
City of Kirkland

Planning and Building Department



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.

Vision Statement

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

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Kirkland Planning Commission

Agenda

Regular Meeting - Hybrid

Council Chamber and Virtual
Thursday, September 28, 2023
7:00 PM

To join the meeting via Zoom:

[https://kirklandwa-
gov.zoom.us/j/82804020054?pwd=trFXWjEF1XgaLikkR54a42xGL0uleQ.1z24qr8aJJcTYp7z](https://kirklandwa.gov.zoom.us/j/82804020054?pwd=trFXWjEF1XgaLikkR54a42xGL0uleQ.1z24qr8aJJcTYp7z)
Passcode: 830871
Webinar ID: 828 0402 0054

To join via telephone: 253-205-0468 US

To provide public comment in advance of the meeting please email
planningcommissioners@kirklandwa.gov.

If you have questions about an item on the agenda, please contact the project planner listed below.

This meeting packet is also available online on the Planning and Building Department webpage:
<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission>

1. **Call to Order**
2. **Roll Call**
3. **Comments From the Audience - Limited to 3 Minutes**
4. **Study Session**
 - a. 2044 Comprehensive Plan Update Briefing – Housing Element and Human Services Element

b. Transportation Master Plan (TMP) Update

5. **Public Hearings**
6. **Reading and / or Approval of Minutes - None**
7. **Administrative Reports and Planning Commission Discussion**
8. **Comments From the Audience**
9. **Special Presentations**
10. **Adjournment**

Note: If you would like more information on an item on this agenda, please call the Planning & Building Department at 425-587-3600. **Please refer to the file number and planner listed for that item.**

For more information on the Planning and Building Department public comment and rules and procedure, visit our [**Public Comments and Rules of Procedures**](#) webpage.

- [Planning Commission Rules of Procedure](#)

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CITY OF KIRKLAND
Planning and Building
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MEMORANDUM

To: Planning Commission

From: Lindsay Levine, AICP, Senior Planner
Scott Guter, AICP, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

Date: September 19, 2023

Subject: **2044 Comprehensive Plan Update Briefing – Housing Element and Human Services Element**

RECOMMENDATION

Staff recommends that the Planning Commission receive a briefing on the 2044 Comprehensive Plan update process as it relates to updates to the Housing Element and the Human Services Element. Staff has grouped these two elements together for the purposes of community outreach and this briefing because the policies therein are interconnected and complementary to each other. The Planning Commission will hold the public hearing on the revised Housing Element and Human Services Element goals and policies in 2024 as a formal part of the legislative process to amend the Comprehensive Plan. The City Council will establish the final policy direction for the two elements based on a recommendation from the Planning Commission.

This memo contains:

- Information on regulatory and consistency requirements related to the Housing and Human Services Elements;
- What staff has learned from community input on the Housing and Human Services Elements thus far;
- List of potential study issues or policy changes being explored for the Housing and Human Services Elements; and
- Next steps.

KIRKLAND 2044 COMPREHENSIVE PLAN (K2044) UPDATE PROCESS OVERVIEW

The City of Kirkland is in the process of conducting a state-mandated update of the Kirkland Comprehensive Plan with a target completion date of mid-2024 (the State deadline for City Council adoption is December 31, 2024). The Comprehensive Plan is the primary citywide guide for how we, as a community, manage growth over the next 20 years (with a horizon year of 2044) in terms of land use, transportation, and the public facilities and services necessary to support that growth. The Comprehensive Plan also

includes goals and policies for how the City addresses housing, sustainability and climate change, economic development, parks and open space, human services, and more.

The two-year Comprehensive Plan Update (referred to hereafter as K2044) process will be an opportunity to reflect on the kind of community we aspire to become and create a policy roadmap to achieve that vision. The process involves staff in each department, City Boards and Commissions, and an extensive community engagement process focused specifically on reaching a wide diversity of perspectives as has been discussed with Planning Commission in the previous briefing on the K2044 Community Engagement Plan on December 8, 2022¹. Simultaneously the Transportation Master Plan is being updated guided by the Public Works Transportation Division and the Transportation Commission.

The last major update to the Kirkland Comprehensive Plan was in 2015. The K2044 Plan update will need to be consistent with updated State, regional, and King County policies and plans, along with local plans, discussed further in the element subsections below. As part of the process to certify Kirkland's K2044 Plan, the State, Puget Sound Regional Council (PSRC), and King County will review drafts and approve the final Plan, once adopted by City Council.

Additional information about the update process can be found in the briefing memos from the Planning Commission's April 28, 2022² and City Council's December 8, 2022³ meetings. Meeting packets, presentations, and other documents and resources are available on the City's K2044 Comprehensive Plan update webpage at [Kirklandwa.gov/K2044](https://www.kirklandwa.gov/K2044).⁴

COMMUNITY OUTREACH AND ENGAGEMENT ACTIVITIES

Beginning in early 2023, Staff has conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan.⁵ Below is a summary of community engagement activities accomplished to date, or in progress as of September 2023:

- EcoNorthwest Equity Review Report⁶ of existing Comprehensive Plan elements;
- Project webpage updates and list serv email announcements;
- Community-wide Visioning event (January 2023);

¹ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/planning-commission-december-8-2022-k2044-update-overview.pdf>

² <https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/planning-commission-april-28-2022-comprehensive-plan-engagement-plan-econw-report.pdf>

³ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/city-council-dec-13-2022-comprehensive-plan-update-engagement-plan-econw-report.pdf>

⁴ <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Code-and-Plan-Amendment-Projects/Kirkland-2044-Comprehensive-Plan-Update>

⁵ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/community-engagement-plan-k2044-kirkland-comprehensive-plan-finalwappendixabc12152022.pdf>

⁶ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>

- Surveys (651 responses have been received for the Housing and Human Services survey to date. The survey will be open until the end of October);
- Focus Group recruitment focused on priority populations;
- Focus Group meetings for Sustainability, Climate Change & Environment; Parks; Land Use; Transportation; Housing; and Human Services elements;
- Publication of informational handouts (included materials translated into Arabic, Farsi, Portuguese, Russian, simplified Chinese, and Spanish);
- Presentations to community groups, Boards and Commissions (City Council, Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), neighborhood associations, and Kirkland Alliance of Neighborhoods;
- Tabling at community events (Evergreen Health Fair, Town Hall on Bikes, Eastside for All event, Grand Opening of Totem Lake Connector Bridge, Re-opening of 132nd Square Park, King County Promotores Network Health Fair, Kirkland City Hall for All event);
- Tabling at other locations and events (Peter Kirk Community Center, seasonal events, farmers markets); and,
- Class projects with Lake Washington and Juanita high schools and student surveys.

HOUSING ELEMENT

Background

Washington State's Growth Management Act (GMA) Section 36.70A.070⁷ RCW, amended with House Bill 1220 (2021), requires counties and cities to include a Housing Element within their comprehensive plans to plan and accommodate housing that is affordable to all economic segments of the population, promotes a variety of residential densities and housing types, and encourages preservation of existing housing stock. Counties and cities must conduct a housing needs assessment, set affordable housing targets, and monitor performance to meet those targets. Counties and cities may not prohibit emergency shelters, transitional housing, or permanent supportive housing in any zones in which residential dwelling units or hotels are allowed, and must adopt regulations allowing accessory dwelling units. Kirkland has already fulfilled the bulk of these requirements and will coordinate with King County, A Regional Coalition for Housing (ARCH) and other Eastside cities on needed revisions to the Housing Element.

The existing Housing Element contains 3 goals and 17 related policies. Attachment 1 contains a list of the existing goals and policies without the corresponding narrative text. The entire existing Housing Element can be accessed online.⁸

⁷ <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70a.070>

⁸ <https://www.codepublishing.com/WA/Kirkland/html/KirklandCP07/KirklandCP07.html>

Housing Need

For the year 2044, Kirkland's allocation of King County's growth targets is summarized below. Keep in mind that, as shown in the table below, the City has capacity in its existing Comprehensive Plan for 19,595 additional housing units and 36,082 additional jobs (see Table 1 note, below), which provides significant flexibility to shape its land use future with the assurance that growth targets will be accommodated, particularly when paired with the additional growth that can be accommodated as part of the adopted Comprehensive Plan and Kirkland Zoning Code (KZC) amendments for the NE 85th Street Station Area Plan. We would also note that the existing capacity numbers do not fully incorporate the additional capacity associated with Kirkland's middle housing program.

Table 1: Growth Targets

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

**Note: Estimate pending completion of the City's 2044 capacity analysis. Number reflects approximate remaining capacity from K2035 Plan (units/jobs planned for but not achieved) + additional capacity adopted in NE 85th St Station Area Plan*

Kirkland's Affordable Housing Targets

Consistent with the GMA, the King County Planning Policies establish that cities must plan for affordable housing based on a range of income levels and provides allocation of housing needs to local jurisdictions. Table 2 shows King County's housing needs allocation for Kirkland (13,200) by income levels expressed in Area Median Income (AMI). The table also shows the number of emergency housing units that Kirkland is required to accommodate. Kirkland will need to show how our land use designations will provide sufficient capacity for these affordable housing targets at the respective income levels, and show how the City will accommodate for its share of emergency housing needs with the K2044 update.

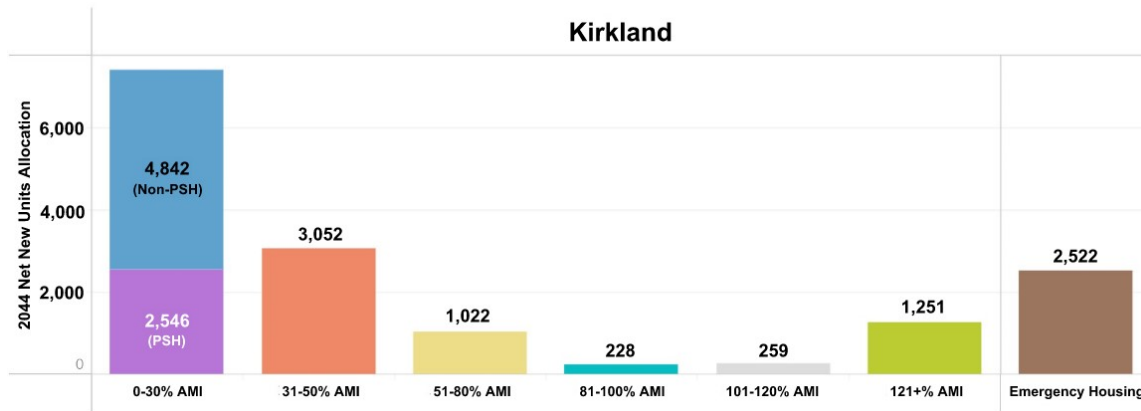


Table 2: Kirkland's Allocated Housing Needs by AMI plus Emergency Housing Accommodation. Note: PSH = Permanent Supportive Housing

Statutory and Policy Guidance for Update

The GMA requires that plan elements be consistent with each other, relevant county-wide planning policies, and relevant multi-county planning policies. Attachment 2 includes a summary of recommendations from regional and local plans that pertain to the Housing Element.

The Comprehensive Plan Update will align with or incorporate recommendations and goals from City plans such as the DEIB 5-Year Roadmap,⁹ Housing Strategy Plan,¹⁰ relevant updates about Human Services since the last Comprehensive Plan update in 2015, and suggestions from the EcoNorthwest Equity Review Report.

Community Engagement Comment Themes

Comments from the community through the Housing and Human Services survey (Attachment 5) and discussion at meetings, public outreach events, and focus groups include the following themes:

- More affordable housing is needed;
- More diverse housing options to help address affordability are needed;
- Concern for displacement of renters and seniors;
- More housing should be focused within walking distance of transit;
- More housing should be suitable for seniors and people with disabilities; and,
- Policies should help lower-income populations attain home ownership.

Housing Element Study Issues

Throughout the K2044 Update process, staff reviewed feedback from various meetings, focus groups, and public comments and compiled policy/study issues that staff will consider when updating the elements, in addition to updates that are required and alignment with various City, State, and regional plans. The below is a list of key policy issues for the Housing Element; previously discussed with the PC at their July 27, 2023

⁹ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/roadmap-as-adopted_1.pdf

¹⁰ <https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/housing-strategy-plan-1.pdf>

meeting:

- Encourage more middle housing and other creative housing types in compliance with new State requirements;
- Reduce the number of residential zoning districts to encourage more regulatory consistency citywide;
- Simplify development standards and the permitting process, potentially incorporating Form-Based Code principles, to increase predictability and encourage more development;
- Study how to encourage more housing near existing and planned future transit;
- Consider more compact development such as converting medium density areas to high density areas (to anticipate return of a state transit-oriented development (TOD bill)) and upper middle housing (up to 12-unit multiplex);
- Eliminating maximum densities (in terms of numbers of units per acre) in multifamily and mixed-use districts (i.e., densities would be governed by building envelopes);
- Study minimum densities for more efficient use of available land;
- Up-zone key residential areas (near transit and to build out 10-minute neighborhoods) to increase housing choices affordable to a wider range of incomes (mixed use/mixed income);
- Up-zone or otherwise incentivize the redevelopment of properties owned by religious organizations to accommodate development of affordable housing;
- Reduce parking requirements to reduce housing development costs;
- Anticipate increased density with Community-Initiated Amendment Requests
- Study city-wide inclusionary zoning requirements;
- Consider transfer of development rights to preserve existing affordable housing;
- Consider City-wide commercial linkage fees to better tie economic growth with housing growth;
- Consider policies that require new detached dwelling units to be “ADU-ready,” especially within large homes or large lots, while ensuring that new requirements do not add significant time or process to the permitting process;
- Consider policies that require ADUs to be incorporated into newly-built residential projects, and require new detached dwelling unit projects to be designed to accommodate future ADUs;
- Consider policies that encourage retention of older, smaller homes;
- Consider policies to provide direct assistance to help low- and moderate income households buy a first home; and,
- Consider policies that address displacement of low- and moderate-income households through relocation assistance.

HUMAN SERVICES ELEMENT

Background

The existing Human Services Element goals and policies define the City’s role in fostering diversity and equity, and supporting nonprofit organizations that serve the physical, economic, social, and quality of life needs of members of the community. The

Human Services Element supports the provision of services that are utilized by those who have historically faced barriers in accessing human services because of identities that include race, gender, age, ability/disability, and/or economic status. The Element also supports measures to ensure that Human Services programs are available and accessible to all.

The Human Services Element is used by the Human Services Division (within the Parks and Community Services Department) and the Human Services Commission as a general guidance document and to help guide funding decisions, since the Element sets overarching goals and policies for the provision of Human Services in the City.

The existing Human Services Element contains 6 goals and 26 related policies. Attachment 3 contains a list of the existing goals and policies without the corresponding narrative text. The entire existing Housing Element can be accessed online.¹¹

Statutory and Policy Guidance for Update

The Human Services Element is an optional part of the Comprehensive Plan per the GMA. The GMA requires that plan elements be consistent with each other, relevant county-wide planning policies, and relevant multi-county planning policies. Attachment 4 includes a summary of recommendations from regional and local plans that pertain to the Human Services Element.

