b. 2044 Comprehensive Plan Public Hearing Appendix: Glossary, Community Profile, History of Kirkland, File No. CAM22-00032
Address: Purpose: Conduct a public hearing to gather public testimony on proposed amendments to the draft Appendix Chapter of the Comprehensive Plan.
Action: Staff Contact:

This glossary is an alphabetical list of common terms used throughout the Comprehensive Plan. See the Kirkland Zoning Code Chapter 5 Definitions for additional terms.

Active Transportation: Forms of pedestrian mobility including walking or running, the use of a mobility assistive device such as a wheelchair, bicycling and cycling irrespective of the number of wheels, and the use of small personal devices such as foot scooters or skateboards. Active transportation includes both traditional and electric assist bicycles and other devices. Planning for active transportation must consider and address accommodation pursuant to the Americans with disabilities act and the distinct needs of each form of active transportation.

Active Transportation Facilities: Facilities provided for the safety and mobility of active transportation users including, but not limited to, trails, as defined in RCW **47.30.005**, sidewalks, bike lanes, shared-use paths, and other facilities in the public right-of-way.

ADA: Accessibility under the Americans with Disabilities Act (ADA) is the idea that people with disabilities should have equal access to programs, services, and areas as people without disabilities. This means that products, services, and facilities should be designed or modified so that people of all abilities can use them. The ADA has standards for accessible design that apply to all business locations and for transportation facilities.

Adequate Capital Facilities: Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Aging in place: The ability to live in one's own home and community safely, independently, and comfortably. It is also important that the community supports older adults to ensure they can remain active and integrated in society as they age.

All ages and abilities: The term "All Ages and Abilities" (AAA) is a policy approach that aims to improve bicycling access for people of all ages and abilities. It's a common term in bicycle research and practice and is considered a best practice for bicycle network design and implementation. The National Association of City Transportation Officials (NACTO) defines "All Ages" as being suitable for children through to older adulthood, while "All Abilities" includes less confident cyclists and people with physical or cognitive disabilities. The City of Kirkland has identified shared use paths, separated bicycle lanes and neighborhood greenways as being included in the City's AAA network.

Arterial (Minor): A roadway providing movement along a significant traffic corridor. Minor arterials interconnect and augment the principal arterial system. Generally, traffic on minor arterials serves the immediate local community for short to moderate trip lengths. Traffic volumes are high, although usually not as great as those associated with principal arterials. Traffic speeds for minor arterials are similar to that of principal arterials.

Arterial (Principal): A roadway providing movement along a major traffic corridor. Principal

arterials serve major urban and activity centers and access points to the freeway. They also serve as high traffic volume corridors that carry local cross-town trips and regional pass-through trips. Traffic volumes are higher, and trip lengths are longer than those usually associated with minor arterials.

Available Capital Facilities: Facilities or services that are in place or a financial commitment that is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years.

BIPOC: Black, Indigenous, and People of Color communities.

Built Green: A nonprofit program of the Master Builders Association of King and Snohomish Counties, developed in partnership with King County, Snohomish County and other agencies in Washington State to set health and environmental quality standards for residential development. The program provides consumers with easy-to-understand rating systems that quantify environmentally friendly building practices for remodeling and new construction. The highest level of certification is Emerald Star followed by 5 Star, 4 Star and 3 Star. All levels are verified by a third party.

Bus Rapid Transit (BRT): A high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations.

Capital Facility: A public facility that is classified as a fixed asset, has an estimated cost of $50,000 or more (except land), and typically has a useful life of 10 years or more (except certain types of equipment).

Capital Improvement: Physical assets constructed or purchased to provide, improve, or replace a public facility and which are large in scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing.

Capital Improvement Program (CIP): The City plan that addresses construction, repair, maintenance and acquisition of major capital facilities and equipment. The document provides a tool for public comment and City review regarding projects planned for the next six years, including transportation, surface water management utility, water and sewer utility, park, public safety, general government and equipment purchases.

Carbon Neutrality: Carbon neutral or net zero carbon emissions refer to achieving net zero carbon emissions by "balancing" a certain measured amount of carbon released with an amount of carbon offsets. This assumes that changes in land use can result in taking CO_2 out of the carbon cycle. Buying enough carbon credits to make up the difference is one way to achieve carbon neutrality.

Collector: A roadway capable of handling relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commute Trip Reduction: Commute Trip Reduction (CTR) is a Washington state law that encourages people to use alternative transportation methods to get to work, instead of driving alone. The law's goals are to reduce air pollution, traffic congestion, and the consumption of petroleum fuels. The CTR law was passed in 1991 and applies to workplaces with 100 or more employees who arrive between 6 AM and 9 AM at least two days a week.

Complete Streets: A comprehensive approach to transportation planning and street design that prioritizes safe and accessible transportation for all users. This includes people walking, rolling, bicycling, riding transit and driving with an emphasis on facilities for people of all ages and abilities. The goal is to create streets that accommodate all modes of transportation, ensuring safety, efficiency, and convenience for everyone. By integrating features like bike lanes, wider sidewalks, crosswalks, and public transit facilities, the Complete Streets approach aims to foster inclusive and sustainable communities. Kirkland has an adopted Complete Streets ordinance, KMC 19.08.055, which states that Complete Streets shall be accommodated to the maximum extent practical in the scoping, planning, development, and construction, operation and maintenance of all transportation facilities, including the creation of new transportation linkages in order to create a more connected community-wide transportation network.

Comprehensive Plan: A generalized coordinated policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities" as defined above.

Consistency: That no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions or entities.

Critical Areas: As defined in the Washington State Growth Management Act, RCW 36.70A.030(5), the following areas and ecosystems: "(a) wetlands, streams, and minor lakes; (b) areas with a critical aquifer recharging areas used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas."

Cross Kirkland Corridor Overlay: An overlay following the alignment of the Cross Kirkland and EastRail Corridor through adjoining commercial areas. The Overlay varies in uses but is defined by its orientation to transportation and recreational amenities of the Corridor. A specific width for the overlay is not assigned. Rather, its geography is defined by potential relationships of developments and uses to the Corridor – both current and envisioned. Innovative land uses and development types, including the potential for transit-oriented development, are critical to fully leveraging public and private investment in the Corridor.

DECLARE Label: Similar to a nutritional label, the DECLARE label program lists the ingredients of building materials so that architects, builders and consumers can select ecologically sound products without needing to do research. The label indicates where the product came from,

what it is made of and where it goes at the end of its life. The list ensures that the materials are not Red List materials, those that are harmful to humans. Avoiding Red List building materials is part of the Living Building Challenge program.

Density: One method to measure the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre).

Density Bonus: A greater number of residential units than would otherwise be permitted on a site under existing zoning, in exchange for developing in a more desirable way.

Development: The construction or exterior alteration of one or more structures, or a change in the type of intensity of land use, or the dividing of land, or any project of a permanent or temporary nature requiring land use modification.

Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land. Primarily implemented by the Kirkland Zoning Code.

Diversity, Equity, Inclusion and Belonging (Source: City of Kirkland Diversity, Equity, Inclusion and Belonging Five Year Roadmap and the Association of Washington Cities Equity Resource Guide)-

> *Diversity:* Diversity refers to the state of being different. Specifically, how a group of people differ from one another rather than how they are similar to one another. Diverse groups can vary in race, age, ethnicity, nationality, language, religion, gender identity, sexual orientation, physical/mental ability, socioeconomic status, and more. It is important to note that an individual person is not diverse, only groups of people can be diverse.

> *Equity*: Equity is the process of developing, strengthening, and supporting policies and procedures that distribute and prioritize resources to those who have been historically and currently marginalized. Equity-centered practices thus give considerable attention and resources to low-income and Black, Indigenous, and People of Color (BIPOC) communities.

> *Inclusion:* Inclusion means to intentionally collaborate with people from all backgrounds. It means putting aside any biases, learning who is excluded, and proactively reaching out to invite them into the group.

> *Belonging*: Inclusive communities create a culture of belonging for all and look for opportunities to invite and welcome everyone. The key to creating a sense of belonging is empathy—it requires desire, work, and a willingness to put yourself in someone else's shoes to understand them.

Domestic Water System: Any system providing a supply of potable water for the intended use of

a development which is deemed adequate pursuant to RCW 19.27.097.

Eastside Transportation Partnership (ETP): A forum of elected and appointed officials from east King County jurisdictions and affected agencies to promote inter-jurisdictional cooperation to implement coordinated, prioritized transportation plans and programs.

Emergency Housing: Temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

Emergency Shelter: A facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

Endangered Species Act: The Endangered Species Act (ESA) of 1973 is a federal legislation for both domestic and international conservation. The act aims to provide a framework to conserve and protect endangered and threatened species and their habitats. The Endangered Species Act is administered primarily by the U.S. Fish and Wildlife Service (FWS) of the Department of the Interior. The National Marine Fisheries Service (NMFS) of the federal Department of Commerce has responsibility for threatened and endangered marine species.

Environmental Impact Statement (EIS): A detailed statement regarding proposed actions having a significant effect on the quality of the environment (see RCW 43.21C.030(c) for further definition).

Environmental Justice: The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities and the equitable distribution of resources and benefits.

Extremely Low Income: A single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Fee-in-Lieu: The payment of money in place of dedicating land and/or easements as required by adopted regulations.

Financial Commitment: Identified sources of public or private funds or combinations thereof which will be sufficient to finance capital facilities necessary to support development and the assurance that such funds will be timely put to that end.

Fiscally Constrained: A term used in the Transportation Element to describe how recommended transportation projects (and their costs) must fit within the forecasted revenue of known local funding sources. Therefore, the project list is fiscally constrained to the projected revenue over 20-years.

Flexible Transit: A public transit service that is more responsive to demand than fixed-route, fixed-stop services and can supplement fixed route transit service such as Metro Flex, Community Van or other Accessible transit services.

