

- a. 2044 Comprehensive Plan Continued Public Hearing: Market Street Corridor Plan and Land Use Element, File No. CAM22-00032

Address: Purpose: Receive written public testimony until September 12, 2024, and continue the public hearings for the following Comprehensive Plan elements:

Market Street Corridor Plan

Land Use Element

During the continued public hearing, the Planning Commission (PC) should deliberate and make a recommendation to City Council (Council).

The PC and community should note that the record remains open for written testimony to be submitted until the PC begins deliberations, but the September 12 public hearing will not include spoken testimony on this item.

Action: Staff Contact:



City of Kirkland

MARKET STREET CORRIDOR PLAN

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

1. OVERVIEW

The Market Street Corridor is centered around Market Street and includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood.

The Market Street Corridor is an eclectic, attractive, and economically healthy area that includes a mix of small-scale office and retail uses, along with various housing types. A few commercial buildings provide convenient retail shopping and services for nearby residents, employees, and visitors from other areas in the region. The corridor is generally one lot wide bordering Market Street and is bounded by established and highly valued single-family residential neighborhoods to the north, east and west and the Central Business District to the south.

Market Street provides access to both the Market and Norkirk Neighborhoods and is heavily used as a principal north/south arterial for Citywide and regional bicycle, bus, ~~truck~~, and automobile-vehicular traffic. Local neighbors depend on the Market Street Corridor as a connection between the Market and Norkirk Neighborhoods and to the Central Business District. During commute periods, residents and guests experience challenges exist accessing Market Street to and from the surrounding neighborhoods. Still visible today is the mix of historic 1890s buildings at the intersection of Market Street and 7th Avenue that represent the original town center that is a focal point for Kirkland's earlier history.



The Market Street Corridor Commute

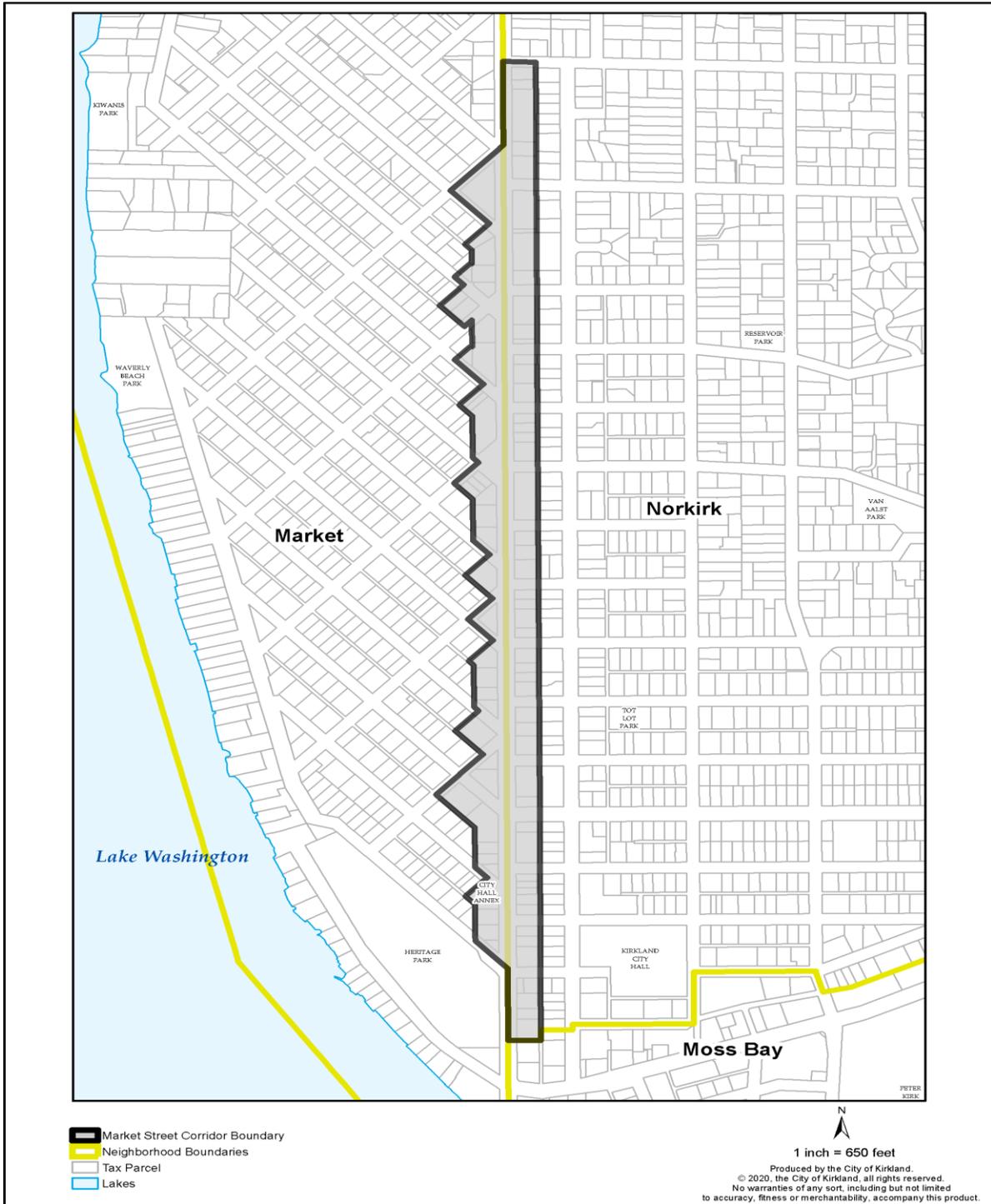


Figure MS-1: Market Street Corridor Boundary

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2. VISION STATEMENT

The following vision statement is a description of the character and qualities of the Market Street Corridor at a future time when the goals and policy direction expressed in this chapter are realized.

The Market Street Corridor is a leafy and comfortable neighborhood-compatible mix of residential, office, and retail land uses that support and complement the surrounding Norkirk and Market Neighborhoods. Well-lit crosswalks, signs, flags, designated bike lanes and other infrastructure improvements along Market Street help pedestrians and bicyclists to feel comfortable and safe.

The corridor is envisioned to continue to be an area where:

- Trees line both sides of Market Street and within the center median.
- Development regulations ensure buildings are smaller in scale compared to other commercial districts in the City.
- There is an eclectic, livable, and attractive-inviting mix of housing types, neighborhood-oriented commercial, and retail uses.
- Retail establishments are small and, to be viable as businesses, likely serve the larger community as well as the surrounding neighborhood.
- Architectural and site design standards-regulations ensure buildings are spaced, set back, scaled, and designed to attractively blend seamlessly with the surrounding residential neighborhoods as well as the historic district at the intersection of 7th Avenue and Market Street.
- Commercial uses are limited to those that minimize potential noise, light, odor and traffic impacts adjacent to nearby residential uses.



Preserve Sequoia Tree at 17th and Market

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3. HISTORICAL CONTEXT

~~Prior to the 1800s, the First Peoples of the Duwamish Tahb-tah-byook tribe inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland (and the Market and Norkirk Neighborhoods). Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s also had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.~~

See the Kirkland Historic Narrative included in Appendix # for a discussion of citywide historic context, inclusive of all previous inhabitants of the area (pre-and post-white/European settlement) especially along the culturally rich Lake Washington shoreline.

The historic buildings dating from the 1890s at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past and its continued evolution through its old and new buildings and its streetscape, including street trees, public seating and street lights.

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased much of the land that had been homesteaded in the 1870s to begin the proposed new city. This new city was to support the construction of the steel mill on Rose Hill near Forbes Lake. The new town center was at the intersection of Market Street and Piccadilly, which is now 7th Avenue. This intersection, with four nearby remaining 1891 brick buildings, three of which are on the National Register of Historic Places, is one of the most historically significant in Kirkland. An alternative street plan was also developed which included a large square at this intersection and a hotel on what is now Heritage Park at the corner of Market Street and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue forms an important historical link and entrance to both the Market and Norkirk Neighborhoods. See the Market and Norkirk Neighborhood Plans for more historical information about the area.

Policy MS-1:

Encourage preservation of structures and locations that reflect Kirkland's heritage.

The ~~Community Character~~ Land Use Element Chapter of the Comprehensive Plan features tables and figures Table CC-1 which identifies-identify Designated Historic Buildings, Structures, Sites and Objects in Kirkland designated by the Kirkland Landmark Commission and King County Landmark Commission. ~~Figure CC-1 identifies, as well as~~ the locations of those resources. Refer to those tables for more information about the historic features along the corridor and in the Market and Norkirk Neighborhoods. Figure MS-3 shows the location of the historic features along the corridor. Attention must also be given to landmarks and locations that can help illustrate the history of the area prior to white settlement.

Policy MS-2:

Provide incentives to encourage retention of identified buildings of historic significance.

The City should include incentives in the Zoning and Building Codes for maintenance of the historic buildings at the 7th Avenue and Market Street Historic District. These incentives can help to make the maintenance of the historic structures more economically viable.

Policy MS-3:

Provide and maintain markers and interpretive information for the historic sites located in the historic district at 7th Avenue and Market Street.

Providing this information will identify these important sites and enable future community members to have a link with the history of this significant area of Kirkland. Attention should be given to celebrating the neighborhood's history in an inclusive way, to help residents and visitors understand the history of the area prior to white settlement.



The Peter Kirk Building at 620 Market Street

4. LAND USE

Policy MS-4:

Encourage a mix of uses within the Market Street Corridor that includes multifamily residential and office uses, as well as neighborhood-oriented shops and services to promote neighborhood ~~walkability~~pedestrian mobility and provide services to the greater community.

Most of the corridor is developed with a mixture of ~~small-scale multifamily less intensive residences residential at a density of 12 units/acre~~ and office development. It is also appropriate to have neighborhood businesses interspersed throughout. This scale and pattern of development for the corridor fits well with the adjoining neighborhoods.

There are two nodes along Market Street that function as neighborhood shopping and services areas: one on the south and one on the north shown in Land Use Map Figure MS-2. The area south of 6th Avenue and 5th Avenue West functions as a connection between the City's historic district and the Central Business District (CBD).



Office Development on Market Street



Neighborhood Shopping Area

~~Small scale multifamily uses and office development are also allowed here, but some of the area is at a higher density than the 12 units/acre allowed north of the historic district. On the east side of Market Street, multifamily density can go up to 24 units/acre. This helps the area to make a better transition into the CBD.~~

The neighborhood-oriented businesses located on the west side of Market Street, north of 14th Avenue West provide convenient shopping and services for residents in the area. If redevelopment of this site occurs, the buildings and site should be designed so that their appearance is complementary to ~~the character of~~ the adjoining neighborhood. Landscaping and other design elements can be used to soften and buffer the commercial uses onsite from the adjoining residential uses.

Policy MS-5:

Retain the historic district roughly between 8th Avenue/2nd Street West and 6th Avenue/5th Avenue West as a special planning area of the corridor.

This area should remain a business commercial zone (shown on the Land Use Map, Figure MS-2) allowing residential, office and retail uses, and should include special regulations that reinforce the historic nature of the intersection at 7th Avenue and Market Street.

