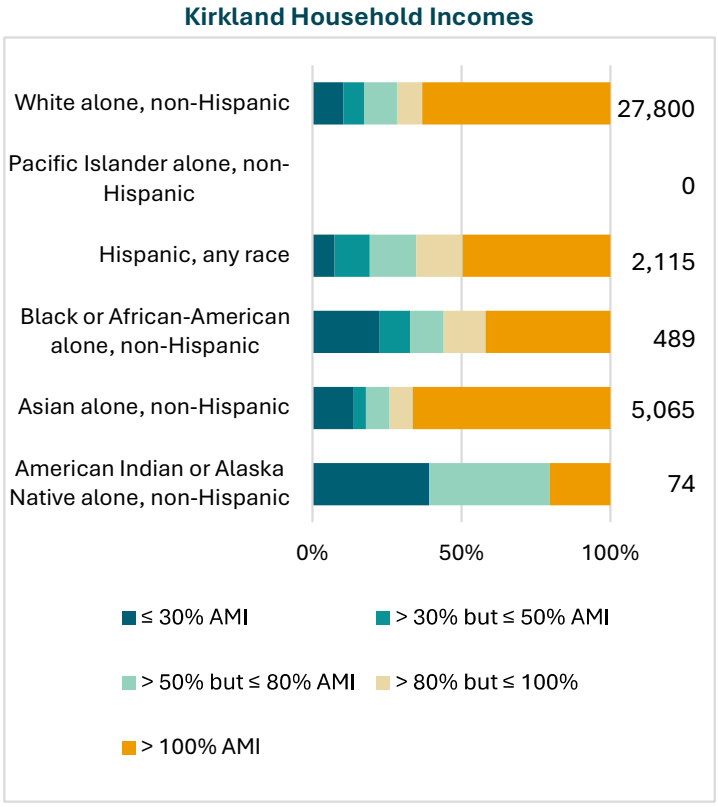


Figure 26 - Sources: U.S. Housing and Urban Development, 2022 Comprehensive Housing Affordability Strategy 5-year Estimates

Displacement risk

Displacement risk means residents are vulnerable to involuntary relocation because their housing may become too expensive for them or redeveloped for new housing or other uses. Puget Sound Regional Council (PSRC) produced a displacement index using a composite set of risk indicators, including socio-demographics, transportation qualities, neighborhood characteristics, housing, and civic engagement.

Parametrix (a consulting firm whom the city hired) used PSRC's index to forecast Kirkland's potential housing displacement by 2044, illustrated in the adjacent map. The following factors are considered when measuring displacement risk.

Direct displacement is the estimated number of housing units that would be directly displaced by redevelopment and have a potential impact to current Kirkland residents. Potential for direct displacements is estimated based on the residential development capacity of parcels identified as redevelopment in the Development Capacity Analysis. The overall residential unit yield on redevelopable properties compared to the number of existing units on those properties gives an average displacement rate per unit.

Potential displacements in low-income areas where the estimated number of housing units that would be directly displaced in census block groups that have a higher share of low-income residents than the countywide average. For the purposes of this analysis, low-income was defined as 200% of the federal poverty level, a measure of household income available in U.S. Census Bureau 5-year

Direct Displacements by Census Block Group in the Growth Alternative

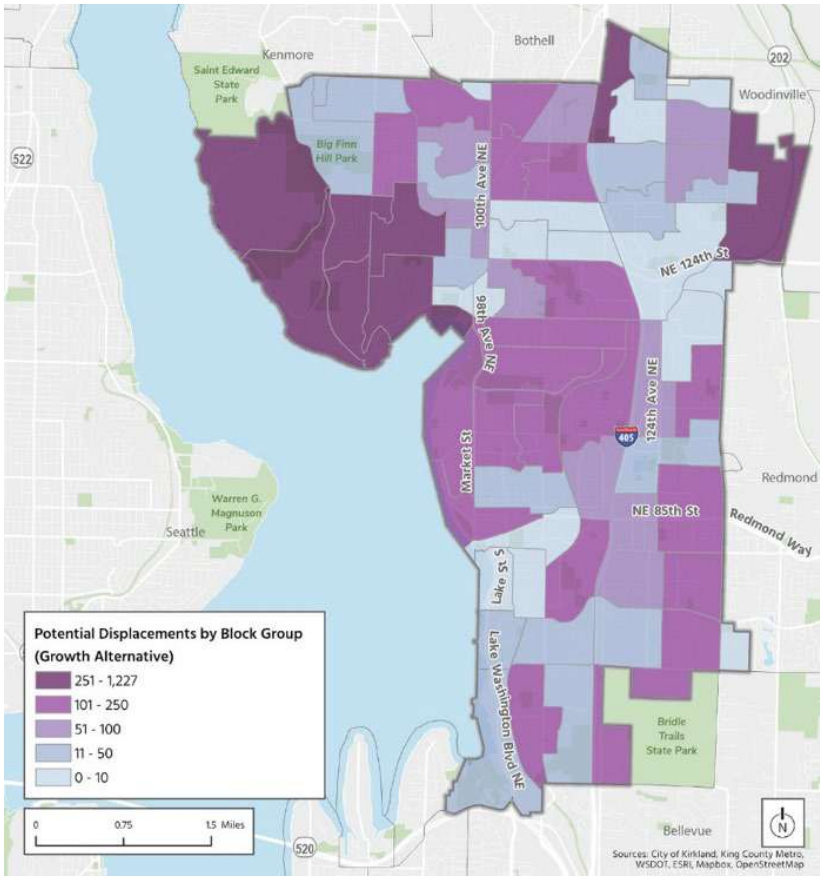


Figure 27 - Source: Parametrix.

estimates based on federal poverty guidelines for the contiguous 48 states. This generally corresponds to between 30% and 40% area median income for one- to three-person households in King County. The countywide average share of residents living in households earning under 200% of the federal poverty level is 17.9%.

The diversity of future housing options available in a given census block group. The greater the diversity of future housing options would be a benefit to current and future Kirkland residents, while a lack of diversity in future housing types would be an impact.

The number of new affordable housing units available in a given census block group. Production of new affordable housing units would be a benefit to current and future Kirkland residents. These potential benefits are measured by the estimated number of new affordable housing units created as a result of Kirkland's affordable housing requirements.

In general, there is greater potential for direct displacements in neighborhoods that are expected to see more new single-unit development and redevelopment. These neighborhoods offer fewer housing alternatives for low-income residents to remain in

the neighborhood when redevelopment occurs.

Neighborhoods like Totem Lake, North Rose Hill, and Central Houghton are expected to see significant growth in multi-unit developments. However, the estimated displacement figures might be understated as they do not factor in the potential impact of specific large-scale projects. In addition, newly adopted upzoning policy for the North and South Rose Hill neighborhoods, along the NE 85th Street, may not be considered in both table and maps, which may lead to more housing opportunities but higher displacement risk in those areas.

Kirkland Housing Units, Growth Alternative Forecast, 2044

Neighborhood	Additional Housing Units by 2044	Estimated Net New Single-Family Units	Estimated Net New Multi-Unit Housing Units	Estimated Total Displace-ment
Bridle Trails	398	22	375	10
Central Houghton	1,133	24	1,109	12
Everest	130	4	125	2
Finn Hill	423	389	34	175
Highlands	37	25	12	11
Juanita	845	115	730	52
Kingsgate	310	121	189	55
Lakeview	487	5	482	3
Market	653	33	620	15
Moss Bay	470	-	470	-
Norkirk	496	22	475	10
North Rose Hill	1,493	44	1,448	21
South Rose Hill	732	25	707	12
Totem Lake	2,465	-	2,465	3
Citywide Total	**10,071**	**829**	**9,242**	**382**

Table 7 - Source: City of Kirkland, 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis, 2024.

Other Housing Demand Characteristics

College enrollment

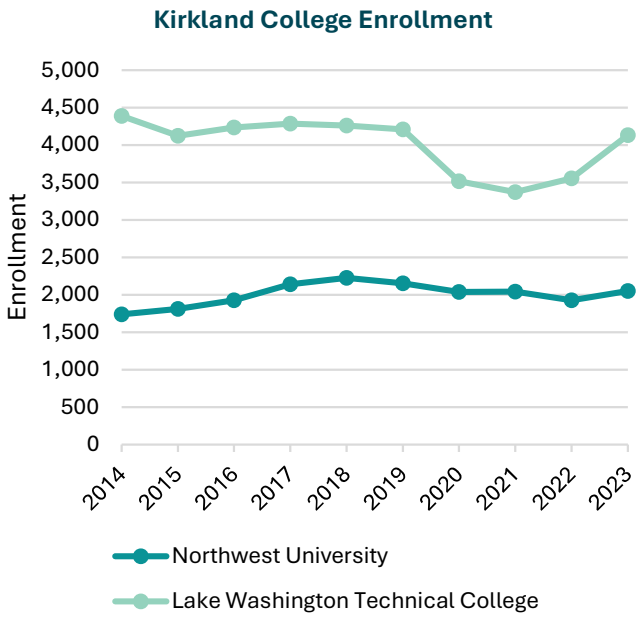


Figure 28 - Source: Washington State Board of Community and Technical Colleges, 2024 Enrollment Data Dashboard; Northwest University, 2023 Fall Enrollment Report.

College students (especially full-time students) create housing demand both on and off-campus. College enrollment trends at Northwest University and Lake Washington Technical College show a dip around 2020-2021, potentially influenced by the pandemic, but a rebound in 2023 suggests a recovery, indicating that student housing demand could also be stabilizing or increasing after recent fluctuations.

Private school enrollment

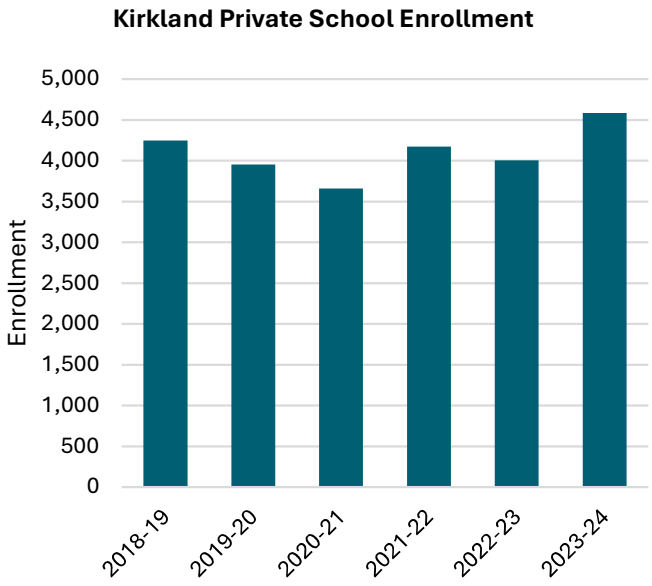


Figure 29 - Source: the Washington State Board of Education, Private School Enrollment, 2024.

Private elementary and secondary schools do not tend to affect housing demand the same way as colleges and universities but may attract families for various reasons. Kirkland private schools saw a decline (or inconsistent report) during the pandemic but have since rebounded, reflecting a recovery in housing interest near these schools.

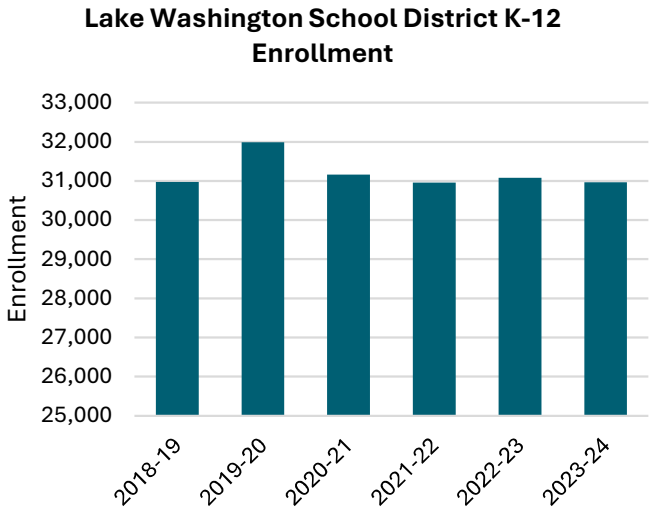


Figure 30 - Source: Washington Office of Superintendent of Public Instruction, 2024 Report Card Enrollment.

Families often cite public school quality among their top reasons for choosing where to live. According to the Washington Office of Superintendent of Public Instruction, student enrollment of Lake Washington School District has remained stable, indicating consistent housing demand in this area.

Housing Supply

General Housing Inventory

Overall housing supply and building type

Kirkland's housing inventory rose to 42,956 homes in 2023. Single-family, detached homes still make up the majority of Kirkland's housing supply, but the percent of multi-unit housing has increased steadily.

Kirkland Housing Units by Building Type

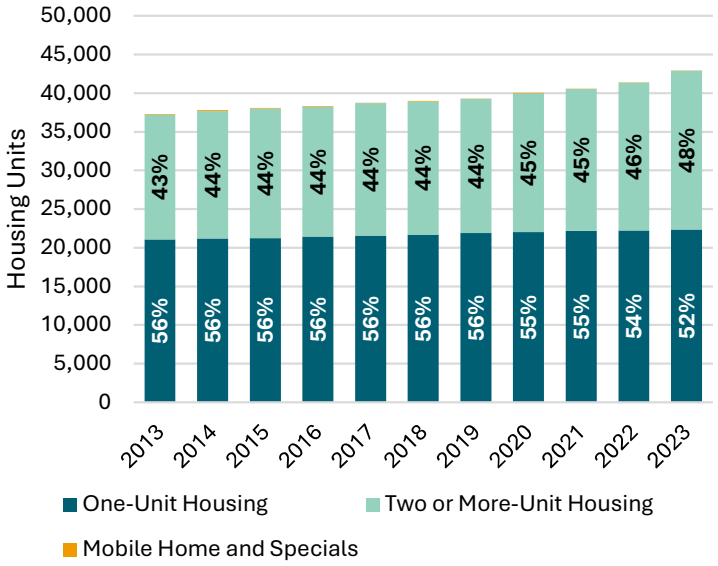


Figure 31 – Source: Washington Office of Financial Management, 2023, Postcensal Estimates of Housing.

Housing supply and building type in the urban centers

Kirkland will direct much of its housing growth into its designated Urban Centers where existing and planned transportation and infrastructure has been identified in the Comprehensive Plan Transportation Element, Capital Facilities Element, Utilities Element, and related functional plans.

Existing Housing Units in the Urban Centers by Type

Housing Type	Greater Downtown Urban Center Units	Totem Lake Urban Center Units
Single-unit	396	9
Duplex	31	0
Triplex	12	3
Stacked Apartment/Condo (3 floors or <40 ft.)	1,164	1,775
Stacked Apartment/Condo (4-8 floors or 40-85 ft.)	1,542	1,732
Stacked Apartment/Condo (9+ floors or >85 ft.)	0	0
Other*	884	447

Housing Type	Greater Downtown Urban Center Units	Totem Lake Urban Center Units
Citywide Total	**4,611**	**5,021**

Table 8 - Sources: King County Tax Assessor; City of Kirkland, 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis, 2024.
**Note: Parcels in the data classified as something other than the categories listed. For example, a parcel classified as commercial that also has several housing units above.*

Housing age

Kirkland has a larger share of housing built between 1970 – 1989 (42 percent) than other east King County cities (34 percent). Twenty-two (22) percent of the housing stock is 55 years old or older, i.e., built before 1970. Older homes tend to be smaller than newer homes and many are found on larger lots (e.g., 9,600 square feet or more), which make them candidates for addition or replacement.

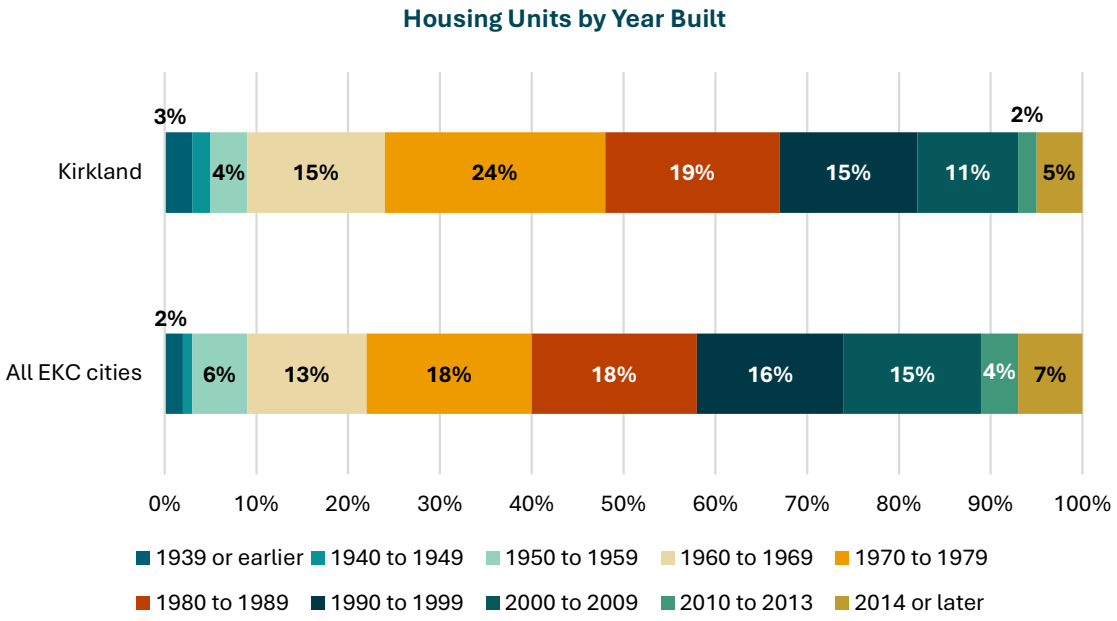


Figure 32 – Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Unit Sizes; Bedrooms

Over the past ten to twelve years, the stock of four-or-more-bedroom homes has grown faster than smaller homes – for both owner- and renter-occupancy. Some of this, again, results from annexations and some from the larger sizes of new construction.

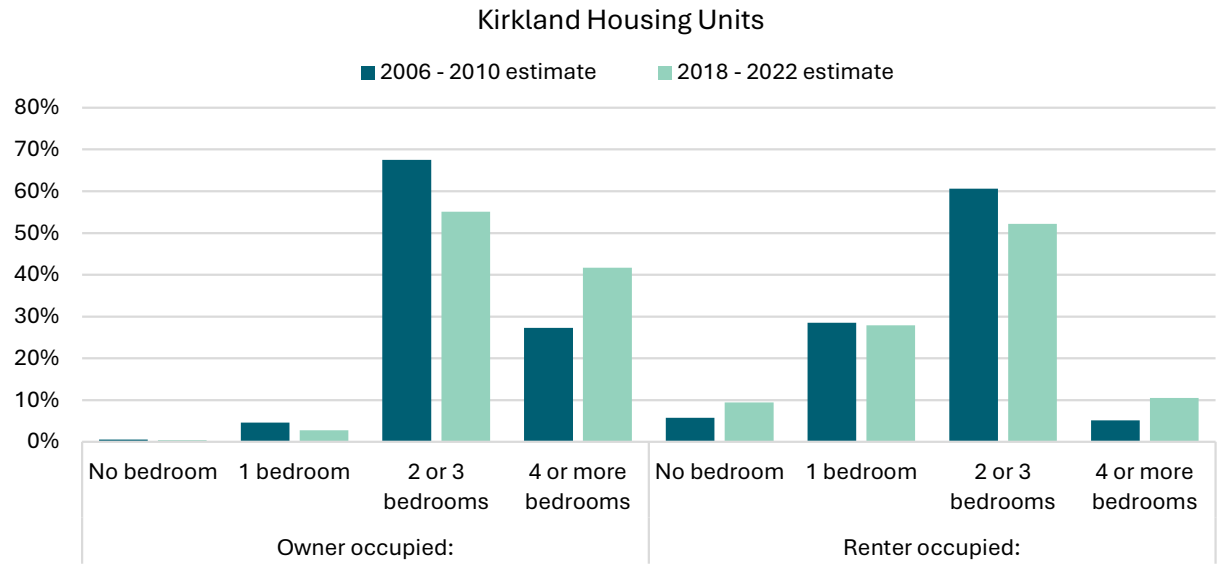


Figure 33 - Source: U.S. Census Bureau, 2010 and 2022 American Community Survey 5-year Estimates.

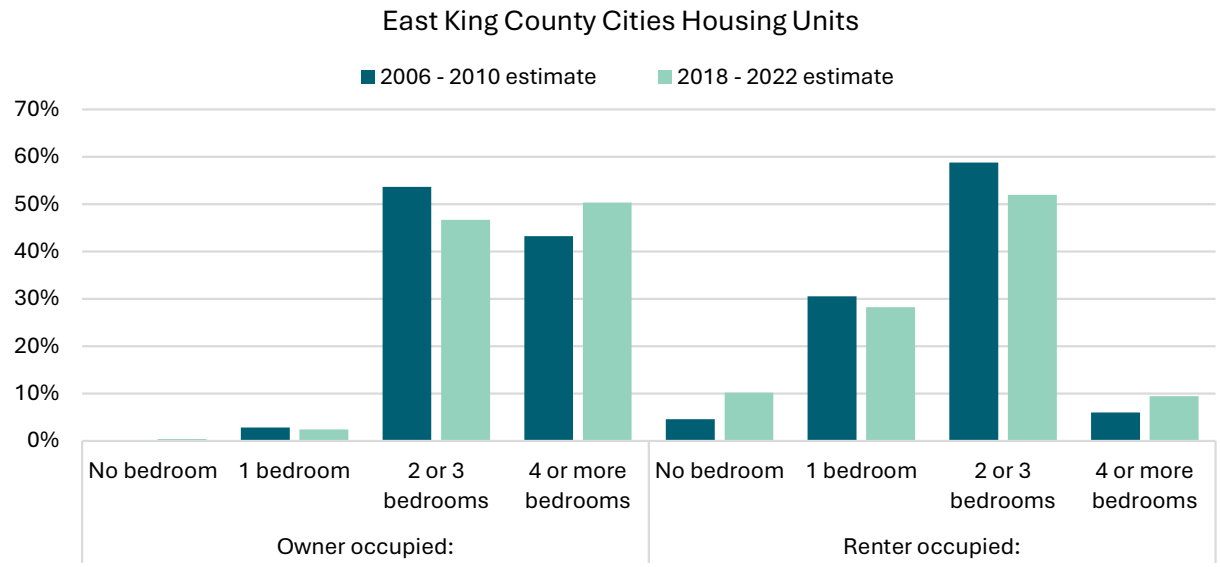


Figure 34 - Source: U.S. Census Bureau, 2010 and 2022 American Community Survey 5-year Estimates.

Housing condition

Kirkland, as in east King County overall, has a very small number of homes lacking complete plumbing or kitchen facilities.

Housing Units Lacking Complete Plumbing Facilities

	Owner occupied	Renter occupied
Kirkland	0.2%	0.3%
East King County	0.2%	0.4%

Plumbing Facilities: hot and cold running water, a bathtub or shower.

Table 9 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Housing Units Lacking Complete Kitchen Facilities

	Owner occupied	Renter occupied
Kirkland	0.3%	2.6%
East King County	0.3%	2.1%

Kitchen Facilities: a sink with a faucet, a stove or range, a refrigerator.

Table 10 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Housing tenure

Even with significant multifamily housing construction, Kirkland added more owner-occupied than renter-occupied housing since 2010, primarily due to the annexation of Finn Hill, North Juanita, and Kingsgate neighborhoods in 2011. (Finn Hill and Kingsgate contain more than 40 percent of the city's single-family homes in 2022; Community Profile Table 5.D.).

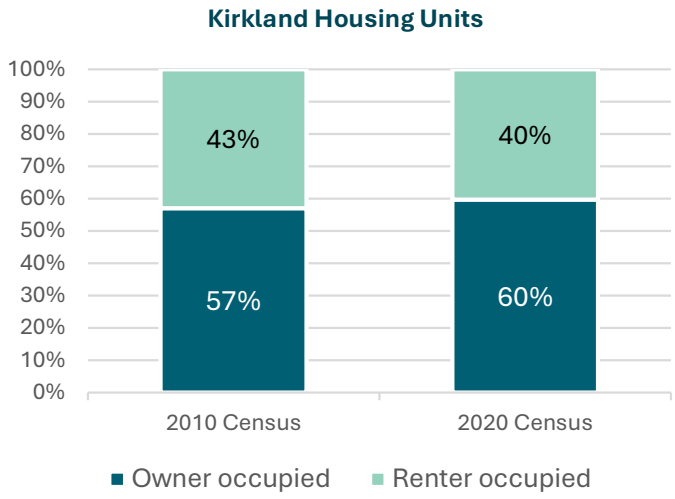


Figure 35 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

East King County overall has gained a considerable number of renter-occupied units, but owner-occupied homes still predominate.

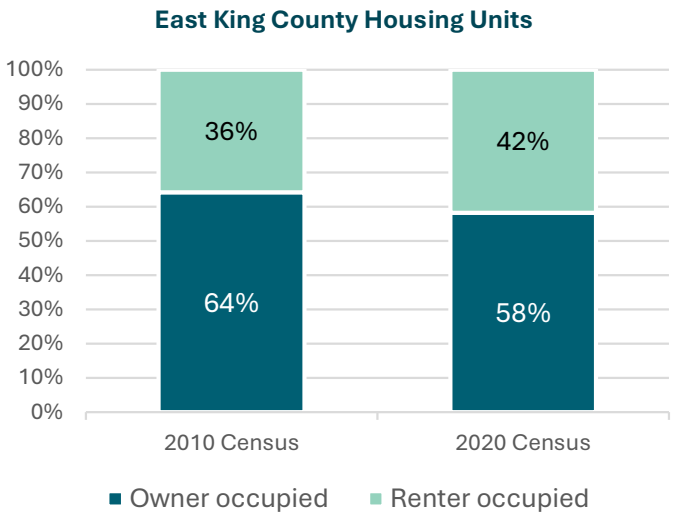


Figure 36 - Sources: U.S. Census Bureau, 2010 and 2020, U.S. Decennial Census.

*... and **race/ethnicity***

The vast majority of homeowners are white alone population at 73 percent, followed by 16 percent from Asian- alone homeowners. The demographics of renters are slightly more dispersed, with 70 percent of the White-alone population, followed by 13 percent Asian-alone and 8 percent Hispanic/Latinx.

Heads of Kirkland Homeowner Households

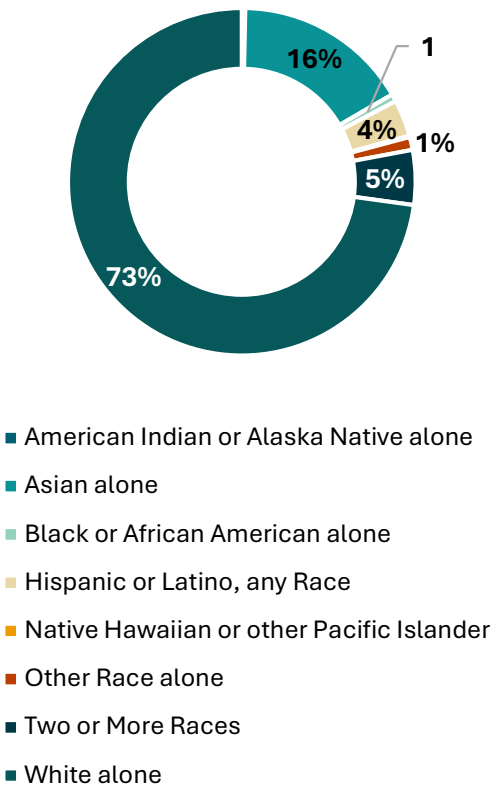


Figure 37 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

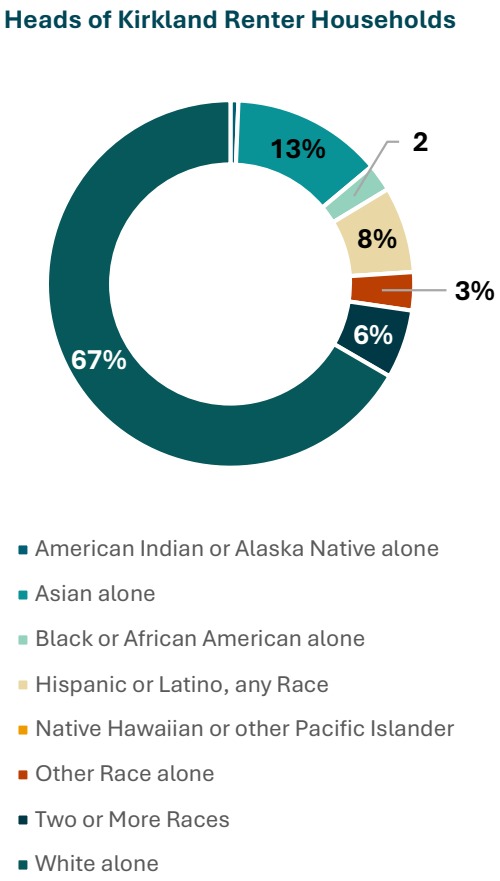


Figure 38 – Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Special Housing Inventory

Income- or price-restricted units in Kirkland

These are housing units with affordability connected to legally binding agreements between owners and the City of Kirkland, funders, or other parties. The Partnerships and Strategies section of this report describes in more detail the programs (land use, multifamily tax exemption (MFTE), funding) that the city employs to create these units.

Through a combination of regulations, incentives, and funding, the city has helped create 758 affordable homes for low- and very low-income residents throughout Kirkland, and that number increases each year.

The King County Housing Authority owns 217 units of public housing in Kirkland along with 348 other units they refer to as "workforce housing."

The Appendix has a complete list of these properties.

Kirkland Income- or Price-Restricted Units[1]

	Land Use[2] and/or MFTE	ARCH Trust Fund or Direct City Funding	King County Housing Authority[1]	Other Providers or Sources	Total
Subsidized Housing[2]	-	-	217	-	217
≤30 AMI	-	169	*	-	169
>30 – 49 AMI	-	73	*	-	73
50 AMI	138	160	*	45	343
60 – 70 AMI	39	87	136	75	337
80 AMI	75	-	212	-	287
>80 AMI – 100 AMI	17	-	-	-	17
>100 – 120 AMI	-	-	-	-	-
Total	**269**	**489**	**565**	**120**	**1,443**

Table 11 - Source: A Regional Coalition for Housing (ARCH), 2024.

[1] Excludes units funded by ARCH Trust Fund or city of Kirkland directly.

[2] Land Use refers here to affordable housing created by zoning requirements or incentives.

[3] KCHA uses the term "Subsidized Housing" for housing units where rents are determined by the occupant's household income rather than a percentage of AMI.

** KCHA does not report specific rent or income limits for Subsidized Housing, but most or all would qualify in these income categories.*

Nine hundred (900), or 63 percent, of Kirkland's income- and price-restricted units are reasonably accessible to transit service and represent about five (5) percent of the total housing units in those transit corridors.

Housing Units within a Half-Mile Walkshed of High-Capacity or Frequent Transit Service by Neighborhood

Transit Corridor	Income- and cost-restricted units	All dwelling units
NE 124th St/NE 128th St from 100th Ave NE to Totem Lake Transit Center	432	4,140
NE 68th St/NE70th Pl from 6th St S to 132nd Ave NE	19	1,305
NE 85th St from Downtown Transit Center to 132nd Ave NE	76	4,116
Market St/98th Ave NE from Downtown Transit Center to NE 124th St	82	3,180
108th Ave NE/6th St/98th Ave NE from Downtown Transit Center to S Kirkland Park & Ride	69	1,093

Lake St/Lake Washington Blvd NE from Downtown Transit Center to S Kirkland Park & Ride	63	2,916
124th Ave NE/Totem Lake Blvd from NE 85th St to Totem Lake Transit Center	159	1,861
All Transit Corridors	**900**	**18,611**

Table 12 - Sources: A Regional Coalition for Housing (ARCH) and City of Kirkland, March 26, 2024, Memorandum: 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis.

Forty-two (42) percent of Kirkland's income- and price-restricted units are located within the city's two designated urban centers, composing five (5) percent of all the housing in those centers.

Kirkland Housing Units within Urban Centers

Urban Center	Income- and cost-restricted units	All dwelling units
Greater Downtown	130	9,700
Totem Lake	474	3,320
Elsewhere	839	29,940
Total	**1,443**	**42,960**

Table 13 - Sources: A Regional Coalition for Housing (ARCH) and Puget Sound Regional Council, 2024.

Emergency housing, shelters, and permanent supportive housing beds

Kirkland has about 25 percent of the emergency housing and shelter beds available in east King County and 6 percent of the permanent supportive housing (PSH) units, i.e., long-term housing with services addressing the needs of people experiencing homelessness, such as health care and case management.

Emergency and Permanent Supportive Housing (PSH) Units

Jurisdiction	Housing Type	Beds
Kirkland	Emergency	149
	PSH	12
EKC cities	Emergency	605
	PSH	192
King County	Emergency	6,071
	PSH	6,168

Table 14 - Sources: King County, 2023 Countywide Planning Policies.

Group homes or care facilities

Group homes are licensed by the state of Washington to provide housing and certain levels of care, depending on classification. Some of the homes in this table are income- or cost-restricted and counted in those tables as well. Many are not income- or cost-restricted.

Licensed Beds in Group Homes

Jurisdiction	Adult Family Homes	Assisted Living	Nursing Home	Grand Total
Bellevue	765	934	69	1,768
Bothell	496	472	99	1,067
Issaquah	70	441	302	813
Kenmore	162	100	-	262
Kirkland	343	486	190	1,019
Mercer Island	31	337	43	411
Newcastle	60	225	-	285
Redmond	147	555	200	902
Sammamish	55	15	-	70
Woodinville	62	53	-	115
Total	**2,191**	**3,618**	**903**	**6,712**

Table 15 - Source: Washington Department of Social and Health Services, 2023.

Other housing reserved for older adults

Independent living facilities are not licensed the way that assisted living facilities are. The properties shown in this table are not income- or cost-restricted. One used public funding, a state "80/20 bond program" for which the facility promises to set aside units for people with disabilities.

Kirkland Independent Living Facilities

Neighborhood	Facilities	Units
Lakeview	1	76
Moss Bay	2	221
Totem Lake	3	282
Total	**6**	**579**

Table 16 - Source: City of Kirkland, 2024.

Housing for homeless individuals; shelters, transition, etc.

Most of these have received funding from the city of Kirkland through the ARCH Trust Fund. (The counts vary from those in Table 13, above, due to the different sources and dates from which the information was gathered.)

Kirkland Housing for Unhoused Families or Individuals

	Emergency Shelter	Transitional Housing	Other Permanent Housing	Permanent Supportive	Total
Adult-Only Beds	-	-	27	21	**48**
Child-Only Beds	16	4	-	-	**20**
Chronic Beds	-	-	-	-	**-**
Family Beds	52	72	8	3	**135**

	Emergency Shelter	Transitional Housing	Other Permanent Housing	Permanent Supportive	Total
Overflow / Voucher	-	-	-	-	**-**
Seasonal	-	-	-	-	**-**
Veteran Beds	-	-	-	24	**24**
Youth Beds	51	4	-	-	**55**
Total Beds	**103**	**76**	**35**	**24**	**238**
Family Units	10	17	3	1	**31**

Table 17 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count.

Housing Market Conditions

Sales prices

Resale prices can be a better indicator of house price inflation than new home prices. Resale prices in all parts of Kirkland increased significantly in the past ten years, as they have across east King County. In 98033, the more expensive of Kirkland's two ZIP codes, sales prices were 150 percent higher in 2023 than in 2013. In 98034 the increase was 168 percent over the same period.

Prices rose 142 percent across all east King County cities.

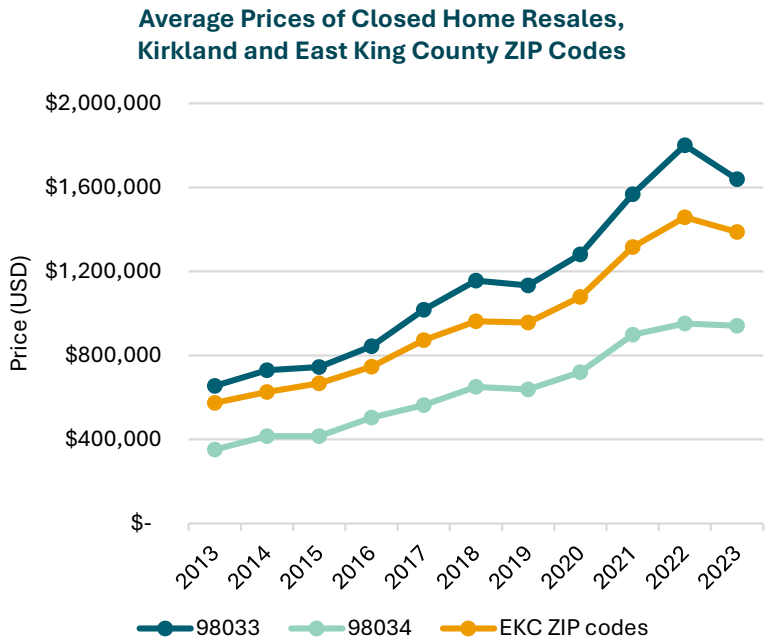


Figure 39 - Source: Redfin, 2024, custom tabulation.

In both areas of Kirkland, resale prices rose more for detached single-family homes than for condos and townhomes. In 98033, for example, detached homes sold for 43 percent more, on average, than condos and townhomes; but in 2023, this increased to 67 percent. No doubt this was affected by the difference in sizes and prices of newer homes during the period.

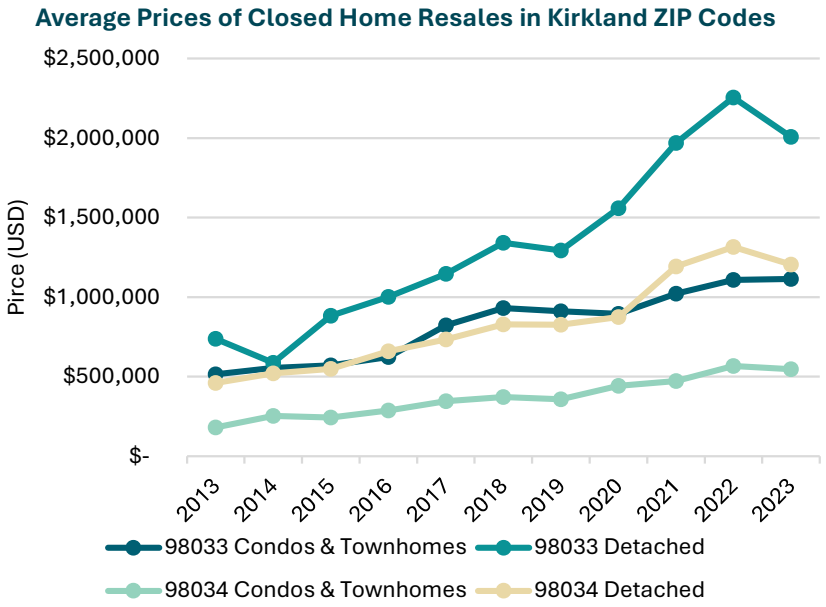


Figure 40 - Source: Redfin, 2024, custom tabulation.

Land Capacity

Land available to meet housing demand

Residential land zoned for moderate- and high-density housing and accessory dwelling units.

Percent of Residential-Only-Zoned Land, Kirkland

	Zoned for Medium- or High-Density		Zoned for Accessory Dwelling Units
Area	Pct of Area	Pct of City Total	
Bridle Trails	77%	16%	100%
Central Houghton	6%	2%	100%
Everest	28%	3%	100%
Finn Hill	4%	6%	100%
Highlands	8%	2%	100%
Juanita	21%	25%	100%
Kingsgate	10%	9%	100%
Lakeview	52%	7%	100%
Market	2%	0%	100%
Moss Bay	77%	8%	100%
Norkirk	8%	2%	100%
Rose Hill	14%	12%	100%
Totem Lake	96%	8%	100%
City Total		100%	100%

Table 18 - Source: City of Kirkland, 2024 Community Profile.

Kirkland's zoning strategies vary considerably by neighborhood to meet the diverse housing needs of our community. Totem Lake stands out with 96 percent of its area zoned for medium- or high-density. Bridle Trails and Moss Bay are heavily zoned for medium- or high-density residential use, with both areas accounting for 77 percent of their respective lands dedicated to such developments.

Existing housing development capacity within a half-mile walkshed of high-capacity or frequent transit service:

Existing Development Capacity (Housing Units)

Transit Corridor	
NE 124th St/NE 128th St from 100th Ave NE to Totem Lake Transit Center	993
NE 68th St/NE70th Pl from 6th St S to 132nd Ave NE	100
NE 85th St from Downtown Transit Center to 132nd Ave NE	2,820
Market St/98th Ave NE from Downtown Transit Center to NE 124th St	372

108th Ave NE/6th St/98th Ave NE from Downtown Transit Center to S Kirkland Park & Ride	86
Lake St/Lake Washington Blvd NE from Downtown Transit Center to S Kirkland Park & Ride	651
124th Ave NE/Totem Lake Blvd from NE 85th St to Totem Lake Transit Center	998
All Transit Corridors	**6,020**

Table 19 - Source: City of Kirkland, March 26, 2024, Memorandum: 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis.

Housing needs and existing housing development capacity by Income segment served:

The following analysis uses development capacity analysis[2], prepared by the City's Planning and Building Department and Parametrix consultants and *housing typologies to income segments served* methodology from the Guidance for Updating Your Housing Element, by the WA Dept. of Commerce[3].

Table 20 groups likely housing types under existing zones. Existing zoning is then related to potential income levels served (see Table 21). Staff uses Department of Commerce's income level to housing type categories based on levels for high-cost communities like Kirkland. Table 22 compares Kirkland's projected housing needs by income level as allocated by King County's Countywide Planning Policies[4] to existing zoned capacity.

The resulting analysis in Table 22 shows that under existing zoned capacity the city has a deficit of 1,382 units serving households earning less than 50% AMI. The studied upzone capacity indicates a surplus of housing serving all income segments. The studied upzone capacity includes potential land use changes studied in the growth alternative which included community-initiated amendment requests: Par Mac Business Park, Goodwill, and Michael's sites, as well as the Par Mac expanded study area consisting of the Totem Lake Southern Industrial Commercial Subarea.

Table 20: Existing zone categories and related housing types

Zone Category	Typical housing types	Existing Zones
Single Family Zones	Single-Family - duplex, triplex, cottage, ADU	Low Density Zones: RS & RSX 5.0, PLA 6C & E, RS 6.3, RS & RSX 7.2, RS & RSX 8.5, RS & RSX 12.5, WD II, RS & RSX 35, RSA 1, RSA 4, RSA 6, PLA 3C, RSA 8, PLA 16
Multi-family Residential Zones	Attached/Stacked Multifamily – Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Multi-Family Residential Zones: PLA 2, PLA 15B, RM & RMA 5.0, PLA 9, PLA 6H, RM & RMA 3.6, WD-I & WD-III, PLA 3B, PLA 6 F, & 7C, RM & RMA 2.4, PLA 6I & K, PLA 7A, RM & RMA 1.8, PLA 5A, D & E, PLA 6A, D & J, PLA 7B, PLA 17

[2] https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_capacityanalysismemo_final2024-03-26.pdf

[3] https://deptofcommerce.app.box.com/s/1d9d5l7g509r389f0mjpowh8isjpirlh

[4] https://cdn.kingcounty.gov/-/media/king-county/depts/dchs/housing/affordable-housing-committee/ahccompplanreview/kc_2021_cpps_ord_19660_113021.pdf?rev=194224480ab14c61b76d89f03603b7eb&hash=0BAA96D98BEEDC6A1987DEF283C53C3D

Office/Commercial Zones	Attached/Stacked Multifamily - Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Office Zones: PO, PR, PR 8.5, PR 5.0, PR 3.6, MSC 1, PLA 6B, PLA 17A, PR 2.4, PRA 2.4, PR 1.8, PRA 1.8, PLA 5B, MSC 4, PLA 5C, PLA 15A Commercial Zones: BN, BNA, MSC 2, BC 1, BC 2, MSC 3, CBD 2, JBD 1, JBD 2, JBD 3, JBD 4, JBD 5, JBD 6, RH 8, UF, TL 5, TL 9B
Commercial Zones 1	Stacked/Mixed Use Multifamily - Apartment/condominiums (4-8 floors or 40-85 ft.)	Commercial Zones: BCX, FHNC, HENC 1, HENC 2, HENC 3, CBD 1A, CBD 1B, CBD 3, CBD 4, CBD 5, CBD 5A, CBD 6, CBD 7, CBD 8, NMU, TL 2 TL 4A, TL 4B, TL 4C, TL 6A, TL 6B, TL 7A, TL 7B, TL 8, TL 10B, TL 10C, TL 10D, TL 10E, YBD 2, YBD 3
Commercial Zones 2	Stacked/Mixed Use Multifamily - Apartment/Condominiums (9+, or >85 ft.)	Commercial Zones: NMU (40'/150' and 40'/125'), TL 1A, TL 1B

Table 20 - Source: City of Kirkland Zoning Code.

Table 21: Existing zone categories, related housing types and income levels served

Zone Category	Typical Housing Types	Lowest Potential Income Level Served		Assumed Affordability Level for Capacity Analysis
		Market Rate	With Subsidies and/or incentives	
Single Family Zones	Single-Family - Detached single-family, duplex, triplex, cottage, ADU	Higher Income (>120% AMI)	Not feasible at scale[5]	Higher Income (>120% AMI)
Multi-family Residential Zones	Attached/Stacked Multifamily - Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Higher Income (>120% AMI)
Office/Commercial Zones	Attached/Stacked Multifamily – Townhomes, duplex, triplex, quadplex, apartment/condominiums (2-3 floors)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Moderate Income (>80-120% AMI)
Commercial Zones 1	Stacked/Mixed Use Multifamily - Apartment/condominiums (4-8 floors or 40-85 ft.)	Moderate Income (>80-120% AMI)	Extremely Low, Very Low and Low Income (0-80% AMI)	Low Income (0-80% AMI) and PSH

[5] Current regulations for cottage, carriage and two/three-unit homes do require some level of income restricted housing with developments of 10-units or greater. Future income restricted middle housing requirements may yield more affordable housing units, but affordable housing assumptions of future middle housing are not included in this capacity study.

Commercial Zones 2	Stacked/Mixed Use Multifamily - Apartment/Condominiums (9+, or >85 ft.)	Higher Income (>120% AMI)	Moderate Income (>80-120% AMI)	Moderate Income (>80-120% AMI)

Table 21 - Source: WA Department of Commerce.

Table 22: Projected housing need by income level and existing zoned land capacity

Income Segment	K2044 Target (by income segment)	Building Type Serving Income Segment (# of floors)	K2044 Target (aggregated by income segment served)	Surplus or Deficit (existing zoned capacity)	Surplus or Deficit (studied upzone capacity)
≤30% AMI; PSH	2,546	Stacked/Mixed Use Multifamily (4-8 floors)	11,462	-1,382	2,558
≤30% AMI; non-PSH	4,842				
>30-50% AMI	3,052				
>50-80% AMI	1,022				
>80-100% AMI	228	Attached/Stacked Multifamily (2-3 floors)	487	1,654	2,762
>100-120 AMI	259				
>120% AMI	1,251	Single-Family & Stacked/Mixed Use Multifamily (9+ floors)	1,251	2,461	2,461
Grand Total	**13,200**				

Table 22 - Source: Source: King County, 2023, Countywide Planning Policies; City of Kirkland Land Capacity Analysis.

Emergency Housing Needs Analysis

If the city plans for enough capacity to meet their entire allocation of permanent housing needs at each income level (including permanent supportive housing) and planned for enough additional capacity to accommodate its full allocation of emergency housing needs, then the city would be providing more than sufficient capacity to accommodate all projected housing needs.

Per RCW 35A.21.430 a city may not prohibit indoor emergency housing (which includes traditional shelter arrangements) in any zones in which hotels are allowed.

Cities are not required to do a quantitative analysis if there is sufficient capacity (described above) and both of the following conditions are true:

a. The jurisdiction has one or more zones that allow hotels, all of which allow for emergency housing by right.
Kirkland allows for both hotel and motel use in the following zones: CBD1A and B, CBD2, CBD3, CBD4, CBD5, CBD5A, CBD6, CBD7, CBD8, BC1, BC2, BCX, FHNC, HENC1, HENC3, JBD1, JBD2, JBD4, MSC3, NRH1A, NRH1B, NRH4, NRH6, PLA 3B, PLA 15A, TL2, TL4A, 4B, and 4C, TL5, TL7A and 7B, TL8, TL10A, YBD2 and 3, and NE 85th St Station Area zones CMU, UF, NMU, and CVU (as commercial).

b. The jurisdiction has no regulations that limit the occupancy, spacing or intensity of emergency housing.
Kirkland has no regulations that limit the occupancy, spacing or intensity of emergency housing.

A high-level emergency housing needs analysis has been conducted by calculating bed counts of the available hotel capacity for the zones that allow for hotels. This analysis coverts the floor area ratio land capacity into square feet. That square footage is converted into beds (1 bed per 120 square feet), and subtracting assembly space from the bed count (assembly is 1 person per 15 square feet).

Example:

10,000 sf lot with a 1.5 FAR = 15,000 sf of developable space = 15,000/120 = 125 beds. Assembly space equals 125 x 15 = 1,875 square feet. Subtract assembly space from total bed count and divide result from minimum bed square footage (120 sf) to get an approximate net bed count (15,000 – 1,875 = 13,125/120 = 105 beds).

Based on this analysis Kirkland has capacity for 241,349 beds.

Gap analysis: Housing Needs

Housing for Local Workers

For workers earning under $50,000 annually, affordable housing options are limited. Ideally, these individuals should spend no more than 30% of their income on housing, equating to about $1,350 per month. However, given the current housing market in Kirkland, finding suitable housing within this budget is increasingly difficult due to rising prices driven by demand from higher earners.

The influx of higher-paying jobs has escalated housing demand, pushing up prices and reducing affordable options. Professionals earning $75,000 or more can afford higher rents or mortgages, leading to a focus on housing development for this group and exacerbating affordability issues for lower-income workers. This dynamic drives gentrification, reducing the availability of affordable housing and making it challenging for lower-income residents to find suitable accommodation.

Jobs-housing balance

Kirkland's relatively high housing-job ratio indicates a better balance between jobs and housing compared to the entire east king county and surrounding cities like Bellevue and Redmond, with nearly 1.25 jobs for every housing unit. However, the slight decrease in this ratio over time in Kirkland suggests that job growth is starting to outpace housing development.

It is important to clarify that the jobs-housing balance measures are more meaningful at a subregional level than locally, as regional commuting patterns and economic connections often blur the lines between where people live and work.

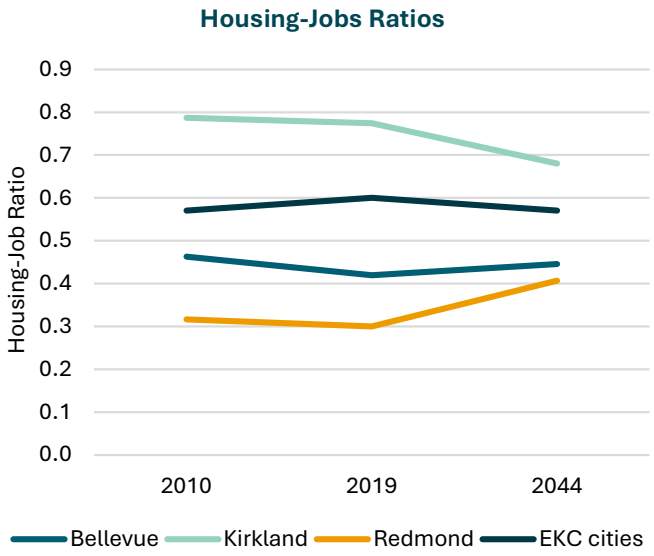


Figure 41 – Sources: King County, 2023, Countywide Planning Policies; Washington State Office of Financial Management, 2023, April 1 Housing Estimates; Puget Sound Regional Council, 2023, Covered Employment.

Simple housing-to-jobs ratios can be difficult to interpret. The adjacent chart uses workers per household data to convert the number of jobs to an estimate of the housing demand created by jobs. Dividing the housing demand by the housing supply gives a ratio for comparison to a "balanced" ratio of 1.0. Ratios greater than 1.0 mean that the jurisdiction has more housing demand from jobs than housing units to meet the demand. Ratios below 1.0 mean that the jurisdiction has more than enough housing units for the local workforce and probably has a relatively high percentage of workers commuting to other places for work. By this measure, Kirkland has a virtually ideal jobs-housing balance.

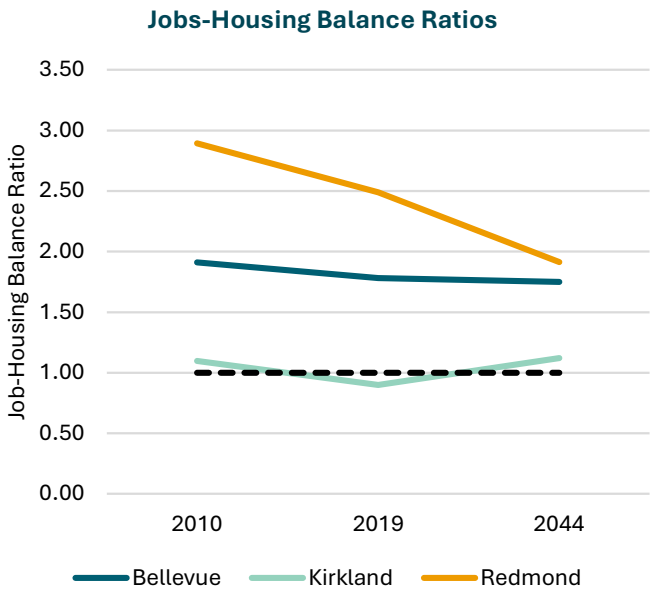


Figure 42 - Sources: King County, 2023, Countywide Planning Policies; Washington State Office of Financial Management, 2023, April 1 Housing Estimates; Puget Sound Regional Council, 2023, Covered Employment.

Alignment of household size to housing unit sizes

While Kirkland offers an array of housing options, there are notable misalignments between the availability of certain unit sizes and the demographics of household sizes. Simply on the basis of one person per bedroom, surpluses of three-bedroom and four-bedroom units exist in Kirkland, where smaller households may occupy larger homes than needed. Conversely, one-bedroom units are underrepresented, suggesting unmet demand.

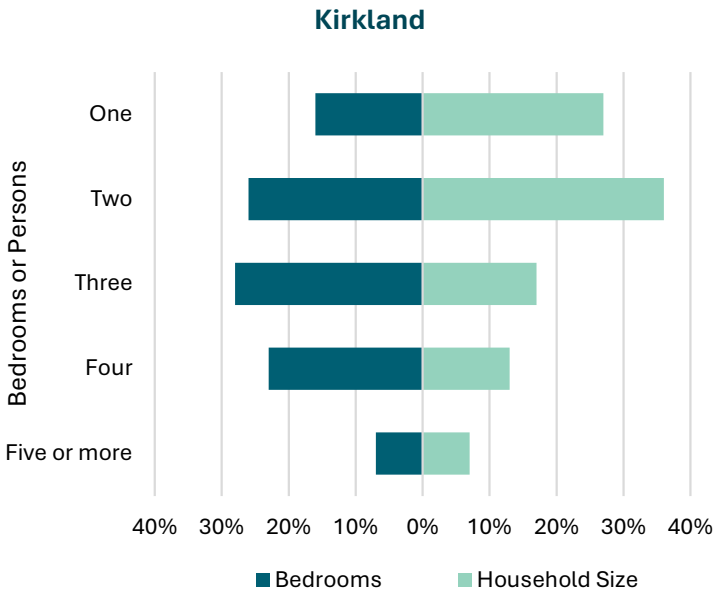


Figure 43 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

The phenomenon is similar across east King County. A common cause is "empty nester" households; many of these can afford their current housing costs but not the alternatives in their present communities.

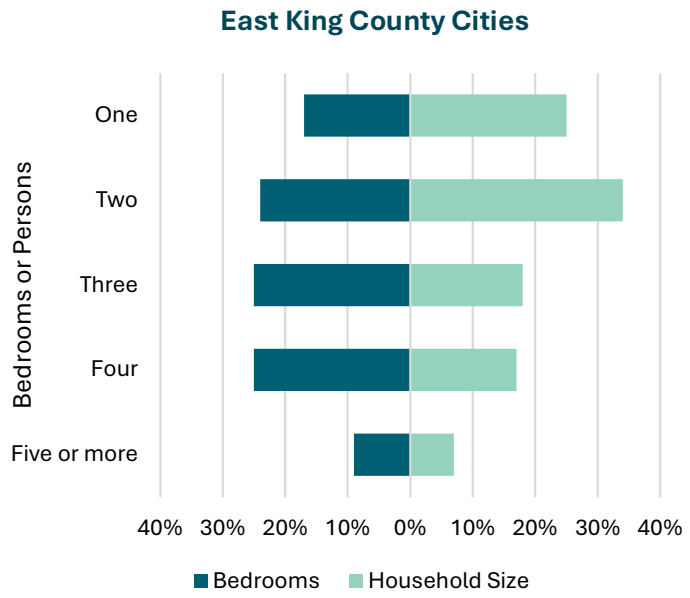


Figure 44 - Source: U.S. Census Bureau, 2022 American Community Survey 5-year Estimates.

Running counter to the idea of "right-sizing" homes to household sizes is the trend toward working at home. Extra bedrooms can be useful as home offices, for example. This may extend the demand for more bedrooms or, perhaps, new floor plans with work spaces designed in.

Housing for Older Adults

As Kirkland's demographic projections indicate, the population aged 65 to 79 will increase to 13 percent by 2030, and those aged 80 and older will rise to 6 percent by 2044. This shift underscores a critical need to address housing accommodations tailored to the needs of an aging population.

The expansion of age-appropriate housing is imperative. There needs to be an increase in both quantity and variety of housing options such as single-level homes, senior living communities, and facilities that provide medical and daily living support. This expansion will

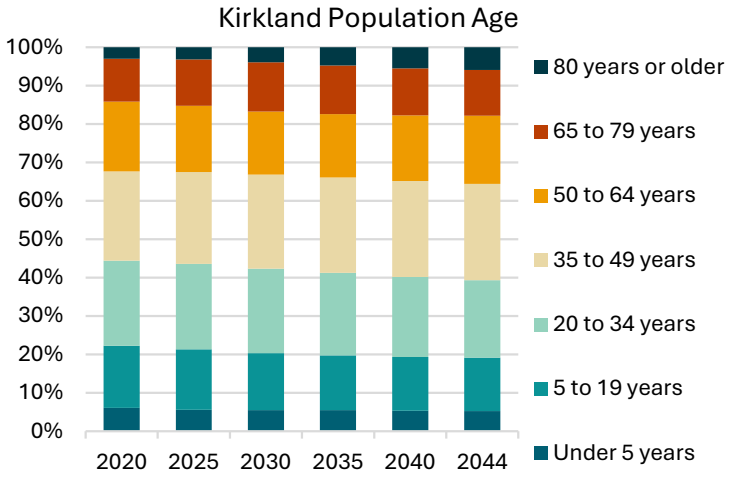


Figure 45 - Sources: U.S. Census Bureau, 2023 National Population Projections, and A Regional Coalition for Housing (ARCH).

ensure that seniors have the ability to remain in their community as their living needs evolve, thereby fostering a stable and supportive environment for this growing segment of the population.

Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices

Many of the racially exclusive and discriminatory land use and housing practices of the region existed well before Kirkland became a city. The following are some examples of racially exclusive and discriminatory practices, in the United States, in the Pacific Northwest, and in Kirkland, which impact land use, housing, and property. This list draws from selected sources of the Resources for Documenting the Local History of Racially Exclusive and Discriminatory Land Use and Housing Practices produced by King County. Additional sources are drawn from *Kirkland Yesterday, Today, Tomorrow*, by historian Dr. Lorraine McConaghy, produced for the 2044 Kirkland Comprehensive Plan, and located in Appendix C.

Treaties with Indigenous People and American Colonialism (1850-60s)

In the mid-1800s, settlers – primarily from eastern America, Europe, and East Asia – arrived in areas of the Pacific Northwest where Indigenous Coast Salish peoples have lived since time immemorial. Present-day Kirkland is in the traditional heartland of the Lake People and the River People. At least three indigenous village or longhouse sites existed in Kirkland, at Yarrow Bay, on the central waterfront of Kirkland, and at Juanita Bay.

The Treaties of Medicine Creek in 1854 and Point Elliot in 1855 resulted in the ceding of millions of acres of land previously used and occupied by Coast Salish peoples. These treaties recognized sovereign tribal nations and established reservation homelands and laid out a complex set of land use rights for federally recognized tribes. They established title to indigenous land and water to free it for newcomer settlement. The settlers' idea of land as a commodity to be bought, sold, and owned by individuals was unfamiliar to indigenous people, and the practice – codified by treaty – would eventually dispossess them. Since the signing of treaties federal and state policies also infringed upon tribal authority and destabilized tribal communities through assimilation or termination.

Black Exclusion Laws in Oregon Territory (1844-1853)

Before territorial status in 1853 and statehood in 1889, Washington State was part of the Oregon Territory, which forbade Black people from settling in the area. Black exclusion laws covered what now encompasses King County until 1853 and stayed in place until the end of the American Civil War and the passage of the Fourteenth Amendment in 1868.

Chinese Exclusion and Alien Land Laws (1882-1965)

Federal and state governments severely limited the ability of immigrants of Chinese, Japanese, and other East Asian descents to naturalize, own land, conduct business, and/or otherwise access the same rights offered to White Americans. Federal and state exclusion and alien land laws lasted well into the 20th century and affected all jurisdictions within King County. For example, first generation Japanese residents in Kirkland living on farms on Rose Hill, in Juanita, and in the Yarrow Bay wetlands were forbidden by law to become citizens or to own land and their "property" was lease-held.