Front Line Communities: Communities that experience the most immediate and worst impacts of climate change and are most often communities of color, Indigenous, and low-income (King County)

Functional Classification: The grouping of streets and highways into classes or systems according to the character of service they are intended to provide. The United States Federal Highway Administration (FHWA) defines three main functional classes for roads: Arterials, Collectors and local roads.

Geologically Hazardous Areas: Landslide hazard areas, erosion hazard areas, and seismic hazard areas.

Goal: The long-term end toward which programs or activities are ultimately directed.

Green Infrastructure: A wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

Greenhouse Gas (GHG): Gases that trap heat in the atmosphere are called greenhouse gases. The primary GHG's are Carbon Dioxide, Methane, Nitrous Oxide and Fluorinated gases.

Greenway (or Neighborhood Greenway): A select network of low speed, low volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control measures. The purpose of a Neighborhood Greenway is to provide a route for people of all ages and abilities to feel safe walking and riding bicycles as a comfortable alternative to bike lanes on busy arterials. Neighborhood Greenways are an important part of the citywide bicycle network to connect neighborhoods, schools, parks, regional trails, and other destinations.

Growth and Transportation Efficiency Center (GTEC): A defined area of dense mixed development with major employers, small businesses and residential units within an established urban growth area. The Totem Lake Urban Center is a GTEC. The GTEC designation goes

beyond the previously defined Commute Trip Reduction (CTR) boundaries of employers with more than 100 full-time workers to include all types and sizes of businesses and institutions in an effort to reduce single occupancy vehicle (SOV) work trips. The designation also makes a connection between land use and transportation, and rewards jurisdictions that design their urban form to reduce dependence on the automobile. The State GTEC program provides resources for jurisdictions to fund alternative commute efforts in areas of high concentrations of employment and population. See RCW 70.94.528.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Guiding Principles: The inspirational principles for guiding growth and development in the community over the 20-year horizon of the Comprehensive Plan. The guiding principles are based on the community aspirations and values described in the Vision Statement.

High Intensity Activated Crosswalk (HAWK) signal: A traffic signal to help make it easier and safer for people to cross busy streets. HAWK signals are initiated when a pedestrian approaches and pushes the button which will stop traffic to allow the pedestrian to cross. Pedestrians must wait for the walk signal before crossing.   It can be installed on streets with regular traffic signals as part of the city's coordinated signal system.

High-Capacity Transit (HCT): Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard transit system. HCT can operate on exclusive rights-of-way, such as a rail track or dedicated busway, or on existing streets with mixed traffic. High-capacity transit provides faster, more convenient and more reliable service for a larger number of passengers. Two common examples are bus rapid transit and light rail transit.

High Frequency Transit Service: Public transit that has headways (or minutes between trips) of 15 minutes or less at the peak hours and a service span of between 16 and 24 hours for seven days a week. Sometimes referred to as frequent transit.

HOV: High-occupancy vehicles, including buses, vanpools, and vehicles with two or more occupants. In some cases, HOV may be defined to include vehicles with three or more occupants.

HOV Lanes: Roadway lanes on freeways or arterials designated for use by HOVs and motorcycles, and which may facilitate reduced travel time compared with general purpose lanes. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities) and may be designated to be in effect during certain hours (such as peak commuting periods).

Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded public facilities required to service that development.

Impervious Surface: A surface which prevents (or severely restricts) the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

Infill Development: Development of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sizes.

Infrastructure: Manmade structures that serve the common needs of the population, such as: sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Intelligent Transportation System (ITS): Intelligent Transportation Systems (ITS) consist of the application of a variety of tools and advanced technologies to improve the operation of almost any transportation mode. A key feature of ITS is the reliance on advanced communication technology, such as fiber optic and/or wireless networks, to connect various field devices to a central management location. Examples of application are traffic signal operations, knowledge of traffic conditions, maintenance, lane configurations, transit speed and reliability, and parking management.

Intensity: A measure of land use activity based on density, use, mass, size, and/or impact.

Interlocal agreement (ILA): An agreement that enables local governments to cooperate with each other on a basis of mutual advantage to provide services and facilities in a manner that will accord the best with geographic, economic, population and other factors, influencing the needs and development of local communities. See RCW 39.34.010.

International Living Future Institute (ILFI): The institute administers the Living Building Challenge, the most rigorous and ambitious performance standard for the built environment. ILFI founded the Living Communities Challenge and is the parent organization for Cascadia Green Building Council, a chapter of both the United States and Canada Green Building Councils that serves Alaska, British Columbia, Washington and Oregon. ILFI offers green building and infrastructure solutions that move across scales (from single room renovations to neighborhoods and whole cities). They also offer global strategies for lasting sustainability, partnering with local communities to create grounded and relevant solutions.

JUST Label: The International Living Future Institute's voluntary disclosure program and tool for all types and sizes of organizations. The program provides an innovative transparency platform for organizations to reveal much about their operations, including how they treat their employees, and where they make financial and community investments. Like the Living Building Challenge's DECLARE label program, the JUST label acts as a "nutrition label" for socially just and equitable organizations. This approach requires reporting on a range of organization and employee-related indicators. Each of the indicator metrics asks for simple yet specific and measurable accountabilities in order for the organization to be recognized at a One, Two-, or Three-Star Level, which is then summarized on a label.

King Conservation District: A natural resources assistance agency authorized by Washington State and guided by the Washington State Conservation Commission to promote the sustainable use of natural resources. The district promotes conservation through demonstration

projects, education events, technical assistance and providing funding. The King CD has no regulatory or enforcement authority.

King County Sustainability Scorecard: A scorecard developed by the O'Brien Company for King County to use for projects that are not eligible to participate in a third party verified sustainability program. The aim of the checklist is to provide a measurement of the environmental sustainability of a project. A stand-alone parking garage is an example of a project type that could use this checklist.

Leading Pedestrian Interval: A Leading Pedestrian Interval (LPI) is a signal timing adjustment that gives pedestrians a head start to cross the street at a signalized intersection. LPIs are typically programmed to give pedestrians a 3–7 second head start before vehicles are given a green light to give them greater visibility.

LEED (Leadership in Energy and Environmental Design): A green building certification program that recognizes best-in-class building strategies and practices. To receive LEED certification, building projects satisfy prerequisites and earn points to achieve different levels of certification. The highest level of certification is Platinum, then Gold, Silver, Bronze certified.

LEED for Homes: A certification program credited by the United States Green Building Council to measure the environmental performance of homes versus commercial projects. The highest levels of certification include Platinum, Gold, Silver, and Bronze certified.

Level of Service (LOS): An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility or service based on and related to the operational characteristics of the facility. LOS standards are the City's adopted minimum acceptable level of service.

LGBTQIA+: People who identify as lesbian, gay, bisexual, transgender, queer, intersex, asexual, or other identities within the community (plus).

Living Building Challenge (LBC): As the most rigorous performance standard for the built environment, the LBC calls for the creation of building projects at all scales that operate as cleanly, beautifully and efficiently as nature's architecture. To be certified under the Challenge, projects must meet a series of ambitious performance requirements over a minimum of 12 months of continuous occupancy. The Living Building Challenge is comprised of seven performance areas, or "Petals": Place, Water, Energy, Health and Happiness, Materials, Equity and Beauty. Petals are subdivided into a total of 20 Imperatives, each of which focuses on a specific sphere of influence.

Living Communities Challenge (LCC): A certification program that has been designed to measure the environmental performance of an entire community. The scale of what constitutes a community could be as small as a neighborhood college campus all the way up to an entire city.

Local Improvement District: A statutory process by which property owners within a specified area are mutually assessed for neighborhood improvements that benefit the properties in the

area.

Local Road: A roadway serving relatively low traffic volume, short average trip length, or minimal through-traffic movements.

Low Impact Development: Various techniques to minimize impacts on the natural environment by reducing water runoff with less impervious surfaces and more landscaping and by absorbing water close to the source with permeable materials or retaining mature vegetation.

Low-Income Household: One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

Micromobility: Micromobility is a term used to describe any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility vehicles can be privately owned or rented and are often shared through docked based or dockless systems.

Middle Housing: Buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.

Mode: Mode is a term used to describe various forms of transportation such as walking, bicycling (or rolling referring to people in wheelchairs or using other mobility devices), transit and the use of motor vehicles. When used in the Comprehensive Plan or the Transportation Strategic Plan, these are the modes that are being referred to. The term can also be used for other forms of moving people and goods less relevant to Kirkland such as air, maritime and rail.

Mode Split: The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single-occupant automobile, carpool, transit, etc. Mode-split goals are used to evaluate the performance of transportation systems.

Moderate-Income Household: One or more adults and their dependents whose income exceeds 50 percent, but does not exceed 80 percent, of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.

Multimodal Transportation: Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling and rolling (referring to people in wheelchairs or using other mobility devices), and ridesharing.

Net Zero Carbon: Used interchangeably with Carbon Neutral; see definition for Carbon Neutrality.

Net Zero Energy Building: Refers to a building that produces enough renewable energy to offset

that amount of energy the building uses, typically measured over a one-year time period.

NPDES: The National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances, such as pipes or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In Washington State, the Department of Ecology administers the permit.

Parking Management Strategy: Strategies that seek to either reduce the need for parking spaces or use parking spaces more efficiently. Strategies include pricing and time limits on parking, employee and residential parking permits, shared parking for multiple uses, establishing parking maximums in Urban Centers, use of Intelligent Transportation Systems, parking cash-out to encourage use of non-driving modes, transit subsidies, and preferential parking for rideshare.

Per Capita Vehicle Miles Traveled: The number of miles traveled using cars and light trucks in a calendar year divided by the number of residents in a jurisdiction.

Permanent Supportive Housing: Permanent supportive housing" is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter **59.18** RCW.

Planning Period: The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: Principle that reflects a method or course of action to achieve an identified goal.

Public Facilities: Include streets, roads, highways, sidewalks, trails, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, buildings, fire stations, libraries, and schools. These physical structures are owned or operated by a public entity that provides or supports a public service.

Public Services: Include fire protection and suppression, emergency medical services, law enforcement, public health, library, education, recreation, environmental protection, and other governmental services.