Policy MS-6:

Restrict the development of new commercial and large scale ~~multifamily-residential development structures~~ to locations within the limited boundaries and land use districts designated for the Market Street Corridor.

Larger scale ~~multifamily-residential~~ and commercial development should remain in designated areas within the Market Street Corridor and not extend into the residential core of the Market and Norkirk Neighborhoods or beyond 19th Avenue to the north. The slope and alley parallel to the east side of Market Street provide a break between the corridor and the residential core of the Norkirk Neighborhood. The break is not as well defined on the west side of the street between the corridor and the Market Neighborhood residential core; however, it is generally located adjacent to properties that directly abut Market Street and is a useful neighborhood feature. (See Land Use Map, Figure MS-2).



Multifamily Development on Market Street

Policy MS-7:

~~Maintain~~ ~~Enhance neighborhood compatibility through site design~~ standards-regulations for multifamily and commercial buildings in the Market Street Corridor.

Building and site design standards-regulations should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping (including for parking lots), preservation of existing vegetation, and buffers between development of different scales.
~~multifamily and commercial developments and lower intensity housing.~~

Policy MS-8:

~~Appropriate building height for the corridor is up to two to three stories—two stories in general, and three stories in the neighborhood shopping and service nodes described in Policy MS-4. Additional height may be allowed as established in the Zoning Code to encourage a variety of roof forms, and as part of the design review process.~~

~~A range of building heights along the corridor is appropriate as a transition to adjacent lower intensity residential uses, to reflect topographical change in the neighborhood, and to encourage below-grade parking areas.~~

Policy MS-98:

Conduct a study of the parking requirements in the Market Street Corridor to encourage more small neighborhood commercial uses such as retail, office, or restaurant uses while minimizing potential adverse impacts to adjacent residential neighborhoods.

There is neighborhood support for encouraging more small neighborhood commercial retail, office and restaurant uses along the corridor. Existing zoning regulations allow flexibility in the amount of parking stalls if a parking demand study is submitted that analyzes the unique parking needs of a business and a reduction in the number of parking stalls is justified. A general study should be completed for the corridor to identify code amendments and incentives that could help foster viable neighborhood-serving commercial uses along the corridor. Areas for further study could include parking requirements, building height, lot area coverage, building setbacks, and design requirements. Any code amendments should be designed to enhance the aesthetics and walkability-mobility of the neighborhood.



Parking along Market Street Corridor

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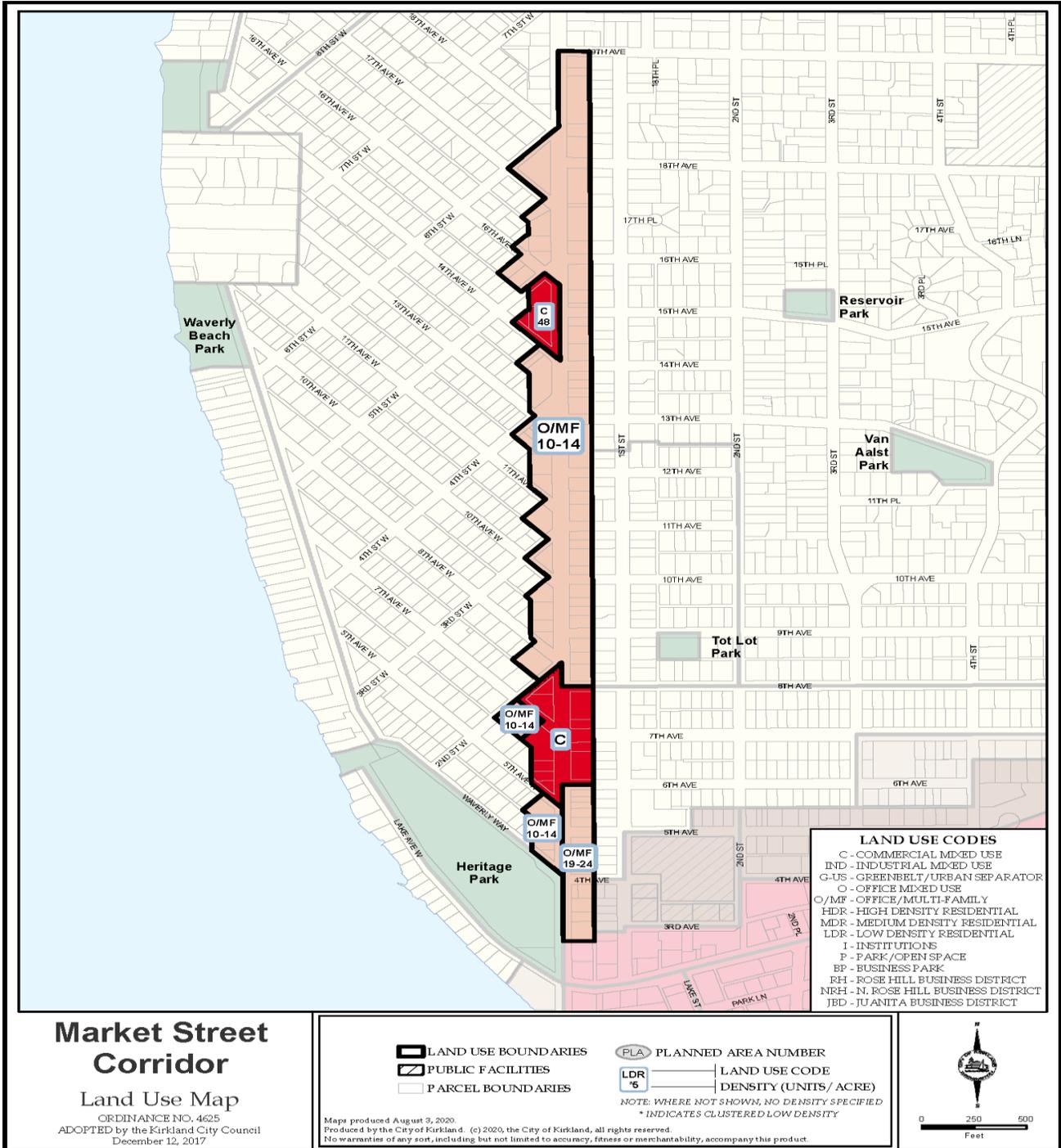


Figure MS-2: Market Street Corridor Land Use [Staff note: Neighborhood land use map will be updated to reflect the citywide Land Use map being amended in the Land Use Element.]

Policy MS-~~109~~:

~~Maintain and enhance the character~~Remain mindful of the historic structures at the intersection at 7th Avenue and Market Street as redevelopment occurs.

Existing historic resources should be considered when adjacent structures are being rebuilt or remodeled. The scale and design features of the historic buildings at the intersection of Market Street and 7th Avenue should be considered when development in that area occurs while prioritizing reducing the cost of building housing and increasing sustainability.



Intersection of 7th Avenue and Market Street

Policy MS-~~110~~:

Utilize ~~design review to administer building and site design standards regulations~~ for commercial and multi-unitfamily development along the Market Street Corridor.

Design ~~review is~~standards are important for the historic area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3) and appropriate for all multi-unitfamily and commercial development along the corridor. ~~The design review process using the Design Guidelines for the Market Street Corridor or Design Standards in the Zoning Code~~Design regulations should be used to review site and building design issues such as building placement, landscaping, and building details, as well as public improvements including sidewalk width and street furniture. These design regulations should also prioritize reducing the cost of housing and increasing sustainability.

Policy MS-~~111~~:

Provide streetscape, gateway and public art improvements that contribute to a sense of inclusive identity, enhance visual quality, and unify the Market Street Corridor.

Decorative street lights, a consistent street tree plan, and pedestrian seating can all be used to reinforce the ~~collective character and reflect the~~ feeling of community belonging along the corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be

considered on the west side of Market Street. The City should also consider funding street lights designed to reflect the area's history within the historic district and possibly along other areas of the corridor.

Policy MS-~~13~~12:

Construct and improve gateway features at the locations identified in the Market and Norkirk Neighborhood Plans.

Desired gateway feature locations are indicated on Figure MS-3. Improvements such as landscaping, signs, public art, and other features that identify the neighborhood can be included if they are appropriate for a location. Public investment will be necessary in most instances, but the City can also pursue opportunities to work with private property owners to install gateway features as part of future development.

Policy MS-~~14~~13:

Administer ~~development standards and design guidelines regulations that address create a gradual transitions between higher and lower intensity uses located along primarily residential areas and the commercial and multifamily residential uses along Market Street and lower intensity uses located further away from Market Street.~~

Standards for more intensive development will address: building placement on the site, clustering, open space preservation, building scale in proportion with surrounding allowed heights as part of a gradual transition, incentives for protecting and growing additional vegetation, wetlands and streams, the cost of building housing, sustainability, and integration with adjacent uses.

~~The building mass and/or height of higher density structures should complement rather than dominate or overwhelm adjoining lower intensity uses. Landscape buffers, vertical or horizontal building modulation such as upper story step backs or architectural treatments should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.~~

Policy MS-~~15~~14:

Orient buildings toward Market Street.

Commercial and ~~multifamily larger-scale residential~~ development that is oriented toward Market Street with reduced setbacks will reduce potential adverse impacts on adjacent ~~lower intensity~~ residential neighborhoods.

Policy MS-~~16~~15:

Retain and improve the existing tree canopy in the center median on Market Street.

The mature trees and landscaping in the center median and along both sides of Market Street are important natural features to the neighborhoods to retain and maintain. In addition to the environmental and functional benefits they provide to reduce stormwater runoff, maintain tree canopy, buffer between travel lanes, and shade, the trees provide an aesthetic parkway boulevard that is unique to the neighborhood and provides a pleasant walking and rolling experience for pedestrians.