Exclusionary Zoning (1910s-Present)

Starting in the early 20th century, municipalities around the country began to use zoning as an explicit tool of racial segregation. Even upon the Supreme Court ruling in Buchanan v. Wiley (1917) that racial zoning was unconstitutional, city planners continued to use zoning restrictions that limited the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on multifamily homes, and height limits) to covertly exclude low-income and BIPOC communities from wealthier and Whiter residential districts. In tandem with other racially exclusive and discriminatory practices, like racially restrictive covenants, exclusionary zoning policies produced systemic barriers to homeownership and educational opportunities for BIPOC, particularly Black residents. These practices also contributed to the racial wealth gap by limiting housing supply and excluding BIPOC communities from wealth generation opportunities that homeownership confers. Today, many exclusionary zoning restrictions developed as covert methods of racial exclusion in the early 20th century still exist in residential districts across King County.

While Kirkland has developed more multifamily in recent years, its history of single-family exclusionary zoning has made the city largely a lower-density residential community. Today, 56 percent of Kirkland land use is single-family residential.

Racially Restrictive Covenants (1926-1948)

Racially restrictive covenants refer to documents such as deeds, plats, and homeowners' association bylaws used by property owners to restrict the sale of a property to someone based on their race. Starting in the early 20th century, racial covenants on property deeds gained popularity as a tool for restricting racial mixing in residential neighborhoods. To date, it is known that at least three Kirkland-area housing subdivisions were racially restricted through property deed provisions or restrictive covenants: Kirkland Heights (1930), Gov. Lot 3, Sec. 17, Township 25, Range 5 (1939), and Juanita Crest (1947). These legal documents restricted the right of ownership and rental to those "only those of the Caucasian race."

Federal Mortgage Discrimination and Redlining (1934-1968)

Throughout the 1930s and 1940s, the federal government created several agencies and programs to encourage homeownership for American citizens, but largely refused to offer these homeownership opportunities to BIPOC borrowers. The Federal Housing Administration (FHA), created in 1934, encouraged racial segregation in a variety of ways such as using racially restrictive covenants and denying mortgages in areas with racially mixed populations. This federal action denied BIPOC communities the opportunity to participate in the wealth accumulation offered to White

Americans, enforced racial segregation, fueled White flight and suburbanization, and set precedents for the devaluing of Black neighborhoods and assets in the present day.

After World War II the Servicemen's Readjustment Act of 1944 – better known as the G.I. Bill – opened the door to new home ownership for veterans. The Bill's opportunities were open to all veterans, by federal policy, but they were denied to some veterans, in local practice, as the Bill was administered state by state. Realtors colluded by racially steering Black veterans who were told that they wouldn't be comfortable in certain neighborhoods and effectively barring them in "redlining" from the opportunities of the G.I. Bill. Black home buyers, who qualified for the G.I. Bill, were often denied bank mortgages for capricious reasons, and they were often prohibited from purchasing a given home because of a racial covenant in the deed, that forbade sale to any "Asian, Jew, or Negro" purchaser. The G.I. Bill built middle-class America, training veterans for better jobs and bankrolling crucial home ownership, but the benefits were not equitably shared on racial grounds.

Japanese Internment (1941-1946)

Six months after the bombing of Pearl Harbor in 1941, President Roosevelt signed Executive Order 9066, which authorized the forced evacuation of citizen and non-citizen residents of Japanese ancestry living along the West Coast to internment camps in the interior of the continent. Overall, the federal government, with support from state and local governments, incarcerated 12,892 persons of Japanese ancestry in Washington State. On May 20 – 21, 1942, five hundred Japanese residents from the Eastside boarded the first passenger trains to depart the Kirkland station in sixteen years, bound for Fresno, California and then on to other internment camps.

Many of those interned did not return to their communities after internment and those who did often faced continued discrimination, along with property loss or damage.

Urban Renewal and Transportation Infrastructure (1950s-1990s)

Starting in the 1950s, the federal government sought to unite metropolitan areas across the United States with a federally subsidized highway system, as well as to alleviate dilapidation in urban centers through a process known as "urban renewal." Both transportation infrastructure and urban renewal projects at the time caused displacement in BIPOC communities.

Suburbanization (1950s-1990s)

Nationally, suburban migrants were primarily White, leading to the characterization of migration out of cities as "White flight." This pattern was fueled in part by the racially selective availability of mortgage capital and by racial prejudice. In King County, mandatory school integration ordinances in Seattle in the 1960s spurred White flight to suburban cities.

In Kirkland, post-war suburbanization was largely embraced as the city and its neighboring communities dealt with the closing of the naval shipyards, located in what is today's Carillon Point as well as the loss of the Lake Washington ferry system which stopped in 1950. The Houghton area thrived as a postwar residential suburb increasing its residential population by 141 percent between 1950 and 1960. Not all benefited from this suburban future. Stewart Heights, a wartime housing project and now the location of Northwest University, which in 1950 contained low-rent housing and included Black and Hispanic households, was torn down by 1952. With the opening of the Evergreen Point Floating Bridge in August, 1963, and Interstate-405, constructed between 1956

– 1965, Kirkland was well on its way in becoming a suburban city. Kirkland has since built out or incorporated through annexation many of its suburban neighborhoods.

Gentrification and Displacement (1970s-Present)

Gentrification refers to the process where neighborhoods previously disinvested in and/or occupied by low-income residents (particularly BIPOC residents) experience an influx of wealthy (usually White) residents moving in. This leads to an increase in housing costs. Displacement is a common consequence of gentrification. In King County, neighborhoods such as the Central District – a once majority Black neighborhood that received limited investment from public and private entities over the course of its history and that had been the site of urban renewal projects – started to experience gentrification and displacement pressures as early as the 1970s. Gentrification and displacement contributed to the relocation of many of the County's Black residents to south King County cities. Today, gentrification pressures remain in neighborhoods throughout the King County, as economic growth continues to put upward pressure on the regional housing market.

Predatory Lending and Foreclosure Crisis (1990s-2010s)

Between 2007 and 2010, over 3.8 million households lost their homes to foreclosure throughout the United States, resulting in a widespread economic collapse known as the "Great Recession." Nationally, the impact of the foreclosure crisis fell disproportionately on Black and Latinx neighborhoods and households, who, previously excluded from the mortgage market during the age of redlining, were targeted by lenders for subprime mortgage loans. These loans incurred high, variable interest rates and were often issued without consideration of the ability of a household to afford monthly payments. The Black-White wealth gap widened nationally to 26.7 percent from 2007 to 2015. While King County residents did not suffer as acutely from foreclosures compared to other areas of the country, research has found that south King County cities, which have higher BIPOC populations than other municipalities in the region, saw the highest rates of foreclosure.

Devaluation of Black Assets and Racist Real Estate Appraisals (1940s-Present)

Homeownership is a generator of wealth for many households in the United States. Although the 1968 Fair Housing Act outlawed racial discrimination in real estate transactions, racial bias is still present in the real estate industry through the devaluation of real estate assets in Black neighborhoods and racist real estate appraisals, which reduces the generational wealth of Black households.

Evictions and Landlord-Tenant Relations (1960s-Present)

Renters experience higher rates of housing instability than homeowners because renters are vulnerable to rent increases, change in use of the property, etc. In King County, BIPOC households are more likely to rent than White households, contributing to racial disparities in who experiences housing instability. Evictions disproportionately impact BIPOC tenants. For example, local research found that BIPOC tenants are more likely to be evicted for smaller amounts of money than White tenants.

The history of land use and housing regulations in Kirkland, like many other cities, is complex and often reflects broader societal attitudes. While explicit racist policies may not be evident in the city's documents, it is important to recognize that discriminatory practices can be subtle and systemic. Efforts to address and rectify these issues are ongoing, as seen in the discussions

throughout the Kirkland 2044 Comprehensive Plan. Understanding the past, including the less explicit forms of exclusion, is crucial for creating more equitable and inclusive communities in the future.

There are many contributors to racial discrimination and inequality. The following are the greatest contributors within Kirkland today.

- The historical impacts of systemic racism as outlined above.
- Exclusionary development restrictions in portions of residential zoning that limit the types and density of buildings (e.g., minimum lot size requirements, minimum square footage, prohibitions on certain types of multi-unit homes, and height limits, etc.), which results in more expensive housing.
- The high cost of housing contributes to economic exclusion, particularly in areas of the city where development restrictions limit housing supply. This scarcity is exacerbated by the concentration of high-income jobs, which contribute to higher property values and rents, making it increasingly difficult for lower-income individuals to afford housing.

The historical context of racially discriminatory practices in land use and housing has had long-lasting effects, contributing to present-day racial inequities. These practices have led to issues like segregation and wealth disparities, which in turn affect homelessness, eviction rates, and access to resources. Acknowledgment of these historical injustices requires the implementation of policies aimed at healing and rectifying the long-standing disparities caused by systemic racism. Furthermore, addressing these complex challenges requires multifaceted solutions, including the creation of affordable housing and the strengthening of community ties, particularly in historically underserved areas. Such efforts are vital in working towards greater racial equity and inclusion in our society. Within Kirkland, efforts to produce more affordable housing and foster strong relationships with underserved communities can be one piece of addressing racially disparate impacts.

Racial Displacement and Disparate Impacts Findings

While there is no evidence of explicit racial exclusion in official city documents that does not mean that none existed. There is plenty of evidence of racial displacement, exclusion, and disparate impacts in the history of Kirkland.

Research into Kirkland's history discovered some examples of racial displacement and culturally exclusive practices within current city limits. Such as the prohibition of Black Lake Washington Shipyards workers from housing by the King County Housing Authority during World War II. This housing did become integrated after the war but it was removed by 1952. "Black Kirkland residents Arline and Letcher Yarbrough, experienced discrimination when trying to move to Kirkland in 1950. Eastside realtors simply wouldn't show them houses; they would make appointments and not show up. The Yarbrough's found a Kirkland home on their own, bought it, and moved in. Some of their neighbors welcomed them; some circulated a petition to protest their presence in the home and the neighborhood" (McConaghy). These historic examples of racial exclusion show that Kirkland was indeed not immune from these discriminatory practices and likely contributes to the racial diversity in today's Kirkland which is 68.7 percent white, the highest among neighboring cities.

To this point, Kirkland has experienced minimal displacement of Black or African American and Native Hawaiian or Alaskan Native populations due to the low numbers of these populations. The number of residents identified as Black or African American in 2000, 2010, and 2020 represented 1.2, 1.8, and 1.9 percent of the total population, respectively. Native Hawaiian or Alaskan Native populations in 2000, 2010, and 2020 represented 0.6, 0.4, and 0.1 percent of the total population, respectively (Figure 2.H, Community Profile). Looking forward, however, areas in the city with a higher risk of displacement have higher populations of BIPOC households (see Race and Ethnicity and Displacement Index figures).

Economic exclusion is evident from the high cost of housing as shown in the average resale price of homes in the Kirkland areas which increased 150 percent from 2013 to 2023 (see Sale Price Figure).

Today, the disparities in homeownership and housing cost burdens among different racial and ethnic groups are a significant concern. This is evident in Kirkland which has lower home ownership rates of Black or African American households and higher rates of levels of housing cost burden.

The interplay between housing affordability and racial equity is a critical issue in many communities. In Kirkland, the economic factors, such as regional housing market trends and historical zoning practices, have contributed to racial disparities. Addressing these through the expansion of affordable housing can be a significant step towards fostering a more inclusive community. Increasing the supply of affordable housing is not only a matter of economic necessity for cost burdened BIPOC communities, but also a catalyst for advancing racial equity. This approach aligns with broader efforts to dismantle systemic barriers and promote equal opportunities for all residents.

Housing cost-burden

Housing Cost Burden by Tenure

Overall, renters are more likely than homeowners to be moderately or severely burdened by housing costs. In Kirkland, 23 percent of owner-occupied households are moderately or severely burdened, compared to 38 percent of renter-occupied households. In East King County, the figures are 22 percent for owner-occupied and 34 percent for renter-occupied households.

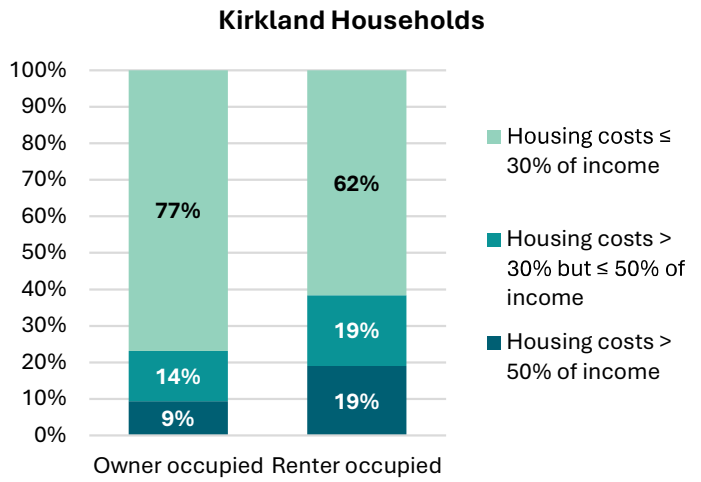


Figure 46 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

Generally, Kirkland shows a similar pattern to East King County, albeit with slightly higher rates of households facing moderate and severe housing cost burdens.

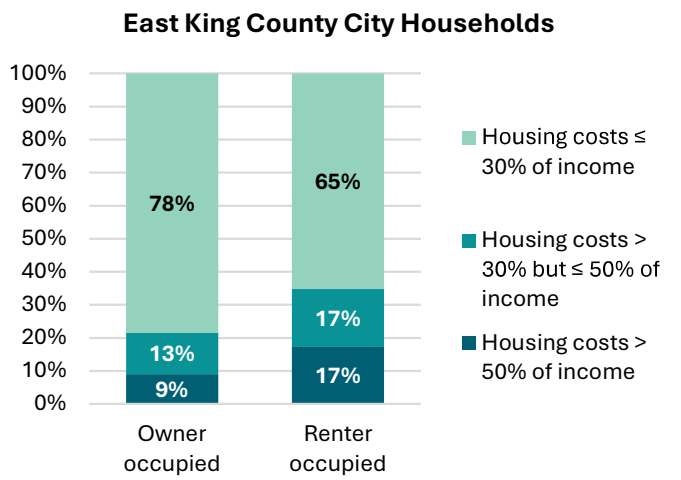


Figure 47 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

Housing Cost Burden by Household Income

Housing cost burden (i.e., when housing expenses exceed 30 percent of the household's gross income) is significantly more common as household income declines, particularly for renters. Of even greater concern are households spending more than 50 percent of their incomes for housing, known as "severely cost burdened."

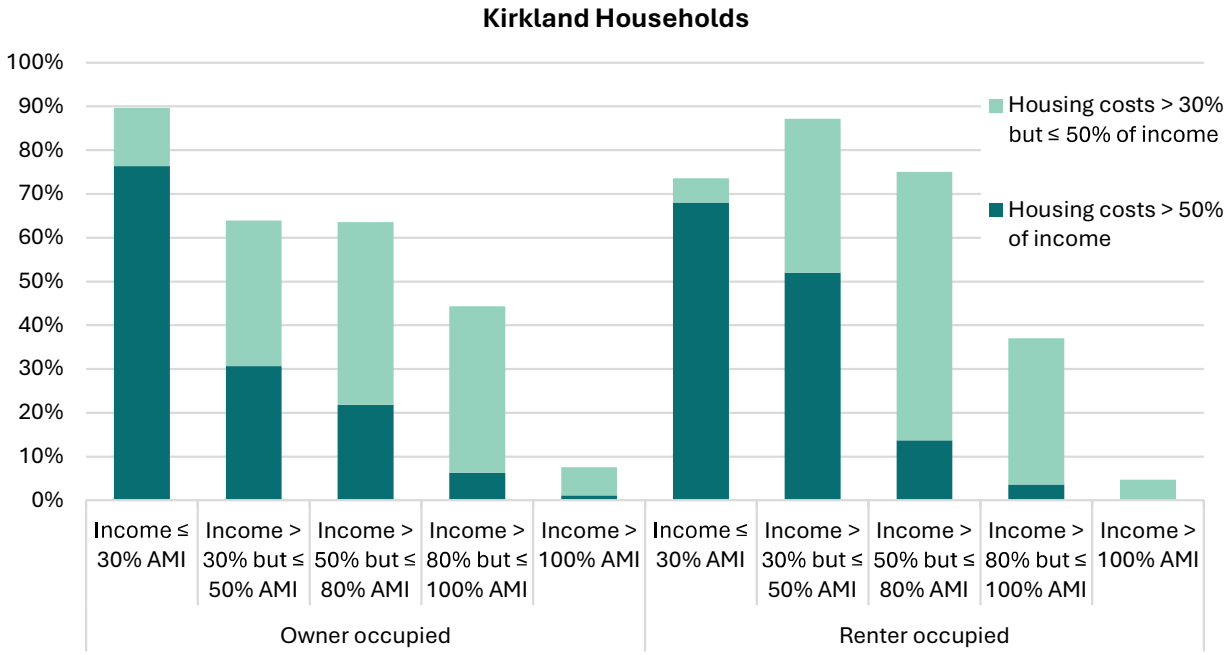


Figure 48 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

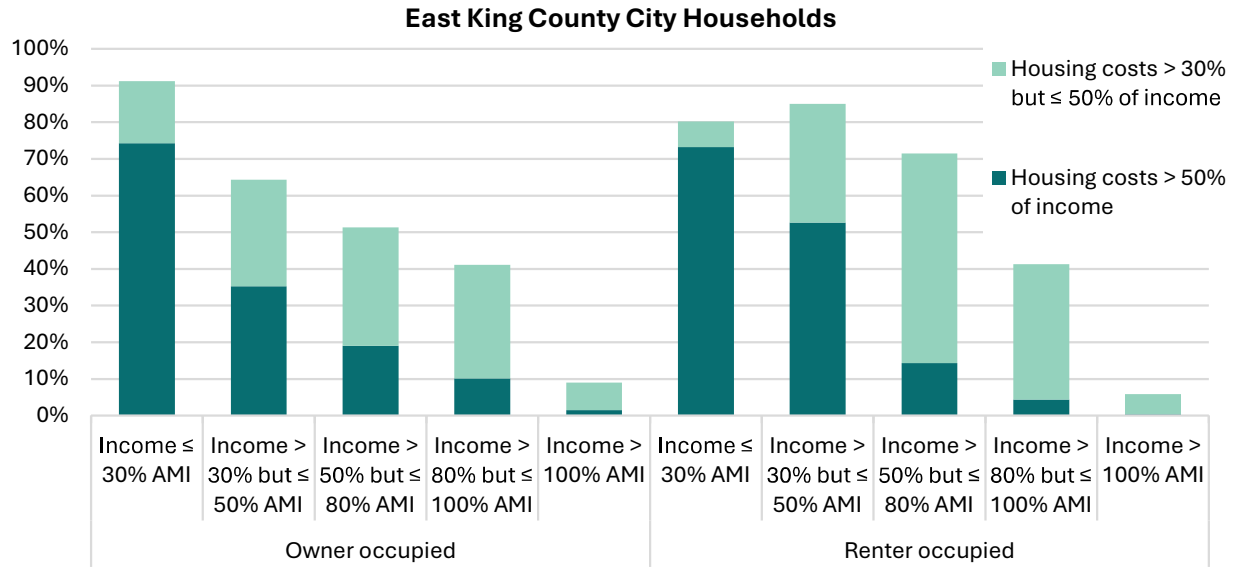


Figure 49 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

Housing Cost Burden by Race/Ethnicity

Kirkland has a larger percentage of its Black or African American rental households with housing costs greater than 50 percent of household income than other east King County cities.

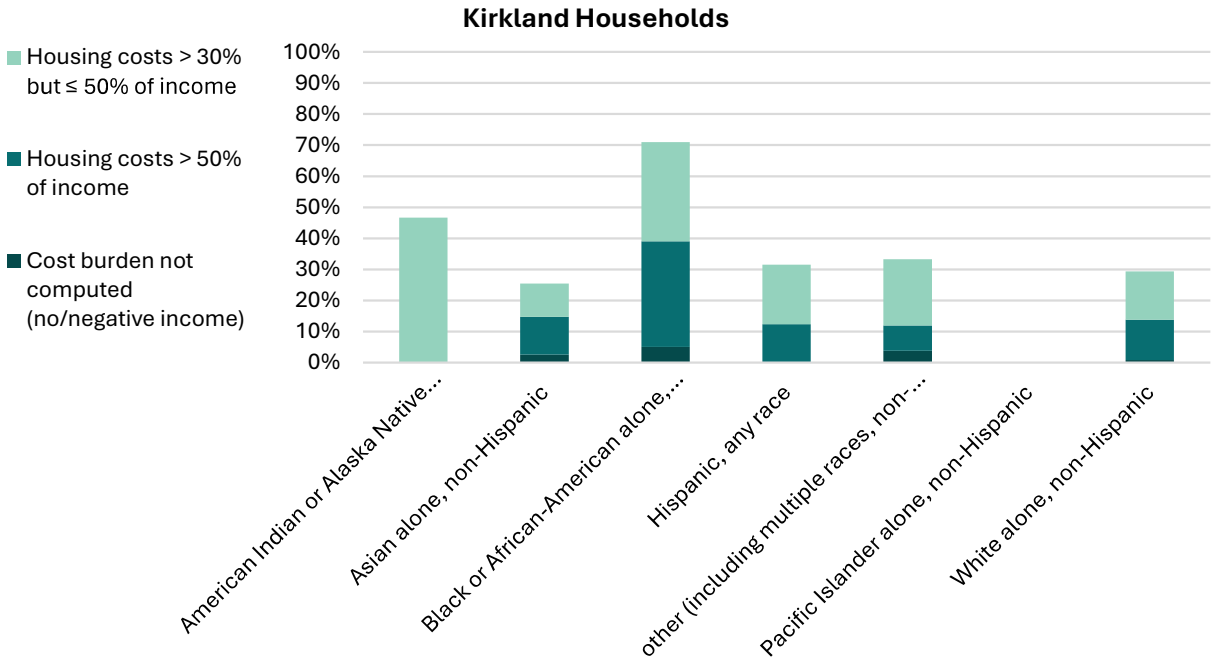


Figure 50– Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

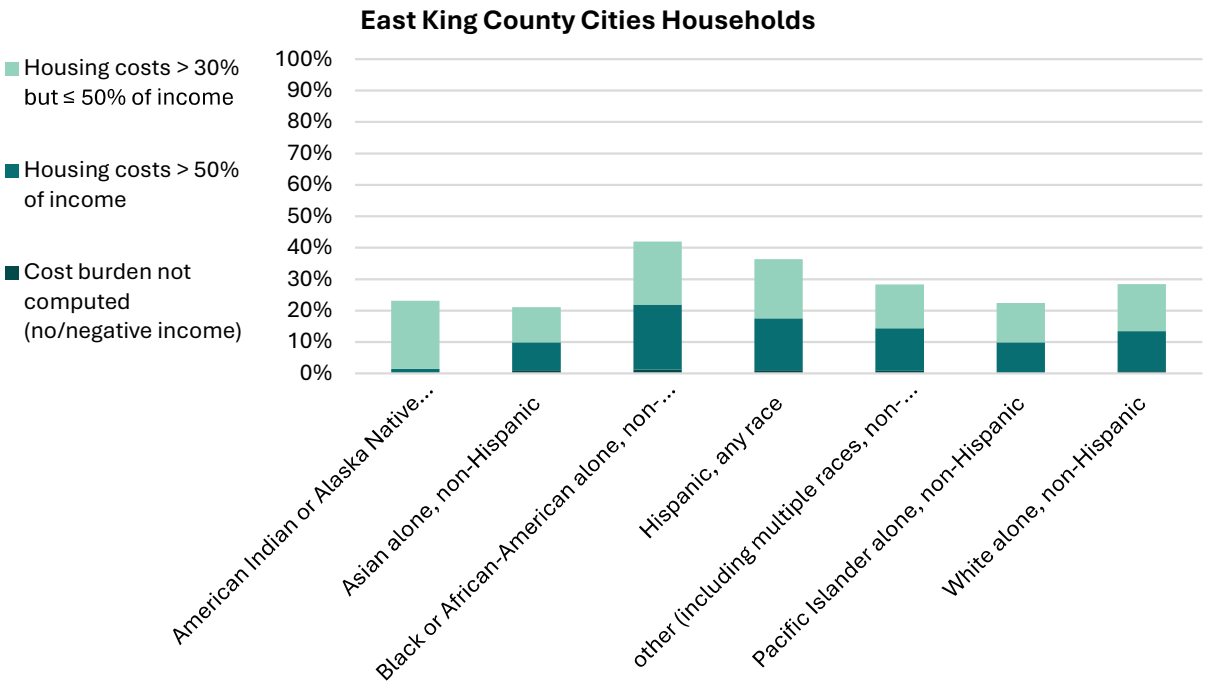


Figure 51 – Sources: U.S. Housing and Urban Development, 2010 and 2020, Comprehensive Housing Affordability Strategy 5-year Estimates.

Explanation

The adjacent table helps explain the incidence of housing cost burden. Higher-income households, for several reasons including income growth after purchasing a home, often live in housing that is affordable to people with much lower incomes, shown in yellow-shaded cells of the table. The low supply of less expensive housing means that lower-income households have only housing choices that are unaffordable to them, highlighted in the red-shaded cells.

Buying-Down Matrix – Kirkland Housing Units

	Housing Affordable to Incomes as a Pct of Area Median Income (AMI)				
Household Incomes (Pct of AMI)	**≤ 30%**	**> 30% but ≤50%**	**> 50% but ≤ 80%**	**> 80%**	**Total**
≤ 30%	750	390	740	2,160	4,040
> 30% but ≤50%	105	285	625	1,385	2,400
> 50% but ≤ 80%	190	275	755	2,670	3,890
> 80% but ≤ 100%	70	260	655	2,345	3,330
> 100%	80	520	1,830	20,590	23,050
Total Units	**1,195**	**1,730**	**4,605**	**29,150**	**36,680**

Table 23 - Source: U.S. Housing & Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Permanent housing needs

Kirkland needs to plan for and accommodate nearly 9,000 housing units affordable to households with incomes at or below 80 AMI by 2044, 35 percent more than the existing supply.

Almost 5,900 of that need is for permanent supportive housing (PSH), i.e., long-term housing with services addressing needs of people experiencing homelessness, such as health care and case management.

These needs have been allocated in King County Countywide Planning Policies at the recommendation of the county's Affordable Housing Committee.

Kirkland Housing Needs

	Existing (2020)	Need	2044 total need
≤ 30 AMI; PSH	12 <1%	**2,546**	2,558 5
≤ 30 AMI; non-PSH	1,040 3%	**4,842**	5,882 11%
>30 – 50 AMI	1,784 4%	**3,052**	4,836 9%
>50 – 80 AMI	3,734 9%	**1,022**	4,756 9%
>80 – 100 AMI	8,141 20%	**228**	8,369 16%
>100 – 120 AMI	5,213 13%	**259**	5,472 10%
>120 AMI	20,094 50%	**1,251**	21,345 40%
Total	40,018	**13,200**	53,218

Table 24 - Source: King County, 2023, Countywide Planning Policies.

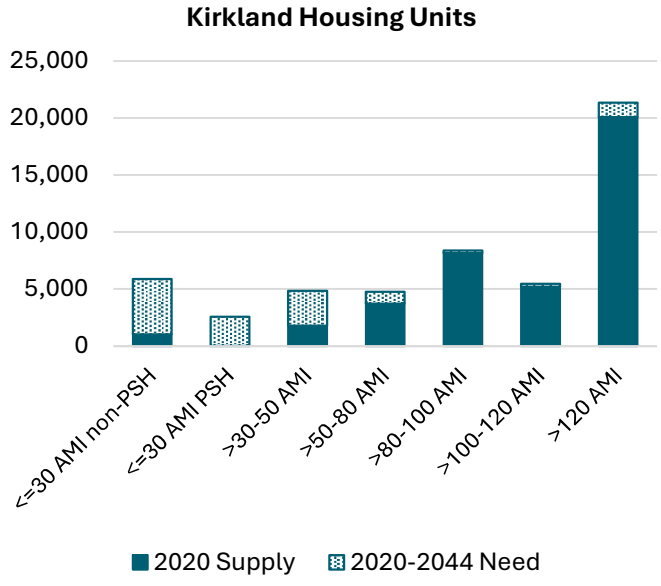


Figure 52 – Source: King County, 2023, Countywide Planning Policies.

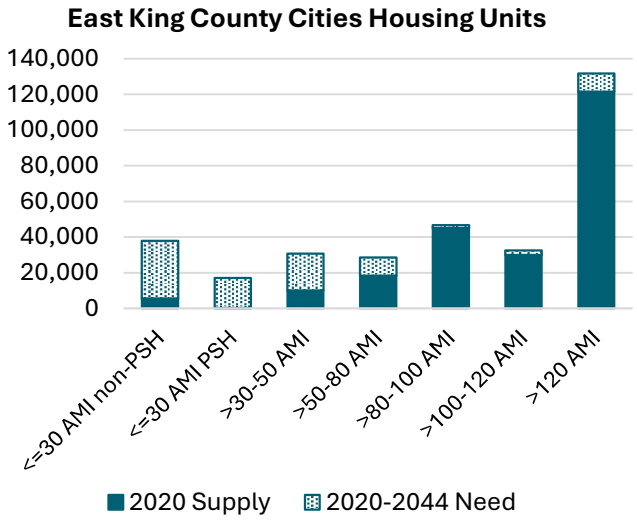


Figure 53– Source: King County, 2023, Countywide Planning Policies.

Emergency Housing Needs

In addition to planning for permanent housing, cities and counties also need to plan for prescribed numbers of emergency housing and emergency shelter beds.

Emergency Housing

Jurisdiction	Baseline Supply: 2020	Net New Need: 2020-2044
Kirkland	149	2,522
ARCH cities	605	17,145
King Co	6,071	58,983

Table 25 - Source: King County, 2023, Countywide Planning Policies.

State Requirements & City Development Standards and Permitting Gap Analysis

Tables 26 – 30 identify development standard and permitting gaps between recently adopted State requirements and City standards and processes for moderate density residential development.

Table 26: Compliance with Middle Housing Requirements (HB 1110 and ESHB 2321)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Minimum number of middle housing units that must be allowed in predominately residential zones (low-, medium-,	RCW 36.70A.635[6](b) Cities with a population of at least 75,000	---
	(i) ≥4 du/lot[7]	**Does Not Comply**: Current zoning is not uniformly permissive of the State unit-lot density requirement.

[6] Minimum residential density: https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.635

[7] Unless zoning permits higher densities

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
high-density residential zones)		While lots in low-density zones comply with this requirement pursuant to the City's middle housing allowances in 113 KZC, lots with minimum lot size standards in residential zones where 113 KZC is not applicable may not meet State requirements of minimum unit-lot density.
	(ii) ≥6 du/lot[8] within ¼ mile walking distance of major transit stop[9]	**Does Not Comply**: As noted above, current zoning is not uniformly permissive of the State unit-lot density requirement. At the time of this analysis Kirkland has one major transit stop under construction, the I-405/Northeast 85th Street Interchange and Inline BRT Station Project[10] (State requirements will also need to be met once King County Metro's Rapid Ride K Line stops are under construction.
Affordable housing	RCW 36.70A.635(2) – (3) • Density can increase from four units per lot to six (unless the zoning permits higher density), if two of the units are affordable. • Applicable to rental and ownership units • Affordable for a term of at least 50 years • Requires a covenant or deed restriction to maintain affordable housing • Affordable units must be comparable in size, and when practicable, number of bedrooms, to other units in the development. Affordable units must generally be distributed throughout the development	**Complies**: The City has adopted affordable housing requirements for both middle housing and multifamily development in most, but not all, areas of the City that allow for multi-unit developments. The City should consider adjusting these requirements to maximize value capture (i.e., potential new affordable housing units) of the City's affordable housing provisions given the new density allowances.

[8] Unless zoning permits higher densities

[9] Under section RCW 36.70A.030(25) the definition of "major transit stop" includes stops on bus rapid transit routes, including those stops that are under construction: https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.030

[10] https://wsdot.wa.gov/construction-planning/search-projects/i-405-northeast-85th-street-interchange-and-inline-brt-station-project

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	• Affordable housing requirements may vary if the city has enacted an affordable housing program under RCW 36.70A.540.	
Alternative density requirements	RCW 36.70A.635(4) • A city may choose to limit implementation of the density requirements to 75% of lots that are primarily dedicated to detached single-family houses, subject to specific conditions included in the new state law. Applicable exemptions include[11]: ○ Areas that lack of infrastructure capacity ○ Critical areas and their buffers ○ Areas within 100-year flood plane ○ Geological hazardous areas ○ Density requirements can be reduced in lots within a city that don't have adequate water supply or public sewer service ○ Areas identified having a higher risk of displacement under RCW 36.70A.070(2)(g)	**Notes on Application of Provision**: This alternative to density requirements would be limited to low-density zones. Any request for exemption would need to be analyzed under the limitations of this section of the RCW and taken into consideration.
Required middle housing types	RCW 36.70A.635(5) City must allow at least 6 of 9 types of middle housing[12] [13] [14]: 1. Duplexes 2. Triplexes	**Does Not Comply**: Many of the housing types are allowed in Kirkland's residential zones; however, not all are allowed in

[11] Unless identified as having a higher risk of displacement, exempted areas may not include: any areas for which the exclusion would further racially disparate impacts or result in zoning with a discriminatory effect; any areas within ½ mile walking distance of a major transit stop; or any areas historically covered by a covenant or deed restriction excluding racial minorities from owning property or living in the area, as known to the city at the time of each comprehensive plan update.

[12] HB 1110 amended RCW 36.70A.030 – Definitions defining many housing types. The Department of Commerce's Model code adopts these definitions and includes some additional definitions the City could consider for adoption with code amendments. State model code: https://deptofcommerce.app.box.com/s/tfivrrq4t97nggquanr3syaz4zeo8nxd

[13] A city may allow accessory dwelling units (ADUs) to achieve the unit density requirement.

[14] A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density requirement.

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	3. Fourplexes 4. Fiveplexes 5. Sixplexes 6. Townhouses 7. Stacked flats 8. Courtyard apartments 9. Cottage housing	any one low-, medium-, or high-density residential zone. As part of this amendment process the City should analyze these different housing types and determine which types are permitted in a given zone category.
Design requirements	RCW 36.70A.635(6) (a) (b) Design requirements may only be administrative and may not be more restrictive than that required for detached single-family houses. The city may apply objective development regulations that are required for detached single-family residences such as: • setbacks • lot coverage • stormwater • clearing • tree canopy and retention	**Does Not Comply**: The City administers design requirements for middle housing in section 113.35 KZC that are more restrictive than those required for single-family houses. As part of this amendment process the City should analyze these standards and compare them to the design standards allowed in the State's middle housing model ordinance[15].
Development & permitting processes	RCW 36.70A.635(6) (c) Same as detached single-family residences unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW, building codes under chapter 19.27 RCW, energy codes under chapter 19.27A RCW, or electrical codes under chapter 19.28 RCW.	**Does Not Comply**: While middle housing is allowed by-right, some housing types identified in RCW 36.70A.635(5) require additional permit review processes.
Parking[16]	RCW 36.70A.635(6) (d) – (f) No on-site parking requirement within ½ mile of major transit stop[17]; no more than 1 space/unit on lots of 6,000 sq. ft. or less; no more than 2 spaces/unit on lots larger than 6,000 sq. ft.	**Does Not Comply**: Parking requirements will need to be reduced near "major transit stops" once planned stops are under construction to comply with State requirements for lots 6,000 sq. ft. or less. Additionally, KZC 113.25 currently bases parking requirements on unit size and requires additional parking for

[15] https://deptofcommerce.app.box.com/s/tfivrrq4t97nggquanr3syaz4zeo8nxd

[16] Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

[17] Kirkland has no existing "Major Transit Stops." Future Major Transit Stops will include stops along the STRIDE (I-405) Bus Rapid Transit line and K Line (connecting Totem Lake to Bellevue).

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
		guests, both of which will need to be amended to comply.
Minimum lot size, subdivision and unit density requirement	RCW 36.70A.635(6) (g) Cities are not required to achieve the per unit density on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes.	**Does Not Comply**: Kirkland's smallest minimum lot size is 1,800 square feet; therefore, existing residential zones are not exempt from the unit density requirements.
Exemption from minimum density requirements	RCW 36.70A.635(8) • Portions of a lot, parcel, or tract designated with critical areas and critical area buffers • Areas designated as sole-source aquifers • A watershed serving a reservoir for potable water • Designated urban separators lots • A lot that was created through the splitting of a single residential lot.	**Notes on Application of Provision**: As part of the amendment process the City should conduct an analysis of lands containing critical areas and buffers, urban separators etc.

Table 26 - 2024 Staff analysis of House Bills 1110 and 2321.

Table 27: Compliance with State Accessory Dwelling Units Requirements (EHB 1337)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Impact Fees	RCW 36.70A.681[18] (1) (a) Cities may not assess impact fees on the construction of accessory dwelling units (ADUs) that are greater than 50 percent of the impact fees that would be imposed on the principal unit.	**Complies**: ADUs are exempt from impact fees (Chapter 27 KMC).
Owner Occupancy	RCW 36.70A.681 (1) (b) Cities may not require the owner of a lot on which there is an ADU to reside in or occupy the ADU or another housing unit on the same lot.	**Complies**: Code does not require owner occupancy.
Number and Configurations of Accessory Dwelling Units	RCW 36.70A.681 (1) (c) (d) Cities must allow at least two ADUs on all lots that are located in all zoning districts within an urban growth area that allow for single-family homes. Must allow the following: • 1 attached accessory dwelling unit (AADU) and 1 detached accessory dwelling unit (DADU) • 2 AADUs • 2 DADUs, which may be comprised of either one or two detached structures. • ADUs in structures detached from the principal unit.	**Complies**: Code allows for two ADUs consistent with State mandated configurations.
Minimum Lot Size	RCW 36.70A.681 (1) (e) Cities must allow an ADU on any lot that meets the minimum lot size required for the principal unit.	**Complies**: Code does not have minimum lot size requirements.
Size	RCW 36.70A.681 (1) (f) Cities may not establish a maximum gross floor area requirement for ADUs less than 1,000 square feet.	**Does Not Comply**: Code restricts accessory structures to 1,200 +10% of lot area that exceeds 7,200 sf (see 115.08 KZC). Lots not containing enough land area restrict at least one ADU to less than 1,000 sf.
Height	RCW 36.70A.681 (1) (g) Cities may not establish roof height limits on an accessory	**Does Not Comply**: KZC 115.08 limits accessory structure height to 15 feet above the existing height of the

[18] Accessory dwelling units—Limitations on local regulation: https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.681

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	dwelling unit of less than 24 feet.	primary residence, or the maximum height in the underlying zone, whichever is less. Minimum residential maximum height is 25 feet, but ADUs can be restricted to maximum heights lower than 25 feet based on current code.
Dimensional Standards	RCW 36.70A.681 (1) (h) Cities may not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units.	**Does Not Comply**: Code contains location and entrance requirements inconsistent with State requirements (see KZC 115.07.4 and 5).
Location	RCW 36.70A.681 (1) (i) Cities must allow detached accessory dwelling units to be sited at a lot line if the lot line abuts a public alley, unless city routinely plows snow on the public alley.	**Does Not Comply**: Code allows ADUs within 5 feet of an alley (see KZC 115.115.3.o(4))
Conversions	RCW 36.70A.681 (1) (j) Cities must allow ADUs to be converted from existing structures, including but not limited to detached garages, even if they violate current code requirements for setbacks or lot coverage.	**Does Not Comply**: While code anticipates conversion (see permitting section of KZC 115.07.8) some conversions may require a variance (see KZC 120.12 - Expansion or Modification of an Existing Structure). The nonconformance chapter 162 limits the ability for ADU conversions (see KZC 162.35.7 (setbacks), KZC 162.35.13 (lot coverage), and162.45 (prohibition on increasing/intensifying/compounding nonconformance)).
Condominium Sales	RCW 36.70A.681 (1) (k) Cities may not prohibit the sale or other conveyance of a condominium unit independently of a principal unit solely on the grounds that the condominium unit was originally built as an ADU.	**Complies**: Code allows for condominium sales per KZC 115.07.2.
Street Improvements	RCW 36.70A.681 (1) (l) Cities may not require public street improvements as a condition of permitting ADUs.	**Does Not Comply**: Code does not exempt ADUs from street improvement requirement. For the purposes of determining public

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
		improvements, an ADU project is classified as a single-family dwelling addition/alteration. Per KZC 110.70, public improvements are required if the total addition/alteration value exceeds $268,000, based on building construction (alteration)...(see KZC 110.70 Modifications, Deferments and Waivers, and Construction-in-Lieu).
Parking[19]	RCW 36.70A.681 (2) (a) Cities may not require: • off-street parking as a condition of permitting development of accessory dwelling units within one-half mile walking distance of a major transit stop • more than one off-street parking space per unit as a condition of permitting development of accessory dwelling units on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits • more than two off-street parking spaces per unit as a condition of permitting development of accessory dwelling units on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits	**Does Not Comply**: The parking standards of KZC 115.07.6 will need to be updated to comply with the restriction on off-street parking requirements within ½ mile of a major transit stop requirement.

Table 27 - Staff analysis of House Bill 1337.

[19] Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.

Table 28: Compliance with State Residential Parking Regulations (SB 6015)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Garages	RCW 36.70A.622 (1) (a) Garages and carports may not be required as a way to meet minimum parking requirements for residential development.	**Complies**: City code does not require garages and carports to meet parking requirements.
Enclosed and Unenclosed Parking	RCW 36.70A.622 (1) (b) Parking spaces that count towards minimum parking requirements may be enclosed or unenclosed.	**Complies**: City code allows for enclosed and unenclosed parking to meet requirements.
Tandem Parking	RCW 36.70A.622 (1) (c) Parking spaces in tandem must count towards meeting minimum parking requirements at a rate of one space for every 20 linear feet with any necessary provisions for turning radius. For purposes of this subsection, "tandem" is defined as having two or more vehicles, one in front of or behind the others with a single means of ingress and egress.	**Does Not Comply**: City code does not uniformly regulate tandem parking. KZC 105 contains no standards pertaining to tandem parking.
Gravel Surfaces	RCW 36.70A.622 (1) (d) Existence of legally nonconforming gravel surfacing in existing designated parking areas may not be a reason for prohibiting utilization of existing space in the parking area to meet local parking standards, up to a maximum of six parking spaces.	**Does Not Comply**: City code's surface material requirement does not allow for use of nonconforming gravel as parking area (KZC 105.100). Currently, if gravel parking exists, it must be brought into conformance if any of the three criteria in KZC 162.35.6 apply.
Size of Parking	RCW 36.70A.622 (1) (e) Parking spaces may not be required to exceed eight feet by 20 feet, except for required parking for people with disabilities.	**Does Not Comply**: City code on dimensions of parking exceeds the standards of State requirements (see 105.60, 115.115.5, and 180)
Parking and Trees	RCW 36.70A.622 (1) (f) Cities may not require off-street parking as a condition of permitting a residential project if compliance with tree retention would otherwise make a proposed residential development or redevelopment infeasible.	**Complies**: The City's code does not preclude the maximum development potential (see KZC 95.30.2.b)
Grass Block Pavers	RCW 36.70A.622 (1) (g)	**Does Not Comply**: City code's surface material requirement

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	Parking spaces that consist of grass block pavers may count toward minimum parking requirements.	does not allow for grass block parking area (KZC 105.100).
Nonconforming Parking	RCW 36.70A.622 (2) Existing parking spaces that do not conform to the requirements of this section by June 6, 2024, are not required to be modified or resized, except for compliance with the Americans with disabilities act. Existing paved parking lots are not required to change the size of existing parking spaces during resurfacing if doing so will be more costly or require significant reconfiguration of the parking space locations.	**Does Not Comply**: City nonconforming code related to parking and associated landscaping per KZC 95.47, KZC 162.25, KZC 162.35.4, and KZC 162.35.6 are inconsistent with State Requirement.

Table 28 - Staff analysis of Senate Bill 6015.

Table 29: Compliance with State Local Design Review Requirements and Restrictions (ESHB 1293)[20]

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Design Review	RCW 36.70A.630[21] (1) For purposes of this section, "design review" means a formally adopted local government process by which projects are reviewed for compliance with design standards for the type of use adopted through local ordinance.	---
Clear and Objective Development Regulations	RCW 36.70A.630 (2) Cities planning may apply in any design review process only clear and objective development regulations governing the exterior design of new development.	**Does Not Comply**: The City's middle housing code contains subjective standards that are not clear and may be interpreted differently between user and administrator (see KZC 113.35).
Measurable Guidelines & Standards	RCW 36.70A.630(2)(a) Must include one or more ascertainable guideline, standard, or criterion by which an applicant can determine whether	**Does Not Comply**: Some of the City's middle housing code is not uniformly verifiable by reference to an external and uniform benchmark or criterion.

[20] Note: this table reflects the application of ESHB 1293 as it relates to middle and multi-unit housing types in low-, medium-, and high-density residential zones only and does not reflect citywide compliance with State requirements in office and commercial zones.

[21] Local design review – Requirements and restrictions https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.630

	a given building design is permissible under that development regulation.	
Dimensional Impacts	RCW 36.70A.630(2)(b) May not result in a reduction in density, height, bulk, or scale below the generally applicable development regulations for a development proposal in the applicable zone.	**Does Not Comply**: Both the City's middle housing and ADU design standards affect massing outcomes of these building types beyond what is allowed under general development standards.
Exceptions	RCW 36.70A.630(3) The provisions of subsection (2) of this section do not apply to development regulations that apply only to designated landmarks or historic districts established under a local preservation ordinance.	**Complies**: There are no conflicts between the city's historic residence designation standards and the city's middle housing and ADU regulations.
Decision Process	RCW 36.70A.630(4) Any design review process must be conducted concurrently, or otherwise logically integrated, with the consolidated review and decision process for project permits set forth in RCW 36.70B.120(3), and no design review process may include more than one public meeting.	**Complies**: The design requirements of middle housing and ADUs are administrative and reviewed concurrently.

Table 29 - Staff analysis of House Bill 1293.

Table 30: Compliance with State Co-Living Housing Requirements (ESHB 1998)

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
Allowance of co-living	RCW 36.70A.535[22] [23](1) Cities must allow co-living housing as a permitted use on any lot that allows at least six multifamily residential units, including on a lot zoned for mixed-use development.	**Does Not Comply**: The City regulates co-living facilities as "residential suites" as defined in KZC 5.10.778. This use is only allowed in specific zones within the city.
Room dimensions, unit mixture, and other uses	RCW 36.70A.535 (2) Cities may not require co-living housing to: • Contain room dimensional standards larger than that required by the state building	**Does Not Comply**: Residential suites have specific dimensional standards and are often required with mixed use developments.

[22] Co-living housing: https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.535

[23] This RCW contains an Intent and Findings section that may be useful to review when considering amending City standards on co-living requirements.

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	code, including dwelling unit size, sleeping unit size, room area, and habitable space. • Provide a mix of unit sizes or number of bedrooms. • Include other uses.	
Parking[24]	RCW 36.70A.535 (3) Cities may not require co-living housing to: • Provide off-street parking within one-half mile walking distance of a major transit stop. • Provide more than 0.25 off-street parking spaces per sleeping unit.	**Does Not Comply**: Residential Suites have higher parking standards than State requirements allow.
Restrictive use standards	RCW 36.70A.535 (4) Cities may not require through development regulations any standards for co-living housing that are more restrictive than those that are required for other types of multifamily residential uses in the same zone.	**Does Not Comply**: Residential Suites often have more stringent development standards compared to other multifamily uses.
Permitting	RCW 36.70A.535 (5) Cities may only require a review, notice, or public meeting for co-living housing that is required for other types of residential uses in the same location, unless otherwise required by state law including, but not limited to, shoreline regulations under chapter 90.58 RCW.	**Does Not Comply**: Residential Suites often have more stringent permitting requirements compared to other types of residential uses.
Affordable housing	RCW 36.70A.535 (6) Cities may not exclude co-living housing from participating in affordable housing incentive programs under RCW 36.70A.540.	**Complies**: Residential Suites may participate in affordable housing incentive program.
Unit density	RCW 36.70A.535 (7) Cities may not treat a sleeping unit in co-living housing as more	**Does not Comply**: Existing unit density requirements will need to

[24] Compliance with State parking requirements by if cities can demonstrate through study that parking limitations will be less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location.

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	than one-quarter of a dwelling unit for purposes of calculating dwelling unit density.	be amended in zones where Residential Suites are allowed.
Fees	RCW 36.70A.535 (8) Cities may not treat a sleeping unit in co-living housing as more than one-half of a dwelling unit for purposes of calculating fees for sewer connections, unless the city or county makes a finding, based on facts, that the connection fees should exceed the one-half threshold.	**Does Not Comply**: Residential Suites are not distinguished from other multi-family residential uses per the Public Works fee schedule.
Definitions	RCW 36.70A.535 (11) The following definitions apply: 1. "Co-living housing" means a residential development with sleeping units that are independently rented and lockable and provide living and sleeping space, and residents share kitchen facilities with other sleeping units in the building. Local governments may use other names to refer to co-living housing including, but not limited to, congregate living facilities, single room occupancy, rooming house, boarding house, lodging house, and residential suites. 2. "Major transit stop" means: a. A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW; b. Commuter rail stops;	**Notes on Application of Provision**: City should make reference to or adopt State definitions.

TOPIC	SECTION	ANALYSIS (Kirkland Compliance Status with Existing Zoning)
	c. Stops on rail or fixed guideway systems, including transitways; d. Stops on bus rapid transit routes or routes that run on high occupancy vehicle lanes; or e. Stops for a bus or other transit mode providing actual fixed route service at intervals of at least 15 minutes for at least five hours during the peak hours of operation on weekdays.	

Table 30 - Staff analysis of House Bill 1998.

Partnerships and Strategies

Dedicated resources

ARCH funding and other city expenditures

Kirkland contributes cash annually to the ARCH Trust Fund for land acquisition, pre-development funding, and capital improvements of affordable housing projects in Kirkland and other ARCH communities. In addition, the city has on several occasions donated land, waived local fees, and contributed other sources of value to support affordable housing projects within Kirkland.

Land use regulations and tax incentives

Inclusionary zoning and MFTE

Kirkland adopted inclusionary zoning (mandatory affordability) in 2009 in conjunction with a new multifamily tax exemption (MFTE) program. All medium and higher density zones are subject to inclusionary zoning except portions of Central Kirkland and Totem Lake, where voluntary incentives are available. These programs, detailed in the following table, have remained largely unchanged until 2023, when the city rezoned the 85th Street Station Area for greater housing and commercial growth capacity.

Table 31: Kirkland Land Use Regulations and Tax Incentives

KIRKLAND	Land Use Regulations	MFTE Regulations
Height-limited zones (Totem Lake, North Rose Hill, CBD 5)	Rental—Mandatory 10% units affordable @ 50% AMI for life of project.	Rental—Voluntary 8-year tax exemption: 10% units affordable @ 50% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 50% AMI and 10% @ 80% AMI for life of the project.
	Ownership—Mandatory 10% units affordable @ 80% AMI for 50 years.	Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 80% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 80% AMI and 10% @ 110% AMI for life of the project.
85th Street Station Area zones (NMU, UF, CVU) where allowed height is 65 ft or greater (adopted 2023)	Rental—Mandatory 15% units affordable @ 50% AMI for life of project.	Rental—Voluntary 8-year tax exemption: 15% units affordable @ 50% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 50% AMI and 10% @ 60% AMI for life of the project.
	Ownership—Mandatory 15% units affordable @ 80% AMI for 50 years.	Ownership—Voluntary 8-year tax exemption: 15% units affordable @ 80% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 80% AMI and 10% @ 100% AMI for life of the project.
Density-limited zones	Rental—Mandatory 2 units bonus: 1 unit affordable @ 50% AMI for life of project, and at least 10% units affordable.	Rental—Voluntary 8-year tax exemption: 10% units affordable @ 50% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 50% AMI and 10% @ 80% AMI for life of the project.
	Ownership—Mandatory 2 units bonus: 1 unit affordable @ 100% AMI for 50 years, and at least 10% units affordable.	Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 100% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 100% AMI and 10% @ 130% AMI for life of the project.
Zones where affordable housing isn't required	n/a	Rental & Ownership—Voluntary 8-year tax exemption: 10% units affordable @ 80% AMI for life of the project. 12-year tax exemption: 10% units affordable @ 50% AMI and 10% @ 80% AMI for life of the project.

Table 31 - Source: A Regional Coalition for Housing (ARCH).

Table 32: Summary of affordable housing created since 2009

	Homeownership Units	Rental Units	Total Affordable Units
Mandatory	**36**	**149**	**185**
No MFTE	36	1	37
8-year MFTE	-	148	148
Voluntary	**-**	**6**	**6**
8-year MFTE	-	2	2
12-year MFTE	-	4	4
Development Agreement	**-**	**3**	**3**
12-year MFTE	-	3	3
No land use conditions	**-**	**39**	**39**
8-year MFTE	-	16	16
12-year MFTE	-	23	23
Total	**36**	**197**	**233**

Table 32 - Source: A Regional Coalition for Housing (ARCH).

ADU regulations

Seeing opportunity to enable homeowners to build accessory dwelling units (ADUs), Kirkland adopted zoning code amendments in 2020, as follows:

Table 33: Kirkland ADU Regulations

Regulation	Old	New
Number allowed	**1**	**2**
Owner occupancy	Required (either unit)	Not required
Parking	One off-street space	No requirement for first ADU; one space for second
Size/Scale		
Attached ADU	≤40% of primary residence and ADU combined	No restriction
12-year MFTE	≤40% of primary residence and ADU combined, and ≤ 800 sq ft	1,200 sq ft
Entrance	ADU entrance must appear secondary	No change
Height	Max height of zone but not more than 15 ft above primary residence	No change
No. of unrelated residents	**≤5**	One ADU: ≤ 8 Two ADUs: ≤12
Separate ownership	Not permitted	Allowed for detached ADU (condo, not subdivision)

Table 33 - Source: Kirkland Planning and Building Department.

Duplex, Triplex, and Cottage regulations

Following the ADU amendments, Kirkland amended its code again in 2020 to stimulate development of certain "middle housing types."

The chart below, from Kirkland's permit records, shows preliminary results from these code amendments, with a notable increase in cottage housing and accessory dwelling units (ADUs).

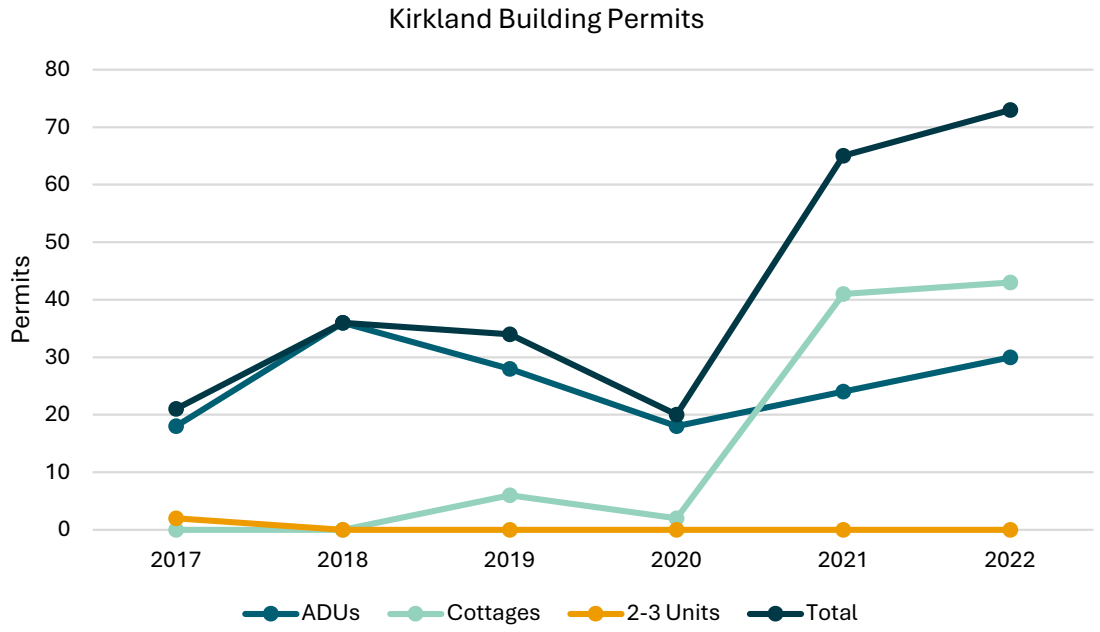


Figure 54 - Source: Kirkland Planning and Building Department.

Appendix

Household Incomes

	2006 - 2010 estimate		2016 - 2020 estimate	
	Households	Pct	Households	Pct
EKC cities	**162,572**	**100%**	**210,789**	**100%**
≤ 30% AMI	**12,285**	**8%**	**19,365**	**9%**
≤ 20%	7,385	5%	12,486	6%
> 20% but ≤ 30%	4,900	3%	6,879	3%
> 30% but ≤ 50% AMI	**11,703**	**7%**	**14,558**	**7%**
> 30% but ≤ 40%	5,502	3%	6,818	3%
> 40% but ≤ 50%	6,201	4%	7,740	4%
> 50% but ≤ 80% AMI	**16,445**	**10%**	**18,184**	**9%**
> 50% but ≤ 60%	6,456	4%	9,057	4%
> 60% but ≤ 65%	3,341	2%	4,396	2%
> 65% but ≤ 80%	6,648	4%	4,731	2%
> 80% but ≤ 100% AMI	**13,584**	**8%**	**17,574**	**8%**
> 80% but ≤ 95%	10,163	6%	12,695	6%
> 95% but ≤ 100%	3,421	2%	4,879	2%
> 100% but ≤ 120% AMI	**13,326**	**8%**	**16,198**	**8%**
> 100% but ≤ 115%	10,153	6%	12,390	6%
> 115% but ≤ 120%	3,173	2%	3,808	2%
> 120% AMI	**95,229**	**59%**	**124,910**	**59%**
> 120% but ≤ 140%	13,365	8%	16,552	8%
> 140%	81,864	50%	108,358	51%
Kirkland	**22,205**	**100%**	**37,145**	**100%**
≤ 30% AMI	**1,770**	**8%**	**4,185**	**11%**
≤ 20%	1,110	5%	2,500	7%
> 20% but ≤ 30%	660	3%	1,685	5%
> 30% but ≤ 50% AMI	**1,750**	**8%**	**2,470**	**7%**
> 30% but ≤ 40%	760	3%	1,080	3%
> 40% but ≤ 50%	990	4%	1,390	4%
> 50% but ≤ 80% AMI	**2,550**	**11%**	**4,010**	**11%**
> 50% but ≤ 60%	955	4%	2,200	6%
> 60% but ≤ 65%	525	2%	960	3%
> 65% but ≤ 80%	1,070	5%	850	2%
> 80% but ≤ 100% AMI	**1,435**	**6%**	**3,405**	**9%**
> 80% but ≤ 95%	1,035	5%	2,450	7%
> 95% but ≤ 100%	400	2%	955	3%
> 100% but ≤ 120% AMI	**1,970**	**9%**	**3,105**	**8%**
> 100% but ≤ 115%	1,555	7%	2,470	7%
> 115% but ≤ 120%	415	2%	635	2%
> 120% AMI	**12,730**	**57%**	**19,970**	**54%**
> 120% but ≤ 140%	1,765	8%	2,790	8%

	2006 - 2010 estimate		2016 - 2020 estimate	
	Households	Pct	Households	Pct
> 140%	10,965	49%	17,180	46%

Table 34 - Source: U.S. Housing and Urban Development, 2020 Comprehensive Housing Affordability Strategy 5-year Estimates.

Created through Land Use and/or Multifamily Tax Exemption Programs and Currently in Service or Development:

	50 AMI	60 AMI	70 AMI	80 AMI	100 AMI	Total
Homeownership	**-**	-	**5**	**30**	**17**	**52**
128 Kirkland	-	-	-	-	1	1
Crosswater	-	-	-	-	1	1
Jade Residences	-	-	-	13	-	13
Kirkland Commons	-	-	-	-	1	1
Lakeview Park	-	-	-	2	-	2
Magnolia at Moss Bay	-	-	-	-	1	1
Parkside at Juanita [Kirkland Villas]	-	-	-	-	2	2
Plaza on State	-	-	-	7	-	7
Rosehaven at Bradford Place	-	-	-	-	2	2
Steeple Rock	-	-	-	-	2	2
Summer Grove II	-	-	-	-	2	2
The Walk	-	-	-	-	2	2
Vantage on Market	-	-	-	-	1	1
Vareze	-	-	5	-	-	5
Waterstone [Cobblestone Court]	-	-	-	8	-	8
Woodlands Reserve Townhomes	-	-	-	-	2	2
Rental	**138**	**16**	**18**	**45**	**-**	**217**
9040 NE Juanita Dr	2	-	-	-	-	2
Aspen Townhomes	1	-	-	-	-	1
Bayshore View Apartments	3	1	-	-	-	4
Bloom	14	-	-	-	-	14
Boardwalk	17	-	-	-	-	17
Grata at Totem Lake	88	37	-	-	-	125
Jefferson House	8	-	-	-	-	8
Kirkland Crossing	-	-	3	-	-	3
Morningstar	15	-	-	-	-	15
Plaza (Natural Built)	-	-	-	23	-	23
Rose Hill Cottages (City Ministries)	-	-	-	6	-	6
SK Apartments [Luna Sol]	-	-	-	5	-	5
Slater 116	-	-	-	11	-	11
The Bower	4	15	15	-	-	34
The Pine	14	-	-	-	-	14
Uptown at Kirkland Urban	19	-	-	-	-	19
Windsor Totem Lake (Uplund)	41	-	-	-	-	41
Total	**138**	**16**	**23**	**75**	**17**	**269**

Table 35 - Source: A Regional Coalition for Housing (ARCH).