Puget Sound Energy (PSE): An energy utility company that provides electrical power and natural gas to the Puget Sound Region.

Puget Sound Regional Council (PSRC): A regional planning organization that develops policies and makes decisions about regional transportation planning, economic development and growth management throughout the four counties of King, Kitsap, Pierce and Snohomish. It is a forum for cities, towns, counties, transit agencies, port district, tribes, and state agencies to address regional issues. PSRC reviews local comprehensive plans for consistency with its policies and certifies the transportation plans that make local jurisdictions eligible for state and federal funding.

Queue Bypass Lane: A lane provided for the movement of certain vehicles, typically transit or HOVs, which allows those vehicles to bypass queues at a traffic signal.

Red List Materials: A list of materials that should be phased out of production due to health concerns. Under the Living Building Challenge program, a building project may not contain any Red List materials or chemicals. There is a small component exception for some complex products and temporary exceptions for numerous Red List items due to current limitations in the materials economy.

Regional Code Collaborative: A collaboration of cities in the greater King County area that advocate for more progressive Building, Energy, and Plumbing Codes with the goal of creating high performance buildings that use less energy and water, are less resource intensive and have little to no harmful toxins.

Regional Facilities: Public capital facilities of a regional or Statewide nature, such as wastewater treatment plants, airports, or in-patient treatment facilities. These facilities may be privately owned but regulated by public entities.

*Regional Growth Center: (*Also known as Urban Center) A location of more compact, pedestrian-oriented development with a mix of housing, jobs, retail, services, and other destinations. The region's plans identify centers as areas that should receive a significant share of the area's population and employment growth while providing improved access and mobility. Regional Growth Centers are designated by PSRC and Urban Centers are designated by King County.

Regional Transportation Plan: The transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization (RTPO).

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests, such as the Puget Sound Regional Council.

Renewable Energy: Energy that comes from a source that will not run out. Examples include wind, solar, and hydroelectric power.

Right-of-Way: Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Rectangular Rapid Flashing Beacon (RRFB): A traffic control device that alerts drivers to pedestrians crossing the street. These are activated when a pedestrian approaches and pushes the button and results with flashing lights indicating drivers to stop. Unlike HAWK signals, pedestrians can walk when they feel safe to do so and drivers are not given a red light to stop, they see flashing indicators to stop.

Runoff: The overland or subsurface flow of water.

Safe Systems Approach: The City's Vision Zero goal aligns with the United States Department of Transportation's (U.S. DOT) Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach acknowledges that humans make mistakes, and that death and serious injuries are unacceptable. Thus, there needs to be multiple redundant safety measures in place to both prevent crashes from happening in the first place, and minimize the harm caused to those involved when crashes do occur. It is a holistic and comprehensive approach that provides a guiding framework to make the transportation system safer for people. Providing a safe transportation system requires a multi-faceted approach including engineering, education, and enforcement.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

SEPA: State Environmental Policy Act.

Shorelines: Lake Washington, its underlying land, associated wetlands, those lands extending landward 200 feet from its OHWM and critical area buffers within 200 feet of the OHWM. These are lands within state shorelines jurisdiction, pursuant to RCW 90.58.030.

Sustainable Building Practices: Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water and installing alternative heating and cooling systems.

Sustainable Development: A process for meeting human development goals while maintaining the ability of natural systems to continue to provide the natural resources and ecosystem services upon which the economy and society depend. Sustainable development is the organizing principle for sustaining finite resources necessary to provide for the needs of future generations. It is a process that envisions a desirable future state for human societies in which living conditions and resource use continue to meet human needs without undermining the "integrity, stability and beauty" of the natural biotic system.

Sustainability: The concept of meeting our present needs while ensuring that future generations have the ability to meet their needs. This can be achieved by maintaining the built and natural environment, adapting to new situations, and considering long term and wide-ranging impacts of actions.

Tax Increment Financing District: A financing tool for local governments in Washington State to use to finance public infrastructure projects in targeted areas or "increment areas or districts" to encourage private development and investment. The property tax portion of increases in assessed value of properties within the increment area is allocated towards paying for the public improvement costs. See chapter 39.89 RCW.

Ten Minute Neighborhood Analysis: A mapping and analysis tool to help measure progress toward the City's goal of creating a compact, efficient, and sustainable land use pattern. A 10-minute neighborhood (10 minutes represents a typical one-half mile walk) is a community where residents can walk short distances from home to destinations that meet their daily needs. These walkable communities are comprised of the following two important characteristics that are used to "score" the walkability of a given area:

•	Destinations: A walkable community needs places to which they can walk. Destinations may include places that meet commercial needs, recreational needs, or transportation needs.
•	Accessibility: The community needs to be able to conveniently get to those destinations.

Transfer of Development Rights (TDR): TDR is a program to conserve farm, forestry and open space land by transferring development rights to urban areas. Under the TDR program, landowners in "sending areas" (parcels from which development rights will be transferred) are paid a development value for their property, while retaining the resource uses (such as farming, open space, or forest). When the development rights are removed from the parcel, a conservation easement is placed on the land, permanently protecting it from development. This preserves the rural character and open space. Developers who purchase these rights or "credits" then receive bonuses, such as additional height, residential units or square footage, to use in "receiving areas" (sites to which development rights will be transferred) determined to be more suitable for growth. Consequently, a successful TDR program depends on the willingness of a developer to pay the market value to use them in a receiving area in addition to the development rights granted under the existing zoning.

Transportation Demand Management (TDM): Reduction or elimination of vehicle trips through a variety of programs or strategies, such as carpool/vanpool, preferential parking, ride matching, flextime, working from home, transit flex passes, guaranteed ride home program, available showers and lockers at work and charging for parking.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Traffic Calming: A term used to describe engineering solutions to slow traffic speeds such as lane narrowing, speed cushions or mini-roundabouts.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be

appropriate for urban growth.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the conveyance of natural gas, electricity, telecommunications services, water, surface water and the disposal of sewage and solid waste.

Vehicle Miles Traveled (VMT): A measure used extensively in transportation planning for a variety of purposes. It measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period.

Very Low Income: Very low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Vision Statement: A summary of the desired character and characteristics of the community 20 years in the future and that provides the ultimate goal for community planning and development.

Vision Zero: Vision Zero is on of Kirkland's goals aligned with national and global movement to eliminate all transportation related fatalities and serious injuries. This is implemented through a Safe Systems approach that asserts that transportation related fatalities and serious injuries are preventable and that when crashes do happen, the level of injury can be significantly reduced.

Visioning: A process of public engagement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Vulnerable Populations: Population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to:

1. Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and
2. Sensitivity factors, such as low birth weight and higher rates of hospitalization.
3. Vulnerable populations includes, but is not limited to:
   a. Racial or ethnic minorities;
   b. Low-income populations; and
   c. Populations disproportionately impacted by environmental harms.

Wayfinding: Coordinated and planned signage and/or pavement markings that provide a directional guide for specific transportation routes.

Wetland: Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration to support, and that under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands

intentionally created from nonwetland sites, including but not limited to irrigation and drainage ditches, grass-lined swales, canals, retention and/or detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands do include those artificial wetlands intentionally created from nonwetland sites as mitigation for the conversion of wetlands.

Zoning: The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones and the location, bulk, height, shape, and coverage of structures within each zone.

2023
COMMUNITY PROFILE

For the 2044 Kirkland Comprehensive Plan

TABLE OF CONTENTS

CITY OF KIRKLAND
COMMUNITY PROFILE

The community profile supports the work of the 2044 Comprehensive Plan by offering a summary of the baseline conditions and trends in Kirkland and surrounding municipalities in the region. This helps assess what impact policy and planning decisions may have on the existing community and how to build the kind of community Kirkland wants to become, envisioned by those who live, work, recreate and visit here.

LIST OF FIGURES

1 Introduction

Kirkland At A Glance

Incorporated: 1905
Population: 96,920 (2023, PSRC)
Area: 18.25 sq. Miles
Elevation: 15-535 ft above sea level
Rank: 12th in state, 6th in county
Neighborhoods: 13

CITY OF KIRKLAND - PLANNING & BUILDING DEPARTMENT

INTRODUCTION TO
THE COMMUNITY PROFILE

Kirkland is a city in the Puget Sound region of western Washington State. The city is located in the Seattle's region's Eastside, on the shores of Lake Washington. With a population of 96,920 (PSRC, 2023), Kirkland is the sixth largest municipality in King County and twelfth largest in the state. Kirkland has long been a regional commerce center as well as a popular destination for recreation and the arts.

This report describes Kirkland through statistics and illustrations using several key, interrelated themes: demographics, housing, economy, land use, and transportation. The purpose of the 2023 City of Kirkland Community Profile is to present selected content that traces the city's recent growth and anticipates future development. Some of this material appears as a snapshot in time; some as a comparison between Kirkland and its neighboring communities; and some as an overview of trends. Also included in selected tables are prior years and forecasts.

Sources used in this publication include the United States Census Bureau, the Washington State Office of Financial Management (OFM), the Puget Sound Regional Council (PSRC), the Kirkland Geographic Information System (GIS), and several departments of the City of Kirkland. These data sets represent only a tiny fraction of community information resources available in the public domain. City staff continually investigates ways to mine these voluminous data resources – for example, using sophisticated technologies such as GIS – to better analyze, understand, and anticipate factors bearing on Kirkland's future vitality and growth. As in all investigative reporting, sources that are consulted for such analysis must be identified and scrutinized for accuracy, and limitations are noted where relevant, such as the methodologies and definitions defined on the following page.

DEFINITIONS & METHODOLOGIES

Region
For data comparison, regional data is defined in this report as the cities adjacent to Kirkland, Bellevue and Redmond, as well as King County as a whole.