Dibble Office Building

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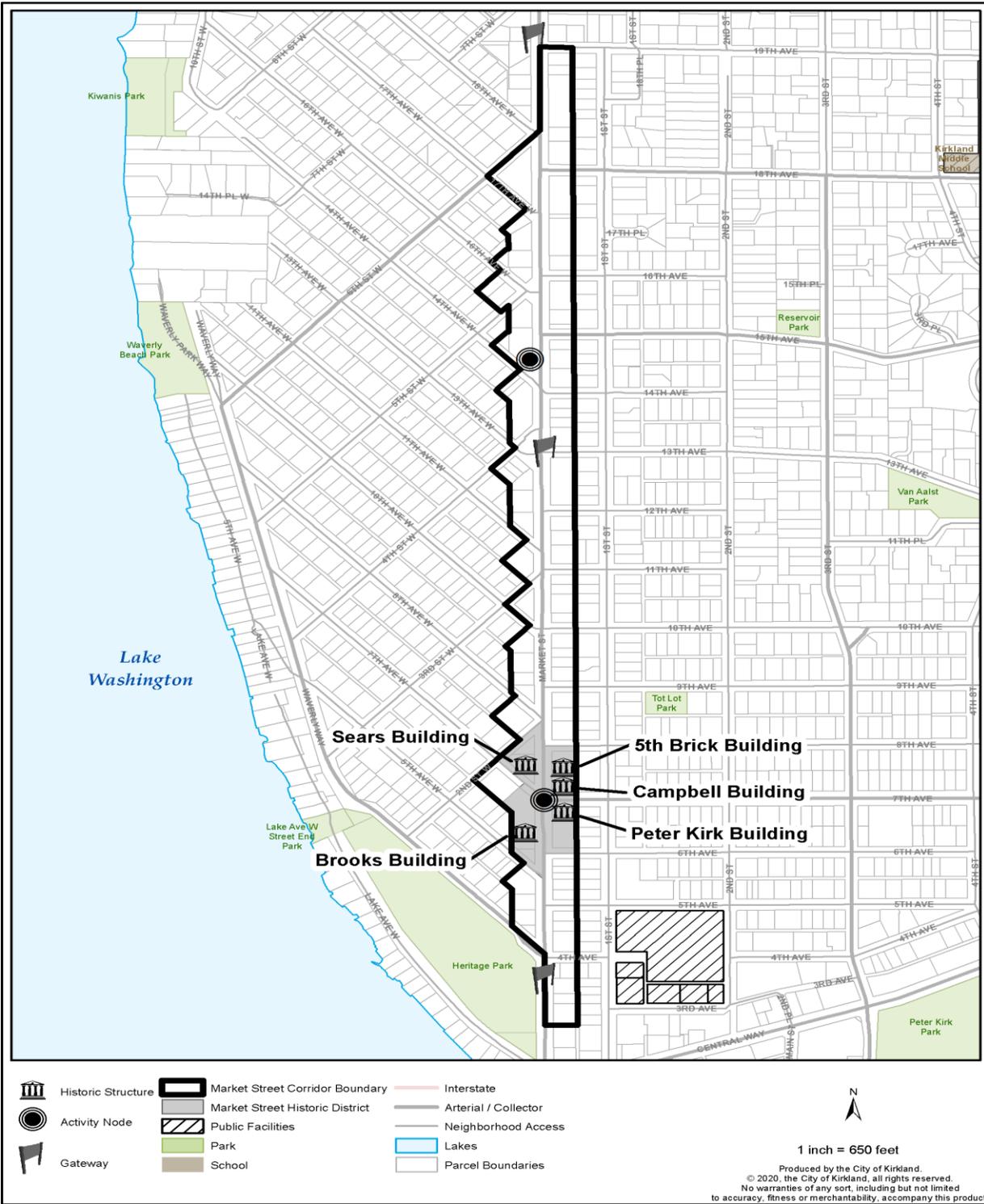


Figure MS-3: Market Street Corridor Urban Design Features

5. TRANSPORTATION

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important Citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets. The street is fully developed with curbs, gutters, sidewalks, a landscape strip and bike lanes. A landscape median provides additional green space while controlling left-turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

Policy MS-~~17~~16:

Maintain Market Street as a transportation corridor with a balance among transportation modes.

As a principal arterial, it is important on Market Street to maintain safe and convenient facilities for ~~all modes of transportation~~, transit, pedestrians, ~~and~~ bicycles and other forms of rolling while maintaining vehicular traffic capacity.

Policy MS-~~18~~17:

Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Corridor and the adjoining neighborhoods.

Transportation improvements should maintain vehicular capacity on Market Street; minimize traffic delays; enhance connectivity between the Market and Norkirk Neighborhoods; and discourage motor vehicle shortcuts through the neighborhoods.

Policy MS-~~19~~18:

Incorporate measures that will allow for safe access to Market Street during heavy traffic periods without disrupting the general flow of traffic and the multimodal function of the corridor.

Initial research indicates that issues such as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25- mph zone near the downtown all contribute to general traffic flow problems, particularly during peak hours. Possible solutions include simplifying intersections; creating gaps in the traffic flow; and calming or slowing traffic on Market Street and adding a northbound transit-only lane between 18th Avenue and Forbes Creek Drive. Ongoing observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to adjacent neighborhoods.



Pedestrian amenities

Policy MS-~~20~~19:

Encourage the use of nonmotorized active transportation modes by providing facilities for pedestrians, wheelchairs and bicyclists throughout the corridor.

Pedestrian improvements, including pedestrian crossings between the Market and Norkirk Neighborhoods, should be installed at appropriate locations to improve pedestrian safety and enhance the pedestrian environment. The installation of these improvements should be funded by the City and, when appropriate, also required as new development occurs.

Policy MS-~~21~~20:

Work with transit agencies to enhance transit service connecting the Market Street Corridor and the Market and Norkirk Neighborhoods to other areas of the City and region.

Transit service is an important element of the City's transportation system. Metro Transit serves the Market and Norkirk Neighborhoods with routes along Market Street that provide service to the Kirkland Transit Center, Downtown Seattle, Totem Lake, Bellevue and other surrounding areas. This corridor is expected to see more frequent transit service depending on King County Metro service changes in the early 2020s intended to provide opportunities to transition automobile traffic to other modes and reduce traffic in the corridor. The Market Street Corridor is one of the main north/south connections through the City and is also a main transit route. The City should work with Metro Transit on facilitating bus access along the corridor in order to encourage transit use and reduce commute time.



Bus shelter on Market Street

The Kirkland Comprehensive Plan is current through Ordinance 4864, passed December 12, 2023.

DRAFT (last updated September 5, 2024)

IV. LAND USE ELEMENT

Purpose

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

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

Vision

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

Affordable Housing

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

Accessible Places

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

Small/Middle Businesses

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

Mixed Uses

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

Green Communities

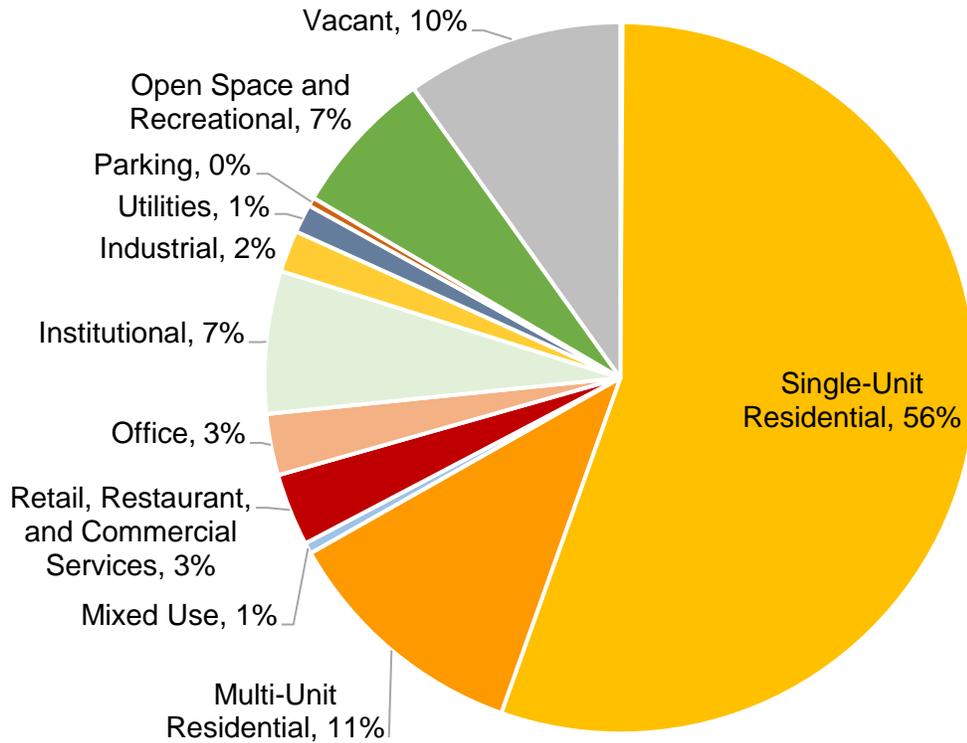
Policies should protect existing natural resources while managing growth, with a focus on development patterns that can improve access to parks and green corridors in all neighborhoods, and especially those that have less access today.

Existing Conditions

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

Figure LU-1: Current Land Uses in Kirkland

Land Use by Percent of Total Land Area



Source: King County Tax Assessor, 2020

Between 2024 and 2044, the City is expected to accommodate 13,200 new housing units and 26,490 new jobs. These projections are referred to as “growth targets.” Under the Growth Management Act, planning

policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for the increased needs for housing, non-residential floorspace, open space, and public services. This serves as the minimum growth that must be planned for, and housing needs are further articulated into specific income segments as addressed in the Housing Element.

Table LU-1: 2044 Growth Targets

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

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

Figure LU-2: Greater Downtown Regional Growth Center Summary



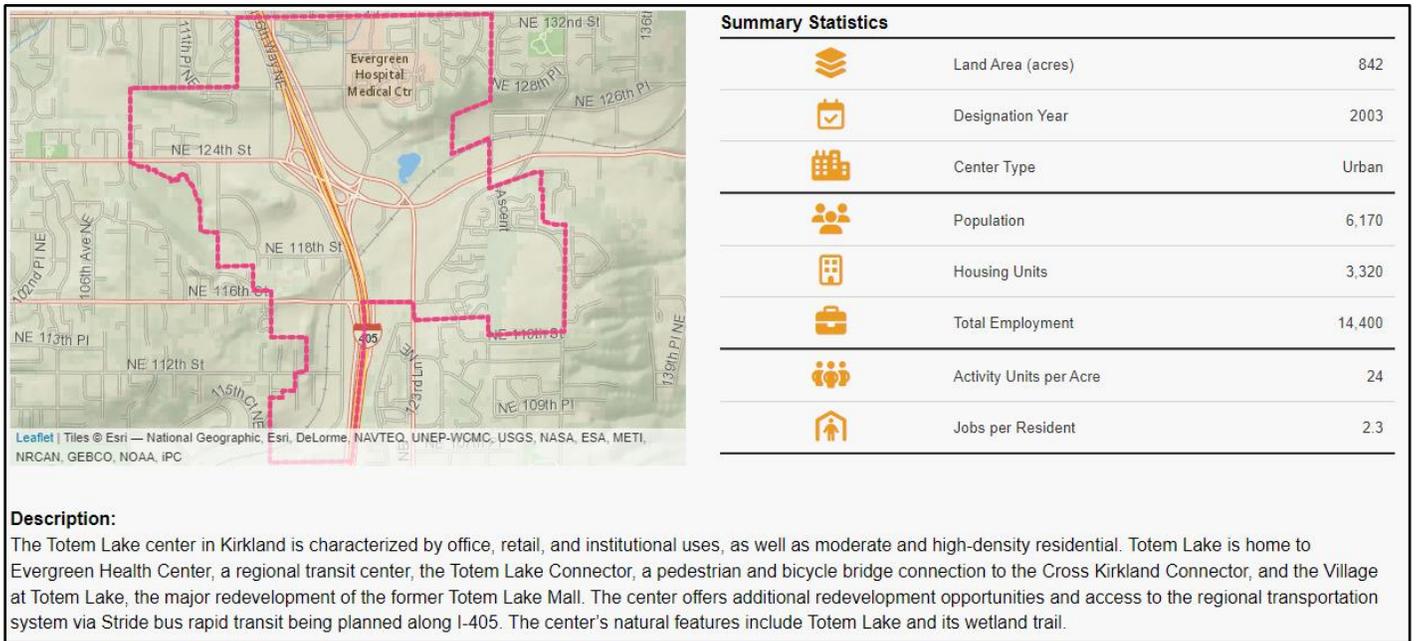
Summary Statistics		
	Land Area (acres)	564
	Designation Year	2023
	Center Type	Urban
	Population	8,720
	Housing Units	5,040
	Total Employment	13,680
	Activity Units per Acre	40
	Jobs per Resident	1.6

Description:

The Greater Downtown Kirkland RGC is comprised of the Moss Bay neighborhood, encompassing the historic center of Kirkland, and the NE 85th Street Station Area, the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the center seeks to leverage regional transit investments to connect to the historic downtown area and continue to develop as a well-connected, mixed-use area.