Created through the ARCH Trust Fund and/or City of Kirkland Funding and Currently in Service or Development:

	30 AMI	40 AMI	45 AMI	50 AMI	60 AMI	Total
Renter-occupancy						
Beds	**36**	**-**	-	**98**	**-**	**134**
Friends of Youth Campus	30	-	-	-	-	30
New Bethlehem Shelter	-	-	-	98	-	98
New Ground Kirkland	6	-	-	-	-	6
Dwelling Units	**133**	**67**	**6**	**62**	**361**	**635**
Athene	46	22	-	-	23	91
Crestline Apartments	-	-	6	-	15	21
FFC Group Home 7	4	-	-	-	-	4
FFC Group Homes II, 13311	4	-	-	-	-	4
FFC Group Homes II, 6515	4	-	-	-	-	4
FOY Foster Care Home	-	-	-	5	-	5
Francis Village	15	30	-	-	15	60
Houghton Apartments	-	-	-	-	15	15
Kirkland Heights	-	-	-	-	274	274
Kirkland Plaza Apartments	-	-	-	23	-	23
Petter Court	-	-	-	4	-	4
Plum Court Apartments	25	-	-	30	5	60
Porchlight Men's Home	6	-	-	-	-	6
Velocity	29	15	-	-	14	58
Total	**169**	**67**	**6**	**160**	**361**	**763**

Table 36 - Source: A Regional Coalition for Housing (ARCH).

Income- or Cost-Restricted through Sources Other than ARCH, the City of Kirkland, and King County Housing Authority:

	50 AMI	60 AMI	70 AMI	80 AMI	100 AMI	Total
Rental						
Salisbury Court	12	-	-	-	-	12
Woodlands at Forbes Lake	33	75	-	-	-	108
Total	**45**	**75**	**0**	**0**	**0**	**120**

Table 37 - Sources: Washington State Housing Finance Commission.

Housing for homeless individuals; shelters, transition, etc.

	Adult-Only Beds	Child-Only Beds	Chronic Beds	Family Beds	Over-flow / Voucher	Sea-sonal	Veteran Beds	Youth Beds	Total Beds	Family Units
Emergency Shelter	**-**	**16**	**-**	**52**	**-**	**-**	**-**	**51**	**103**	**10**
New Bethlehem Place	-	-	-	52	-	-	-	-	52	10

	Adult-Only Beds	Child-Only Beds	Chronic Beds	Family Beds	Over-flow / Voucher	Sea-sonal	Veteran Beds	Youth Beds	Total Beds	Family Units
Willows Youth Services Center	-	-	-	-	-	-	-	35	35	-
Youth Haven Shelter	-	16	-	-	-	-	-	16	16	-
Other Permanent Housing	**27**	**-**	**-**	**8**	**-**	-	**-**	**-**	**35**	**3**
Athene Apartments	20	-	-	-	-	-	-	-	20	-
Salisbury Court	-	-	-	8	-	-	-	-	8	3
Velocity	7	-	-	-	-	-	-	-	7	-
Permanent Supportive	**21**	**-**	**-**	**3**	**-**	-	**24**	**-**	**24**	**1**
Francis Village	9	-	-	3	-	-	12	-	12	1
Velocity	12	-	-	-	-	-	12	-	12	-
Transitional Housing	**-**	**4**	**-**	**72**	**-**	-	**-**	**4**	**76**	**17**
Petter Court	-	-	-	36	-	-	-	-	36	8
Salisbury Court	-	-	-	36	-	-	-	-	36	9
Youth Haven Shelter	-	4	-	-	-	-	-	4	4	-
Total	**48**	**20**	**-**	**135**	**-**	**-**	**24**	**55**	**238**	**31**

Table 38 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count. Note: Some beds are counted in more than one column.

Existing Emergency Shelter, Permanent Supportive Housing, Transitional Housing in Kirkland's Urban Centers

	Bed Count
Greater Downtown Urban Center	52
Totem Lake Center	67
Citywide Total	**238**

Table 39 - Source: U.S. Housing and Urban Development, 2023, Housing Inventory Count.

Adequate provisions checklists

Summary

The City has many comprehensive plan policies in the Land Use and Housing Element addressing the housing needs discussed in this document. Implementation strategies enacting these policies aim to overcome barriers to housing supply, diversity, and affordability. Some of these strategies are currently being implement as discussed in the forthcoming tables. Some of these strategies are in development[25].

The following checklists are to use in documenting barriers and programs and actions to achieve housing availability (RCW 36.70A.070(2)(d)). These checklists include the following:

- Table 40: Moderate Density housing barrier review checklist
- Table 41: Low-Rise or Mid-Rise housing barrier review checklist
- Table 42: Supplemental barrier review checklist for PSH and emergency housing
- Table 43: Accessory dwelling unit barrier review checklist
- Table 44: Checklist for local option tools for addressing affordable housing funding gaps

[25] Future Work Plan: A draft version of this future code implementation was reviewed by City Council at their September 3, 2024 (see Attachment 3). The Planning Commission discuss, and City Council will adopt housing-focused implementation projects in the 2025-2027 Planning Work Program in early 2025.

Barrier review checklists

Table 40: Moderate Density housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	Yes	The city's development regulations contain many discretionary and subjective development standards (see Tables 26, and 27)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
Prohibiting some moderate density housing types, such as: • **Duplexes** • **Triplexes** • **Four/five/six-plexes** • **Townhomes** • **Cottage housing** • **Live-work units** • **Manufactured home parks**	Yes	Many of the housing types are allowed in Kirkland's residential zones; however, not all are allowed in any one low-, medium-, or high-density residential zone. As part of this amendment process the City should analyze these different housing types and determine which types are permitted in a given zone category (see Table 26)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
High minimum lot sizes	Yes	Kirkland's smallest minimum lot size is 1,800 square feet; therefore, existing	Implementation of code revisions to comply with State-requirements identified in

		residential zones are not exempt from the unit density requirements (See Table 26).	Tables 26-30 is currently underway.
Low maximum densities or low maximum FAR	Yes	0.5 FAR is applied in low-density residential zones for all residential building types. It does not allow for an increase FAR with an increase in unit density.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
Low maximum building heights	Yes	Residential building heights are not uniformly applied throughout residential zones. Accessory Dwelling Units carry a more restrictive building height (see Table 26).	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
Large setback requirements	Yes	Residential zones largely consist of similar perimeter setback requirements regardless of density allowance.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
High off-street parking requirements	Yes	City parking standards do not meet new State residential parking requirements (see	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.

		Tables 26, 27, 28, and 30).	
High impervious coverage limits	Yes	Regulations vary, lot coverage standards may constitute barriers; many exist in zones that accommodate moderate-density residential development with higher unit/lot densities. Increase of onsite impervious coverage will increase onsite stormwater management requirements. Additional impervious surfaces may be difficult to site on the property while meeting on-site stormwater management requirements.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
Lack of alignment between building codes and development codes	No	The only item that we have identified as conflicting between the 2021 IRC provisions and the Zoning code is the definition of dwelling unit. The conflict results in Planning registering	N/A

		ADUs that are not considered legal dwelling units per the State Codes. ADU registration does not pose any significant barriers to ADU production.	
Other (for example: complex design standards, tree retention regulations, historic preservation requirements)	Yes	Many design standards are discretionary and are subjective (see Table 29)	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
PROCESS OBSTACLES			
Conditional use permit process	No	Conditional use largely not applied to residential development. Conditional use permits may be applied to residential development seeking flexibility to development standards set in the City's Shoreline Master Program.	N/A
Design review	Yes	Many design standards are discretionary and are subjective (see Table 26)	Implementation of code revisions to comply with State-requirements identified in Tables 23-27 is currently underway. A separate code revision project is underway for full

			compliance with State design review process requirements.
Lack of clear and accessible information about process and fees[26]	No	Permit fees and review timelines are easily accessible on the city's website.	N/A
Permit fees, impact fees and utility connection fees	Yes	Current fees are not compliant with current State requirement related to co-living and calculating fees for sewer connections.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway.
Processing times and staffing challenges	Yes	Processing times and staffing challenges are likely to always be contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few years (over-hiring staff to absorb unanticipated reductions in staffing, for instance) to ensure	The City is currently building a permit dashboard and implementing other SB5290 implementation measures that will more easily allow it to address logjams in the permit review process.

[26] For example: guidance resources are unclear or difficult to find, no digital permit tracking system, staff do not provide fee estimates or permitting time estimates are unavailable or inaccurate.

		that staffing levels are consistent.	
SEPA process	Yes	The city as not adopted the maximum allowed SEPA exemptions for residential development.	Future code optimization is planned which can include adopting the maximum allowed SEPA exemptions for residential development.
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS			
Lack of large parcels for infill development	No	The city as redevelopable land available to meet the City's assigned growth targets (see Land Capacity section of this report).	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 will assist the City continuing to meet its housing needs for moderate density housing.
Environmental constraints	No	Environmental conditions do not limit the city's ability to meet it assigned growth targets.	N/A

Table 41: Low-Rise or Mid-Rise housing barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barrier.
DEVELOPMENT REGULATIONS			
Unclear development regulations	Yes	Regulations vary, the city's development regulations contain many discretionary and subjective development standards. Many of these standards differ across 28 multifamily residential zones and 33 Office/Commercial zones suitable for low-rise residential development. There are 30 commercial zones suitable for mid-rise residential development.	Future code optimization will address unclear development regulations (see above Future Work Plan footnote for more information).
High minimum lot sizes	Yes	Regulations vary, high-density residential zones minimum lot sizes should be reevaluated for barriers to low-rise development. The smallest minimum lot size in the City's residential zones is 1,800 square feet. This minimum lot size does not meet State-mandated minimum lot standards for moderate density residential development for lot's less than 9,900 square feet per the unit rounding standard of KZC 115.125.	Implementation of code revisions to comply with State-requirements identified in Tables 26-30 is currently underway. Future housing-focused implementation projects will address any minimum lot size constraints affecting mix-use residential zones (see above Future Work Plan footnote for more information).

Low maximum densities or low maximum FAR	No	There are no FAR barriers for Low-rise or mid-rise housing.	N/A
Low maximum building heights	Yes	Regulations vary, some existing low-rise residential zones contain low maximum building heights that constitute barriers to low-rise residential development. Most of the City's housing needs are supported by mid-rise development (see Table 18). This is accommodated by not yet rezoned studied upzone capacity. This added capacity should be optimized to accommodate mid-rise building heights.	Future code optimization will address building height barriers in low- and mid-rise housing zones (see above Future Work Plan footnote for more information).
Large setback requirements	Yes	Regulations vary, some existing low-rise residential zones contain larger front setbacks that constitute barriers to low-rise residential development.	Future code optimization will address setback barriers in low- and mid-rise housing zones (see above Future Work Plan footnote for more information).
High off-street parking requirements	Yes	Regulations vary, many existing zones that accommodate low- to mid-rise have high by-right off-street parking standards	Implementation of code revisions to comply with State-requirements identified in Tables 26-

		that often require parking modifications to adjust.	30 is currently underway. Future code optimization will address off-street parking barriers in mix-use residential zones (see above Future Work Plan footnote for more information).
High impervious coverage limits	Yes	Regulations vary, lot coverage standards may constitute barriers many exist in zones that accommodate low-rise residential development. Increase of onsite impervious coverage will increase onsite stormwater management requirements. Additional impervious surfaces may be difficult to site on the property while meeting on-site stormwater management requirements.	Future code optimization will address lot coverage barriers in residential and mix-use residential zones (see above Future Work Plan footnote for more information).
Lack of alignment between building and development codes	No	No conflicts between Zoning Code and the 2021 IBC residential provisions have been identified.	N/A
Other (for example: ground floor retail requirements, open space requirements, complex design standards, tree retention regulations, historic preservation requirements)	Yes	Current design review processes and standards do not meet State standards. The City contains many mix-use	Current code revisions and future optimization projects should address many barriers related to

		residential zones that support mid-rise development that require ground floor retail.	design review and ground floor retail requirements (see above Future Work Plan footnote for more information).
PROCESS OBSTACLES			
Conditional use permit process	No	Conditional use largely not applied to residential development. Conditional use permits may be applied to residential development seeking flexibility to development standards set in the City's Shoreline Master Program.	N/A
Design review	Yes	The City's current design review processes does not meet State requirements in RCW 36.70A.630.	A code revision project is underway for full compliance with State design review process requirements.
Lack of clear and accessible information about process and fees	No	Permit fees and review timelines are easily accessible on the City's website.	N/A
Permit fees, impact fees and utility connection fees	No	There are no identified permit, impact, or utility connections fees that present barriers to low- and mid-rise housing production.	N/A
Process times and staffing challenges	Yes	Processing times and staffing challenges are likely to always be	The City is currently building a permit dashboard and

		contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few years (over-hiring staff to absorb unanticipated reductions in staffing, for instance) to ensure that staffing levels are consistent.	implementing other SB5290 implementation measures that will more easily allow it to address logjams in the permit review process.
SEPA process	Yes	The city as not adopted the maximum allowed SEPA exemptions for residential development.	Future code optimization is planned which can include adopting the maximum allowed SEPA exemptions for residential development (see above Future Work Plan footnote for more information).
LIMITED LAND AVAILABILITY AND ENVIRONMENTAL CONSTRAINTS			
Lack of large parcels for infill development	No	The city as redevelopable land available to meet the City's assigned growth targets (see Land Capacity section of this report).	Some areas of the City zoned for low- to mid-rise housing will be studied to increase housing options to meet the City's housing needs best suited for lower incomes (see above Future Work Plan footnote for more information).

Environmental constraints	No	Environmental conditions do not limit the city's ability to meet it assigned growth targets.	N/A

Table 42: Supplementary barrier review checklist for PSH and emergency housing

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Spacing requirements (for example, minimum distance from parks, schools or other emergency/PSH housing facilities)[27]	No	The city does not differentiate emergency or permanent supportive housing from other residential or hotel uses.	N/A
Parking requirements	Yes	See notes on parking in Tables 40 and 41.	Current code revisions to comply with State-requirements identified in Tables 26-30 will address off-street parking barriers in residential zones. Future code optimization will address off-street parking barriers in mix-use residential zones (see above Future Work Plan footnote for more information).
On-site recreation and open space requirements	No	The city does not differentiate emergency or permanent supportive housing from other residential or hotel uses.	N/A

[27] Note that RCW 35A.21.430 expressly states requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing, transitional housing, indoor emergency housing or indoor emergency shelters necessary to accommodate each code city's projected need for such housing and shelter under RCW 36.70A.070(2)(a)(ii). The restrictions on these uses must be to protect public health and safety.

Restrictions on support spaces, such as office space, within a transitional or PSH building in a residential zone	Yes	The city does not differentiate transitional and permanent supportive housing from other residential where non-residential use is limited.	Future code optimization will address restrictions on non-residential activities within residential zones (see above Future Work Plan footnote for more information).
Arbitrary limits on number of occupants (in conflict with RCW 35A.21.314)	No	Neither the 2021 IBC or IRC have any limits that violate RCW 35A.21.314. The City has not made any local amendments to the State Codes that affect occupant loads.	N/A
Requirements for PSH or emergency housing that are different than the requirements imposed on housing developments generally (in conflict with RCW 36.130.020)	No	The City does on impose any requirements on permanent supportive housing or emergency housing that conflict with RCW 36.130.020.	N/A
Other restrictions specific to emergency shelters, emergency housing, transitional housing and permanent supportive housing	No	The City does not impose any additional restrictions on emergency shelters, emergency housing, transitional housing and permanent supportive housing.	N/A

Table 43: Accessory dwelling unit barrier review checklist

Barrier	Is this barrier likely to affect housing production? (yes or no)	Why or why not? Provide evidence.	Actions needed to address barriers.
DEVELOPMENT REGULATIONS			
Consistent with HB 1337 (2023) • **Must allow two ADUs on each lot in urban growth areas;** • **May not require the owner to occupy the property, and may not prohibit sale as independent units, but may restrict the use of ADUs as short term rentals;** • **Must allow an ADU of at least 1,000 square feet;** • **Must set parking requirements based on distance from transit and lot size;** • **May not charge more than 50% of the impact fees charged for the principal unit;** • **Must permit ADUs in structures detached from the principal unit;** • **May not restrict roof heights of ADUs to less than 24 feet, unless that limitation applies to the principal unit;** • **May not impose setback requirements, yard coverage limits, tree retention mandates, restrictions on entry door locations, aesthetic requirements, or requirements for design review for ADUs that are more restrictive than those for principal units;** • **Must allow an ADUs on any lot that meets the minimum lot size required for the principal unit;** • **Must allow detached ADUs to be sited at a lot line if the lot line abuts a public alley, unless the city or county routinely plows snow on the public alley;** • **Must allow conversions from existing structures, even if they violate current code requirements for setbacks or lot coverage; and** • **May not require public street improvements as a condition of permitting ADUs.**	Yes	The City does not comply with size, height, dimensional standards, location, conversion, street improvement, and parking requirements established by the State (see Table 27)	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.
Unclear development regulations	Yes	In addition to the items identified above, some regulations related to location and permitting should be reviewed for consistency with State	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.

		requirements and for clarity.	
Large setback requirements			
Off-street parking requirements	Yes	The City does not comply with the State's off-street parking requirements.	Implementation of code revisions to comply with State-requirements identified in Table 27 is currently underway.
Other (for example: burdensome design standards, tree retention regulations, historic preservation requirements, open space requirements, etc.)	No	No additional standards beyond what has been identified above.	N/A
PROCESS OBSTACLES			
Lack of clear and accessible information about process and fees	No	The City provides additional informational support on ADUs on its website. Permit fees and review timelines are easily accessible on the City's website.	N/A
Permit fees, impact fees and utility connection fees that are not proportionate to impact	No	The City currently waives transportation, park and school impact fees for accessory dwelling units.	N/A
Processing times and staffing challenges	Yes	Processing times and staffing challenges are likely to always be contributing factors to the ease of building housing. The City's development review services are currently fully-staffed and the City has put measures in place in the last few	The City is currently building a permit dashboard and implementing other SB5290 implementation measures that will more easily allow it to address logjams in the

		years (over-hiring staff to absorb unanticipated reductions in staffing, for instance) to ensure that staffing levels are consistent.	permit review process.

Table 44: Checklist for local option tools for addressing affordable housing funding gaps

Local option tools for addressing affordable housing funding gaps*	Implementation status	Plans for implementation
Housing and related services sales tax (RCW 82.14.530)	Not Implemented	Implemented by County.
Affordable housing property tax levy (RCW 84.52.105)	Not Implemented	Have not considered at this time.
REET 2 (RCW 82.46.035) – GMA jurisdictions only and only available through 2025	Implemented	N/A
Affordable Housing Sales Tax Credit (RCW 82.14.540) – was only available to jurisdictions through July 2020	Implemented	N/A
Lodging Tax (RCW 67.28.150 and RCW 67.28.160) to repay general obligation bonds or revenue bonds	Not Implemented	RCW prohibits Kirkland from using lodging tax for this purpose. Restricted to specific uses related to tourism promotion.
Mental Illness and Drug Dependency Tax (RCW 82.14.460) – jurisdictions with a population over 30,000	Not Implemented	Implemented by County.
Donating surplus public lands for affordable housing projects (RCW 39.33.015)	Not Implemented	Will consider site-by-site.
Impact fee waivers for affordable housing projects (RCW 82.02.060)	Implemented	N/A
Application fee waivers or other benefits for affordable housing projects (RCW 36.70A.540)	Implemented	Implemented for eligible projects that meet affordable housing criteria in the zoning code. Further amendments are expected with either code revisions to comply with State-requirements identified in Tables 26-30 is currently underway or with future code and permitting optimization (see above Future Work Plan footnote for more information).
Multifamily Tax Exemption (MFTE) with affordable housing requirement (RCW 84.14)	Implemented	N/A
General funds (including levy lid lifts to increase funds available)	Implemented	N/A

* Some tools may be unavailable for certain jurisdictions. For example, only GMA jurisdictions can use REET 2, or the surrounding county may have already implemented the housing and related services sales tax. See MRSC's summary of Affordable Housing Funding Sources for more details and the Association of Washington Cities (AWC)/MRSC booklet on Homelessness & housing toolkit for cities (2022).

Kirkland Yesterday, Today, Tomorrow
Lorraine McConaghy

Introduction

This historical narrative, researched and written in 2024, is intended to accompany the City of Kirkland Comprehensive Plan to provide context for the Plan's recommendations. Study and interpretation of Kirkland's past enables us to better understand the City's present; when we understand the present, we can make informed choices for the City's future, as the Comprehensive Plan proposes. Where did contemporary "Kirkland" come from? What did it displace? How has it changed through time? What can we learn from those changes to work toward a better future, together?

This historical narrative is scoped to provide background and context for Kirkland's history of Planning, and is being used, in part, to fulfill the City's obligations under State law to document any history of exclusionary practices or racially disparate impacts by answering the following questions:

1. What are the local historical patterns, events or actions that may have had a racially disparate effect?
2. Who has been subject to disproportionate housing impacts because of race?
3. Who has been subject to displacement or exclusion?

I introduce this narrative with many thanks to Loita Hawkinson and the Kirkland Heritage Society, and to those whose work I consulted to develop this narrative, particularly Lucile McDonald, David Buerge, Patrick Teft, Bob Neir, and Matt McCauley.

Land and Water Acknowledgement

We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and have continued to live here since time immemorial – and their ancestral heritage.

Then and Now

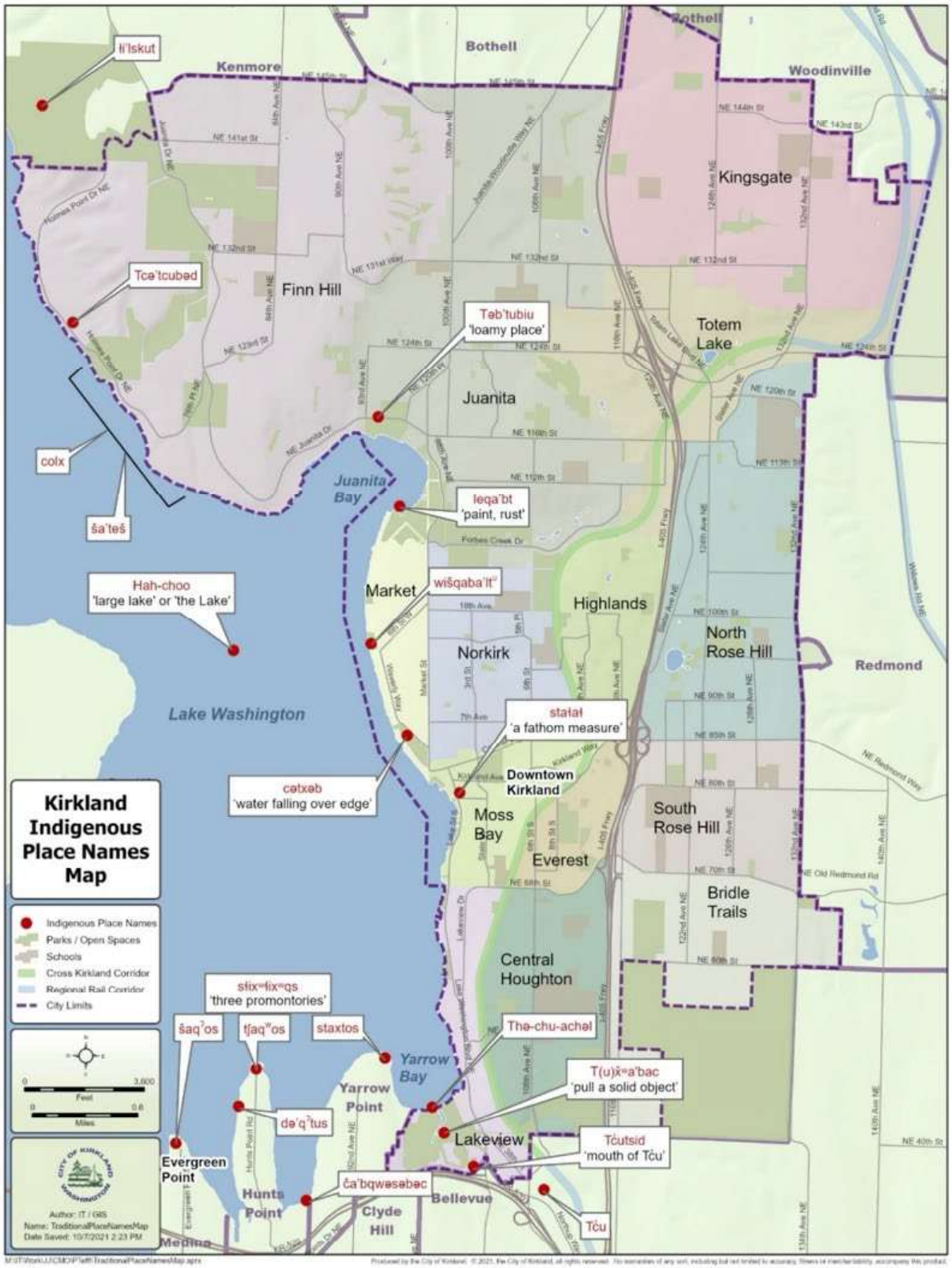
In 2024, Kirkland is a lakeside city of more than 92,000 residents; its past, present, and future are oriented to the great body of freshwater at its doorstep. Lake Washington today covers an area of nearly 35 square miles and is at its deepest near Madison Park, at 220'. Once it was a Native lake, then a barrier to easy travel, then a navigable water highway for suburban industries and suburban commuters, today it is a tremendous source of beauty, recreation, and identity.

In 2024, Kirkland land use is characterized by commercial, industrial, and low-, mid- and high-density residential development, served by bridges and highways, public transportation, sidewalks, bikeways, and walking paths. Kirkland stretches back east from the lakeshore, up hillsides and across formerly forested land. Over time, where once there were Native longhouses, today there are parks, condominiums, parking lots, and restaurants; where once there was forest, today there are businesses and homes. Kirkland manages approximately 487 acres of forested and natural area parklands – about 4% of the City's total land base. From one-acre Brookhaven Park to Watershed Park's 77 acres of continuous upland forest, the city's natural lands and parklands provide healthy buffers along salmon-bearing streams and critical habitats along natural trails, and access to Bridle Trails State Park's nearly 500 acres.[1]

This narrative is a long set of stories about gaining shelter, getting around, and making a living. And about enjoying life in this beautiful place. In developing this narrative, we will explore the forces that shaped Kirkland as we know it today: international, national, regional, state, county, and municipal policies, projects, and circumstances, as well as corporate initiatives and local practices.

Kirkland's first stories are those of land and water, and ancient people.

Once, the place we call Kirkland was Native ground and Native water. In 1853, when Washington Territory was created in the United States, the land stretching from the eastern shore of Lake Washington to the foothills of the Cascade Mountains was not a wilderness. It was a complex and inhabited homeland – a forest of Douglas fir, cedar, and hemlock, open prairies, and wetlands, threaded by rivers and streams, carpeted by ponds and lakes. Native people lived in and managed this place with reverence and foresight, achieving a sustainable relationship with their environment.[2]



Map 1: Kirkland area indigenous place names (Lushootseed is in red text) with known meaning. (Source: Patrick Teft, https://www.kirklandwa.gov/Government/City-Managers-Office/Kirkland-Native-History-Document, City of Kirkland)

The Native Lake: *ǩaču* (Hahchoo)

The indigenous River People lived on the Duwamish, Black, Cedar and Sammamish Rivers, and the indigenous Lake People lived on Lake Washington and Lake Union. By adapting to lake and river environments, these two groups developed separate identities. The Lake People of Lake Washington were more closely associated with the Duwamish than any other group, since the lake historically drained to the south out the Black River, joining the Cedar River at the site of the most important Duwamish winter village. Duwamish people who lived in villages along the shores of Hahchoo, or present-day Lake Washington, were collectively known as Hahchoo-AHBSH, or *ǩačuabš,* that is, Lake People. The Native people living along the lakeshore and managing the lands inshore in what we today call Kirkland were Duwamish.[3]

“Duwamish” is the Anglicized pronunciation of *dxʷdəwʔabš*, which means “people of the inside.” This descriptive term references where the Duwamish lived, east of the Salish Sea, in the interior on the rivers and lakes. Although the Duwamish groups shared a single language - Lushootseed – pronunciations varied and other aspects of their cultures differed, such as particular foods and basketry styles.[4]

Archaeological data demonstrates that for at least 12,500 years, First Peoples have inhabited, navigated, and traversed the southern Salish Sea land and waters. Tribal groups traditionally held a heartland where they lived, fished, gathered, wintered, and practiced their culture – art, craft, song, story, and spiritual beliefs. Beyond these homelands, indigenous people interacted in shared spaces while trading and resource gathering. Traditionally, members of different tribes practiced marriage as a cultural exchange and a bonding act of diplomacy. Marriage relationships connected families on different watersheds and formed alliances of mutual support, to expand the economic base and develop the cultural network.[5]

Lake People lived on Hahchoo in small, autonomous winter villages of two to five longhouses. Village locations were carefully selected in relation to the waterways and surrounding lands according to ancient traditions. The abundance of natural resources and efficient technologies for making shelter and preserving food enabled indigenous people to foster a rich cultural and spiritual life. The yearly cycle of activities was divided between the harvesting of food from temporary camps in warm months and communal life in substantial longhouses during the winter. It is this seasonality that brought the Lake People into ongoing contact with early Kirkland-area settlers on Lake Washington.[6]

The Eastside land and water provided Lake People with a wide range of seasonal resources. The rivers were valued as a source of migratory salmon, and the lakes had their own resident populations of species like the kokanee (freshwater salmon), sucken, chubb, and peamouth, and freshwater shellfish. There were also waterfowl and beaver, otters, deer, and other animals that were hunted and trapped. Local historian Lucile McDonald noted that Lake People constructed a pen of brush on the open prairie near today’s Totem Lake, in which to corral deer for easy access. Native people gathered edible plants including many varieties of berries, the wapato - or “Indian potato” - in wetlands, and camas in the open prairies. Fibers from the water lily, cattail, cedar, and various grasses were used to make clothing, mats, and baskets.[7]

The division of the Lake People into separate winter village groups reflected the unique character of the lake fishery. For those living alongside a river, a weir built across the channel kept fish from moving upstream and made them easy to trap and catch. Upstream and downstream groups worked out the placement and timing of weirs. However, a weir built on one tributary of the Lake would have no effect on the catch at any other, so there was no need to negotiate and cooperate as there was among river groups who competed on the same river for salmon. Precisely how this affected social relations among the Lake People groups cannot now be determined, but the presence of so many separate winter villages in one relatively small area – along the eastern shore of Lake Washington - suggests that it enhanced their autonomy.[8]

Indigenous people were masterful navigators of the saltwater bays and freshwater rivers and lakes, designing canoes for those specific uses. Knowledge of weather, wind, tides, shallows, river currents, snags and logjams, skillful canoe handling, and sophisticated canoe carving and repair were essential to getting around. The crossing from Lake Union east to Lake Washington, called *Skhwacugwit* (meaning “canoe portage”) was part of the vital pathway from saltwater into the lakes and up the Sammamish River system all the way up to Issaquah, then beyond on foot into and across the Cascade Mountains.[9]

The ancestral language Lushootseed (*dxʷlešucid*), also known as Southern Puget Sound Salish, is one of several languages of the Salishan language family, spoken throughout the region. The Lake People passed along their history, beliefs, and skills to succeeding generations for thousands of years in a rich oral tradition. Additionally, *Chinuk Wawa* (Chinook jargon) was developed from the Chinookan language and used prior to Euro-American contact as a means for disparate tribes to communicate and trade. After colonization, *Chinuk Wawa* was adapted as a pidgin trade language, incorporating French and English words, and widely spoken across the Pacific Northwest to communicate with newcomers, from Hudson’s Bay Company trappers and traders to settlers.[10]

By settlement, indigenous people had suffered waves of epidemic disease that drastically thinned their numbers. Robert Boyd documents the cataclysmic impact on Native people of communicable disease introduced by colonizers on the Northwest Coast. He dates the initial appearance at around 1775, as epidemic smallpox spread overland, erasing as much as a third of the population and destabilizing indigenous lifeways. Decimation by disease profoundly affected every aspect of indigenous life for generations. This terrible human toll contributed to the colonizers’ sense that Native longhouses were abandoned and that Native people were “in decline,” soon to be displaced by vigorous newcomers.[11]

From organization of the Oregon Country in 1848, the U.S. government, local settlers, and their representatives set about instituting policies of displacement, separation, and exclusion by using treaties, territorial laws, and local ordinances to prohibit interracial marriage, eradicate Native culture, and prevent Native inheritance in the Pacific Northwest. While Native labor was essential to the newcomers, Native residency was not, and in-city Native residences were prohibited in Seattle and elsewhere. Federal treaties established title to Native land and water to free it for newcomer settlement. Individual land holdings were not part of indigenous culture, although family and tribal proprietary rights to resources were fully recognized. The newcomers’

idea of land as a commodity to be bought, sold, and owned by individuals, was utterly unfamiliar to Native people, and the practice – codified by treaty - would eventually dispossess them.

It is important to note that federal treaties *reserved*—not granted—land, hunting, and fishing rights to Native peoples. The 1850s treaties are legal contracts negotiated between so-called "equals": the sovereign Native governments on the one hand and the U.S. government on the other. In the treaties, tribes relinquished claims to most of the land they occupied and used, and at the same time, reserved a number of landholdings in perpetuity, often distant from their traditional homes. Native people also reserved the right to continue to hunt, gather, and fish without interference in traditional areas. In exchange for the relinquished Native lands, the U.S. federal government agreed to provide limited supplies, educational services, medical care, and modest monetary compensation. The government also agreed to protect rights and lands that were reserved to the tribes. [12]

When Washington became a territory in 1853, the first order of business for newly appointed Governor Isaac Ingalls Stevens was to conclude a series of seven treaties to dispossess Native people of their traditional lands in the new territory so that they could be claimed by settlers. Specifically, the Treaty of Point Elliott granted settlement rights to 55,000 acres, including the area of Greater Kirkland. Representatives of more than twenty tribal groups signed this treaty on January 22, 1855, near present-day Mukilteo. Chief *Si?aɬ* (Seattle) of the Duwamish and Suquamish tribes was the first treaty signatory, exercising his pre-eminent local authority. His mark is followed by those of the leaders of other Native groups. In exchange for guaranteed perpetual fishing and hunting rights on their "usual and accustomed grounds," including Lake Washington and its shoreline and inland woods, meadows, and prairies, this treaty set aside land for reservations in the Puget Sound region: Tulalip, Lummi, and Port Madison (Suquamish).[13]

Today, Washington State has 29 federally recognized tribes but the Duwamish, including the River and Lake Peoples, are not among them, although this ruling is under appeal. Originally assigned to the Port Madison Indian Reservation by the Treaty of Point Elliott, some Duwamish left their homes behind but many others declined to relocate and asked that a separate reservation be set aside in their homeland, located where the Black and Cedar Rivers joined, in present-day Renton. A Duwamish land reservation along the Black River—the "inside" place that gave the Duwamish their name—was unsuccessfully proposed through the U.S. Bureau of Indian Affairs in 1864. The Muckleshoot Reservation, established in 1857, was later enlarged in hopes that the Duwamish would move to that area. Many did so, but not all. Some Duwamish withdrew from the new settlements and reservations, retreating to the back country and returning for seasonal harvests to these familiar shores and waters. Some Duwamish descendants have enrolled with other tribes but some continue to live in their aboriginal territory, which includes portions of Seattle, Burien, Tukwila, Renton, Redmond, and Kirkland.[14]

Present-day name, or location (English Language)	**Traditional Place Name & Meaning** Lushootseed (dxʷləšucid) Language **by Reference Source**			
	Hilbert, Waterman[2,4,13]	**Buerge**[12,12c]**: [Harrington**[12jph]**]**	**Water-lines Project(UW)** [16]	**King County Historic Preservation**[16]
Lake Washington	**Hah-chu / Hah-choo** 'large lake' or 'the Lake'	**HAH-choo** 'the Lake'		
Saint Edward State Park Grotto	**łi'lskut / Li'lskut**	**Tłetłskʷot / ƛeƛ skʷot**		
Holmes Point / Manitou (near town of Juanita)	**Tcə'tcubəd / čebčubəd**			
Two places "2-3 miles above Kirkland"		• **Tsolkh / colx** • **Sha'tèʃ / ša'teš**		
Juanita Bay / Juanita Creek	**Təb'tubiu** 'loamy place'	**TUB-tub-yu / Tabta-be'u**		**TE'btubiu**
Nelson Point	**leqa'bt** 'paint, rust'	**leKHabts / lexabc**		
Waverly Beach (beach north of the town of Kirkland)	**ẇcqabc-aƛ̓ʔ̓u / wišqaba'ltᵘ**			
Hillside water channel, north of downtown Kirkland	**Tsə'xub /cətx̌əb** 'dripping water'	**Tseh hub** 'looks like drops down'	**cətxəb** 'water falling over edge'	
Kirkland	**staɬaɬ / Sta'Lal** 'a fathom measure'	**Kale'tsi** 'Kirkland'		
Yarrow Bay		**Thə-chu-achəl**		
Yarrow Bay Wetlands (swamp)	**T(u)x̌ʷa'bac / Txwa'bats** 'pulling something toward one' or 'pull a solid object'			
Northup Creek	**Tc̓u / Ts!u**			
Mouth of Northup Creek	**Tc̓utsid / Ts!u'tsid** 'mouth of Tc̓u'			
Three Points: Yarrow Point, Hunts Point, Evergreen Point	**sɬixʷɬixʷqs / SLiᵘLi'uks** 'three promontories'	**Łeułekᵃs**		
Yarrow Point		**Stakhtos / staxtos**		
Small creek at the head of Cozy Cove (formerly Anderson Bay)	**Tca'bqwEsEbEts / ča'bqwəsəbəc**			
Hunts Point		**tʃaqʷos / Tsah qʷos**		
Small marsh west of Hunts Point (at head of inlet)	**DE'q!tus / də'qˀtus**			
Evergreen Point (formerly Fairweather Point)		**tʃaq'os / šaqˀos**		

Table 1: Kirkland-area Indigenous place names, with known meaning, listed geographically from north to south. (Source: Patrick Teft, https://www.kirklandwa.gov/Government/City-Managers-Office/Kirkland-Native-History-Document, City of Kirkland)

Prior to the federal treaties, from the 1820s onward, traders and trappers, adventurers, prospectors, and then land-hungry settlers began to investigate the land and waters between Elliott Bay and the Cascade Mountains. Newcomers “explored” nearby rivers, lakes, forests, and mountains, hunting for coal, gold, iron ore, timber, farmland, or some other pot of gold at the end of the rainbow. Coal surveyors brought the first waves of investment to Renton, along the Duwamish River, and later to Issaquah, Coal Creek, and Newcastle in the 1860s. Settlers began to squat on pre-emption claims and later file formal homestead land claims along the eastern shore of Lake Washington, from what they would name Pleasant Bay – Yarrow Bay - northward to Juanita Bay, along the shoreline and inland.

Confiscation and distribution of Native land by early territorial Donation Land Law (1850) granted claims of 360 and later 160 acres of surveyed public land to adult male heads of households and also to their wives. The Homestead Act (1862) provided 160 acres to any citizen, including single women and formerly enslaved people. All that was required was a minimal filing fee, 5 years of continuous residence, and a modest improvement on the land. Before the federal surveys were completed, squatters could try to establish “pre-emption claims” by residency and cultivation. In any case, Native people were displaced from their ancient homes as farmers, ranchers, miners, loggers, and speculators spread throughout Washington Territory, to develop what they perceived as wilderness.[15]

But the “wilderness” was a homeland. On Lake Washington, *Hah-chu-AHBSH* and *S-tsah-PAHBSH* are placenames based on where the Lake People lived—deeply rooted in the traditional place names in Lushootseed. Generally, names of people end with the suffix *abš* or *AHBSH*, “People of,” as in *dxʷdəwʔabš* or *Xačua’bš*, “Lake People.” Another suffix, *biu* or *biux,* byoo/byookh, meaning “a homogenous group or cluster” shows up in *sdukʷalbixʷ,* Snoqualmie ,and *Ta’btabiuxabš*, the name of the Juanita Creek people.[16]

A variety of sources identify eighteen distinct Native villages or longhouse sites along the Lake Washington shoreline. From one exceptional primary source, a Lake People village list submitted as evidence under oath in a 1927 U.S. Court of Claims case, we know how many longhouses stood at many of the sites and even how big they were. According to the list, the longhouses were "medium sized, 8 by 16 fathoms," or about 50 by 100 feet in size. Houses of this size probably sheltered four or five families.[17]

Of those eighteen village or longhouse sites, three or four were in the Kirkland area – at Yarrow Bay, at Kirkland itself, and at Juanita Bay. A longhouse site was situated on Yarrow Bay, and a historic village stood near the present central Kirkland waterfront composed of three longhouses, identified as *staɬaɬ* or Sta’ Lal. Multiple sources have identified “a water channel on the hillside north of Kirkland” with the traditional place name of *Tsə’xub* or TSEH khoob, meaning “dripping water.” Also, three longhouses were located near Forbes Creek, a short distance south of Juanita Beach, and served as a winter village. The *TAB tah biu* or TAHB-tah-byook meaning “people of the loamy place,” also had a longhouse village at the mouth of

Juanita Creek. One of the Lake People's burial grounds appears to have been located on today's Yarrow Point, where settlers recall seeing grave mounds.[18]

Faint memories persist of the very earliest newcomers using planks from "abandoned" Native longhouses at village sites to build their own cabins and outbuildings within greater Kirkland. Settlers on Yarrow Point turned up Native grave goods as they cleared and cultivated their orchards and garden plots. Although scant attention was paid to the ancient caretakers of this magnificent place, the newcomers were reminded as they settled that they were building new lives in a place that had its own human history. The Lake People returned periodically after settlement to trade salmon, clams, venison, furs, baskets, and even potatoes to supply the new arrivals. Settlers recorded Native canoes making these seasonal visits to the Kirkland lakeshore until the construction of the Lake Washington Ship Canal.[19]

x̌aču (Hahchoo) becomes Lake Washington

As we have seen, *x̌aču* (Hahchoo) was a Native lake of longstanding, in deep time. After the first traders began to arrive, it was known in Chinook jargon as *Hyas Chuck* – Large Water – in contrast to *Tenas Chuck* – Small Water – or Lake Union. On July 4, 1854, at a Seattle picnic, settler Thomas Mercer suggested renaming the enormous lake, Lake Washington, to honor the first President of the United States, and the smaller one, Lake Union, for the role he predicted the latter would take in a future canal to unite salt and fresh water to develop Seattle as an industrial city of smokestacks.[20]

Settlers surveying potential homesites on the eastern shore of Lake Washington found a heavily timbered shoreline, with far more wetlands and shoreline marshes than today. Gaining shelter, getting around, making a living, and enjoying life were the four basic necessities of settlement. 1870 marks a watershed year in newcomer settlement on the eastern lakeshore. Washington was still a territory, nineteen years from statehood. Seattle was a small industrial port town of 2000 residents fanning back from the Elliott Bay waterfront of sawmills, coal and timber wharves, warehouses, and shipyards. The eastern shoreline of Lake Washington attracted settlers, and to the east of the shore stretched Native ground newly opened by the Point Elliott Treaty. The land was attractive to homesteaders and opportunists. Enormous wealth lay in the plentiful natural resources and the power of the rushing streams.[21]

In 1870, a U.S. Surveyor General's mapmaker surveyed the lakeshore, marking off uniform parcels for grants under the Homestead Act. The surveyor recorded three new structures that had already been built on the lakeshore in the Kirkland area-- two on the eastern shore of Yarrow Bay and one at the head of Juanita Bay. These first known settlers were Nancy McGregor and her sons James and William Popham, who each had a cabin and land on Yarrow Bay. Up on Juanita Bay, Martin Hubbard had already built a cabin by 1870. "Firsts" are often dubious but certainly Nancy McGregor, her sons, and Martin Hubbard were among the very earliest settlers in Kirkland. Hubbard drowned in 1887, and Nancy McGregor moved away, but Samuel and Caroline French and their son Harry settled in what became Houghton in 1872. The French family remained as the founding family of Kirkland.[22]

As young Harry French recorded in his diary, at his lodgings over in Seattle:

There is considerable good land here … Father's (Houghton) claim has only about 1/2 an acre clear on it and (the cabin) is so hidden by trees that it is invisible from a boat on the water … We are going to Lake Washington onto our claim tomorrow. Harry French, 1872[23]

Along the lakeshore, the 1870s were a decade of dramatic and escalating change as a new settlement took shape, meeting newcomers' basic necessities. The first settlers to the place we call Houghton arrived prior to 1870; more settlers started clearing land at the place we call Kirkland in 1875; and still more at the place we call Juanita Bay by 1877, following on Hubbard's settlement. In Houghton, Caroline French named their place on the eastern shore of Lake Washington, Pleasant Bay. Nancy McGregor sold her place to Jay and Eva O'Conner. Young Harry French and his father Samuel soon replaced their cabin, building a two-story frame house on Harry's claim directly north of his parents' property. Harry French provided space for Houghton's first school and first Sunday School in that original cabin. To the south, in 1875, Benson Northup and his parents built adjoining homesteads on the head of Yarrow Bay, at what would become known as Northup Landing. Marking the 1875 founding of the town which would become Kirkland, J.W. DeMott took up land in what is now Kirkland's downtown, Edwin and Phoebe Church filed the first claim on the shore of what we know as Moss Bay. Andrew and Susannah Nelson homesteaded the area west of Market Street. The puzzle pieces of settlement filled in along the shoreline of Lake Washington in what is Kirkland today.[24]

Moving inland, to the east, the land was a great forest, dotted with prairies and wetlands, threaded by streams and by Native trails quickly adopted by settlers. The Eastside was slowly homesteaded to Redmond and beyond to Issaquah, by the close of the 19th century.[25]

Settlers went to work clearing the forest from their own land to build a dwelling and put in a garden, planning for as much self-sufficiency as possible. But by 1875, hired laborers were already at work in Kirkland. Industrial logging was already underway on the eastern shore as crews worked east up into the timber from Northup Landing on Yarrow Bay. Once the land was cleared to a "stump farm," it could be put to work – and so could local workers of another kind. One agricultural manual laborer on a Houghton farm was paid by the day. He left a detailed account in 1880 of backbreaking work grubbing out roots and burning huge stumps, preparing the land to transplant fruit tree starts and berry plants.[26]

Living off the land was not easy, and many people had to supplement their gardens and chicken coops with paying work to earn a living. Even in a largely barter economy, some things – postage, taxes, boat fares – cost cash money. Industry and commerce began at once – they arrived with the settlers. As much as possible, people worked where they lived, or nearby. As logging moved inland, local labor followed it; as land clearing moved inland behind logging, local labor also followed it. Early settlers relied on farming, fishing, and hunting plus logging, mining, shipping, manual labor, and boatbuilding to make a living. But not everyone worked where they lived. Houghton and inland residents traveled back and forth on the Newcastle Road – 132nd Avenue, NE, today – south to distant jobs in the Newcastle and Black Diamond coal mines, or – like Harry French – across the lake to the industrial jobs of Seattle.[27]

Pleasant Bay grew into a very small town with a little general store, clinging to the edge of the lake. In 1879, nineteen settlers established the first Church of Christ of Pleasant Bay, on land

donated by Harry French. Boston philanthropist Sarah Jane Houghton donated the bell for the chapel, and the community renamed itself “Houghton” in her honor.[28]

In Houghton, on the lakeshore, Frank Curtis and Jay O’Conner were attuned to the industries of the lake and the rivers as well as those of the farm, mine, and forest. Curtis had settled on land at the water’s edge – building a dock soon known as Curtis Landing – and putting up a large frame home. Early travelers to or from distant Seattle found the Curtis landing and Curtis’s hospitable home a convenient spot to break their trip, which required the often harrowing crossing of Lake Washington by boat. Soon Curtis’s neighbors, the O’Conner’s, built a substantial frame house intended to double as a family home and a hotel and restaurant for travelers. Jay O’Conner sold the property to John Fish, whose family lived at and operated Lake House for many years. Houghton settlers used their lakefront position at the intersection of waterborne and land-based transportation to generate income.[29]

The Curtis and O’Conner families continued the long Native tradition of wooden boat building on the lakeshore, designing and constructing workboats for commercial and industrial use, and small steamer foot ferries for the passenger trade. Boatbuilding in Houghton exploded in the 1880s. In 1884, O’Conner hired boatwright Edward F. Lee to build the steam scow SQUAK for freight runs up the meandering Sammamish River into Lake Sammamish, back to Juanita, and over to Seattle. Throughout the 1880s and into the 1890s, passenger foot ferries like the EDITH E, the ELFIN, and the CITY OF LATONA carried passengers among the lakefront spots, and from the eastern shore to Seattle destinations on the west side of Lake Washington. One of the foot ferries made the Leschi to Houghton run twice daily, charging passengers 25 cents each way and bringing the mail twice weekly. In 1901, Frank Curtis and his two sons built the PEERLESS, a more substantial steamer, intended for saltwater use, and floated out the Black River at the southwest corner of Lake Washington, out to saltwater. It was an ambitious shipbuilding venture for the new century, and foreshadowed things to come.[30]

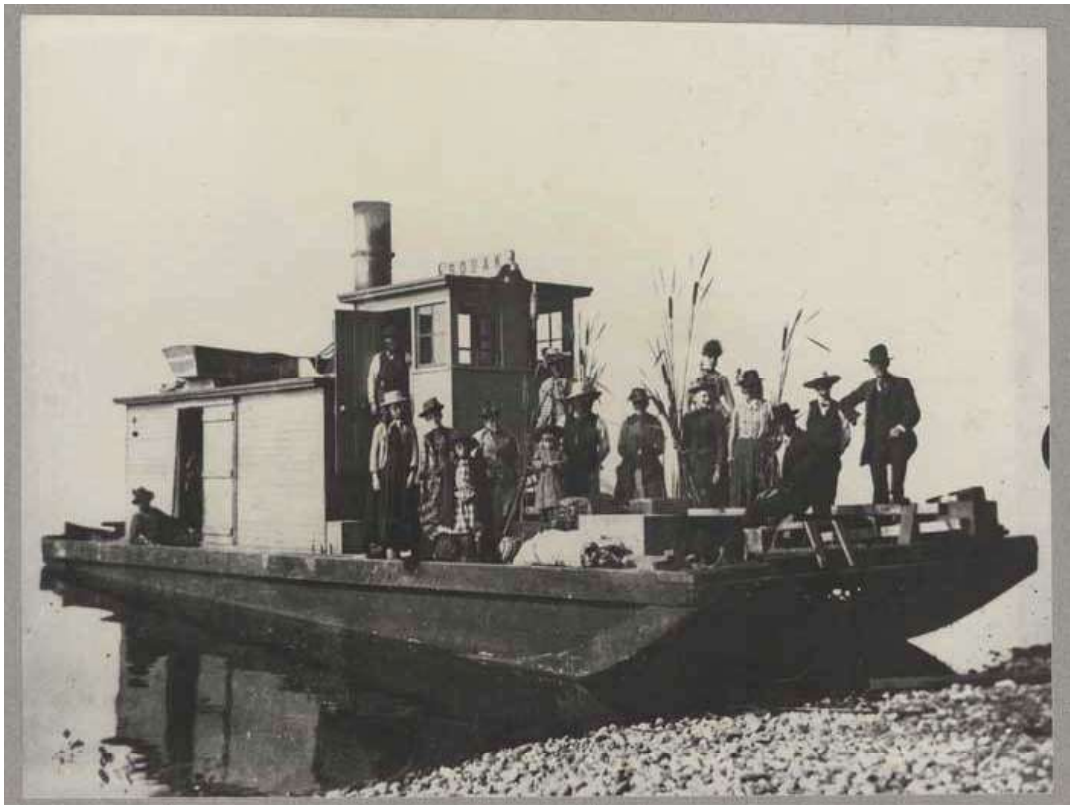


Figure 1: The steam scow *Squak* was a work boat, built on the Houghton shoreline and, here, on a fun outing. (Source: Museum of History & Industry)

But the most significant improvement to getting around reliably on Lake Washington was true public transportation. In 1899, King County began the half century of ferry service between Madison Park and the downtown Kirkland ferry slip that did so much to make Kirkland the "Hub of the Eastside." The foot ferry WASHINGTON was the first of many ferryboats to make this run, later followed by the auto ferries LINCOLN and the ISSAQUAH– which were both built on the eastern shore of Yarrow Bay, too.[31]

As the ambitious settlers of Houghton industrialized the shoreline, Native presence continued to resonate in this mixed world, as indigenous people made their seasonal returns. Settlers recorded their memories of Native people paddling canoes along the lakeshore at Yarrow Bay and at Juanita Bay as late as 1916, when the Ship Canal was completed. Frank and Wayne Kirtley remembered hearing about Native people in Kirkland:

When they (my great grandparents] first came here, the Indians (sic) *still camped at Yarrow Bay. They'd come over in the summertime and camp there in the summer. They'd come to the house and sell fish and clams and things like that.*[32]

North up the eastern shore of Lake Washington, Dorr Forbes, a Civil War veteran, filed a claim in 1877 that included a pond that was then called Forbes Lake. At Juanita, Forbes built a water-powered shingle mill on Forbes Creek, and dammed a mill pond to increase its head. Such industrial mills turned timber into marketable lumber.[33]

Above Juanita, the Woodin Logging Company logged off what would become Finn Hill, skidding logs down a tramway to the landing and mill on Juanita Bay. The first Finnish settlers arrived at the turn of the century, more than fifty immigrant families connected through chain migration from Finland and Finnish communities in the eastern U.S. to settle the hill. The men mostly worked in the woods during the week and farmed on the weekends, adding their labor to that of their wives and children. Finn Hill was an immigrant enclave, with Finnish the common tongue and a shared Finnish culture from food and music to saunas.[34]

Waterfront land was the first to be claimed and developed by settlers. But the attraction was more access than scenery. Latecomers homesteaded back in the woods, hoping to clear land and prove up on their claim. A traveler described these hardscrabble, lonely stump ranchers up east in the deep timber, far from the lakeshore, and traveling to distant jobsites to make a living:

Every man has 160 acres, which puts cabins about a half mile apart. Each cabin has about it a clearing of a few acres, one to six generally. All about it is the immense forest. The few country roads are simply trails wide enough for an ox team… We followed one of the trails, keeping within a quarter mile of the lake and calling at several of the cabins. Five-sixths of the settlers in that section are bachelors. These poor fellows keep house, doing all their own cooking and work. During certain seasons they leave their ranches and work in the city or else in lumber camps…A mile or so from the lake the land is open to claims but all bordering the lake anywhere near the city are held at fictitious values.[35]

Water provided the easiest way to get around and the lakefront settlements were oriented to Lake Washington, but trails penetrated the inland forest, linking the widely spaced homesteads and settlements. The Houghton landing was the western end of one vital roadway to Redmond, widened and cleared repeatedly. The Curtis Road - NE 52nd Street – originated at the Curtis lakeshore dock and entered the timber east of the tiny settlement. The Curtis Road then headed east to Luke McRedmond's primitive bridge across the Sammamish River and then over a rough trail east to Issaquah. The Curtis Landing can be thought of as the vital lakeshore centerpoint where land and water met, and leading to a network of trails to get around the Eastside, on foot, on horseback, with a wagon. After the twice-weekly U.S. mail was dropped off by steamer at Curtis Landing, it was picked up by postmasters and postmistresses for horseback delivery to settlements like Bellevue and Redmond. Settlers on the Eastside were eager for more population, better roads, better employment opportunities, better communication, better lake transportation, and a railroad.[36]

First Industrialization of Kirkland, Boomtown

By 1888, about 200 men, women, and children lived along and near the shoreline between Yarrow Bay and Juanita Bay. In that year, construction was completed to Kirkland on the Seattle, Lakeshore, and Eastern (SLE) Railway, vital in the eyes of boosters to "opening" the Eastside to progress. Industrial development with jobs and payrolls seemed essential to local progress – whether that was logging and lumbering, mining, building boats, or heavy industry. On cue, enter Peter Kirk. English entrepreneur Kirk was counting on the arrival of the SLE Railway to the Eastside when he unveiled dramatic plans for a steel mill and company town in the place now named "Kirkland." Kirk and his backers anticipated the imminent opening of not

just the railroad but also a ship canal and locks linking the lakes to Elliott Bay. Just like Seattle's founding settlers dreamed of a transcontinental railroad connecting at the waterfront to trans-Pacific steamers, so also did Kirk and ambitious settlers dream of a canal and locks linking Lake Washington to saltwater and a railroad linking the Eastside to markets in the Midwest and back east, and to Seattle's waterfront wharves and the ports of Asia.[37]

Kirk's sprawling, international enterprise incorporated as the Moss Bay Iron and Steel Company on August 18, 1888, ballyhooed as the Next Big Thing in Seattle newspapers. Peter Kirk named Moss Bay in memory of the Moss Bay in England near the Kirk family foundry. Just like the Seattle boosters, Kirk envisioned Kirkland as a city of smokestacks, as depicted on the letterhead of his stock certificates. Kirkland would become, Kirk promised, the Pittsburgh of the West with more than 2000 men working at the mill and living in the company town with their families. It was a place to get rich quick for investors and speculators, and a place to make a living for white and blue-collar workers. The enterprise was reincorporated the following year as the Great Western Iron & Steel Company, intended to fabricate, ship, and sell railroad rail throughout Asia.[38]

Figure 2: The Kirkland waterfront, during Peter Kirk's industrial initiative. (Source: Special Collections, University of Washington Libraries)

Kirk's Kirkland Land and Improvement Company purchased local acreage, cleared it, and burned stumps throughout 1890, "downtown" along the west-facing lakeshore, and up east on Rose Hill. Kirk needed cooling ponds for his steel mill waterworks, and bought out the small lake and some acreage owned by Dorr Forbes. Kirk built a sawmill and domestic brickworks as well as the mill's foundry, blacksmith shop, coal bunkers, and cooling ponds. The Seattle, Lakeshore and Eastern railroad spur (along what is currently Slater Avenue) was built, intended to meet rail-borne freight cars bringing in shipments of coking coal from Ravensdale, iron ore from mines in the Cascades, and lime from the San Juan Islands. In1891, Rose Hill was bustling in its noisy, grimy industrial heyday. Shipments of firebrick, fire clay, and cement began to arrive on

barges at the new Kirkland wharves. Waterborne barges and rail-borne freight cars were essential to the success of the Kirkland mill, at the intersection of transportation modes.[39]

Figure 3: We look east toward the steel mill in 1890. The planked road was 7th Avenue, then called Piccadilly, which ran from Market Street to the mill. The bunker at left was intended to store iron ore, coal and lime, dumped by railcars on the spur. (Source: Kirkland Heritage Society)

Down the hill from the mill to the west, the Kirkland Land and Improvement Company platted out a planned community to house the projected workforce, including white collar homes and blue-collar cottages. Kirkland was to be intentionally modeled on the extraordinary company town of Pullman, IL, an instant industrial suburb planned in every detail to foster worker efficiency, contentment, and self-improvement. There were no saloons in Pullman, only one church, and the town's library selection fostered the "moral and intellectual growth" of the workers.[40]

Kirkland development also included the elegant brick buildings built at the heart of the new town – at Market Street and 7th Avenue - to house a hotel, theater (the first on the Eastside), real estate office, bank, and retail enterprises, as well as homes on the westward facing hillside west of Market Street for engineering and management staff, and smaller, simpler cottages for laborers. In 1890, engineer John Kellett developed and filed the original town plat for Kirkland, establishing the street layout familiar today – the plan of Old Kirkland. Kirk's own home was built on the southern corner of Third Street West and Fifth Avenue. Though Kirk publicly discouraged land speculation, he and his investors privately practiced and encouraged it, and property values skyrocketed in the older town of Houghton and the new boomtown of Kirkland, particularly on lakeview land. Kirk's steel mill enterprise powered Kirkland's first great boom.[41]

Coincident with Kirk's plans, inland homestead claims continued to be filed in the brush and the woods, further and further back east from the desirable waterfront land. Up in today's Rose Hill and in the Bridle Trails area, John Andreen and half a dozen other men made their 160-acre homestead claims between 1888 and 1891, likely drawn by the widespread Kirkland boomtown publicity.[42]

Two circumstances forced the mill to close down without producing a foot of steel rail. First, the necessary canal and locks between Lake Washington and Elliott Bay were not built as the investors had hoped. Second, an international financial crisis deterred Kirk's backers from completing their investments. The mill was eventually foreclosed and sold off in an 1895 sheriff's sale - more than $1 million of investment was lost. In interviews, Peter Kirk claimed that he had intended this location to become the "manufacturing center of Puget Sound," expecting to produce enough steel rail to "monopolize the business of the Pacific Coast and also of the Far East." Kirk's ambitious venture in 1888-1893 was the first in a series of grand corporate visions for Kirkland, which seemed to be a template in search of an identity, a townsite in search of a town, a present in search of a future. After the mill's failure, Kirkland entered the first in a series of quiet times. Peter Kirk and his family remained in Kirkland, surrounded by empty buildings, unbuilt lots, and carefully surveyed streets that led nowhere.[43]

HARRY WHITE. WILL B. WHITE. GEORGE WHITE

Confidence has been restored; the winter of discontent has disappeared!

The Sunshine of Progress is warming the Blood of the Nation!

The Song of Prosperity is heard in the air; the Pacific Coast is herself again!

THEREFORE BE IT KNOWN TO ALL THE INHABITANTS OF THE EARTH, THAT ON

Monday, the 2d Day of February, 1891,

WHITE BROTHERS'

Addition to South Kirkland

Will be Put Upon the Market.

WHO HAS NOT HEARD OF KIRKLAND?

KIRKLAND will be the greatest railroad center in Washington.
KIRKLAND is the gateway to the wealth of the Cascades.
KIRKLAND is the heart of the greatest limestone ledge on the coast.
KIRKLAND is the great coke market of the Northwest.
KIRKLAND will manufacture iron at 25 percent less than it can be brought from the East.
KIRKLAND will ship iron, coal and steel to Japan and China.
KIRKLAND will give employment to thousands of laborers.
KIRKLAND is the Lackawana of coal.
KIRKLAND is the Pittsburg of steel.