Current Data
There were three different methods of current data collection. The first was collection from Kirkland, King County, PSRC or another local agency. This offered data that varied in publication date, but generally ranged between 2019-2023. Census data that was collected either used 2022 American Community Survey (ACS) 1-Year Estimates or 2020 ACS 5-Year Estimates depending on availability. For example, 2020 Census data is not available in 1-Year Estimates. Choices between one or the other were determined by either (1) availability of recent data, or (2) intention to show patterns decade-by-decade (e.g., 2010-2020, 2011-2021). For example, 2020 Census data is not available in 1-Year Estimates. Decisions to show variation of data by decade is done to ease the process of replication in future publications of the Community Profile.

COVID-19
The 2020 COVID-19 pandemic caused disruption within the U.S. Census data collection process, particularly for ACS. This limited the ability to collect data from both households and group quarters. It also motivated the U.S. Census to develop a weighting tool to try and adjust for "non-response bias", or an imbalance in those who were not able to respond for varying socio-economic and pandemic-related reasons. This weighting system still does not accurately report data to the degree that pre-pandemic Census data collection may have. Other factors influenced by the pandemic include a major spike in remote work during and after 2020 data collection, as well as the likelihood of double counted populations as housing insecurity and changing labor patterns influenced people moving to other cities.

Section Notes

Section notes are offered throughout this report to provide additional context to the provided data. This includes definitions, methodologies, redirection to similar data in other chapters of the report, and other information relevant to the section.

Source Abbreviations
OFM- U.S. Office of Financial Management
PSRC - Puget Sound Regional Council
ACS - American Community Survey, U.S. Census

KIRKLAND **DEFINED**

Kirkland Neighborhoods
2023, City of Kirkland GIS

FINN HILL
JUANITA
KINGSGATE
TOTEM LAKE
MARKET
NORKIRK
HIGHLANDS
ROSE HILL
MOSS BAY
EVEREST
BRIDLE TRAILS
LAKEVIEW
CENTRAL HOUGHTON
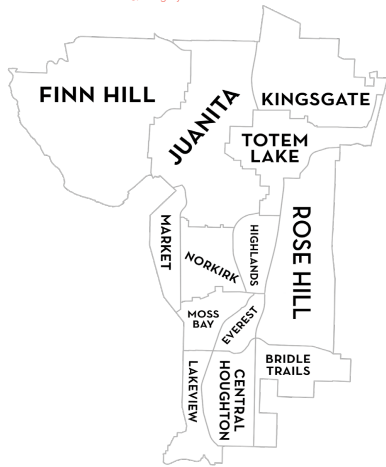
Kirkland Annexation History
1905-2022, City of Kirkland GIS

- 1905 (Original)
- 1906-1929
- 1930-1949
- 1950-1959
- 1960-1969
- 1970-1979
- 1980-1989
- 1990-2009
- 1990-2009
- 2010-2013
- 2014-2017

MAP 3 - REGIONAL PLANNING ANALYSIS ZONES
(BY NEIGHBORHOODS)
2023, City of Kirkland GIS
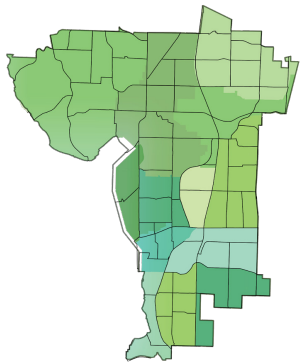
TRANSPORTATION ANALYSIS ZONES (TAZs)

City of Kirkland TAZs play a vital role in predicting population growth, economic development, and transportation/transit capacity and responsiveness. The findings are then disseminated throughout the region through various processes.
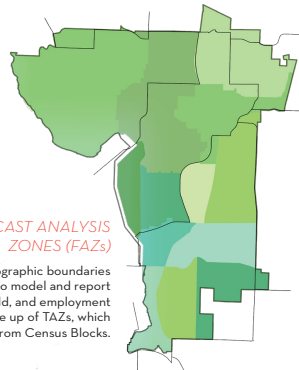
PSRC FORECAST ANALYSIS ZONES (FAZs)

PSRCs FAZs are geographic boundaries used by PSRC to model and report population, household, and employment forecasts. They are made up of TAZs, which in turn are constructed from Census Blocks.

MAP 4 - U.S. CENSUS BUREAU ENUMERATION UNITS
(BY NEIGHBORHOODS)
2023, City of Kirkland GIS

CENSUS DESIGNATED PLACES (CDP)

CDPs represent the geography of closely settled but unincorporated communities that are still identifiable by name. This provides necessary statistics of unincorporated areas.

TRACTS

Census tracts average about four thousand residents and are semi-permanent subdivisions at a county level.

BLOCKS

Blocks are the smallest geographic area delineated by the U.S. Census Bureau. Due to this, there is limited data available publicly at this scale. Blocks are generally defined by streets, railways, bodies of water, and other relevant features to the geography.

BLOCK GROUPS

A block group is a conglomeration of Census blocks and a subdivision of a tract. Census data at this scale includes the 5-year estimates for the American Community Survey (ACS).

2 Demographics

Demographic characteristics and trends provide useful measures of how communities change over time, impacting housing, consumer spending, employment, education, and other aspects of society. Washington State and regional agencies monitor population growth annually to inform policy and allocate funding. Kirkland has experienced steady growth, doubling its population since 1990. The Puget Sound region continues to experience a net population gain and significant change in population composition.

Kirkland's demographic evolution over the past decades has been marked by significant shifts in population growth, age distribution, household structure, and economic indicators. Notable milestones include a 133.6 percent increase from 2010 to 2015, adding 38,638 residents. This is largely due to the annexation of the North Juanita, Finn Hill, and Kingsgate neighborhoods from King County. This steady growth has propelled Kirkland to 6th place in King County's municipal ranking, mirroring its 1990 position and reflecting alignment with the county's overall population surge.

Land expansion has mirrored this trajectory, with growth gaining momentum after the 2011 annexation, coinciding with population expansion. The age composition illustrates a diverse populace, with heavy representation from ages 25 to 54. Notably, Kirkland has seen growth in the under-18 and over-65 populations, surpassing the county's figures for the latter group.

Household dynamics have shifted, with Kirkland exhibiting the highest growth rates in both households and total population among peers and the county. Family households and those with children have nearly doubled since 2010, highlighting a both an increase of population due to annexation and an increase of families moving to the area. However, the prevalence of households over 65 living alone has also increased significantly.

Economically, Kirkland maintains a higher median household income than neighboring municipalities and the county, with a concentration of households earning $200,000 or more. While poverty rates remain lower than the county's, they still reflect significant economic disparity.

Kirkland's demographic profile encompasses substantial population growth, shifting demographics, evolving households, and economic patterns. Despite facing socioeconomic challenges, Kirkland's adaptability continues to shape its trajectory.

Kirkland At A Glance (2022)

POPULATION GROWTH: 1,354 (1920); 8,451 (1960); 83,460 (2015); 96,920 (2023)

NON-WHITE POP.: 25,573, 28% (2020)

MEDIAN AGE: 36.9

<18 YEARS POPULATION: 21.5%

>65 YEARS POPULATION: 14.6%

AVG. HOUSEHOLD SIZE: 2.3

MEDIAN HOUSEHOLD INCOME: $130,620

HOUSEHOLDS < POVERTY LEVEL: 4.8% Family, 6.5% Total (2021)

2.A - Kirkland Racial Composition
U.S. Census Bureau, 2020

- 3.2% Some other race
- 9.1% Two or more races
- 0.1% Alaskan Native & Other Pacific Islander
- 17% Asian
- 0.6% American Indian & Alaskan Native
- 0.7% Black or African American
- 68.7% White
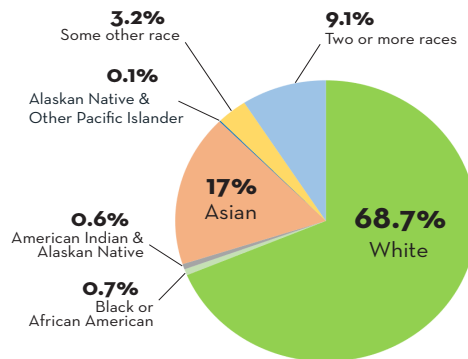
2.B - Kirkland Population Growth
1920-2023, U.S. Census Bureau, OFM

Kirkland's total population had significant growth between 2010-2015, but the biggest spike in the past half century was between 1980 and 1990, which showed 113.25 percent growth in population.

	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015	2023
Population	1354	1714	2084	5718	8451	15070	18785	40059	45054	48787	83460	96920
% Increase	154.51	26.59	21.59	174.38	47.8	78.32	24.65	113.25	12.47	8.29	71.07	13.89
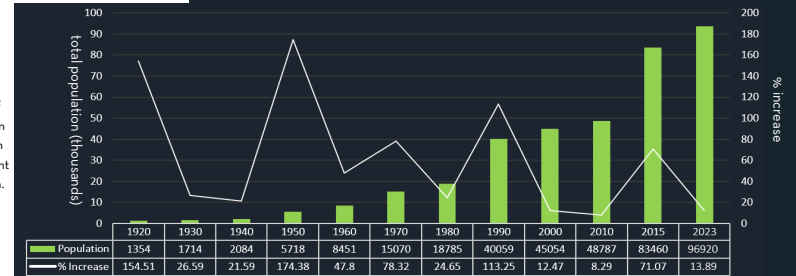
2.C - Kirkland Land Growth
1920-2020, Kirkland GIS

Kirkland's size (in terms of square miles of land) has been steadily rising in the last century. There was low to no growth between 1990-2000, and then significant growth after the 2011 annexation.