The Comprehensive Plan Update will align with or incorporate recommendations and goals from City plans such as the DEIB 5-Year Roadmap, Housing Strategy Plan, relevant updates about Human Services since the last Comprehensive Plan update in 2015, and suggestions from the EcoNorthwest Equity Review Report.

Community Engagement Comment Themes

Comments from the community through the Housing and Human Services survey (Attachment 5) and discussion at meetings, public outreach events, and focus groups include the following themes:

- Support for low-income renters;
- Need for more affordable housing options;
- Address behavioral and mental health;
- Support for the unhoused;
- Support for the elderly to be able to continue living in Kirkland;
- Encourage development of affordable housing that has services or amenities like grocery stores on-site;
- More programs that address food access;
- Lack of public transportation options to access certain services; and
- Spreading awareness about programs and services.

Human Services Element Study Issues

Throughout the K2044 Update process, staff reviewed feedback from various meetings, focus groups, and public comments and compiled policy/study issues that staff will consider when updating the elements, in addition to updates that are required and alignment with various City, State, and regional plans. The following is a list of key

¹¹ <https://www.codepublishing.com/WA/Kirkland/html/KirklandCP12B/KirklandCP12B.html>

policy issues for the Human Services Element; previously discussed with the PC at their July 27, 2023 meeting:

- Incentivizing the creation of more affordable housing (this will primarily be addressed in the Housing Element, but the Human Services Element will have supportive policy);
- Incentivizing the creation of housing for seniors (this will primarily be addressed in the Housing Element, but the Human Services Element will have supportive policy);
- Recognize the evolving nature of the provision of services to address mental health issues, drug addiction, and homelessness across federal, State, and regional agencies and other organizations, and describe how the City could step in to fund or fill gaps;
- Include information about new agencies, programs, and facilities in the human services field since the Comprehensive Plan was last updated, such as the Regional Crisis Response Agency (RCR), and King County's Health Through Housing Initiative (La Quinta Inn in Kirkland);
- Work towards obtaining reasonable and fair allocation of King County tax dollars (Veterans and Human Services Levy) to City of Kirkland to support initiatives such as Health Through Housing, King County Regional Housing Authority, RCR Agency, homeless outreach, and other services the City provides; and
- Improve awareness of available services and resources

QUESTIONS FOR DISCUSSION

1. Does the Planning Commission have any questions on the regulatory requirements or existing Housing or Human Services goals and policies (from the 2015 update)?
2. Does the Planning Commission have any questions or comments about the study issues?

NEXT STEPS

For the remainder of 2023, staff will continue to conduct the community engagement activities outlined above to gather public input on each Element, attend Board and Commission meetings for their input, and begin to draft edits to each Element. The goal is to have draft Elements of the Comprehensive Plan completed in early 2024 for review by the various Boards and Commissions, with a tentative Planning Commission public hearing set for Spring 2024 and final adoption by the City Council in fall of 2024.

Other tasks in the K2044 Update scope include conducting a land use capacity analysis to measure against the City's assigned jobs and housing growth targets, update the Community Profile, update the Transportation Master Plan (basis for the Transportation Element), and conduct an environmental review of proposed changes.

Attachments:

1. Existing Housing Element goals and policies
2. Housing Element summary of potential State, Regional, County, local policy

topics for consideration

3. Existing Human Services Element goals and policies

4. Human Services Element Summary of potential State, Regional, County, local
policy topics for consideration

5. Housing and Human Services survey summary

cc: File: CAM22-00023

Jen Boone, Human Services Manager

Housing Element – Existing Goals and Policies

Existing adopted Goals and Policies without corresponding descriptive text. The full text of the adopted Housing Element in the Comprehensive Plan can be accessed online.¹

Goal H-1: Maintain and enhance the unique residential character of each City neighborhood.

Policy H-1.1: Incorporate neighborhood character and design principles into standards for new development.

Goal H-2: Ensure that Kirkland has a sufficient quantity and variety of housing to meet projected growth and needs of the community.

Policy H-2.1: Maintain an adequate supply of land zoned appropriately for a variety of housing types and densities.

Policy H-2.2: Promote the development of accessory dwelling units on single-family lots.

Policy H-2.3: Create flexible site and development standards, and maintain efficient development and review systems, that balance the goals of reduced housing development costs with other community goals.

Policy H-2.4: Allow a broad range of housing and site planning approaches in single-family areas to increase housing supply and choice, to reduce cost, and to ensure design quality and neighborhood compatibility.

Policy H-2.5: Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multifamily areas.

Goal H-3: Promote affordable and special needs housing throughout the City for all economic segments of the population.

Policy H-3.1: Strive to meet the City's proportionate share of the Countywide housing needs of very low-, low-, and moderate-income households.

Policy H-3.2: Require affordable housing when increases to development capacity are considered.

Policy H-3.3: Ensure that affordable housing opportunities are not concentrated, but are available throughout the City and especially in areas with good access to transit, employment, and shopping.

¹ <https://www.codepublishing.com/WA/Kirkland/cgi/NewSmartCompile.pl?path=html/KirklandCP07/KirklandCP07.html>

Attachment 1 Existing Housing Element Goals Policies

- Policy H-3.4: Preserve, maintain, and improve existing affordable housing through assistance to residents and housing providers.
- Policy H-3.5: Support housing acquisition and creation by private or nonprofit organizations, housing authorities, or other social and health service agencies for very low-, low- and moderate- income residents.
- Policy H-3.6: Ensure that regulations do not unduly restrict group homes or other housing options for persons with special needs.
- Policy H-3.7: Support a range of housing options and services to move homeless persons and families to long-term financial independence. Support regional efforts to prevent homelessness.
- Policy H-3.8: Cooperate at a regional level to increase the base of both public and private support necessary to address local housing needs.
- Policy H-3.9: Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Encourage universal design improvements that increase housing accessibility.
- Policy H-3.10: Support efforts to achieve a geographic balance in siting special-needs housing throughout the City and region, including support of housing in jurisdictions that serve residents from elsewhere on the Eastside.
- Policy H-3.11: Protect fair and equal access to housing for all persons and prohibit any activity that results in discrimination in housing.

K2044 Comprehensive Plan Update Briefing for the Housing Element

Summary of new or revised policies and/or regulatory changes for consistency with State, Regional, King County Planning Policies, and local goals for the Housing Element

- **Washington State Growth Management Act (GMA)** – goals and amendments since the last update;¹
- **Washington State Department of Commerce (DOC)** – periodic review checklists will address requirements of state law, and identify policy and regulatory updates required under new state laws;²
- **Puget Sound Regional Council (PSRC)** – periodic review checklist for cities and regional centers, the Regional Growth Strategy and multi-county planning policies provided for in PSRC's Vision 2050 Growth Strategy Plan;³ 2050 Regional Transportation Plan;⁴
 - Housing: Displacement and Racially-Disparate Impacts
 - Housing Element Guide
 - Equity
 - Significantly reduce greenhouse gas emissions
- **King County Countywide Planning Policies (CPPs)**⁵ adopted by King County which address growth management issues in King County and allocates employment and housing growth targets to each city
 - Support a range of affordable, accessible, and healthy housing choices
 - Respond to the legacy of discriminatory housing and land use policies and practices
 - Weaving equity into all policies
 - Climate Change Mitigation, Adaptation and Resilience

Local plans, goals and requirements

- **EcoNorthwest Equity Review Report**⁶
Specific recommendations for the Housing element and related guidance:
 - Acknowledge history of racism in housing

¹ <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.020>

² <https://deptofcommerce.app.box.com/s/lzqh1lwfi2qn6drg964412r43tv780hh>

³ <https://www.psrc.org/sites/default/files/2022-11/vision-2050-plan.pdf>

⁴ <https://www.psrc.org/planning-2050/regional-transportation-plan>

⁵ https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/2021_cpps-adopted_19384-amended_19553.pdf?rev=7ea6e59c9810495db4335e3b6b6d35e8&hash=F3190536F7D2C1A28BE15E62E82C42D9

⁶ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>

- Lead with racial equity using data and community touchpoints
 - Improve the City's efforts to preserve existing affordable housing stock and mitigate displacement of vulnerable residents and services
 - Develop housing policies/strategies useful for addressing the housing needs of renters
 - Use active rather than passive policy language
 - Use of asset-based language (instead of using term homeless, instead use unhoused)
 - Use of inclusive language and assumptions by using specific descriptors to convey meaning that is easily understood
 - Incorporate emissions reduction policies and actions that contribute meaningfully toward regional greenhouse gas emission goals, along with equitable climate resiliency measures
 - Climate resilience actions focused on equitable outcomes, particularly for historically marginalized communities, at greater risk and with fewer resources.
- **Kirkland Diversity, Equity, Inclusion, Belonging (DEIB) 5 Year Roadmap⁷**
The City will identify and utilize an equity-centered third-party review process for the City's Comprehensive Plan and other long-range planning processes. This will ensure that the perspectives, insights, and voices of underrepresented groups and communities are included in the creation and review of such plans helps them be reflective of Kirkland's diverse community.
- **City Council Goals 2023-2024⁸**
City Council Goal: Attainable Housing and Vibrant Neighborhoods

Prioritize the retention and construction of attainable and diverse housing throughout the City. Partner with King County to implement the Health Through Housing permanent supportive housing project in Lakeview. Partner with ARCH, developers, and non-profit agencies to implement the affordable housing projects Polaris and Ardea in Totem Lake, and the Kirkland Heights renovation and expansion in Evergreen Hill. Complete affordable housing requirements and incentive zoning for the NE 85th Street Station Area Plan. Monitor implementation through Kirkland's Housing Dashboard.
- **Sustainability Master Plan (SMP)⁹**
Goals related to Housing include:
 - Goal HC-11: Expand housing options for all income levels.
 - Goal HC-10: Dismantle institutional and structural racism in Kirkland to increase social equity and environmental justice city-wide.

⁷ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/roadmap-as-adopted_1.pdf

⁸ <https://www.kirklandwa.gov/Government/City-Council/City-Work-Program>

⁹ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/recycling/sustainability/sustainability-master-plan-adopted-dec-2020.pdf>

- Goal ES-5: Reduce emissions of pipeline gas and other fossil fuels from all buildings by 20% by 2025 and 50% by 2030, as compared to a 2017 baseline
- Goal BI-1: Certify all new construction as High-Performing Green Buildings by 2025
- Goal BI-2: Increase the resilience of the built environment by requiring 50% of new construction to be certified Net-Zero-Energy by 2025 and 100% of new construction to be certified Net-Zero-Energy by 2030.
- Goal BI-3: Achieve the K4C goal to reduce energy use in all existing buildings by 25% by 2030 and 45% by 2050 compared to a 2017 baseline.
- Goal BI-4: Reduce water use in buildings by 10% by 2025 and 20% by 2030 compared to a 2019 baseline.

Human Services Element – Existing Goals and Policies

Existing adopted Goals and Policies without corresponding descriptive text. The full text of the adopted Human Services Element in the Comprehensive Plan can be accessed online.¹

Goal HS-1: Support diversity in City government and in the community by encouraging awareness, acknowledgment and sensitivity, and by being inclusive of Kirkland's entire populace.

Policy HS-1.1:

Engage the diverse populations within Kirkland to create an inclusive community.

Goal HS-2: Foster a City government and a community free of discrimination and committed to justice and social equity.

Policy HS-2.1:

Work to achieve a community where everyone is treated with respect and given equitable access to resources.

Goal HS-3: Build a community in which families, neighbors, schools, and organizations all work together to help young people become engaged, competent and responsible members of the community.

Policy HS-3.1:

Maintain and support the Kirkland Youth Council.

Policy HS-3.2:

Coordinate with the Kirkland Teen Union Building to provide a safe place for youth and provide recreational/educational activities and social programming.

Policy HS-3.3:

Provide connections between Kirkland youth and their community by partnering with the City, school district, and local youth-serving organizations.

Policy HS-3.4:

Provide access to information and services for Kirkland youth.

Policy HS-3.5:

Promote healthy lifestyles.

¹ <https://www.codepublishing.com/WA/Kirkland/html/KirklandCP12B/KirklandCP12B.html>

Attachment 3 Existing Human Services Element Goals-Policies

Policy HS-3.6:

Establish positive relationships between youth and Kirkland Police.

Policy HS-3.7:

Support programs working to lower youth violence, substance abuse, depression and suicide in the community.

Goal HS-4: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Policy HS-4.1:

Maintain and support the Senior Council.

Policy HS-4.2:

Provide opportunities for residents 50 years and older to be active, connected, and engaged in the community.

Policy HS-4.3:

Provide access to information, resources, services, and programs for older adults.

Policy HS-4.4:

Maintain a safe environment for older adults in the community.

Policy HS-4.5:

Encourage affordable and appropriately designed older adult housing.

Goal HS-5: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life.

Policy HS-5.1:

Regularly assess local human service needs, and provide leadership in the development of services to address newly identified needs.

Policy HS-5.2

Promote community awareness of human service needs, the resources available to meet those needs, and the gaps in services.

Policy HS-5.3:

Provide funding for local nonprofit organizations serving the needs of Kirkland residents.

Policy HS-5.4:

Maintain and support a Human Services Advisory Committee.

Policy HS-5.5:

Attachment 3 Existing Human Services Element Goals-Policies

Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low- and moderate-income residents.

Policy HS-5.6:

Participate and provide leadership in local and regional human service efforts.

Policy HS-5.7:

Encourage 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.

Policy HS-5.8:

Ensure human service programs are available and financially accessible.

Policy HS-5.9:

Prior to adoption, consider impacts to human services of any proposed legislation, including City codes and regulations.

Policy HS-5.10:

Administer community donation programs.

Goal HS-6: Encourage human service organizations to make their services physically accessible to all.

Policy HS-6.1:

Encourage services to become accessible to all in the community by removing any barriers, including but not limited to architectural, cultural, language, communication, and location.

Policy HS-6.2:

Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities exist.