KIRKLAND is the place to live, the place to make money and the place for happiness.
KIRKLAND is where mechanics smile.
KIRKLAND is where merchants rejoice.
KIRKLAND is where there is work for all.
KIRKLAND is where comfort abounds.
KIRKLAND is where the great iron works are.
KIRKLAND is where $1,000,000 is now being expended.
KIRKLAND is where great trip-hammers are to fall.
KIRKLAND is the home of a $3,000,000 corporation.
KIRKLAND will soon contain 275 tons of machinery.

Buy a Lot on Monday, February 2d, and thus secure an interest in the Pittsburg of the Northwest.

HARRY WHITE & CO.,

Occidental Block, Seattle, Wash.

Figure 4: This castles-in-the-air real estate promotion was published in a Seattle theater program, intended to encourage investment in industrializing Kirkland. (Source: Seattle Public Library)

Despite the steel mill's failure, Kirkland incorporated in 1905. A delegation of Kirklanders presented an appeal to incorporate to the King County Commissioners, claiming that 70 out of the 90 eligible voters in a population of 400 had voted affirmatively. The incorporation would include "only a small part of the Kirkland precinct," including the town of Kirkland itself and a "settled region known as South Kirkland," likely Houghton. At times referring to Kirkland as "East Seattle," the *Seattle Times* participated in this latest grandiose scheme to boom Kirkland, reporting on its front page that the Gaylord Iron Works intended to reopen and rehabilitate the

old steel mill and manufacture rails for the Asia trade. Kirk's old Kirkland Development Company ran a campaign of real estate ads, hyping the 25 King County public ferry trips per day, between Kirkland and Madison Park. The major impetus for incorporation seems to have been the potential revival of the steel mill, but the promising Gaylord industrial initiative had disappeared from the Seattle newspapers by October 1905, when Kirkland's incorporation was formally approved.[44]

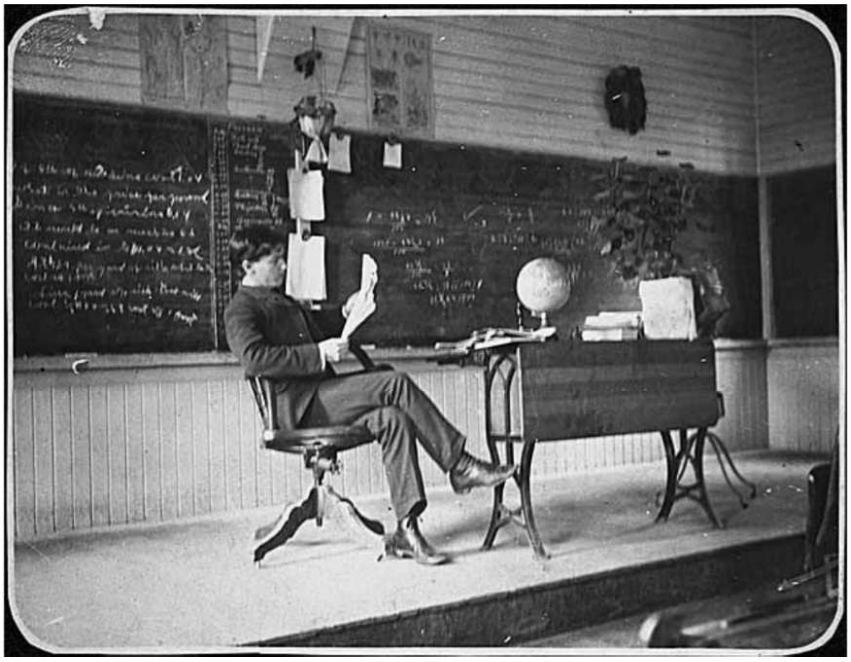
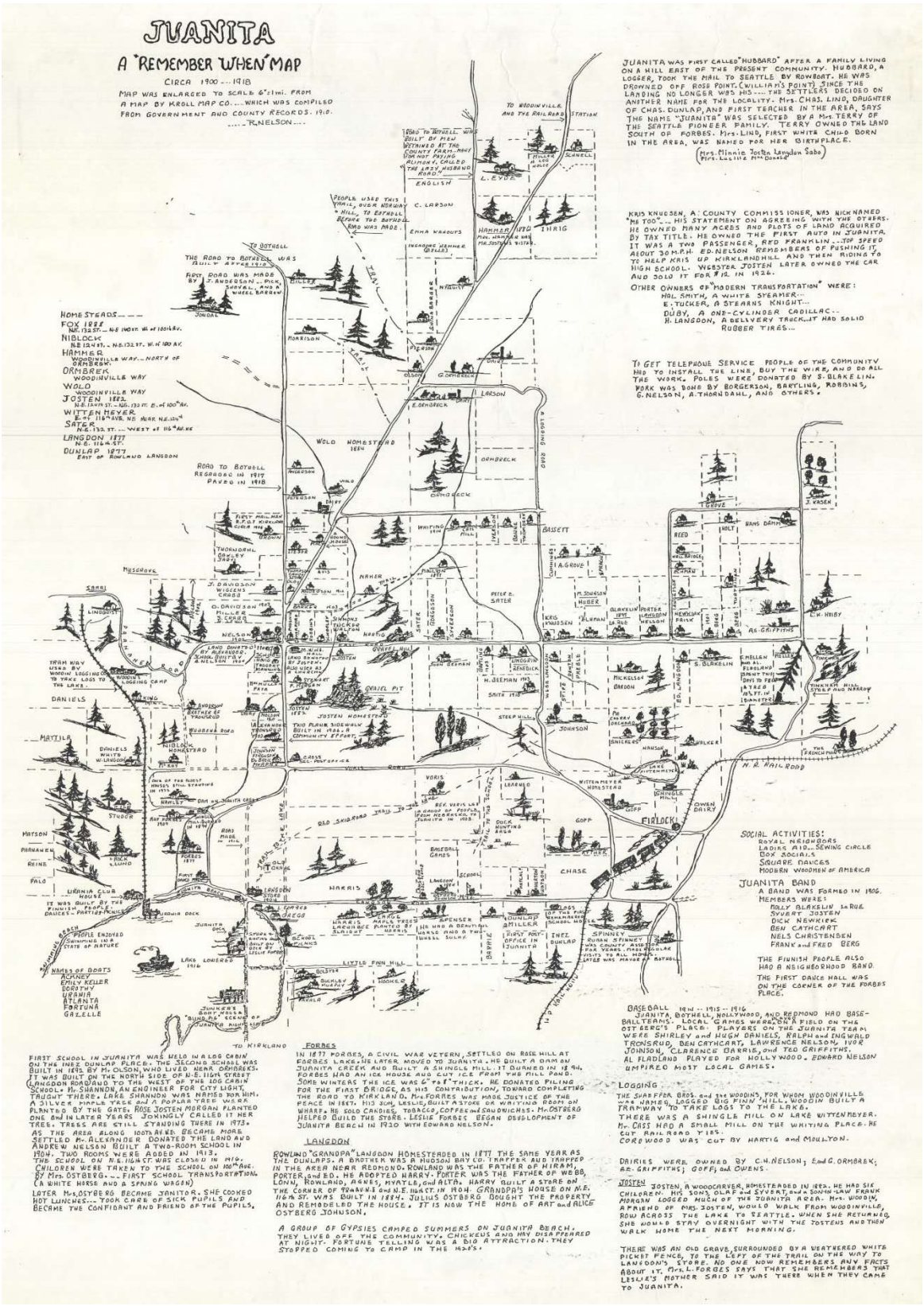


Figure 5: Teacher Will Shannon in his Juanita School classroom, about 1903. (Source: Eastside Heritage Center)

After incorporation in 1905, the speculative boom collapsed. The Eastsiders who remained after the steel mill boom and the incorporation boom resumed their ways of life: logging, farming, working for wages, building and running freight and passenger steamers throughout Lake Washington, up the Sammamish Slough, and on to the logging camps and mills and mines of Lake Sammamish and southward. The hourly County ferry pulsed traffic through downtown Kirkland, from the ferry slip to the Kirkland-Redmond road. Smaller foot ferry traffic loaded and unloaded at Curtis Landing, in Houghton. Kirkland dozed on island time, stirring to life with each ferry and falling back to sleep in between.[45]



Map 2: Ruth Nelson's remarkable map documented Juanita as she recalled her hometown in the 1970s. (Source: City of Kirkland)

Houghton Industrialization

By the turn of the 20th century, the eastern shore of Yarrow Bay had a long tradition of boatbuilding. In 1904, George Bartsch and Harry Tompkins purchased lakefront property from the Curtis family and began to build steamers for the lake passenger trade. Their shipyard has been described as a "single 10 x 12 foot shanty where 12 men, a horse, and a wagon were employed." There was a winch powered by a mule – Bartsch and Tompkins operated a "miniature shipyard," as Lucile McDonald put it, but the B&T yard did represent a step in the incremental transition from settler family lakeshore construction to incorporated lakefront maritime industry.[46]

In 1907, Captain John Anderson purchased the Bartsch and Tompkins property and acquired more acreage, expanding the Houghton shipyard to ten acres. Anderson invested $25,000 in new machinery and shipyard construction, and doubled the workforce to twenty-five men to complete contracts as they came in. Anderson Shipbuilding built a lighthouse tender and the ISSAQUAH and the LINCOLN lake ferries. As the population around Lake Washington grew, travel on the water remained the fastest, cheapest way to get around. Like his predecessors, Anderson was interested in the design and construction of ships but he was also interested in running them – that was where the long-term profits lay. With that in mind, he built Atlanta Park at the shipyard site, as well as Fortuna Park on Mercer Island and Wildwood Park on Meydenbauer Bay. These parks were named for a series of Anderson-built passenger steamers, and provided sylvan destinations for lake excursions to dance and picnic on the lakeshore in the summertime.[47]

The 1909 Alaska-Yukon-Pacific Exposition (AYPE) at the University of Washington campus boomed foot ferry construction, as the Anderson shipyard built lake excursion steamers for the AYPE crowds. The fortunes of the wooden, steam-powered shipyard were linked with those of entrepreneur, captain, and impresario John Anderson. During his long career in Pacific Northwest ferryboating, he had a dozen vessels built from scratch at the Houghton shipyard, converted some from steam to diesel power, and others from foot to auto ferries. The industrialized Houghton shoreline was bustling in a modest way, providing blue-collar jobs for people to work where they lived.[48]

Back from the lakeshore, hardscrabble farmers and gentleman farmers continued to clear the forest and settle the land for a variety of purposes. As an example, in about 1900, John Cort, the variety theater impresario, developed Whisker Farm in Houghton, on 108th Avenue, NE, long known as Cort Road. Seattle newspaper reporters covered every party that he and his wife hosted there; the theatrical guests brought a touch of cosmopolitan glamor to the Eastside. Cort picked up his guests at the Curtis Landing in the 12-passenger horse-drawn "tallyho," to carry them up the hill. He and his wife developed a large fruit and poultry farm, with extensive flower gardens, and hired a local staff to manage the place, including farmhands, gardeners, cooks, and maids. Like all enterprising Eastside landowners, Cort was interested in transportation to "open up" the region. He bid on and received the visionary franchise to construct an electric trolley line from the Kirkland ferry slip to North Bend but doesn't seem to have pursued the

enterprise. After Cort purchased one of the earliest automobiles available in the Seattle area, he sold off the tallyho and most of his horses. He and other landowners agitated for the improvement of the Kirkland-Redmond Road. When realtors Burke & Farrar began to aggressively market their Kirkland tracts in 1910, they referred in their advertising to “prominent men in the city [Seattle]” like James Clise, Frederick Stimson, Leigh Hunt, Jacob Furth, and John Cort whose ownership of Eastside land led the way into the future and should reassure others.[49]

Contemporary to Cort, a second interesting Seattle-based resident of the greater Kirkland area was Isaac Israel Walker, African-American businessman and real estate investor. Walker was swept up in the Klondike gold rush, and returned repeatedly to his claims in the Yukon where he did well enough to purchase 20 acres near Lake Wittenmyer (today’s Totem Lake). Walker developed a truck farm there and is also credited in the *Seattle Republican* as a poultry breeder. Though Walker owned property and maintained a home in Seattle, he became so identified with Kirkland that Seattle newspapers referred to him by 1920 as “Mr. I.I. Walker of Kirkland.” Walker was well-educated and well-to-do, and was a founder of the Seattle African Methodist Episcopal Church. Walker was an associate of Horace Cayton, Sr., editor and publisher of the *Seattle Republican*, and frequently mentioned in that newspaper’s pages. Cayton’s son considered “Mr. Walker” to be a “dedicated intellectual,” and an authority on politics and social issues concerning people of color.[50]

Figure 6: Lake Wittenmeyer – today’s Totem Lake – was named for an early settler family in an area that has undergone radical change from Native times to the present. (Source: Kirkland Heritage Society)

Better private and public transportation were key to the Eastside’s future growth and development. The ferry landing in downtown Kirkland was the beating heart that made the town; the landings in Houghton and Juanita and on Meydenbauer Bay were serviced by small foot

ferries but the hourly King County auto ferries were fundamental to Kirkland's emergence as "The Hub of the Eastside." For instance, the Yellowstone Trail was the first transcontinental automobile highway through the upper tier of states across the United States, established on May 23, 1912, as "A Good Road from Plymouth Rock to Puget Sound." The Yellowstone Trail highway ran from Massachusetts, past Yellowstone National Park to cross the Cascade Mountains through Snoqualmie Pass right down to the oiled Kirkland-Redmond Road and on to the ferry dock at Kirkland.[51]

Another Boom

In 1910, ambitious realtors Bert Farrar and E.C. Burke brought a burst of new energy to marketing and selling Kirkland and the Eastside. Anticipating the boom that would follow on the – once again – anticipated completion of the Lake Washington Ship Canal, the pair bought out the entire Kirkland Development Company land holdings – 2000 acres and 2 miles of shoreline from Juanita Bay to Houghton. The Kirkland Development Company land had not been logged or marketed for years, and was fringed on its edges by development. Burke & Farrar paid close to $500,000 for the enormous tract of land, and set to work in 1910 surveying, platting lots and subdivisions, and constructing roads. Kirkland, once again, was marketed as the site of the Eastside's coming boom. And, once again, gaining shelter, getting around, making a living, and enjoying life were key. Carrie Shumway was the first woman elected to the Kirkland Council and the first woman elected to *any* town council in Washington State – the newly incorporated town took its politics seriously. The Kirkland ferry landing was "the focal point for all the state and county roads in this section," real estate ads proclaimed, and the road to Redmond was soon not only blacktopped but served by motorized jitney stages! in 1918, Bert Farrar wisely bought an interest in the *East Side Journal* to boost his subdivisions and to control coverage of the Kirkland boom.[52]

Figure 7: The jitney bus provided public transportation between Redmond and Kirkland; here, the radiator has overheated in 1907. (Source: Eastside Heritage Society)

Opening a large office in Kirkland, with signage visible from approaching ferries, Burke and Farrar aggressively marketed the town as “an enterprising city,” with a population in 1910 of 1500 (within then city limits). The realtors built the Rose Hill School, next to the old steel mill site, hoping to lure family buyers. Burke and Farrar invited smart buyers to join the owners of the “many fine ranches and small acreage tracts that have been brought to a high state of cultivation, in the vicinity of Kirkland.” They marketed timbered acreage further east to be cleared for farms and ranches, and western land with water views for fine residences and summer homes. From 1914 throughout the 1920s, Burke & Farrar built many Arts & Crafts bungalows and Craftsman-style small houses, many of which survive in Kirkland today. Kirkland experienced something of a boom, as the population grew from 392 at incorporation in 1905 to 532 by 1910 and 1354 by 1920. And, most remarkably, Burke and Farrar offered “sites for reliable manufacturing concerns” ***for free*** to provide jobs for the population of 1,000,000 anticipated by the shadowy “civic plans commission.”[53]

Kirkland

A Coming Manufacturing Center

Now that the construction of Lake Washington Canal is assured, manufacturers are looking toward Kirkland for factory sites.

The latest company to establish its factory here is the C. D. Moore Company, manufacturing logging tools.

A city with factories in its midst is builded on a firm foundation—the value of Kirkland property as an investment is increased with every newly established factory or industry.

Our terms are 10 per cent down and $5.00 or $10.00 a month, according to value and location of property.

BURKE & FARRAR

OWNERS.

405-409 NEW YORK BLOCK.

Branch Offices at Madison Park and Kirkland.

Figure 8: The Burke and Farrar real estate speculation promised a boom for Kirkland, giving away an industrial site *gratis*, *Seattle Times* March 29, 1911. (Source: Seattle Public Library)

In 1919, the *East Side Journal* editorialized, eager for the prosperity and payroll of local industry:

Bellevue would have outgrown Kirkland had it a concern like Burke & Farrar….If it had not been for the enterprise (of B & F), Kirkland would be a lake shore settlement in the same class as Medina and Bellevue…We want industries. Without the assistance of Burke & Farrar, sufficient money could not be raised in Kirkland to donate a fair-sized factory site…."[54]

Kirkland has been lucky enough to boast a series of newspapers, beginning as early as 1890. The first paper, *The Kirkland News*, was the earliest published on the Eastside. In 1905, *The Kirkland Press* began to publish, followed by the *East Side Journal*. For decades, the *Journal* connected the far-flung Eastside community. The *Journal's* editor acted as an influencer, informing public understanding and shaping public opinion. And the little town's communications were forward looking, too. In 1907, the Lake Washington Telephone Company was headquartered in Kirkland with 200 subscribers by 1915 – the operator connected calls by hand through her switchboard.[55]

After the Lake Washington Ship Canal

Until 1916, Lake Union and Lake Washington were separated by land; Lake Sammamish joined Lake Washington through the meandering Sammamish River – today's Slough - and Lake Washington reached Elliott Bay via the Black, Cedar, and Duwamish rivers. After construction of

the Lake Washington Ship Canal, the Lake Washington watershed was reoriented entirely: instead of flowing south out of the Black River, the lake now drained west through the canal. The Ship Canal lowered Lake Washington by 9', shrinking the lake, leaving wharves and landings high and dry, reconfiguring the islands and Points, and draining wetlands causing immense consequences for the ecosystem of the lake and for its Native people. The 9' vertical drop exposed sloping, drying shoreline all along the lakeshore. As the water retreated, the marshes that had sheltered vast populations of waterfowl dried out and became overgrown with willow and cottonwood. Even though the marshes eventually restored themselves at a lower level, the birds never returned in anything like their former numbers. Nor did the muskrats, the kokanee, and any of the other fish whose gravel spawning beds were exposed to the air. The water lilies and cattails took years to reestablish themselves, and the wapato seems to have disappeared altogether.[56]

The lowering of Lake Washington exposed a new shoreline, including a long curving strip of sandy beach at Juanita. Dorr Forbes and his son recognized the opportunity for recreation offered by the new lakeshore and developed their property as a bathing beach, planting cottonwoods and opening a bathhouse and refreshment stand in 1920. Adjacent owners developed Shady Beach and Sandy Beach, and Juanita became a popular summertime resort. In Houghton, the King County ferries used the Anderson shipyard wharf after the lake was lowered until new facilities were built in downtown Kirkland on the newly exposed lakeshore at the foot of Kirkland Avenue. All around the lake, Lake Washington Boulevard was improved in the 1920s as an auto road to encircle the lake. And the falling water level created "new" shoreline on the water side of the Boulevard. For instance, much of today's Marsh Park was donated by Louis Marsh to the City of Kirkland – it was "new" land west of Lake Washington Boulevard that was exposed by the lowering of the lake.[57]

After the Lake Washington Ship Canal and the Hiram Chittenden Locks opened, it wasn't necessary to float completed vessels out to salt water at high tide on the Black River, and Anderson Shipbuilding in Houghton took advantage of the opportunity to tackle larger saltwater craft. Substantial ship construction was now feasible on Lake Washington because ships could use the Canal locks to reach Elliott Bay. During World War I, Anderson Shipbuilding upped its game, bidding on and winning the opportunity to build four ocean-going wooden cargo steamships under contract for the French. These technically demanding projects employed nearly 400 blue-collar workers at the Houghton shipyard. Local landowners, investors, and speculators had agitated for a canal for nearly forty years before its grand opening on July 4, 1917, and the Lake Washington Ship Canal truly did open up the lake to increased industrialization, as boosters had hoped.[58]

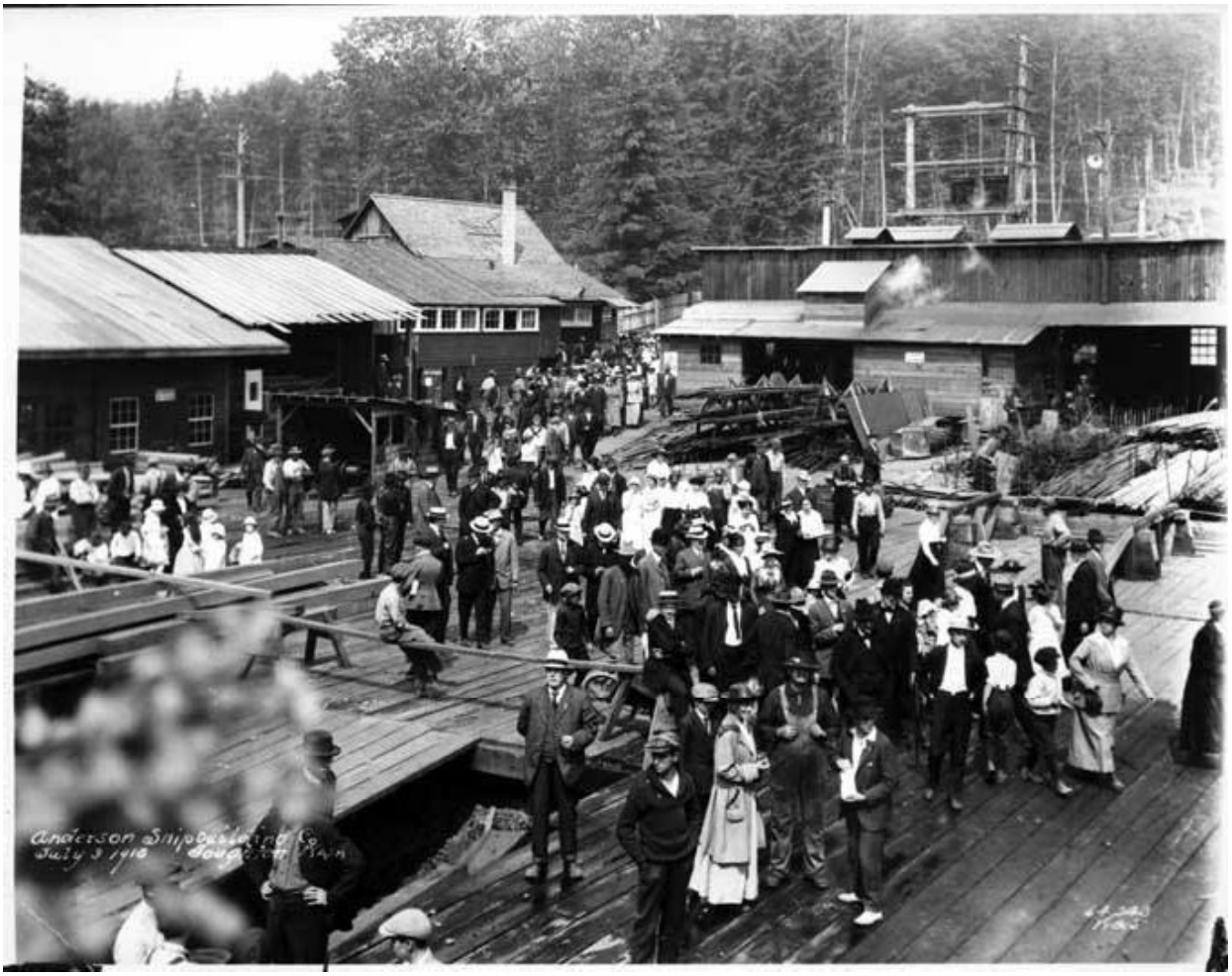


Figure 9: A festive crowd gathered at Anderson Shipbuilding, July 3, 1918, for the launch of one of the wooden ocean-going ships for France. (Source: Museum of History & Industry)

And Kirkland benefitted, too. In 1923, Kirkland High School was opened – the lovely terraced site is today's Heritage Park, home of the Kirkland Heritage Society Resource Center and Museum.[59]

Shipbuilding

In 1923, Charles Burckhardt, owner of Alaska Consolidated Canneries, purchased the Anderson shipyard on the Houghton shore, soon joined by the smaller Ballinger Boat Works located on the shoreline at 10th Avenue, S. The 1920s were a boomtime for metro Seattle, a time of rapid expansion in Pacific Northwest fisheries and shipbuilding. Burckhardt used his newly-named Lake Washington Shipyards (LWS) as a freshwater winter tie-up for his salmon cannery tenders and fishing vessels but also aggressively pursued general repair and construction contracts. In 1926, the steamer CHIPPEWA was converted into a single-ended automobile ferry for the Puget Sound Navigation Company – the first work in steel done at the Houghton shipyard. The CHIPPEWA represented investment in new technology, and a new chapter for innovative shipbuilding would soon begin on the Houghton lakeshore. But just as Peter Kirk's plans were

destroyed by a poor economy, so also were Charles Burckhardt's plans slowed – though not entirely destroyed.[60]

When the Great Depression hit the national and international economies, Lake Washington Shipyards fell on lean times and so did the men who depended on it for work. Urban unemployment in Washington State ran a steady 25-30%, a rough figure that only counted out-of-work men, not women. Under the circumstances, Burckhardt concentrated on building and repair for the Alaska fisheries market he knew so well, and a string of small contracts kept the shipyard alive during the early Depression. At times, only three men worked at the yard, the night watchman and the two managers, burning the midnight oil. Burckhardt had invested in an aggressive management team to explore new building and repair opportunities. Beginning in 1933, Lake Washington Shipyards began to advertise in *Marine Digest,* promoting its services in both wood ***and steel***.[61]

Figure 10: Shipyard management began to aggressively market the yard's newly-acquired skills in metal shipbuilding in Marine Digest, in 1933. (Source: Puget Sound Maritime Historical Society)

During a contract, the boom-and-bust shipyard employed fifty, a hundred, or two hundred local men as needed, and laid them off when the job was complete. Repair of the fishing fleet and cannery tenders was seasonal, but other contracts were unpredictable. During the hungry 1930s, men clustered outside the fence each morning, cash bribe in hand, competing to be hired for the day. Some Eastside craftsmen in wood – shipwrights and joiners – spent the time between shipyard contracts building furniture or houses. But the metal craftsmen couldn't maintain their skills at home, and combed metro Seattle for metalworking jobs, commuting to work far from home. The shipyard's ability to complete a contract capably depended on a workforce that it couldn't consistently maintain, which risked the shipyard's sustainability and posed a hardship to local shipyard labor.[62]

Lake Washington Shipyards established a reputation for superior craftsmanship on a shoestring, completing its contracts on time and within budget. *Marine Digest* later noted the "brains, guts, and hard work" that kept the yard going during the Depression, even editorializing that "Seattle's ability in the art and craft of steel shipbuilding [has] previously been demonstrated at the Lake Washington Shipyards." In the view of the *Marine Digest*, the Houghton shipyard was a leader in steel shipbuilding in the entire metropolitan area. At LWS, son often followed father at the shipyard, working in a family tradition of local blue-collar craftsmanship. Boys apprenticed after

school, working toward their own set of tools, the hallmark of craft pride. As the shipyard increasingly turned to metal during the 1930s, the sons of Kirkland wooden boatbuilders trained in shipfitting, welding, and machining. Blue-collar work, where you lived, was part of a proud Kirkland heritage.[63]

Kirkland was founded as a steel mill company town to fabricate steel rails for railroads in Asia, and as part of his town-building real estate initiative, Peter Kirk and his backers invited other industrialists to join him. Kirk investor Leigh Hunt persuaded an Indiana investor to move his woolen mill to the Kirkland lakeshore, just north of today's Marina Park. The first woolen mill in Washington State was established in Kirkland in 1892, and the woolen mill succeeded where the steel mill had not. It produced wool products for Klondike Gold Rush prospectors and then for the U.S. military during World War I. From the early 1890s, under varied ownership and management, the woolen mill was downtown Kirkland's principal industry, employing as many as 250 men and women, but usually a few dozen. The woolen mill continued to produce jackets, blankets, plaid woolens, and flannels into the Great Depression. [64]

Figure 11: These men and women worked at blue-collar jobs in Kirkland's woolen mill at the turn of the 20th century. (Source: Museum of History & Industry)

Figure 12: Kirkland's woolen mill, on the waterfront. (Source: Special Collections, University of Washington Libraries)

The Great Depression

The two most successful industries in Kirkland's early history that were not based on extractive natural resources were wool milling and steel shipbuilding. Houghton and Kirkland had the industrialized waterfront that could provide blue-collar jobs and a significant local payroll to keep Kirkland retailers in business.

But back from the lakeshore in the 1920s and 1930s, life was rural not suburban or industrial. Hardscrabble farmers ran subsistence farms with families tending a large kitchen garden and chickens and a cow, walking out to the outhouse, carrying water to the house, lighting an oil lamp at night, and cooking and warming the house with firewood. Adults and older children worked for barter or for cash where they could, when they could. Working in the woods or the mines or the shipyard, at the woolen mill, harvesting berries, or selling eggs. While roses bloomed and grapes climbed the arbors, it is too easy to romanticize this life and important to listen to a man who lived it.[65]

In 1932, Ray Bishop was broke and unemployed in Kirkland, and he cashed in his life insurance policy to buy a plot of land in the "Steel Works Addition," up the hill east of downtown. Bishop built a shed to live in out of leftover wood salvaged from the demolition of a Redmond store. The kitchen shelves were wooden apple boxes, and there were no windows. Bishop traded labor for five windowpanes and installed them himself. Slowly he pieced together a living, exchanging his work for chickens and then trading their eggs for groceries. Over the years, he built a chicken coop, goat shed, woodshed, and roofed the farm buildings and his little cottage with cedar shakes that he split himself. Mrs. Bishop was an economic partner, helping in every way she could. She made butter for the family and a surplus to sell or trade, by shaking milk in a canning jar. When Mr. Bishop was lucky enough to get an odd job that paid cash, he walked to work

because he had no money for gas and no car to put the gas in. Bishop didn't recall this time with wistful nostalgia; instead he remarked, "There was sure a lot of unhappiness. That's what the Depression was like around here." [66]

Figure 13: Rural Kirkland dozed on "island time" between ferries. (Source: Museum of History & Industry)

During the Great Depression, Eastside families like Bishop's made do, working seasonally at the shipyard, at the woolen mill, at a logging camp, or for the New Deal Works Progress Administration, then retiring to their "stump ranches" on logged-off land. The ambitious raised chickens and sold eggs and garden produce; the bold flouted Prohibition law, and brewed beer or distilled moonshine whiskey to sell. Prohibition of the production and sale of alcoholic beverages in Washington State began in 1916, two years earlier than by federal law, and lasted until 1933. Of many such instances reported in the Seattle newspapers, in 1926, U.S. Marshals shut down a hundred gallon still near Juanita School. Four years later, in 1930, authorities busted a still on Market Street, in downtown Kirkland, on "the old Fessenden place," then rented to the Lee family. But Rose Hill, in particular, was "noted for its bootleggers" during Prohibition; most raids are described as being "near Kirkland," or outside its then-boundaries. The biggest Kirkland-area haul was in December 1932, when agents raided a local ranch, complete with turkeys and goats, to seize $30,000 of bonded liquor, smuggled in from Canada. But most local moonshiners were making do. Kirkland-area rancher John Walton told a *Seattle Times* reporter, "I couldn't get a job and I couldn't make money selling chickens so I took up moonshining." [67]

In Kirkland proper, not everyone struggled to make ends meet. Despite the Depression, professional men, like doctors, dentists, and attorneys, earned a good living whether paid in cash or paid with barter. Depression Kirkland depended on the ferry traffic to support a small downtown business district including a bank, post office, movie theater, newspaper office, and

retail shops. Riding the bus to Kirkland from Redmond, a farm family could visit the doctor or dentist, buy an Easter hat, attend Sunday School, and shop for garden seed. Kirkland was truly the Hub of the Eastside, situated at that vital central place by the ferry landing.[68]

Figure 14: The cross-lake auto ferry was the beating heart of Kirkland, pulsing hourly traffic through downtown. (Source: Special Collections, University of Washington Libraries)

Throughout the 1930s, downtown Kirkland was the focus of an extended rural community of dairies and poultry farms, nurseries and truck gardens, and its newspaper, *The East Side Journal*, continued to provide the communication which bound these scattered readers together. The *Journal* reported on community, printing weekly reports of the social and civic programs of the dozen small community clubs in the surrounding area, and publicized meetings, graduations, sports events, church services, and dances. Its Society column covered the Eastside "elite," detailing the luncheons to and fro of Kirkland matrons or the stay at a Redmond home of visitors from faraway Tacoma. The lending library sponsored by the Kirkland Woman's Club served the extended community as did the Kirkland merchants who advertised their goods and services in the *Journal*'s back pages.[69]

Figure 15: The King County Ferry made Kirkland the Hub of the Eastside, at this directional sign (now the intersection of Lake Street and Kirkland Avenue). (Source: Museum of History & Industry)

In 1930, about 1700 people lived within Kirkland town limits and three or four times that number lived within three miles of its border. This community, isolated by few roads and by Lake Washington, depended on the ferries that crossed the lake to and from Madison Park, in Seattle. Travel around the lake, on the northerly or southerly end, was time-consuming on poor roads. On the Eastside, local traffic on foot, in trucks and cars, and on the privately owned buses, rose and fell according to the ferry schedule, as though on an island. The Eastside's backwater insularity was intensified by the Great Depression hard times, testing its self-sufficiency. In 1933, the average price in Seattle groceries for eggs fell to 12c a dozen, and prices for other local farm products followed suit. At times, it cost more to keep the chickens than a farmer could earn for their eggs.[70]

Between 1930 and 1935, in the Great Depression, assessed valuation within the Kirkland city limits fell by one-third, nearly $1 million. In 1932, the first year of President Herbert Hoover's administration, King County provided $2500 per month for unemployment relief in the "immediate district" of Kirkland, requiring applicants to prove their poverty to an investigating committee. The aid provided a minimum of one day's work per week for one hundred men in rotation, starting with the neediest. In Kirkland, private charities held dances and raffles to raise additional funds for food, fuel, and clothing to be distributed locally. But Kirkland Congregational Church had to release its minister in 1933 because income from the membership totaled less than $1000 – the community could not afford his modest salary.[71]

Franklin D. Roosevelt was elected President in 1932, promising a “New Deal” for the United States. The *East Side Journal* editor Harold Everest had endorsed the laissez-faire policies of his opponent, incumbent President Herbert Hoover, and had published cheerfully optimistic editorials for Kirkland readers, asserting time and again that the national, regional, and local economy had “turned the corner,” and that prosperity was on the way. In 1933, the *East Side Journal* announced that the Lake Washington Shipyards had just won a contract that would employ fifty men, and Everest characterized the contract as evidence of the “return to normalcy for the nation.” Everest editorialized against Roosevelt as a “lightweight candidate,” who would impose a socialist “virtual dictatorship.” Editor Everest also worried about leftist radicals organizing labor unrest in Kirkland among the unemployed, fomented by “red leaders” from “outside.” However ambivalent the *Journal* was about FDR as a candidate, Everest celebrated the President’s New Deal programs, praising the Bank Holiday and the National Industrial Recovery Act (NIRA), reporting that 100% of Kirkland merchants were sporting blue eagle placards or banners, labelled NRA, indicating their participation in NIRA. In 1933, the New Deal Reconstruction Finance Corporation partly funded a shipyard contract that promised to put as many as 200 men to work, and the *Journal* praised it as a “big thing for the district.” [72]

Figure 16: The federal New Deal had major impacts in Kirkland. In 1938, the Works Progress Administration (WPA) cannery in Kirkland produced 400,000 cans of fruits, vegetables, and meat. (Source: Kirkland Heritage Society)

In January 1934, the *East Side Journal* reported that the shipyard had won eleven of its twelve most-recent bids for construction or repair. Aside from the shipyard contracts, Kirkland also benefited from the New Deal Works Progress Administration (WPA) programs, which more than doubled local work relief. The WPA built its local office in Kirkland, and hundreds of men from the Kirkland area worked on repairs to local roads, and construction of downtown sidewalks, a town cannery, community center, and a new school. In its first year of operation, 1935, the cannery assisted 379 local families to preserve produce, chicken, and other edibles for winter use, and it was a source of not just sustenance but considerable local pride. "Prosperity," enthused Editor Everest, "Isn't around the corner for Kirkland anymore – it's here!"[73]

The *East Side Journal* measured Kirkland's prosperity by the local payroll, referring to the town as "the shopping center of the Eastside." Kirkland was run by and for its downtown retailers, led by a small group of boosters and influencers, and governed by a handful of local prominent citizens. When Prohibition ended, in 1933, many Kirkland business owners rejoiced at the return of beer. But Mayor Charles Newberry, then pastor of Kirkland Congregational Church, resigned his political position rather than preside over collection of revenue from the legal sale of alcohol – an evil, as he saw it. The *Journal* joked that Kirkland had "tumbled from the water wagon," and the city councilmen accepted the mayor's principled resignation with polite regret and then promptly drafted an ordinance to profit from the new era. Beer sellers in Kirkland were required to be residents of the town, post a substantial bond, pay a hefty annual fee, and close by 1 am. Federal New Deal programs, the end of national Prohibition, and federal investment in local industry contributed to Kirkland's recovery from the Great Depression. Rugged individualists on the Eastside profited from state and federal policies and programs.[74]

In 1935, Lake Washington Shipyards won a private contract with Puget Sound Navigation Company – the "Black Ball Line" – and a chance to demonstrate its technical superiority and score a public relations coup. Working to an extraordinary design, the shipyard built a new superstructure on top of a burned-out hull and launched the glamorous art deco ferry KALAKALA. A glowing press release described the ferry as "fully streamlined in accordance with the latest principles of aerodynamics…[And s]he will at a distance resemble a mammoth aeroplane skimming over the surface of the water."[75]

Figure 17: The steel-sheathed ferry *Kalakala* was built from the hull up at Lake Washington Shipyard, and underscored the shipyard's cutting edge design and technology abilities. (Source: Museum of History & Industry)

"The most photographed ferry in the world" made the cover of *The Saturday Evening Post,* was featured in a movie, and was metro Seattle's icon in the decades before the Space Needle. The Kirkland shipbuilders had used "a unique method of electric welding [which] gives great strength and has made it possible to do away with unsightly rivet heads." Lake Washington Shipyards acquired twelve electric arc welding machines "of the latest type" and its craftsmen mastered this innovative manufacturing technology. This engineering, fabrication, and aesthetic achievement thrilled the 100,000 spectators who lined the entire lake to witness the KALAKALA's maiden voyage, on July 2, 1935. *Journal* editor Everest was enraptured:

Gracefully reflected in the light of the moon, with its silvery sides aglitter and lights twinkling from its portholes, the novel ferry crossed the still waters of Lake Washington on its first run under its own power…. This is just another feather in the caps of the local shipyard officials.[76]

After the KALAKALA, the shipyard was busy and prosperous, building private yachts, fishing vessels, a ship for the U.S. Army Corps of Engineers, and a sophisticated oceanographic survey ship for the U.S. Coast and Geodetic Survey. The shipyard invested in a new steel crane and a new set of ways. When the survey ship EXPLORER was launched, Kirkland folks turned out to cheer and rejoice. Not only had the ship kept 250 men at work in the shipyard, the U.S. Coast and Geodetic Survey immediately ordered a sister ship, PATHFINDER, and LWS landed the tricky contract to timber the caissons of the Tacoma Narrows Bridge.[77]

Technically sophisticated and competitive for federal contracts, the Lake Washington Shipyards payroll drove Kirkland's economic recovery from the Great Depression. The 1936 holiday buying season was the best in Kirkland since 1929. Between 1935 and 1940, the town's assessed valuation increased to nearly its pre-Depression level and deposits in the First National Bank of

Kirkland more than doubled. Real estate sales began to recover, and the national Rotary crowned Kirkland's commercial success by chartering a local affiliate.[78]

Kirkland and the Lake Washington Shipyard were more than content with one another. Eastside blue-collar craftsmen could work where they lived, read the local newspaper, spend their money in the hometown stores, worship at the hometown church, save their money in the hometown bank, and buy whatever house or land they could afford – as long as the real estate's racial covenant or prevailing racial discrimination did not prevent the purchase. Federal New Deal programs had left behind better roads and the Kirkland cannery, open to anyone in the community who wished to preserve homegrown fruit and vegetables. The local press, politicians, and pulpit celebrated this prosperity, creating and marketing Kirkland's small-town values – individualism, self-reliance, neighborliness, thrift, ingenuity, and respect for tradition.

Despite those small-town values, Kirkland's 1930s economic success depended on federal U.S. Navy and Geodetic Survey contracts and on federal New Deal programs. Short-of-war and wartime mobilization of Lake Washington Shipyards as a defense industrial plant brought a conclusive end to the Great Depression and transformed Kirkland, fundamentally challenging local people's belief in those small-town values. Mobilization did not just continue the late 1930s success, it utterly displaced it and upset the delicate relationships between towns and industry, customers and workers, residents and strangers.[79]

Kirkland Wartime Mobilized Industry

In 1940, before the United States entered World War II, Lake Washington Shipyards already had U.S. Navy contracts on the books for four anti-submarine net tenders, one thousand balk banks for anti-submarine nets, seven artillery lighters, and six seaplane tenders. The huge federal Naval Appropriations Bill brought cost-plus contracts to the smallest U.S. shipyards to produce for the short-of-war arsenal of democracy, and the Defense Plant Corporation (DPC) financed plant construction and expansion. Additional policy inducements to private investment in the national defense program included accelerated tax depreciation for new construction and expansion. LWS would call on federal programs to underwrite an enormous expansion in land and upgrades to facilities.[80]

Figure 18: Seaplane tender *Suisun*, off Lake Washington Shipyards, September 1944.
(Source: U.S. Naval Historical Center)

Wartime ownership of new construction at Lake Washington Shipyards demonstrates this combined effect. The U.S. Navy Stores building, which issued the top-secret radar equipment to employees with security clearance, was managed by U.S. Navy personnel. The land on which the building was constructed belonged to the shipyard, which also owned the top floor; the first and second floors, however, belonged to the Defense Plant Corporation (DPC). Of the $1.5 million spent on new equipment and facilities at Lake Washington Shipyard between 1941 and 1943, less than $200,000 was private money.[81]

Sponsored by the U.S. Navy, the DPC purchased land north and south of the shipyard on the Houghton shoreline, taking the reluctant northerly landowner to court to force the sale. On his lakefront property, the government expanded the Houghton landing to accommodate the ferry LINCOLN which would carry LWS shipyard workers to and from Seattle. On the new south yard, the DPC built an entire metal fabrication shop, three new sets of ship construction ways and the craneway to service them. A new outfitting dock was built, as well as first aid facilities, a cafeteria and lunchroom, and a new septic system. As well, the DPC paid to blacktop the shipyard, fence it, and extend the water system. In short, the federal government built an entire shipyard that was three or four times the size of the prewar yard, and then leased it back to Lake Washington Shipyards.[82]

Lake Washington Shipyards was privately held but the unique wartime relationship among the corporation, the military, and the federal government – so visible in the yard's dramatic expansion – gave the local impression that the yard had been commandeered by the U.S. Navy. This perception deepened when the Works Progress Administration (WPA)-built Kirkland

community center was taken over by the Navy, and converted to a 250-man barracks for naval crews awaiting completion of their ships at the yard. [83]

In all, 29 seaplane tenders, net tenders, and torpedo motherships were built from scratch and more than 500 Allied ships repaired at LWS, as a mobilized industrial plant throughout World War II. Throughout 1941, as the European war raged and tensions heightened in the Pacific, the sleepy isolationism of the Eastside gave way to a rising sense of dread and urgency. Lake Washington Shipyards took on a heroic wartime role, vital to naval success as sailors and shipbuilders stood shoulder-to-shoulder to win the war at sea. On the night of Pearl Harbor, the yard's assistant superintendent took his rifle down to the shipyard, and spent the night awake on the end of the outfitting dock, intending to protect the shipyard against attack. Just north up the shoreline, Ballinger Boat Works was mobilized and renamed Kirkland Marine Construction in 1942, gaining a U.S. Coast Guard contract for 68 wooden-hulled picket boats. Kirkland's prewar isolation and isolationism – expressed by its newspaper – disappeared overnight. Isolationists became belligerents.[84]

Starting on March 14, 1942, the Lake Washington Shipyards' weekly newspaper, *On the Ways,* celebrated the soldiers of production. The U.S. Navy financed the newspaper to promote "the zeal, the sincerity, the two-fisted eagerness of … the Lake Washington Shipyards to help make every minute count toward victory." From the first issue to the last, on October 26, 1945, *On the Ways* produced a steady blend of exhortation, humor, cheesecake, and chitchat, uniquely tailored to the Kirkland homefront. [85]

In 1939, 250 men worked at Lake Washington Shipyards; at Pearl Harbor, 2000; by the summer of 1943, there were more than 8,000 workers, on three shifts round-the-clock. Employment rose more than 3,000% in less than four years. In the 1930s, each ship was tailor-made by craftsmen and the yard essentially shut down between contracts. For the duration, 24/7/365, the mobilized shipyard introduced multiple production, using standardized parts and pre-assembled units, and quickly trained, highly specialized workers. Journeyman crafts were broken into sets of simple skills, opening well-paid blue-collar unionized work to the unskilled and semiskilled, to women and to people of color. As World War II mobilization put an end to the Great Depression, the shipyard boomed on the wartime cost-plus contracts, and so did the shipyard's hometown boom on the industrial payroll. The "greatest Christmas buying rush in the history of the city" hit Kirkland in December 1942, and holiday season sales continued to grow each year throughout the war. [86]

On the eve of World War II, Kirkland was a small city of shops, professional offices, a small hospital, churches, and clubs. Customers from all over the Eastside did their usual weekly shopping in the markets, at the specialty shops, and at the J.C. Penney department store. Several professionals, including an attorney, two physicians, a dentist, two veterinarians, and an architect centered their sprawling practices in Kirkland. There was a fine high school that served a wide area, and seven active churches. Local clubs included the Rotary, Commercial Club, Active Club, Federated Order of Eagles, the Kirkland Woman's Club, Red Cross guilds, Business and Professional Women's club, and half a dozen other associations that provided social activities and promoted civic betterment. There was a legal maximum of six beer-selling taverns in town. Hardware and lumber dealers supplied local builders; feed and agricultural

machinery outlets supplied local farmers and ranchers. Seven auto dealerships sold new and used cars and trucks in Kirkland, and there were numerous service stations that repaired trucks and cars, as well as sold gas and oil.[87]

Kirkland was still the “Hub of the Eastside,” as the four-way stop signal proclaimed, set at the town’s central intersection, at the turn to the ferry slip. The venerable LINCOLN, built at Lake Washington Shipyards’ predecessor yard in 1914, carried commuters, students, shoppers, mail, freight – nearly everything – that came from or to the Eastside. The drive to Seattle remained formidable in 1939, a lengthy trip around either the north or south end of Lake Washington. Major King County roads were in good shape, but many of the Eastside’s secondary roads were gravel, and often potholed and muddy. There were no passenger trains to Kirkland or bridges across the lake.[88]

Figure 19: In 1940, the “bridge to the future” opened to traffic on Lake Washington. Its convenience would displace the lake ferries, and be joined in 1963 by the northerly cross-lake bridge. Both would suburbanize the Eastside. (Source: Museum of History & Industry)

Kirkland’s population had grown by 20% between 1930 and 1940, and deposits in the First National Bank of Kirkland, had nearly tripled. However, total assessed valuation of existing structures and property declined during the same period. The recovery of retail in downtown Kirkland masked deep and enduring rural poverty. Government inspection determined that nearly 75% of the houses on Rose Hill needed major repairs and/or lacked indoor plumbing. The most common home in 1939 was a two-bedroom frame structure with a basement and unfinished attic, of less than 1,000 square feet in area, on a large rural lot or small acreage. Outside of town, away from the shipyard, away from the ferry dock, the Eastside lived on rural time. Four days after Pearl Harbor, the *East Side Journal* editor advised local poultry ranchers on the best methods to maintain high egg production despite the wartime blackout’s unsettling effects on laying hens. As the war began, there were nearly as many advertisements in the

Journal for dealers in farm equipment, nursery stock, seed, and feed as for all other retail establishments combined. [89]

After Pearl Harbor, on the wartime homefront, Kirkland folks joined the local Civil Defense, training to deal with any emergency, whether a mass evacuation or an incendiary attack which left hundreds dead and injured. Shifts of plane spotters scanned the skies with binoculars from a lookout tower on Rose Hill, and Kirkland and Houghton boaters organized patrols of Lake Washington. Kirkland Civil Defense patrolled the gasoline and oil storage facility on the lakeshore to prevent sabotage, and enforced blackout regulations throughout the unincorporated area around Kirkland, including Juanita, Rose Hill, and Houghton.[90]

The *East Side Journal* published a weekly column, "Mrs. America Meets Defense," which stressed women's voluntarism on the homefront: knitting, sewing, baking cookies, and rolling bandages. The Kirkland Emergency First Air Corps organized, to work alongside local Red Cross and church auxiliaries. The uniformed Corps women learned basics of battlefield medicine and first aid for gas and chemical warfare if Kirkland were attacked. Going from door to door, representatives of Kirkland's civilian defense visited every area home, to urge residents to prepare for emergency. [91]

In December 1942, the *East Side Journal* reported that Kirkland was a "number one bombing area" because of its proximity to the Lake Washington Shipyards. Consequently, local Civil Defense had been allocated an especially large supply of cots, stretchers, gas masks, and steel helmets because of the heightened risk of enemy attack. Throughout the war, both the *Journal* and the *Bellevue American* emphasized the importance of the shipyard as a military target, stoking the local sense of patriotism, anxiety, and anger.[92]

The homefront's growing sense of urgency bred resentment and fear of people of Japanese descent, who looked like the enemy. Most local Nisei and Issei lived outside the then-Kirkland city limits, on farms on Rose Hill, in Juanita, and in the Yarrow Bay wetlands, and further south in Bellevue. Issei – first generation Japanese immigrants – were forbidden by law to become citizens or to own land. Their "property" was lease-held. Nisei – second generation Japanese-Americans, born in the United States - were citizens by birth with the rights due to any citizen. Japanese farm families had participated alongside the prewar Eastside rural community – and sometimes within it. The president of Kirkland High School's junior class was a Nisei boy. Nevertheless, after Pearl Harbor, those who had resented Japanese farmers before the war found an opportunity to justify their eviction from their land and their homes.[93]

The Eastside homefront seethed with rumor about local Japanese and Japanese Americans. There was talk that Japanese farmers in Houghton and Medina had seeded their 1942 crops in coded patterns which Japanese bomber pilots could read. "Though," as the *East Side Journal* pointed out, "no sabotage or other unloyalty among the Eastside Japanese has yet been reported to the press," by May 1942, the last Japanese and Japanese Americans were forced from the Eastside bound for relocation camps and then on to internment camps. Without trial, under Executive Order 9066, their loyalty was suspect and their leased farmland was forfeit. Despite federal policy that should have protected their rights as citizens, federal practice under the urgency of wartime betrayed those rights. On May 20-21, 1942, more than four hundred

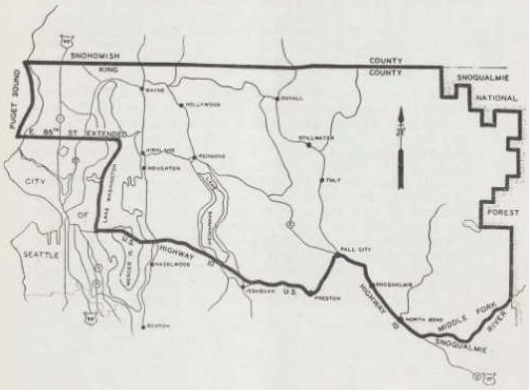
Issei and Nisei from throughout the Eastside boarded the first passenger trains to depart the Kirkland station in sixteen years, bound for the Camp Harmony detention center at the Puyallup fairgrounds, on to Fresno, California and then on to other incarceration camps.[94] [95]

C. E. Order 80

PROHIBITED AREA

EXCLUSION ORDER No. 80

WESTERN DEFENSE COMMAND AND FOURTH ARMY



This Map is prepared for the convenience of the public; see the Civilian Exclusion Order for the full and correct description.

WESTERN DEFENSE COMMAND AND FOURTH ARMY
WARTIME CIVIL CONTROL ADMINISTRATION
Presidio of San Francisco, California

INSTRUCTIONS TO ALL PERSONS OF JAPANESE ANCESTRY

LIVING IN THE FOLLOWING AREA:

All of that portion of the County of King, State of Washington, within the boundary beginning at the point at which the Snohomish-King County line meets Puget Sound; thence easterly and following said county line to the western limits of the Snoqualmie National Forest; thence southerly and following the limits of said National Forest to the Middle Fork of the Snoqualmie River; thence westerly and following the Middle Fork of the Snoqualmie River, and the Snoqualmie River to its intersection with U. S. Highway No. 10 at Fall City; thence westerly along said Highway No. 10 crossing Lake Washington Floating Bridge to the west line of Lake Washington; thence northerly along the west line of Lake Washington to East 85th Street extended; thence westerly along East 85th Street extended and 85th Street to Puget Sound; thence northerly and following the shoreline of Puget Sound to the point of beginning.

Pursuant to the provisions of Civilian Exclusion Order No. 80, this Headquarters, dated May 15, 1942, all persons of Japanese ancestry, both alien and non-alien, will be evacuated from the above area by 12 o'clock noon, P.W.T., Wednesday, May 20, 1942.

No Japanese person will be permitted to move into, or out of, the above area after 12 o'clock noon, P.W.T., Friday, May 15, 1942, without obtaining special permission from the representative of the Commanding General, Northwestern Sector, at the Civil Control Station located at:

122 Kirkland Avenue,
Kirkland, Washington.

Such permits will only be granted for the purpose of uniting members of a family, or in cases of grave emergency.

The Civil Control Station is equipped to assist the Japanese population affected by this evacuation in the following ways:

1. Give advice and instructions on the evacuation.
2. Provide services with respect to the management, leasing, sale, storage or other disposition of most kinds of property, such as real estate, business and professional equipment, household goods, boats, automobiles and livestock.
3. Provide temporary residence elsewhere for all Japanese in family groups.
4. Transport persons and a limited amount of clothing and equipment to their new residence.

THE FOLLOWING INSTRUCTIONS MUST BE OBSERVED:

1. A responsible member of each family, preferably the head of the family, or the person in whose name most of the property is held, and each individual living alone, will report to the Civil Control Station to receive further instructions. This must be done between 8:00 A. M. and 5:00 P. M. on Saturday, May 16, 1942, or between 8:00 A. M. and 5:00 P. M. on Sunday, May 17, 1942.
2. Evacuees must carry with them on departure for the Assembly Center, the following property:
   (a) Bedding and linens (no mattress) for each member of the family;
   (b) Toilet articles for each member of the family;
   (c) Extra clothing for each member of the family;
   (d) Essential personal effects for each member of the family.

   All items carried will be securely packaged, tied and plainly marked with the name of the owner and numbered in accordance with instructions obtained at the Civil Control Station. The size and number of packages is limited to that which can be carried by the individual or family group.
3. No pets of any kind will be permitted.
4. No personal items and no household goods will be shipped to the Assembly Center.
5. The United States Government through its agencies will provide for the storage, at the sole risk of the owner, of the more substantial household items, such as iceboxes, washing machines, pianos and other heavy furniture. Cooking utensils and other small items will be accepted for storage if crated, packed and plainly marked with the name and address of the owner. Only one name and address will be used by a given family.
6. Each family, and individual living alone, will be furnished transportation to the Assembly Center. Private means of transportation will not be utilized. All instructions pertaining to the movement will be obtained at the Civil Control Station.

Go to the Civil Control Station between the hours of 8:00 A. M. and 5:00 P. M., Saturday, May 16, 1942, or between the hours of 8:00 A. M. and 5:00 P. M., Sunday, May 17, 1942, to receive further instructions.

J. L. DeWitt
Lieutenant General, U. S. Army
Commanding

May 15, 1942

See Civilian Exclusion Order No. 80.

Figure 20: In May 1942, more than 400 Japanese Issei and Japanese-American Nisei boarded the train in Kirkland, headed for wartime incarceration. (Source: *Japanese American Digitization Project, Archives and Special Collections. California State University*)

The departure of Japanese and Japanese-American farmers, in late spring, left seeded fields and berry acreage behind on the Eastside, ready for summer and fall harvest. In Bellevue, for instance, nearly five hundred acres of land farmed by evacuees was confiscated and placed under the management of Western Farm and Produce. A single Japanese-American servicemen, serving in the famed U.S. Army 442nd division, returned to Bellevue in the summer of 1941 for a brief visit. His appearance on Main Street suggested to edgy locals that the internees would soon return, and prompted a petition signed by more than 400 Bellevue residents to demand that the government never permit the Issei and Nisei to return to the Eastside. At war's end, the Remember Pearl Harbor League and Japanese Exclusion League sold hundreds of dollars in memberships in its Eastside meetings, earning national attention in *Time* magazine. Wartime hysteria justified the unconstitutional policy and practice of racial purging on the Eastside, paving the way for postwar racial exclusion.[96]

As millions of men and women went off to the war's frontlines, other millions went to the war's homefront. In the huge manpower shortage, Lake Washington Shipyards as well as every other mobilized defense employer placed ads in periodicals throughout the U.S., urging the soldiers of production to pursue draft-deferred opportunities in defense industries. Between October 1941 and October 1942, Lake Washington Shipyards hired 6000 new workers – and many workers brought their families with them to the Eastside.