	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010	2015	2020
Total Land	0.98	1	1	2.23	2.36	5.74	6.58	10.96	10.96	11.06	18.25	18.25
% Increase	0	2.03	0	123.71	5.52	143.37	14.66	66.37	0	0.91	64.93	0
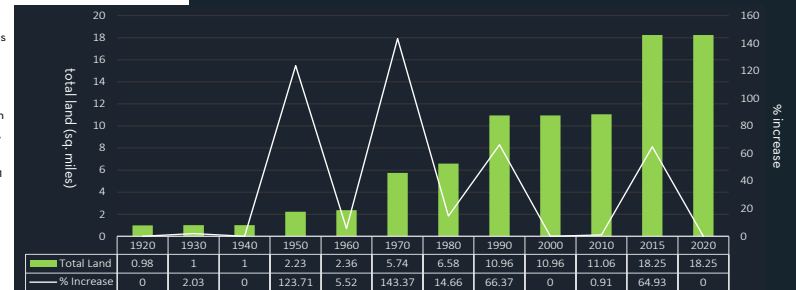
STATISTICS ON
POPULATION

2.D - Rank in County by Population
2000-2022, U.S. Census Bureau, OFM
Kirkland has steadily grown in population size in the last two decades, putting it in higher rank with other municipalities in the county. In 2022, it was ranked 6th in the county. While this is the same ranking to its position in 1990, it shows that it has been steadily growing alongside King County's overall population.
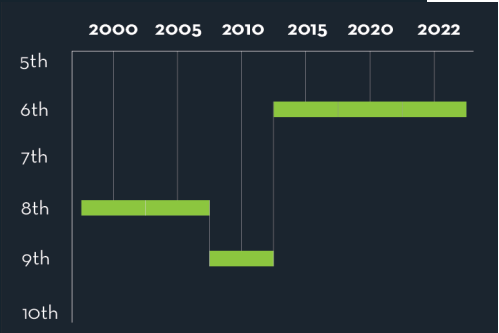
2.E - Rank in State by Population
2000-2022, U.S. Census Bureau, OFM
Similar rankings are reflected on the state level. As of 2022, Kirkland is ranked 12th in the state. 1990's 13th placed ranking compared to current ranking shows consistent growth alongside other municipalities in the state after a dip between 2000-2010.
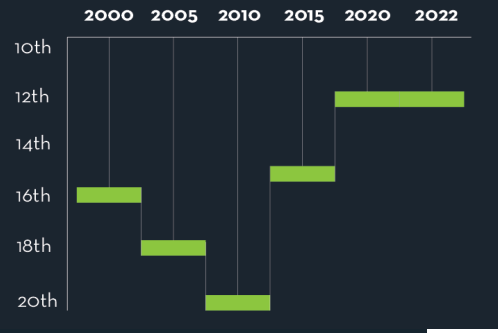
STATISTICS ON
POPULATION

2.F - City Population Growth
1990-2023, U.S. Census Bureau, OFM
In this time frame, Kirkland's population saw a 133.6 percent increase. The biggest increase of population occurred between 2010 and 2015, with a growth of 38,638 new residents, or 79.2 percent, like due to the 2011 annexation of much of North Kirkland.
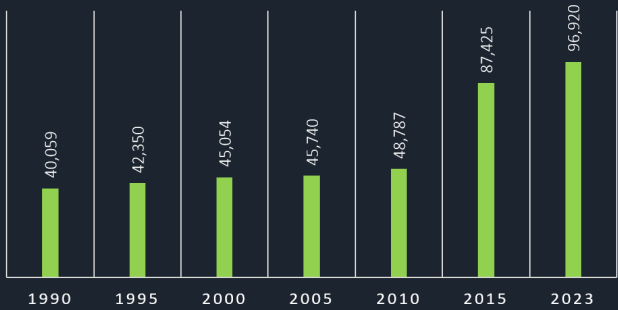
2.G - Population Growth in the Region: % Change
1990-2023, U.S. Census Bureau

Amongst surrounding municipalities and the overall county, Kirkland saw the biggest increase in population between 2010-2023. This is a considerable change from 1990-2000 where the city had the lowest percent of growth compared to the others. This is primarily due to the 2011 annexation.
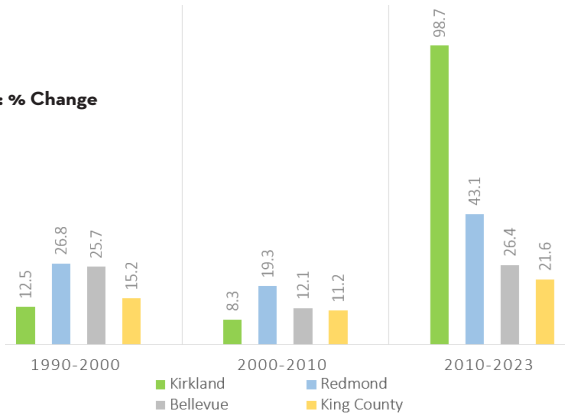
Detail of regional growth between 1990-2023, with percent change for each gap

	1990	1990-2000 % Change	2000	2000-2010 % Change	2010	2010-2023 % Change	2023
Kirkland	40,059	12.5	45,054	8.3	48,787	98.7	96,920
Redmond	35,800	26.8	45,389	19.3	54,144	43.1	77,490
Bellevue	86,872	26.8	109,189	12.1	122,363	26.4	154,600
King County	1,507,305	15.24	1,737,034	11.2	1,931,249	21.6	2,347,800

STATISTICS ON
RACE & ETHNICITY

2.H - Racial Composition in the Region
2000-2020, PSRC

	White			Black or African American			Asian		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Kirkland	**85.5**	**79.3**	**68.9**	**1.2**	**1.8**	**1.9**	**7.9**	**11.5**	**15.3**
Redmond	79.2	65.2	49.1	1.2	1.7	1.6	13.5	25.5	36.7
Bellevue	74.1	62.6	47.7	1.8	2.3	2.6	17.5	27.8	37.4
Seattle	70.0	69.5	62.6	8.3	7.9	6.9	13.6	14.2	16.2
King County	75.6	68.7	58.2	5.3	6.2	5.6	11.3	15.4	18.2

	American Indian or Alaskan Native			Native Hawaiian or Alaskan Native			Hispanic Origin		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Kirkland	**0.6**	**0.4**	**0.1**	**0.2**	**0.2**	**0.0**	**4.3**	**6.3**	**7.7**
Redmond	0.5	0.4	0.2	0.2	0.2	0.2	5.7	7.8	7.6
Bellevue	0.6	0.4	0.2	0.2	0.0	0.3	5.2	7.0	7.4
Seattle	1.0	0.8	0.4	0.5	0.4	0.4	5.3	6.6	7.1
King County	0.9	0.8	0.5	0.5	0.1	0.7	5.5	8.9	9.8

2.I - Non-White Population in the Region: % Change

PSRC, 2000-2020

Amongst surrounding municipalities and the overall county, Redmond saw the biggest percent growth of Non-White residents between 2000-2020 at a 144% increase, with Kirkland following at 114%. But this increase is not necessarily indicative of diversity, as Kirkland has consistently maintained the highest percentage of White residents during this twenty-year period compared to the other shown municipalities. Within this time, the highest Non-White categorical percentage in Kirkland was 15.3% Asian compared to 68.9% White in 2020 (See Fig. 2.G).

Seattle, while showing the least amount of growth during this time, has maintained the highest percent population of Black residents comparatively, and the highest population of Indigenous Americans with the exception of the county as a whole.
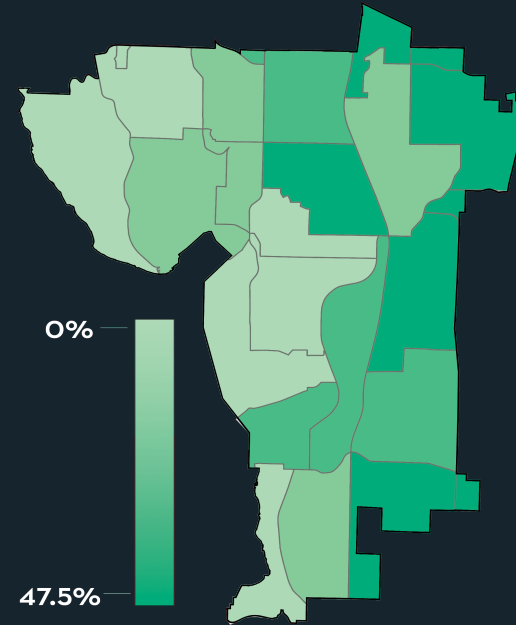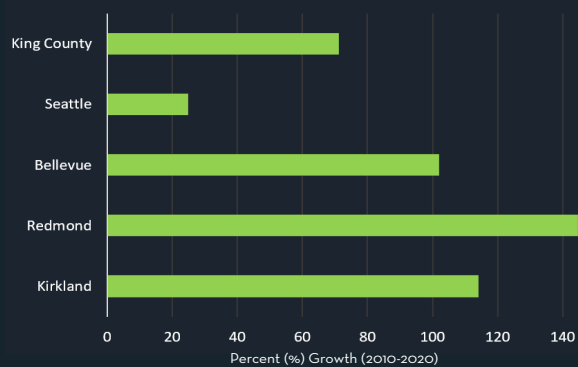
Percent (%) Growth (2010-2020)

STATISTICS ON
RACE & ETHNICITY

0%

47.5%

Map 5 - Residents of Color Heat Map: By Census Tract
2020, PSRC, OpenStreetMap

In the City of Kirkland, the highest concentration of Non-White residents occurs predominantly within and along the eastern city limits that border with neighboring municipalities like Redmond. Neighborhoods with the highest percentage of residents of color are Kingsgate, Juanita, N Rose Hill, Bridle Trails, and parts of Totem Lake.

Highest concentrations of White residents occur within and along the western city limits that border with Lake Washington. These neighborhoods include Market, Norkirk, Lakeview, and parts of Finn Hill.

2.J - Non-White Population in the Region: % of Total
2000-2020

While the city of Kirkland has more than doubled the percentage of residents of color between 2000-2020, it has consistently had the lowest percentage in comparison to neighboring municipalities and the county as a whole.

For both 2010 and 2020 Census data collections, Bellevue had the highest percentage of Non-White residents. As of 2020, both Bellevue and Redmond reached a majority population of residents of color.