K2044 Comprehensive Plan Update Briefing for the Human Services Element

Summary of new or revised policies and/or regulatory changes for consistency with State, Regional, King County Planning Policies, and local goals for the Human Services Element

- **Washington State Growth Management Act (GMA)** – goals and amendments since the last update;¹
- **Washington State Department of Commerce (DOC)** – periodic review checklists will address requirements of state law, and identify policy and regulatory updates required under new state laws;²
- **Puget Sound Regional Council (PSRC)** – periodic review checklist for cities and regional centers, the Regional Growth Strategy and multi-county planning policies provided for in PSRC's Vision 2050 Growth Strategy Plan;³ 2050 Regional Transportation Plan;⁴
 - Housing: Displacement and Racially-Disparate Impacts
 - Equity
- **King County Countywide Planning Policies (CPPs)**⁵ adopted by King County which address growth management issues in King County and allocates employment and housing growth targets to each city
 - Support a range of affordable, accessible, and healthy housing choices
 - Weaving equity into all policies
 - Equitable access to public services

Local plans, goals and requirements

- **EcoNorthwest Equity Review Report**⁶
Specific recommendations for the Human Services element and related guidance:
 - Align with the City's DEIB Plan
 - More in-depth consideration of the equitable distribution of the City's funding and engagement with Human Service providers/organizations
 - Avoid using the terminology "special needs" and update outdated language

¹ <https://app.leg.wa.gov/RCW/default.aspx?cite=36.70A.020>

² <https://deptofcommerce.app.box.com/s/lzqh1lwfi2qn6drg964412r43tv780hh>

³ <https://www.psrc.org/sites/default/files/2022-11/vision-2050-plan.pdf>

⁴ <https://www.psrc.org/planning-2050/regional-transportation-plan>

⁵ https://cdn.kingcounty.gov/-/media/king-county/depts/executive/performance-strategy-budget/regional-planning/cpps/2021_cpps-adopted_19384-amended_19553.pdf?rev=7ea6e59c9810495db4335e3b6b6d35e8&hash=F3190536F7D2C1A28BE15E62E82C42D9

⁶ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>

- Use of asset-based language (instead of using term homeless, instead use unhoused)
- Use of inclusive language and assumptions by using specific descriptors to convey meaning that is easily understood
- **Kirkland Diversity, Equity, Inclusion, Belonging (DEIB) 5 Year Roadmap⁷**
The City will identify and utilize an equity-centered third-party review process for the City's Comprehensive Plan and other long-range planning processes. This will ensure that the perspectives, insights, and voices of underrepresented groups and communities are included in the creation and review of such plans helps them be reflective of Kirkland's diverse community.

Recommendations related to Human Services include:

- Shared application for Human Services funding
- Welcoming America certification
- Support national racial justice initiatives
- Regular tracking and reporting of data
- CMO in coordination with the Human Service Division and other relevant departments will continue to contribute to regional events and conferences to develop shared analysis, learning, and planning with government and community groups within the Northwest Region
- **City Council Goals 2023-2024⁸**
City Council Goal: Community Safety, Inclusive & Equitable Community, and Supportive Human Services

Implement the Regional Crisis Response Agency and establish a North End Behavioral Health Crisis Clinic with the cities of Bothell, Kenmore, Lake Forest Park, and Shoreline in partnership with King County and the State of Washington.

City Council Goal: Inclusive and Equitable Community

Complete priority tasks of the Diversity, Equity, Inclusion and Belonging Five Year Roadmap and update the Roadmap with new tasks identified by the community, the Council and the staff.

City Council Goal: Attainable Housing and Vibrant Neighborhoods

Prioritize the retention and construction of attainable and diverse housing throughout the City. Partner with King County to implement the Health Through Housing permanent supportive housing project in Lakeview. Partner with ARCH, developers, and non-profit agencies to implement the affordable housing projects Polaris and Ardea in Totem Lake, and the Kirkland Heights renovation and expansion in Evergreen Hill. Complete

⁷ https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/roadmap-as-adopted_1.pdf

⁸ <https://www.kirklandwa.gov/Government/City-Council/City-Work-Program>

affordable housing requirements and incentive zoning for the NE 85th Street Station Area Plan. Monitor implementation through Kirkland's Housing Dashboard.

- **Sustainability Master Plan (SMP)⁹**

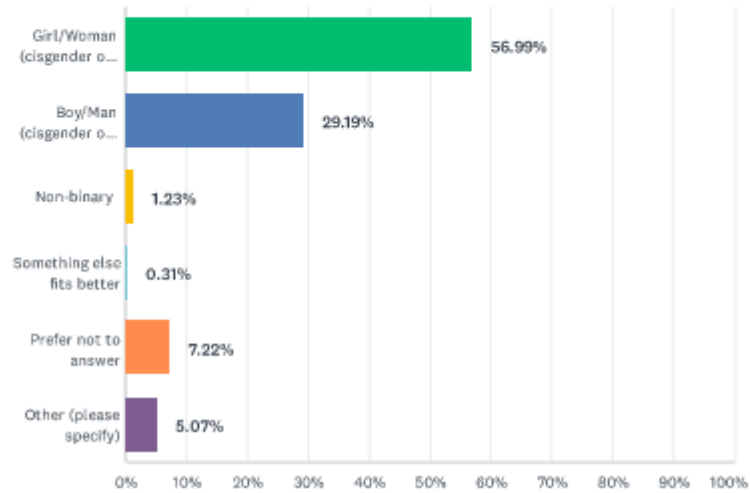
Goals related to Human Services include:

- Goal HC-6: Address the homelessness crisis in Kirkland and regionally. Ensure that unhoused residents are connected to life-safety services by coordinating the City's response to the homelessness crisis and providing ongoing case management support.
- Goal HC-7: Build a community in which families, neighbors, schools, and organizations all work together to help young people become engaged, competent and responsible members of the community.
- Goal HC-8: Enhance the City of Kirkland as a safe, inclusive, and welcoming place for all.
- Goal HC-9: Cultivate a welcoming and inclusive community for immigrants and refugees.
- Goal HC-10: Dismantle institutional and structural racism in Kirkland to increase social equity and environmental justice city-wide.

⁹ <https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/recycling/sustainability/sustainability-master-plan-adopted-dec-2020.pdf>

Q1 To which gender identity do you mostly identify?

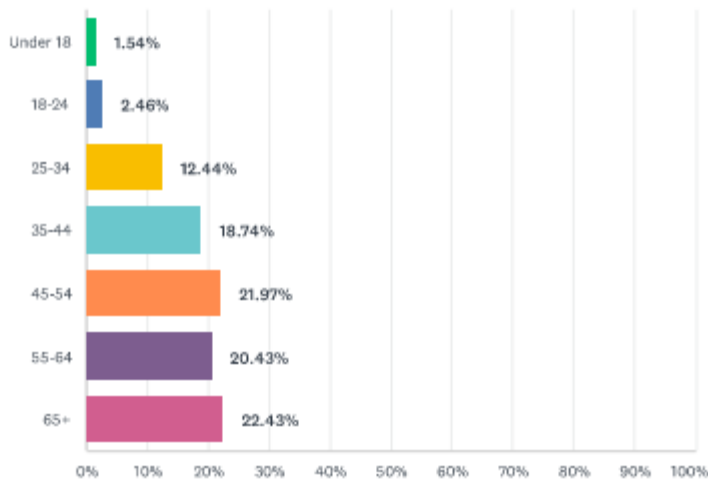
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Girl/Woman (cisgender or transgender)	56.99%	371
Boy/Man (cisgender or transgender)	29.19%	190
Non-binary	1.23%	8
Something else fits better	0.31%	2
Prefer not to answer	7.22%	47
Other (please specify)	5.07%	33
TOTAL		651

Q2 What is your age?

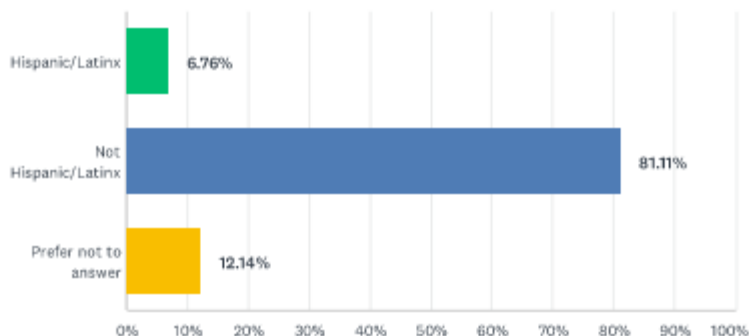
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	1.54%	10
18-24	2.46%	16
25-34	12.44%	81
35-44	18.74%	122
45-54	21.97%	143
55-64	20.43%	133
65+	22.43%	146
TOTAL		651

Q3 What is your ethnicity?

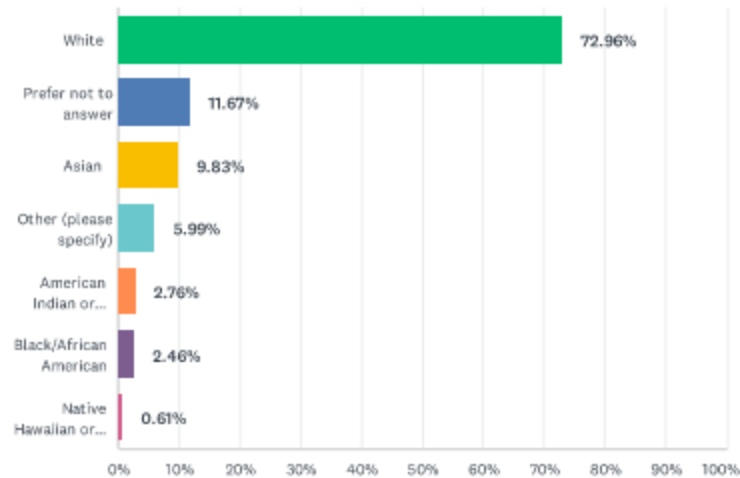
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Hispanic/Latinx	6.76%	44
Not Hispanic/Latinx	81.11%	528
Prefer not to answer	12.14%	79
TOTAL		651

Q4 Do you consider yourself...(Please select all that apply.)

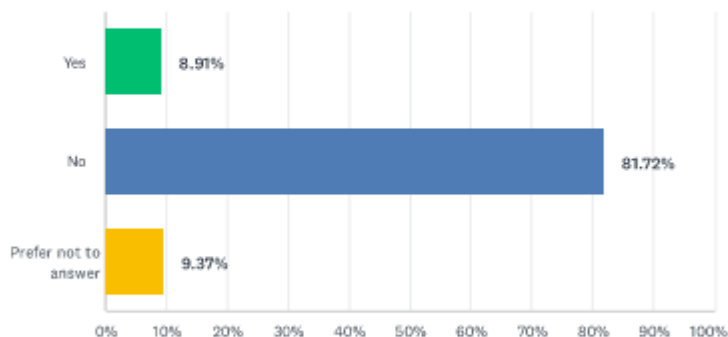
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
White	72.96%	475
Prefer not to answer	11.67%	76
Asian	9.83%	64
Other (please specify)	5.99%	39
American Indian or Alaskan Native	2.76%	18
Black/African American	2.46%	16
Native Hawaiian or other Pacific Islander	0.61%	4
Total Respondents: 651		

Q5 Are you part of the LGBTQIA+ community?

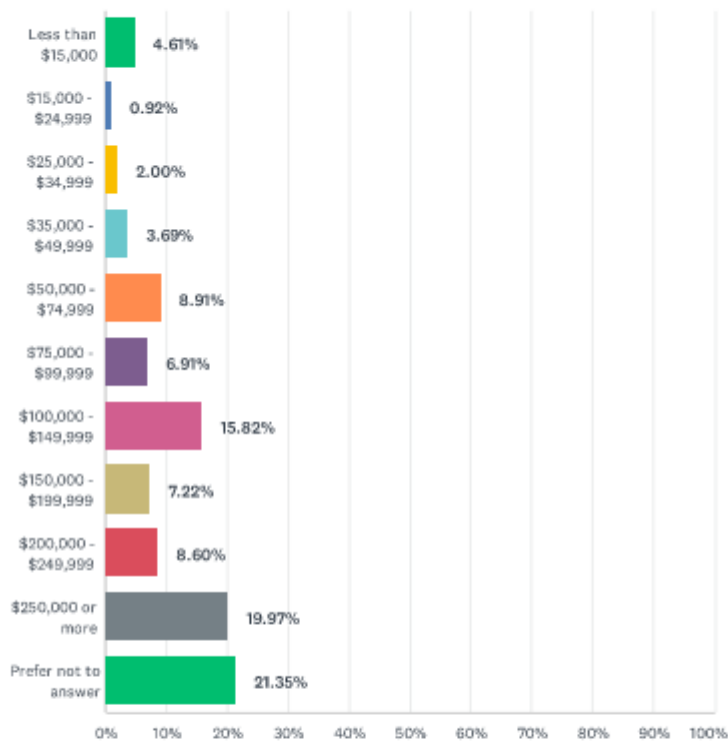
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	8.91%	58
No	81.72%	532
Prefer not to answer	9.37%	61
TOTAL		651

Q6 What is your household income?

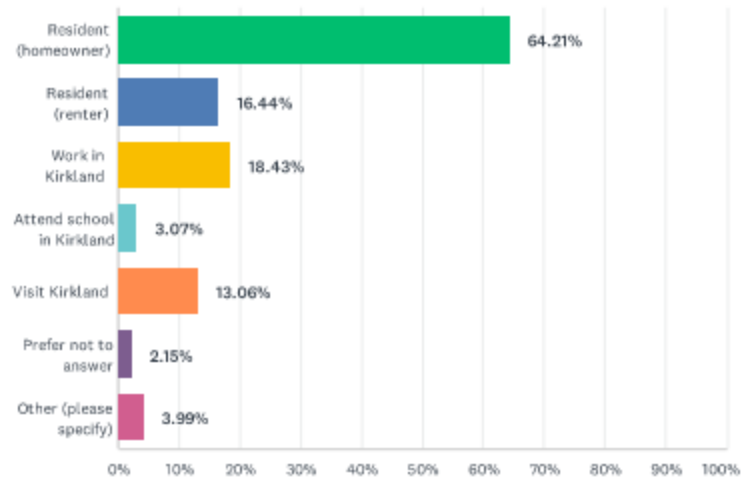
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than \$15,000	4.61%	30
\$15,000 - \$24,999	0.92%	6
\$25,000 - \$34,999	2.00%	13
\$35,000 - \$49,999	3.69%	24
\$50,000 - \$74,999	8.91%	58
\$75,000 - \$99,999	6.91%	45
\$100,000 - \$149,999	15.82%	103
\$150,000 - \$199,999	7.22%	47
\$200,000 - \$249,999	8.60%	56
\$250,000 or more	19.97%	130
Prefer not to answer	21.35%	139
TOTAL		651

Q7 Relationship to Kirkland (Select all that apply)

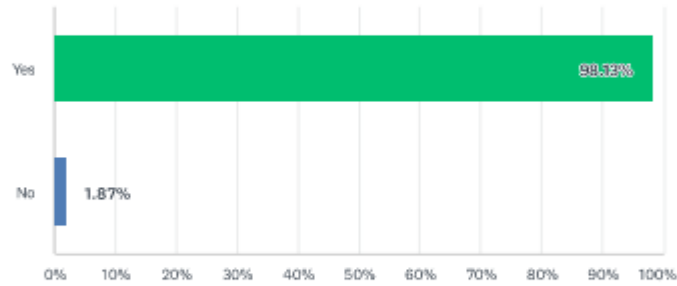
Answered: 651 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident (homeowner)	64.21%	418
Resident (renter)	16.44%	107
Work in Kirkland	18.43%	120
Attend school in Kirkland	3.07%	20
Visit Kirkland	13.06%	85
Prefer not to answer	2.15%	14
Other (please specify)	3.99%	26
Total Respondents: 651		

Q8 Are you currently housed?