Source: Puget Sound Regional Council

Figure LU-3: Totem Lake Regional Growth Center



Source: Puget Sound Regional Council

While the designated Regional Growth Centers continue to be the focus of new growth, areas outside the Centers are also becoming more dense as the City experiences new mixed use development and infill development with new plats and middle housing construction in traditionally lower-density residential areas of the City. Future growth is expected to be distributed throughout the City at varying scales. Table LU-2 shows the existing housing and job density by neighborhood in 2024.

Table LU-2: 2022 Residential and Employment Density by Neighborhood

Neighborhood	Current (2022) Residential Density (units/acre)	Current (2022) Employment Density (jobs/acre)
Bridle Trails	1.68	1.35
Central Houghton	2.47	2.04
Everest	3.04	15.23
Finn Hill	2.42	0.45
Highlands	2.96	0.27
Juanita	4.45	1.55
Kingsgate	4.04	0.95
Lakeview	4.38	16.13
Market	2.04	1.18
Moss Bay	12.55	26.12
Norkirk	3.39	3.49
North Rose Hill	3.88	3.10
South Rose Hill	2.93	2.90
Totem Lake	4.10	19.78
Citywide	3.60	4.37

Source: City of Kirkland, 2044 Comprehensive Plan Update and Transportation Strategic Plan: Development Capacity Analysis, 2024

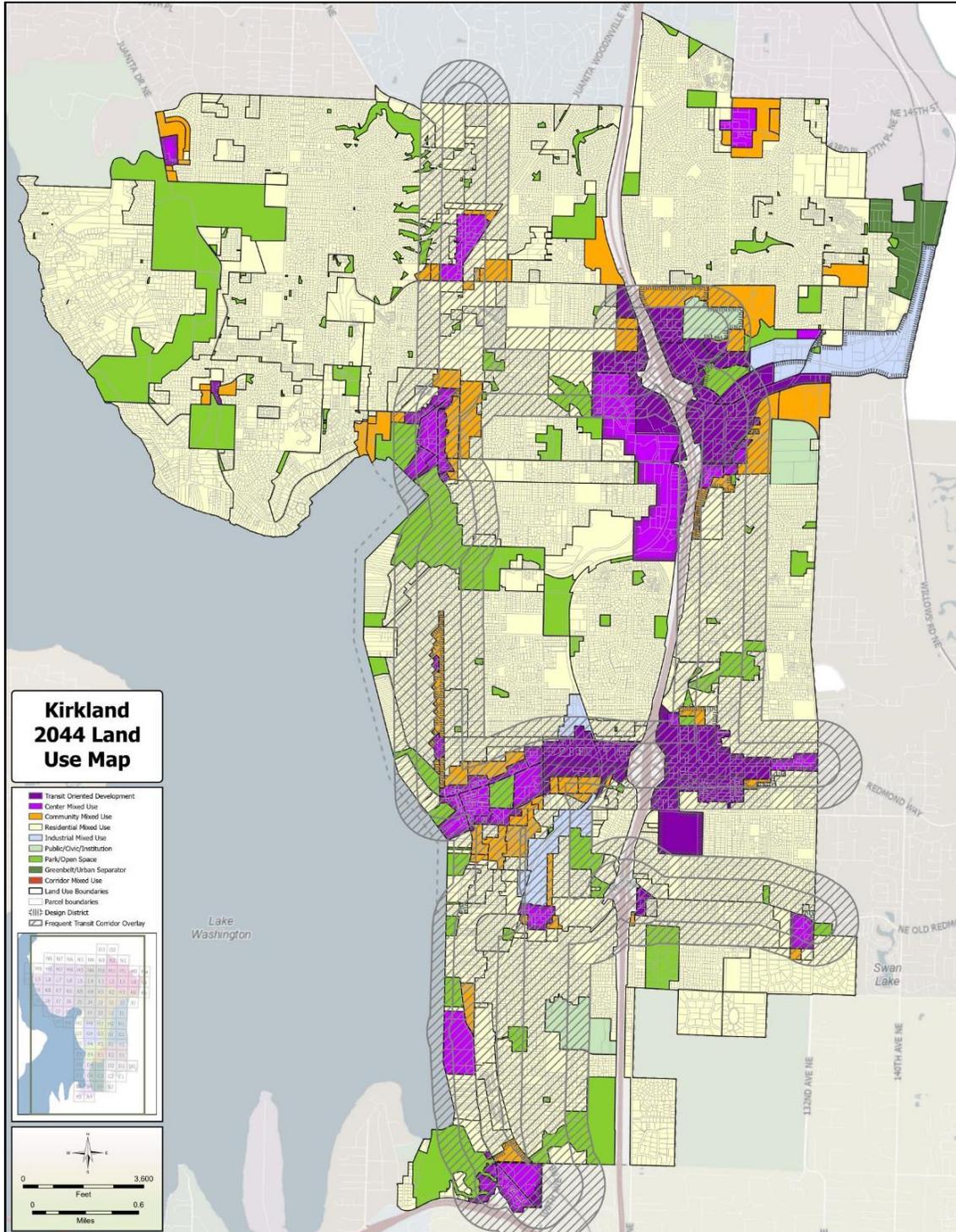
Land Use Map and Definitions

The Comprehensive Land Use Map (Figure LU-4) indicates where certain types of uses may be appropriate.

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

With the 2044 Land Use Element update, the map has been amended to reflect that nearly all designations allow more than one type of use and are more accurately denoted as “Mixed Use” designations of varying scales. Future changes to the Land Use Map and related zoning may be initiated by the City Council based on Council policy objectives or based on ideas presented by the Planning Commission, City staff, a neighborhood planning process, or community member requests.

Figure LU-4: Comprehensive Land Use Map



Land Use Definitions

Transit Oriented Development – Accommodates compact and walkable communities with a spectrum of land-use mixes, intensities, and built forms that provide access to opportunities around high-capacity transit.

Center Mixed Use – Accommodates commercial uses, either vertically or horizontally, with intensities that support both large and small businesses that provide a network and mixture of commercial services and housing that make it possible for people to live near employment and everyday destinations.

Corridor Mixed Use¹ - Accommodates mixed use, commercial and residential development that supports transit corridors and services for surrounding communities.

Community Mixed Use – Accommodates individual commercial uses and small collections of commercial uses, either with or without residential development, that are located primarily away from major streets and serve residential communities.

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

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

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

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

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

¹ This designation is being held in reserve at the time of the Kirkland 2044 update, and will be considered for application with future implementation actions to consider increased capacity along frequent transit corridors.

Goals and Policies

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

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

Growth Management

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

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

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

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

Policy LU-1.2: Maintain logical boundaries between land use districts that take into account considerations such as the complementary nature of land uses, existing and planned land uses, access, property lines, topographic conditions, habitat corridor linkages, and natural features.

Boundaries between land use districts should make sense. Where features such as roads or parcel lines cannot be used to identify boundaries, natural features, such as streams or topographical changes, can form distinct edges. Allowed uses and scales should be compatible with adjacent districts through physical connections and/or design elements.

To promote 10-minute neighborhoods and thoughtful growth in the City, it may be possible and desirable to have several different types of development located relatively close to each other, or even blended together.

Such a blending of development types can help reduce dependence on the automobile and provide greater opportunities for innovative mixed use development.

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

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

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

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

Attractive site and building design can create a cohesive and functional development that enhances community characteristics and fits well with surrounding uses. In parts of the City where the community vision has not yet been realized, however, new development should not necessarily look to surrounding uses for design ideas. Instead, the Comprehensive or Neighborhood Plan should be used to provide guidance on desirable characteristics.

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

Within many of the City's commercial areas, mixing of land uses is encouraged to bring shops, services and offices in close proximity to residential uses; and to locate residents near businesses that are supported by a strong customer base. These mixed use areas provide an immediate market for commercial services, convenient shopping and employment opportunities to the residents, and reduce the need to drive.

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

Development in, or near, critical areas may increase health and safety risks and create other unnecessary costs associated with hazards like landslides, flooding, uneven settlement, erosion, and disrupted subsurface drainage. Public and private costs are also incurred from development in areas with natural amenities or which perform utilitarian or biological functions. The purpose of this policy is to support regulation of, and in some cases restrict, development activity to ensure a high standard of environmental quality, and to prevent undue costs to property owners, neighbors, and the City.

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

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

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

The Countywide Planning Policies establish two broad categories of lands: urban and rural. Urban lands are those which are inside the Urban Growth Area, ranging from the suburban densities of much of the Eastside to the very high urban densities found in downtown Seattle. The Countywide Planning Policies identify all of Kirkland as an urban area, and as such, the City must plan for intensities across the City that will accommodate housing and jobs growth within this urban area.

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

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

improved linkages and ridership for transit service, efficiencies in service provision, and more – while preserving historic and/or existing affordable housing or commercial spaces.

In some cases, environmentally sensitive areas or other factors may have rendered the land unsuitable for development. It is not the intent of this policy to encourage development in environmentally sensitive areas or preclude the use of undeveloped land for open space. However, infill development is encouraged when environmental protection is ensured.

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

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for housing units and employment established by the King County Growth Management Planning Council, as mandated by the Growth Management Act. The community must balance this need with the desire to continue enhancing valued community characteristics, and with the City's ability to provide infrastructure and public services to serve the new growth. The City should monitor its existing residential and nonresidential capacity to determine how fast and where new growth is occurring and whether Kirkland can accommodate the required growth targets. With the ongoing housing affordability crisis though, it is also important to recognize that providing additional capacity beyond the assigned growth targets is likely to help enable housing production and make it more likely that the City will actually achieve our 20-year growth targets and provide more opportunities for people of all incomes to live in Kirkland. In addition, it is also important to encourage new jobs in the City.

Available capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-3 below shows that the City can accommodate the 2044 growth targets with its available capacity.