	Kirkland	Redmond	Bellevue	Seattle	King County
2000	14.5	20.8	25.9	30	24.4
2010	20.7	34.8	37.4	30.5	31.4
2020	31.1	50.9	52.3	37.4	41.8

■ 2000 ■ 2010 ■ 2020
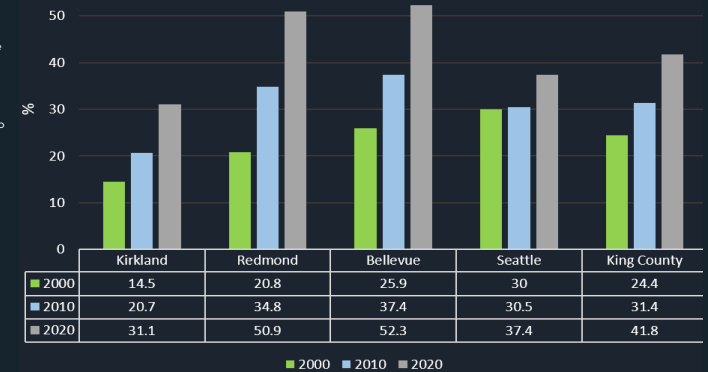
STATISTICS ON AGE

Across Kirkland and surrounding municipalities, ages 20-44 are the most present age group. Kirkland has the highest representation of this age group compared to other municipalities. Kirkland has less of a presence of people over the age of 65 than Bellevue and Redmond, and only slightly more than King County.

2.K - Kirkland Age Composition*
2000-2022, PSRC

Age Group	% of Population		Age Group	% of Population
	2000	2010		2022
Under 5	5.5	6.0	Under 5	6.1
5 to 17	12.7	12.7	5 to 9	6.4
18 to 20	3.2	2.9	10 to 14	4.7
21 to 24	5.8	5.3	15 to 19	4.3
25 to 44	38.8	35.1	20 to 24	4.4
45 to 54	15.5	15.1	25 to 29	10.1
55 to 59	5.3	6.4	30 to 34	10.0
60 to 64	3.3	5.6	35 to 39	8.6
65 to 74	5.0	5.8	40 to 44	8.0
75 to 84	3.6	3.3	45 to 49	6.4
85 +	1.5	1.8	50 to 54	7.3
			55 to 59	5.1
			60 to 64	4.1
			65 to 69	4.7
			70 to 74	4.4
			75 to 79	2.8
			80 to 84	1.5
			85 +	1.2

* Between 2010-2022, the Census age group breakdown changed to include additional age groups

2.P - Kirkland Age Composition
2022, PSRC
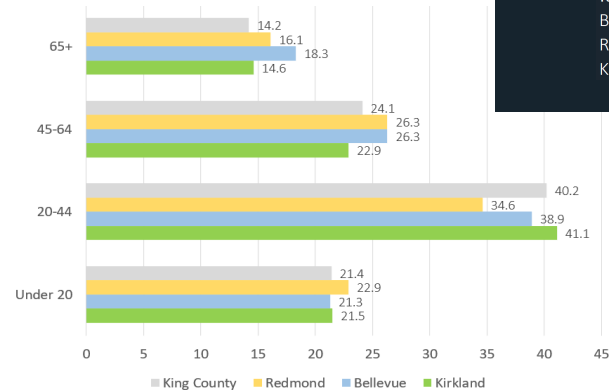
2.L - Population Under 18: % Change
2000-2022, PSRC

	2000	2010	2022	% Change
Kirkland	18.2	18.8	21.5	18.3
Redmond	21.4	22.8	22.0	2.9
Bellevue	24.4	22.4	21.3	-12.8
King County	22.4	21.4	21.4	-4.5

2.M - Population Over 65: % Change
2000-2022, PSRC

	2000	2010	2022	% Change
Kirkland	10.1	10.9	14.6	44.8
Redmond	9.3	9.5	9.7	4.6
Bellevue	13.4	13.9	13.4	-0.2
King County	10.5	10.9	14.2	35.6

2.N - Median Age in the Region
2010-2022, PSRC, U.S. Census Bureau

	2000	2010	2022
Kirkland	36.2	37.5	36.9
Redmond	34.2	34.1	35.4
Bellevue	38.3	38.5	38.7
King County	35.8	37.1	37.5

2.O - Regional Age Composition: % of Total
2022, PSRC, U.S. Census Bureau

	< 20	20-44	45-64	65+
Kirkland	21.5	41.1	22.9	14.6
Bellevue	21.3	38.9	26.3	18.3
Redmond	22.9	34.6	26.3	16.1
King County	21.4	40.2	24.1	14.2

Kirkland has the highest growth of people under the age of 18 between 2000 and 2022 compared to surrounding municipalities. Bellevue and King County have seen a decrease in this age range. Kirkland has also seen the highest growth of people over the age of 65. For both people over 65 and under 18, Kirkland's percentage increase is significant compared to other cities and King County.

2.Q - Occupied Housing Units vs. Population Growth Rates in the Region
2000-2022, U.S. Census
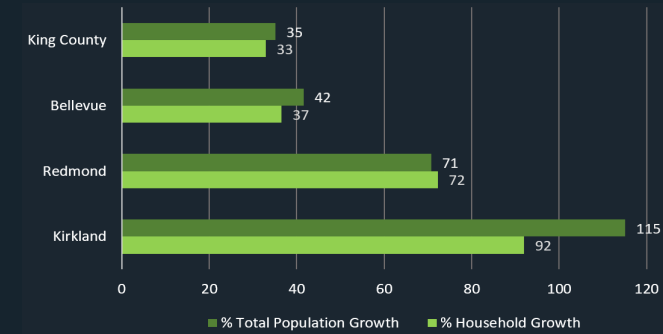
Compared to the county as a whole and surrounding similar municipalities, Kirkland has seen the highest rate of growth for both households and total population by a significant amount. In the case of all municipalities, but especially Kirkland, the population growth is much higher than the household growth. This may suggest an increase in shared living spaces, supported by growing costs of living. It may also suggest that there is an increase in growing families sharing a household. Given that Kirkland has seen the highest and only positive growth in population under the age of 18, this is likely a correlating relationship.

STATISTICS ON HOUSEHOLDS

2.R - Household Size in the Region
2000-2022, U.S. Census

Compared to surrounding similar municipalities and King County as a whole, Kirkland has the highest percentage growth of average household size. King County has seen a negative change in household size, but has consistently had an average household size of 2.4 during this time.

This may mean that Kirkland has a growing number of families moving to the city, or that there is an increase in shared living situations.

	Kirkland	Redmond	Bellevue	King County
2000	2.1	2.3	2.4	2.4
2010	2.2	2.4	2.4	2.4
2022	2.3	2.3	2.4	2.4
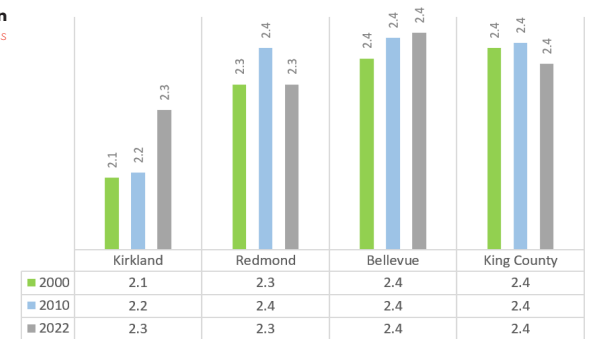
STATISTICS ON
HOUSEHOLDS

2.S - Comparison of Household Types
2010-2022, U.S. Census

	Count		Percent	
	2010	2022	2010	2022
Married Couple with Children	4,020	7,880	18.1%	19.7%
Married Couple without Children	5,818	10,476	26.2%	26.2%
Single Parent (no spouse, with children)	1,258	2,322	5.7%	5.8%
Other Family (no spouse, without children)	799	2,119	3.6%	5.3%
Single Person	8,077	12,258	36.4%	30.7%
2+ Person Non-Family	2,219	4,928	10.0%	12.3%
Total Households	**22,191**	**39,983**		
Families with Children	5,278	10,626	23.8%	26.6%
Families without Children	6,617	12,171	29.8%	30.4%
Non-Family	10,296	17,186	46.4%	43.0%
Total Households	**22,191**	**39,983**		
Family Households	11,878	22,797	53.5%	57.0%
65+	1,352	4,533	6.1%	11.3%
Non-Family Households	10,283	17,186	46.3%	43.0%
Living Alone	8,067	12,258	36.4%	30.7%
65+	1,751	3,038	7.9%	7.6%
Total Households	**22,191**	**39,983**		

Between 2010 and 2022, households with married couples with or without children in the City has remained similar. Single parents have also remained a similar makeup of household population between these years, despite increasing in households by 85 percent. There have been slight decreases in the total percentages of single people or "other" family (no spouse, without children). Single people have the most significant decrease, with a 5.7 percent decrease in total City representation. Non-families of two or more people have seen a 2.3 percent growth for percent of households, or a 122 percent increase for total households.

The number of households comprising of families with children has roughly doubled, and the percent of total households has increased by 2.8 percent. Households comprising of families without children have grown in total by 84 percent, but stayed roughly similar in total percentage of households since 2010. Non-Family households have seen an increase of 67 percent, however, show a decrease in overall percent of households by 3.4 percent.

Family households, as a percentage of total households in Kirkland, have seen an increase. This includes family households with members over 65 year of age. The percentage makeup of these households has increased by 5.2 percent, the highest increase of these demographic categories. Non-family households, including those comprised of people living alone and those over 65 years of age, have increased in total number of households. However, all of these non-family categories have an overall decrease in overall percentage.