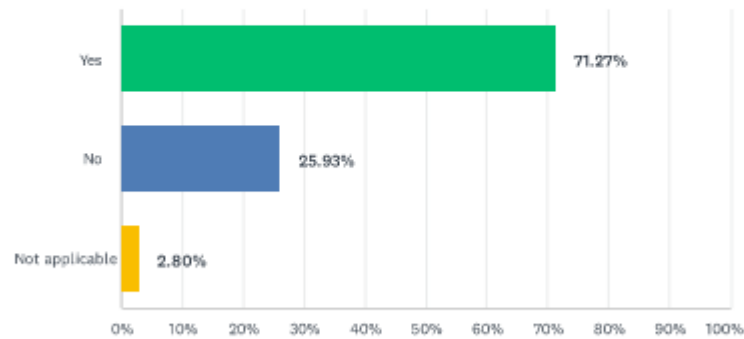
Answered: 643 Skipped: 8



ANSWER CHOICES	RESPONSES	
Yes	98.13%	631
No	1.87%	12
TOTAL		643

Q9 Have you ever bought or tried to buy a home or condominium in Kirkland?

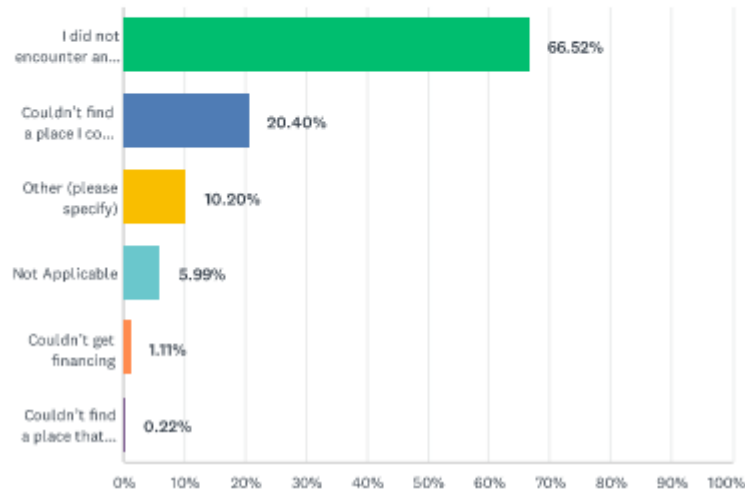
Answered: 644 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	71.27%	459
No	25.93%	167
Not applicable	2.80%	18
TOTAL		644

Q10 When you were trying to buy a home in Kirkland, did you encounter any of the following barriers? (check all that apply)

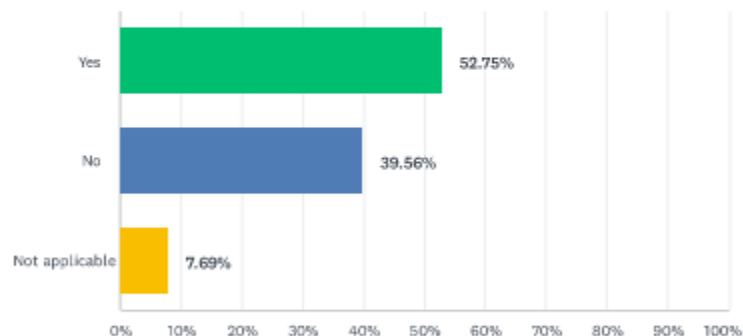
Answered: 451 Skipped: 200



ANSWER CHOICES	RESPONSES	
I did not encounter any barriers	66.52%	300
Couldn't find a place I could afford	20.40%	92
Other (please specify)	10.20%	46
Not Applicable	5.99%	27
Couldn't get financing	1.11%	5
Couldn't find a place that is Americans with Disabilities Act (ADA) accessible or could accommodate my disability	0.22%	1
Total Respondents: 451		

Q11 Have you ever rented or tried to rent a home or apartment in Kirkland?

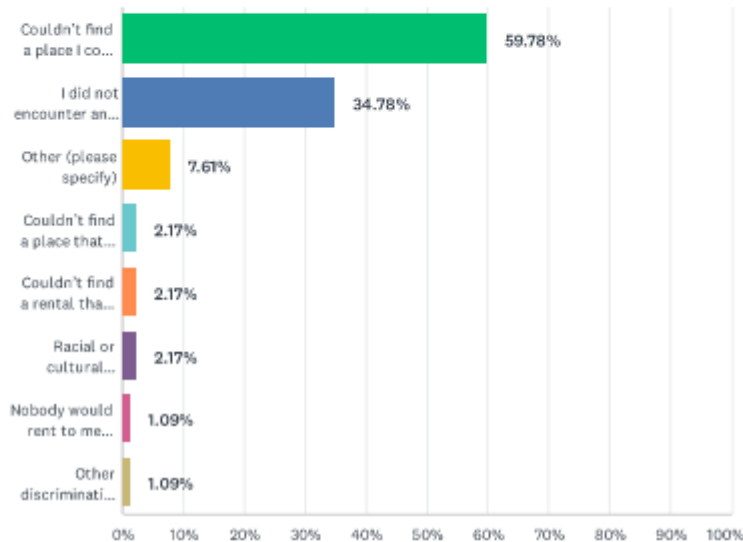
Answered: 182 Skipped: 469



ANSWER CHOICES	RESPONSES	
Yes	52.75%	96
No	39.56%	72
Not applicable	7.69%	14
TOTAL		182

Q12 When you were trying to rent in Kirkland, did you encounter any of the following barriers? (check all that apply)

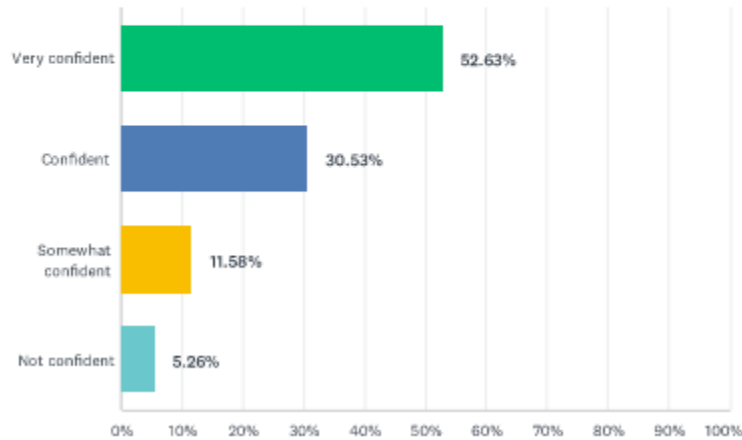
Answered: 92 Skipped: 559



ANSWER CHOICES	RESPONSES	
Couldn't find a place I could afford	59.78%	55
I did not encounter any barriers	34.78%	32
Other (please specify)	7.61%	7
Couldn't find a place that is ADA accessible or could accommodate my disability	2.17%	2
Couldn't find a rental that would accept Section 8 housing vouchers or other subsidy	2.17%	2
Racial or cultural discrimination	2.17%	2
Nobody would rent to me because of past evictions	1.09%	1
Other discrimination	1.09%	1
Total Respondents: 92		

Q13 How confident are you that your household will be able to pay your next rent payment on time?

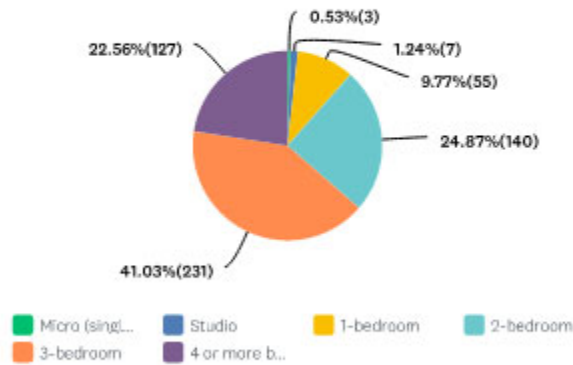
Answered: 95 Skipped: 556



ANSWER CHOICES	RESPONSES	
Very confident	52.63%	50
Confident	30.53%	29
Somewhat confident	11.58%	11
Not confident	5.26%	5
TOTAL		95

Q14 What size home do you currently require?

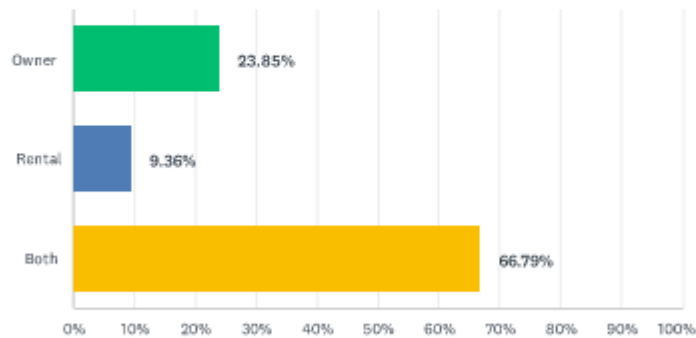
Answered: 563 Skipped: 88



ANSWER CHOICES	RESPONSES	
Micro (single room) apartment	0.53%	3
Studio	1.24%	7
1-bedroom	9.77%	55
2-bedroom	24.87%	140
3-bedroom	41.03%	231
4 or more bedrooms	22.56%	127
TOTAL		563

Q15 Should Kirkland's policies and actions focus on future owner or rental housing?

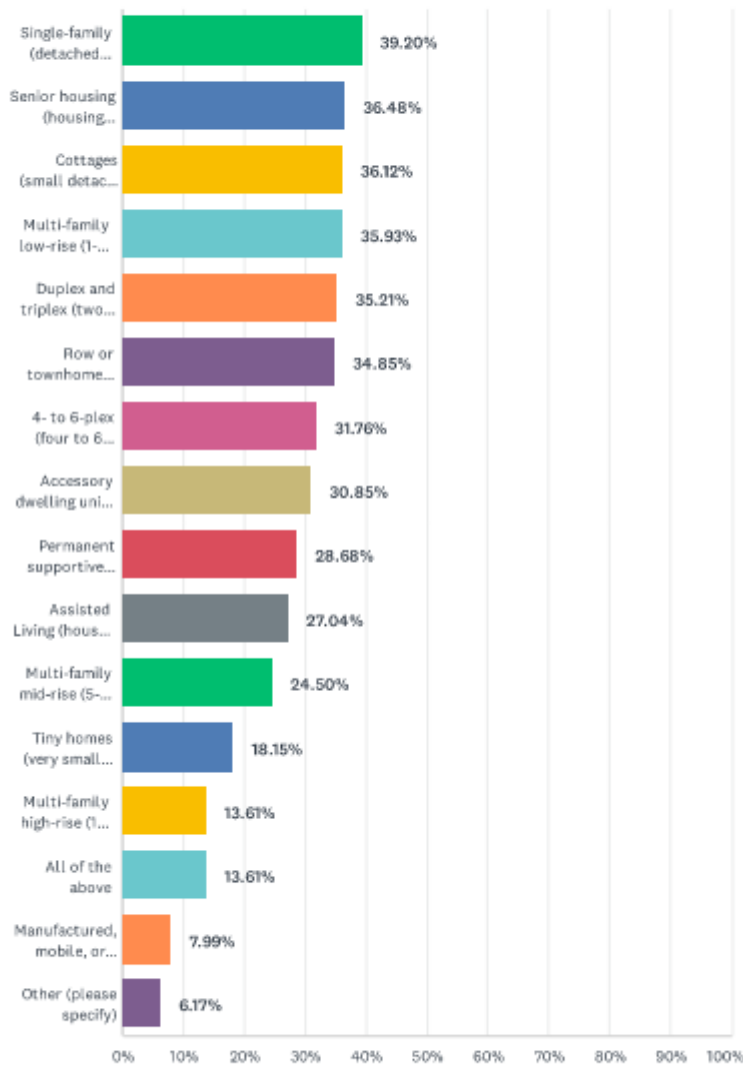
Answered: 545 Skipped: 106



ANSWER CHOICES	RESPONSES	
Owner	23.85%	130
Rental	9.36%	51
Both	66.79%	364
TOTAL		545

Q16 Which housing types are currently most needed in Kirkland? (check all that apply)

Answered: 551 Skipped: 100



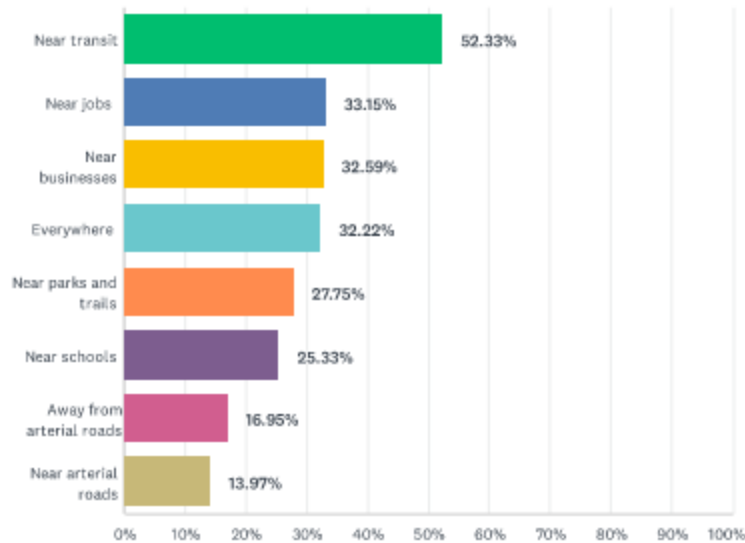
Attachment 5 Housing Human Services Survey Data All 2023

September 08 2023

ANSWER CHOICES	RESPONSES	
Single-family (detached housing on separate lot)	39.20%	216
Senior housing (housing suitable for needs of aging population)	36.48%	201
Cottages (small detached house)	36.12%	199
Multi-family low-rise (1-4 stories of housing)	35.93%	198
Duplex and triplex (two and three attached or stacked houses)	35.21%	194
Row or townhome housing	34.85%	192
4- to 6-plex (four to 6 attached or stacked houses)	31.76%	175
Accessory dwelling units (small backyard cottage)	30.85%	170
Permanent supportive housing (housing and social service for people transitioning from homelessness)	28.68%	158
Assisted Living (housing for people with disabilities or for adults who cannot or who choose not to live independently)	27.04%	149
Multi-family mid-rise (5-9 stories of housing)	24.50%	135
Tiny homes (very small detached housing)	18.15%	100
Multi-family high-rise (10 or more stories of housing)	13.61%	75
All of the above	13.61%	75
Manufactured, mobile, or modular housing (prefabricated offsite and assembled on-site)	7.99%	44
Other (please specify)	6.17%	34
Total Respondents: 551		

Q17 Where would you like to see more housing? (check all that apply)