In the first years of Lake Washington Shipyards mobilization, newcomers were local men recruited from Kirkland-area farms and WPA crews, from Seattle bakeries, filling stations, offices, and factories. Then they came from logging camps and fishing boats; there were wheat farmers from eastern Washington; then oil pipeline welders from Montana; and the rural poor of the Dust Bowl. Most had never worked in a shipyard before but they were all "people who worked with their hands, who had gone from job to job to job." The shipyard ran urgent ads for trainees in the Eastside and Seattle newspapers, and trainees received free instruction in a trade and earned half salary from the start of training. "They put everybody to work [at LWS] who could stagger down there," was the cynical opinion of one experienced shipfitter at Lake Washington Shipyards. [97]

The newcomers to Lake Washington Shipyards included a wide range but "Okies" and "Arkies" may have been the most conspicuous strangers. They were the rural white poor migrants from the Dust Bowl; they spoke with accents and had no shipbuilding skills. They were called "hicks" and "red necks." Some could not read a ruler let alone a blueprint and some had truly not worn shoes until they pulled on shipyard workboats. Judged shiftless and incompetent, they were butts of many of the shipyard pranks and practical jokes. As were women and African-American men and women. [98]

Federal policy governing the lucrative cost-plus contracts for U. S. Navy construction at LWS required union membership and prohibited racial discrimination in hiring. The cost-plus wartime reimbursement returned all basic expenses to the shipyard plus a fixed percentage fee of those costs, usually 10%. Such cost accounting did not encourage keeping the payroll lean or maintaining prudent oversight of supplies but it did encourage the colossal wartime effort to arm the world and win the war.[99]

During the early homefront, female workers at the shipyard were clerks, secretaries, or first aid nurses. But as more men went to the frontlines, women were called on to learn shipyard jobs traditionally considered “men’s work.” Begged to stay home during the Great Depression, to not take a “man’s job” from him, women were now begged to train for war production. Training alongside men at the Kirkland trade school, women eventually comprised 50% of welders, sheet metal workers, burners, electricians, and scalers at Lake Washington Shipyards. The federal Lanham Act daycare center, located in the wartime housing project, charged $.25 per child per day, and downtown Kirkland businesses catered to working women, offering laundry service and takeout family meals.[100]

Until 1937, the biggest shipyard unions – the Boilermakers and Iron Shipbuilders – had explicitly excluded Blacks from membership, as did the Machinists and the Brotherhood of Electrical Workers. At Pearl Harbor, employment opportunities for Blacks in Seattle area shipyards were limited to jobs as scalers – industrial janitors. During the wartime emergency, perhaps 10% of Lake Washington Shipyards employees were Black. The only Black employees at Lake Washington Shipyards who were admitted to full union membership belonged to Shipscalers Local 541, in the American Federation of Labor. Blacks were grudgingly admitted to AFL Painters Local 300, to paint camouflage on the seaplane tenders, but their union memberships were only “for the duration,” and they didn’t actually belong to Local 300 but in the Shipscalers – in the end, this meant that their high-paying blue-collar jobs ended with the war and these painters would not paint G.I. Bill houses after the war. In the full press run of *On the Ways,* only two photographs of Black workers were published. They were essential but they were virtually invisible.[101]

The Kirkland-area wartime housing shortage was acute. There was nowhere to go. Newly-arrived families lived in garages, chicken coops, tents, and shacks. The shipyard took advertising space in the *East Side Journal* throughout 1942 to beg local residents to rent sleeping rooms in their homes to defense workers, and a June editorial urged such cooperation as “a patriotic duty.” Some homeowners complied and hastily remodeled – one family put their kids outside in tents and rented out their rooms.[102]

Sharing homes, pitching tents, and converting outbuildings didn’t meet the dramatic housing crisis. In March 1942, the *Journal* announced that construction would soon begin on 400 new homes for shipyard defense workers. One hundred were to be permanent houses, built to last; the rest would be built to last only for the duration. Neighbors have vivid memories of the speed with which the new federal housing went up – “One day, there was a cow pasture there; the next day, they were bulldozing.; the next day, the framing was going up.”[103]

By every indicator, Kirkland was soon overwhelmed by wartime mobilization. Overnight, 6,000 new shipyard workers had arrived, many with families, and most needing to live where they worked. Traffic flooded local roads, and traffic scofflaws ignored local law enforcement. Although gas, oil, and tires were rationed during the war, and new cars were unavailable, there were plenty of prewar jalopies. In a 1942 traffic study, 8,800 cars drove through downtown Kirkland between 6am and 10am – and of those, 50 blew straight through the stop sign at the center of town. 90% of Kirkland’s traffic tickets went unpaid in 1942, a clear indicator of the work hard, play hard wartime boomtown.[104]

The LWS wartime federal housing projects were built south and east of the then Kirkland city limits in unincorporated King County. The permanent homes in Lakeview Terrace were conventionally built all-electric homes on slab foundations, quite small but with privacy and a superb view west across the lake. Projects A and B consisted of duplexes. Built on wooden foundations, their substandard construction was lightly framed, completely uninsulated, and roofed with tarpaper. Each unit in A and B was equipped with a coal-burning range, and had its outside coal bin. But the first two families to move into the projects were grateful – one had been living in a chicken coop, the other in a garage. Many had arrived in Kirkland with their kids, their dogs, and all their belongings lashed under a tarpaulin in the back of a pickup truck – a modern covered wagon. The duplex rents were quite reasonable - between $37 and $46 monthly for two- and three-bedroom units when weekly paychecks of $60-70 were common at the shipyard. Shipyard employment increased every month throughout 1942, and a week after Lakeview Terrace opened, the *Journal* announced bids for thirteen hundred additional housing units to be built south along the bluff, east of the old Cort Road. On that same day, the Kirkland School District called for bids to construct a new elementary school, to serve the children of the new project – Stewart Heights.[105]

Opened in November 1943, Stewart Heights became notorious for the speed with which it was built and the shoddiness of its construction. It was simply a barracks for the soldiers of production, and their families. Impermanent, it was intended to last only for the duration of the war. Coal-heated, with fiberboard interiors, Stewart Heights had a community center, volunteer fire department, daycare facility, cafeteria, county library branch, and an auditorium. It was designed to be a temporary community on the homefront of a nation at war. The King County Housing Authority managed Stewart Heights, and invited bids for a grocery, pharmacy, dry goods store, beauty shop, barber, laundry, and shoe store – nearly all those outlets were open at Stewart Heights by January 1944.[106]

Figure 21: The Stewart Heights federal housing project for wartime workers at LWS, administered by King County Housing Authority. (Source: Special Collections, University of Washington Libraries)

Kirkland Rotary and the Kirkland Congregational Church held a welcoming party for “Kirkland’s newest citizens” at the newly-opened Collins Elementary School. Newcomers were welcomed and invited to build and belong to a community that would outlast the homefront. “We think of you,” remarked the mayor, “as a definite part of our community and we are glad to welcome you here… If after the war is over, you decide to stay here, we’ll be glad to have you.” However, most Stewart Heights residents remained strangers in Kirkland. Local schoolkids called Stewart Heights “Stupid Heights,” and its residents young and old endured constant teasing as ignorant yokels who washed their feet in the toilet, tried to build wood fires in the oven of their range, and peed in coffee cans and tossed the urine out the back door. They were never fully accepted as Kirkland residents despite their crucial role in wartime industrial production and their value as customers in the Kirkland boomtown.[107]

Figure 22: The new Collins School at Stewart Heights, for the children of LWS workers, 1944. (Source: Museum of History & Industry)

Kirkland's welcome, modest as it was, was not extended to all Black workers and their families because most of them were not there. Despite federal policy, racial segregation was the practice of the King County Housing Authority in the Kirkland projects. Blacks who worked at the Lake Washington Shipyards were not eligible to rent in the Projects, so many had to live in Seattle and commute by ferry to the shipyard from Madison Park, riding a bus to and from their housing to the Madison Park ferry landing. The inconvenience of this inequitable practice added hours of unnecessary commuting time to many Black shipyard workers' daily schedule and barred them from acceptance into the Kirkland community.[108]

Despite the mayor's welcoming words, The *East Side Journal* editor worried that "Kirkland is a city full of problems because the war has caused her expansion too fast." The federal Defense Housing Authority reported that, by fall 1943, new housing had been built in the Kirkland area to accommodate 1,500 families, as well as a dormitory for 200 single men. The Inglewood Country Club clubhouse was remodeled as a dormitory for an additional 250 single men. Facing crises in transportation, policing, water and sewage, healthcare, and education, Kirkland itself began to change in response to the risks and opportunities of the homefront. Few boys were interested in the longstanding Kirkland High School agricultural program. In 1943, the high school dropped the program entirely because of "the increasing strong industrial trend of the area." Life seemed to speed up, and to become more dangerous and demanding. "Where once," editor Frank wrote, "we knew almost everyone on the street, now we know only one in five." In the town where everyone once noticed a stranger, suddenly nearly everyone was a stranger.[109]

The Kirkland wartime community never embraced most newcomers; they were too different and they were tolerated only for the duration. Newcomers remained customers and strangers,

separate from long term residents. The boomtown itself was noisy, disorganized, gaudy, and brash – sometimes, self-indulgent. Crises in public safety and public health had broken public trust. Local sewage and water systems were utterly inadequate. The Kirkland City Council reluctantly agreed to allow the wartime housing projects to open "using a temporary septic system instead of the desired sewer … [because] the pressure to occupy was too great to put off opening." In fact, to save time, the contractor laid the water line to the housing projects on top of the ground, and during the winter, straw fires were kindled on top of it, to keep the water from freezing solid in the pipe. A 1945 tenant census throughout King County's housing projects found that most out-of-staters were from the Mountain and North Central states, but many on the local homefront wished to believe that most newcomers were Dust Bowl hillbillies or big city toughs. Gossips repeated sensational tales of the ignorance of Tarheels, Arkies, and Okies, or the arrogance of Texans, or the streetwise swagger of Chicago bullies.[110]

But commercial Kirkland was thriving, in a world at war. Gold stars hung in the windows of town homes and lonely farmhouses, to commemorate Kirkland's servicemen and women who had died in the war, and the downtown Penney's department store filled an entire display window with photos of Kirkland young people serving in uniform. But on the homefront, deposits in the First National Bank of Kirkland increased by 500% between 1940 and 1945. Many local businesses expanded during the war, from the bowling alley to the grocery store. New enterprises included another service station, a new post office, bakery, furniture store, auto repair, butcher shop, and a greatly enhanced movie theater. By war's end, there were three pharmacies in downtown Kirkland, and numerous clothiers opened during the war. Merchants advertised layaway purchase plans, and welcomed "Newcomers and Defense Workers," announcing longer business hours to accommodate shift workers, "So that you can shop leisurely and cash your paycheck." A bustling boomtown replaced the modest market town of the 1930s, and Kirkland also remained the market and transportation hub of the Eastside, serving a dispersed population of between 12,000 and 15,000.[111]

But shipyard growth crossed a line, sometime in late 1943, where the unspoken bargain between industry and community was broken. Environmental and civic problems exceeded economic benefits but the variable of wartime urgency altered that simple equation. Kirkland, thrilled by the boom, and Houghton, rising to homefront necessity, accommodated Lake Washington Shipyards. But it was a bad neighbor. Three shifts a day, bright lights, ship construction noise and the loudspeaker all night long, a filthy lake, and a hometown that seemed lawless and out of control. Rats roamed the shoreline, and ships in for repairs discharged oily bilge into Yarrow Bay. Early in the war, a Washington State chemist remarked of water scooped from Yarrow Bay, "By God, this is almost pure urine!" And two years later, it was reported that sewage from the shipyard had polluted "large areas" of the lake, In June 1944, the Washington State Department of Health declared Kirkland's drinking water "unfit for human consumption," with E.coli at five times the permissible level, and boil-before-drinking orders were frequently in place. Lake Washington bathing beaches were closed in the summertime throughout the later years of the war.[112]

After the War

Five thousand cheering spectators had lined the lakeshore for the launching of the first LWS seaplane tender, but the Eastside acceptance of the shipyard's heroic role grew more reluctant over the course of the war. As the yard experienced its most dramatic and lucrative period, it encountered the most hostile climate of community opinion.

At war's end, the U.S. Navy instantly cancelled its contracts with Lake Washington Shipyards, and the payroll began to decline. The yard went down to a six-day week, and then in August 1945, the yard laid off nearly all of the swing shift. The last issue of *On the Ways* was published September 28, 1945. Every woman welder in the shipyard was laid off the day before Thanksgiving, 1945. By August 1946, the *104 Reporter* remarked gloomily that the Lake Washington Shipyards was "completely empty but for a few taking inventory." And the boomtown also began to decline. *Journal* editor Frank noted, "Merchandising has been very simple [in Kirkland] the last two or three years. Almost anything could be sold if it was obtainable but times are changing."[113]

As early as 1943, some Eastsiders had grown skeptical of the boomtown benefits of an industrialized shoreline, and wary of a twin blue- and white-collar future. Blue-collar local jobs and white-collar suburbanization seemed mutually exclusive. Kirkland's City Council appointed a Postwar Planning Commission in 1943, to explore avenues for "creating postwar employment." At war's end, proposals were made by the U.S. Navy to dredge Yarrow Bay as a "freshwater reserve naval base" to accommodate more than 300 ships, with repair facilities at Lake Washington Shipyards. The Navy promised a payroll of more than 2000 blue-collar workers at the base and yard. Kirkland's Commercial Club hailed these efforts. But editor Frank also editorialized that "Kirkland and its environs are the natural place for Seattle expansion," meaning G.I. Bill residential subdivisions for workers commuting to white- or blue-collar jobs in Seattle.[114]

Figure 23: After the conclusion of World War II, the U.S. Navy proposed mooring a fleet of warships in Yarrow Bay, and using the Lake Washington Shipyard as a repair facility.
(Source: Seattle Public Library)

Civic, fraternal, and community organizations throughout the Eastside joined in "white heat indignation" to oppose the Navy's Yarrow Bay proposal and its "menace to the health and security of a quiet, peaceful residential community." Houghton and Yarrow Point, on the east, south, and west side of the bay, were unincorporated residential communities each represented only by their community clubs. A lakefront resident in Houghton told a *Seattle Times* reporter that no one had complained about the mobilized shipyard "because this was wartime." But the war was over and even patriots had had their fill of an industrialized lakeshore. The community

clubs opposed the Navy's moorage plan, and they led the campaign to oppose it. Kirkland's boosters and retailers stood alone against most of the Eastside in support of the Navy's proposal to permanently industrialize the Houghton lakeshore and Yarrow Bay. [115]

The Yarrow Community Club chair put the proposition simply:

If Kirkland wants the payroll, let Kirkland take the boats, too…Let them take the unsanitary conditions which come from the sewage, and the oil which comes from pumping out the bilges, and the wrecked view which comes from having a flock of boats tied up right on the front doorstep. If Kirkland wants all this, let them have it in front of Kirkland.[116]

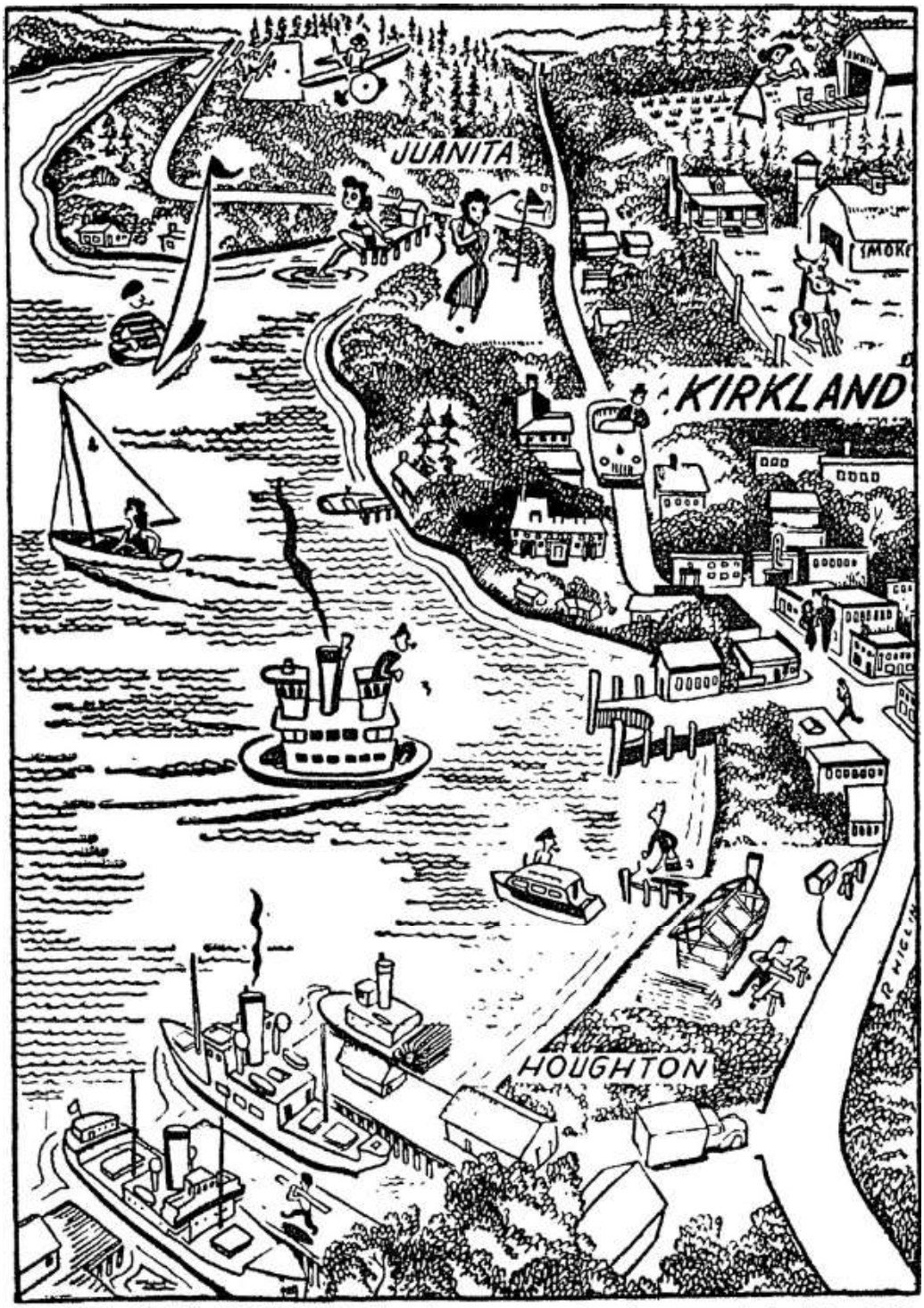
The argument over the fate of Yarrow Bay split along class lines. Editor Frank, of the *East Side Journal*, argued the "moral obligation to provide jobs for the several thousand war workers who want to remain on the Eastside following the war," and declared that opposition to the Navy plan came only from the "wealthy and influential." The Kirkland Commercial Club agreed. The Club urged cooperation with the U.S. Navy, arguing that the Navy plan would employ nearly 4000 men and women, and suggesting that the Navy also planned to convert the Stewart Heights housing project in a West Coast naval academy, a Kirkland Annapolis.[117]

Organized labor joined local retailers to advocate for the Navy plan, satirizing the effete aristocrats "raising their collective hands in horror at marring the beauty of 'ouah lovely lake'." Don't, urged the Boilermakers *104 Reporter,* allow "a little scenery to jeopardize a two-million-dollar payroll." A meeting at Stewart Heights turned out more than 600 supporters of the Navy plan. In what critics called a "beer hall atmosphere," one speaker satirized "these people who clip coupons for their income" on Lake Washington's Gold Coast. He continued:[118]

This is more than a fight against moorage of these Navy ships here…For years, one group, mostly well-to-do people, have fought against any plan to industrialize any part of the lake near Kirkland. The other group, people who must work for a living, know that there must be some industry there to give them jobs. You can't live on scenery alone – we tried that between 1932 and 1938.[119]

On August 30, 1945, the Navy announced its intention to moor the ships in Oregon, and expressed shock at the local hostility. This decision meant the end to "working where you live" for thousands of blue-collar men and women who lived on the Eastside.[120]

"It hardly seems possible," wrote editor Frank, "that the management or the government would allow all this valuable equipment to lay idle." But Lake Washington Shipyards was essentially shut down. Between July and November 1945, applications for public assistance in King County rose by nearly 1,000% as a civilian economy haltingly replaced a wartime economy. Local public housing built for war workers became in effect low-income housing, situated far from employment and with limited public transportation. Kirkland's boosters regrouped, marketing Kirkland in 1947 at the second annual Summer Festival as the "Small City with Metropolitan Advantages." The visiting entrepreneurial investor was invited to investigate the "fine choices of [factory] sites" and the potential commuting homeowner was directed to the "excellent schools, churches, and recreational facilities," near the "beautiful residential area." Kirkland boosters hoped to have their cake and eat it, too.[121]



EAST SIDE HAVEN—If you've always wanted to know where the Kirkland ferry goes, this Post-Intelligencer cartoon map by Richard Higlin will give you a slightly imaginative idea of the many scenic and recreational advantages of the home communities of Kirkland and Houghton on the east side of Lake Washington.

Figure 24: After Houghton incorporated, Greater Kirkland struggled to accommodate its G.I. Bill residential suburban future as well as its blue-collar industrial heritage. (Source: Seattle Public Library)

In 1947, the Skinner Corporation purchased the Lake Washington Shipyards for $85,000, settling separately with the federal Defense Plant Corporation for the south end of the shipyard. The shipyard, that had been so noisy and busy, fell silent. Skinner used the yard as a freshwater winter tie-up for the Alaska Steamship Company. Lake Washington Shipyards passed into industrial limbo – into "undevelopment" – as a handful of small enterprises leased space in its huge empty buildings. [122]

For five years, Houghton – reluctantly – and Kirkland - enthusiastically – had embraced a highspeed, crowded, lucrative blue-collar industrial homefront. After the war, Kirkland – reluctantly – and Houghton – enthusiastically – chose a white-collar residential suburban future. The G.I. Bill drove suburbanization of the Eastside, as new homeowners commuted to the jobs of Seattle and Renton over the 1940 I-90 bridge – the bridge to the future. And from the start, from 1940, traffic engineers designed a two-lane I-90 overpass at the site of interchange ramps to and from an as-yet unbuilt, barely imagined north-south major highway, which we know today as I-405.

Exclusionary Housing Practices

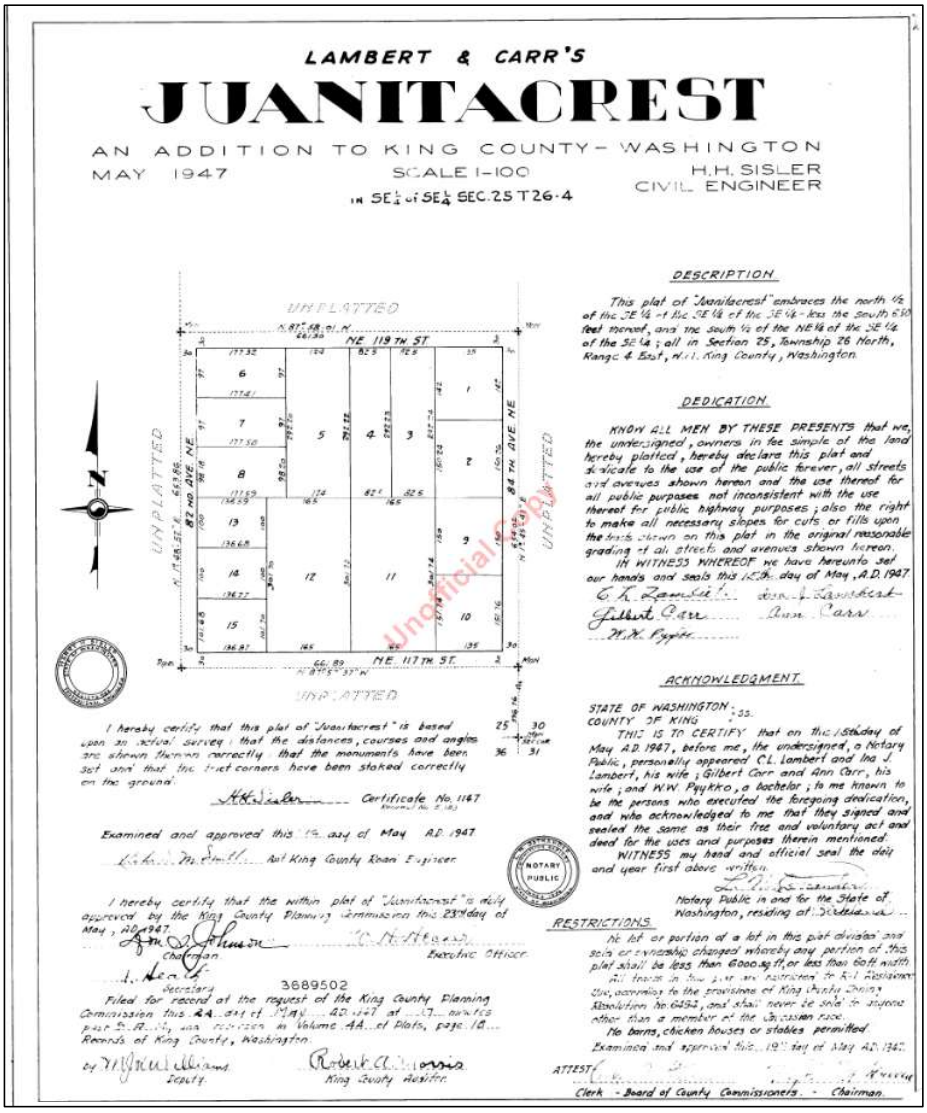
Federal policy enacted the Servicemen's Readjustment Act – better known as the G.I. Bill - to open the door to new home ownership for WW II veterans, no money down, low-cost mortgage guaranteed. Millions of veterans entered the middle-class and began to accumulate the generational wealth represented by home ownership. The G.I. Bill also underwrote veteran education from vocational training to graduate school. The Bill's opportunities were open to all veterans, by federal policy, but they were denied to some veterans, in local practice, as the Bill was administered state by state. Realtors colluded by racially steering Black veterans who were told that they wouldn't be comfortable in certain neighborhoods and effectively barring them in "redlining" from the opportunities of the G.I. Bill. Black home buyers who qualified for the G.I. Bill were often denied bank mortgages for capricious reasons, and they were often prohibited from purchasing a given home because of a racial covenant in the deed, that forbade sale to any "Asian, Jew, or Negro" purchaser. The G.I. Bill built middle-class America, training veterans for better jobs and bankrolling crucial home ownership, but the benefits were not equitably shared on racial grounds.[123]

Aside from the policy of the G.I. Bill, both federal and Washington State laws prohibited racial discrimination in real estate transactions, but discriminatory practices were commonplace on the Eastside and led to segregated neighborhoods. Discrimination is not only about policy and practice, it is also about social and personal prejudice. There were no racially restrictive covenants in Lake Hills, a brand-new G.I. Bill residential subdivision east of Bellevue in unincorporated King County, but the first Black G.I. to move into Lake Hills met fierce opposition from his new neighbors, and so did his wife and children. And so did Black Kirkland residents Arline and Letcher Yarbrough, moving to a Kirkland waterfront home in 1950. Eastside realtors simply wouldn't show them houses; they would make appointments and not show up. The Yarbroughs found a waterfront Kirkland home on their own, bought it, and moved in. Some of

their neighbors welcomed them; some circulated a petition to protest their presence in the home and the neighborhood.[124]

At least three Kirkland-area housing subdivisions were racially restricted through explicit property deed provisions or restrictive covenants: Kirkland Heights (1930), and Gov. Lot 3, Sec. 17, Township 25, Range 5 (1939), and Juanitacrest (1947), which postdates the G.I. Bill. These legal documents restricted the right of ownership and rental to those "only those of the Caucasian race." However, a 1948 U.S. Supreme Court decision ruled that "although racial restrictive covenants are private…they are none the less legally unenforceable, as they are in violation of the Equal Protection Clause of the Fourteenth Amendment." [334 US 1 (1948)]. In 1968, Congress passed the Fair Housing Act, which "made the use of racial restrictive covenants in housing illegal." [US Statute 82 Stat 73]. Additionally, the Washington State Legislature passed two laws enabling homeowner associations and property owners to remove unlawful restrictions from property documents:

> Homeowner's Associations (HOA) Discriminatory Provisions, 2006 [Engrossed Senate Bill 6169, Chapter 58, Laws of 2006]
>
> Restrictive Covenant Modification, 2018 [RCW 49.60.224]



LAMBERT & CARR'S

JUANITACREST

AN ADDITION TO KING COUNTY – WASHINGTON

MAY 1947 SCALE 1–100 H.H. SISLER CIVIL ENGINEER

IN SE¼ of SE¼ SEC. 25 T26-4

UNPLATTED

N 87° 48' 01" W 661.30

NE 119TH ST.

UNPLATTED

UNPLATTED

84TH AVE NE

82ND AVE NE

NE 117TH ST.

N 87° 55' 33" W 661.89

UNPLATTED

DESCRIPTION

This plat of "Juanitacrest" embraces the north ½ of the SE¼ of the SE¼ of the SE¼ less the south 650 feet thereof, and the south ½ of the NE¼ of the SE¼ of the SE¼; all in Section 25, Township 26 North, Range 4 East, W.M. King County, Washington.

DEDICATION

KNOW ALL MEN BY THESE PRESENTS that we, the undersigned, owners in fee simple of the land hereby platted, hereby declare this plat and dedicate to the use of the public forever, all streets and avenues shown hereon and the use thereof for all public purposes not inconsistent with the use thereof for public highway purposes; also the right to make all necessary slopes for cuts or fills upon the lots shown on this plat in the original reasonable grading of all streets and avenues shown hereon.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 15th day of May, A.D. 1947.

E. K. Zumdieck Ann J. Zumdieck

Gilbert Carr Ann Carr

H.W. Puykko

ACKNOWLEDGMENT

STATE OF WASHINGTON } ss.
COUNTY OF KING }

THIS IS TO CERTIFY that on this 15th day of May A.D. 1947, before me, the undersigned, a Notary Public, personally appeared C.L. Lambert and Ina J. Lambert, his wife; Gilbert Carr and Ann Carr, his wife; and H.W. Puykko, a bachelor; to me known to be the persons who executed the foregoing dedication, and who acknowledged to me that they signed and sealed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year first above written.

Notary Public in and for the State of Washington, residing at Woodinville

NOTARY PUBLIC

I hereby certify that this plat of "Juanitacrest" is based upon an actual survey; that the distances, courses and angles are shown thereon correctly; that the monuments have been set and that the true corners have been staked correctly on the ground.

H.H. Sisler Certificate No. 1167

Examined and approved this 19th day of May A.D. 1947

Robert M. Smith Asst. King County Road Engineer

I hereby certify that the within plat of "Juanitacrest" is duly approved by the King County Planning Commission this 23rd day of May, A.D. 1947.

John D. Johnson Chairman

C. Mattson Executive Officer

A. Neal Secretary

3689502

Filed for record at the request of the King County Planning Commission this 24 day of May A.D. 1947 at 37 minutes past 3 P.M. and recorded in Volume 44 of Plats, page 18 Records of King County, Washington.

by W. Grant Williams Deputy

Robert A. Harris King County Auditor

RESTRICTIONS

No lot or portion of a lot in this plat divided and sold or ownership changed whereby any portion of this plat shall be less than 6000 sq. ft. or less than 60 ft. width.

All tracts in this plat are restricted to R-1 Residence Use, according to the provisions of King County Zoning Resolution No. 6494, and shall never be sold to anyone other than a member of the Caucasian race.

No barns, chicken houses or stables permitted.

Examined and approved this 19th day of May A.D. 1947.

ATTEST

Clerk - Board of County Commissioners. - Chairman.

Unofficial Copy

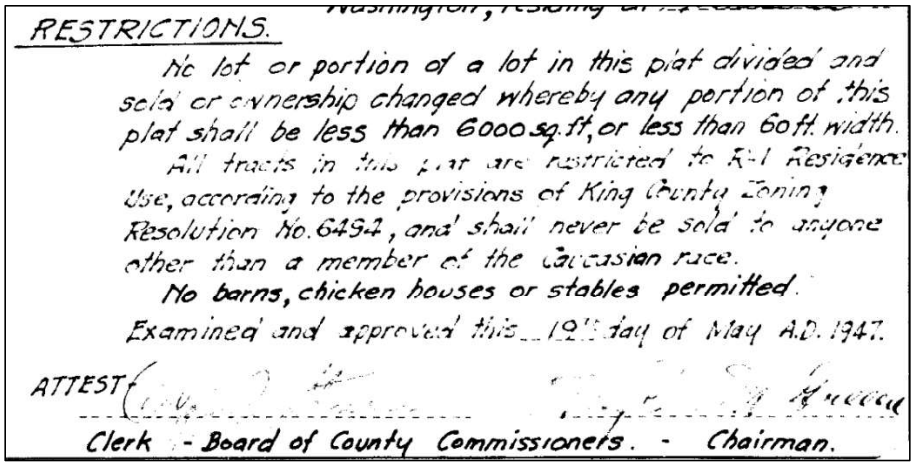


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Figure 25: This racial covenant (full page and excerpt shown) is from a plat in the Juanita area, dated to 1947, specifically prohibiting sale to "any person other than that of the Caucasian race." (Source: King County Recorder's Office)

Also, both the Washington State House and Senate have adopted E2SHB 1335, providing a process by which discriminatory covenants may be removed from a property's chain of title, a bill signed into law on May 12, 2021.[125]

We have seen that policy can be obstructed and corrupted by practice. Policies that prohibit racial exclusivity in the conveyance or lease of real estate are clearly defined and protected in law; practices to apply that law have varied widely. But, aside from policy and practice, enforcement is another matter, and so is prejudice. Racial covenants may be illegal but racism is part of the American inheritance, as American as baseball and apple pie. And so is nostalgia for a lost Eden in the good old days, when everyone was happy and friendly, and no one locked their door – an Eden, as we've seen from Ray Bishop's reminiscence, that never really existed. The King County Housing Authority's postwar 1946 study found that 75% of the housing in Houghton and on Rose Hill was substandard, lacking indoor toilet or bathing facilities or in need of major repairs. Well-to-do, white-collar lakefront families lived very different lives than rural families inland from the lake.[126]

After the war, in 1948, Houghton incorporated as an act of defense and defiance of its expected role as Kirkland's industrial district. "We revolted," commented first Houghton mayor V.J. Berto, "when the Navy wanted to moor a bunch of derelicts all the way down in front of us [on Yarrow Bay]. Kirkland was encouraging this proposal so we formed a city to control our own destiny…." But rejection of industry was also de facto rejection of racial and class diversity. On the same ballot that elected Berto, Houghton voters turned down a proposal to retain Stewart Heights as "low-rent housing." *Journal* editor Frank was an advocate for downtown Kirkland retail success rather than for racial inclusivity, but the effects of retaining industrial uses of Kirkland's lakeshore would have led to a more inclusive future. Frank watched in helpless fury as the Kirkland wartime boomtown declined, and one downtown business closed after another. Exasperated and frustrated by Houghton's uncooperative, "aloof" attitude, Frank predicted that not only would the newly incorporated town fail as "a restricted residential district," but that it would have to rely on Kirkland for essential services. In fact, within six months of incorporation, Houghton worked out an arrangement with Kirkland for fire protection. [127]

Stewart Heights and the other large housing projects continued to slowly empty into the early 1950s. Sections of Stewart Heights were hauled away for use as college dormitories at the University of Washington, and the single-family homes of Lakeview Terrace were sold to individuals. Veterans and commuting college students lived in the remaining projects, side by side with jobless "floaters," impoverished flotsam stranded by the receding homefront tide. A Houghton Councilman who recorded 1950 census data in Stewart Heights remembered that there were pockets of desperate poverty in the "barracks of [row] houses like chicken coops," which now included some Black and Hispanic families. Post-industrial poverty finally brought racial integration to the Projects. In 1951, Jim and Lou Hendry opened a school for handicapped children in the Stewart Heights "abandoned housing project," as they put it; their visionary school closed in 1952.

The Houghton Council contacted Rose Hill Community Club and other local civic groups, enlisting their support to close down and demolish the Projects altogether. Except for Lakeview

Terrace, the World War II LWS housing Projects had largely been hauled away or pulled down by 1953.[128]

Postwar Kirkland

For a time, Kirkland continued to market itself as *both* a residential suburb *and* a place of industrial jobs. Kirkland's Chamber of Commerce published a brave characterization of Kirkland's "bright side of the future" - "a rural setting almost in the heart of metropolitan Seattle…(that) offers rare opportunity for the businessman, the industrialist, the suburban resident, (and) the farmer." The *Seattle Times* and the *Seattle Post-Intelligencer*, in 1948 and 1949, each published the Kirkland booster's dream in its postwar ambivalence. The *Times* six-page Sunday magazine supplement was replete with photos and enthusiastic captions. The text proclaimed Kirkland to be "a place of homes," and promised commuters "a good water system, the newest type of streetlights, outstanding schools, public health and recreation setups," as well as bathing beaches, shoreline homes, and small boat moorages. But an entire page was also devoted to local industry and profiled two small firms at the former shipyard site that employed two dozen workers– but even the most optimistic interpretation could not drum up a blue-collar payroll from a handful of small firms.[129]

The *Post Intelligencer* published a similar feature, reaching the complex conclusion that "Kirkland and Houghton are looking forward to development as residential communities with such small industries as can be accommodated without disfiguring the pleasant countryside." Both the *Times* and *P-I* articles mentioned the shipyard's current state as a tie-up for freighters and steamers, as well as the small factories at the shipyard, and pointed out the "number of oil distribution plants…built up along the Houghton shoreline to supply the Eastside with gasoline and heating oil." The *PI* specifically diagnosed the "hangover of the shipyard boom" during the war, resulting from the drunken spree that residents along the eastern shore of Lake Washington had wished for and worked toward, for sixty years. And now rejected.[130]

Getting around the Eastside changed dramatically after World War II. In 1948, Evergreen Trailways ended bus service between Kirkland and Seattle, and the Lake Washington ferry once again became Kirkland's lifeline to the jobs of Seattle. But car commuters could avoid the ferry entirely, crossing the lake at their convenience on the I-90 bridge. Kirkland area commuters wished for an even more convenient alternative. In April 1948, the Kirkland Chamber of Commerce announced its backing for the construction of a second, more northerly bridge across the lake, a project that would not be complete until 1963. Eastsiders began to agitate for a "new multi-million dollar north-south highway … routed through the Eastside" – today's I-405 – and Washington State's Department of Transportation opened a field office at the old shipyard site as an office for planning and survey work. In 1949, the I-90 bridge became toll-free, and the Lake Washington ferry became financially unsustainable. When the last ferry ran in 1950, Kirkland lost its vital identity formed by waterborne transportation as the "Hub of the Eastside." The focus for suburban residential growth shifted south, closer to the I-90 bridge – to Bellevue, which incorporated in 1953. In 1948, the "first planned shopping center in the Northwest" had opened in Bellevue, featuring the only Eastside branch of Seattle's most prestigious department store. The shopping center was an exciting postwar suburban innovation, designed for affluent families with automobiles. By contrast, Kirkland had been an old-fashioned market town, a

central place for far-flung agricultural customers, and then a wartime boomtown whose boom had ended. [131]

The 1949 *Post-Intelligencer* reporter joked that Houghton and Kirkland were "friendly rivals." Certainly incorporated Houghton thrived as a postwar residential suburb. Between 1950 and 1960, the homebuying period for so many veterans' families on the G.I bill, Houghton's residential population increased by 141%, while Kirkland's population only increased by 28% over the same period. [132]

Kirkland of the late 1950s reverted to a sleepy small town with boomtown hangovers all around – post-industrial shipyards, empty downtown storefronts, potholed streets, and the abandoned King County ferry slip. Annexations of Juanita, Finn Hill, Totem Lake, Rose Hill, Kingsgate – let alone incorporation with infuriated, alienated Houghton – were in the future. But Kirkland did remain a distinctive ***town*** even though its downtown was shabby and it had small town problems. On the one hand, Kirkland parents and boosters founded the Kirkland Little League in 1951, the first in the state, and Kirkland kids played ball at the downtown ballfield. Kirkland Cub Scouts was also the first pack in Washington State, and Kirkland Campfire had been active for three decades. Kirkland was a small family town, boosted by a local realtor – as usual – as "fast-growing Kirkland." On other hand, as local historian Matt McCauley has pointed out, the laziness, favoritism, and bush-league corruption of the Kirkland Police Department caused an embarrassing scandal, reported breathlessly throughout 1961 by the *Seattle Times*. The Kirkland streets were in terrible condition, the waterfront lined with derelict industrial buildings. Sewage remained a serious, unsolved problem and it was treated at a facility in the middle of downtown—complete with several open holding tanks—and its effluent pumped through an outfall into Moss Bay.[133]

Lake Washington pollution was a pressing problem for kids who wanted to swim in the summer. With each city responsible for its own waste, there were ten different sewage treatment plants discharging effluent and many septic systems draining into streams that flowed directly into Lake Washington. Between the 1940s and 1960s, over 20 billion gallons of untreated sewage flowed into the lake each year. Its water and beaches were foul, and swimming was frequently prohibited. Lake Washington's pollution was not a problem that any one municipality could solve – it was a *shared* problem of the towns around the lake that required cooperative action – policies, practice, and enforcement. In September 1958, voters overwhelmingly approved creation of a King County Metropolitan Authority to build and operate a regional sewage treatment system, the genesis of Metro. Times were changing; the historic edges of towns were blurring by necessity; towns were not islands, and state and county involvement and planning were becoming more important. In that same year, 1958, King County Parks acquired the three private beaches at Juanita, bringing them together as one beachfront park. In 1960, Northwest University established an extensive college campus on the site of Stewart Heights, along the old Cort Road, 108th Avenue, NE. Times were changing, and Kirkland stirred to change dramatically with the times, to acknowledge that it was part of the Eastside and to develop a vision for its future.[134]

Figure 26: This 1950 poster advocates creation of the King County Metropolitan Authority to coordinate efforts of towns around the lake to manage sewage flow into Lake Washington. (Source: Washington State Archives)

Kirkland Revival – Land Use and Social Change

Gaining shelter, getting around, making a living, and enjoying life remained the basic requirements of life. Getting around became much simpler after the 1963 completion of the Evergreen Point Floating Bridge across Lake Washington. Kirkland's population increased by 149% within the decade as suburban commuters could easily access Seattle's jobs. The 1960 "Plan for Houghton," recommended passage of a strict anti-industrial building code to protect the shoreline's suburban atmosphere. In particular, the Houghton planners felt that "redevelopment of the Lake Washington Shipyard area would improve the quality of the town immensely." Redevelopment meant demolition of the shipyard structures and replacement of the industrialized site with residential suburban land uses and recreational public lakefront parks. [135]

The Skinner Corporation presented a series of redevelopment proposals for the shipyard site. One, in 1960, would have created Lake Washington Marina Park, including two high-rise apartment buildings, a restaurant, a large private marina, and some public moorage. Five years later, Skinner offered the plan for "Crescent Quai," which proposed a 20-story apartment tower,

as well as numerous lower structures. In the proposal, Yarrow Bay was described as a “lagoon,” and its redevelopment included the creation of a man-made island. In 1970, the *East Side Journal* breathlessly reported the imminent construction of another “multi-million dollar apartment development” on the shipyard site. None of the three proposals were built. Two years later, the Houghton Community Council and the Skinner Corporation signed a five-year demolition plan for the shipyard, indicating that – even without development – the site would be cleared of its deteriorating buildings and post-industrial debris. By 1975, the Lake Washington Shipyards site and shoreline would be clear, no matter what.[136]

Kirkland Revival – Civic Voluntarism and Innovation

In 1963, a group of local political and business leaders gathered together to form Kirkland Forward, dedicated to planning an improved future for Kirkland. Century 21, Seattle’s 1962 World’s Fair, had opened up the world to the metropolitan area and opened up the metropolitan area to the world. Seattle experienced a profound self-evaluation and an exciting wave of civic voluntarism and innovation followed. Kirkland Forward was very much in the spirit of that civic rediscovery. Kirkland’s equivalent of Seattle’s Municipal League, Kirkland Forward brought new resources, foresight, and daring to envision the future Kirkland, the Kirkland we live in today, in 2024. Better governance was the first step; better planning and management were the second.

Kirkland Revival – Governance

Kirkland’s mayors had traditionally been part-time volunteers, well-intentioned and locally respected, directly elected by the voters. The mayors possessed full executive authority but were amateurs at governance, with little training or experience, and subject to local friendships and loyalties. Kirkland Forward advocated a new form of governance, to meet the needs of the present and future. In the new system, Kirkland’s City Council would interview and hire a professional, full-time city manager to replace the mayor in his or her executive function. In 1964, Kirkland voters endorsed this change. In 1965, after a national search, Kirkland’s Council voted to hire Allen Locke as Kirkland’s first city manager. Locke brought experience, professionalism, confidence, and vision to land use planning and development that dramatically replaced Kirkland mayors’ amiable and timid governance. [137]

Interviewed by the local press, Locke frankly assessed Kirkland, his new home and workplace. It was, he said, fundamentally a “blue collar town” and that those residents who did have wealth “did not flaunt it.” “We were an old city by 1965, not growing,” he observed, with a messy waterfront, deteriorating streets, an inadequate water system, and poor sewage and storm drainage. But Locke was also convinced that the waterfront charm of backwater Kirkland was underappreciated. “Being a sleepy little city in the 1950s and 1960s was the best thing that ever happened to us,” he said. “Everyone (in Kirkland) was jealous of Bellevue and its rapid growth” but “we were very lucky to have that kind of growth pass us by.” Locke’s buoyant, optimistic approach to land use planning and development validated Kirkland Forward, and inspired the Kirkland revival until his retirement in 1985 and beyond.[138]

Locke recognized Kirkland’s potential in the 20th century and into the 21st. He anticipated dramatic growth in the small suburban city on Lake Washington at the virtual intersection of highway SR-520 and the soon-to-be-completed highway I-405, and believed in the power of

planning to direct that growth. He said his first priorities were to reclaim the waterfront, expand and develop public parks, fix the streets, and deal with the sewage and storm drainage problems. And to ***manage*** growth. Kirkland's waterfront and its spectacular lake views had lured settlement, speculation, and development for a century. 1960s developers eagerly responded to those opportunities with what Locke and others called "shoe box" apartment and condominium buildings being built densely side by side, on pilings out over the lake. Schooled by the Skinner proposals, Locke and his supporters on the Council anticipated proposals for high rise buildings on the waterfront, and placed height restrictions to protect lake views. To grow right, Kirkland needed foresightful planning. [139]

Leveraging county, state, and federal funding opportunities, Locke was able to secure federal highway beautification funds to bury downtown Kirkland's unsightly electrical wires, previously held on utility poles. Kirkland voters decisively endorsed the new vision and energy in town, and passed a $500,000 bond to manage storm runoff and a $199,000 bond in 1967 to fund acquisition and renovation of parks.[140]

Kirkland Revival – A City of Parks

Locke hired strong, experienced staff, including Dave Brink as director of Kirkland Parks. Kirkland park development was certainly not a brand new idea. It had begun in the 1920s, with acquisition of Waverly Park and Kiwanis Park, and the newly exposed street ends, if the owners on the inland side of Lake Washington Boulevard did not pay land taxes on their "new" parcels. Waverly Park was called City Park and then part of Marina Park in 1937, the balance purchased from King County in 1939. Houghton Beach was deeded away by King County in 1954, and remained part of incorporated Houghton until the 1968 merger with Kirkland. In 1955, the then-new town of Houghton adapted the former wartime Lakeview Terrace community building as a new Houghton center – Terrace Park - housing the community club, library, and fire station. But Kirkland Revival would bring new energy and new acquisitions to Kirkland parkland.[141]

When Locke and Brink began their work in Kirkland, in 1965, downtown Marina Park included the rotting, derelict former King County ferry wharf and a muddy parking lot with concrete rubble scattered along the lake edge. Locke and the Council worked hard to create today's welcoming Marina Park and Pavilion. The downtown ballfield had long been home to Kirkland Little League, and teams played in what was called the "town league" against Issaquah, Black Diamond, and Bothell. Formerly known as the Civic Center, the City Council renamed the ballfield and adjacent tract as Peter Kirk Park in 1967, and a team of volunteers built the first swimming pool in about that same year.

Kirkland took advantage of every street end on the lake to create pocket parks, and also built parks inland, like Tot Lot Park, Highlands Park, Everest Park, and Crestwoods Park. The new Marina Park was completed in 1970, Houghton Beach Park in 1972, and Marsh Park in 1975, after Louis Marsh donated 115' of prime waterfront to the city and additional land was purchased. The City of Kirkland used a Washington State Recreation and Conservation Office grant to improve access to Lake Washington and restore the shoreline in Brink Park. Kirkland was becoming a city of parks, particularly along the extraordinary lakeshore.[142]

As early as 1972, Kirkland Parks Director Dave Brink could proudly tell a Seattle reporter:

Kirkland has the most public waterfront for each citizen of any city in the state. [143]

Dave Brink, 1972

Kirkland voters were thrilled by the exciting and beneficial changes to their town, as they enjoyed public spaces and public views. Buoyed by Kirkland residents' endorsement of parks bond issues into the 21st century, Kirkland purchased Brink Park on the lakeshore in its entirety. Voters made bond funds available to purchase the old Burke & Farrar Juanita Golf Course in 1976, developed as Juanita Bay Park in 1984, the jewel in Kirkland's crown. This park includes more than 100 acres, and is a rich wildlife habitat with a fairly natural shoreline that lets us glimpse that lakeshore as it once was, as a marsh in a Native homeland.[144]

By the end of the 20th century, Kirkland had shown itself to be a responsible steward of land and water in the public trust. In 2002, King County transferred Juanita Beach Park to the City of Kirkland. Yarrow Bay wetlands was dedicated to the city's management with the residential and commercial development of the Yarrow Bay shoreline. The successful passage of the 2012 Parks levy provided funds to restore and maintain O.O Denny Park, owned by the city of Seattle but managed by Kirkland. Formerly Orion Denny's summer estate, Klahanie, his widow willed the property to Seattle, in the public trust. The 2012 Parks levy also provided for park renovations and restoration of habitat, and development of the Cross Kirkland Corridor bicycle and pedestrian trail, on the old railbed of the Seattle, Lakeshore, and Eastern Railway.

Kirkland Revival – Heritage

As Kirkland revived, the growing small city joined other Eastside towns to become interested in its character and heritage. What, residents inquired, made Kirkland *distinctive*? Although the rich indigenous heritage was not emphasized in Kirkland's discovery of its history, a 1933 "pow-wow" on Juanita Bay had brought together Lummi, Snoqualmie, Skykomish, Muckleshoot, Yakama and "La Conner" (likely Swinomish) tribal members for dugout canoe races. In some irony, the race was to commemorate completion of the Point Elliott treaty. Native canoes had also long been part of the races held each year on the Sammamish Slough. But rather than deep Native history, Kirkland oldtimers remembered the town of the 1920s and 1930s, and the neighborhoods were still dotted with old homes and buildings. In 1972, Kirkland volunteers organized the first Founders Day, to recognize and celebrate the original settlers. Kirkland had become conscious that it, indeed, actually *had* a history though it was somewhat narrowly construed, at first.[145]

The 1976 bicentennial of the United States increased nationwide interest in historic preservation – and Kirkland was no exception. In 1977, dedicated volunteers founded the Kirkland Historic Commission to raise awareness of Kirkland's place-based history. Many Kirkland history activists at the time owned old homes and were interested in researching and restoring their residences, offering annual public tours with considerable support from The Kirkland Woman's Club. The Commission's Historic Sites Committee developed and submitted criteria to the City for a property to qualify as a "Designated Kirkland Historic Commission Site," permitting proud homeowners to display their black-and-white plaques. Peter Kirk's Land and Improvement Company brick buildings were the first to be so honored. Two Kirkland Historic Commission members compiled "Historical Preservation in Kirkland," a report that was adopted and put into

the City of Kirkland's Comprehensive Plan. By 2000, 284 historic structures had been inventoried in Kirkland, and 149 of those had substantially retained their original character. Kirkland activists were defining and claiming local history.[146]

In 1994, the Kirkland Historic Commission changed its name to the Kirkland Heritage Society, (KHS) which better captured its broadening mission. In that same year, the Washington Trust for Historic Preservation recognized the KHS newsletter "Blackberry Preserves," which local historian Matt McCauley had started. In 1999, KHS members Bob Burke and Barbara Loomis discovered that the 1922 Church of Christ, Scientist on First Street was to be torn down for development. The couple did extensive research and made convincing arguments to the Kirkland City Council, based on the language incorporated into the Comprehensive Plan. Council voted to save and move the building in 1999 to what has become Heritage Park, a permanent home for the Kirkland Heritage Society Resource Center, since 2006. Over time, Kirkland has grown more reflective concerning its complex inheritance, and KHS collections, exhibits, and programs have evolved to reflect that new understanding. For twenty years, indefatigable Loita Hawkinson has been the heart and soul of heritage at KHS. Voluntarism and commitment have made Greater Kirkland's history accessible, and an important part of the Kirkland Revival.[147]

Figure 27: Kirkland's Heritage Hall houses the Kirkland Heritage Society's extraordinary collection of artifacts, documents, and photographs. (Source: City of Kirkland)

Over time, historic preservation initiatives moved several historic houses to save them from demolition by developers, including the 1872-4 French House and the 1903 Orton/Sutthoff House, and later the 1910 Shumway House, all three trailered from their original sites to new ones. Ideally, historic preservation initiatives preserve structures on sites that position viewers in place-based history, fully expressing the ways of life of earlier times. The three remaining Peter Kirk brick historic properties, at Market and Piccadilly – today's 7th Avenue - show us clearly the ambitious vision that Kirk had for Kirkland. Piccadilly was intended to be the company town's principal road, leading from the town's blue-collar and white-collar residential districts up to the steel mill. The 1929 Louis Marsh Mansion is on National Register of Historic places and remains in place, a Historic Landmark. The Kirk, French, and Marsh surnames are familiar to readers of this narrative. The longhouse villages, Lake House, Whisker Farm, Isaac Walker's farm, Kirk's steel mill, Lake Washington Shipyards, and Stewart Heights are long gone.

An excellent example of recent historic preservation is the Buchanan House. This Victorian residence was built in 1890 during Peter Kirk's ambitious construction of his steel mill and the company town to accommodate its workforce. The home's original owner was William D. Buchanan, the town's first doctor, who remained in the residence/surgery for some time after the collapse of the steel mill initiative. Recently, the property came under critical threat for development, and the City and a range of partners including the home's eventual owners Kim and Dan Hartman worked together to tow the Buchanan/Trueblood house to temporary storage in a church parking lot, and then to a new lot at 129 Sixth Avenue, in 2017. The residence was listed on the National Register of Historic Places and designated as a City of Kirkland Historic Landmark.[148]

The Kirkland Cemetery, just south of Lake Washington High School, is another historic place of deep memory. Purchased from a homesteader by Peter Kirk's company in 1888, the cemetery is Kirkland's oldest park and is a walkable anthology of Kirkland short stories, from 1890 to the present. Civil War veterans, Scandinavian immigrants and steamboat builders are buried in this place, originally so far away from the town's lakeshore focus. There are a number of Native, Black, and Asian burials in the cemetery in the Kirkland Cemetery, stories in the great Kirkland history of biographies and definitely worthy of additional research. [149]

Kirkland Revival – Greater Kirkland Grows

Since the incorporation of Kirkland in 1905, the city has grown to approximately twelve times its original geographic boundaries, and its biggest expansions were in the last quarter of the 20th century, beginning in 1968. As recently as 1974, a resident could comment, "About 20 minutes away from downtown Seattle, Kirkland feels more like a small town than a suburb." But the small town was about to grow much larger, into a small city. In 1977, the City of Kirkland developed and adopted a robust planning document, the Comprehensive Plan, incorporating land use policies.[150]

Back in 1948, Houghton had enacted a defensive incorporation, a furious tactical maneuver designed to reject Kirkland's industrial vision of its future and to choose an elite suburban residential one instead. But, twenty years later, Kirkland itself had changed dramatically. After much negotiation and three contentious votes, in 1968, the citizens of Houghton finally elected

to join Kirkland to become one community with a population of 13,500. In 1967, a new state law (the Community Council Law) allowed for the smaller of two merging cities to form their own Community Council. Houghton was the first community in Washington State to have such a powerful council. After consolidation with Kirkland, Houghton's Council retained veto power over land use decisions that affected the original Houghton community. The consolidation presented several great Houghton waterfront opportunities to the forward-looking, waterfront parks-oriented Kirkland leadership, like the rusting remains of the old Lake Washington Shipyard and the decrepit Standard Oil tank farm. [151]

Figure 28: This 1968 cartoon satirized Kirkland's repeated efforts to gain consolidation between Kirkland and Houghton. (Source: Kirkland Heritage Society)

After the consolidation with Houghton, Kirkland began an ambitious series of annexations, embracing adjacent small towns and neighborhoods. The Norkirk neighborhood was originally homesteaded in the 1880s and named Capitol Hill, bounded by Rose Hill and the current Cross-Kirkland Corridor, formerly the SLE railroad. Norkirk was at the northern edge of Peter Kirk's grand design, purchased to be part of his new town, when 116th Avenue in Norkirk was called Sheffield Street. Kirk steel mill investor Joshua Montgomery Sears, one of the nation's wealthiest men, owned the land from 9th Avenue up to 18th Avenue, between 1st Street and 6th Street – Sears owned nearly half of Kirkland. The area around the present City Hall was the center of Kirk's town and thereafter, it retained that character, becoming later Kirkland's civic

center, with churches, the Kirkland Woman's Club, the American Legion Hall, and the Central School. [152]

The Highlands was largely homesteaded by Reuben Spinney, namesake of Spinney Homestead Park, which was purchased by Kirkland from the State of Washington Highway Commission during Kirkland's great 1970s parks expansion. Much of the Highlands was part of Peter Kirk's original Land and Improvement Company plat, which extended as far north as 95th Street, and also part of Rose Hill until the completion of I-405. Except for the Kirkland-Redmond highway, the Norkirk and Highlands roads were gravel – or dirt. Houses were built on big lots, and everyone had a garden and orchard, dirt driveway, well, and outhouse. Leatha's Store – the Rose Hill Grocery – on the southeast corner of NE 90 and 116th Avenue, NE had a gas pump and boasted a telephone line to the downtown Kirkland switchboard. Across from Leatha's was Acker's store that became the Grange Hall, used for community gatherings of every kind. The Highlands neighborhood was annexed to Kirkland in stages, starting with the railroad right-of-way in 1947, and completed in 1967 when I-405 construction was nearly concluded. This 1967 annexation consolidated all of the property west of I-405 into the City of Kirkland. [153]

By 1970, the rural character of Rose Hill was slowly being displaced by its new role as a suburban bedroom neighborhood. Parts of North Rose Hill were annexed from unincorporated King County to Kirkland in 1970, with the rest of Rose Hill in 1988. Kirk's chief engineer and metallurgist, John Kellett, had lived on Rose Hill in Workington, England, home of the original Kirk family steel works, and he is credited with giving Rose Hill its name. Rose Hill had been known for hundreds of small acreage family farms, raising chickens, cows, and pigs, with extensive kitchen gardens and lots of greenhouses. After passage of the Growth Management Act, residential construction intensified on Rose Hill. Barth House was built in 1912, on South Rose Hill, and designated as a landmark in 2017, in the midst of dramatic residential change. Its presence in a rapidly densifying neighborhood, brought area-wide media attention to the hoped-for outcomes of managed growth and the personal anxieties of density and change.[154]

Juanita was one of the earliest settled areas on the eastern shore of Lake Washington, where ill-fated settler Martin Hubbard built a dock in 1870. Juanita was an unincorporated area in King County until its gradual annexations to Kirkland in 1967, 1988, and 2011. The area we call Kingsgate was homesteaded from 1874 on. Nearly a century later, realtor Murdock MacPherson envisioned a planned community of thousands of suburban homes in Kingsgate and Queensgate, coinciding with the opening of the SR-520 bridge across Lake Washington in 1963. Nearly a thousand lots were surveyed and sold between 1965 and 1976. MacPherson's ads inquired, "What Kind of Growing-Up Memories Do You Want Your Child to Have?," promising a "new and wonderful way of life" in the planned suburb. Kingsgate included three school sites and playgrounds and a future shopping center in his suburban plan. Other subdivision developments followed in the Kingsgate area. [155]

Kirkland annexed the Totem Lake area in 1974. "Totem Lake" itself had replaced the older name, Lake Wittenmyer, which commemorated an early settler family. However "Totem Lake" itself seems to have been a completely new name, coined to market the shopping center there in a strange celebration of a bogus indigenous history – Lake and River people did not carve totem poles. Nevertheless, Totem Lake Mall underwent a long series of reinventions, beginning

in 1968 and culminating in the contemporary Village at Totem Lake. This remarkable mixed-use development includes more than 800 residential units, office spaces, and entertainment venues in addition to retail space, and is the front yard of the Evergreen Hospital healthcare complex. [156]

The annexations of Totem Lake, and the neighborhoods of South Juanita, North Rose Hill, and South Rose Hill through 1988, were responsible for nearly doubling Kirkland's population between 1970 and 1990.

On November 3, 2009, responding to a King County initiative to encourage cities to annex unincorporated areas within the county, three previously unincorporated districts north of the city—Finn Hill, North Juanita, and Kingsgate - voted on whether to annex to Kirkland. The measure failed by seven votes to reach the 60% margin. However, since the affirmative vote was over 50%, the Kirkland City Council could and did vote to accept the annexation. These three annexations added 33,000 residents for a combined Greater Kirkland population of about 80,000 and an area of nearly seven square miles. [157]

Inland from the lakeshore, the Bridle Trails neighborhoods was annexed to Kirkland in 1969; the Central Park and Flying Horseshoe area in 1986, Silvers Spurs in 1988, land south of Sablewood in 1989, and Bridleview in 2009. At the heart of this neighborhood are three remarkably different land uses: the capped Houghton landfill which received both the community domestic waste and the Lake Washington Shipyards industrial waste, the King County transfer station which opened in 1967, and the trail-threaded, heavily-wooded Bridle Trails State Park, essentially the old 1-mile square school section 16, intended to be logged again and again for revenue to support schools.[158]

In one of Kirkland's very earliest annexations, 1949, the Everest neighborhood had become part of Kirkland. During the war, federal housing projects A and B had been located in Everest, and were afterward demolished and the land developed into Everest Park. The neighborhood was named to honor civic leader Harold P. Everest, former chair of the UW School of Journalism, publisher and editor of the influential *East Side Journal* before Robert Frank. The Seattle, Lakeshore and Eastern Railway threaded the Everest neighborhood from 1888 on, and Kirkland's SLE railroad station on Railroad Avenue was not torn down until the late 1960s. The Spirit of Washington dinner trains used the old railroad from 1992 through 2007. Along the railroad line, industries flourished during wartime mobilization and thereafter. The Seattle Door Company operated into the 1970s as Kirkland's largest employer, with several hundred blue-collar workers. In 2006, the old Door Company building was demolished and the site was redeveloped as the Google high-tech office complex. Feriton Spur Park commemorates the mixed transportation and industrial history of the neighborhood, connecting to the Cross Kirkland Corridor trail on the old Seattle, Lakeshore, and Eastern roadbed. [159]

Kirkland Revival – Land Use Planning

As late as 1967, despite the dramatic vision of Kirkland Forward, a cynical, unnamed Kirkland housewife commented to a Seattle reporter that "Kirkland really is a glorified bedroom for Bellevue, Renton, and Seattle, and it probably always will be." But that wasn't ever entirely true, and Kirkland came of age from 1968 through 1998, looking toward a new century with new ways

to gain shelter, get around, make a living, and enjoy life in a town with a new sense of itself as a lakefront city, moving responsibly into a new century. [160]

In 1969, the Washington State Supreme Court's Lake Chelan decision put a stop to shoreline land-infill condominiums, ending "much over-water development." Condominium construction had exploded in the Pacific Northwest – so novel in 1962, that the *Seattle Times* real estate reporter carefully defined the novel concept of "individual ownership of an apartment in a multi-unit building." Kirkland condo construction was hedging-in older lakefront houses, and threatened to not only crowd out older single family homes but to bar public view of the water from Lake Washington Boulevard but to cover water close to the shoreline underneath over-water condominiums. In response, the City of Kirkland prepared a waterfront development policy. [161]

The 1974 Shoreline Master Program spoke for both Houghton and Kirkland concerning their shared lakefront mixed-use shoreline rather than a lakefront industrial town:

Industrial users are no longer permitted in the shoreline…the character of economic interests on the Kirkland shoreline has changed. The shoreline industrial commercial uses have been diminishing over the past fifty years. Oil storage tanks, lumber yards, barging operations, a woolen mill, a shipyard and other commercial uses have been (or will be) replaced by residences, less intensive commercial uses, or public parks.[162]

In 1977, Kirkland's waterfront development policy was clarified and expanded by the Washington State Shoreline Management Act. During the city managership of Allen Locke, Kirkland adopted its first Comprehensive Plan to establish broad goals and policies for community growth, and introduced very specific plans for each neighborhood in the City. That plan, called the Land Use Policy Plan, has been actively used and updated to reflect changing circumstances. The 1977 Comprehensive Plan provided a foundation for a pattern and character of managed development that made Kirkland a very desirable place to work, live, and play. Throughout the 1980s, Kirkland grew both within the old city limits and through annexations – the population grew 113% between 1980 and 1990, and newspaper real estate advertisements touted the waterfront's "San Francisco style." And, in comparison with San Francisco and other California go-go cities, Kirkland was inexpensive and housing prices spiked in a market-driven wave of "Californication" that priced out many locals who hoped to live in Kirkland. [163]

Passage of the Washington State Growth Management Act (GMA) in 1990 required the City of Kirkland to reexamine the Comprehensive Plan in a systematic manner within the mandated state framework, and to develop focused goals and policies on citywide land use, transportation, and housing. The GMA requires Washington State jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, equitable, achievable, and affordable. The 1995, 2004, and 2015 GMA updates of the Comprehensive Plan and annual amendments reflect Kirkland's intention to both meet the requirements of the state's Growth Management Plan and to create a workable framework within which to best meet the issues and opportunities currently facing our own City. [164]

The 1995 Comprehensive Plan, the first plan prepared under the Growth Management Act, 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. Each planning initiative and amendment initiates the policy and practice to frame the Kirkland its residents will live in, in the future. As the City of Kirkland grew, good planning helped; as the city continues to grow, good planning will make all the difference to our city's way of life. The development of Carillon Point is a case in point.