STATISTICS ON
INCOME

2.T - Median Household Income in the Region
2010-2022, U.S. Census Bureau

	2010		2022		% Change
	Median HH Income	% of County	Median HH Income	% of County	(2010-2022)
Kirkland	$ 86,656	121.8	$ 130,620	112.4	148.4
Redmond	$ 96,088	135.0	$ 152,851	131.5	59.1
Bellevue	$ 88,073	123.7	$ 153,779	132.3	76.2
King County	$ 71,175	100.0	$ 116,255	100	28.3

2.U - Households by Income Category in the Region
2010-2022, PSRC

	Kirkland	Redmond	Bellevue	King County
	% of Total Households			
Total Households	39,983	32,950	62,394	945,040
Median Household Income	$130,620	$152,851	$153,779	$116,255
Less than $10,000	2.9	3.9	3.7	4.2
$10,000 to $14,999	1.0	1.2	1.2	2.6
$15,000 to $24,999	2.2	1.4	2.4	3.6
$25,000 to $34,999	3.0	2.9	3	4.4
$35,000 to $49,999	4.5	5.1	4.9	6.5
$50,000 to $74,999	8.9	7	7.3	11.7
$75,000 to $99,999	12.7	10.1	8	10.3
$100,000 to $149,999	18.4	18.1	18.8	17.7
$150,000 to $199,999	13.8	15.9	13.3	11.8
$200,000 or more	32.5	34.5	37.4	27.1

SECTION NOTE
"Non-Family"
Is defined in this report by the U.S. Census Bureau as either a household consisting of one person living alone or a home exclusively shared by unrelated adults

2.V - Median Household Income in the Region: % Change
2010-2022, U.S. Census

Kirkland's median household income has seen the most change compared to surrounding municipalities in the last decade despite being lower than Bellevue or Redmond. Kirkland, Redmond, and Bellevue all have median household income that exceed that of King County.

Households making at or over $200,000 annually make up the largest percentage of households in Kirkland at 32.5 percent, as well as being the largest group in comparison jurisdictions. Those making $10,000-$15,000 annually is the smallest category of households in all jurisdictions, and accounting for only one percent of households in Kirkland Most of Kirkland's population (64.7 percent) is making above $100,000 annually.

Kirkland	Redmond	Bellevue	King County
148.4	59.1	76.2	28.3
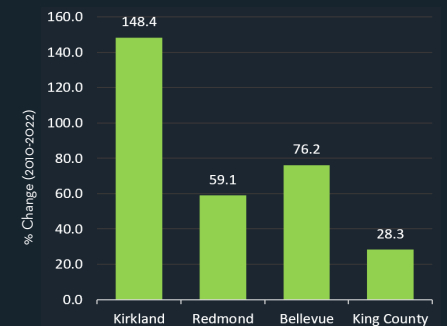
STATISTICS ON
POVERTY

2.W - Poverty in the Region: % of People & Families
2020, PSRC
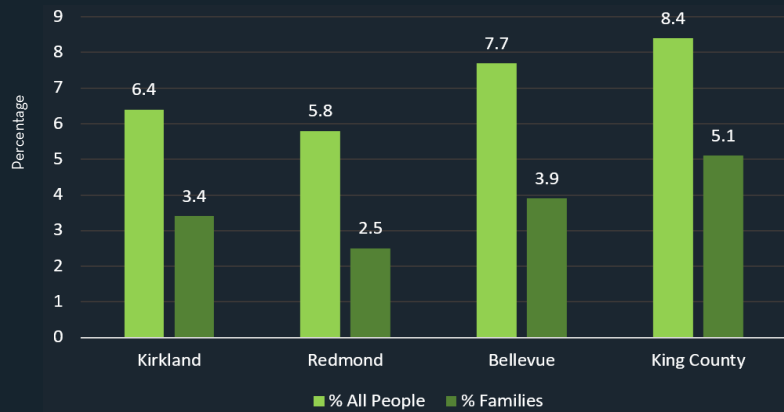
King County has the highest percentage of all people and families in poverty compared to Kirkland, Redmond, and Bellevue. This shows that higher concentrations of people and families in poverty exists outside of these municipalities in other parts of the county. This does not necessarily imply that the factors that produce and maintain impoverished households does not exist in these cities. Instead, it may more likely be due to the lack of affordable housing of these cities. Previous figures in the community profile regarding median household income and future figures detailing cost of living in these municipalities provide a broader look at these factors.

2.X - Individual Poverty in the Region: % Change
2010-2020, PSRC
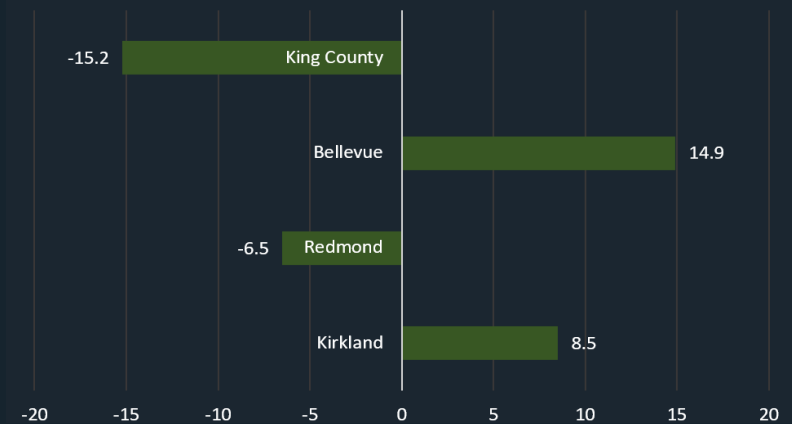
Between 2010 and 2020, King County as a whole has shown a decrease in the percentage of impoverished persons, despite it currently having the highest percentage of individual people (8.4%) and families (5.1%) in poverty in 2020.

Kirkland and Bellevue have both experienced an increase in the number of people in poverty during this decade.

Redmond has a slight decline in poverty, and has the lowest percent of impoverished families and individual people in 2020.

Bellevue has had the highest increase in poverty between 2010 and 2020 as well as having the highest percent of people and families in poverty in 2020.

STATISTICS ON
POVERTY

2.Y - Poverty in the Region by Household Type
2021, U.S. Census Bureau

	All Households			Family Households					Other Households		
	Total Households	Below Poverty Level/ % of Total		Total Households	Below Poverty Level/ % of Total				Total Households	Below Poverty Level/ % of Total	
Kirkland	37,746	2,452	6.50	23,549	1,138	4.83			14,197	1,314	**9.26**
Redmond	31,181	2,601	8.34	20,301	1,493	7.35			10,880	1,108	10.18
Bellevue	61,440	4,970	8.09	39,220	1,521	3.88			22,220	3,449	15.52
King County	924,763	83,981	9.08	548,708	32,294	5.89			376,055	51,687	13.74

2.Z - Poverty in the Region: % Change
2011-2021, U.S. Census Bureau

	2011				2021					Percent Change (2011-2021)			
	Total Households	Households in Poverty (By Type)			Total Households	Households in Poverty (By Type)				Total Households	Households in Poverty (By Type)		
		Family	Other	Total		Family	Other	Total			Family	Other	Total
Kirkland	22,326	520	786	1,306	37,746	1,138	1,314	2,452		69.07	118.85	67.18	87.75
Redmond	23,204	549	886	1,435	31,181	1,493	1,108	2,601		34.38	171.95	25.06	81.25
Bellevue	51,043	1,607	1,818	3,425	61,440	1,521	3,449	4,970		20.37	-5.35	89.71	45.11
King County	796,555	31,529	47,481	79,010	924,763	32,294	51,687	83,981		16.10	2.43	8.86	6.29

In Kirkland, Non-Family ("Other") households have a higher rate of poverty than family households. This is the same for Redmond, Bellevue, and King County. Bellevue has a significant difference between these two impoverished groups, with Non-Family households in poverty being three times as common as Family households.

Despite the higher percentage of impoverished Non-Family households in Kirkland in 2021, in the decade between 2011 and 2021, Family households have had a higher increase in poverty than Non-Family. Between this time, Kirkland had the highest growth of households in poverty compared to Redmond, Bellevue, and King County. The second highest growth in poverty came from Redmond, which is the other of these cities to have a higher rate of growth in Family households in poverty over Non-Family.

Bellevue was the only city that saw a decrease in Family household poverty in the last decade, but has the highest growth (2011-2021) and overall number (2021) of impoverished Non-Family households. King County has seen the least growth of households in poverty overall compared to the compared municipalities by a significant degree.

Kirkland saw 81.5 percent more poverty in this decade than King County. This is a notable figure to compare to overall poverty in 2021 because it shows that despite King County having the highest percentage of families and individuals in poverty, it has the least amount of growth of impoverished households and individual people in the last decade.

3 Housing
2015-2021

Housing data provides insights into the city's housing stock, affordability, and the balance between jobs and available housing. The data can inform policies and funding strategies aimed at addressing the affordability gap and increasing the availability of diverse housing options. By analyzing the trends in housing prices, home ownership rates, and rental costs, policymakers can identify opportunities to incentivize the creation of affordable housing, promote economic growth, and improve the quality of life for residents. This information can also help businesses and investors make informed decisions about real estate development and investment opportunities in Kirkland.

The data in this section reveals a higher rate of rental units and renter households with incomes above 80% of the Area Median Income (AMI), as well as more units deemed affordable to higher-income groups. This underscores the need for affordable housing options for diverse income ranges in Kirkland.

Permit data indicates the shift in popularity of housing types, with ADUs and cottages gaining prominence. However, there's a notable lack of growth in duplex and triplex buildings. This highlights the necessity for diversified housing options.

The disparities in cost burden are striking, particularly for Black or African American households, Indigenous American & Alaskan Native, and Pacific Islander households. Understanding these disparities is crucial in developing targeted housing solutions for marginalized communities. Racial demographics in Kirkland, with a majority of White households, suggest the need for more inclusive housing policies to address the needs of various racial groups.

Data on home values and rents demonstrates the need for housing affordability initiatives, given consistent increases in rent and home values. The low vacancy rates and rising housing costs in Kirkland necessitate actions to ensure that residents have access to affordable and available housing. Additionally, the commuting patterns indicate the importance of transit-oriented development and addressing transportation-related challenges in the city.