Table LU-3: Comparison of Growth Targets and Available Capacity

Summary of Kirkland Capacity Analysis		
Existing	Housing Units	Employment
Kirkland Assigned Growth Target for 2044	13,200	26,490
Kirkland Existing Values (2019)^	38,656	49,280
Assigned Total Target for 2044 (per King County)*	51,856	75,770
Kirkland 2022 Values (existing)	41,785	50,786
Capacity	Housing Units	Employment
Kirkland Additional Capacity for 2044 (existing zoning)	16,305	25,842
Kirkland Total for 2044**	58,090	76,628
Kirkland Surplus Capacity for 2044 (existing zoning)***	6,234	858
Notes: ^ 2019 existing values were utilized by King County to determine 2044 assigned growth targets. * 2019 actuals plus assigned growth targets ** 2022 actuals plus additional capacity (baseline analysis results) *** Difference between Kirkland totals for 2044 and total assigned targets (per King County) for 2044		

Source: Capacity Analysis prepared by Parametrix consultants (2024)

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses along identified frequent transit corridors, and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities. Evaluation of this additional capacity should occur pursuant to the framework established below:

- **Prioritization.** Increases to capacity near frequent transit corridors should be considered individually per transit corridor segment, and should be studied in the below priority order per discrete tasks adopted in the Planning Work Program:

Tier 1 (top priority): Bus Rapid Transit lines with dedicated funding for implementation (e.g., K Line and STRIDE Line).

Tier 2 (secondary priority): Tier 2 capacity increases should be studied pursuant to the following priorities:

1. *Transit corridors with existing frequent service (15-minute headways or less during commute hours) that travel through or connect the City's Regional Growth Centers.*
2. *Transit corridors with existing frequent transit service that do not travel through or connect the City's Regional Growth Centers if new transit service is funded beyond 2024 service levels.*

- *Public Process. Evaluating additional capacity pursuant to Policy LU-2.4 would be conducted pursuant to the provisions of Process IV described in Chapter 160 of the Kirkland Zoning Code (i.e., ultimate decision by City Council based on a Planning Commission recommendation) and would take the form of Zoning Code/Map amendments. The process would involve the following steps:*
 1. *The process will be initiated through the inclusion into the Planning Work Program of study of one or more transit corridors for increased capacity. The Planning Work Program extends over three years and is approved annually by the City Council based on a Planning Commission recommendation.*
 2. *Conduct environmental review pursuant to the State Environmental Policy Act (SEPA) analyzing the specific environmental effects of each proposal. While the Supplemental SEIS prepared for the Comprehensive Plan will be the foundation for the environmental review, supplemental environmental review will be conducted to evaluate potential environmental impacts at the corridor scale – including impacts on transportation infrastructure, public services, schools, and utilities. Other technical studies may be needed to support this analysis, such as a corridor study.*
 3. *Conduct public outreach, including meetings with established organizations and individuals representing the City’s diverse community and interests.*
 4. *Undertake noticing of each zoning proposal, as required in the Zoning Code, and including at least two public notice signs along each corridor proposed for rezoning.*
 5. *Staff will prepare staff reports outlining possible rezoning options, which will be presented to Planning Commission in at least one study session and in advance of a public hearing. Additional capacity should only be granted after sufficient technical analysis in support of additional capacity has been completed, and there are assurances (e.g., dedicated funding) that adequate infrastructure capacity will be in place to support additional density.*
 6. *A public hearing will be held for each proposal.*
 7. *After the public hearing, the Planning Commission will make a recommendation to City Council on each rezoning proposal, and City Council will decide whether to adopt.*

- *Decisional Criteria. In determining the geographic boundaries of any zoning amendments, and associated maximum building heights, densities, and other changes to development regulations, the following criteria should be taken into account:*
 1. *Existing and planned multimodal infrastructure and transit service to accommodate density.*
 2. *Existing and planned parks and open spaces (public and private).*
 3. *The ability of the change to expand the City’s supply of affordable housing.*
 4. *School capacity to accommodate added density.*
 5. *Street safety for all modes.*
 6. *A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors.*
 7. *The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.*
 8. *The extent to which the capacity increase promotes 10-minute neighborhoods.*

In 2044, the City is expected to have a surplus capacity above the King County growth targets. That said, it could be in the City’s interest to continue expanding capacity beyond what is needed to meet the growth

targets and achieve important community-wide objectives such as housing affordability, better transit service, and reductions in per capita energy use. Specifically, enabling and encouraging housing production should be focused in areas that are high opportunity, such as areas with transit corridors and that have good schools and are in close proximity to job centers. Promoting this concept distributes growth across a broader area of the City in the next 20 years.

Increased housing and jobs density across a wider area would support the City's current 10-minute neighborhood goals that are incorporated in the Sustainability Strategic Plan. Denser housing and mixed use development along transit corridors would help bring more daily needs, such as retail and commercial services, within a 10-minute walk of more Kirkland residents. This would help create more walkable environments outside of Kirkland's Urban Centers, with destinations along key transit corridors.

Policy LU-2.5: Support development patterns that promote public health and address racially and environmentally disparate health outcomes and provide access to opportunities. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

The physical design of communities affects our behavior. Communities without convenient parks, safe sidewalks, and local-serving retail require their residents to drive more and walk less. They also lack the gathering places that bring communities together for daily interaction. In contrast, Kirkland's thoughtful urban design, extensive parks system, emphasis on pedestrians, and mixed use neighborhood centers should continue to invite residents to be active and engage in their community.

Land Use and Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a complete transportation system. Separation of jobs and housing means longer commute trips – generally accommodated on the City's roadways either by private automobile or transit. When shops and services are removed from primarily residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity provides transportation options, making walking or bicycling a viable option.

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

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

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

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

Policy LU-3.2: Focus the development of higher intensity residential uses, including affordable housing, in areas that have commercial services, parks and open space, and good access to schools and quality transit service in order to support access to opportunity.

Incorporating residential development into commercial areas provides benefits for businesses and residents alike. Housing within commercial areas provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Residential development within commercial areas should be of compatible intensity with and complementary to business activity.

Policy LU-3.3: Encourage housing, offices, community facilities, shops, and services at or near the park and ride lots and other transit facilities.

Park and ride facilities provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. The design of these facilities should be carefully considered to integrate well with the surrounding neighborhood. Likewise, neighborhood uses should complement and support planned transit facilities. The City should work with King County Metro to develop standards for housing, offices, shops and services at these facilities.

Policy LU-3.4: Focus higher intensity land uses primarily in areas served by frequent transit service.

As decisions are made about locating future growth in Kirkland, the availability of viable transportation choices should be taken directly into account in relation to the location and intensity of that growth.

Policy LU-3.5: Provide vehicular access for commercial development from arterials or freeways and avoid vehicular access from residential streets.

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

Policy LU-3.6: Incorporate features in new development projects that promote transit and non-motorized modes.

Site design can play an important role in promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered and

secured bicycle racks may encourage a would-be cyclist. With the growth of electrified personal transit, standards to require publicly accessible charging stations should also be incorporated into new development.

Policy LU-3.7: Pursue reducing or removing minimum vehicle parking requirements in: walkable areas with convenient shops, services and good transit service; and for residential uses, including low-density, middle-housing, and stacked dwelling unit housing types.

Unused parking is an inefficient use of land and imposes significant additional costs on residents and businesses. Where people have viable alternatives to car ownership and lower parking needs are demonstrated, new development should not be required to build more parking supply than the actual demand. Additionally, parking is expensive to build and can require use of materials with high environmental impacts. Reduced or eliminated parking requirements can help reduce the cost of construction and, as a result, help enable future housing and/or jobs production through new development.

Policy LU-3.8: Create a complementary relationship between adjoining land uses and the Cross Kirkland Corridor and Eastrail Corridor, both in terms of short term nonmotorized access and future opportunities for high-capacity transit.

The corridors have evolved significantly from heavy rail use to nonmotorized access and recreation. The corridors will continue to evolve as opportunities for future transportation are realized. This evolution should be carefully considered and leveraged in relation to planned land uses along the corridor. The corridors present opportunities for nearby residents to easily access excellent active transportation connections to other parts of the city and region, and commercial uses could help further activate the corridors.

Policy LU-3.9: Encourage vehicular and nonmotorized active transportation connectivity, including through new mid-block connections, while prioritizing network improvements that will contribute to reducing the City's Vehicle Miles Traveled (VMT).

Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes. Pedestrian connections between adjacent properties, and to adjacent streets, minimize walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. Cul-de-sacs, dead-end streets, fences or other barriers prevent convenient connections. The intent of this policy is to encourage connections and to avoid such barriers to easy access.

Residential Mixed Use Areas

Most of the land in Kirkland is developed with housing of some type – whether single-unit or multi-unit homes. Kirkland will continue to provide abundant housing, and focusing intention on providing housing available to all income levels will help achieve a more welcoming and inclusive community. Increasingly, more housing in the City is provided as infill development in traditionally lower-intensity residential areas and in mixed use

developments. As growth occurs, the community has expressed a desire for increased flexibility for smaller-scale commercial uses providing for daily needs to be located within residential areas.

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

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

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

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

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

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

Policy LU-4.3: Establish a new, reduced minimum lot size applied throughout residential zones to support affordability, more opportunities for fee-simple ownership, and housing supply objectives.

In conjunction with implementation of Policy LU-4.2, this policy would help enable housing production and could increase access to opportunity by providing more options for people to access home ownership.

Policy LU-4.4: Locate the highest intensity residential areas close to shops and services, employment centers, and transportation hubs.

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

Policy LU-4.5: Encourage new residential growth to meet City objectives of environmental sustainability, economic growth, and Diversity, Equity, Inclusion, and Belonging principles, along with Washington State

required allowances for middle-housing types such as Accessory Dwelling Units, Cottages, and multiplexes in lower-intensity neighborhoods.

Infill development is expected to be one of the ways that the City can provide additional capacity for new housing production and this policy would help ensure that all areas of the City increase access to opportunity.

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

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

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

Commercial Mixed Use Areas

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a regional medical center, top notch educational facilities, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business – for employers, employees, and customers.

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

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

Today, most of Kirkland's commercial areas are designated for mixed use development. Mixed use development is a fundamental part of the regional and local growth strategy. As evidenced in areas like Downtown Kirkland, Totem Lake, and Juanita Village, the mixing of residential and commercial uses creates compact, walkable, transit-oriented communities. Residents and employees in these communities have choices about the mode of transportation they use to meet their daily needs, businesses benefit by having a close-in customer base, and public services are more efficiently provided to more people. The Land Use

Element emphasizes the quality of the mixed use environment to ensure that mixed use development creates highly desirable places for people to live, work, play, and learn.

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

Policy LU-5.1: Promote the following principles in designing development standards and land use plans for commercial and mixed use areas:

Urban Design

- *Create lively and attractive districts with a human scale.*
- *Create attractive, pedestrian-oriented plazas, courtyards, and streets through building placement and design and by minimizing the obtrusive nature of parking lots.*
- *Support a mix of retail, office, and residential uses in multistory structures; or mixed uses in a horizontal orientation.*
- *Create effective transitions between areas of varying intensities.*
- *Encourage incorporation of green infrastructure such as bioswales, functional planter beds, green walls/roofs, and other similar features.*

Access

- *Develop multimodal transportation options.*
- *Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.*
- *Promote a street pattern that provides through connections, pedestrian accessibility and vehicular access.*
- *Encourage pedestrian travel to and within commercial and mixed use areas by providing:*
 - *Safe and attractive walkways;*
 - *Close groupings of stores and offices;*
 - *Placement of parking in structures, underground, or to the back or side of buildings.*

Although each commercial and mixed use area has its own unique attributes, these generalized development guidelines work to promote a basis of good planning principles and support a complete transportation system. Particular emphasis is placed on improving pedestrian accessibility in commercial areas. These policies recognize that urban design is important, and that well-designed commercial and mixed use areas, in partnership with Kirkland's residential neighborhoods, will promote sustainability and livability.