Kirkland Revival – Carillon Point: A Case Study in the Power of Planning

In 1976, the Seattle Seahawks leased the southern half of the old shipyard from Skinner Corporation for corporate offices and football training fields.[165]

Six years later, in 1982, Kirkland's shoreline management plan emphasized mixed uses along the shoreline that were consistent with public access and water emphasis. Kirkland City Manager Allen Locke was convinced that the extraordinary size of the old shipyard property – 26 acres, unique on Lake Washington - required a sweeping, integrated proposal that encompassed the entire site as a "mixed use planned area." Kirkland Mayor D.V. Hurst agreed with Locke, referring in a memo sent to the Kirkland Planning Commission and the Houghton Community Council to this "once in a lifetime chance" to create a "planned area" with a "higher order of public benefit." Both men regarded the former Lake Washington Shipyards site as unduplicated on the entire lakeshore, a magnificent blank canvas. Skinner Corporation presented a new proposal for an ambitious mixed-use commercial and residential development that emphasized public access to the lake as well as mitigation of liabilities. At first, the project was termed The Shipyard; soon, it was renamed Carillon Point.[166]

Figure 29: Carillon Point offers a case study in the positive outcome possible with land use planning and management. (Source: Carillon Point)

The Skinner Corporation's plans passed through years of review, public comment, city examination, and revision. Kirkland citizens insisted that development minimize adverse impacts on their environment and their quality of life. In particular, they valued maximized public access to Lake Washington, and mitigation for anticipated congestion and commercialization. Citizens were concerned about the density of development, the height of the proposed buildings, and the anticipated increase in traffic on Lake Washington Boulevard. In committed discussions, Kirkland and Houghton residents argued the merits of the proposal and the precedents it would set for future lakefront development. The public review process provided the forum for all interested parties to speak in their own self-interest, negotiating the bargain under whose terms they would cooperate. Civil public discussion was as vital as careful planning to this project's success, so many decades in the making.[167]

The "higher order of public benefit" to which Mayor Hurst referred persuaded the Kirkland Planning and Community Development Department staff to recommend that Carillon Point be permitted to vary from existing zoning regulations. By permitting denser development and taller structures, Skinner Development Corporation was encouraged to finance and construct a project of the very highest quality, Skinner Development Corporation's showcase project. And so it has remained.[168]

Visionary planning made Carillon Point an integrated, shipyard-wide residential, retail, office, and mixed-use development with significant public access instead of 20 condominium slices of that shoreline, barring the lake from view and access. Visitors who stroll the waterfront trail can find interpretive signage along the way, that displays the history of the site, from Native times

into the 1980s. Carillon Point is a case study in the success of planning in the City of Kirkland and of genuine public/private partnership.

Planning for the 21st Century Development of Kirkland

We learn about history to make the present make sense, so that we can make better choices for the future. But the historian falters without the perspective of time, to interpret recent history. The last quarter century of Kirkland history is more the province of planners and residents than historians. But it is clear to the historian that planning is essential to ensuring livability; it is not needless interference in a natural pattern of progressive change but careful preparation to shape the changes to come. In Kirkland's history, we have repeatedly seen that personal, social, and corporate initiatives have seized control of Greater Kirkland's destiny from one another with unintended and unpredictable consequences. Their effects have swept along the lakeshore and inland, in response to grandiose real estate speculations and industrial schemes, to wise and compassionate policies undone by capricious and prejudiced practice. Planning is active not passive; it takes back the initiative for managed change, guiding market forces to produce livable outcomes.[169]

Carillon Point was one of numerous major developments built in Kirkland between 1980 and 2024 – indeed, it is the model transition project from the 20th to the 21st century, showcasing the adaptive reuse of an industrial site. The Google developments along Sixth Street, South, also replaced the industrial uses along the old Seattle, Lakeshore, and Eastern railroad line with a new high-tech industrial use. And the Cross-Kirkland Corridor is itself built on that old railroad line, recently joined by the Totem Lake Connector; walkers and bikers enjoy these Kirkland pathways, as well as the many buffered bike lanes. Carillon Point was followed by downtown's Parkplace, the Yarrow Bay Office Park, Kirkland 405-Corporate Center, Juanita Village, the Village at Totem Lake, and Kirkland Urban. Lake Washington Technical College, Eastside Preparatory School, and Northwest University expanded, as did the Evergreen Hospital and the Totem Lake healthcare campus. City Hall moved to its current location at First and Fifth Avenue, to provide expanded services in response to Kirkland's exponential growth. And most recently, Houghton Park and Play has enlivened the site of the old Houghton Park & Ride, and public conversations are ongoing about the proposal of the Seattle Kraken to develop the site in another classic public/private partnership.

Figure 30: Once, the heavily used Cross Kirkland Corridor was the Seattle, Lakeshore, and Eastern Railway roadbed, as shown here in 2013. (Source: City of Kirkland)

Central Kirkland itself changed dramatically with an amphitheater of mid-rise residential buildings around its perimeter, developing a market for downtown retail uses. Downtown's civic hub came alive with the development of Peter Kirk Park and the addition of a branch of the King County Library, art galleries, the senior center, teen center, and the performing arts theater. The South Kirkland Park and Ride facility has been converted into a TOD (Transit Oriented Development) with housing for a mix of incomes; construction is underway for a major transit hub at I-405 and NE 85th Street. It remains true that the essentials to livability are gaining shelter, making a living, getting around, and enjoying life. Good planning can foster them for residents in the Kirkland of the future. [170]

Three Drivers of Change in Kirkland, 2000-2025

1 Demography

Kirkland population growth and demographic change has created a much bigger, more dynamic, diverse, and affluent community, introducing challenges and opportunities.

Kirkland's demographic evolution over the last 25 years has been marked by significant shifts in population growth, age distribution, household structure, and income growth. A major spike in population growth happened in 2011, when the King County neighborhoods of North Juanita,

Finn Hill, and Kingsgate were annexed into Kirkland. Post-annexation, major trends that affected Kirkland included recovery from the Great Recession of 2007-9, high growth rates in the City's under-18 and over-65 populations, and median income growth that outpaces many of Kirkland's peer cities. The growing affluence of households in Kirkland has generated many benefits, such as a city that is increasingly attractive for economic development, but also many challenges – in particular, a severe shortage of affordable and workforce housing. A key focus of the city government over the last 25 years has been addressing this housing crisis, and doing so in a way that promotes principles of environmental sustainability.

2 The sunsetting of the Houghton council, and its veto power over land use.

In 2022, the Washington state legislature, with full support of the Kirkland City Council, passed HB 1769 which sunset all Community Municipal Corporations such as the Houghton Community Council. The HCC was formally terminated as of July 9, 2022. Sunsetting the Houghton council has helped reinforce a more uniform and equitable approach to planning throughout Kirkland, in that no individual neighborhood has veto power over Citywide policy.

3 State and Regional Planning

3a State of Washington's Growth Management Act

Beginning in 1990, under the guidance of Washington State's Growth Management Act, the City has made annual updates to the Comprehensive Plan. These updates
have been motivated by the desire of the city to adapt to change in the community – including population growth, the need for new infrastructure, and the desire to protect the environment and promote more walkable, human-centered neighborhoods. Two more Growth Management Act updates to Kirkland's Comprehensive Plan 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 for its grass roots approach of asking residents and businesses to host their own conversations to discuss and determine Kirkland's future. In 2015, Kirkland's GMA update included a community visioning program called "Kirkland 2035 – Your Vision, Your Voice, Your Future" that used on-line approaches to connect with people along with several community planning days and hosted conversations. A new update to the Comprehensive Plan – looking forward to the year 2044 – was initiated in 2022, focusing on themes of fostering a walkable, sustainable, livable, welcoming, and more equitable community.

Throughout the planning process to prepare and amend the Plan, the City actively encouraged and facilitated public participation using a variety of forums and involving several City boards and commissions. This historical narrative appendix has its place in the public conversation

about the current Kirkland Comprehensive Plan, “a statement of the kind of community Kirkland wants to become, envisioned by those who live, work, recreate and visit here.”[171]

3b The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Kitsap, Pierce and Snohomish counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region. When King County voters approved in 1958 the King County Metropolitan Authority to deal with the shared problem of Lake Washington pollution, they recognized that governance and planning cannot end at the edge of towns and cities, that regional systems are integrated. King County Metro was, in a sense, the forerunner of today’s regional Puget Sound Regional Council. PSRC’s regional plan helps promote achievement of the Growth Management Act’s (GMA) planning objectives.

The PSRC designation of Totem Lake and greater Downtown Kirkland as Regional Growth Centers (RGCs) was of profound significance to planning and land use for both areas. The RGCs reinforce the City of Kirkland’s growth strategy to create a series of walkable urban neighborhoods well-served by public transit, driving economic development. The Greater Downtown Kirkland Regional Growth Center (RGC) comprises the Moss Bay neighborhood, encompassing the historic center of Kirkland, its “downtown,” and the NE 85th Street Station Area, the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the station seeks to leverage regional transit investments to connect to the historic downtown area and continue its development as a well-connected, mixed-use area. The Totem Lake Regional Growth Center (RGC) is characterized by office, retail, and institutional uses, as well as moderate and high-density residential development. Totem Lake is home to Evergreen Health Center, a regional transit center, the Totem Lake Connector, a pedestrian and bicycle bridge connection to the Cross Kirkland Connector, Totem Lake itself and its wetland trails, as well as the Village at Totem Lake, the major redevelopment of the former Totem Lake Mall. The Totem Lake RGC offers additional redevelopment opportunities and access to the regional transportation system via Stride bus rapid transit being planned along I-405. [172]

The PSRC Vision 2050 is a bold envisioning of the future of regional growth in a quarter century. By 2050, the region’s population is projected to reach 5.8 million people. The region’s cities, counties, Tribes, ports, agencies, businesses and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities, and a strong economy. The Puget Sound Regional Council’s VISION 2050 is a plan for the long-term that can be reviewed and adjusted as the region changes. VISION 2050’s multicounty planning policies, actions, and regional growth strategy guide how and where the region grows through 2050. The plan informs updates to the Regional Transportation Plan and Regional Economic Strategy. Vision 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties.[173]

Let’s look briefly at three recent Kirkland case studies that demonstrate the application of

planning, particularly as guided by the Growth Management Act, the Puget Sound Regional council, and Kirkland's own planning documents.

First, Kirkland Parkplace opened in 1982, pulling Kirkland's downtown eastward and embracing Peter Kirk Park. Parkplace introduced a denser, more urban vibe to the center of town, siting retail, restaurants, and a movie theater east of the historic business core. As Kirkland residential density accelerated downtown, Parkplace became dated, and has been reimagined and reinvented as Kirkland Urban, opening in 2017-2019. Ringed by intensive residential development, downtown Kirkland is a thriving marketplace. Kirkland Urban is a mixed-use shopping, living, and dining destination in the heart of Kirkland featuring residences, restaurants, and retailers, adjacent to the Park, the pool, the library, the performing arts center, a teen center, and a senior center. In redeveloping this area, the City worked closely with a private developer to create a plan that functions as a walkable, transit-oriented easterly extension of downtown with excellent access to nearby open space.

Second, the Kirkland Parks Board proposed a Cross Kirkland Trail parallel to the active rail line in the 1990s. In late 2009, Burlington Northern-Santa Fe Railway sold the old Seattle, Lakeshore, and Eastern track to the Port of Seattle, and the Eastside Rail Corridor land came into public ownership. The Eastside Rail Corridor Interest Statement set goals for future development of the Corridor, and Kirkland purchased 5.75 miles of the roadbed in 2012. In 2014, the City Council adopted the Cross Kirkland Corridor Master Plan, and construction of the interim pathway followed shortly thereafter. In 2024, the gentle, curving walking and biking trail threads the length and breadth of Kirkland, part of a long trail system that invites bikers and walkers to move through space and time.[174]

Third, Google was one of the original Silicon Valley tech giants to establish an engineering center in the Seattle area, opening the branch in Kirkland in 2004. Google's choice demonstrated conclusively that there are good options for high technology companies to flourish on the Eastside. Google chose to expand to Kirkland because many employees and corporate leadership live on the Eastside, making Kirkland a good place to grow a major business. Google has been a good neighbor in Kirkland, but activists worry about its effect on housing affordability in the City. Google's current campus along 6th Street is a good example of a tech campus' orientation along a major transit and trail corridor that is well-integrated with the surrounding neighborhood. Feriton Spur Park, which was built along the CKC as part of a unique public-private partnership between the City, SRM Development, and Google, is a popular trail-oriented community gathering space complete with a beer garden and repurposed railway caboose.

Conclusion

The City of Kirkland has grown from longhouse villages on a Native lake to the "Hub of the Eastside" ferry landing, to a blue-collar industrial factory town, to the subject of realtors' successive marketing schemes, to a World War II homefront boomtown, to a sleepy backwater, to a lakefront residential suburban town, to the city of today. In 2024, Kirkland is a complex lakeside city, rich in its distinctive neighborhoods, heir to a complex historic legacy, and facing the demanding challenges of the 21st century.

Peter Kirk's dream of a great city on the eastern shore of Lake Washington has been fulfilled, although not as he imagined it. There is no end to dreams of Kirkland – more than a century ago, Kirk was touting Kirkland as the "Pittsburgh of the West"; ninety years ago, the Kirkland Chamber of Commerce was touting Kirkland as the "Hub of the Eastside"; ten years ago, realtors were touting Kirkland as the "Sausalito of the North."[175]

Today, in 2024, Kirkland is a vibrant and thriving community of more than 92,000 people stepping up to help solve issues of regional importance - homelessness, affordable housing, mental health, transit access, equity. As each resident pursues their life – gaining shelter, getting around, making a living, enjoying life– we plan together toward a prosperous, secure, equitable future. State, regional, county, and municipal planning will get us where we want to go. The City of Kirkland's visioning work has begun toward "You Belong Here," the 2044 Comprehensive Plan. Every Kirkland resident should participate in the process of learning from the past, to make the present make sense, and to develop informed decisions for the future in respectful discussion. [176]

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[7] Buerge, “Indian Lake Washington”; Juanita Beach Park History,” King County Historic Preservation Program. Lucile McDonald described this pen at Totem Lake to Lorraine McConaghy in the 1980s; David Buerge confirmed in personal conversation 2024 with McConaghy that Patkanim described just such a pen on Whidbey Island.

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[17] Buerge, "Kirkland. Its Native American Past and Present," October 2021; Buerge, "Indian Lake Washington," *The Weekly,* August 1, 1984l; "Village List Y-2," Villages of the Duwamish on Lak [sic] Washington," that Chief Peter James and the Duwamish Tribal Organization offered as evidence in the Court of Claims trial, "Duwamish et. al., Tribes of Indians, vs. the United States of America No. F-275, October 1927.

[18] "Suquamish History and Culture," https://suquamish.nsn.us/home/about-us/history-culture/ Accessed May 2024; Steven Moses, Director of Archaeology and Historic Preservation, Suquamish Tribe, https://suquamish.nsn.us/wp-content/uploads/2021/09/Suquamish-Land-Aknowledgement-Poster-8X11-12-17-19.pdf; Buerge, "Kirkland. Its Native American Past and Present," October 2021; Buerge, "Indian Lake Washington," *The Weekly,* August 1, 1984; Village List Y-2, Villages of the Duwamish on Lak [sic] Washington," that Chief Peter James and the Duwamish Tribal Organization offered as evidence in the Court of Claims trial, October 2, 1927 at the Court of Claims; Waterlines Project, Burke Museum, https://www.burkemuseum.org/static/waterlines/process.php Irene Vitos-Rowe, "Waste Not, Want Not: The Native American Way https://kirklandheritage.org/waste-not-want-not/

[19] Jeanne Whiting, *Yarrow, A Place: An historical commentary on lives and times during the early development of Yarrow* Point (self, 1976); McDonald, *Lake Washington Story,* pp 17-18; "History of the Duwamish Tribe," https://www.duwamishtribe.org/history Duwamish Tribal Services, 2018; Greg Johnston, "Then and Now: Indian Pow-Wow and Canoe Races at Juanita Beach," https://patch.com/washington/kirkland/then-and-now-indian-pow-wow-and-canoe-races-at-juanita-beach, *Patch,* April 22, 2011.

[20] Lucile McDonald, *Eastside Notebook*, pp 14-15.

[21] Clarence B. Bagley, *History of King County, Washington* (Clarke, 1929) p 838; Arline Ely, *Our Foundering Fathers* (Kirkland Public Library, 1975) p 29.

[22] McDonald, *Lake Washington Story*, p 23; https://kirklandheritage.org/category/early-history/.

[23] Harry French, diary entries, July 30, 1872, August 6 1872, August 26, 1872, available online https://kirklandheritage.org/the-french-family-of-pleasant-bay/.

[24] McDonald, *Eastside Notebook*, p 22; McDonald, *Lake Washington Story,* p 57; *Bellevue American*, July 24, 2009.

[25] Ely, pp 13-21.

[26] McDonald, *Eastside Notebook*, pp 90-91; McDonald, *Lake Washington Story*, pp 23, 57-58; McDonald, *Seattle Times,* October 23, 1955.

[27] McDonald, *Lake Washington Story,* p 23; hardscrabble farms, p 8, Matthew W. McCauley, *A Look to the Past: Kirkland: From Wilderness to High-Tech,* (Scriptoria, 2010); Black Diamond was later than the other eastside coal towns, when its first mine was opened 1883.

[28] Shirley Lindahl, *In Christian Fellowship* (Advance Printing, 1979), pp 1-8; Bagley, p 835; Wayne & Frank Kirtley, recorded interview, Kirkland Heritage Society, February 23, 1986; McDonald, *Eastside Notebook,* 23, 29, 150-51; Harry French diary, May 29, 1881 for naming Houghton. McCauley introduces

an interesting mixed-world family to the local dichotomy of displaced Native people and newcomer White people, McCauley, *Early Kirkland,* pp 16-17.
[29] McDonald, *Eastside Notebook,* pp 23, 29.
[30] Ely, pp 13-15; McDonald, *Lake Washington Story,* pp 34-35; McDonald, *Eastside Notebook,* p 29; McCauley, *A Look to the Past,* pp 81-104.
[31] McDonald, *Eastside Notebook,* pp 66-68.
[32] Buerge, p 55; Frank Kirtley, recorded interview, Eastside Heritage Center, February 23, 1986. There is some evidence, from correspondence and oral history, that Native people, particularly children and youth, were integrated into early settler life as wards or domestic workers. This deserves a great deal of research and is outside the scope of this historical narrative.
[33] McDonald, *Lake Washington Story,* pp 49-51; McDonald, *Eastside Notebook,* pp 26, 155.
[34] McDonald, *Lake Washington Story*, pp 23, 49-51; https://www.finnhill.org/finn-hills-history
[35] McDonald, *Lake Washington Story*. pp 51-4, 57.
[36] McDonald, *Eastside Notebook*, pp 28-30, 155; McDonald, *Lake Washington Story,* p 57; Ely, p 14; old maps indicate that the Curtis Road did not originally follow NE 68th and NE 70th Streets, but may have cut east-west through what is today Bridle Trails State Park.
[37] For best overview Peter Kirk's venture, see Arline Ely, *Our Foundering Fathers,* (Kirkland Public Library, 1975).
[38] William Robert Sherrard, "The Kirkland Steel Mill," (unpublished M.A. Thesis, University of Washington, 1958), pp 1-3, 51; Seattle *Post-Intelligencer*, June 1, 1888; Ely, pp 25-39, 49-63; Bagley, p 838; *Seattle Times*, August 7, 1910.
[39] For settlers, see land patents, Bureau of Land Management, Government Land Office records, https://glorecords.blm.gov/default.aspx. McDonald, *Eastside Notebook*, pp 26, 36-8.
[40] Ely, pp 60-61, Bagley, pp 838-839; Sherrard, pp 97-98; *Seattle Post-Intelligencer,* June 1, 1888; Stanley Bude, *Pullman: An Experiment in Industrial Order and Community Planning* (Oxford University Press, 1967), pp 60-70; Seattle *Post-Intelligencer*, June 1, 1988.
[41] Ely, pp 51-55.
[42] For settlers, see patents, Bureau of Land Management, Government Land Office records https://glorecords.blm.gov/default.aspx accessed May 2024; Anderson maps, Township plats of King County, Washington Territory, 1889, townships 25N and 26N.
[43] Ely, pp 60-61; Bagley, pp 838-839, 838; Sherrard, pp 97-98.
[44] For instance, *Seattle Times*, March 2, 1905, May 4, 1905, June 2, 1905, July 2, 1905, October 8, 1905.
[45] McDonald, *Lake Washington Story* (Superior Publishing, 1979), pp 8, 51-55; Ely, ibid, pp 73-77; Lucile McDonald and Auston Hemion, "Lake Washington Shipyards, Part I," *The Sea Chest* (June 1983), p 135.
[46] McDonald and Hemion, pp 130-131; Ely, p 89; *On the Ways,* April 15, 1942; McDonald, *Eastside Notebook,* pp 66-7, 136-7; McDonald, *The Lake Washington Story,* pp 102-3; McCauley, *A Look to the Past*, pp 81-104.
[47] McDonald, *Eastside Notebook,* pp 66-7, 136-7; McDonald, *Lake Washington Story,* pp 102-3.
[48] Alan Stein and Paula Becker, *Alaska-Yukon-Pacific Exposition, Washington's First World's Fair*, (Historylink, 2009).
[49] For John Cort, https://www.historylink.org/File/3296. Whisker Farm is often termed Whiskers Farm by the press; selection of many references to entertainments and organization of John Cort's Eastside ranch includes *Seattle Times* March 12, 1903, July 19, 1904, July 20, 1904, July 16, 1905, November 12, 1907, March 12, 1908, June 29, 1908, July 29, 1909, February 12, 1911, June 18, 1916.
[50] For Isaac Israel Walker, see "Blackberry Preserves: The Journal of the Kirkland Heritage Society," Jan/Feb 2021; Negro Citizens Club, I.I. Walker, *Seattle Post-Intelligencer,* August 26, 1910; Walker, a real estate investor, an intellectual, had been to the Yukon, close to wealthy, influential Cayton family, Horace Cayton, Jr., *Long Old Road* (Trident Press, 1965) pp 8-10, 21, 39, 75; Esther Mumford, *Seattle's Black Victorians* (Ananse Press 1980) pp 14, 18, 48, 85, 147, 171, 186-8, 206-7; Walker marriage reported *Seattle Republican,* July 26, 1907; see Walker's Lake Wittenmyer home, on Ruth Nelson's map of Juanita area historic structures, https://digitalcollections.lib.washington.edu/digital/collection/kccollects/id/676/

[51] "The Historic Yellowstone Trail in Washington," https://www.sunset-hwy.com/yellowstone_trail.htm; *Post-Intelligencer,* July 10, 1949.
[52] Burke and Farrar's Addition, https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=025&pagenumber=029; "Change Over Time: The Lowering of Lake Washington", https://historylink.org/Content/education/downloads/Farrar.pdf; Carrie Shumway, https://www.historylink.org/File/2875
[53] *Seattle Times,* August 7, 1910, May 28, 1911.
[54] *East Side Journal,* May 15, 1919.
[55] McDonald, *Eastside Notebook,* pp 160-163.
[56] David Buerge, *Chief Seattle and the Town that Took His Name* (Sasquatch Books, 2017); Buerge, "Indian Lake Washington," *The Weekly,* August 1, 1984.
[57] McDonald, *Eastside Notebook,* pp 24, 64-65, 180-1; McDonald, *Lake Washington Story*, pp 50-51. After the opening of the Ship Canal, the lake fell vertically 9', but waterfront land grew much more, along the incline.
[58] *Seattle Times,* October 24, 1916; McDonald, *Lake Washington Story*, pp 36-38, 102-105; Ely, pp 89-90; McDonald and Hemion, p 131; Mary S. Kline and G.A. Bayless, *Ferryboats* (Bayless Books, 1983), pp 145-149, 153-57; H.W. McCurdy, *The Marine History of the Pacific Northwest* (Superior Publishing, 1966); also see McDonald and Hemion, for overview early shipbuilding history; McDonald, *Eastside Notebook*, pp 66-67, 136-7.
[59] McDonald, *Eastside Notebook,* pp 188-90; Kirkland Heritage Society, https://kirklandheritage.org/; McCauley, *Early Kirkland,* p115.
[60] McDonald and Hemion, p 137; Ely, p 104; Russell T. Mowry, memoir, undated, Eastside Heritage Center; McCauley, *A Look to the Past,* p 101-104.
[61] Kline and Bayless, pp 195-200; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; *Marine Digest,* throughout, 1933-39, LWS ad, August 12, 1933; "Go-go Economy Gone," *Seattle Times,* May 5, 1996.
[62] Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984.
[63] *Marine Digest,* quotes January 21, 1939 and September 25, 1942, also see January 17, 1942; Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984; Wallace Taylor, recorded interview, Eastside Heritage Center, April 1, 1984; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; *On the Ways*, May 16, 1942, June 17, 1942; Jeanne L. Whiting, *Yarrow: A Place* (Yarrow Point Bicentennial Committee, 1976), p 72.
[64] Woolen mill, https://kirklandheritage.org/kirklands-rich-history/; Greg Johnston, "Then and Now: The Klondike Gold Rush, WWI and Kirkland's Woolen Mill", *Patch*, November 4, 1911, https://patch.com/washington/kirkland/then-now-c-c-filson-the-klondike-gold-rush-and-kirkla86d8e32aaf; McDonald, *Lake Washington Story,* pp 54-55; Matthew W. McCauley mentions a box factory on the lakeshore, built in the 1890s, adjacent to the woolen mill, *Early Kirkland,* p 78.
[65] McDonald, *Lake Washington Story*, pp 8, 51-55; Ely, pp 73-77; McDonald and Hemion, "Lake Washington Shipyards, Part I," *The Sea Chest,* June 1983, p 135.
[66] McDonald, *Eastside Notebook,* pp 80-81.
[67] McDonald, *Eastside Notebook,* pp 74-5, 77; *Seattle Times* selected articles on Kirkland and Prohibition, September 26, 1920, August 24,1922, November 30, 1923, January 11-14, 1924, February 5, 1924; April 22, 1924, December 6, 1931.
[68] *East Side Journal,* April 30, 1939, October 5, 1939; Ely, pp 103-4; Elmer Miller, recorded interview, Eastside Heritage Center, March 18, 1984; John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984.
[69] *East Side Journal*, 1931-1939; Maurice Powell, recorded interview, December 10, 1986.

[70] Population statistics, U.S. Decennial Census; additional figures from Kirkland Congregational Church loan application, ?1938, Kirkland Congregational Church archives; Elmer Miller, recorded interview, Eastside Heritage Center, March 18, 1984; John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984; Maurice Powell, recorded interview, Eastside Heritage Center, December 10, 1986; *East Side Journal,* January 26, 1933.
[71] *An Economic Study of the Area East of Lake Washington,* Washington State Highway Commission, 1951, pp 41-3; *East Side Journal*, July 28, 1932, October 19, 1933; Ely, p 105; Lindahl, pp 62-4.
[72] *East Side Journal,* September 22, 1932, July 31, 1932, November 10, 1932, April 6, 1933, April 13, 1933, quote April 20, 1933, March 9, 1933, July 13, 1933, August 3, 1933, quote August 17, 1933, May 29, 1934, August 26, 1935, September 26, 1937; Lindahl, p 61; Ely, p 101; *Marine Digest*, August 12, 1933.
[73] *East Side Journal,* January 18, 1934, May 3, 1934, June 18, 1936, (July 28, 1932 notes monthly relief expenditure of $2500 in the district; June 18, 1936 notes six months relief expenditure of $35,000 within Kirkland city limits alone.); McDonald, *Eastside Notebook,* pp 126-28, 226-7.
[74] *East Side Journal,* April 13, 1933; Ordinance 398, *Ordinances of the City of Kirkland.*
[75] McDonald and Hemion, Part I, pp 21-2; George C. Nickum, recorded interview, Eastside Heritage Center, May 12, 1984, Kline and Bayless, press release p 231.
[76] Kline and Bayless, pp 229-47; Ely, p 105; Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; Loyal Fengler, Eastside Heritage Center, April 13, 1984; *East Side Journal,* July 6, 1935.
[77] Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; *Bellevue American*, October 19, 1939; *East Side Journal,* November 17, 1938, April 13, 1939, April 20, 1939, October 14, 1939; *Marine News,* December 1, 1938.
[78] *An Economic Study….*, pp 41-3; *East Side Journal,* December 31, 1936, June 24, 1937.
[79] Lindahl, pp 54, 69; *East Side Journal,* July 26, 1935, July 1, 1937, June 30, 1938.
[80] Russell Mowry, recorded interview, Eastside Heritage Center, March 25, 1984, April 5, 1984; *Seattle Post-Intelligencer* editorial quoted *On the Ways,* March 4, 1942; *Bellevue American*, October 31, 1940; Frederic Lane, *Ships for Victory,* (Johns Hopkins, 2001), pp 32-39, 52; Richard Polenberg, *War and Society,* (Lippincott, 1972), p 73; John Morton Blum, *V Was for Victory,* (Harcourt Brace Jovanovich, 1976), pp 12-13, 122; Gerald White, *Billions for Defense: Government Financing by the DPC during World War II* (University of Alabama, 1980), pp 7, 54; Robert H. Connery, *The Navy and Industrial Mobilization in World War II* (Princeton University Press, 1951), pp 90, 345-349.
[81] *War Industrial Facilities Authorized,* (War Production Board, 1943), Table 2; *East Side Journal* May 14, 1943; Russell Mowry, recorded interview, Eastside Heritage Center, March 25, 1984, April 5, 1984; Virginia Lang, recorded interview, Eastside Heritage Center, August 21, 1984; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; Herman Johnson, recorded interview, Eastside Heritage Center, March 10, 1984; Merritt Hackett, conversation with McConaghy, March 2, 1984.
[82] *East Side Journal,* May 14, 1943, Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; Herman Johnson, recorded interview, Eastside Heritage Center, March 10, 1984; John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984.
[83] *East Side Journal,* November 2, 1942; Virginia Lang, recorded interview, Eastside Heritage Center, August 21, 1984; Russell Mowry, recorded interview, Eastside Heritage Center, March 25, 1984; Merritt Hackett, recorded interview, Eastside Heritage Center, March 2, 1984; Eugene Danielson, recorded interview, Eastside Heritage Center, April 14, 1984.
[84] *East Side Journal*, February 19, 1942; Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; McCauley, *A Look to the Past,* pp 101-104,
[85] Russell Mowry, recorded interview, Eastside Heritage Center, March 25, 1984, April 5, 1984; John Bratt, recorded interview, Eastside Heritage Center, March 2, 1984: John Rodgers, recorded interview, Eastside Heritage Center, March 27, 1984; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; E.N. Baunsgard, recorded interview, Eastside Heritage Center, June 29, 1984; *On the Ways,* March 14, 1941-October 26, 1945; for general LWS, see Lorraine McConaghy , "The Lake Washington Shipyards: For the Duration," (M.A. thesis, University of. Washington, 1987).

[86] For wartime defense contracting, see Robert H. Connery, *The Navy and Industrial Mobilization during World War II,* (Princeton, 1951); John Morton Blum, *V Was for Victory, (*Harcourt, Brace, Jovanovich, 1976); *East Side Journal,* April 13, 1939, January 4, 1942, quote December 24, 2942; ; *Seattle Times*, August 14, 1943; Marshall Maslin, editor, *Western Shipbuilders in World War II* (Shipbuilding Review Publishing Association, 1945), p 35-7; Frederick Lane, pp 236-41; Donald Nelson, *Arsenal of Democracy*, (Harcourt Brace, 1946), p 307.

[87] *East Side Journal*, ads throughout 1939; Maurice Powell, recorded interview, Eastside Heritage Center, December 10, 1986; McDonald, *Eastside Notebook,* pp 186-7.

[88] McDonald and Hemion, "Lake Washington Shipyards, Part I," p 133; Kirkland City Council meeting minutes, City of Kirkland, April 4, 1941; Ely, pp 108, 111; John Bratt, recorded interview, Eastside Heritage Center, March 2, 1984.

[89] U.S. Decennial Census 1950, table 4 (Kirkland population 1930: 1714 and 1940: 2084) and U.S. Decennial Census; *An Economic Study of the Area East of Lake Washington,* Washington State Highway Commission, 1951 (deposits 1930: $531,909, 1935: $696,263, 1940 $1,464,110); *Public Housing in King County: A Progress Report, 1939-1945,* Housing Authority of the County of King, 1945, p 78; *The Public Low Rent Housing Market,* Bureau of Economic Research, University of Washington, 1949, p 7; *East Side Journal* April 13, 1939; Eugene Hatch, recorded interview, Eastside Heritage Center, April 15, 1984; Lindahl, pp 70-75.

[90] *East Side Journal,* December 11, 1941, December 18, 1941; John Bratt, recorded interview, Eastside Heritage Center, March 2, 1984; Wallace Taylor, recorded interview, Eastside Heritage Center, April 1, 1984.

[91] *East Side Journal,* March 26, 1942, Feburary 5, 1942; *Bellevue American,* December 11, 1941; Jean Olsen, recorded interview, Eastside Heritage Center, March 11, 1984; D'Ann Campbell, *Women at War with America,* (Harvard University Press, 1984), pp 66-71; *Seattle Times,* June 21, 1943.

[92] *East Side Journal*, December 25, 1941; December 2, 1942, May 8, 1943; *Bellevue American,* April 23, 1942.

[93] There is an extensive historiography on Americans of Japanese descent on the West Coast and their wartime internment. See especially Roger Daniels, *Concentration Camps North America: Japanese in the United States and Canada During World War II,* (Krieger, 1989) and Stephen Fujita, *Altered Lives, Enduring Community: Japanese Americans Remember their World War II Incarceration,* (University of Washington Press, 2004), and Densho: The Japanese American Legacy Project, www.densho.org; Jean Olsen, recorded interview, Eastside Heritage Center, March 11, 1984; Ernest Thormahlen, recorded interview, Eastside Heritage Center, October 21, 1985; "Abundant Dreams Diverted," *Seattle Times*, June 23, 1996.

[94] Lucile McDonald, recorded interview, Eastside Heritage Center, April 6, 1985; *Bellevue American,* December 18, 1941, May 21, 1942; *East Side Journal,* quote March 12, 1942; Lucile McDonald, *Eastside Notebook*, pp 85-6; "Abundant Dreams Diverted," *Seattle Times,* June 23, 1996.

[95] See https://cdn.calisphere.org/data/28722/2z/bk0014b1k2z/files/bk0014b1k2z-FID1.pdf for collection of West Coast internment and expulsion documents, including Eastside and Kirkland examples.

[96] *East Side Journal*, May 21, 1942, July 4, 1942, June 10, 1943, April 5, 1945, April 12, 1945, April 19, 1945; *Bellevue American* May 28, 1942, April 2, 1943, June 24, 1942, September 3, 1942; *Time* magazine, April 16, 1945.

[97] Quote Herbert and Florence Wilkinson, recorded interview, Eastside Heritage Center, October 27, 1984; Elmer Miller quote, recorded interview, Eastside Heritage Center, March 18, 1984; *East Side Journal* , March 5, 1942 and throughout 1942; *Bellevue American,* July 22, 1942 and throughout 1942 and 1943, *On the Ways* May 27, 1942, July 18, 1942; Boilermakers Union *104 Reporter*, May 1, 1942, March 11, 1943; Arthur and Madge Warner, recorded interview, Eastside Heritage Center, March 16, 1984, Robert Tibbatts, recorded interview, Eastside Heritage Center, July 29, 1984; Felix Koutonen, recorded interview, Eastside Heritage Center, August 14, 1984; Eugene Danielson, recorded interview, Eastside Heritage Center, April 14, 1984; Ross Hadfield, recorded interview, Eastside Heritage Center, July 19, 1984; William Wilson, recorded interview, Eastside Heritage Center, July 23, 1984.

[98] Elmer Miller, recorded interview, Eastside Heritage Center, March 18, 1984; *East Side Journal* , March 5, 1942; *Bellevue American,* July 22, 1942; *On the Ways,* May 27, 1942, July 18, 1942; Boilermakers

Union *104 Reporter*, May 1, 1942, March 11, 1943; Arthur and Madge Warner, recorded interview, Eastside Heritage Center, March 16, 1984, Robert Tibbatts, recorded interview, Eastside Heritage Center, July 29, 1984; Felix Koutonen, recorded interview, Eastside Heritage Center, August 14, 1984, Eugene Danielson, recorded interview, Eastside Heritage Center, April 14, 1984; Ross Hadfield, recorded interview, Eastside Heritage Center, July 19, 1984; William Wilson, recorded interview, Eastside Heritage Center, July 23, 1984.

[99] Frederic Lane, *Ships for Victory,* (Johns Hopkins, 2001), pp 32-39, 52; Richard Polenberg, *War and Society,* (Lippincott, 1972), p 73; John Morton Blum, *V Was for Victory,* (Harcourt Brace Jovanovich, 1976), pp 12-13, 122; Gerald White, *Billions for Defense: Government Financing by the DPC during World War II* (University of Alabama, 1980), pp 7, 54; Robert H. Connery, *The Navy and Industrial Mobilization in World War II* (Princeton University Press, 1951), pp 90, 345-349.

[100] D'Ann Campbell, pp 86, 150-153, 224; Susan Hartmann, *The Homefront and Beyond,* (Hall, 1982), pp 16-19; *Bellevue American* December 3, 1942; *On the Ways* for a range of treatments of female workers, July 7, 1942, Auguyst 19, 1942, December 12, 1942, January 27, 1943, May 5, 1943, July 10, 1943; Katharine Archibald, *Wartime Shipyard,* (University of California Press, 1947) Eleanor Holsten Somsak, recorded interview, Eastside Heritage Society, August 5, 1984; Karen Tucker Anderson, "The Impact of World War II in the Puget Sound Area on the Status of Women and the Family," (unpublished dissertation, University of Washington, 1975.)

[101] Howard Droker, "Seattle Race Relations During the Second World War," in G. Thomas Edwards and Carlos Schwantes, eds., *Experiences in a Promised Land,* (University of Washington Press, 1986); Louis Ruchames *Race, Jobs and Politics: The Story of the FEPC* (Columbia University Press, 1953), pp 16-23.; Herbert Northrup, *Organized Labor and the Negro* (Harper, 1944), pp 213-4. The corporate records of the Lake Washington Shipyards were stored in a railroad boxcar which burned, per Russell Mowry, recorded interview, Eastside Heritage Center, March 25, 1984, and some of the statistics – like Black employment, here – are speculative.

[102] Herbert and Florence Wilkinson, recorded interview, Eastside Heritage Center, October 27, 1985; Herman Johnson, recorded interview, Eastside Heritage Center, March 10, 1984; Henry Ona, recorded interview, Eastside Heritage Center, February 26, 1984; Ernest Thormahlen, recorded interview, Eastside Heritage Center, October 21, 1985; *East Side Journal,* April 2, 1942, May 24, 1942; June 1, 1942.

[103] Herbert and Florence Wilkinson, recorded interview, Eastside Heritage Center, October 27, 1985; *East Side Journal*, March 19, 1942.

[104] *East Side Journal,* April 2, 1942, May 24, 1942, April 22, 1943.

[105] *East Side Journal*, September 10, 1942, January 7, 1943; Norma Warner, recorded interview, Eastside Heritage Center, July 31, 1984; Jean Olsen, recorded interview, Eastside Heritage Center, March 11, 1984.

[106] *East Side Journal,* February 25, 1943, November 4, 1943, January 7, 1944. *East Side Journal,* January 7, 1943

[107] *East Side Journal*, January 7, 1943, October 28, 1943, November 4, 1943, November 25, 1943, December 2. 1943; Mary Martha Society, Kirkland Congregational Church archives King County Housing Authority, *Characteristics of Residents of Housing Projects in King County, Washington: 1945*, Research Bulletin No. 1 (Seattle, 1945), pp15-17.

[108] Roy Collins, recorded interview, Eastside Heritage Center, February 24, 1984; Henry Jovag, recorded interview, Eastside Heritage Center, March 4, 1985; Henry Ona, recorded interview, Eastside Heritage Center, February 26, 1984; Richard Taylor, recorded interview, Eastside Heritage Center, March 12, 1984; Loyal Fengler, recorded interview, Eastside Heritage Center, April 13, 1984; Doris Eason, recorded interview, Museum of History & Industry. March 23,1985; Louis Ruchames, *Race. Jobs, and Politics*, p 191.

[109] *East Side Journal,* June 1, 1942, August 20, 1942, April 22, 1943; "Board Minutes" Lake Washington School District (then, the Kirkland School District,) June 6, 1942; Vincent Widney, recorded interview, Eastside Heritage Center, October 18, 1985.

[110] *Annual Report,* King County Housing Authority, op.cit. p 44; Clark Kerr, *Migration to the Seattle Labor Market Area, 1940-1942* (University of Washington Press, 1942), pp 136ff; John Bratt, recorded interview, Eastside Heritage Center, March 2, 1984; Edith Osborn, recorded interview, Eastside Heritage Center,

March 6, 1984;Robert Tibbatts, recorded interview, July 29, 1984, Herbert and Florence Wilkinson, recorded interview, Eastside Heritage Center, October 27, 1984, Nels Nelson, Roy St. Clair, Wilfred Miller, recorded interview, January 17, 1985, MOHAI, John Bratt, recorded interview, Eastside Heritage Center, March 2, 1984, Robert and Ruth Wiesen, recorded interview, Eastside Heritage Center, November 5, 1985, Eleanor Somsak, recorded interview, Eastside Heritage Center, August 5, 1984; *East Side Journal,* September 10, 1942, November 5, 1942; *Bellevue American,* October 15, 1942, March 30, 1944.

[111] *East Side Journal,* January 1, 1942, January 22, 1942, February 16, 1942, April 2, 1942, April 16, 1942, July 9, 1942, July 30, 1942, October 8, 1942, October 22, 1942, September 8, 1943, December 3, 1943, March 30, 1944, April 27, 1944; *Bellevue American,* June 3, 1943l *An Economic Study of the Area East of Lake Washington*, Washington State Highway Commission, 1951 (bank deposits 1940: $1464,110, 1945: $7,708,897).

[112] Calvin Schmid, *Social Trends in Seattle* (University of Washington Press, 1944), p 324-5; Norma and Albert Warner, recorded interview, July 31, 1984; Kirkland Cityi Council, meeting minutes, March 15, 1943; *Seattle Times*, June 14, 1944; Wayne and Frank Kirtley, recorded interview, Kirkland Heritage Society, February 23, 1986; Jean Olsen, recorded interview, Eastside Heritage Center, March 11, 1984; Robert Wiesen, recorded interview, Eastside Heritage Center, November 5, 1985; photo of LWS from Yarrow Point, *On the Ways,*, July 29, 1942; *East Side Journal,* June 15, 1944, June 29, 1944.

[113] *East Side Journal,* July 20, 1944, June 4, 1945; *104 Reporter*, July 12, 1945, August 30, 1945, November 19, 1945, December 13, 1945, March 21, 1945, May 2, 1946, August 22, 1946*; On the Ways,* September 28, 1945, September 7, 1945; for general historical literature on suburban development, see also Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (Oxford University Press, 1987); Stephanie Koontz, *The Way We Never Were. American Families and the Nostalgia Trap.* (Basic Books, 1992); Robert Fishman, *Bourgeois Utopias: The Rise and Fall of Suburbia.* (Basic Books, 1987); Elaine Tyler May, *Homeward Bound: American Families in the Cold War Era,* (Basic Books, 1988).

[114] *East Side Journal,* June 4, 1942; Kirkland City Council meeting minutes, September 20, 1943; Kirkland Ordinance $464, July 20, 1943; Yarrow Community Club meeting minutes, June 26, 1945, correspondence between John Hamilton, chairman, Yarrow Community Club and Warren Magnuson, June 28, 1945; Yarrow Community Club open letter, June 28, 1945, in Yarrow Community Club Archives.

[115] *Bellevue American,* June 28, 1945; Kirkland City Council meeting minutes, June 18, 1945; Yarrow Community Club minutes and ephemera, throughout summer, 1945; Ernest and Verna Thormahlen, recorded interview, October 21, 1985; *Seattle Times,* quote July 1, 1945.

[116] *Seattle Times,* June 28, 1945.

[117] *East Side Journal*, July 5, 1945, July 12, 1945.

[118] *104 Reporter,* July 12, 1945, July 19, 1945.

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Exhibit 17

2023
COMMUNITY PROFILE

For the 2044 Kirkland Comprehensive Plan

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CITY OF KIRKLAND

COMMUNITY PROFILE

The community profile supports the work of the 2044 Comprehensive Plan by offering a summary of the baseline conditions and trends in Kirkland and surrounding municipalities in the region. This helps assess what impact policy and planning decisions may have on the existing community and how to build the kind of community Kirkland wants to become, envisioned by those who live, work, recreate and visit here.

CREDITS

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1 Introduction

Kirkland At A Glance

Incorporated: 1905
Population: 96,920 (2023, PSRC)
Area: 18.25 sq. Miles
Elevation: 15-535 ft above sea level
Rank: 12th in state, 6th in county
Neighborhoods: 13

CITY OF KIRKLAND - PLANNING & BUILDING DEPARTMENT

INTRODUCTION TO THE COMMUNITY PROFILE

Kirkland is a city in the Puget Sound region of western Washington State. The city is located in the Seattle's region's Eastside, on the shores of Lake Washington. With a population of 96,920 (PSRC, 2023), Kirkland is the sixth largest municipality in King County and twelfth largest in the state. Kirkland has long been a regional commerce center as well as a popular destination for recreation and the arts.

This report describes Kirkland through statistics and illustrations using several key, interrelated themes: demographics, housing, economy, land use, and transportation. The purpose of the 2023 City of Kirkland Community Profile is to present selected content that traces the city's recent growth and anticipates future development. Some of this material appears as a snapshot in time; some as a comparison between Kirkland and its neighboring communities; and some as an overview of trends. Also included in selected tables are prior years and forecasts.

Sources used in this publication include the United States Census Bureau, the Washington State Office of Financial Management (OFM), the Puget Sound Regional Council (PSRC), the Kirkland Geographic Information System (GIS), and several departments of the City of Kirkland. These data sets represent only a tiny fraction of community information resources available in the public domain. City staff continually investigates ways to mine these voluminous data resources – for example, using sophisticated technologies such as GIS – to better analyze, understand, and anticipate factors bearing on Kirkland's future vitality and growth. As in all investigative reporting, sources that are consulted for such analysis must be identified and scrutinized for accuracy, and limitations are noted where relevant, such as the methodologies and definitions defined on the following page.

DEFINITIONS & METHODOLOGIES

Region

For data comparison, regional data is defined in this report as the cities adjacent to Kirkland, Bellevue and Redmond, as well as King County as a whole.

Current Data

There were three different methods of current data collection. The first was collection from Kirkland, King County, PSRC or another local agency. This offered data that varied in publication date, but generally ranged between 2019-2023. Census data that was collected either used 2022 American Community Survey (ACS) 1-Year Estimates or 2020 ACS 5-Year Estimates depending on availability. For example, 2020 Census data is not available in 1-Year Estimates. Choices between one or the other were determined by either (1) availability of recent data, or (2) intention to show patterns decade-by-decade (e.g., 2010-2020, 2011-2021). For example, 2020 Census data is not available in 1-Year Estimates. Decisions to show variation of data by decade is done to ease the process of replication in future publications of the Community Profile.

COVID-19

The 2020 COVID-19 pandemic caused disruption within the U.S. Census data collection process, particularly for ACS. This limited the ability to collect data from both households and group quarters. It also motivated the U.S. Census to develop a weighting tool to try and adjust for "non-response bias", or an imbalance in those who were not able to respond for varying socio-economic and pandemic-related reasons. This weighting system still does not accurately report data to the degree that pre-pandemic Census data collection may have. Other factors influenced by the pandemic include a major spike in remote work during and after 2020 data collection, as well as the likelihood of double counted populations as housing insecurity and changing labor patterns influenced people moving to other cities.

Section Notes

Section notes are offered throughout this report to provide additional context to the provided data. This includes definitions, methodologies, redirection to similar data in other chapters of the report, and other information relevant to the section.

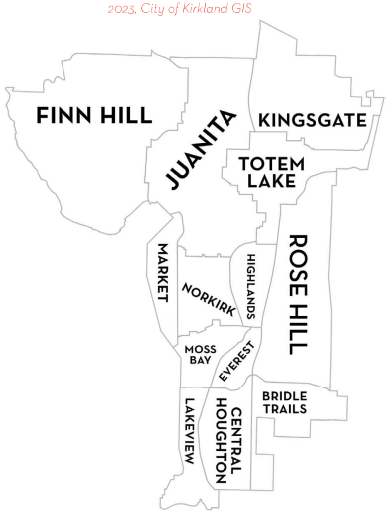
Source Abbreviations

OFM- U.S. Office of Financial Management
PSRC - Puget Sound Regional Council
ACS - American Community Survey, U.S. Census

KIRKLAND **DEFINED**

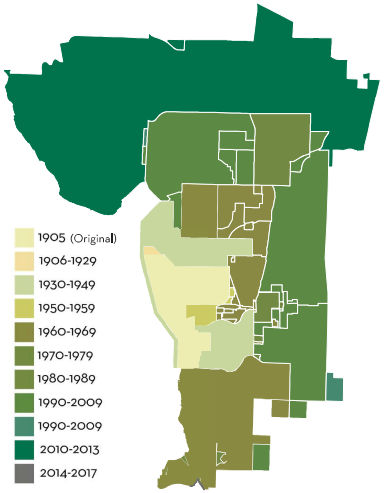
Kirkland Neighborhoods

2023, City of Kirkland GIS



Kirkland Annexation History

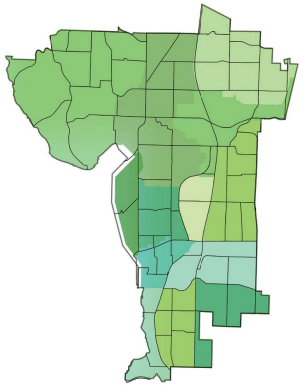
1905-2022, City of Kirkland GIS



MAP 3 - REGIONAL PLANNING ANALYSIS ZONES

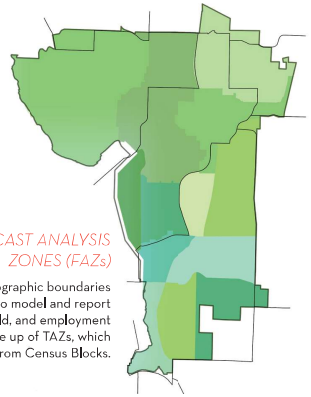
2023, City of Kirkland GIS

(BY NEIGHBORHOODS)



TRANSPORTATION ANALYSIS ZONES (TAZs)

City of Kirkland TAZs play a vital role in predicting population growth, economic development, and transportation/transit capacity and responsiveness. The findings are then disseminated throughout the region through various processes.



PSRC FORECAST ANALYSIS ZONES (FAZs)

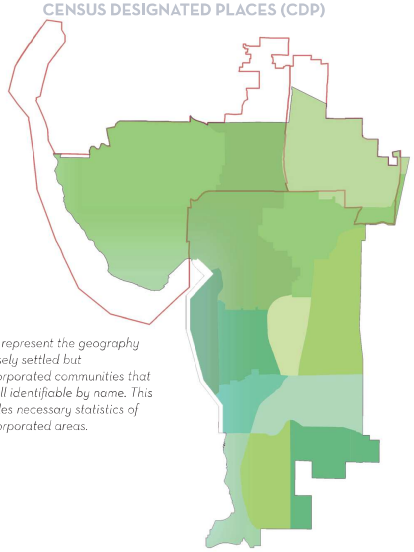
PSRCs FAZs are geographic boundaries used by PSRC to model and report population, household, and employment forecasts. They are made up of TAZs, which in turn are constructed from Census Blocks.

MAP 4 - U.S. CENSUS BUREAU ENUMERATION UNITS

2023, City of Kirkland GIS

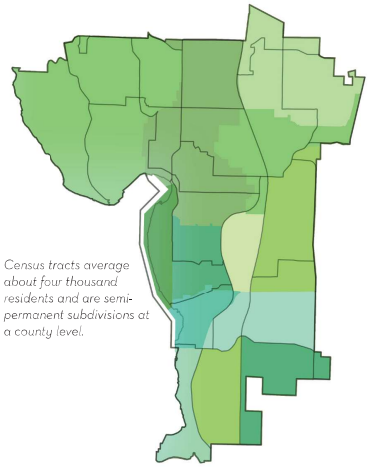
(BY NEIGHBORHOODS)

CENSUS DESIGNATED PLACES (CDP)



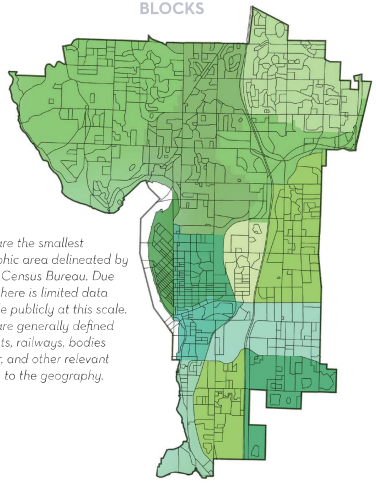
CDPs represent the geography of closely settled but unincorporated communities that are still identifiable by name. This provides necessary statistics of unincorporated areas.

TRACTS



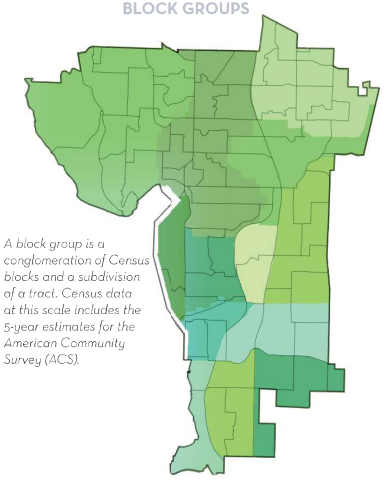
Census tracts average about four thousand residents and are semi-permanent subdivisions at a county level.

BLOCKS



Blocks are the smallest geographic area delineated by the U.S. Census Bureau. Due to this, there is limited data available publicly at this scale. Blocks are generally defined by streets, railways, bodies of water, and other relevant features to the geography.

BLOCK GROUPS



A block group is a conglomeration of Census blocks and a subdivision of a tract. Census data at this scale includes the 5-year estimates for the American Community Survey (ACS).

2 Demographics

Demographic characteristics and trends provide useful measures of how communities change over time, impacting housing, consumer spending, employment, education, and other aspects of society. Washington State and regional agencies monitor population growth annually to inform policy and allocate funding. Kirkland has experienced steady growth, doubling its population since 1990. The Puget Sound region continues to experience a net population gain and significant change in population composition.

Kirkland's demographic evolution over the past decades has been marked by significant shifts in population growth, age distribution, household structure, and economic indicators. Notable milestones include a 133.6 percent increase from 2010 to 2015, adding 38,638 residents. This is largely due to the annexation of the North Juanita, Finn Hill, and Kingsgate neighborhoods from King County. This steady growth has propelled Kirkland to 6th place in King County's municipal ranking, mirroring its 1990 position and reflecting alignment with the county's overall population surge.

Land expansion has mirrored this trajectory, with growth gaining momentum after the 2011 annexation, coinciding with population expansion. The age composition illustrates a diverse populace, with heavy representation from ages 25 to 54. Notably, Kirkland has seen growth in the under-18 and over-65 populations, surpassing the county's figures for the latter group.

Household dynamics have shifted, with Kirkland exhibiting the highest growth rates in both households and total population among peers and the county. Family households and those with children have nearly doubled since 2010, highlighting a both an increase of population due to annexation and an increase of families moving to the area. However, the prevalence of households over 65 living alone has also increased significantly.

Economically, Kirkland maintains a higher median household income than neighboring municipalities and the county, with a concentration of households earning $200,000 or more. While poverty rates remain lower than the county's, they still reflect significant economic disparity.

Kirkland's demographic profile encompasses substantial population growth, shifting demographics, evolving households, and economic patterns. Despite facing socioeconomic challenges, Kirkland's adaptability continues to shape its trajectory.

Kirkland At A Glance (2022)

Population Growth: 1,354 (1920); 8,451 (1960); 83,460 (2015); 96,920 (2023)

Non-White Pop.: 25,573, 28% (2020)

Median Age: 36.9

<18 Years Population: 21.5%

>65 Years Population: 14.6%

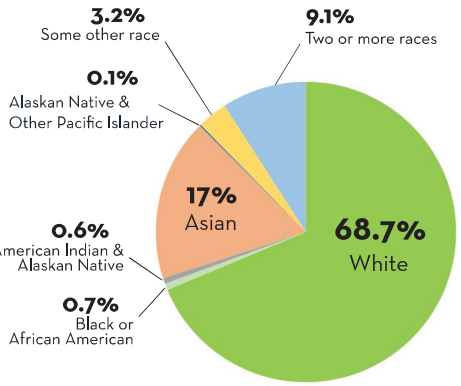
Avg. Household Size: 2.3

Median Household Income: $130,620

Households < Poverty Level: 4.8% Family, 6.5% Total (2021)

2.A - Kirkland Racial Composition

U.S. Census Bureau, 2020

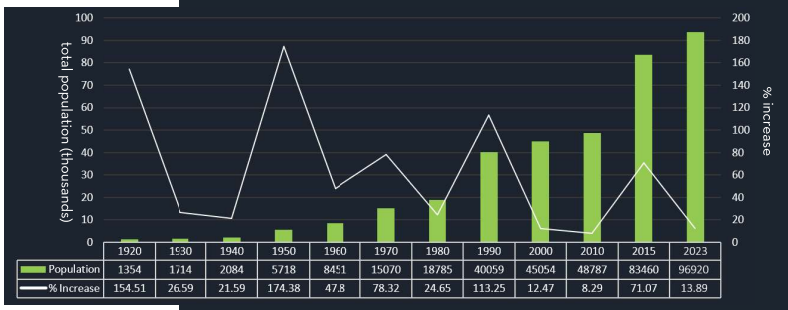


STATISTICS ON POPULATION

2.B - Kirkland Population Growth

1920-2023, U.S. Census Bureau, OFM

Kirkland's total population had significant growth between 2010-2015, but the biggest spike in the past half century was between 1980 and 1990, which showed 113.25 percent growth in population.

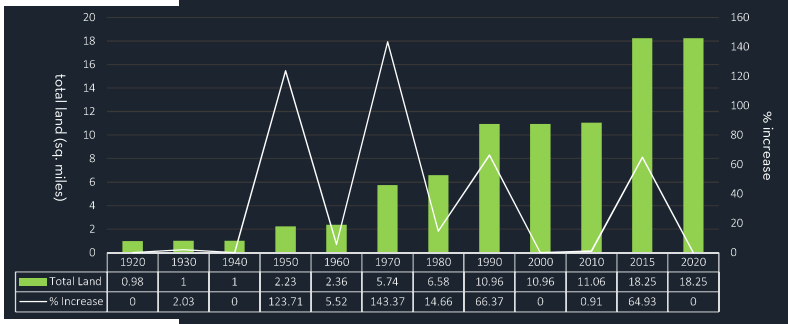


	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015	2023
Population	1354	1714	2084	5718	8451	15070	18785	40059	45054	48787	83460	96920
% Increase	154.51	26.59	21.59	174.38	47.8	78.32	24.65	113.25	12.47	8.29	71.07	13.89

2.C - Kirkland Land Growth

1920-2020, Kirkland GIS

Kirkland's size (in terms of square miles of land) has been steadily rising in the last century. There was low to no growth between 1990-2000, and then significant growth after the 2011 annexation.



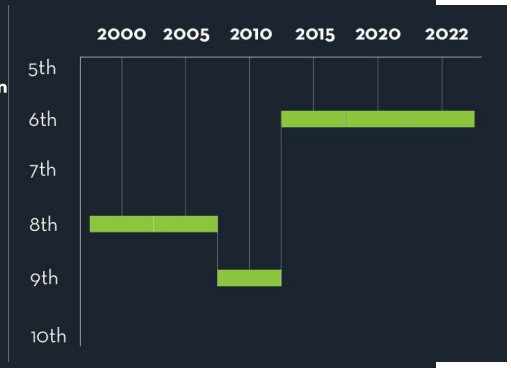
	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015	2020
Total Land	0.98	1	1	2.23	2.36	5.74	6.58	10.96	10.96	11.06	18.25	18.25
% Increase	0	2.03	0	123.71	5.52	143.37	14.66	66.37	0	0.91	64.93	0

STATISTICS ON POPULATION

2.D - Rank in County by Population

2000-2022, U.S. Census Bureau, OFM

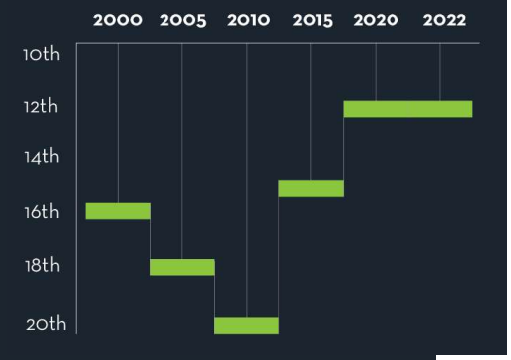
Kirkland has steadily grown in population size in the last two decades, putting it in higher rank with other municipalities in the county. In 2022, it was ranked 6th in the county. While this is the same ranking to its position in 1990, it shows that it has been steadily growing alongside King County's overall population.



2.E - Rank in State by Population

2000-2022, U.S. Census Bureau, OFM

Similar rankings are reflected on the state level. As of 2022, Kirkland is ranked 12th in the state. 1990's 13th placed ranking compared to current ranking shows consistent growth alongside other municipalities in the state after a dip between 2000-2010.