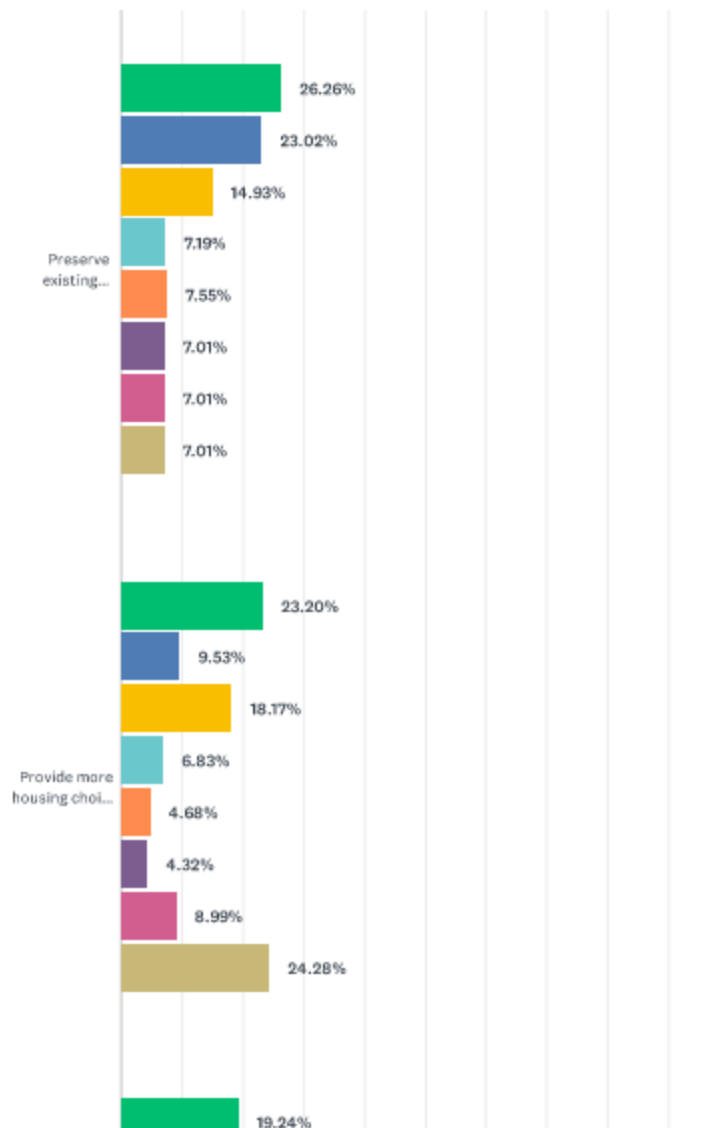
Answered: 537 Skipped: 114

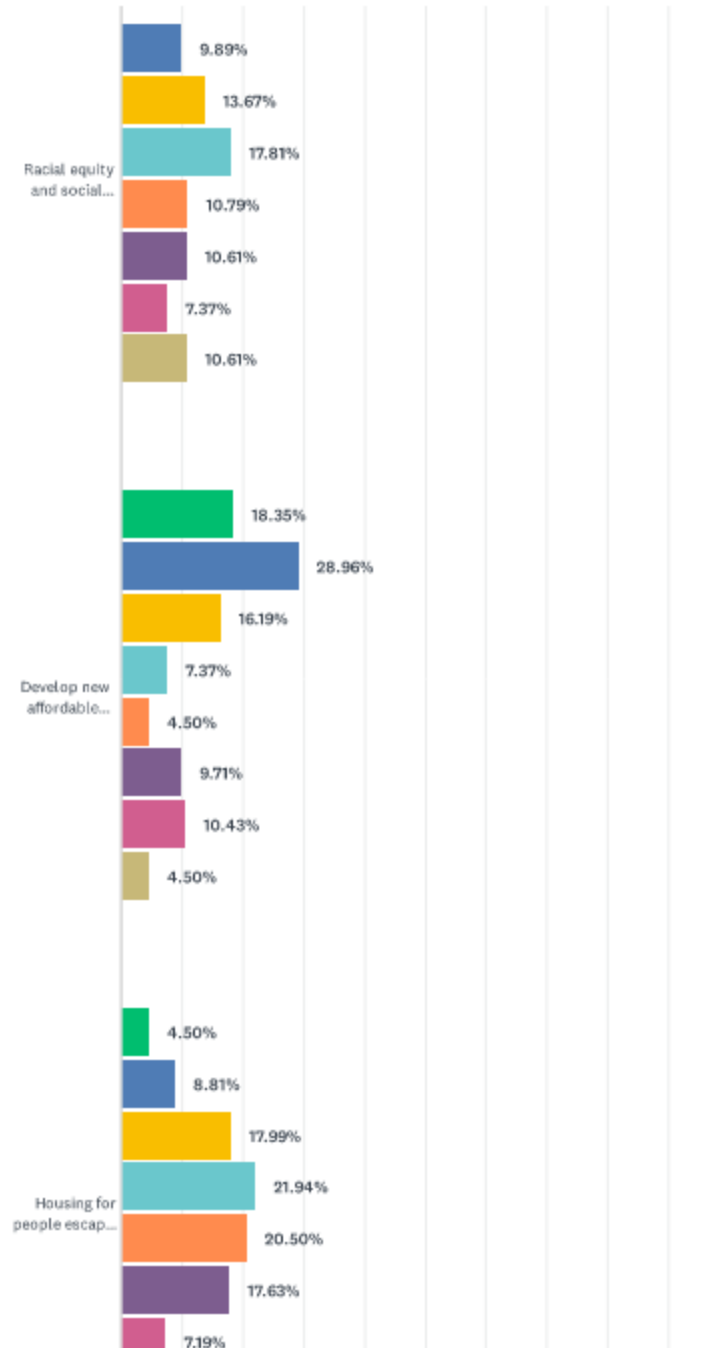


ANSWER CHOICES	RESPONSES	
Near transit	52.33%	281
Near jobs	33.15%	178
Near businesses	32.59%	175
Everywhere	32.22%	173
Near parks and trails	27.75%	149
Near schools	25.33%	136
Away from arterial roads	16.95%	91
Near arterial roads	13.97%	75
Total Respondents: 537		

Q18 Please rank the following housing policies in the order you feel Kirkland should prioritize them throughout the City. (1 as the highest priority; 8 as lowest priority)

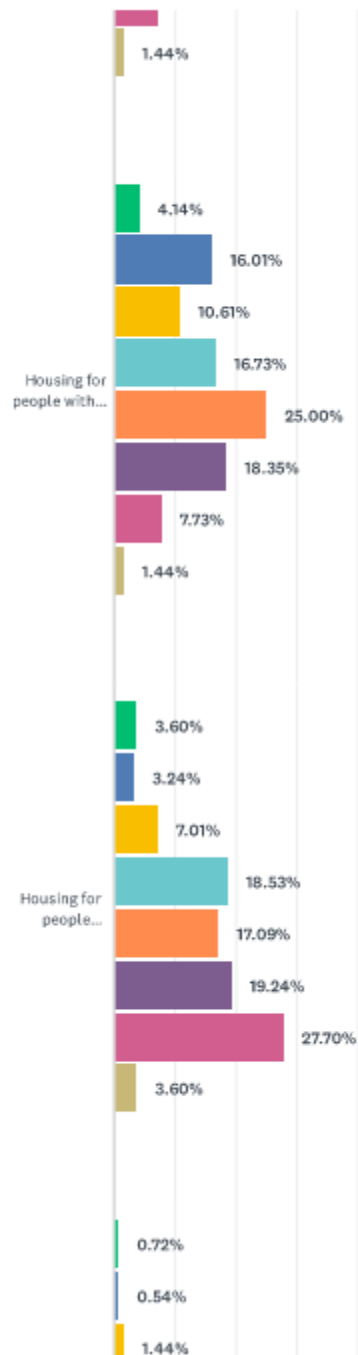
Answered: 556 Skipped: 95

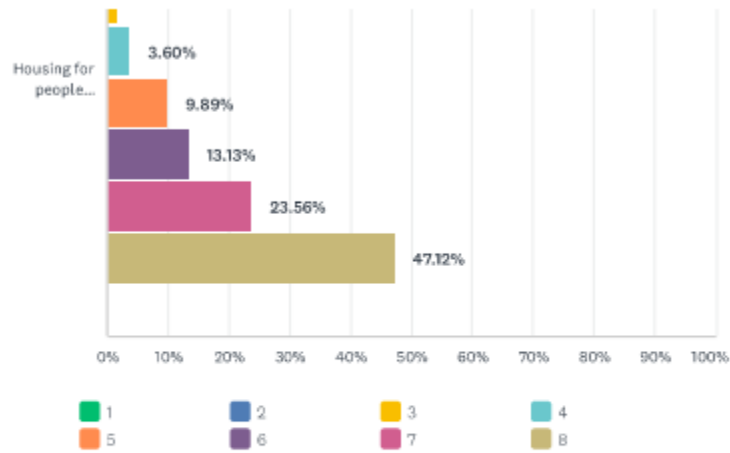




Attachment 5 Housing Human Services Survey Data All 2023

September 08 2023

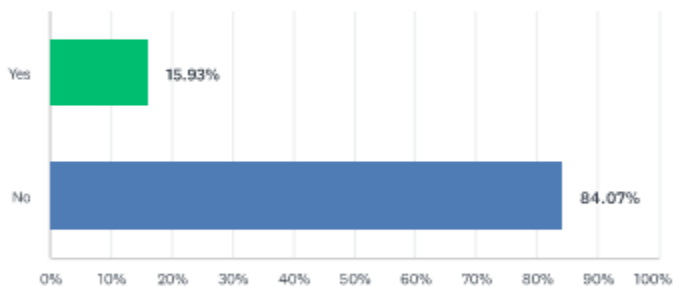




	1	2	3	4	5	6	7	8	TOTAL	SCORE
Preserve existing affordable housing	26.26% 146	23.02% 128	14.93% 83	7.19% 40	7.55% 42	7.01% 39	7.01% 39	7.01% 39	556	5.69
Provide more housing choices	23.20% 129	9.53% 53	18.17% 101	6.83% 38	4.68% 26	4.32% 24	8.99% 50	24.28% 135	556	4.69
Racial equity and social justice in housing	19.24% 107	9.89% 55	13.67% 76	17.81% 99	10.79% 60	10.61% 59	7.37% 41	10.61% 59	556	4.95
Develop new affordable housing	18.35% 102	28.96% 161	16.19% 90	7.37% 41	4.50% 25	9.71% 54	10.43% 58	4.50% 25	556	5.56
Housing for people escaping domestic violence	4.50% 25	8.81% 49	17.99% 100	21.94% 122	20.50% 114	17.63% 98	7.19% 40	1.44% 8	556	4.66
Housing for people with mental or physical disabilities	4.14% 23	16.01% 89	10.61% 59	16.73% 93	25.00% 139	18.35% 102	7.73% 43	1.44% 8	556	4.64
Housing for people transitioning out of homelessness	3.60% 20	3.24% 18	7.01% 39	18.53% 103	17.09% 95	19.24% 107	27.70% 154	3.60% 20	556	3.71
Housing for people transitioning out of the prison system	0.72% 4	0.54% 3	1.44% 8	3.60% 20	9.89% 55	13.13% 73	23.56% 131	47.12% 262	556	2.09

Q19 Do you need or feel like you need access to affordable housing or housing assistance?

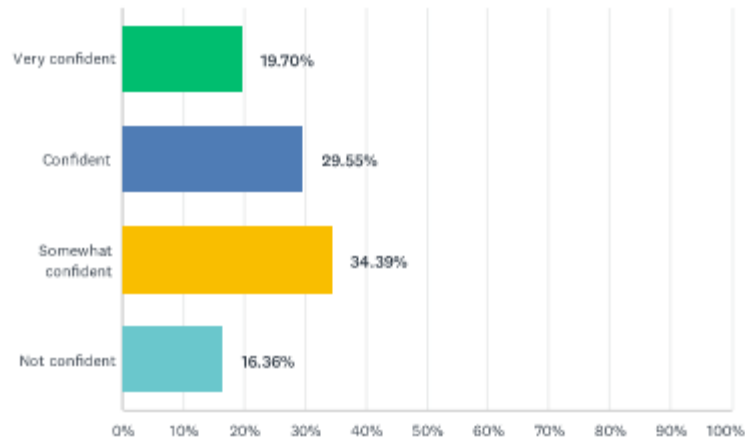
Answered: 546 Skipped: 105



ANSWER CHOICES	RESPONSES	
Yes	15.93%	87
No	84.07%	459
TOTAL		546

Q20 How confident are you that you will be able to access human services during a time of need? See this link for more information.

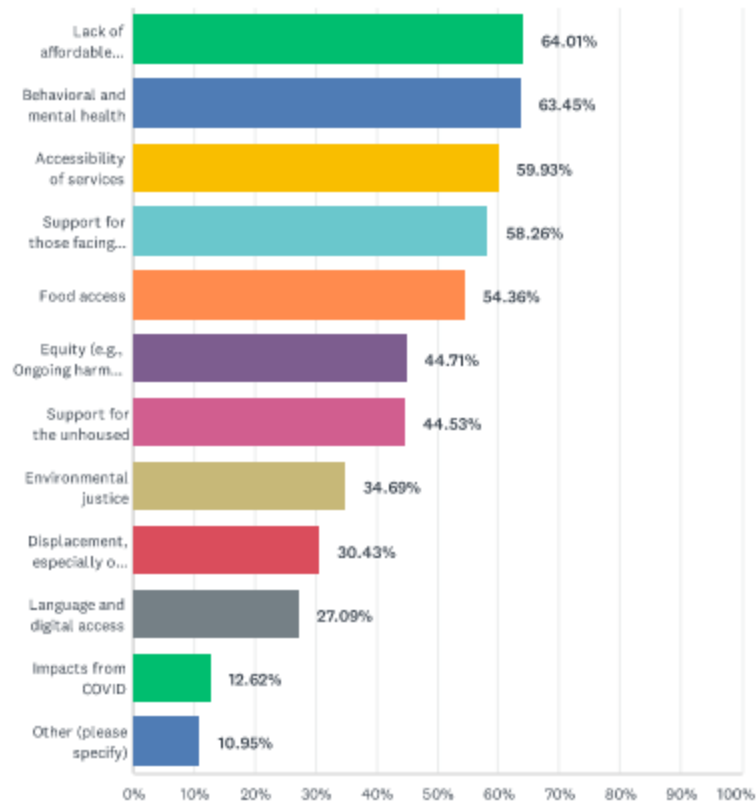
Answered: 538 Skipped: 113



ANSWER CHOICES	RESPONSES	
Very confident	19.70%	106
Confident	29.55%	159
Somewhat confident	34.39%	185
Not confident	16.36%	88
TOTAL		538

Q21 Which topics should the City address in planning for Human Services? (check all that apply)

Answered: 539 Skipped: 112



ANSWER CHOICES	RESPONSES	
Lack of affordable childcare	64.01%	345
Behavioral and mental health	63.45%	342
Accessibility of services	59.93%	323
Support for those facing housing insecurity	58.26%	314
Food access	54.36%	293
Equity (e.g., Ongoing harm to communities of color related to unfair housing policies and practices based on race)	44.71%	241
Support for the unhoused	44.53%	240
Environmental justice	34.69%	187
Displacement, especially of communities of color	30.43%	164
Language and digital access	27.09%	146
Impacts from COVID	12.62%	68
Other (please specify)	10.95%	59
Total Respondents: 539		

**CITY OF KIRKLAND****Public Works**

123 Fifth Avenue, Kirkland, WA 98033

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MEMORANDUM

To: Planning Commission

From: Kim Scrivner, Transportation Planner
Doug McIntyre, Transportation Manager
Julie Underwood, Director of Public Works

Date: September 19, 2023

Subject: Transportation Master Plan (TMP) Update

RECOMMENDATION

It is recommended that the Planning Commission receive a briefing about the TMP update and provide input to staff.