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

The intent of this policy is that future economic development be concentrated in existing commercial and mixed use areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Policy LU-5.3: Enhance and strengthen Kirkland's transit-oriented and commercial mixed use areas consistent with the City's 2044 Vision, growth targets, and the neighborhood plan for each area.

Each of Kirkland's commercial and mixed use areas has unique characteristics based on its role in the community and/or region. Totem Lake and the Greater Downtown are designated as Urban Centers.

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

Kirkland's commercial areas provide a diversity of jobs; from primary jobs that bring new revenue into the community, to high-tech jobs that attract creative industry leaders, to service jobs that provide necessary goods and services to the community. All of these employment types are important to a balanced community and plans for each of Kirkland's commercial areas should strengthen appropriate employment opportunities.

Policy LU-5.5: Maintain and enhance Kirkland's diverse Neighborhood Centers to serve as business centers and as walkable focal points for the local community. Reflect the following principles in development standards and land use plans for these areas:

- *Preserve and enhance neighborhood-serving retail, especially grocery stores.*
- *Promote a mix of complementary uses.*
- *Support redevelopment at an intensity that helps meet Kirkland's required affordable housing and growth targets in walkable neighborhoods with good transit service.*
- *Create gathering places and opportunities for social interaction.*
- *Create and maintain unique places that promote the City's 2044 vision.*

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

Policy LU-5.6: Encourage redevelopment and adaptive reuse of Kirkland's Light Industry/Office areas in a manner that supports the existing mix of allowed uses while enabling these areas to evolve into innovative areas for commerce and employment.

Kirkland's Light Industry/Office areas owe their diversity to a history of industrial development – much of it located along the former heavy rail corridor. Remaining light industry continues to provide valuable employment and economic benefits to the City. As new industrial development shifts elsewhere in the region, Kirkland's Light Industry/Office areas will serve two vital roles. First, existing development is in demand for a variety of uses that can be accommodated in the existing building stock. Second, over time, more high-tech companies will locate new development in these areas and benefit from the availability of large parcels with access to the Cross Kirkland Corridor and Eastrail Corridor and proximity to vibrant neighborhoods.

Policy LU-5.7: Allow for innovative land use and development within the Cross Kirkland Corridor Strategic Plan where such innovation enhances the recreational, transportation, environmental, and economic development potential of the Corridor.

Areas adjoining the Corridor will evolve and adapt to the changing function and character of the Corridor. The City should ensure that land use regulations facilitate desired development patterns. In the shorter term, that includes allowing uses that benefit from a multimodal trail and reciprocally benefit trail users. It also includes prohibiting uses that are determined to be detrimental to a trail. In the longer term, it means exploring opportunities to accommodate transit and the transit-oriented development it will attract.

Policy LU-5.8: Identify and remove regulatory barriers to development in the City's Center Mixed Use areas including, but not limited to: reducing or eliminating minimum parking requirements, removing land aggregation or minimum parcel size requirements, increasing nearby housing densities, and removing minimum lot size per housing unit requirements.

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

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

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

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

Open Space and Resource Protection

Open space may serve amenity, utilitarian and/or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, and wildlife habitat. As growth continues, the value of open space will increase, providing relief from the urban environment and an opportunity to experience nature inside the City.

Public agencies, including the City, King County, and the State, already own important areas of open space within and on the borders of the City. These areas serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements, held by the City, also preserve environmentally sensitive open spaces and habitat. Open space goals and policies

are also included in the Sustainability, Climate, and Environment (SCE) Element, and the Parks, Recreation, and Open Space Element.

Goal LU-6: Establish a coordinated and connected system of open space throughout the City that:

- **Preserves natural systems;**
- **Protects wildlife habitat and corridors;**
- **Provides land for recreation;**
- **Promotes actions from the Sustainability Strategic Plan; and**
- **Preserves natural landforms and scenic areas.**

Policy LU-6.1: Distribute parks and open spaces throughout the City, prioritizing historically underserved communities, and with particular focus on new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

The intent of this policy is to establish priorities for open space acquisition or protection.

Policy LU-6.2: Work with adjacent jurisdictions; County, State, federal, and tribal governments; and nonprofit groups to identify and protect open space networks to be preserved within and around Kirkland.

Preserving open space corridors inside in the City need not conflict with private property rights or preclude the reasonable use of land. To this end, a variety of strategies should be considered that provide opportunities for negotiating “win-win” approaches to preservation and development.

Policy LU-6.3: Identify strategies to incorporate the City’s streets and the Cross Kirkland Corridor as integral parts of the overall open space network.

A high percentage of the City’s land area is in public rights-of-way. In addition to the vehicular functions they serve, these areas are an important part of Kirkland’s pedestrian and green-space network. Management of streets to preserve and enhance these functions improves the cohesiveness of the overall system. In addition, the Cross Kirkland Corridor and Eastrail Corridor provide an extraordinary opportunity to link many existing open spaces together in a coordinated manner, and to help realize complete communities in Kirkland.

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

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

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

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

Goal LU-7: Protect and enhance Kirkland's natural resources.

Policy 7.1: Continue to designate and protect critical areas based on best available science, with special consideration to preserving and enhancing anadromous fisheries.

Critical areas include wetlands, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas.

Policy LU-7.2: Decrease energy use, promote renewable energy, and promote public health through land use strategies that promote a mix of housing, employment, and services at intensities sufficient to promote active transportation, and transit.

Kirkland has signed onto the U.S. Mayor's Climate Protection Agreement, which includes a commitment to reducing the City's global warming emissions and adopting land use policies and regulations that reduce sprawl, preserve open space and the urban forest, and create a compact, walkable community with good transportation options.

Essential Public, Government, and Community Facilities

Essential public facilities as well as government and community facilities serve a variety of populations. Some serve local low-income residents who may not have easy access to private transportation. Others, such as transfer stations, serve regional waste haulers in large trucks along with local residents. Recognition of the unique characteristics of the clients of these facilities is important to their siting.

Government facilities are uses consisting of services and facilities operated from any level of government. Community facilities are uses that serve the public and are generally of a public service, noncommercial nature and usually operated by nonprofit agencies or organizations. Some government and community facilities are also classified as "essential public facilities" as defined in Chapter 36.70A RCW and as discussed below in more detail.

RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities" and requires that each county and city have "a process for identifying and siting essential public facilities." Essential public facilities are defined in RCW 36.70A.200 as "those facilities that are typically difficult to site, such as airports, State education facilities and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure

community transition facilities as defined in RCW 71.09.020.” The State Office of Financial Management maintains a list of essential State public facilities and may at any time add facilities to the list.

The intent of the following section is to acknowledge that different essential public facilities as well as government and community facilities have different siting needs, depending on their customers and their unique characteristics. The community depends on all of these facilities. For that reason, their location within the City should not be precluded. Potential adverse impacts of siting these facilities in the City should be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities. The goal is to design such facilities such that they are assets to the neighborhoods they are in.

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

Policy LU-8.1: Work cooperatively with King County, the State and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the State, King County and other cities in the siting of essential public facilities.

Policy LU-8.2: Consider the following in siting essential public facilities:

- *Accessibility to the people served;*
- *Public involvement, especially from historically marginalized communities;*
- *Transitions to, and/or compatibility with, surrounding uses;*
- *Fostering excellent urban design and incorporating amenities;*
- *Preservation of natural resources;*
- *The cost-effectiveness of service delivery;*
- *Location near transit and mixed use centers;*
- *Mitigating climate change, economic, and health impacts; and*
- *The goals and policies of the City’s Comprehensive Plan.*

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities. However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with State statutory provisions and the King County Countywide Planning Policies.

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses.

It may be impossible for some essential public facilities as well as government and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized, and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.

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

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

Sustainable Land Use

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

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

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

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

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

Historic Identity and Preservation

The history of this area is rooted in its rich Native History and it is important to acknowledge the First

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

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

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

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

- Explore meaningful ways, in collaboration with local Tribes, to acknowledge the Native History of this area.
- Retain historic buildings by finding a compatible use that requires minimal alteration.
- Design new projects to sensitively incorporate the historic building on its original site, if the proposed development project encompasses an area larger than the site of the historic resource.
- Retain and repair the architectural features that distinguish a building as an historic resource.
- Restore architectural or landscape/streetscape features that have been destroyed.
- Move historic buildings to a location that will provide an environment similar to the original location.
- Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

Although age is an important factor in determining the historical significance of a building, structure, site or object (a minimum of 50 years for the National and State Register and 40 years for the City of Kirkland register), other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, also are important.

Table LU-4 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland and Figure LU-5 identifies the location.

The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table LU-4. All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain "Landmarks," designated by the Kirkland Landmark Commission, and "Historic Landmarks," designated pursuant to Chapter 75 KZC.

Development permits involving buildings, structures, sites and objects in Table CC-1 are subject to environmental review under the City's local SEPA regulations. In addition, landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to Kirkland Municipal Code Title 28. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council. City of Kirkland "Historic Landmarks" noted with a footnote (¥) are subject to review under Chapter 75 KZC.