STATISTICS ON POPULATION

2.F - City Population Growth

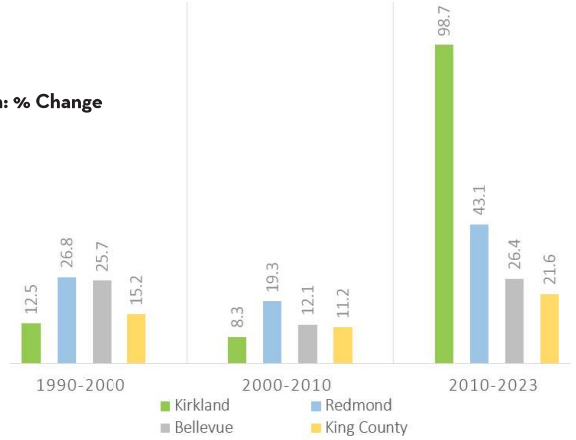
1990-2023, U.S. Census Bureau, OFM

In this time frame, Kirkland's population saw a 133.6 percent increase. The biggest increase of population occurred between 2010 and 2015, with a growth of 38,638 new residents, or 79.2 percent, like due to the 2011 annexation of much of North Kirkland.

2.G - Population Growth in the Region: % Change

1990-2023, U.S. Census Bureau

Amongst surrounding municipalities and the overall county, Kirkland saw the biggest increase in population between 2010-2023. This is a considerable change from 1990-2000 where the city had the lowest percent of growth compared to the others. This is primarily due to the 2011 annexation.



Detail of regional growth between 1990-2023, with percent change for each gap

	1990	1990-2000 % Change	2000	2000-2010 % Change	2010	2010-2023 % Change	2023
Kirkland	**40,059**	**12.5**	**45,054**	**8.3**	**48,787**	**98.7**	**96,920**
Redmond	35,800	26.8	45,389	19.3	54,144	43.1	77,490
Bellevue	86,872	26.8	109,189	12.1	122,363	26.4	154,600
King County	1,507,305	15.24	1,737,034	11.2	1,931,249	21.6	2,347,800

STATISTICS ON RACE & ETHNICITY

2.H - Racial Composition in the Region

2000-2020, PSRC

	White			Black or African American			Asian		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Kirkland	**85.5**	**79.3**	**68.9**	**1.2**	**1.8**	**1.9**	**7.9**	**11.5**	**15.3**
Redmond	79.2	65.2	49.1	1.2	1.7	1.6	13.5	25.5	36.7
Bellevue	74.1	62.6	47.7	1.8	2.3	2.6	17.5	27.8	37.4
Seattle	70.0	69.5	62.6	8.3	7.9	6.9	13.6	14.2	16.2
King County	75.6	68.7	58.2	5.3	6.2	5.6	11.3	15.4	18.2

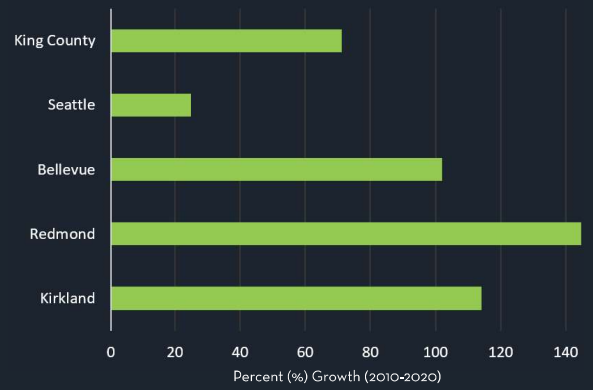
	American Indian or Alaskan Native			Native Hawaiian or Alaskan Native			Hispanic Origin		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Kirkland	**0.6**	**0.4**	**0.1**	**0.2**	**0.2**	**0.0**	**4.3**	**6.3**	**7.7**
Redmond	0.5	0.4	0.2	0.2	0.2	0.2	5.7	7.8	7.6
Bellevue	0.6	0.4	0.2	0.2	0.0	0.3	5.2	7.0	7.4
Seattle	1.0	0.8	0.4	0.5	0.4	0.4	5.3	6.6	7.1
King County	0.9	0.8	0.5	0.5	0.1	0.7	5.5	8.9	9.8

2.I - Non-White Population in the Region: % Change

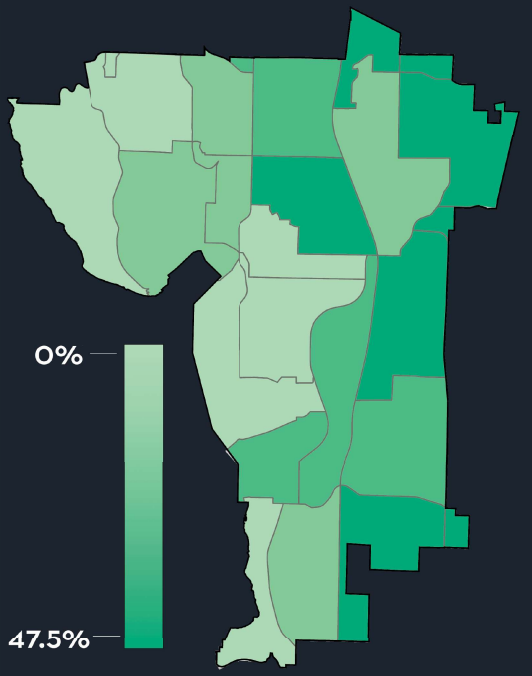
PSRC, 2000-2020

Amongst surrounding municipalities and the overall county, Redmond saw the biggest percent growth of Non-White residents between 2000-2020 at a 144% increase, with Kirkland following at 114%. But this increase is not necessarily indicative of diversity, as Kirkland has consistently maintained the highest percentage of White residents during this twenty-year period compared to the other shown municipalities. Within this time, the highest Non-White categorical percentage in Kirkland was 15.3% Asian compared to 68.9% White in 2020 (See Fig. 2.G).

Seattle, while showing the least amount of growth during this time, has maintained the highest percent population of Black residents comparatively, and the highest population of Indigenous Americans with the exception of the county as a whole.



STATISTICS ON RACE & ETHNICITY



SECTION NOTE

"Non-White"

Is defined in this report based on the categories, excluding White, as defined by the U.S. Census Bureau

Map 5 - Residents of Color Heat Map: By Census Tract

2020, PSRC, OpenStreetMap

In the City of Kirkland, the highest concentration of Non-White residents occurs predominantly within and along the eastern city limits that border with neighboring municipalities like Redmond. Neighborhoods with the highest percentage of residents of color are Kingsgate, Juanita, N Rose Hill, Bridle Trails, and parts of Totem Lake.

Highest concentrations of White residents occur within and along the western city limits that border with Lake Washington. These neighborhoods include Market, Norkirk, Lakeview, and parts of Finn Hill.

2.J - Non-White Population in the Region: % of Total

2000-2020

While the city of Kirkland has more than doubled the percentage of residents of color between 2000-2020, it has consistently had the lowest percentage in comparison to neighboring municipalities and the county as a whole.

For both 2010 and 2020 Census data collections, Bellevue had the highest percentage of Non-White residents. As of 2020, both Bellevue and Redmond reached a majority population of residents of color.

	Kirkland	Redmond	Bellevue	Seattle	King County
2000	14.5	20.8	25.9	30	24.4
2010	20.7	34.8	37.4	30.5	31.4
2020	31.1	50.9	52.3	37.4	41.8

STATISTICS ON **AGE**

Across Kirkland and surrounding municipalities, ages 20-44 are the most present age group. Kirkland has the highest representation of this age group compared to other municipalities. Kirkland has less of a presence of people over the age of 65 than Bellevue and Redmond, and only slightly more than King County.

2.K - Kirkland Age Composition*

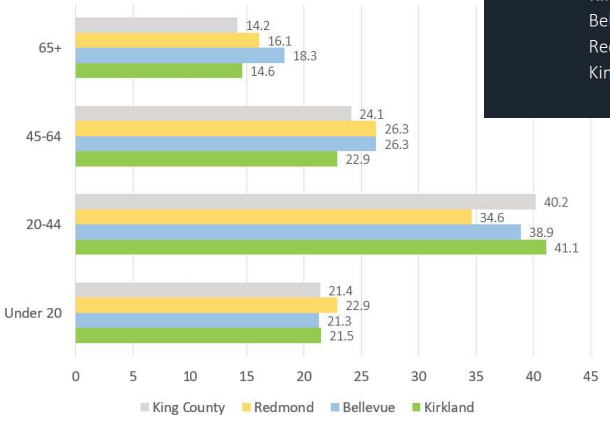
2000-2022, PSRC

Age Group	% of Population		Age Group	% of Population
	2000	2010		2022
Under 5	5.5	6.0	Under 5	6.1
5 to 17	12.7	12.7	5 to 9	6.4
18 to 20	3.2	2.9	10 to 14	4.7
21 to 24	5.8	5.3	15 to 19	4.3
25 to 44	38.8	35.1	20 to 24	4.4
45 to 54	15.5	15.1	25 to 29	10.1
55 to 59	5.3	6.4	30 to 34	10.0
60 to 64	3.3	5.6	35 to 39	8.6
65 to 74	5.0	5.8	40 to 44	8.0
75 to 84	3.6	3.3	45 to 49	6.4
85 +	1.5	1.8	50 to 54	7.3
			55 to 59	5.1
			60 to 64	4.1
			65 to 69	4.7
			70 to 74	4.4
			75 to 79	2.8
			80 to 84	1.5
			85 +	1.2

* Between 2010-2022, the Census age group breakdown changed to include additional age groups

2.P - Kirkland Age Composition

2022, PSRC



Kirkland has the highest growth of people under the age of 18 between 2000 and 2022 compared to surrounding municipalities. Bellevue and King County have seen a decrease in this age range. Kirkland has also seen the highest growth of people over the age of 65. For both people over 65 and under 18, Kirkland's percentage increase is significant compared to other cities and King County.

2.L - Population Under 18: % Change

2000-2022, PSRC

	2000	2010	2022	% Change
Kirkland	18.2	18.8	21.5	18.3
Redmond	21.4	22.8	22.0	2.9
Bellevue	24.4	22.4	21.3	-12.8
King County	22.4	21.4	21.4	-4.5

2.M - Population Over 65: % Change

2000-2022, PSRC

	2000	2010	2022	% Change
Kirkland	10.1	10.9	14.6	44.8
Redmond	9.3	9.5	9.7	4.6
Bellevue	13.4	13.9	13.4	-0.2
King County	10.5	10.9	14.2	35.6

2.N - Median Age in the Region

2010-2022, PSRC, U.S. Census Bureau

	2000	2010	2022
Kirkland	36.2	37.5	36.9
Redmond	34.2	34.1	35.4
Bellevue	38.3	38.5	38.7
King County	35.8	37.1	37.5

2.O - Regional Age Composition: % of Total

2022, PSRC, U.S. Census Bureau

	< 20	20-44	45-64	65+
Kirkland	21.5	41.1	22.9	14.6
Bellevue	21.3	38.9	26.3	18.3
Redmond	22.9	34.6	26.3	16.1
King County	21.4	40.2	24.1	14.2

2.Q - Occupied Housing Units vs. Population Growth Rates in the Region

2000-2022, U.S. Census

Compared to the county as a whole and surrounding similar municipalities, Kirkland has seen the highest rate of growth for both households and total population by a significant amount. In the case of all municipalities, but especially Kirkland, the population growth is much higher than the household growth. This may suggest an increase in shared living spaces, supported by growing costs of living. It may also suggest that there is an increase in growing families sharing a household. Given that Kirkland has seen the highest and only positive growth in population under the age of 18, this is likely a correlating relationship.

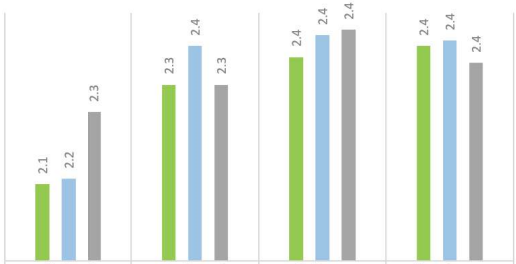
STATISTICS ON **HOUSEHOLDS**

2.R - Household Size in the Region

2000-2022, U.S. Census

Compared to surrounding similar municipalities and King County as a whole, Kirkland has the highest percentage growth of average household size. King County has seen a negative change in household size, but has consistently had an average household size of 2.4 during this time.

This may mean that Kirkland has a growing number of families moving to the city, or that there is an increase in shared living situations.



	Kirkland	Redmond	Bellevue	King County
2000	2.1	2.3	2.4	2.4
2010	2.2	2.4	2.4	2.4
2022	2.3	2.3	2.4	2.4

STATISTICS ON HOUSEHOLDS

2.S - Comparison of Household Types

2010-2022, U.S. Census

	Count		Percent	
	2010	2022	2010	2022
Married Couple with Children	4,020	7,880	18.1%	19.7%
Married Couple without Children	5,818	10,476	26.2%	26.2%
Single Parent (no spouse, with children)	1,258	2,322	5.7%	5.8%
Other Family (no spouse, without children)	799	2,119	3.6%	5.3%
Single Person	8,077	12,258	36.4%	30.7%
2+ Person Non-Family	2,219	4,928	10.0%	12.3%
Total Households	**22,191**	**39,983**		
Families with Children	5,278	10,626	23.8%	26.6%
Families without Children	6,617	12,171	29.8%	30.4%
Non-Family	10,296	17,186	46.4%	43.0%
Total Households	**22,191**	**39,983**		
Family Households	11,878	22,797	53.5%	57.0%
65+	1,352	4,533	6.1%	11.3%
Non-Family Households	10,283	17,186	46.3%	43.0%
Living Alone	8,067	12,258	36.4%	30.7%
65+	1,751	3,038	7.9%	7.6%
Total Households	**22,191**	**39,983**		

Between 2010 and 2022, households with married couples with or without children in the City has remained similar. Single parents have also remained a similar makeup of household population between these years, despite increasing in households by 85 percent. There have been slight decreases in the total percentages of single people or "other" family (no spouse, without children). Single people have the most significant decrease, with a 5.7 percent decrease in total City representation. Non-families of two or more people have seen a 2.3 percent growth for percent of households, or a 122 percent increase for total households.

The number of households comprising of families with children has roughly doubled, and the percent of total households has increased by 2.8 percent. Households comprising of families without children have grown in total by 84 percent, but stayed roughly similar in total percentage of households since 2010. Non-Family households have seen an increase of 67 percent, however, show a decrease in overall percent of households by 3.4 percent.

Family households, as a percentage of total households in Kirkland, have seen an increase. This includes family households with members over 65 year of age. The percentage makeup of these households has increased by 5.2 percent, the highest increase of these demographic categories. Non-family households, including those comprised of people living alone and those over 65 years of age, have increased in total number of households. However, all of these non-family categories have an overall decrease in overall percentage.

2.T - Median Household Income in the Region

2010-2022, U.S. Census Bureau

	2010		2022		% Change
	Median HH Income	% of County	Median HH Income	% of County	(2010-2022)
Kirkland	$ 86,656	121.8	$ 130,620	112.4	148.4
Redmond	$ 96,088	135.0	$ 152,851	131.5	59.1
Bellevue	$ 88,073	123.7	$ 153,779	132.3	76.2
King County	$ 71,175	100.0	$ 116,255	100	28.3

2.U - Households by Income Category in the Region

2010-2022, PSRC

	Kirkland	Redmond	Bellevue	King County
	% of Total Households			
Total Households	39,983	32,950	62,394	945,040
Median Household Income	$130,620	$152,851	$153,779	$116,255
Less than $10,000	2.9	3.9	3.7	4.2
$10,000 to $14,999	1.0	1.2	1.2	2.6
$15,000 to $24,999	2.2	1.4	2.4	3.6
$25,000 to $34,999	3.0	2.9	3	4.4
$35,000 to $49,999	4.5	5.1	4.9	6.5
$50,000 to $74,999	8.9	7	7.3	11.7
$75,000 to $99,999	12.7	10.1	8	10.3
$100,000 to $149,999	18.4	18.1	18.8	17.7
$150,000 to $199,999	13.8	15.9	13.3	11.8
$200,000 or more	32.5	34.5	37.4	27.1

SECTION NOTE

"Non-Family"

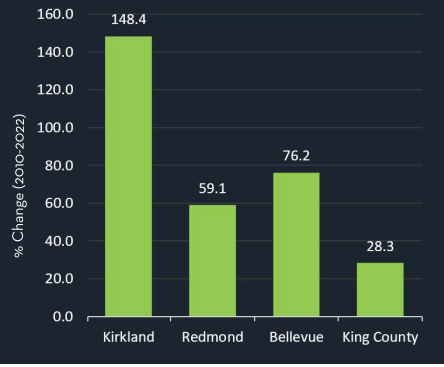
Is defined in this report by the U.S. Census Bureau as either a household consisting of one person living alone or a home exclusively shared by unrelated adults

2.V - Median Household Income in the Region: % Change

2010-2022, U.S. Census

Kirkland's median household income has seen the most change compared to surrounding municipalities in the last decade despite being lower than Bellevue or Redmond. Kirkland, Redmond, and Bellevue all have median household income that exceed that of King County.

Households making at or over $200,000 annually make up the largest percentage of households in Kirkland at 32.5 percent, as well as being the largest group in comparison jurisdictions. Those making $10,000-$15,000 annually is the smallest category of households in all jurisdictions, and accounting for only one percent of households in Kirkland Most of Kirkland's population (64.7 percent) is making above $100,000 annually.



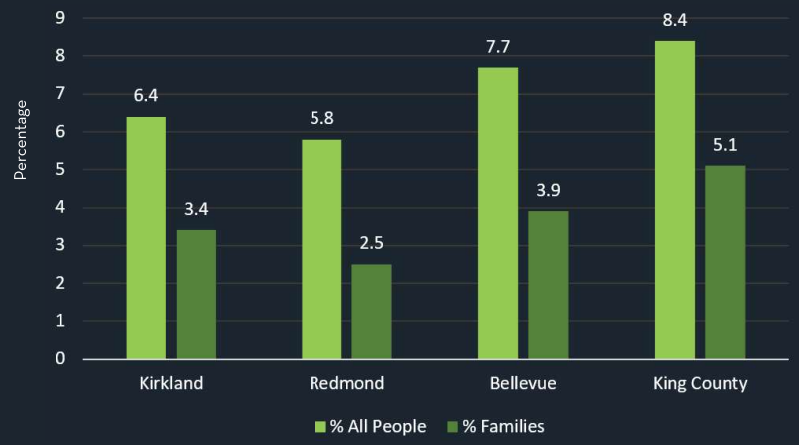
STATISTICS ON POVERTY

SECTION NOTE

"Poverty"
Is defined in this report by the U.S. Census Bureau's poverty designation. Generally, it refers to a family or individual's income being below the poverty threshold. This threshold is calculated additionally according to family size, number of dependents.

2.W - Poverty in the Region: % of People & Families

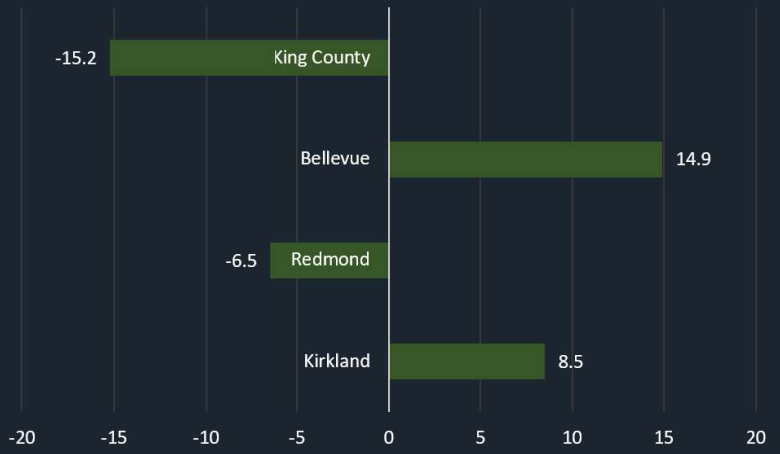
2020, PSRC



King County has the highest percentage of all people and families in poverty compared to Kirkland, Redmond, and Bellevue. This shows that higher concentrations of people and families in poverty exists outside of these municipalities in other parts of the county. This does not necessarily imply that the factors that produce and maintain impoverished households does not exist in these cities. Instead, it may more likely be due to the lack of affordable housing of these cities. Previous figures in the community profile regarding median household income and future figures detailing cost of living in these municipalities provide a broader look at these factors.

2.X - Individual Poverty in the Region: % Change

2010-2020, PSRC



Between 2010 and 2020, King County as a whole has shown a decrease in the percentage of impoverished persons, despite it currently having the highest percentage of individual people (8.4%) and families (5.1%) in poverty in 2020.

Kirkland and Bellevue have both experienced an increase in the number of people in poverty during this decade.

Redmond has a slight decline in poverty, and has the lowest percent of impoverished families and individual people in 2020.

Bellevue has had the highest increase in poverty between 2010 and 2020 as well as having the highest percent of people and families in poverty in 2020.

2.Y - Poverty in the Region by Household Type

2021, U.S. Census Bureau

	All Households			Family Households			Other Households		
	Total Households	Below Poverty Level/ % of Total		Total Households	Below Poverty Level/ % of Total		Total Households	Below Poverty Level/ % of Total	
Kirkland	**37,746**	**2,452**	**6.50**	**23,549**	**1,138**	**4.83**	**14,197**	**1,314**	**9.26**
Redmond	31,181	2,601	**8.34**	20,301	1,493	**7.35**	10,880	1,108	**10.18**
Bellevue	61,440	4,970	**8.09**	39,220	1,521	**3.88**	22,220	3,449	**15.52**
King County	924,763	83,981	**9.08**	548,708	32,294	**5.89**	376,055	51,687	**13.74**

2.Z - Poverty in the Region: % Change

2011-2021, U.S. Census Bureau

	2011				2021				Percent Change (2011-2021)			
	Total Households	Households in Poverty (By Type)			Total Households	Households in Poverty (By Type)			Total Households	Households in Poverty (By Type)		
		Family	Other	Total		Family	Other	Total		Family	Other	Total
Kirkland	**22,326**	**520**	**786**	**1,306**	**37,746**	**1,138**	**1,314**	**2,452**	**69.07**	**118.85**	**67.18**	**87.75**
Redmond	23,204	549	886	1,435	31,181	1,493	1,108	2,601	34.38	171.95	25.06	81.25
Bellevue	51,043	1,607	1,818	3,425	61,440	1,521	3,449	4,970	20.37	-5.35	89.71	45.11
King County	796,555	31,529	47,481	79,010	924,763	32,294	51,687	83,981	16.10	2.43	8.86	6.29

In Kirkland, Non-Family ("Other") households have a higher rate of poverty than family households. This is the same for Redmond, Bellevue, and King County. Bellevue has a significant difference between these two impoverished groups, with Non-Family households in poverty being three times as common as Family households.

Despite the higher percentage of impoverished Non-Family households in Kirkland in 2021, in the decade between 2011 and 2021, Family households have had a higher increase in poverty than Non-Family. Between this time, Kirkland had the highest growth of households in poverty compared to Redmond, Bellevue, and King County. The second highest growth in poverty came from Redmond, which is the other of these cities to have a higher rate of growth in Family households in poverty over Non-Family.

Bellevue was the only city that saw a decrease in Family household poverty in the last decade, but has the highest growth (2011-2021) and overall number (2021) of impoverished Non-Family households. King County has seen the least growth of households in poverty overall compared to the compared municipalities by a significant degree.

Kirkland saw 81.5 percent more poverty in this decade than King County. This is a notable figure to compare to overall poverty in 2021 because it shows that despite King County having the highest percentage of families and individuals in poverty, it has the least amount of growth of impoverished households and individual people in the last decade.

3 Housing

Housing data provides insights into the city's housing stock, affordability, and the balance between jobs and available housing. The data can inform policies and funding strategies aimed at addressing the affordability gap and increasing the availability of diverse housing options. By analyzing the trends in housing prices, home ownership rates, and rental costs, policymakers can identify opportunities to incentivize the creation of affordable housing, promote economic growth, and improve the quality of life for residents. This information can also help businesses and investors make informed decisions about real estate development and investment opportunities in Kirkland.

The data in this section reveals a higher rate of rental units and renter households with incomes above 80% of the Area Median Income (AMI), as well as more units deemed affordable to higher-income groups. This underscores the need for affordable housing options for diverse income ranges in Kirkland.

Permit data indicates the shift in popularity of housing types, with ADUs and cottages gaining prominence. However, there's a notable lack of growth in duplex and triplex buildings. This highlights the necessity for diversified housing options.

The disparities in cost burden are striking, particularly for Black or African American households, Indigenous American & Alaskan Native, and Pacific Islander households. Understanding these disparities is crucial in developing targeted housing solutions for marginalized communities. Racial demographics in Kirkland, with a majority of White households, suggest the need for more inclusive housing policies to address the needs of various racial groups.

Data on home values and rents demonstrates the need for housing affordability initiatives, given consistent increases in rent and home values. The low vacancy rates and rising housing costs in Kirkland necessitate actions to ensure that residents have access to affordable and available housing. Additionally, the commuting patterns indicate the importance of transit-oriented development and addressing transportation-related challenges in the city.

These statistics are vital for addressing Kirkland's housing needs by informing policies that promote housing affordability, diversity, and inclusivity, while also considering the evolving preferences and economic dynamics of the overall community

Kirkland At A Glance (2022)

- Occupied Housing Units: 39,983
- Housing Unit Growth since 2015: 97.5%
- Median Rent: $2,381
- Median Home Price: $1,081,800
- Rental Vacancy Rate: 7.7%
- Ownership: 39% Rent, 61% Own
- Rental Spending: 19% Spend >30% of their income on rent
- Owner Spending: 33% Spend >30% of their income on mortgage

44,000

Income-restricted units ≤ 50% AMI are needed in King County by 2024

3,417

were created between 2019-2021; **8%** of needed units

408

were created in Kirkland between 2019-2021

812

exist in Kirkland as of 2021; **45%** of the 2021 affordable housing units target of **1,800**

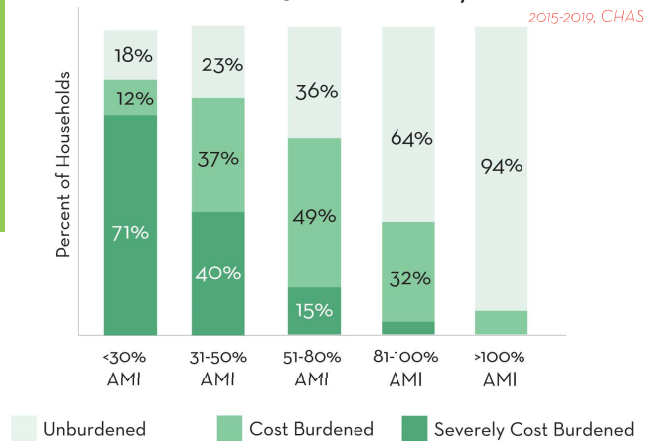
2021, King County

SECTION NOTE

Income-restricted units are housing units with rents or sale prices that are affordable to households with low to moderate incomes. In King County and Kirkland, income-restricted units are typically created through incentive programs that provide development allowances to developers who agree to set aside a portion of their units for low-income residents. These units are important because they help to address the growing affordable housing crisis, particularly for those with lower incomes who struggle to afford market-rate housing. They also help to promote economic diversity and reduce segregation by providing affordable housing options in more affluent areas.

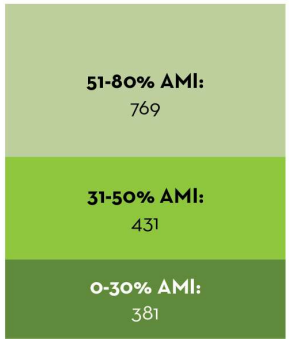
3.A - Cost Burden. by Household Income

2015-2019, CHAS



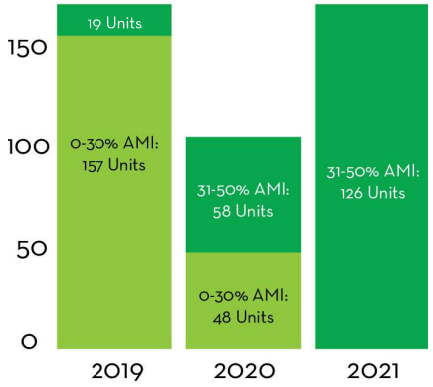
3.B - Total Existing Income-Restricted Units in Kirkland

Includes Units in Figure 3.C.
2021, King County



3.C - Income-Restricted Units Recently Created in Kirkland

2019-2021, King County



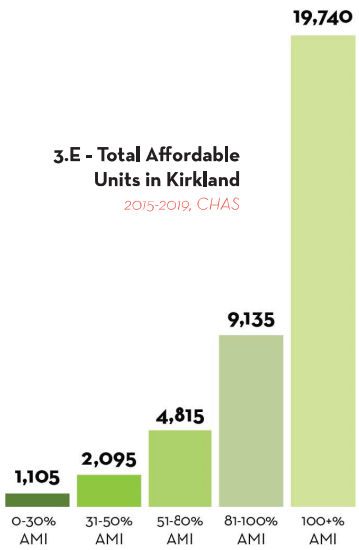
STATISTICS ON AFFORDABILITY

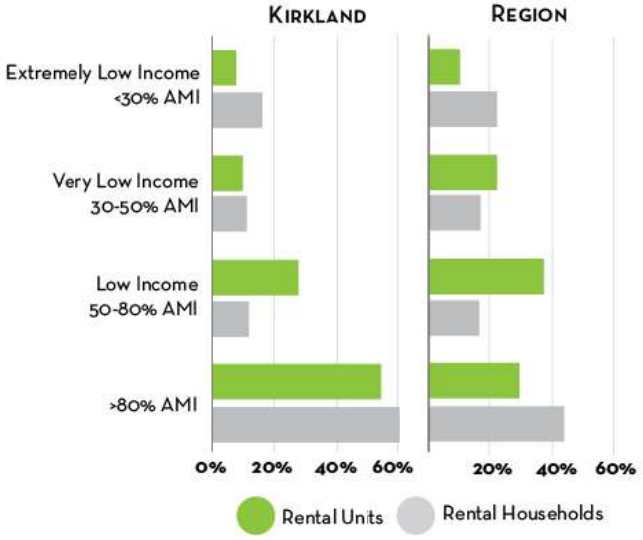
3.D - Are Kirkland Resident Covered by Tenant Protection Policies? (2022)

	% of King County Adopted
Notice of Rent Increase Required	✓ 100%
Source of Income Discrimination Prohibited	✓ 100%
Just Cause Eviction Program	✓ 100%
Right to Payment Plan	✓ 100%
Rental Inspection Program	51%
Right to Relocation Assistance	47%
Right to Live with Family	41%
Criminal Background Checks Prohibited	36%

3.E - Total Affordable Units in Kirkland

2015-2019, CHAS

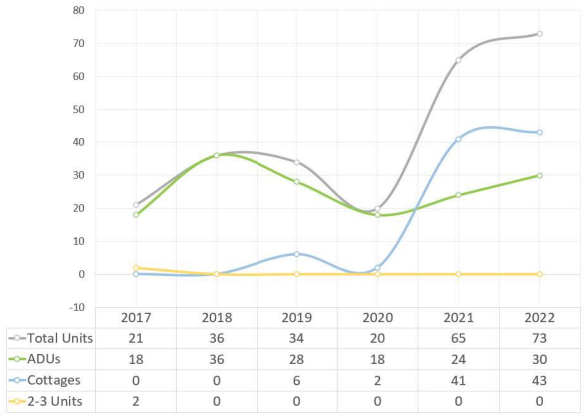




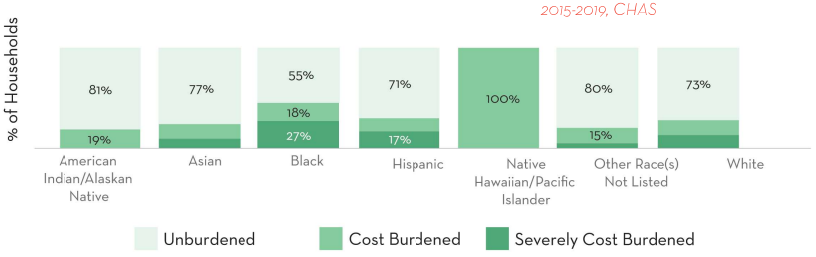
3.F - Rental Units & Renter Households by AMI

2015-2019, CHAS

Income categories between <30-80% AMI in Kirkland all have a lower rental rate than the Region. Kirkland has a higher rate of both rental units and rental households with an income of over 80% AMI. It also has the highest number of units deemed affordable to 80-100+% AMI compared to lower income households.



	2017	2018	2019	2020	2021	2022
Total Units	21	36	34	20	65	73
ADUs	18	36	28	18	24	30
Cottages	0	0	6	2	41	43
2-3 Units	2	0	0	0	0	0



STATISTICS ON AFFORDABILITY

3.G - Missing Middle Housing Permits Issued

2017-2022, City of Kirkland

Permits issued for missing Middle housing between this five year period show a steady increase in Accessory Dwelling Units (ADUs), both attached and detached (DADUs). All missing Middle typographies took a dip in 2020, most likely related to factors relating to the pandemic. Cottages have increased in popularity, being the most popular form of unit permitted in 2022 versus the lowest in 2017. Duplex and Triplex buildings, or those with 2-3 units, have not seen any growth during this time, with no permits issued for these buildings between 2018 and 2022.

SECTION NOTE

Missing Middle

Refers to housing that is compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.

3.H - Total New Housing Permits Issued

2017-2022, City of Kirkland

Despite a low number of Duplex, Triplex, and Fourplex permits being issued, the highest number of permits issued in the last five years were for housing with five or more units. Permits for 5+ Units are mostly due to development in Totem Lake during and after the redevelopment of Totem Lake Mall.

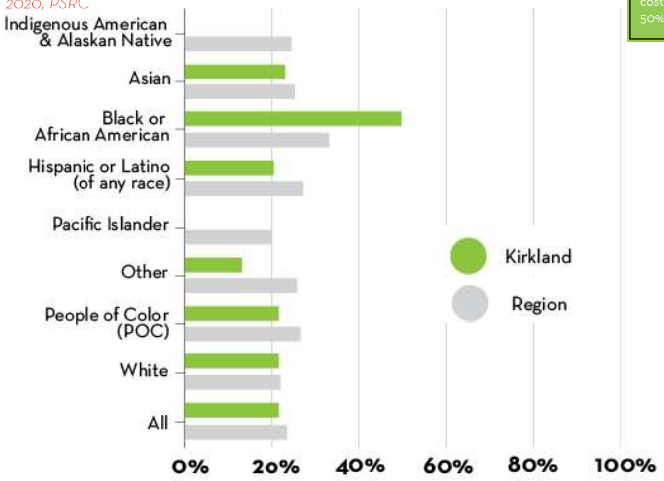
3.I - Cost Burden by Race: % of All Households

2015-2019, CHAS

STATISTICS ON AFFORDABILITY

3.J- Cost Burdened* Owner Households by Race

2020, PSRC



***SECTION NOTE**

King County defines "Cost Burden" as when households spend more than 30% of their income on housing. Households are severely cost burdened when they pay more than 50% of their income on housing.

Figure 3.J shows what percentage of each racial category are cost burdened renters in Kirkland versus the region. Black or African American owner households are more cost burdened than those in the rest of the region.

Indigenous American & Alaskan Native, as well as Pacific Islander households, are not included in this graph due to their statistically low population of owner households in Kirkland.

With the exception of these groups, Kirkland is generally similar to the region as a whole for the amount of cost burdened owner households.

3.K - Cost Burdened* Renter Households by Race

2020, PSRC

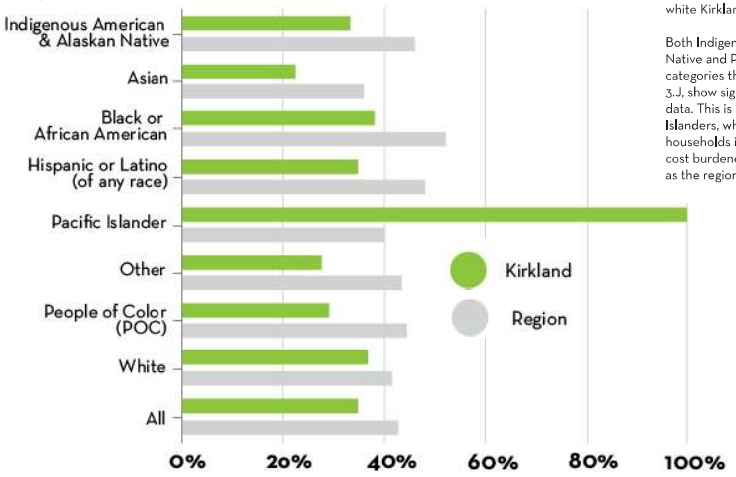


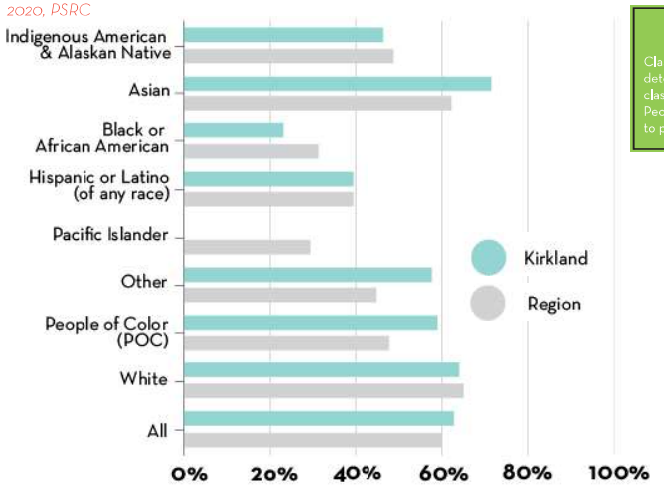
Figure 3.K shows what percentage of each racial category are cost burdened renters in Kirkland versus the region. Cost burdened renter households show a more comprehensive breakdown of need compared to owner households due to the low rate of home ownership for non-white Kirkland residents.

Both Indigenous American & Alaskan Native and Pacific Islander, the two categories that were not shown in Figure 3.J, show significant cost burden in this data. This is particularly true for Pacific Islanders, where all Pacific Islander renter households in Kirkland are considered cost burdened, more than twice as much as the region as a whole.

STATISTICS ON HOUSING DEMOGRAPHICS

3.L - Owner Households by Race

2020, PSRC



SECTION NOTE

Classification of racial groups are determined by PSRC and differ from those classified by the U.S. Census. The term People of Color (POC) in this context refers to people identified with two or more races.

Figure 3.L shows what percentage of each racial category are homeowners in Kirkland versus the region. There is an overall higher rate of ownership in Kirkland compared to the region as a whole. Asian, Other, and POC households have a higher rate of owner households than the region.

Pacific Islander data in Kirkland is not included due to a low rate of homeownership in this category.

White and Hispanic or Latino homeownership is the most similar to the region as a whole.

3.M - Renter Households by Race

2020, PSRC

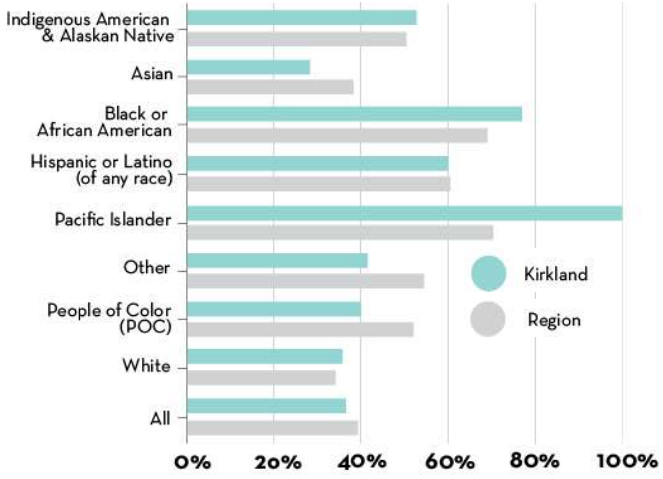


Figure 3.L shows what percentage of each racial category are renters in Kirkland versus the region. The percntage of renter households in Kirkland is slightly lower than the region as a whole. Asian, Other, and POC households have a lower rate of renter households than in the region. Black or African American and White households have a higher rate of renters than the region.

Pacific Islander renters are significantly more common in Kirkland than the region as a whole. This, compared to the previous figure where Pacific Islander data was not included, suggests that almost, if not all, Pacific Islander households in Kirkland are renters.

The percentage of both rented and owned households for Indigenous American & Alaskan Natives are similar to the rest of the region, but skewing towards more renter households in this category.

STATISTICS ON HOUSING DEMOGRAPHICS

SECTION NOTE

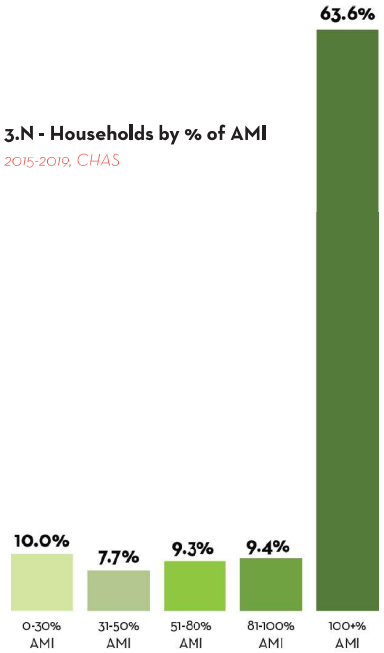
2018 AMI (Area Median Incomes) -

Black or African American: $55,152
Hispanic or Latino (of any race): $66,853
Asian: $111,609
White: $100,298

Source: Housing Development Consortium of Seattle-King County

3.N - Households by % of AMI

2015-2019, CHAS



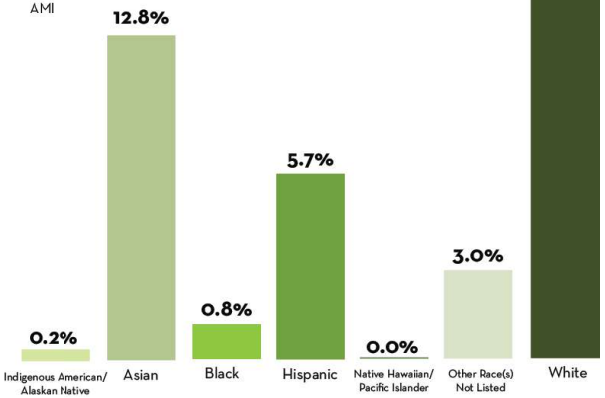
In Kirkland, there are almost ten thousand more households that have an income of 100 percent or more of the AMI than all of the other income categories combined. Households >100% AMI are over six times more common than those making 80-100% AMI, and eight times more common than those making between 31-50% AMI.

There are over three times as many White households in the city than any other race combined. White households are six times more common than Asian households, which is the next highest number of households.

Black or African American, Indigenous American & Alaskan Native, and Native Hawaiian/Pacific Islanders have the lowest presence of households and the highest percent of combined cost burdened households making under 30 percent of the AMI.

3.O - Households by Race/Ethnicity

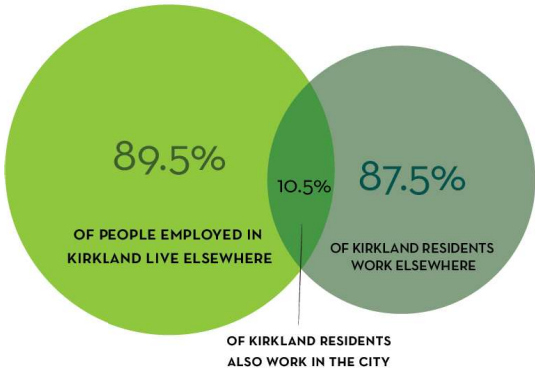
2015-2019, CHAS



STATISTICS ON HOUSING DEMOGRAPHICS

3.P - Inflow/Outflow of Employed People in Kirkland

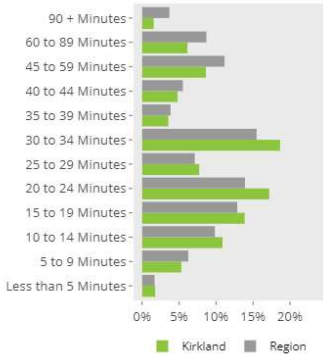
2020, U.S. Census



Only 10.5 percent of people living in Kirkland also work in the city. The majority of people who work in Kirkland live elsewhere, and a similar amount of Kirkland residents also work elsewhere in the region.

3.Q - Kirkland Employee Travel Time to Work

2020, PSRC

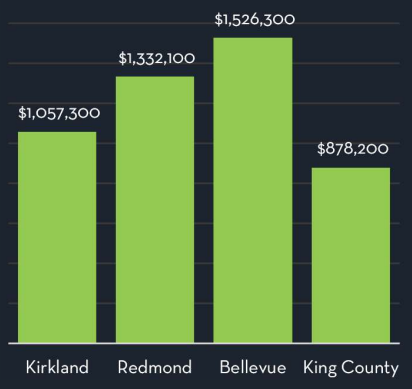


Kirkland has a higher rate of commuters traveling between 5 and 34 minutes than the region as a whole, but a lower rate of commute time above that.

Kirkland and the neighboring municipalities have a higher median home value and median gross rent than King County as a whole, but Kirkland has comparatively lower values than Redmond and Bellevue.

3.R - Median Home Value

2022, U.S. Census Bureau



3.S - Median Gross Rent

2022, U.S. Census Bureau

STATISTICS ON HOUSING UNITS

Of Kirkland's neighboring municipalities, Redmond has the highest number of owner occupied units that are multi-unit. Bellevue has the highest number of renter occupied multi-units. Kirkland has the least units overall for both owner and renter occupied units, and overall multi-units.

As a percentage of total occupied units, Kirkland has generally a high number of single owner and renter occupied units than regional counterparts. This is shown in Figures 3.X & 3.Y.

SECTION NOTE

Per the U.S. Census, a single unit is equivalent to a single-family home. This includes standalone residences, as well as some middle housing types. It includes fully detached, semidetached (semiattached, side-by-side), row houses, and townhouses. Multi-family structures are classified by the number of housing units in the structure.

3.T - Occupied Units in the Region by Type & Tenure

2022, U.S. Census

	Owner-Occupied			Renter-Occupied		
	Total Units	Single Unit	Multi-Unit	Total Units	Single Unit	Multi-Unit
Kirkland	24,297	79%	21%	15,686	28%	72%
Redmond	32,950	43%	57%	18,793	12%	88%
Bellevue	32,855	86%	14%	29,539	20%	80%
King County	945,949	57%	43%	419,367	19%	81%

3.U - Regional Population in Occupied Housing Units by Tenure

2022, U.S. Census

	Owner-Occupied			Renter-Occupied		
	Total	Single Unit	Multi-Unit	Total	Single Unit	Multi-Unit
Kirkland	58,923	54,045	4,878	31,934	10,379	21,555
Redmond	37,082	49,152	1,592	38,930	10,233	28,697
Bellevue	85,766	75,142	10,624	62,593	22,417	40,176
King County	1,374,852	1,283,030	91,822	840,321	271,288	569,033

Despite Redmond having the highest number of owner occupied units that are multi-unit, the city has the lowest population in these types of units compared to surrounding municipalities. Bellevue has the highest population in total units as well as all categories shown in Figure 3.U.

Kirkland has seen a significant decrease in multi-unit percentage of total units since 2000, at a 38.4 percent drop. Single units have increased as a percentage of total units by just over 10 percent. Manufactured homes and units categorized as "other" have increased by 24 units but stayed roughly the same as an overall makeup of the City's housing unit types.

3.V - Kirkland Types of Occupied Units

2022, U.S. Census

	2000		2022	
	Total Units	% of Total	Total Units	% of Total
Single Unit	11,073	50.5	24,225	60.6
Multi-Unit	10,811	49.3	15,679	10.9
Manufactured Homes/Other	55	0.3	79	0.2

3.W - Regional Types of Unit Count*

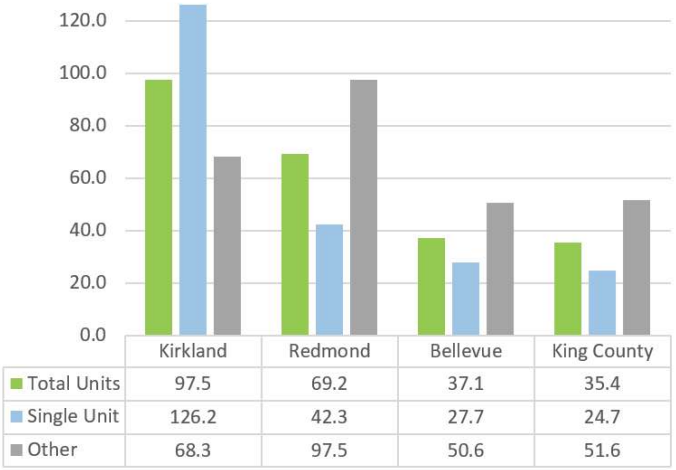
2000-2022, U.S. Census

*All housing units are accounted for in this table, including vacant units. The count for total occupied units is available in Figure 3.Z on page 32.

	2000			2012			2022		
	Total Units	Single Unit	Other	Total Unit	Single Unit	Other	Total Units	Single Unit	Other
Kirkland	21,939	11,073	10,866	23,932	11,858	12,074	43,327	25,043	18,284
Redmond	20,296	10,401	9,895	24,540	12,115	12,425	34,350	14,805	19,545
Bellevue	48,303	28,503	19,800	54,976	29,845	25,131	66,203	36,387	29,816
King County	742,237	447,166	295,071	851,180	507,887	343,293	1,004,742	557,425	447,317

3.X - Unit Growth in the Region

2015-2022, U.S. Census

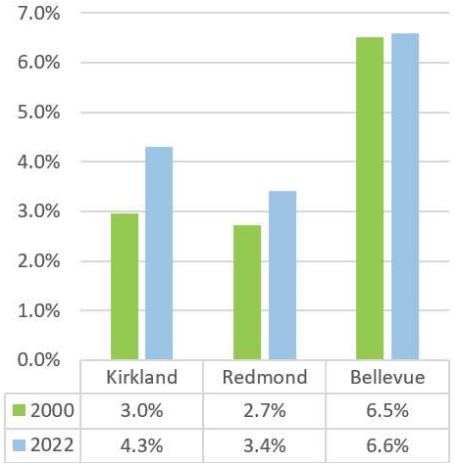


3.Y - Units in the Region: % of King County

2022, U.S. Census

Kirkland has a significantly higher rate of growth in single unit households than Redmond, Bellevue, or King County, as well as units as a whole.

Compared to Kirkland and Redmond, Bellevue has had the highest percent of units compared to the total units in King County.



STATISTICS ON HOUSING UNITS

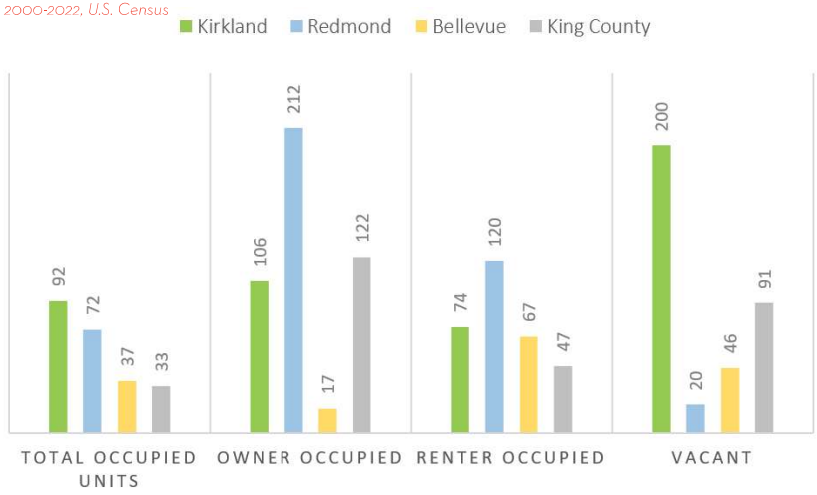
3.Z - Housing Units by Tenure

2000-2022, U.S. Census

	Total Occupied Units	Owner Occupied	Renter Occupied	Vacant
2000				
Kirkland	**20,823**	**11,814**	**9,009**	**1,116**
Redmond	19,129	10,569	8,560	1,167
Bellevue	45,687	28,012	17,675	2,616
King County	710,915	425,451	285,465	31,321
2010				
Kirkland	**22,445**	**12,813**	**9,632**	**1,900**
Redmond	22,550	12,212	10,338	1,627
Bellevue	50,355	29,540	20,815	5,196
King County	789,232	466,718	322,514	62,029
2022				
Kirkland	**39,983**	**24,297**	**15,686**	**3,344**
Redmond	32,950	32,950	18,793	1,400
Bellevue	62,394	32,855	29,539	3,809
King County	945,040	945,040	419,367	59,702

3.AA - Housing Units by Tenure (% Change)

2000-2022, U.S. Census



STATISTICS ON HOUSING COSTS

3.AB - Median Rent and Rental Vacancy Rate in the Region

2000-2022, U.S. Census

	2000		2012		2022		% Change	
	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate
Kirkland	898	5.4	1,370	3.9	2,381	3.0	165.1	-43.9
Redmond	933	6.1	1,388	3.2	2,240	3.8*	140.1	-37.9
Bellevue	844	6.0	1,354	4.4	2,432	6.8	188.2	14.3
King County	696	4.4	1,110	4.4	1,917	4.6	175.4	4.8

**ACS 5-Year Estimates used for the 2022 Redmond vacancy rate due to no calculation being done for the 1-Year Estimates.*

Median rent in Kirkland has increased by 165 percent in the last two decades, with all compared municipalities also having significant increases in meidan rent. During this time, the vacancy rate has also increased at a higher percentage than Redmond, Bellevue, or King County. Redmond and Bellevue have seen a decrease in vacancy rate during this time.

3.AC - Kirkland Home Value

2000-2022, U.S. Census

With an exception of a dip in 2015, Kirkland's home values have been steadily growing in the last two decades. This growth has continued since 2020, with the 2021 median home value being $805,500, an 11% increase from 2020. Between 2021 and 2022, the median home value has risen to $1,081,800, a 34 percent increase.

3.AD - Home Value in the Region

2000-2022, U.S. Census

	2000 ($)	2010 ($)	2022 ($)	2000-2010 % Change	2010-2022 % Change
Kirkland	267,508	534,209	1,081,800	99.7	102.5
Redmond	298,736	457,300	1,356,700	55.1	196.7
Bellevue	317,608	556,500	1,440,300	75.2	158.8
King County	253,241	385,600	862,200	52.3	123.6

Kirkland has seen a 304 percent increase in home value between 2000-2022. This is less than Redmond (354%) and Bellevue (353%), but significantly less than King County's 204 percent increase during this time. The home value changes between 2000-2010 and 2010-2022 are similar for Kirkland. For Redmond, Bellevue, and King County, the change between these two periods doubled or more. While Kirkland shows consistency in this area, the rise in home values are still significant.

STATISTICS ON HOUSING COSTS

3.AE - Maximum Rents for Projects Based on Unit Size

2022, King County

Unit Size	30%	35%	40%	45%	Low HOME	50%	60%	High HOME	65%	70%	80%
0 Bedrooms	$ 680	$ 792	$ 906	$ 1,019	$ 1,132	$ 1,132	$ 1,359	$ 1,453	$ 1,472	$ 1,585	$ 1,688
1 Bedroom	$ 728	$ 849	$ 971	$ 1,092	$ 1,213	$ 1,213	$ 1,456	$ 1,558	$ 1,577	$ 1,699	$ 1,787
2 Bedrooms	$ 873	$ 1,019	$ 1,165	$ 1,310	$ 1,456	$ 1,456	$ 1,747	$ 1,871	$ 1,893	$ 2,038	$ 2,145
3 Bedrooms	$ 1,009	$ 1,177	$ 1,346	$ 1,514	$ 1,682	$ 1,682	$ 2,019	$ 2,153	$ 2,187	$ 2,355	$ 2,478
4 Bedrooms	$ 1,126	$ 1,314	$ 1,502	$ 1,689	$ 1,877	$ 1,877	$ 2,253	$ 2,383	$ 2,440	$ 2,628	$ 2,763
5 Bedrooms	$ 1,242	$ 1,449	$ 1,657	$ 1,864	$ 2,071	$ 2,071	$ 2,485	$ 2,610	$ 2,692	$ 2,899	$ 3,050

SECTION NOTE

- The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs HUD develops income limits based on Median Family Income estimates and Fair Market Rents.
- 2022 Income and Rent Limits published by HUD on April 18th, 2022, effective April 18th, 2022
- King County uses 1.5 persons per bedroom to determine the household size and corresponding rent limits.
- HOME Rental Development program is a housing block grant program used to preserve and create affordable housing for very low-income households
- Low/High HOME: Based on 2022 HOME Program Income and Rents Limits - effective June 15, 2022

3.AF - Maximum Household Income for Multi-family Rental Properties

2022, King County

Family Size	30%	35%	40%	45%	50%	60%	65%	70%	80%	HOME*80
1 Person	$ 27,200	$ 31,710	$ 36,240	$ 40,770	$ 45,300	$ 54,360	$ 58,890	$ 63,420	$ 66,750	$ 66,750
2 Persons	$ 31,050	$ 36,260	$ 41,440	$ 46,620	$ 51,800	$ 62,160	$ 67,340	$ 72,520	$ 76,250	$ 76,250
3 Persons	$ 34,950	$ 40,775	$ 46,600	$ 52,425	$ 58,250	$ 69,900	$ 75,725	$ 81,550	$ 85,800	$ 85,800
4 Persons	$ 38,800	$ 45,290	$ 51,760	$ 58,230	$ 64,700	$ 77,640	$ 84,110	$ 90,580	$ 95,300	$ 95,300
5 Persons	$ 41,950	$ 48,930	$ 55,920	$ 62,910	$ 69,900	$ 83,880	$ 90,870	$ 97,860	$ 102,950	$ 102,950
6 Persons	$ 45,050	$ 52,570	$ 60,080	$ 67,590	$ 75,100	$ 90,120	$ 97,630	$ 105,140	$ 110,550	$ 110,550
7 Persons	$ 48,150	$ 56,175	$ 64,200	$ 72,225	$ 80,250	$ 96,300	$ 104,325	$ 112,350	$ 118,200	$ 118,200
8 Persons	$ 51,250	$ 59,815	$ 68,360	$ 76,905	$ 85,450	$ 102,540	$ 111,085	$ 119,630	$ 125,800	$ 125,800

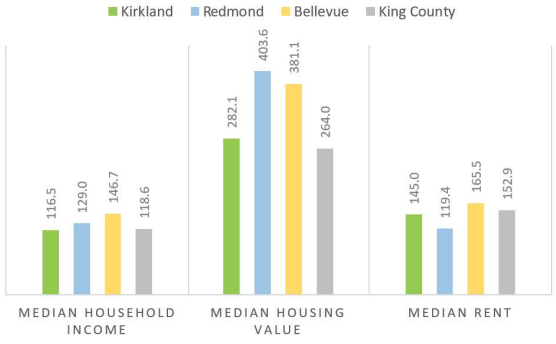
STATISTICS ON HOUSING COSTS

3.AG - Cost Values in the Region: % Change

2000-2022, U.S. Census

Between 2000 and 2022, Kirkland has had a lower Median Household Income than Bellevue or Redmond but higher than King County. Between 2000-2010, Kirkland had a higher Median Housing Value than Redmond, but by 2022, Redmond surpassed Kirkland. All three cities have a higher Median Housing Value than the county as a whole. Bellevue had the lowest Median Rent in 2000, but had the highest Median Rent in 2022.

Theoretical housing units are calculated by dividing the existing labor force by 1.4. Kirkland required the least Theoretical Housing Units in 2014 and 2020 compared to the surrounding municipalities, followed by Redmond, Bellevue, and King County. This is consistent with the amount of people in the labor force.



3.AH - Cost Values in the Region

2000-2022, U.S. Census

	2000			2010			2022		
	Median Household Income	Median Housing Value	Median Rent	Median Household Income	Median Housing Value	Median Rent	Median Household Income	Median Housing Value	Median Rent
Kirkland	60,332	283,100	972	86,656	534,209	1,288	130,620	1,081,800	2,381
Redmond	66,735	269,400	1,021	96,088	457,300	1,283	152,851	1,356,700	2,240
Bellevue	62,338	299,400	916	88,073	556,500	1,271	153,779	1,440,300	2,432
King County	53,157	236,900	758	71,175	385,600	999	116,225	862,200	1,917

16.54% of units are affordable for 0-80% AMI

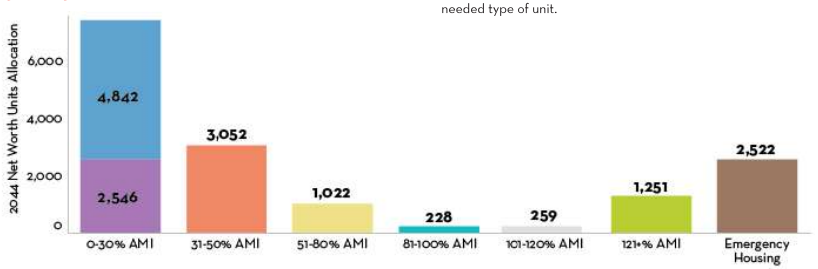
3.17% of units are considered Income-Restricted

STATISTICS ON HOUSING PROJECTIONS

By 2044, Kirkland is projected to need almost five thousand units, and an additional 2,546 Permanent Support Housing (PSH) units for those making between 0-30% of the AMI. This is a significant increase from existing units, as this would be over 21 thousand percent more than what is currently considered PSH units in Kirkland for this net worth category. 31-50% AMI and Emergency Housing units are the next most needed type of unit.