BACKGROUND**TMP Update**

The City of Kirkland is in the process of updating the Transportation Master Plan¹, in coordination with the State-mandated update of the Kirkland Comprehensive Plan², for the next 20-year horizon.

The TMP is its own stand-alone planning document that looks at the broad, twenty-year vision for the future of transportation (see “Relationship Between the TMP and the Comprehensive Plan Transportation Element,” below). The purpose of the TMP is to address current and future conditions of Kirkland’s transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit, and driving. The TMP includes goals and policies that guide future planning and investments in Kirkland’s transportation system, including the creation of a prioritized project list covering the next twenty-years. The currently adopted TMP¹ was last updated in 2015.

The TMP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal, and pedestrian-friendly environment. The TMP update will evaluate Kirkland’s transportation system’s existing conditions (i.e. sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions, intersection level of service, existing land use, etc.). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project

¹ 2015 Transportation Master Plan - <https://www.kirklandwa.gov/TMP>

² K2044 Comprehensive Plan Update - <https://www.kirklandwa.gov/K2044>

list of the TMP. The update also analyzes future conditions, such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the City prioritize projects and programs, develop work programs, and guide consideration of code and ordinance adoption.

Relationship Between the TMP and the Comprehensive Plan Transportation Element

While the TMP is a stand-alone planning document, the major elements of the TMP will become the Transportation Element of the *Comprehensive Plan*. The goals, policies, and prioritized project list of the TMP will be carried over into the Transportation Element (or chapter) of the *Comprehensive Plan*.

While the TMP will provide more detail, context, and background about various elements in the *Comprehensive Plan*, the *Comprehensive Plan* also helps inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the *Comprehensive Plan* are used in the TMP to project traffic volumes and inform future conditions.

Major Elements in the TMP include:

- Existing and future conditions
- Goals, policies, and actions
- Multimodal concurrency* to support ambitious mode-split goals
- Multimodal transportation modeling and alternatives analysis to evaluate the performance of the transportation network and land use plan
- A fiscally constrained project list that includes cost estimation, prioritization, and financial forecasting/balancing
- An update to the performance measures and monitoring program

*Concurrency is a program that ensures that as the city grows, the transportation system supports that growth. Multimodal concurrency ensures that all modes of transportation are supported through investments and as development occurs.

Major Changes and Assumptions include:

- Reaffirm modal priorities: 1. Pedestrians, 2. Bicyclists, 3. Transit, 4. Motor Vehicles
- Incorporate Kirkland's Complete Streets policy and the Safe Systems Approach from the Vision Zero Action Plan
- Integrate adopted planning efforts since 2015 including:
 1. Vision Zero Action Plan (VZAP), 2022
 2. Active Transportation Plan (ATP), 2022
 3. Safer Routes to School Action Plans (SRTS), 2020
 4. Kirkland Transit Implementation Plan (KTIP), 2019
 5. Intelligent Transportation System Plan (ITSP), 2020
 6. NE 85th Street Station Area Plan, 2023
 7. Citywide Transportation Connections, 2019
 8. Local Road Safety Plan (LRSP), 2022
 9. Studies such as the Lake Washington Boulevard Promenade Study, the NE 128th St Corridor Study, Holmes Point Corridor Study, etc.
 10. External Plans (Sound Transit 3, King County Metro's long-range plan, MetroConnects)
- Incorporate and/or expand on topics such as:
 - Equity and inclusiveness
 - Sustainability

- Transportation related technology and innovation
- Micro-mobility/mobility hubs
- Parking and curb management

There has been a lot of progress implementing the 2015 TMP including, the completion of modal plans and various studies. That provides a foundation for the future project list based on those planning activities. The TMP update will compile the projects from those plans into a comprehensive list and reconcile any overlaps. Those plans also provide additional context for policy updates. Additionally, the TMP will provide guidance on competing project priorities through the prioritization process. There are also emerging topics that were not addressed in the 2015 plan that now can be addressed through the TMP update. Some examples include looking at how freight and trucks navigate the city, electrification for emerging battery powered vehicles, micro-mobility programs such as bike share or curb management that considers increased ride-share, delivery services and other uses of curb space such as parklets or seating areas.

COMMUNITY ENGAGEMENT:

Activities

Beginning in early 2023, staff conducted a substantial number of public outreach and community engagement activities to implement the community engagement plan. Below is a summary of community engagement activities accomplished to date some of which are discussed in greater detail below:

- Development of a Community Engagement Plan³ for the entire Comprehensive Plan Update effort, prepared by Broadview Planning consultants
- Equity Review Report⁴ of existing Comprehensive Plan elements, prepared by EcoNorthwest
- Project webpage updates and listserv email announcements
- Transportation and Land Use survey
- Focus Group recruitment focused on priority populations
- Focus Group meetings for Transportation and Land Use elements
- Publication of informational handouts (included introduction materials translated into the four most common languages in the City besides English)
- Presentations to community groups, Boards, and Commissions (Planning Commission, Transportation Commission, Youth Council, Senior Council, Human Services Commission), and Kirkland Alliance of Neighborhoods
- Community events (Town Hall on Bikes, Eastside for All event, Kirkland City Hall for All event)
- Tabling events (seasonal events, Evergreen Health Fair)
- Class projects with Lake Washington High School and student surveys
- Community-wide visioning event (January 2023)
- Virtual Community-wide meeting (June 2023) specific to the TMP

3 K2044 Community Engagement Plan - <https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/kirkland-2044-comp-plan/community-engagement-plan-k2044-kirkland-comprehensive-plan-finalwappendixabc12152022.pdf>

4 Equity Review Report - <https://www.kirklandwa.gov/files/sharedassets/public/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf>

Survey Results

The initial outreach for the TMP was coordinated with the *Comprehensive Plan* outreach, specifically linking with the Land Use element because transportation and land use are intricately linked. This included the Transportation and Land Use survey, which was open for several months beginning in March, 2023, and ending on June 30th. The survey asked questions about commute patterns and typical travel modes as well as interest in using other modes (such as what would influence a person to take another mode of travel). There were over 500 responses to the survey (see Attachment A - Transportation and Land Use Survey Results).

Focus Groups

Reflecting Kirkland's emphasis on reaching priority populations, the Community Engagement Plan³ recommended several focused conversations with targeted recruitment to underrepresented groups. Larger community-wide discussions, which tend to attract people more comfortable with City planning processes, were paired with two focused conversations that recruited priority populations to lift up their often underrepresented perspectives.

Recruitment for the focus groups started with priority populations, but anyone interested was welcome. There was a lot of interest in both the Transportation and Land Use focus groups, which met twice in May, 2023, and had twenty-three people attend the first session and fourteen people attend the second. The people in the focus group ranged in age from 25-65+, 60% white, 40% BIPOC, ~30% representation from the LBGTQIA+ community and included a wide range of incomes. About 50% of the focus group participants identified as having a household income of over \$100,000 per year (22% preferred not to answer). Participants were almost split 50/50 by identified gender (one person preferred not to answer).

The first focus group session gave an overview of the Land Use and Transportation Elements, shared the Guiding Principles from the 2015 TMP and asked for thoughts on the future of transportation (changes, desires, challenges, etc.). At the second session, the group reviewed the revised guiding principles and offered additional comments.

Transportation Commission

The Transportation Commission has discussed the TMP at five of its meetings in 2023, including workshops in May and June. At the workshops, the Transportation Commission vetted and updated the proposed guiding principles, worked with staff to recommend the updated goals, and gave detailed feedback to staff on updates to the TMP policies.

Staff will continue having regular briefings with the Transportation Commission through the TMP update process, and the Transportation Commission is scheduled to have a joint meeting with the Planning Commission in October.

Ongoing Community Engagement

Information from the initial outreach helped to inform the guiding principles which, in turn, helps inform the update to the goals, policies, and project prioritization. Once the project list is compiled and prioritization measures are created, an additional round of engagement with the community, the focus groups, the Transportation and Council will occur. The final stage in the engagement process will be sharing the draft plan once it is developed.

DRAFT GUIDING PRINCIPLES

Guiding principles were used in the development of the 2015 TMP (page 9, vii)¹. Updating the guiding principles afforded an opportunity to reassess the needs and challenges people experience with transportation in Kirkland and what was missing from the previous TMP.

Staff began the conversations with the focus groups and with the Transportation Commission by outlining the guiding principles from the 2015 TMP and asking the following questions:

How do you see transportation changing and what does that look like in the future? Do the changes in transportation you think might happen match what you would want to see? What do you see are the biggest challenges to getting to your vision or what you aspire to?

As a result of the input, the following draft guiding principles are proposed:

- **Create a More Equitable and Multimodal Transportation System for All Users:** Improve travel options that are inclusive for people of all ages and abilities while reducing reliance on single occupancy vehicle trips. This includes investing in safe and connected walking and bicycling infrastructure, connections to transit and activity centers, advocating for increased transit service that connects locally and regionally and encouragement programs that reduce trips and increases education about travel options. Support innovative transit services such as local shuttle services, ride share services and micro-mobility options through advocacy, supporting new innovative services and assessing curb space management policies.
- **Safety:** Ensure the safety of people using the transportation system, particularly those walking and bicycling who are the most vulnerable. This includes sidewalk connections and maintenance, providing more connected and protected bike lanes as well as separating people walking and bicycling from each other on pathways and trails, and assessing vehicle speeds. Ensure people who are aging in our community and people with disabilities have safe infrastructure to get around without encountering barriers or having to drive.
- **Sustainability** includes both sustainability of our environment and sustainability of our systems. Environmental benefits of walk/bike infrastructure and reducing the number of car trips are not just for personal health but support improved air quality, reduced greenhouse gases and reduced congestion. System sustainability involves ensuring proper maintenance of our transportation system, such as ensuring we have budget and staff to properly repair sidewalks, sweeping bike lanes, maintaining trails, and providing general roadway and pavement maintenance.
- **Innovation and Electrification:** With new technologies and innovative transportation solutions as well as more people using electric bikes and electric vehicles, investment in infrastructure should support these uses with increased access to charging stations (for all vehicle types), increased awareness, and support for innovative services. This includes policy and regulations that govern shared use environments between e-bikes and pedestrians, infrastructure for locking/storage, parking policies, etc.

At this stage, there is no prioritization, and these may change based on Council feedback, but the draft language proposed has been endorsed by the Transportation Commission.

TMP GOALS UPDATE

The table below outlines proposed changes to the goals from the 2015 TMP as endorsed by the Transportation Commission.

2015 TMP Goals			Proposed Action	Proposed Updates		
Goal Name		Goal Statement		Proposed Goal Name		Proposed Goal Statement
T-0	Safety	By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	Maintain.	T-0	Safety	By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.
T-1	Walking	Complete a safe network of sidewalks, trails and crosswalks where walking is comfortable and the first choice for many trips.	Combine and update for consistency with the Active Transportation Plan and because there are many overlaps (greenways, CKC, etc.).	T-1	Active Transportation	Create and maintain a high-quality network of complete and connected low-stress walking and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways making active transportation a first choice for many trips
T-2	Biking	Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.				
T-3	Public Transportation	Support and promote a transit system that is recognized as a high value option for many trips.	Update to better define what actions the city actually can and will take	T-2	Public Transportation	Through coordination with regional agencies and improvements within the City of Kirkland, the city will support and promote a transit system as a high value option for many trips.
T-4	Motor Vehicles	Provide for efficient and safe vehicular circulation recognizing congestion is present during	Update name of goal to better reflect goal statement.	T-3	Vehicle Network Management	Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.

		parts of most days.				
T-5	Link to Land Use	Create a transportation system that supports Kirkland's land use plan.	Update goal statement to be more specific	T-7	Land Use	Coordinate transportation and land use planning and policies to ensure future growth is livable, walkable, accessible, transit oriented and connected.
T-6	Be Sustainable	As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.	Update goal statement to specifically call out resources for maintenance and then environmental impacts through storm and GHG reductions.	T-5	Sustainability	Allocate resources to ensure existing assets and future growth of the transportation system are adequately maintained. Minimize transportation environmental impacts through mode shift, stormwater mitigation and other GHG reduction efforts.
			NEW	T-4	Equity	The transportation system should address the mobility needs of all people, regardless of age, ability, income or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to Diversity, Equity, Inclusion, and Belonging

			NEW	T-6	Technology and Emerging Practices	The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people living and working in Kirkland.
T-7	Be an Active Partner	Coordinate with a broad range of groups; public and private to help meet Kirkland's transportation goals.	REMOVE. Add partnerships to policies and actions under other goals.			
T-8	Transportation Measurement	Measure and report on progress toward achieving goals and completing actions.	REMOVE. Goals will be measurable, and the performance monitoring program will address this as a key component of the plan, not a goal.			

While the above summarizes the Transportation Commission's feedback, the following are additional comments from staff for Council consideration for their September 19th Study Session.

- **The Sustainability goal** in the 2015 TMP was focused on sustainably maintaining our transportation system while mentioning minimizing environmental impacts. The updated proposed goal language maintains this structure keeping maintenance (and sustainable funding for maintenance) under this goal while strengthening the sustainability of air (greenhouse gas reductions) and water. Council may consider creating a separate maintenance goal.
- Both **Sustainability and Equity** are cross-cutting topics. Council could consider combining these into one goal as elements of these would be included throughout other goals in the respective policies and actions.
- The goal of **Be an Active Partner** is proposed to be removed as policies and actions related to partnerships will be included under the other goals. However, Council may consider keeping this or reframing due to the importance of maintaining partnerships with external organizations such as Sound Transit, King County Metro, and the Puget Sound Regional Council, to emphasize the priority of participating in regional transportation planning work.

Staff will summarize to the Planning Commission Council's discussion of the proposed goal updates. Changes to policies will be discussed at future Transportation Commission and City Council meetings. The 2022 Progress Report on key measures of the TMP is currently available⁵.

NEXT STEPS IN TMP DEVELOPMENT

The next stage of the TMP Update is to develop the prioritized and fiscally constrained twenty-year project list. To do so, a comprehensive list of all identified projects is being compiled into one unified list that includes projects from the 2015 TMP that have not been implemented, projects from various adopted plans and studies, as well as additional projects identified by staff (typically related to safety and operations), and suggestions by the public.

The project prioritization process will include criteria that are clear and measurable. This, at a minimum, will include criteria such as assessing safety (using crash data and trends), equity, and access (to transit, to destinations, etc.). Council input on the project prioritization criteria will aid the TMP project team in creation of the project prioritization framework. The prioritization process will be critical because the needs identified through the various modal plans—and ultimately our comprehensive project list—likely will exceed projected funding resources over the twenty-year horizon.

ROLE OF THE PLANNING COMMISSION AND KEY QUESTIONS

Staff will be working closely with the Transportation Commission on details related to policy updates, projects lists and prioritization, etc. However, the goal of engagement with the Planning Commission is to ensure important topics and perspectives are considered in relation to other Comprehensive Plan elements the Planning Commission is providing direction for, and particularly as they relate to land use data and assumptions. The second goal is to relay progress and inform the Planning Commission about the overall progress of the update.