Figure LU-5: Designated Historic Buildings, Structures, Sites and Objects

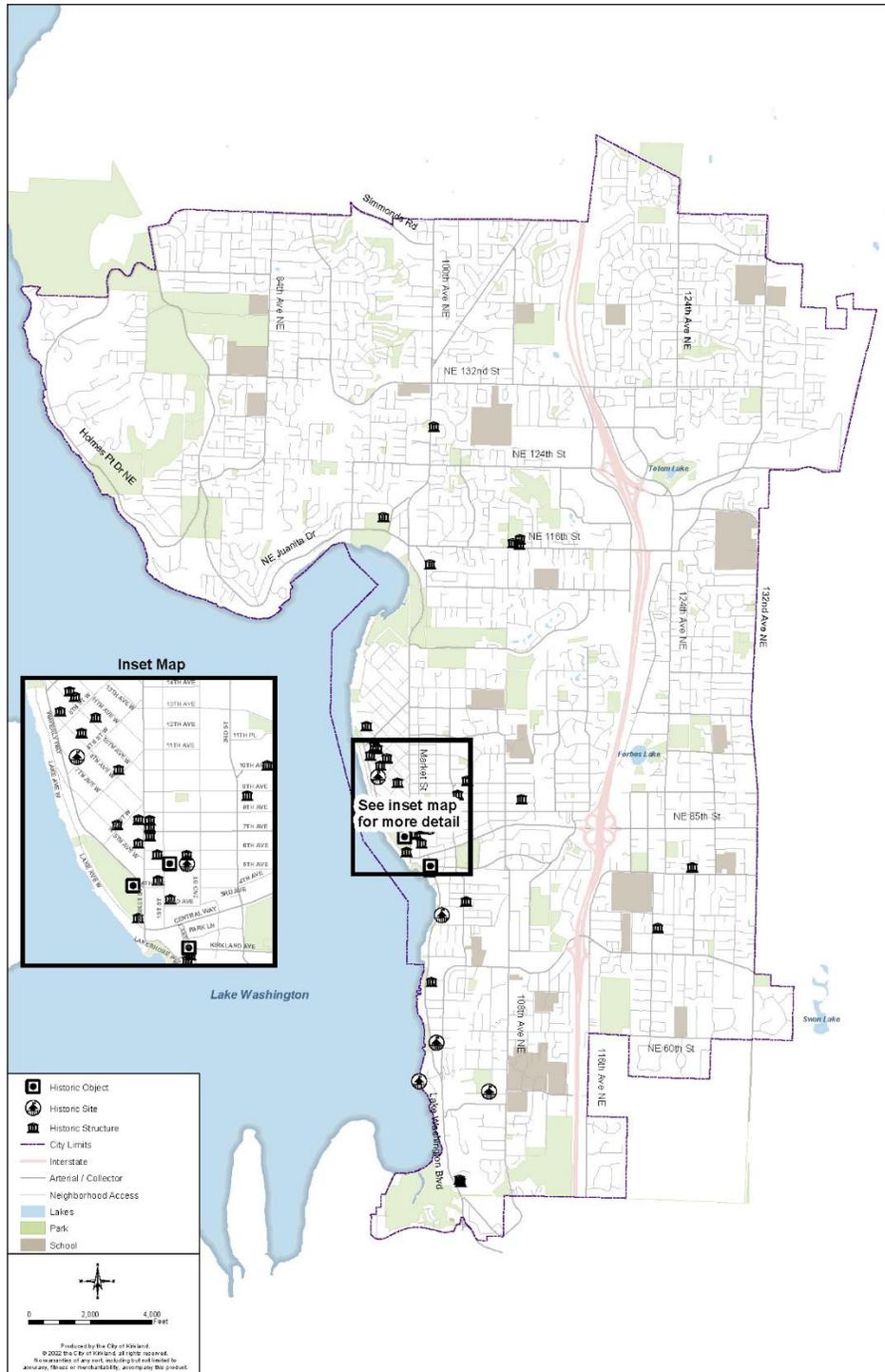


Table LU-4: Designated Historic Buildings, Structures, Sites and Objects

List A: Historic Buildings, Structures, Sites and Objects Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
Buchanan House (formerly known as Trueblood House)	129 6th Ave. (moved from 127 7th Ave.)	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
¶Marsh Mansion	6610 Lake Wash. Blvd.	French Ec Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

List B: Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral (Moved)	408 State St. S	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk

Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved from 6436 Lake Washington Blvd.)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved from 10129 NE 63rd)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.	Site only – Structure demolished May 2014	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Site only – Structure demolished	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Norkirk

Shumway Site	510 – 528 Lake St. S.	Site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	Site only		Anderson/WW	Lakeview
Lake House Site	10127 NE 59th St.	Site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
¥Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAulife Park)	Residential Vernacular	1887	Harry Langdon	Juanita
Ostberg Barn	10836 NE 116th St. (McAulife Park)	Barn	1905	Agriculture	Juanita

Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	Juanita
Carillon Woods Park	NW corner of NE 53rd St. and 106th Avenue NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton
¥346 10th Ave. Residence	346 10th Ave.	Bungalow	1921		Norkirk
¥307 9th Ave. Residence	307 9th Ave.	Craftsman	1918		Norkirk

Footnotes:

* The City of Kirkland Landmark Commission has formally designated these buildings, structures, sites and objects as Landmarks pursuant to KMC Title 28.

¥ The City of Kirkland has formally designated these buildings, structures, sites and objects as Historic Landmarks pursuant to Chapter 75 KZC.

Note: KL&IC is the Kirkland Land and Improvement Company.

The City recognizes its historic resources in the following priority:

1. Buildings, structures, sites and objects listed on the National and State Registers of Historic Places.
2. Buildings, structures, sites and objects recognized by the Kirkland Landmark Commission.
3. Buildings, structures, sites and objects designated by the City as Historic Landmarks.
4. Buildings, structures, sites and objects designated by the City as Historic Community Landmarks.
5. Buildings, structures, sites and objects designated by the City as an historic resource, providing historical context.

The City should periodically update the lists of historic resources through a systematic process of designation.

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

Policy LU-10.3: Provide encouragement, assistance and incentives to property owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic buildings, structures, sites and objects.

There are a number of activities that the City can do to provide encouragement and incentives for the owners of historic buildings, structures, sites and objects, including:

- Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;
- Reuse or salvage architectural features and building materials in the design of new development;
- Encourage the preservation or enhancement of significant historic resources or commitment through historic overlay zones as a public benefit when planned unit developments are proposed;
- Prepare and distribute a catalog of historic resources for use by property owners, developers and the public;
- Maintain an interlocal agreement with King County that provides utilization of the County's expertise in administering historic preservation efforts and makes owners of Kirkland's historic buildings, structures, sites and objects eligible for County grants and loans;
- Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority buildings, structures, sites and objects;
- Encourage property owners to utilize government incentives available for historic buildings, structures, sites and objects;
- Allow compatible uses in historic structures that may assist in their continued economic viability, such as bed and breakfasts in larger residential structures.

Policy LU-10.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.

Historic resources contribute to the urban fabric of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

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

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

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

The City should always ensure that anything about a specific community of people is incorporating the input and participation of those people. This can be done in various ways, including articles in Citywide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

The City's system of historic signage, which includes plaques to interpret significant buildings, structures, sites and objects, should be expanded. While historic street signs have been hung along with existing street signs, interpretive markers could be placed along public streets, pedestrian-bike paths and the Cross Kirkland and Eastrail Corridors to provide education about the City's history.

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

Visual Identity

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

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

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

Good urban design recognizes that a City's physical setting and development patterns collectively form its visual character. In Kirkland, urban design should protect defining features, respect existing surroundings, and allow for unique identification between different parts of the City. The urban design principles adopted by reference in the Kirkland Municipal Code and the

corresponding design regulations in the Zoning Code ensure that new development will enhance Kirkland's sense of place.

Policy LU-11.2: Prohibit gated developments or gated rights-of-way.

Kirkland strives to be an open, welcoming community with inviting neighborhoods and a strong social fabric. These values can be supported by allowing public access throughout the community. Gates that restrict public access and connections through developments have an exclusionary effect and detract from a friendly, open image. This policy is not intended to restrict fences with gates around individual homes, gated multifamily parking garages, gated multifamily interior courtyards, or similar private spaces.

Policy LU-11.3: Encourage quality designs for institutional and community facilities that reinforce their symbolic importance and create distinctive reference points in the community.

Government facilities, schools, churches, libraries and other civic buildings serve as meeting places and play an important role in the community. These public and semipublic buildings should be designed with attention to site planning, building scale, landscaping, pedestrian amenities, building details, and opportunities for integrating art into the project. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall, park and recreational facilities, libraries, and other civic buildings should be designed to be landmarks for the City as a whole.

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

The ability to walk or bike from Kirkland's activity areas and neighborhoods to Lake Washington, parks and the Cross Kirkland Corridor is an important value and often a reason people choose to live and do business here.

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

Kirkland's neighborhoods are special places. Each neighborhood has a distinctive identity which contributes to the community's image. Appropriate transitions are also necessary to distinguish the City from surrounding jurisdictions. Community signs, public art, and other gateway treatments such as landscaping are methods of identification that contribute to the visual impressions and understanding of the community. Other identification methods and entranceway treatments can communicate the City's origin and history, economic base, physical form, and relation to the natural setting.

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

Public signs are needed to supply information about public facilities, such as bus, pedestrian and bicycle routes, municipal parking lots, and City offices. The primary function of these signs is to present information about the location of public facilities and services in a clear and concise fashion using a consistent way-finding system of graphics, colors, and sign types.

Policy LU-11.7: Implement sign regulations that equitably allow visibility in the display of commercial information and promote a cohesive design aesthetic that is in context with district design guidelines, where present.

Commercial signs identify businesses and advertise goods and services. Although they may be larger and more visually prominent than public information signs, their placement and design should also respect the community's visual character and identity and minimize visual impacts. By their nature, commercial signs are prominent in the landscape and thus should receive as much design consideration as other site development components.

Policy LU-11.8: Maintain and enhance the appearance of streets and other public spaces.

Public spaces perform a variety of functions, and their design and maintenance make an important contribution to the character of the community. They provide places for people to congregate and furnish transitions between neighborhoods. Parks and open space areas such as Forbes Lake, Totem Lake, Yarrow Bay Wetlands, O.O. Denny Park, Big Finn Hill Park and Juanita Bay Park support valuable wildlife. Amenities such as public art, street trees, landscaped median strips, underground utility lines, public street lights, and various types of street furniture add to the appearance of streets and make them more inviting. The City should continue to maintain and enhance these public areas.

DRAFT LAND USE POLICY LU-2. OPTIONS

The following are several alternate versions of policy LU-2.4. Preceding each alternative policy is a brief description of the intent behind the version, as well as background on if the version has been included in previous element drafts. The alternate versions of the policy are arranged in order of how restrictive they would be in regard to crafting future Zoning Code amendments to implement the policy: the first version would provide the most future flexibility, and the last version would be the most restrictive.

Alternative A

This option is the original drafted version of the policy, and was included in the version of the element discussed at the first public hearing for the Land Use Element. This option provides the most flexible language to guide future projects to consider Zoning Code amendments.

Policy LU-2.4: Create additional capacity for higher-intensity residential uses along identified frequent transit corridors citywide, and ensure development regulations enable multi-unit housing types.

Alternative B

This option was proposed by Planning Commission Chair Rutherford following the consideration of public testimony received through the August 22, 2024 public hearing. This option would provide flexible guidance for any future consideration of additional capacity, while focusing attention on area-specific conditions and opportunities as context for any capacity increases.

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses in areas with comfortable and convenient access to amenities that reduce the dependence on driving, and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities.

Alternative C

This option was proposed by Commissioner Jacobson as an amended version of Alternative D (which is the policy version included in the August 22, 2024 PC packet). This option provides an extensive list of criteria to be considered for any future capacity increases, and does not link study of any additional capacity along transit corridors to housing production in the Station Area (or anywhere else in the City).