3.AI - 2044 Kirkland Projected Housing Needs

2023, King County

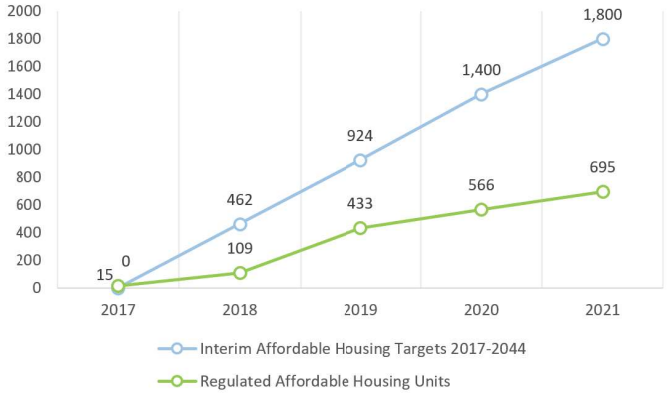


	Non-PSH	PSH*						
2044 Net New Unit Allocation	4,842	2,546	3,052	1,022	228	259	1,251	2,522
% Increase from Current Units	466%	21,217%	171%	27%	3%	5%	6%	16,93%

* PSH: Permanent Supportive Housing

3.AJ - Interim Affordable Housing Targets

2017-2021, City of Kirkland



STATISTICS ON HOUSING COSTS

3.AK - Percent of Household Income Allocated to Mortgage

2012-2021, PSRC, U.S. Census 5-Year Estimates

	2012							
		Mortgage Allocation Categories						
		<15	15-19.9%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
	Total Units with a Mortgage	%						
Kirkland	**10,264**	**14.7%**	**15.6%**	**14.1%**	**13.2%**	**9.8%**	**32.0%**	**0.6%**
Redmond	9,620	18.2%	19.9%	15.7%	13.0%	10.9%	22.3%	-
Bellevue	19,136	19.2%	20.7%	15.1%	11.6%	7.0%	26.3%	-
King County	345,006	16.0%	17.3%	16.3%	13.4%	9.3%	27.2%	0.4%

	2021							
		Mortgage Allocation Categories						
		<15	15-19.9%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
	Total Units with a Mortgage	%						
Kirkland	**15,268**	**31.9%**	**13.4%**	**13.4%**	**8.2%**	**7.3%**	**25.8%**	**-**
Redmond	9,958	40.5%	14.5%	18.4%	8.1%	3.2%	15.3%	-
Bellevue	19,020	29.1%	17.4%	15.3%	11.3%	7.5%	19.5%	-
King County	366,850	24.8%	19.5%	16.7%	10.4%	7.0%	21.1%	0.6%

**N/C: Not Computed*

Between 2012 and 2021, the percent of households spending less than 15% of their income on their mortgage has more than doubled in Kirkland, and the remainder of the income allocation categories have decreased. The largest decrease was for households who spend over 35 percent of their income on their mortgage. In other neighborhing cities, a similar trend is seen. For Redmond, Bellevue, and King County, more percent of households are spending less than 15% of their income on mortgage, and less households are spending more than 35 percent of their income on mortgage. These trends indicate that people are overall spending less on their mortgage as a percent of their income in Kirkland and compared municipalities. The overall number of units with a mortgage has increased during this time.

3.AL - Percent of Household Income Allocated to Rent

2012-2021, PSRC, U.S. Census 5-Year Estimates

	2012						
		Rental Allocation Categories					
		<20%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
	Total Rental Units	%					
Kirkland	**9,429**	**33.1%**	**15.6%**	**13.1%**	**7.5%**	**28.3%**	**2.5%**
Redmond	10,930	39.7%	14.7%	9.3%	6.4%	26.8%	3.0%
Bellevue	22,121	35.5%	12.6%	11.9%	8.6%	27.3%	4.0%
King County	327,525	24.5%	13.7%	12.2%	8.9%	36.6%	4.1%

	2021						
		Rental Allocation Categories					
		<20%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
	Total Rental Units	%					
Kirkland	**14,178**	**29.3%**	**15.8%**	**11.3%**	**6.7%**	**32.5%**	**4.3%**
Redmond	14,903	40.5%	16.2%	9.0%	6.7%	24.9%	2.7%
Bellevue	28,444	39.2%	13.0%	2.1%	6.8%	25.7%	3.9%
King County	391,756	26.1%	13.9%	12.2%	9.2%	35.1%	0.2%

**N/C: Not Computed*

In 2012, the largest category of rental allocation was for those spending under 20 percent of their income on rent, closely followed by people spending over 35 percent of their income on rent. By 2021, these numbers had flipped, with people spending over 35 percent of their income on rent being the highest percent of rental allocation categories. This is the case for compared jurisictions, where under 20 percent and over 35 percent are the most common degrees of rental allocation. This may reflect the distribution of income in Kirkland, as well as compared jurisdictions. Where there are similar numbers of people making considerably more than their rental housing costs as those who spend more on rent than what would be considered afforable.

4 Economy

Studying a city's economic data is instrumental in informed decision-making and policy formulation. It provides critical insights into workforce dynamics, enabling targeted job growth strategies and workforce development programs. Understanding economic trends is essential for housing and urban planning, guiding infrastructure investments, and addressing affordability challenges. This data serves as a guide for resource allocation, ensuring effective utilization of public funds and informs long term economic strategies, ultimately fostering resilience and competitiveness in the city's economic landscape.

Kirkland's economic data reveals a city experiencing remarkable growth, with a 43 percent surge in employment between 2012 and 2022, surpassing surrounding municipalities and King County. This employment expansion is indicative of a thriving local economy. However, a noteworthy observation is that many jobs in Kirkland are held by residents who live outside the city, and a significant portion of Kirkland's residents commute elsewhere for work. This highlights the need to achieve a balance between job creation and local employment opportunities.

Understanding these employment trends is crucial for strategic workforce development, innovation, and sector-specific support. The economic forecast for Kirkland is optimistic, with projections indicating substantial job growth, especially in Retail, Food Service, and Education. These projections align with the city's goal to create a diverse and dynamic workforce. However, it's vital to take into account that manufacturing and wholesale trade may not experience significant growth, necessitating the need for economic diversification and adaptability.

Changes in commuting patterns and the rise of remote work suggest a transformative shift in employment dynamics. This transition was particularly notable during the COVID-19 pandemic, highlighting the importance of flexible work arrangements. This shift not only impacts Kirkland's economy but also underscores the need for adaptable city planning to accommodate evolving employment patterns.

While Kirkland boasts a strong economic outlook, the statistics reveal a need for housing diversification and enhanced local employment opportunities. By balancing job growth, fostering a diverse workforce, and addressing housing needs, Kirkland can secure its position as a vibrant and economically resilient city. These insights are vital for informed city planning to support sustainable economic growth and prosperity.

Kirkland At A Glance

Property Assessed Valuation: $48.4 mil (2023)

Largest Employer: EvergreenHealth, 4,718 (2022)

Total Employment: 52,525 (2022)

Residents Working in the City: 5,409, 10.5% (2020)

Business Licenses: 3,842 (2023)

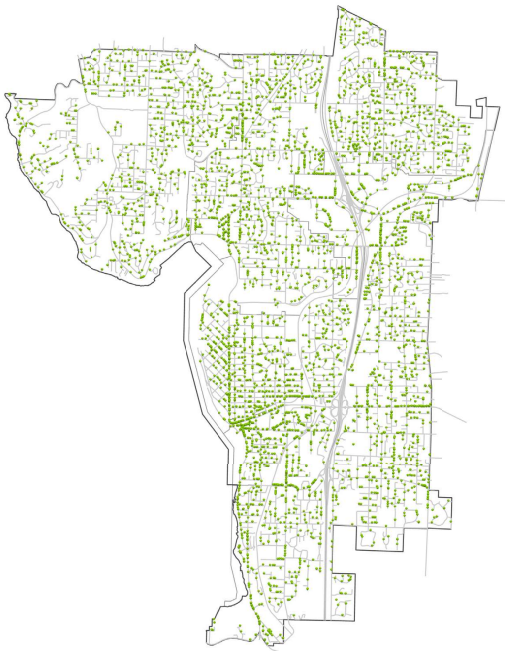
City Government Revenue: $138,274,477 (2021)

Sales Tax Generated: $54.2 mil (2022)

City Permit Valuation: $37 mil (2021)

Employment Forecast: 73,302 (2035), 89,443 (2050)

Map 6 - Locations of Kirkland Businesses
2023, Kirkland Dept. of Finance

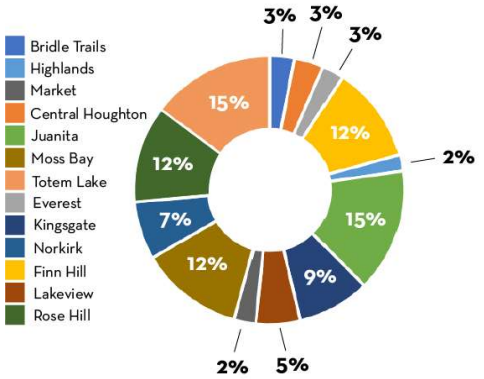


STATISTICS ON EMPLOYMENT

4.A - Top Employers in Kirkland
2022, Kirkland Dept. of Finance

Firm Name	Employees
EVERGREENHEALTH	4718
GOOGLE, INC.	2737
CITY OF KIRKLAND	710
KENWORTH TRUCK CO	547
FRED MEYER STORES, INC.	532
SALESFORCE, INC.	508
ASTRONICS AES	433
SERVICENOW, INC.	384
GODADDY.COM	381
LAKE WASHINGTON INSTITUTE OF TECHNOLOGY	380
BHC FAIRFAX HOSPITAL, INC.	373
COSTCO WHOLESALE CORPORATION	319
SAFEWAY INC.	277
NORTHWEST UNIVERSITY	242
AEGIS SENIOR COMMUNITIES LLC	239
KIRKLAND AUTOMOTIVE HOLDINGS	235
MICHAEL O'BRIEN ENTERPRISES, INC.	223
STARBUCKS CORPORATION	207
WAVE AQUATICS	200
BRIDGE PARTNERS LLC	186
LEE JOHNSON	177
AMAZON FRESH	176
FRIENDS OF YOUTH	175
MAVERICK KIRKLAND LLC	164
WATERMARK ESTATE MANAGEMENT SERVICES LLC	153
TRADER JOE'S #132	146
EASTSIDE PREP	145
WEIDNER PROPERTY MANAGEMENT LLC	132
THE OLIVE GARDEN ITALIAN RESTAURANT #1318	131
WHOLE FOODS MARKET	125
BLUETOOTH SIG, INC. DBA BLUETOOTH SIG	123
FRED HUTCHINSON CANCER CENTER	122
WINDERMERE	120
ECHODYNE CORP	118
METROPOLITAN MARKET	115
LIFE CARE CENTER OF KIRKLAND	113
M. A. MORTENSON COMPANY	113
WB GAMES INC.	110
JEMCO COMPONENTS & FABRICATION, INC.	107
GLOBAL HEALTH LABS, LLC	106
QUALITY FOOD CENTER	105
SSHI INC DBA: DR HORTON INC	104
MCDONALD'S	104
RESOLUTION BIOSCIENCE, INC.	103
PIVOTAL COMMUNICATIONS INC	102

4.B - Kirkland Businesses by Neighborhood
2023, Kirkland Dept. of Finance



STATISTICS ON EMPLOYMENT

Kirkland has had a 43 percent growth in employment between 2012 and 2022. This is the highest percent growth compared to the surrounding municipalities and King County. In 2021, Kirkland was between Bellevue and Redmond in terms of the number of people employed in the city. Based on previous figures in the Housing section of this report, many of the jobs held in Kirkland are occupied by people living outside of the city, and most people that live in Kirkland work outside of the city.

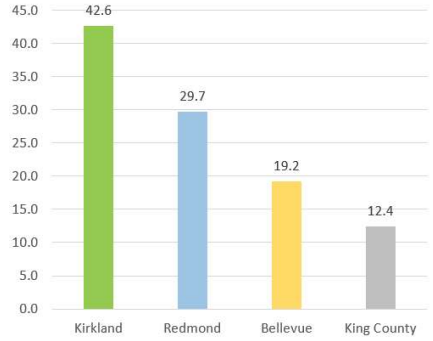
4.C - Employment in the Region

2012-2022, U.S. Census

	2012	2022	% Change
Kirkland	**30,124**	**52,525**	**42.6**
Redmond	31,260	44,447	29.7
Bellevue	68,339	84,609	19.2
King County	1,107,926	1,264,782	12.4

4.D - Employment in the Region (% Change)

2012-2022, U.S. Census



The highest sector of employment in Kirkland is SWAMP (see acronym legend below). This is the same regionally, where Redmond, Bellevue, and King County are most employed in SWAMP professions above other categories. The second highest category regionally is EHSS. Kirkland has a higher rate of Construction employees than surrounding municipalities and the county. Compared to Bellevue and Redmond, Kirkland has more people employed in HAMFF, Public Administration, EHSS, Manufacturing, and Other Services. It has the lowest numbers of Wholesale Trade and FIRE employees.

4.E - Employment by Sector in the Region (% of Total Jobs)

2022, U.S. Census

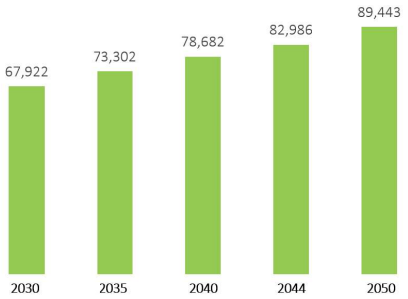
	HAMFF *	Construction	Manufacturing	Wholesale Trade	Retail Trade	WTU **
Kirkland	**0.3**	**6.1**	**7.4**	**1.6**	**12.5**	**3.2**
Redmond	0.2	2.3	6.2	2.1	12.3	2.9
Bellevue	0.2	2.8	6.9	2.5	14.5	3.3
King County	0.4	5.3	7.6	1.9	12.7	4.9

	Information	FIRE ***	SWAMP ****	EHSS *****	FAERA ******	Other Services	Public Administration
Kirkland	**8.2**	**5.7**	**26.9**	**17.4**	**4.6**	**4.1**	**2.2**
Redmond	10.2	8.4	36.7	11.3	4.2	1.8	1.3
Bellevue	8.4	6.1	29.3	16.6	5.6	2.5	1.3
King County	5.5	5.7	21.7	19.8	7.7	4.1	2.7

***HAMFF:** Hunting, Agriculture, Mining, Forestry, and Fishing
****WTU:** Warehousing, Transportation, Utilities
*****FIRE:** Finance, Insurance, Real Estate
******SWAMP:** Scientific, Waste Management, Administrative, Management, and Professional Services
*******EHSS:** Education, Healthcare, Social Services
********FAERA:** Food, Accomodation, Entertainment, Recreation, and the Arts

4.F - 2030-2050 Kirkland Total Jobs Projections

2023, PSRC



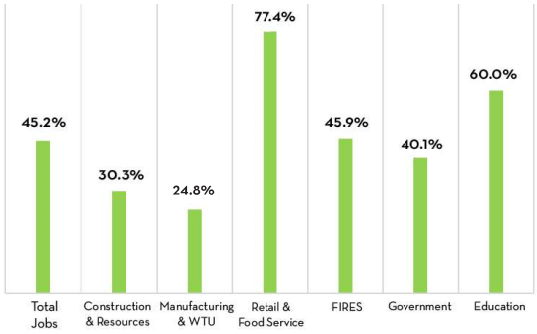
Kirkland is projected to have 82,986 jobs by 2044. This is over one and half times more jobs than 2021. PSRC projections for job categories show that there will be the highest spikes of Retail and Food Service and Education employment by 2044. The least amount of growth will be in the Manufacturing and Wholesale, Trade, and Utilities (WTU). None of these industries are projected to have a significant decline.

4.G - 2020-2044 Kirkland Job Projections (% Change)

2023, PSRC

Regional projections for 2044 employment show that Kirkland will have the highest employment of FIRES, Construction and Resources, and Government jobs. This is consistent with surrounding municipalities and King County. Kirkland already has the highest rate of FIRES jobs currently, but the lowest percent growth in comparison.

Despite Education being one the second highest percent of growth for job sectors in Kirkland, it is projected to encompass the lowest rate of jobs in total in the city in 2044. Kirkland also has the lowest total jobs projected in comparison to Bellevue and Redmond, despite having more jobs in 2021 than Redmond.



4.H - 2044 Job Projections by Sector in the Region

2023, PSRC

	Total Jobs in 2044 (#)	% of Total: Construction & Resoures	Manufacturing & WTU*	Retail & Food Services	FIRES**	Government	Education
Kirkland	**82,986**	**7.0**	**8.3**	**17.9**	**50.0**	**10.2**	**6.6**
Redmond	123,766	2.8	9.1	10.0	73.5	0.1	3.9
Bellevue	230,418	3.4	6.5	15.3	66.8	2.2	5.8
King County	2,033,109	4.6	11.3	19.2	52.7	4.6	7.6

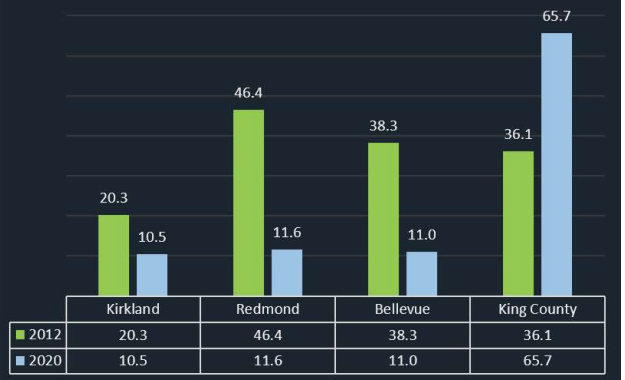
***WTU:** Wholesale, Transportation, Utilities
****FIRES:** Finance, Insurance, Real Estate, and Other Services (Not Food Services)

STATISTICS ON COMMUTERS

4.I - Workers & Place of Residence in the Region

2012-2020, U.S. Census Bureau (On The Map tool)

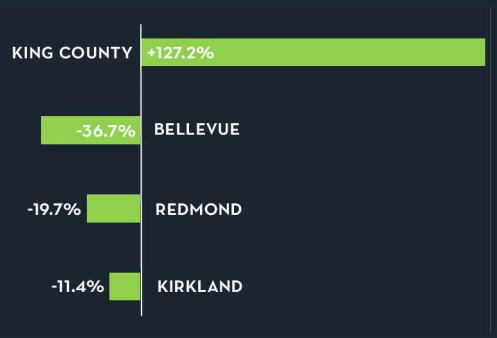
	2012			2020		
	Total Workforce	Residents Working in Place of Residence	% of Total Workforce	Total Workforce	Residents Working in Place of Residence	% of Total Workforce
Kirkland	30,124	6,108	20.3	51,344	5,409	10.5
Redmond	31,260	14,511	46.4	100,722	11,659	11.6
Bellevue	68,339	26,180	38.3	150,049	16,569	11.0
King County	1,107,926	400,358	36.1	1,384,149	909,633	65.7



4.J - Workers & Place of Residence in the Region: % of Workforce

2012-2020, U.S. Census Bureau

The percent of Kirkland's workforce that both work and live in the city has nearly been cut in half between 2012 and 2020. This is significantly less of a decrease than Bellevue and Redmond, which have seen almost a third of their percent of total workforce either leave the city or work elsewhere. Much of this may be to do with the changes in remote working habits during the COVID-19 pandemic. King County saw an inverse effect, with a significant increase (127.2 percent) of workers living and working within King County.



4.K - Workers & Place of Residence in the Region: % Change

2012-2020, U.S. Census Bureau

Between 2012 and 2022, there has been the highest percent change in commuting patterns for remote workers. This is likely due to the changes in response to the COVID-19 pandemic.

Walking to work, although only encompassing a low percentage of total commuters, has grown the most after remote work.

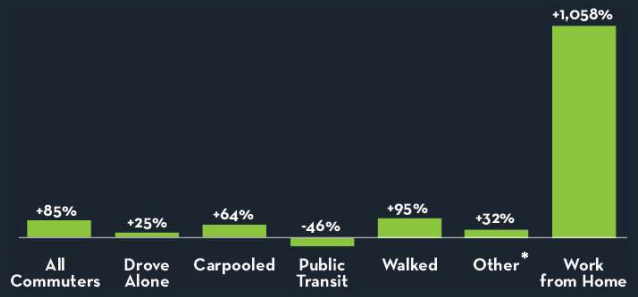
All categories of commuting patterns have increased in the last decade with the exception of public transportation. Between 2020 and 2022 alone, public transportation use decreased from 8.7 percent to 2 percent. This trend was the same regionally, with Redmond decreasing from 10.2 percent to 1.9 percent between 2020 and 2022.

In 2022, Kirkland's commuters mostly drove alone by car. This was the case for surrounding municipalities and King County. Working from home was the next most common form of "commute" in Kirkland, Redmond, Bellevue, and King County. Similar trends for the rise in remote work are shown on the county level. In 2020, public transportation remained the second most popular commuter mode after driving alone. As of 2022, it was surpassed on a county level by remote work.

STATISTICS ON COMMUTERS

4.L - Kirkland Commuter Modes: % Change

2012-2022, PSRC



4.M - Commuting Mode Comparison in the Region

2022, PSRC

	Kirkland	Redmond	Bellevue	King County
Total Commuters (#)	51,131	43,700	82,918	1,239,443
Drove Alone (%)	51.7	48.8	43.7	50.7
Carpooled (%)	6.3	6.5	6.7	6.6
Public Transportation (%)	2.0	1.9	4.5	6.3
Walked (%)	1.6	1.9	3.8	3.9
Other* (%)	1.0	1.7	2.7	2.1
Worked From Home (%)	37.4	39.2	38.6	30.5

*Includes Taxicabs, Motorcycle, or Other Means

STATISTICS ON CITY FINANCES

According to the City of Kirkland Comprehensive Financial report, the dominant source of city government revenue came from taxes and assessments, accounting for almost 66 percent of total revenue sources. Charges for services accounted for the next most common source of revenue, at 15 percent of total city government revenue.

Investment interests, including those within excise capital improvements, negatively affected the total revenue, accounting for just under one million dollars in revenue loss, or a 7 percent decrease of revenue potential.

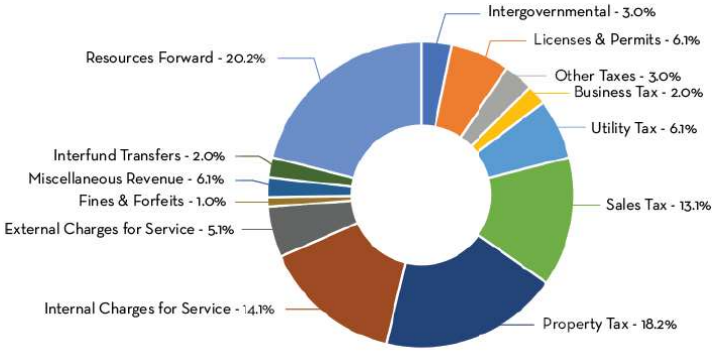
4.N - City Government Revenue & Sources

2021, City of Kirkland Comprehensive Financial Report

Source	General Fund	Excise Capital Improvement
Taxes & Assessments	90,902,037	17,926,250
Licenses & Permits	11,589,120	-
Intergovernmental	12,045,404	-
Charges for Services	20,764,065	-
Fines and Forfeitures	2,766,642	-
Investment Interest	-912,415	-87,571
Miscellaneous Revenues	1,119,624	-
Total Revenues	138,274,477	17,839,679

4.O - City Government Operating Revenue Summary

2023, 2024 City of Kirkland Budget Report



According to the City of Kirkland 2024 Budget Report, Resources Forward, or beginning fund balance (cash), accounted for the highest percentage of city government operating revenue at 20.2 percent, followed closely by property taxes. Other significant sources are for internal charges for services and sales tax.

Fines and forfeits account for the least amount of operating revenue, at only one percent of the total. Other minor revenues include interfund transfers, intergovernmental revenue, and other taxes.

4.P - Kirkland Annual Assessed Valuation

2021, City of Kirkland Finance Department

Kirkland's assessed valuation between 2012 and 2024 show consistent growth between 2013 and 2020, with a dip between 2012 and 2013 (2.87 percent decrease) and a stagnancy between 2020 and 2021 (likely related to COVID-19 pandemic). Early estimates of 2024 show a significant decrease (22 percent) of assessed valuation after 2023, returning it closely to that of 2022.

Year	Total ($)	% Change	New Construction
2012	$ 14,672,056,829	-	
2013	$ 14,251,471,899	-2.87%	
2014	$ 15,774,360,007	10.69%	
2015	$ 18,453,587,963	16.98%	
2016	$ 20,253,432,559	9.75%	
2017	$ 22,212,373,381	9.67%	
2018	$ 25,233,434,063	13.60%	
2019	$ 29,434,853,187	16.65%	2.41%
2020	$ 31,524,712,048	7.10%	
2021	$ 32,058,140,263	1.69%	1.94%
2022	$ 36,970,894,548	15.32%	
2023	$ 48,351,973,565	30.78%	1.56%
2024*	$ 37,714,539,381	-22.00%	

*Early estimate

STATISTICS ON
CITY FINANCES

4.Q - City Sales Tax Comparison

2020-2022, City of Kirkland Finance Department

Business Sector Group	2020 ($)	2021 ($)	2022 ($)	$ Change 2020-2022	% Change 2020-2022	Percent of Total 2020	2021	2022
Services	3,605,431	4,450,565	5,129,290	1,523,859	42.3	13.2	14.7	16.2
Contracting	6,804,034	7,514,896	6,804,408	374	0.0	24.9	24.8	21.5
Communications	474,918	465,245	473,332	-1,586	0.3	1.7	1.5	1.5
Auto/Gas Retail	4,679,752	5,437,432	5,561,287	881,535	18.8	17.1	18.0	17.6
General Merchandise/Misc. Retai	2,905,364	1,634,047	1,697,546	-1,207,818	41.6	10.6	5.4	5.4
Retail Eating/Drinking	1,490,603	1,754,977	2,135,238	644,635	43.3	5.5	5.8	6.8
Other Retail	3,435,620	6,032,096	6,288,737	2,853,117	83.1	12.6	19.9	19.9
Wholesale	1,165,093	1,328,133	1,436,317	271,224	23.3	4.3	4.4	4.5
Miscellaneous	2,768,851	1,626,434	2,065,260	-703,591	25.4	10.1	5.4	6.5
Total	**27,329,667**	**30,243,825**	**31,591,414**	**4,261,749**	**278.0**	**100.0**	**100.0**	**100.0**

4.R - City Sales Tax History

2013-2022, City of Kirkland Finance Department

Business Sector Group	2015	2016	2017	2018	2019	2020	2021	2022
				$				
Services	2,568,454	2,688,805	2,855,163	3,132,452	3,469,873	3,605,431	4,450,565	5,129,290
Contracting	2,972,826	3,443,988	4,574,948	5,517,103	6,804,494	6,804,034	7,514,896	6,804,408
Communications	519,889	537,934	592,699	550,076	705,256	474,918	465,245	473,332
Auto/Gas Retail	4,720,379	4,757,711	5,040,398	4,933,656	5,061,760	4,679,752	5,437,432	5,561,287
General Merchandise/ Misc. Retail	2,085,121	2,078,161	1,905,109	2,356,237	2,704,334	2,905,364	1,634,047	1,697,546
Retail Eating/Drinking	1,555,946	1,595,199	1,656,619	1,719,136	1,871,460	1,490,603	1,754,977	2,135,238
Other Retail	2,517,994	2,753,838	2,928,538	3,043,092	3,116,749	3,435,620	6,032,096	6,288,737
Wholesale	898,517	957,368	1,018,484	1,062,516	1,156,380	1,165,093	1,328,133	1,436,317
Miscellaneous	1,089,368	1,260,127	1,280,607	1,438,524	1,712,061	2,768,851	1,626,434	2,065,260
Total	**18,928,494**	**20,073,131**	**21,852,565**	**23,752,792**	**26,602,367**	**27,329,667**	**30,243,825**	**31,591,414**
% Change from Previous Year	5%	6%	9%	9%	12%	3%	11%	4%

STATISTICS ON CITY FINANCES

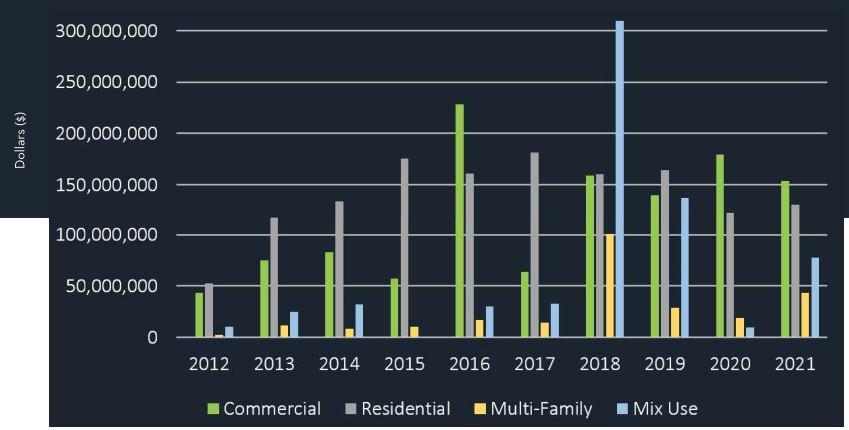
Residential permit valuation between 2012 and 2015 was the highest, but saw a decrease in 2016, when commercial permits briefly reached a higher valuation at just under $230 million. Residential permit valuation then regained a dominant position until 2018, when mixed use permit valuation reached a record breaking high at almost $310 million.

Multi-Family housing permit valuation remained the lowest between 2012 through 2021, with the exception of 2021 when mix use permit valuation reached a record low of almost ten million dollars.

STATISTICS ON CITY FINANCES

4.S - City Permit Valuation

2012-2022, City of Kirkland Finance Department



4.T - City Permit Valuation

2012-2021, City of Kirkland Finance Department

	Commercial Construction		Residential Construction		Multi-Family Construction			Mix Use Construction			
Fiscal Year	Permits (#)	Valuation ($)	Dwellings (#)	Valuation ($)	Units (#)	Valuation ($)		Permits (#)	Units (#)	Valuation ($)	Total Assessed Property Valuation ($)
2012	4	43,098,113	92	52,742,439	124	2,200,000		1	108	10,500,000	14,327,902,235
2013	4	75,393,629	268	117,783,022	61	11,504,320		2	187	25,163,600	15,774,360,007
2014	20	83,037,794	253	133,592,300	n.a.*	8,263,498		3	135	32,156,303	18,457,291,655
2015	6	57,174,918	309	175,251,380	n.a.*	10,261,283		1	-	758,000	20,253,626,993
2016	15	228,630,789	316	161,292,444	91	17,025,380		5	132	30,263,720	22,212,373,381
2017	7	63,859,741	329	181,679,397	24	14,587,048		4	261	32,854,123	25,234,642,663
2018	12	158,688,280	262	160,374,341	646	100,731,253		8	1,487	309,923,815	29,518,466,256
2019	9	139,699,169	268	164,548,798	65	28,724,674		6	482	136,957,848	31,652,672,725
2020	9	179,508,844	192	122,633,795	25	19,154,964		2	8	9,980,000	32,190,057,111
2021	6	153,553,152	171	130,564,335	167	43,324,677		5	135	77,925,034	36,856,102,195

*Valuation for updated existing units. No additional new units.

4 Land Use & Capacity

Housing data provides insights into the city's housing stock, affordability, and the balance between jobs and available housing. The data can inform policies and funding strategies aimed at addressing the affordability gap and increasing the availability of diverse housing options. By analyzing the trends in housing prices, home ownership rates, and rental costs, policymakers can identify opportunities to incentivize the creation of affordable housing, promote economic growth, and improve the quality of life for residents. This information can also help businesses and investors make informed decisions about real estate development and investment opportunities in Kirkland.

This chapter discusses the makeup of Kirkland's land use patterns, land capacity, and neighborhood characteristics. These datasets support the Comprehensive Plan's work to anticipate and plan for future growth, ensuring adequate land for development, and sufficient housing to accommodate that growth. Emerging trends in this section include high amounts of land designated to low-density residential development, and increased presence of multi-family development spread amongst newly defined land use designations.

The city's updated Comprehensive Plan intends to answer questions such as where such growth should occur, and what is the city's future land use capacity based on zoning. A land capacity analysis is a process through which the City examines how many housing units and/or jobs could be accommodated on a specific parcel based on what is allowed by the zoning standards for that parcel. In many cases, the existing development on a parcel is less than the maximum allowed, which would mean that parcel has additional capacity for housing and/or jobs above the existing development accommodated today (e.g., a parcel that is currently developed with a 2-story building where there is a development allowance for a 5-story building has additional capacity). Completing an analysis of where this condition exists in the City, with additional considerations for which parcels are most likely to redevelop (discussed in a below subsection), helps us understand how much housing and employment growth the City can accommodate beyond the housing units and jobs we have in the City today. The following charts reflect the estimated residential and non-residential capacity by-neighborhood.

Kirkland At A Glance (2023)

Neighborhood Residential Density: Moss Bay (Highest)/ Bridle Trails (Lowest)

Neighborhood Business Distribution: Juanita (Highest, 15%) /Everest (Lowest, 2%)

Housing Unit Growth Target (2044): +13,200

Housing Unit Growth Target (2044): +26,490

5.A - Land Use: % of Total City Acres

2004-2023, City of Kirkland GIS

Land Use Designation	2004	2013
Commercial	5	3
Office	4	2
Industrial	4	2
Mixed Use	n.a.	0.2
Institutions	8	5
Parks/Open Space	8	8.0
Utilities	1	0.4
Vacant	5	6
Right-of-Way	n.a.	20.0
Single Family	50	46
Multi-Family	14	8

Land Use Designation	2023
Commercial	6
Office	2
Industrial	2
Office/Med. Density Residential	2
Institutions	1
Parks/Open Space	11
n.a.	0
n.a.	0
Transit Oriented Development	0
Low Density Residential	65
Medium Density Residential	7
High Density Residential	4
Greenbelt/Urban Separator	1

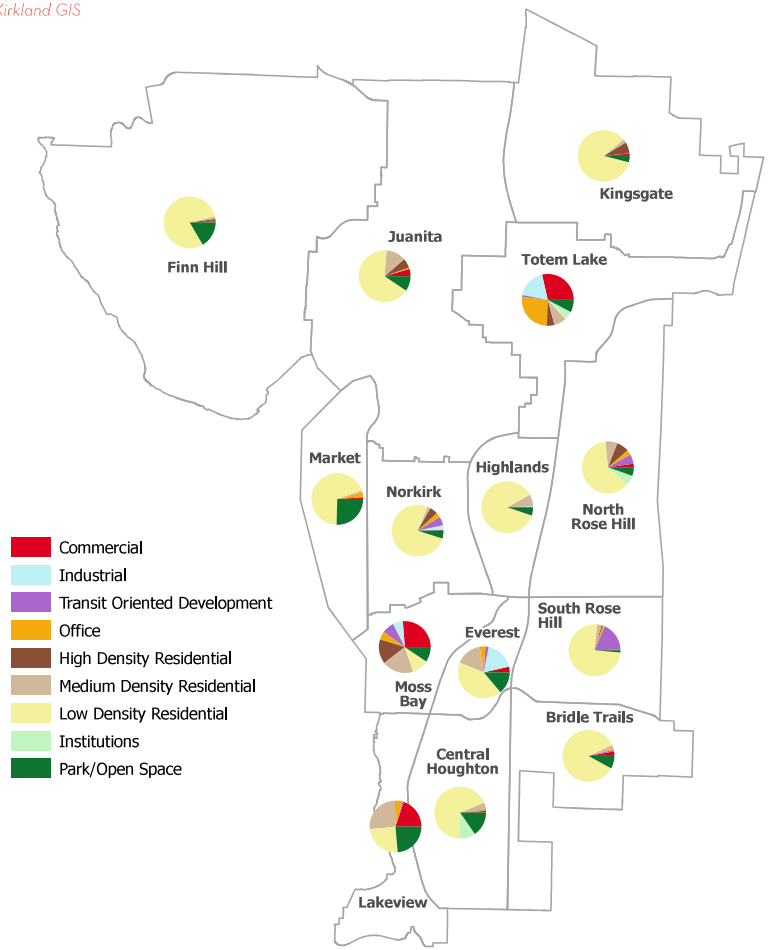
In 2023, most of Kirkland's total acreage is designated for low density residential development. This was the case, although designated "Single Family" at the time, in both 2004 and 2013 as well.

Parks and open space appear to be the next most common land use designation in Kirkland, 2023. But if "Multi-Family" (2004/2013) is calculated by combining all 2023 non-low density residential designations, then higher density/multi-family housing actually accounts for the second highest percentage of acreage after low density.

STATISTICS ON ZONING & LAND USE

Map 7 - City of Kirkland Zoning by Neighborhood

2023, City of Kirkland GIS



5.B - Zoning by Neighborhood

2023, City of Kirkland GIS

Neighborhood	Commercial	Industrial	Institutions	Low Density Residential	Medium Density Residential	High Density Residential	Office	Parks/Open Space	Transit Oriented Development
	Percent of Total Area								
Bridle Trails	2.72	0	0	85.16	2.34	0	0.67	8.07	1.04
Central Houghton	1.13	0	9.82	68.39	4.3	0.26	0.61	15.49	0
Everest	3.56	18.35	0	42.17	16.4	0	3.52	13.92	2.08
Finn Hill	0.44	0	0	79.74	1.54	1.59	0.1	16.59	0
Highlands	0	0.5	0	86.84	7.44	0	0	5.22	0
Juanita	4.5	0	0	66.89	12.43	5.82	0.97	9.39	0
Kingsgate	1.65	0.01	0	85.18	2.29	6.96	0	3.91	0
Lakeview	19.76	0	0	24.57	26.32	0	4.65	23.72	0.98
Market	1.08	0	0	69.03	1.27	0	3.16	25.46	0
Moss Bay	26.25	6.19	0	10.53	19.69	15.3	4.92	9.33	7.79
Norkirk	0.39	2.93	0	76.57	1.76	4.83	3.15	4.91	5.46
North Rose Hill	2.36	0	6.16	61.94	7.37	7.74	3.14	5.39	5.9
South Rose Hill	0.36	0	0	75.21	2.8	0.77	1.19	1.42	18.25
Totem Lake	28.67	18.41	4.99	0.46	7.61	4.83	26.12	7.74	1.17

The majority of Kirkland is zoned for low density residential land, with the Highlands neighborhood having the highest percentage of total land area for this zoning designation and Totem Lake with the least (no land zoned for low density residential).

Lakeview has the most land area zoned for medium density residential, with over twice as much area zoned for this designation as the following neighborhood (Everest and Finn Hill both have 18.46 percent of total land area zoned for medium density residential).

Kingsgate has the highest amount of land zoned for high density, followed by Moss Bay. These two neighborhoods account for over half of the high density residential zoning in Kirkland.

Moss Bay also has the most commercially zoned land in comparison with other neighborhoods. This is closely followed by Lakeview and Totem Lake. These three neighborhoods combined represent 75 percent of the total land area in Kirkland zoned for commercial use.

Totem Lake has the highest amount of land zoned for Office Space, being over twice as much as the following neighborhood (Moss Bay) and 40 percent of the total land area.

Central Houghton has a significantly higher amount of zoned land for parks and open space, accounting for 66 percent of the total land area and 13 times the amount of the following neighborhood (Everest).

Industrial zoning exists in few neighborhoods, with the highest amount of this zoning occurring in the Everest neighborhood, followed by Totem Lake.

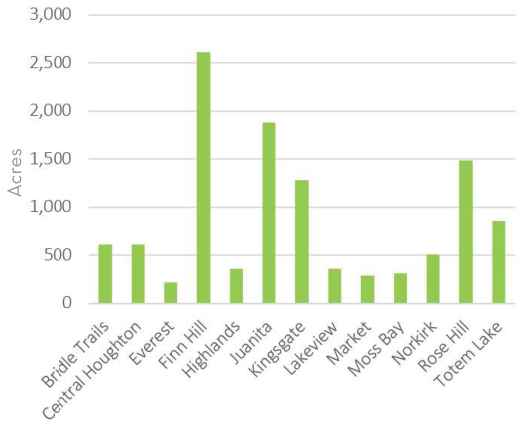
Institution zoning also occurs significantly less than other designations, with only three neighborhoods having significant land area zoned for this type of land use. These neighborhoods are Central Houghton, Totem Lake, and Rose Hill.

The most Transit Oriented Development (TOD) zoning is in Rose Hill, followed by Everest, Lakeview, then Totem Lake.

STATISTICS ON CAPACITY

5.C - Neighborhood Size

2023, City of Kirkland GIS



Neighborhood	Total Land Acres
Bridle Trails	610
Central Houghton	614
Everest	219
Finn Hill	2,610
Highlands	363
Juanita	1,881
Kingsgate	1,280
Lakeview	363
Market	289
Moss Bay	314
Norkirk	511
Rose Hill	1,487
Totem Lake	859
Total Acres	**11,401**

5.D - Residential Density by Neighborhood

2022, City of Kirkland GIS, Parametrix

The Finn Hill neighborhood has both the most overall area in Kirkland as well as the most residential acres and single family dwelling units. It has the second least residential density overall, however, following Bridle Trails with the lowest residential density of 2.04.

The Juanita neighborhood has the highest amount of Multi-Family residential dwelling units and total units. Central Houghton has the highest residential density, followed by Totem Lake.

Neighborhood	Total Residential Acres	Residential Dwelling Units			Residential Density (DU/Acre)
		Single Family	Multi-Family	Total	
Bridle Trails	504	881	147	1,028	2.04
Central Houghton	25	1,096	414	1,510	60.24
Everest	103	273	395	668	6.49
Finn Hill	2,158	5,409	936	6,345	2.94
Highlands	311	963	112	1,075	3.46
Juanita	1,557	4,009	4,358	8,367	5.37
Kingsgate	1,075	3,506	1,668	5,174	4.81
Lakeview	176	378	1,449	1,827	10.38
Market	154	695	71	766	4.98
Moss Bay	178	317	4,058	4,375	24.61
Norkirk	95	1,395	341	1,736	18.25
Rose Hill	1,194	3,076	2,240	5,316	4.45
Totem Lake	85	3	3,595	3,598	42.21
City-Wide	7,616	22,001	19,784	41,785	

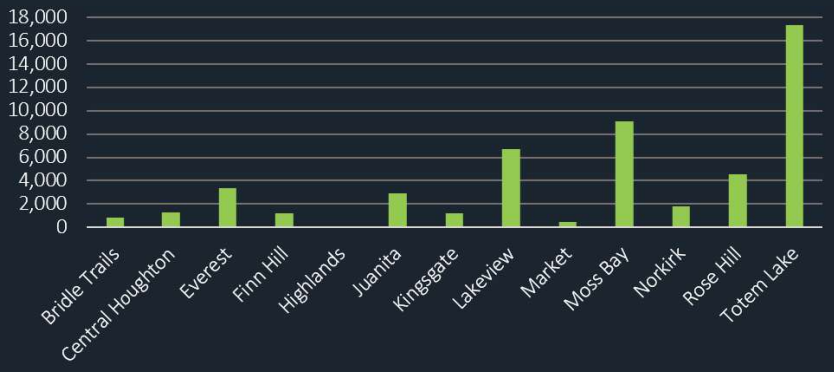
STATISTICS ON CAPACITY

5.E - Residential Units by Neighborhood

2022, City of Kirkland GIS, Parametrix

5.F - Estimated Employees by Neighborhood

2022, Parametrix



Totem Lake has the highest number of estimated employees (calculated by non-residential square footage) compared to other Kirkland neighborhoods. Totem Lake has almost twice as many employees as Moss Bay, the neighborhood with the second most employees. The neighborhood with the least amount of employees is Highlands with about four and half times less than Market, the neighborhood with the second least employees. This data does not account for employees working from home, since it is calculated based on non-residential square footage.

5.G - Non-Residential Floor Area & Employees by Neighborhood

2022, Parametrix

	Non-Residential Building Area (Sq Ft)				Employees		
Neighborhood	Commercial	Office	Industrial	Total	Institution*	Home Occupation**	Total*
Bridle Trails	258,725	35,586	-	294,311	73	95	826
Central Houghton	115,993	74,153	-	190,146	579	139	1,247
Everest	65,982	699,776	199,342	965,100	18	61	3,347
Finn Hill	86,128	20,625	-	106,753	336	583	1,174
Highlands	-	-	-	-	0	99	99
Juanita	272,877	146,998	16,444	436,319	981	769	2,909
Kingsgate	177,444	3,025	-	180,469	372	476	1,214
Lakeview	109,109	1,528,731	-	1,637,840	225	168	6,723
Market	22,539	81,693	-	104,232	0	70	443
Moss Bay	1,297,307	1,332,209	232,182	2,861,698	384	402	9,097
Norkirk	46,923	138,452	337,596	522,971	406	160	1,783
Rose Hill	735,697	243,136	118,308	1,097,141	1,398	489	4,533
Totem Lake	1,815,503	1,744,630	2,195,284	5,755,417	2,693	331	17,362
City-Wide	5,004,227	6,049,014	3,099,156	14,152,397	7,465	3,842	50,759

*Calculated by allocating known citywide employees and allocating based on the instutional building square footage
**Calculated citywide and then allocated at the neighborhood level based on total dwelling units per neighborhood

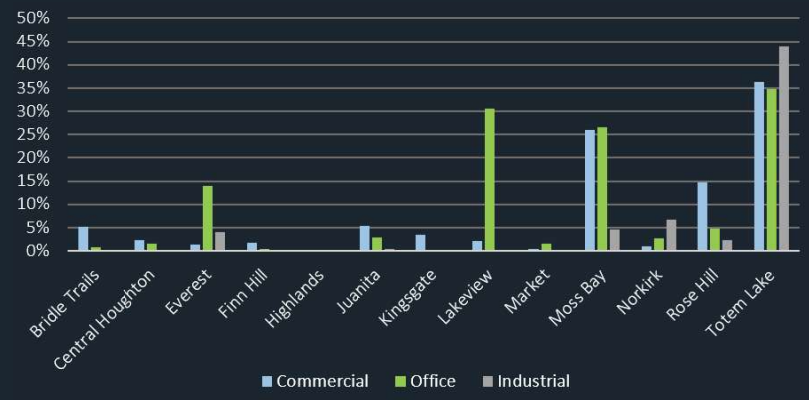
5.H - Non-Residential Floor Area by Neighborhood: % of City Totals

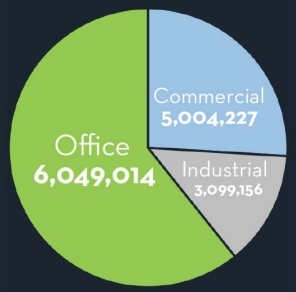
2022, Parametrix

		% of Category City Total		
Neighborhood	Total (Sq Ft)	Commercial	Office	Industrial
Bridle Trails	294,311	5.17%	0.71%	-
Central Houghton	190,146	2.32%	1.48%	-
Everest	965,100	1.32%	13.98%	3.98%
Finn Hill	106,753	1.72%	0.41%	-
Highlands	-	-	-	-
Juanita	436,319	5.45%	2.94%	0.33%
Kingsgate	180,469	3.55%	0.06%	-
Lakeview	1,637,840	2.18%	30.55%	-
Market	104,232	0.45%	1.63%	-
Moss Bay	2,861,698	25.92%	26.62%	4.64%
Norkirk	522,971	0.94%	2.77%	6.75%
Rose Hill	1,097,141	14.70%	4.86%	2.36%
Totem Lake	5,755,417	36.28%	34.86%	43.87%
City-Wide (Sq Ft)	14,152,397	5,004,227	6,049,014	3,099,156

5.I - Non-Residential Floor Area by Neighborhood: % of City Totals

2022, Parametrix





The Totem Lake neighborhood has the highest amount of non-residential building area for Commercial, Office, and Industrial buildings in comparison to other Kirkland neighborhoods. It has over six and half times the amount of Industrial building square footage as Norkirk, the neighborhood with the second most. Totem Lake accounts for over 70 percent of all Industrial building area in Kirkland. Only half of Kirkland neighborhoods have recognized Industrial building area at all.

Moss Bay has the second highest Commercial building square footage in Kirkland. Totem Lake and Moss Bay combined account for over 60 percent of the City's total Commercial building area.

The neighborhoods with the highest Office building area are Totem Lake, Lakeview, and Moss Bay. These three neighborhoods account for 76 percent of all Office building area in Kirkland.

The Highlands neighborhood has the least amount of non-residential building area and employees, including Institution and Home Occupation employees.

Totem Lake has the highest number of total employees, as well as the highest number of Institution employees. The neighborhood with the most Home Occupation employees is Juanita, followed by Finn Hill then Kingsgate.

STATISTICS ON CAPACITY

5.J - Residential Capacity by Neighborhood

2022, Parametrix

	TAZ Units	Single Family			Multi-Family			Total Units			% Increase
Neighborhood		Existing	Added	Total	Existing	Added	Total	Existing	Added	Total	
Bridle Trails	247-249, 392	881	112	993	147	370	517	1,028	482	1,510	46.9
Central Houghton	243-246	1,096	137	1,233	414	838	1,252	1,510	975	2,485	64.6
Everest	260-261.5	273	25	298	395	15	410	668	40	708	6.0
Finn Hill	310.1-314.2	5,409	1,350	6,759	936	117	1,053	6,345	1,467	7,812	23.1
Highlands	274	963	87	1,050	112	8	120	1,075	95	1,170	8.8
Juanita	281-289, 308.1-309	4,009	412	4,421	4,358	1,337	5,695	8,367	1,749	10,116	20.9
Kingsgate	303-307.2, 318.1	3,506	421	3,927	1,668	654	2,322	5,174	1,075	6,249	20.8
Lakeview	236-242	378	45	423	1,449	522	1,971	1,827	567	2,394	31.0
Market	268	695	131	826	71	60	131	766	191	957	24.9
Moss Bay	250-259	317	4	321	4,058	1,152	5,210	4,375	1,156	5,531	26.4
Norkirk	269-273	1,395	84	1,479	341	33	374	1,736	117	1,853	6.7
Rose Hill	262-267, 275-280	3,076	358	3,434	2,240	3,045	5,285	5,316	3,403	8,719	64.0

5.K - Non-Residential Capacity by Neighborhood

2022, Parametrix

	TAZ Units	Commercial Floor Area			Office Floor Area			Industrial Floor Area		
Neighborhood		Existing	Added	Total	Existing	Added	Total	Existing	Added	Total
Bridle Trails	247-249, 392	258,725	(34,403)	224,322	35,586	-	35,586	-	-	-
Central Houghtor	243-246	115,993	(13,731)	102,262	74,153	110,381	184,534	-	-	-
Everest	260-261.5	65,982	600	66,582	699,776	108,386	808,162	199,342	70,087	269,429
Finn Hill	310.1-314.2	86,128	2,003	88,131	20,625	22,400	43,025	-	-	-
Highlands	274	-	-	-	-	-	-	-	-	-
Juanita	281-289, 308.1-309	272,877	34,023	306,900	146,998	91,150	238,148	16,444	(2,608)	13,836
Kingsgate	303-307.2, 318.1	177,444	30,913	208,357	3,025	(3,025)	-	-	-	-
Lakeview	236-242	109,109	121,478	230,587	1,528,731	391,183	1,919,914	-	-	-
Market	268	22,539	(1,411)	21,128	81,693	42,976	124,669	-	-	-
Moss Bay	250-259	1,297,307	(176,736)	1,120,571	1,332,209	612,779	1,944,988	232,182	-	232,182
Norkirk	269-273	46,923	(8,658)	38,265	138,452	30,632	169,084	337,596	84,700	422,296
Rose Hill	262-267, 275-280	735,697	401,632	1,137,329	243,136	2,079,803	2,322,939	118,308	44,461	162,769
Totem Lake	290-302	1,815,503	246,376	2,061,879	1,744,630	1,966,053	3,710,683	2,195,284	(298,178)	1,897,106
City-Wide		**5,004,227**	**602,086**	**5,606,313**	**6,049,014**	**5,452,718**	**11,501,732**	**3,099,156**	**(101,538)**	**2,997,618**

STATISTICS ON CAPACITY

5.L - Non-Residential Capacity Changes by Neighborhood

2022, Parametrix

Neighborhood	Existing Floor Area	Added Floor Area	Total Floor Area	Est. Employees Based on Floor Area	Est. Institutional Employees	Est. Home Occupation Employees	Est. Employee Change (+/-)		Est. Employee Change (Instutitional)	Est. Employee Change (Home Occupation)	Total Est. Employees for 2044
Bridle Trails	294,311	-34,403	259,908	826	73	95	-25		-	44	846
Central Houghton	190,146	96,650	286,796	1,247	579	139	604		-	90	1,941
Everest	965,100	179,073	1,144,173	3,347	18	61	558		-	4	3,908
Finn Hill	106,753	24,403	131,156	1,174	336	583	428		200	135	1,937
Highlands	-	-	-	99	-	99	9		-	9	116
Juanita	436,319	122,565	558,884	2,909	981	769	593		15	161	3,678
Kingsgate	180,469	27,888	208,357	1,214	372	476	146		-	99	1,458
Lakeview	1,637,840	512,661	2,150,501	6,723	225	168	1,855		-	52	8,630
Market	104,232	41,565	145,797	443	-	70	182		-	18	643
Moss Bay	2,861,698	436,043	3,297,741	9,097	384	402	1,701		-	106	10,905
Norkirk	522,971	106,674	629,645	1,783	406	160	256		-	11	2,050
Rose Hill	1,097,141	2,525,896	3,623,037	4,533	1,398	489	1,774		19	313	14,464
Totem Lake	5,755,417	1,914,251	7,669,668	17,362	2,693	331	10,387		-	459	28,207
City-Wide	14,152,397	5,953,266	20,105,663	50,759	7,465	3,842	26,291		234	1,499	78,783

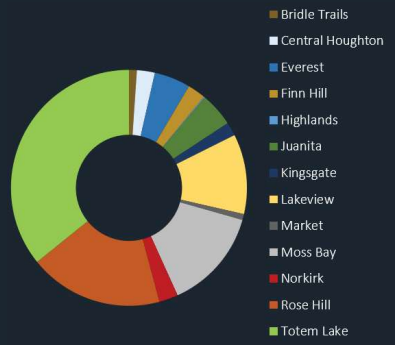
Totem Lake has the highest increase of units (2022-2044) and the least existing and added single family units. Everest has the lowest increase of units.

Bridle Trails, Central Houghton, Market, and Moss Bay neighborhoods estimate a decrease in Commercial floor area by 2044. Kingsgate decreases in Office floor area. Totem Lake and Juanita decreases in Industrial floor area.

Bridle Trails is estimated to have a decrease in employees by 2044. Despite an increase in employees, Market neighborhood shows the least employees in 2044. Totem Lake shows the highest growth of employees, existing employees, and highest total estimated employees by 2044.

5.M - Total Jobs by Neighborhood (2044)

2022, Parametrix



5 Transportation

This section provides an overview of Kirkland's multi-modal (walking, biking, transit, auto) transportation system and how people move around the city. In addition, for more information regarding the city's long term transportation goals and priorities, see the Transportation Element or Transportation Master Plan Existing Conditions Report.

6.A - Commuter Travel Patterns

2022, U.S. Census

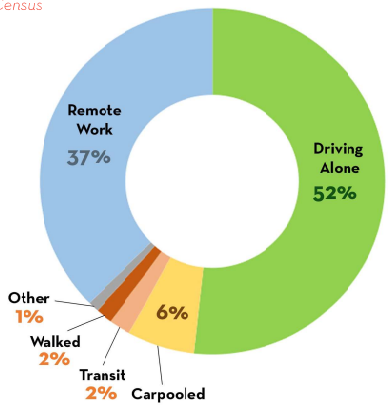


Figure 6.A shows the primary mode of travel that residents used to travel to work in 2020. Vehicular travel is still the primary commute choice for most residents in Kirkland.

Map 6.B shows Kirkland's functional classification of roads and streets consisting of principal and minor arterials, collectors and local streets. There are approximately 250 miles of streets in Kirkland. Streets are categorized by various functional classifications based on how they connect the network. Functional classification carries with it expectations about roadway design, including its speed, capacity, and relationship to existing and future land use development.

Kirkland At A Glance

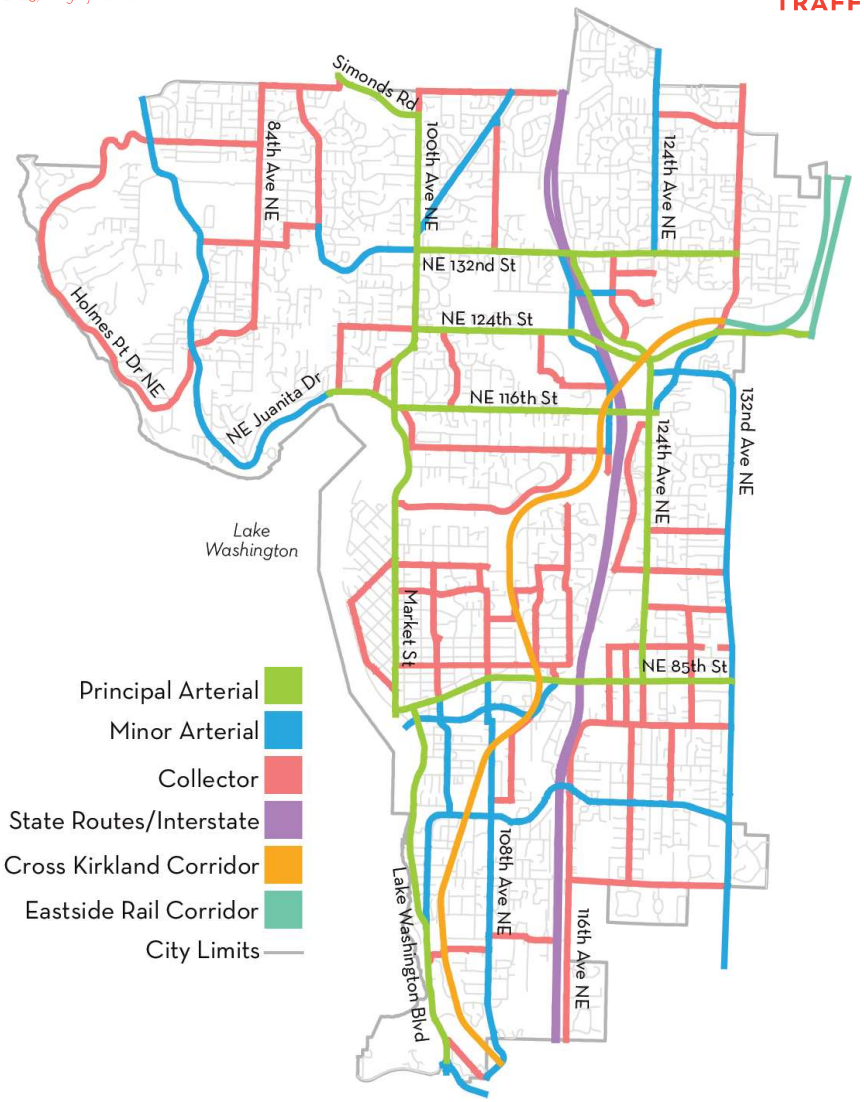
TOP 3 MOST HEAVILY USED STREETS IN VEHICLES ARE:
NE 124th St., NE 85th St., 124th Ave NE

THE CROSS KIRKLAND CORRIDOR is a 5.75-mile pedestrian/bicycle route that allows non-motorized travel from the city's south boundary to the Totem Lake neighborhood in northeast Kirkland

PRIMARY MODE OF TRAVEL TO WORK:
Single occupancy vehicle (52%); Remote Work (37%); Carpool (6%)

Map 8 - Functional Classification of Roads/Streets in Kirkland

2023, City of Kirkland GIS



STATISTICS ON TRAFFIC

6.B - Average Annual Daily Traffic (AADT) Volume Counts

2022, Kirkland Department of Public Works

Corridor	AADT
NE 124TH ST	341,115
NE 85TH ST	294,312
124TH AVE NE	135,320
100TH AVE NE	130,091
NE 132ND ST	122,569
NE 116TH PL	101,663
116TH AVE NE	100,651
132ND AVE NE	99,959
NE 70TH PL	93,616
120TH AVE NE	88,377
JUANITA DR NE	81,361
CENTRAL WAY	64,492
NE 128TH ST	60,234
LAKE WASHINGTON BLVD NE	52,827
108TH AVE NE	49,666
98TH AVE NE	46,810
JUANITA-WOODINVILLE WAY NE	44,845
SLATER AVE NE	39,674
NE 68TH ST	39,519
TOTEM LAKE BLVD	36,664
NE 145TH ST	33,354
MARKET ST	32,435
SIMONDS RD NE	29,853
6TH ST	27,646
KIRKLAND WAY	22,172
NE 80TH ST	21,485
LAKE ST	21,376
NE 120TH PL	16,846
3RD ST	14,874
122ND AVE NE	14,581
STATE ST	13,522
NE 143RD ST	10,969

Every two years, the City conducts a comprehensive traffic count program that gathers the following information:

1. Daily vehicle counts in the middle of the block on weekdays at over 200 locations.
2. Seven-day counts in the middle of the block during different seasons at 17 locations.
3. Turning movement counts during peak morning (AM) and evening (PM) hours at around 65 signalized intersections, encompassing vehicles, pedestrians, and cyclists.

The seven-day seasonal count data is utilized by the City to formulate adjustment factors that accommodate variations in seasonal and weekday traffic volumes. These adjustment factors, coupled with the mid-block daily vehicle counts, are then employed to estimate the Average Annual Daily Traffic (AADT) volumes on the City's streets. Counts from AM and PM peak signalized intersections are incorporated in the analysis.

Based on this analysis, the data collected shows the highest traffic movement through NE 124th St. The remaining counts are shown in Figure 6.C for corridors with an AADT of over ten thousand.

Map 9 - Existing Bicycle Routes

2022, Kirkland GIS