As the policies are updated, ensuring that key elements and emerging topics are addressed is critical. There are some topics that are new which include:

- Greater emphasis on equity and sustainability
- Greater protection for active transportation users
- Curb management and parking topics
- Technology and innovation
- Flexible transit

Questions for Planning Commission:

- Does the Commission have any questions about the above new topic areas for the TMP?
- Does the Commission have any comments or direction related to the above topics?

⁵ TMP 2022 Progress Report - https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/tmp-2022-progress-report_memo-and-infographic.pdf

NEXT STEPS FOR THE PROCESS

Staff will report on City Council's feedback on the Guiding Principles, the updated goal structure, and prioritization criteria from their September 19th Study Session. Then, at the October 25th Joint meeting with the Transportation Commission, staff will seek guidance on topics related to the prioritization of projects and programs. After the October 25th Joint meeting, the Transportation Commission will assume the main responsibility for reviewing the TMP update and the next time the Planning Commission will review this work will be as part of the Transportation Element in the overall Comprehensive Plan update work.

The overall timeline for the TMP update is in sync with the K2044 *Comprehensive Plan* which is scheduled for adoption in the fall of 2024.

ATTACHMENTS

1. Transportation and Land Use Survey Results
2. 2015 TMP Goals and Policies Summary

Attachment 1 Transportation and Land Use Survey Results

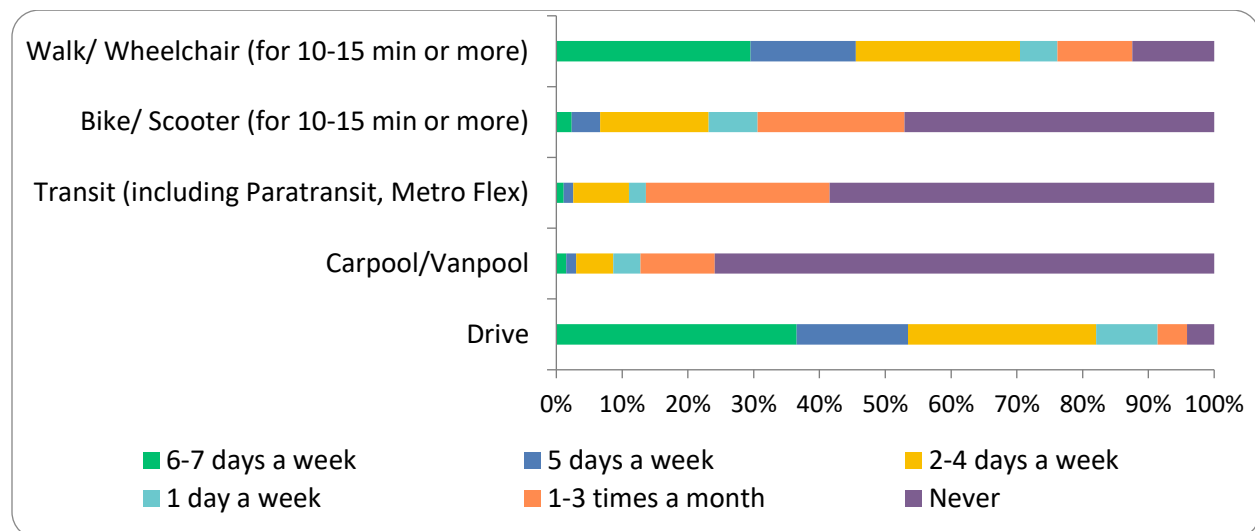
KIRKLAND 2044 TRANSPORTATION PLAN UPDATE



Transportation and Land Use Survey Results

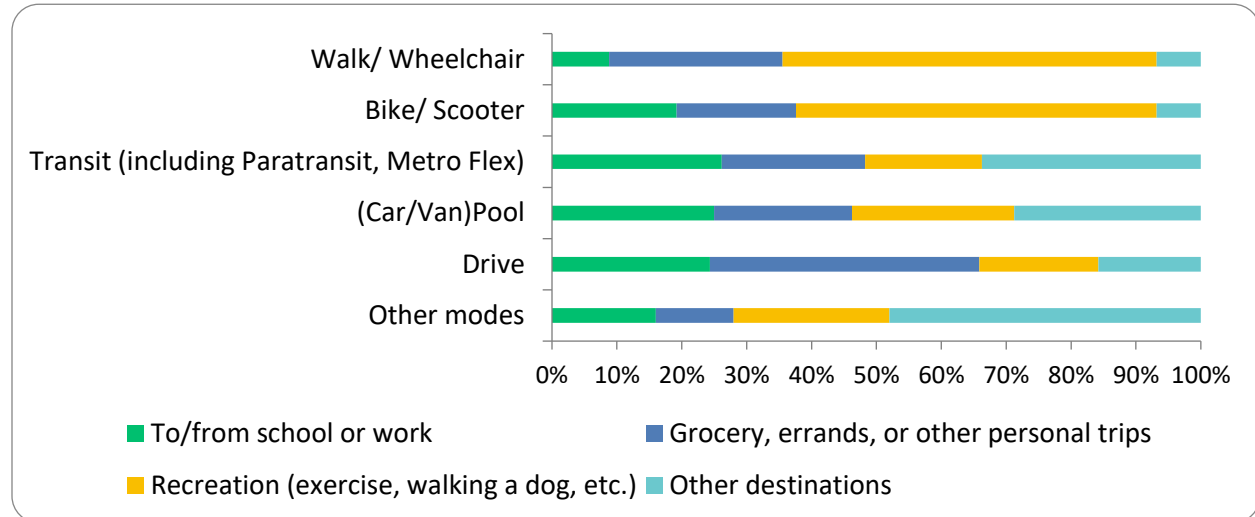
This report provides a snapshot from the Transportation and Land Use survey results that ran from March through June. There were 548 responses.

In a typical week, how often do you travel using the following modes of transportation (to school/work or for personal trips) – check all that apply:

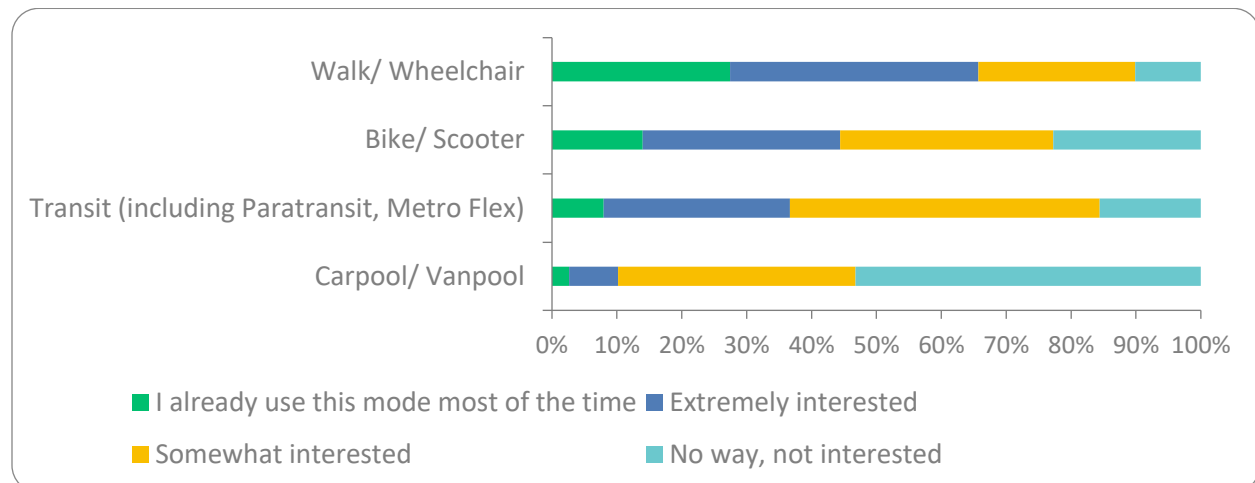


Attachment 1 Transportation and Land Use Survey Results

When you travel using the following modes, what is your typical destination/ trip type? Check all that apply:

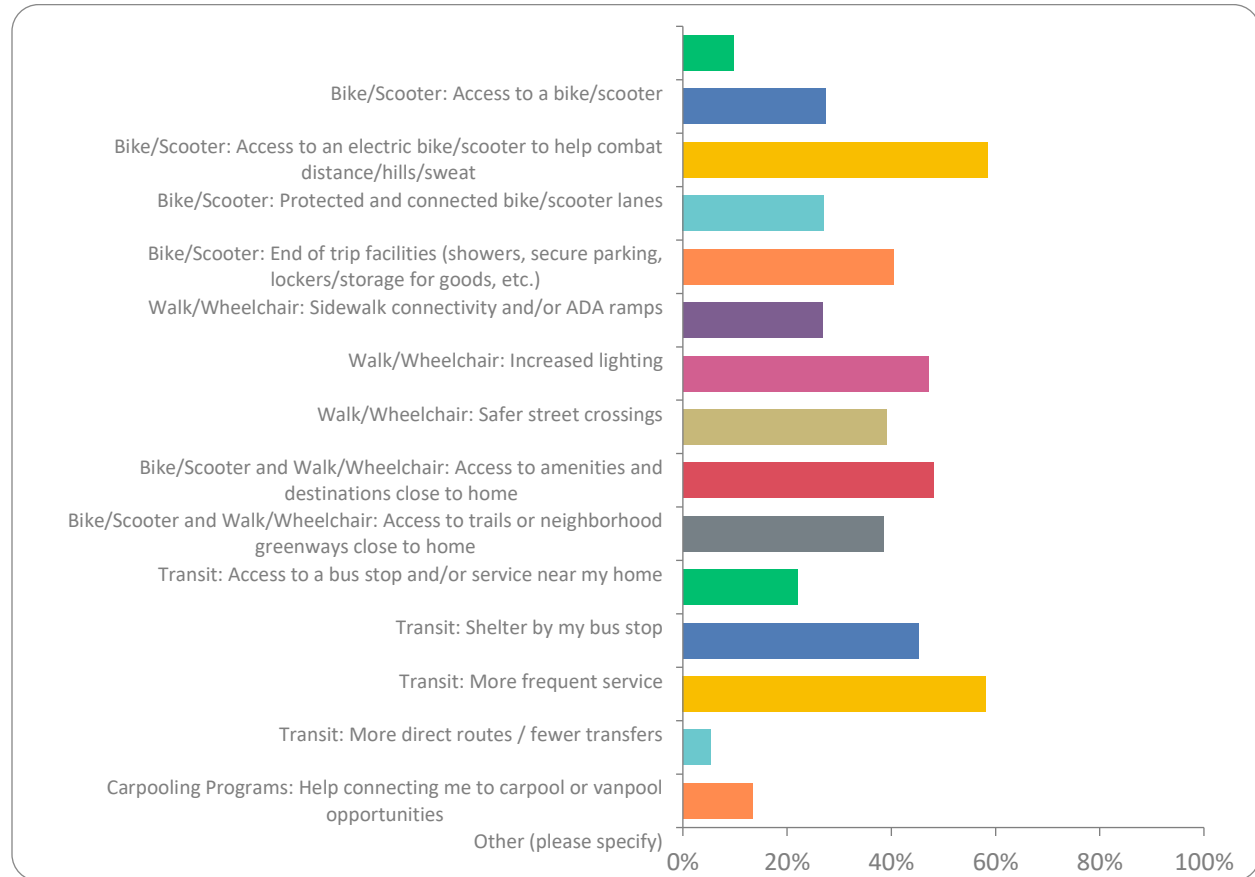


With increased population growth, limited space, and climate considerations, shifting from driving to other modes of transportation can help us meet our climate goals, reduce congestion, and make way for people who have no other choice but to drive (for deliveries, health, carrying capacity). How willing or interested are you to take other types of modes for transportation?