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses along frequent transit corridors and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities. Evaluation of this additional capacity should occur pursuant to the framework established below:

- Prioritization. *Increases to capacity near frequent transit corridors should be studied in the below priority order per tasks adopted in the Planning Work Program:*
 - Tier 1 (top priority): Bus Rapid Transit lines with dedicated funding for implementation (e.g., K Line and STRIDE Line).*
 - Tier 2 (secondary priority): Transit corridors with frequent service (15-minute headways or less during commute hours).*
- Public Process. *Evaluating additional capacity pursuant to Policy LU-2.4 would be conducted pursuant to the provisions of Process IV described in Chapter 160 of the Kirkland Zoning Code (i.e., ultimate decision by City Council based on a Planning Commission recommendation) and would take the form of Zoning Code/Map amendments. The process would involve the following steps:*
 - 1. The process will be initiated through the inclusion into the Planning Work Program of study of one or more transit corridors for increased capacity. The Planning Work Program extends over three years and is approved annually by the City Council based on a Planning Commission recommendation.*
 - 2. Conduct environmental review pursuant to the State Environmental Policy Act (SEPA) analyzing the specific environmental effects of each proposal. While the Supplemental SEIS prepared for the Comprehensive Plan will be the foundation for the environmental review, supplemental environmental review will be conducted to evaluate potential environmental impacts at the corridor scale – including impacts on transportation infrastructure, public services, schools, and utilities. Other technical studies may be needed to support this analysis, such as a corridor study.*
 - 3. Conduct public outreach, including meetings with established organizations and individuals representing the City's diverse community and interests.*
 - 4. Undertake noticing of each zoning proposal, as required in the Zoning Code, and including at least two public notice signs along each corridor proposed for rezoning.*
 - 5. Staff will prepare staff reports outlining possible rezoning options, which will be presented to Planning Commission in at least one study session and in advance of a public hearing. Additional capacity should only be granted after sufficient technical analysis in support of additional capacity has been completed, and there are assurances (e.g., dedicated funding) that adequate infrastructure capacity will be in place to support additional density.*
 - 6. A public hearing will be held for each proposal.*
 - 7. After the public hearing, the Planning Commission will make a recommendation to City Council on each rezoning proposal, and City Council will decide whether to adopt.*

- *Decisional Criteria. In determining the geographic boundaries of any zoning amendments, and associated maximum building heights, densities, and other changes to development regulations, the following criteria, as well as any other relevant factors, should be taken into account:*
 1. *Existing and planned multimodal infrastructure and transit service to accommodate density.*
 2. *Existing and planned parks and open spaces (public and private).*
 3. *The ability of the change to expand the City's supply of affordable housing.*
 4. *School capacity to accommodate added density.*
 5. *Street safety for all modes.*
 6. *Policies to address availability of parking.*
 7. *The multi-modal level of service of transportation infrastructure.*
 8. *Opportunities to reconnect the street grid and create pedestrian and/or bicycle through block connections.*
 9. *Proximity to neighborhood and regional growth centers.*
 10. *The impact topography has on walkability.*
 11. *Proximity to historically designated properties and districts.*
 12. *The city's policies on public view corridors.*
 13. *A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors.*
 14. *The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.*
 15. *The extent to which the capacity increase promotes 10-minute neighborhoods.*

Alternative D

This option is included in the current, complete, draft Land Use Element in the September 12, 2024 meeting packet. This version was also included in the August 22, 2024 PC public hearing packet; with the exception that the August 22 version included language that would delay any consideration of additional capacity along transit corridors until after a certain amount of housing production was achieved in the NE 85th Street Station Area Plan (referred to as the "pioneer provision"). That specific language has been removed from the below alternative and the version of the policy included in the complete Land Use Element in the September 12, 2024 packet. The pioneer provision was removed to reflect the importance of adding housing capacity in many different parts of the City to achieve community objectives, including expanding the housing supply. However, the pioneer provision was included in Alternative E.

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses along identified frequent transit, and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities. Evaluation of this additional capacity should occur pursuant to the framework established below:

- *Prioritization. Increases to capacity near frequent transit corridors should be considered individually per transit corridor segment, and should be studied in the below priority order per discrete tasks adopted in the Planning Work Program:*

Tier 1 (top priority): Bus Rapid Transit lines with dedicated funding for implementation (e.g., K Line and STRIDE Line).

Tier 2 (secondary priority): Tier 2 capacity increases should be studied pursuant to the following priorities:

- 1. Transit corridors with existing frequent service (15-minute headways or less during commute hours) that travel through or connect the City's Regional Growth Centers.*
 - 2. Transit corridors with existing frequent transit service that do not travel through or connect the City's Regional Growth Centers if new transit service is funded beyond 2024 service levels.*
- *Public Process. Evaluating additional capacity pursuant to Policy LU-2.4 would be conducted pursuant to the provisions of Process IV described in Chapter 160 of the Kirkland Zoning Code (i.e., ultimate decision by City Council based on a Planning Commission recommendation) and would take the form of Zoning Code/Map amendments. The process would involve the following steps:*
 - 1. The process will be initiated through the inclusion into the Planning Work Program of study of one or more transit corridors for increased capacity. The Planning Work Program extends over three years and is approved annually by the City Council based on a Planning Commission recommendation.*
 - 2. Conduct environmental review pursuant to the State Environmental Policy Act (SEPA) analyzing the specific environmental effects of each proposal. While the Supplemental SEIS prepared for the Comprehensive Plan will be the foundation for the environmental review, supplemental environmental review will be conducted to evaluate potential environmental impacts at the corridor scale – including impacts on transportation infrastructure, public services, schools, and utilities. Other technical studies may be needed to support this analysis, such as a corridor study.*
 - 3. Conduct public outreach, including meetings with established organizations and individuals representing the City's diverse community and interests.*
 - 4. Undertake noticing of each zoning proposal, as required in the Zoning Code, and including at least two public notice signs along each corridor proposed for rezoning.*
 - 5. Staff will prepare staff reports outlining possible rezoning options, which will be presented to Planning Commission in at least one study session and in*

advance of a public hearing. Additional capacity should only be granted after sufficient technical analysis in support of additional capacity has been completed, and there are assurances (e.g., dedicated funding) that adequate infrastructure capacity will be in place to support additional density.

6. *A public hearing will be held for each proposal.*
 7. *After the public hearing, the Planning Commission will make a recommendation to City Council on each rezoning proposal, and City Council will decide whether to adopt.*
- *Decisional Criteria.* *In determining the geographic boundaries of any zoning amendments, and associated maximum building heights, densities, and other changes to development regulations, the following criteria should be taken into account:*
 1. *Existing and planned multimodal infrastructure and transit service to accommodate density.*
 2. *Existing and planned parks and open spaces (public and private).*
 3. *The ability of the change to expand the City's supply of affordable housing.*
 4. *School capacity to accommodate added density.*
 5. *Street safety for all modes.*
 6. *A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors.*
 7. *The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.*
 8. *The extent to which the capacity increase promotes 10-minute neighborhoods.*

Alternative E

This option was drafted by staff after the August 22, 2024 public hearing and considering extensive public testimony. It is intended primarily to address concerns about future building height in the transit corridors. The language below is the most constraining option among the alternatives, as it includes the most detailed prioritization, review process, and review criteria components from the other alternatives. In addition, this option adds in language that establishes maximum building heights to be considered relative to the type of frequent transit corridors. It should be noted that staff continues to recommend that specific building heights *not* be incorporated into policies, but are providing this alternate language as an option to consider that may address the concerns of community members who are concerned that Policy LU-2.4 would result in 4-6-story buildings across the transit corridors. Staff would note that relatively high densities can be achieved with 2-4-story buildings, assuming reduced setbacks, low or no parking requirements, and other customized regulations, and that these densities could support many of the community objectives expressed in the Comprehensive Plan, including fostering walkable and transit-supportive neighborhoods.

Policy LU-2.4: Explore additional capacity for higher-intensity residential uses along identified frequent transit corridors once the NE 85th St Station Area residential development has achieved a number of residential units with vested permits equal to the affordable housing pioneer provision, and ensure development regulations enable diverse housing options and small-scale retail and commercial opportunities. Evaluation of this additional capacity should occur pursuant to the framework established below:

- *Prioritization. Increases to capacity near frequent transit corridors should be considered individually per transit corridor segment, and should be studied in the below priority order per discrete tasks adopted in the Planning Work Program:*

Tier 1 (top priority): Bus Rapid Transit lines with dedicated funding for implementation (e.g., K Line and STRIDE Line).

Tier 2 (secondary priority): Tier 2 capacity increases should be studied pursuant to the following priorities:

- 3. Transit corridors with existing frequent service (15-minute headways or less during commute hours) that travel through or connect the City's Regional Growth Centers.*
 - 4. Transit corridors with existing frequent transit service that do not travel through or connect the City's Regional Growth Centers if new transit service is funded beyond 2024 service levels.*
- *Intensity. Development intensities should be higher along Tier 1 corridors and lower along Tier 2 corridors, as follows. Because these development intensities are limited by building height to ensure appropriate scale, special attention should be given to maximizing density in terms of the number of compact dwelling units yielded by each development, including granting larger building envelopes to projects with more residential units. Within the height ranges specified below, taller buildings should generally be located closer to each high-frequency transit route.*

Tier 1: Building heights should be a maximum of 3-4 stories and utilize housing typologies that achieve higher densities, promote the provision of neighborhood services, and accommodate affordable housing in a cost-effective manner.

Tier 2: Building heights should be 2-3 stories and utilize middle housing typologies that achieve higher densities, such as small apartment buildings, stacked flats, and innovative housing types that yield more affordability by nature of their small size.

- *Public Process. Evaluating additional capacity pursuant to Policy LU-2.4 would be conducted pursuant to the provisions of Process IV described in Chapter 160 of the Kirkland Zoning Code (i.e., ultimate decision by City Council based on a Planning*

Commission recommendation) and would take the form of Zoning Code/Map amendments. The process would involve the following steps:

1. The process will be initiated through the inclusion into the Planning Work Program of study of one or more transit corridors for increased capacity. The Planning Work Program extends over three years and is approved annually by the City Council based on a Planning Commission recommendation.
 2. Conduct environmental review pursuant to the State Environmental Policy Act (SEPA) analyzing the specific environmental effects of each proposal. While the Supplemental SEIS prepared for the Comprehensive Plan will be the foundation for the environmental review, supplemental environmental review will be conducted to evaluate potential environmental impacts at the corridor scale – including impacts on transportation infrastructure, public services, schools, and utilities. Other technical studies may be needed to support this analysis, such as a corridor study.
 3. Conduct public outreach, including meetings with established organizations and individuals representing the City's diverse community and interests.
 4. Undertake noticing of each zoning proposal, as required in the Zoning Code, and including at least two public notice signs along each corridor proposed for rezoning.
 5. Staff will prepare staff reports outlining possible rezoning options, which will be presented to Planning Commission in at least one study session and in advance of a public hearing. Additional capacity should only be granted after sufficient technical analysis in support of additional capacity has been completed, and there are assurances (e.g., dedicated funding) that adequate infrastructure capacity will be in place to support additional density.
 6. A public hearing will be held for each proposal.
 7. After the public hearing, the Planning Commission will make a recommendation to City Council on each rezoning proposal, and City Council will decide whether to adopt.
- Decisional Criteria. In determining the geographic boundaries of any zoning amendments, and associated maximum building heights, densities, and other changes to development regulations, the following criteria should be taken into account:
 1. Existing and planned multimodal infrastructure and transit service to accommodate density.
 2. Existing and planned parks and open spaces (public and private).
 3. The ability of the change to expand the City's supply of more affordable market-rate housing and affordable housing.
 4. School capacity to accommodate added density.
 5. Street safety for all modes.
 6. A gradual transition of intensity with the highest intensity uses located closest to the center of the corridors and the lowest intensity uses located at the outer edges of the corridors.

7. *The need for sufficient grocery, commercial, and retail services to enable a complete community centered on the key transit corridors.*
8. *The extent to which the capacity increase promotes 10-minute neighborhoods.*