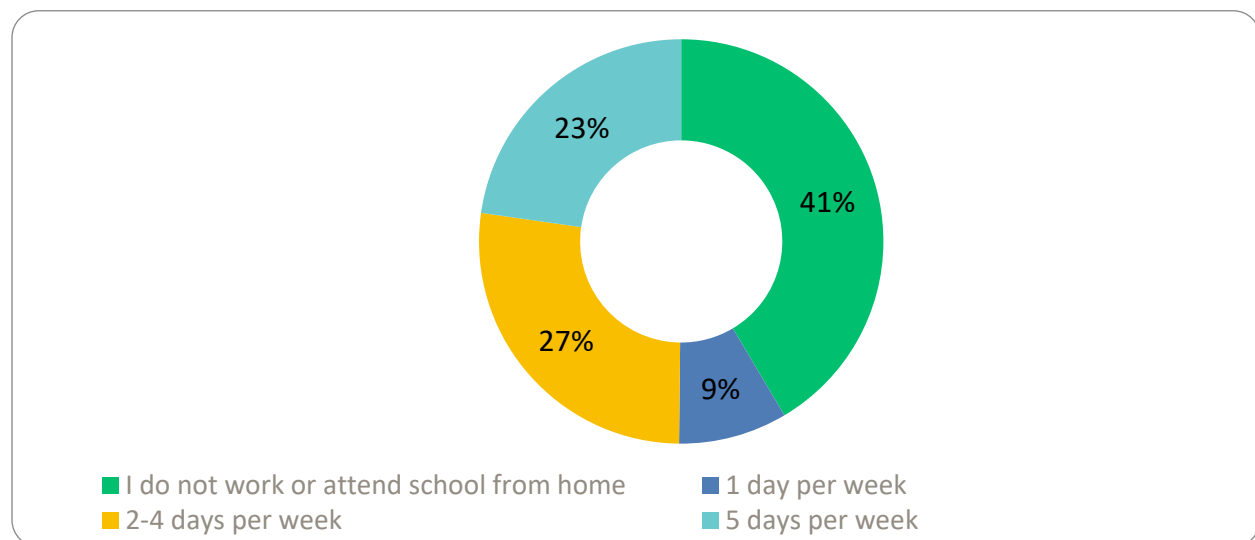


Attachment 1 Transportation and Land Use Survey Results

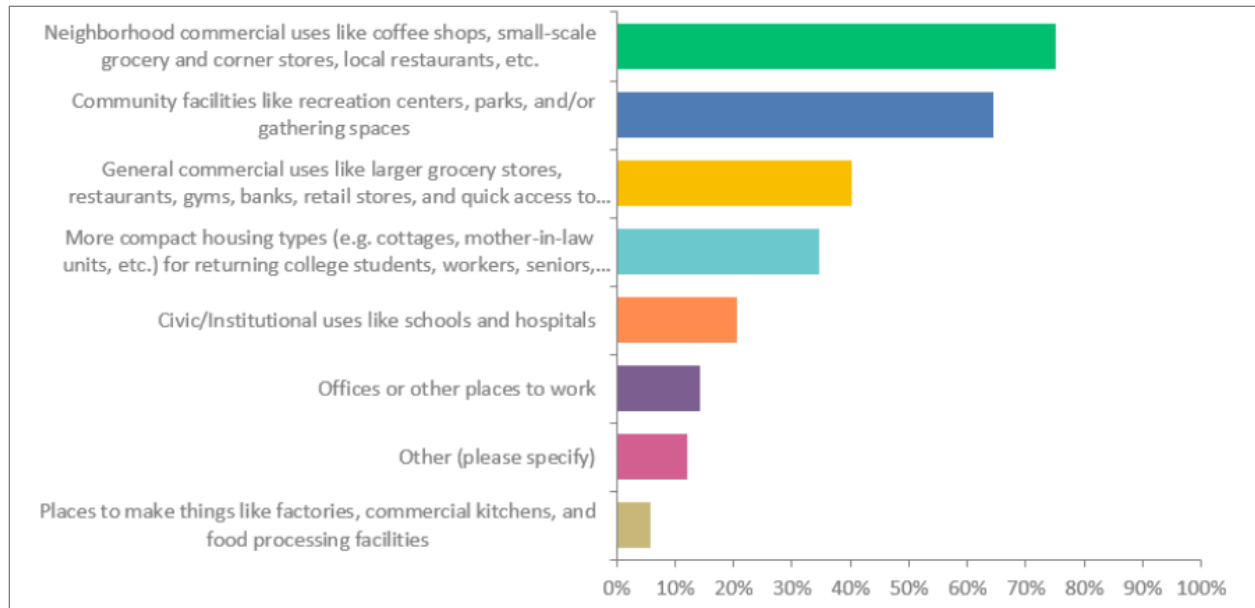
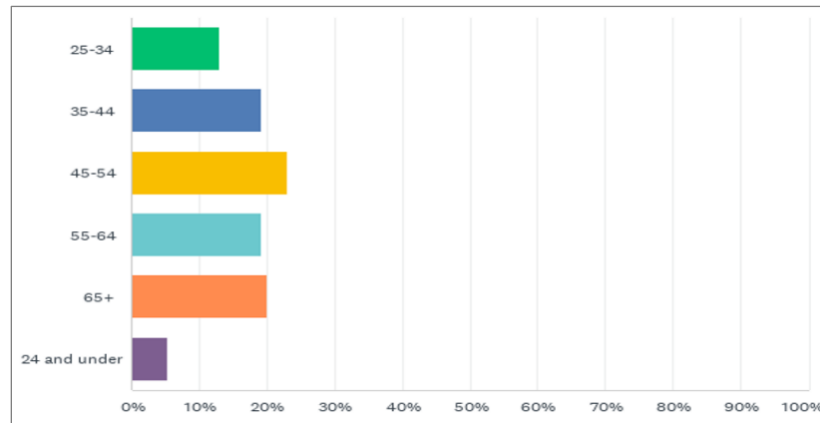
For those modes you are interested in, what would it take to encourage you to take other modes of transportation? (check all that apply)



In a typical week, how often do you work or attend school from home?

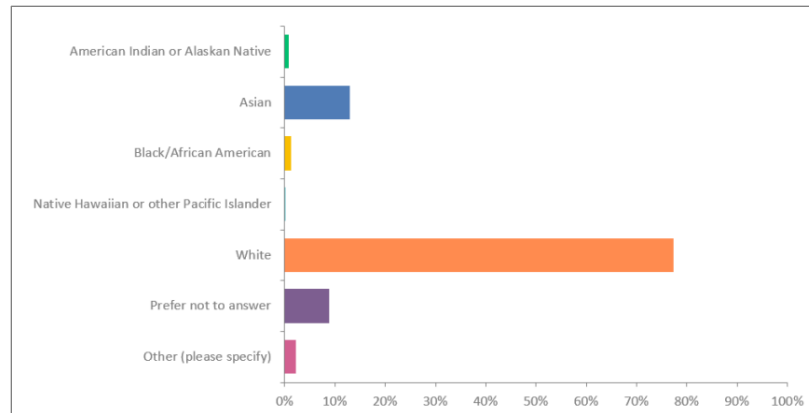


Attachment 1 Transportation and Land Use Survey Results

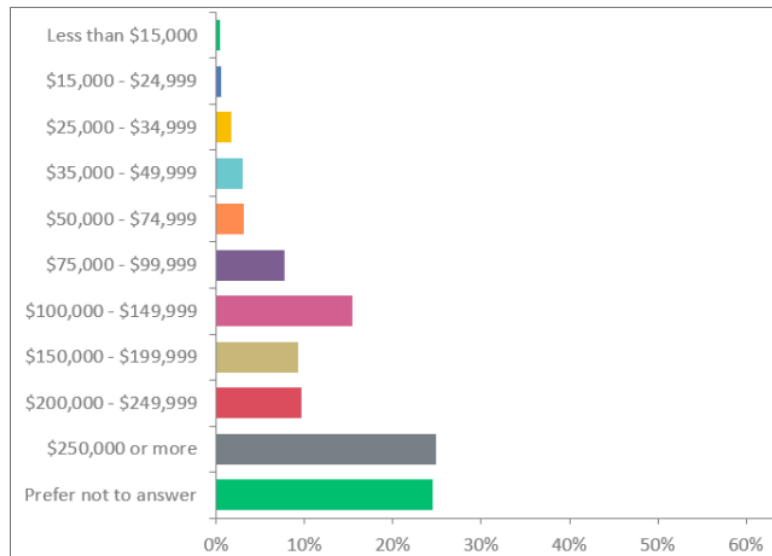
What types of uses would you like within walking distance of your home? (check all that apply)**What is your age?**

Attachment 1 Transportation and Land Use Survey Results

Do you consider yourself... (Please select all that apply)



What is your household income?



**TRANSPORTATION MASTER PLAN (TMP) SUMMARY:**

The TMP is its own 'stand-alone' planning document that looks at the broad, 20-year vision for the future of transportation. The purpose of the TMP is to address current and future conditions of Kirkland's transportation system and consider all modes of travel such as walking and rolling, bicycling, riding transit and driving. The plan includes goals and policies that guide future planning and investments in Kirkland's transportation system, including the creation of a prioritized project list covering the next 20-years. The [currently adopted TMP](#) was last updated in 2015.

The TMP will ensure that growth throughout the City accommodates all modes of travel to create a welcoming, connected, multimodal and pedestrian-friendly environment. The TMP update will evaluate Kirkland's transportation system's existing conditions (i.e. sidewalks, bike lanes, transit service, travel patterns and volumes, areas with traffic delay, pavement conditions, intersection level of service, existing land use, and more). The update also includes an extensive public engagement process to identify community priorities and inform the policies and project list of the TMP. The update also analyzes future conditions such as projected travel patterns, planned transportation projects, future growth, and land use. These elements will help the city prioritize projects and programs, develop work programs, guide code and ordinances, and more.

Relationship Between the TMP and the Comprehensive Plan Transportation Element

While the TMP is a stand-alone planning document, the major elements of the TMP will become the Transportation Element of the Comprehensive Plan. The goals, policies, and prioritized project list of the TMP, will be carried over into the Transportation Element (chapter) of the Comprehensive Plan.

While the TMP will provide more detail, context and background to the various elements in the Comprehensive Plan, the Comprehensive Plan also helps to inform the development of the TMP. For example, the land use forecasts from the Land Use Element in the Comprehensive Plan are used in the TMP to predict traffic volumes and inform future conditions.

Attachment 2 2015 TMP Goals and Policies Summary

GUIDING PRINCIPLES

Kirkland's 2015 Transportation Master Plan includes four guiding principles that served as the foundation for the development of the 2015 plan.

- **Safely Move People** - Support a transportation system and related government and private actions that promote all viable forms of transportation.
- **Link to Land Use** - Ensure consistency between land use, transportation planning and implementation.
- **Be Sustainable** - Support a transportation system that can be sustained over the next 50 years.
- **Be an Active Partner** - Actively build and maintain partnerships locally, regionally and nationally, to further our transportation goals.

As part of the public outreach process, working with focus groups, the Transportation Commission and City Council, these guiding principles will be updated to ensure that the direction for the TMP update includes emerging trends and addresses the needs and challenges that may have changed since 2015. The updated guiding principles will be used to inform the update to the goals and policies in the TMP.

CURRENTLY ADOPTED GOALS AND POLICIES

The following table outlines the currently adopted goals and policies in the Transportation Plan that is now adopted from 2015. This update will be looking at which of these may need to be updated in this plan update.

2015 Goals and Policies		
Goal	Policy	
Goal T-0. By 2035 eliminate all transportation related fatal and serious injury crashes in Kirkland.	<i>Policy T-0.1.</i>	Develop a vision zero safety plan that is multi- disciplinary and focuses on innovative approaches to safety.
Goal T-1. Complete a safe network of sidewalks, trails and improved crossings where walking is comfortable and the first choice for many trips.	<i>Policy T-1.1.</i>	Improve the safety of walking in Kirkland.
	<i>Policy T-1.2.</i>	Identify and remove barriers to walking
	<i>Policy T-1.3.</i>	Make getting around Kirkland on foot intuitive.
	<i>Policy T-1.4.</i>	Prioritize, design and construct pedestrian facilities in a manner that supports the pedestrian goal and other goals in the TMP.
	<i>Policy T-1.5.</i>	Develop world- class walking facilities along the Cross Kirkland Corridor with ample connections to the rest of Kirkland. Consider creating a plan for a Promenade along portions of the shore of Lake Washington.

Attachment 2 2015 TMP Goals and Policies Summary

	<i>Policy T-1.6.</i>	Make it safe and easy for children to walk to school and other destinations.
	<i>Policy T-1.7.</i>	Improve street crossings
Goal T-2 Interconnect bicycle facilities that are safe, nearby, easy to use and popular with people of all ages and abilities.	<i>Policy T-2.1.</i>	Make bicycling safer.
	<i>Policy T-2.2.</i>	Create new and improve existing on-street bike facilities.
	<i>Policy T-2.3.</i>	Build a network of greenways
	<i>Policy T-2.4.</i>	Implement elements and programs that make cycling easier.
	<i>Policy T-2.5.</i>	Make it easy to navigate the bicycle network.
	<i>Policy T-2.6.</i>	Make the Cross Kirkland Corridor an integral part of the bicycle network and connect it to the region.
Goal T-3 Support and promote a transit system that is recognized as a high value option for many trips.	<i>Policy T-3.1.</i>	Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.
	<i>Policy T-3.2.</i>	Support safe and comfortable passenger facilities.
	<i>Policy T-3.3.</i>	Integrate transit facilities with pedestrian and bicycle networks.
	<i>Policy T-3.4.</i>	Support Transportation Demand Management in Kirkland particularly at the work sites of large employers and other locations as appropriate in order to meet adopted goals for non- drive alone trips .
	<i>Policy T-3.5.</i>	Require new developments to establish appropriate Transportation Demand Management Plans.
	<i>Policy T-3.6.</i>	Pursue transit on the Cross Kirkland Corridor.
	<i>Policy T-3.7.</i>	Work with Sound Transit to incorporate investments in Kirkland. (see coordination policy T-7.1)
	<i>Policy T-3.8.</i>	Partner with transit providers to coordinate land use and transit service (see Partner policy T-7.2)

Attachment 2 2015 TMP Goals and Policies Summary

Goal T-4 Provide for efficient and safe vehicular circulation recognizing congestion is present during parts of most days.	Policy T-4.1.	Make strategic investments in intersections and street capacity to support existing and proposed land use.
	Policy T-4.2.	Use Intelligent Transportation Systems (ITS) to support optimization of roadway network operations.
	Policy T-4.3.	Position Kirkland to respond to technological innovations, such as electric vehicles and autonomous vehicles.
	Policy T-4.4.	Take an active approach to managing on-street and off-street parking.
	Policy T-4.5.	Work with the Washington State Department of Transportation and the State Legislature to improve the way I-405 and SR 520 meet Kirkland's transportation interests. (see Partnership Policy T-7.3)
	Policy T-4.6.	Reduce crash rates for motor vehicles.
	Policy T-4.7.	Mitigate negative impacts of motor vehicles on neighborhood streets
Goal T-5 Create a transportation system that is united with Kirkland's land use plan.	Policy T-5.1.	Focus on transportation system developments that expand and improve walkable neighborhoods.
	Policy T-5.2.	Design Streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation plan.
	Policy T-5.3.	Create a transportation network that supports economic development goals.
	Policy T-5.4.	Develop transportation improvements tailored to commercial land use districts such as Totem Lake, Downtown and neighborhood business areas.
	Policy T-5.5.	Require new development to mitigate site specific and system wide transportation impacts.
	Policy T-5.6.	Create a system of streets and trails that form an interconnected network.
Goal T-6 As the transportation system is planned, designed, built, maintained and operated, provide mobility for all using reasonably assured revenue sources while minimizing environmental impacts.	Policy T-6.1.	Balance overall public capital expenditures and revenues for transportation.
	Policy T-6.2.	Place highest priority for funding on maintenance and operation of existing infrastructure rather than on construction of new facilities. Identify and perform maintenance to maximize the useful lifetime of the transportation network at optimum lifecycle cost.
	Policy T-6.3.	Support modes that are energy efficient and that improve system performance.

Attachment 2 2015 TMP Goals and Policies Summary

	<i>Policy T-6.4.</i>	Minimize the environmental impacts of transportation facilities, especially the contribution of transportation to air and water pollution. Comply with Federal and State air and water quality requirements.
	<i>Policy T-6.5.</i>	Safeguard the transportation system against disaster.
	<i>Policy T-6.6.</i>	Create an equitable system that provides mobility for all users.
	<i>Policy T-6.7.</i>	Implement transportation programs and projects in ways that prevent or minimize impacts to low-income, minority and special needs populations.
	<i>Policy T-6.8.</i>	Actively pursue grant funding and innovative funding sources
Goal T-7 Coordinate with a broad range of groups; public and private, to help meet Kirkland's transportation Goals.	<i>Policy T-7.1.</i>	Play a major role in development of Sound Transit facilities in Kirkland.
	<i>Policy T-7.2.</i>	Establish commitments from transit providers to provide high quality transit service in exchange for land use and transportation commitments that support transit. Partner with King County Metro to meet mutual interests.
	<i>Policy T-7.3.</i>	Work with Washington State Department of Transportation and the Washington State Legislature to achieve mutually beneficial decisions on freeway interchanges and other facilities.
	<i>Policy T-7.4.</i>	Participate in and provide leadership for regional transportation decision making.
	<i>Policy T-7.5.</i>	Work closely with the Lake Washington School District to encourage more children to walk and bike to school.
	<i>Policy T-7.6.</i>	Coordinate multi-modal transportation systems with neighboring jurisdictions.
	<i>Policy T-7.7.</i>	Partner with the private sector and other "new" partners.
Goal T-8 Measure and report on progress toward achieving goals and actions.	<i>Policy T-8.1.</i>	Use a multi-modal plan based concurrency method to monitor the rate at which land use development and the transportation system are constructed.
	<i>Policy T-8.2.</i>	Establish acceptable level of service for all modes.
	<i>Policy T-8.3.</i>	Adopt a Mode split goal for the Totem Lake Urban Center.
	<i>Policy T-8.4.</i>	Ensure implementation of the Goals and Policies in the Transportation Element and monitor progress toward those goals.