These statistics are vital for addressing Kirkland's housing needs by informing policies that promote housing affordability, diversity, and inclusivity, while also considering the evolving preferences and economic dynamics of the overall community

Kirkland At A Glance (2022)

Occupied Housing Units: 39,983
Housing Unit Growth since 2015: 97.5%
Median Rent: $2,381
Median Home Price: $1,081,800
Rental Vacancy Rate: 7.7%
Ownership: 39% Rent, 61% Own
Rental Spending: 19% Spend >30% of their income on rent
Owner Spending: 33% Spend >30% of their income on mortgage

44,000
Income-restricted units ≤ 50% AMI are needed in King County by 2024

3,417
were created between 2019-2021; **8%** of needed units

408
were created in Kirkland between 2019-2021

812
exist in Kirkland as of 2021; **45%** of the 2021 affordable housing units target of **1,800**

2021, King County

SECTION NOTE

Income-restricted units are housing units with rents or sale prices that are affordable to households with low to moderate incomes. In King County and Kirkland, income-restricted units are typically created through incentive programs that provide development allowances to developers who agree to set aside a portion of their units for low-income residents. These units are important because they help to address the growing affordable housing crisis, particularly for those with lower incomes who struggle to afford market-rate housing. They also help to promote economic diversity and reduce segregation by providing affordable housing options in more affluent areas.

3.A - Cost Burden. by Household Income
2015-2019, CHAS

	<30% AMI	31-50% AMI	51-80% AMI	81-100% AMI	>100% AMI
Unburdened	18%	23%	36%	64%	94%
Cost Burdened	12%	37%	49%	32%	
Severely Cost Burdened	71%	40%	15%		

Percent of Households

Unburdened   Cost Burdened   Severely Cost Burdened
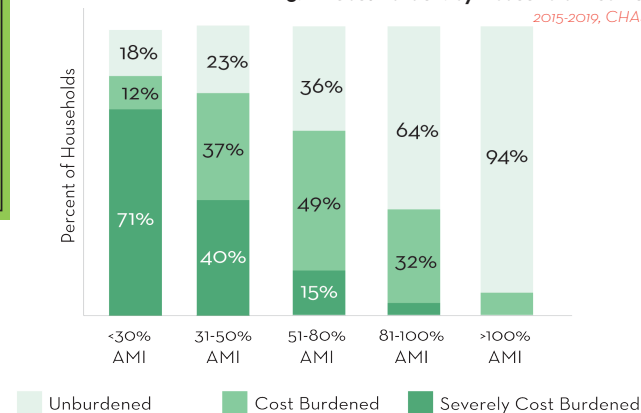
3.B - Total Existing Income-Restricted Units in Kirkland
Includes Units in Figure 3.C.
2021, King County

51-80% AMI: 769
31-50% AMI: 431
0-30% AMI: 381
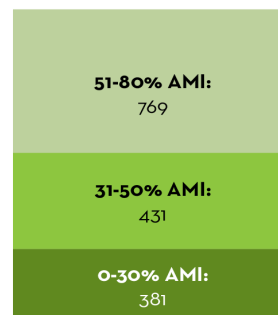
3.C - Income-Restricted Units Recently Created in Kirkland
2019-2021, King County

2019 — 19 Units; 0-30% AMI: 157 Units
2020 — 31-50% AMI: 58 Units; 0-30% AMI: 48 Units
2021 — 31-50% AMI: 126 Units
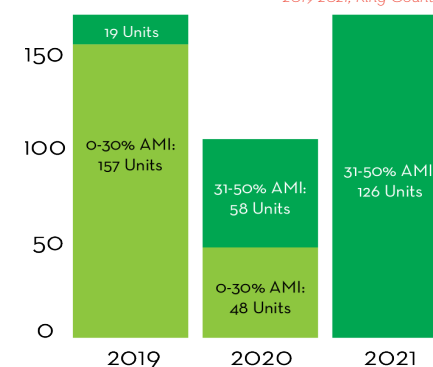
STATISTICS ON
AFFORDABILITY

3.D - Are Kirkland Resident Covered by Tenant Protection Policies? (2022)

		% OF KING COUNTY ADOPTED
Notice of Rent Increase Required	✓	**100%**
Source of Income Discrimination Prohibited	✓	**100%**
Just Cause Eviction Program	✓	**100%**
Right to Payment Plan	✓	**100%**
Rental Inspection Program	☐	**51%**
Right to Relocation Assistance	☐	**47%**
Right to Live with Family	☐	**41%**
Criminal Background Checks Prohibited	☐	**36%**
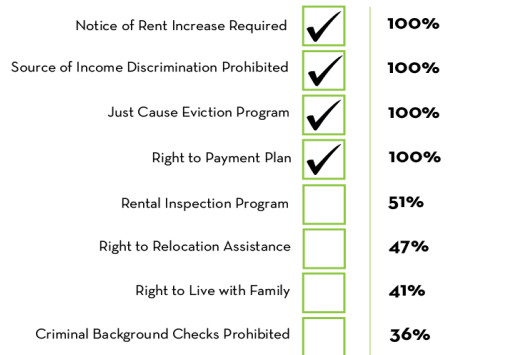
3.E - Total Affordable Units in Kirkland
2015-2019, CHAS

Bar chart: 1,105 (0-30% AMI), 2,095 (31-50% AMI), 4,815 (51-80% AMI), 9,135 (81-100% AMI), 19,740 (100+% AMI)

KIRKLAND | **REGION**

Extremely Low Income <30% AMI
Very Low Income 30-50% AMI
Low Income 50-80% AMI
>80% AMI

● Rental Units   ● Rental Households
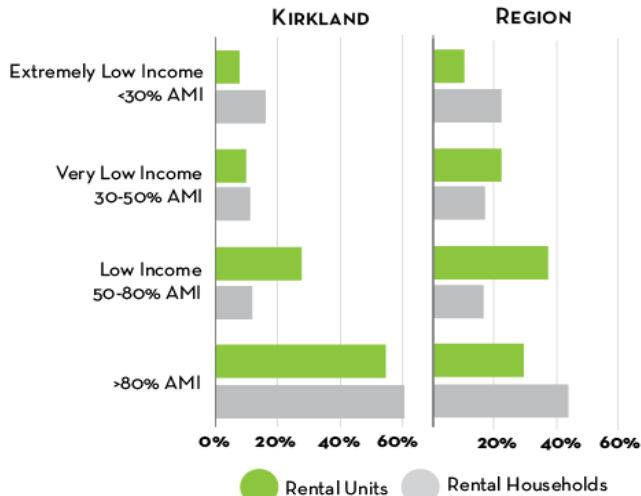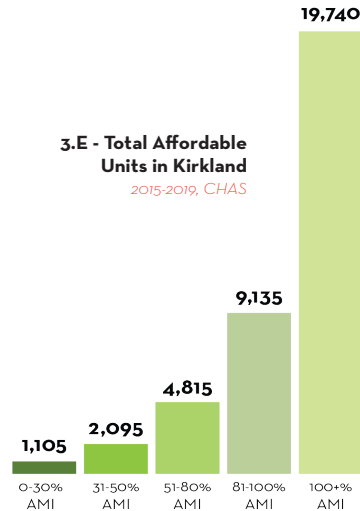
3.F - Rental Units & Renter Households by AMI
2015-2019, CHAS

Income categories between <30-80% AMI in Kirkland all have a lower rental rate than the Region. Kirkland has a higher rate of both rental units and rental households with an income of over 80% AMI. It also has the highest number of units deemed affordable to 80-100+% AMI compared to lower income households.

	2017	2018	2019	2020	2021	2022
Total Units	21	36	34	20	65	73
ADUs	18	36	28	18	24	30
Cottages	0	0	6	2	41	43
2-3 Units	2	0	0	0	0	0

Donut chart:
Single Family (28.07%)
ADU (1.64%)
Duplex (1.48%)
Fourplex (0.61%)
Triplex (1.05%)
5+ Units (67.15%)
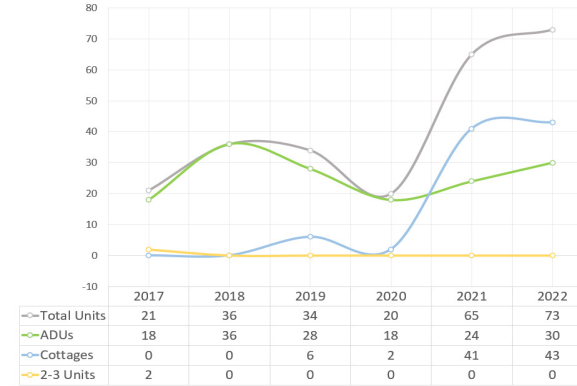
STATISTICS ON
AFFORDABILITY

3.G - Missing Middle Housing Permits Issued
2017-2022, City of Kirkland

Permits issued for missing Middle housing between this five year period show a steady increase in Accessory Dwelling Units (ADUs), both attached and detached (DADUs). All missing Middle typographies took a dip in 2020, most likely related to factors relating to the pandemic. Cottages have increased in popularity, being the most popular form of unit permitted in 2022 versus the lowest in 2017. Duplex and Triplex buildings, or those with 2-3 units, have not seen any growth during this time, with no permits issued for these buildings between 2018 and 2022.

> ## SECTION NOTE
> *Missing Middle*
> Refers to housing that is compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
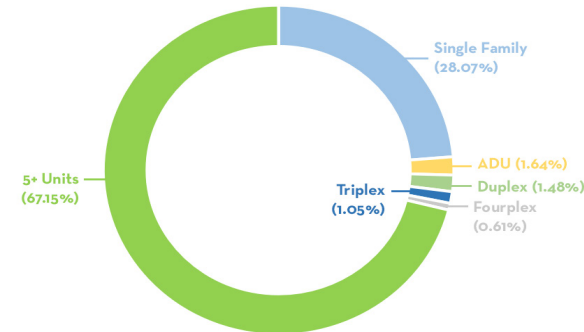
3.H - Total New Housing Permits Issued
2017-2022, City of Kirkland

Despite a low number of Duplex, Triplex, and Fourplex permits being issued, the highest number of permits issued in the last five years were for housing with five or more units. Permits for 5+ Units are mostly due to development in Totem Lake during and after the redevelopment of Totem Lake Mall.

3.I - Cost Burden by Race: % of All Households
2015-2019, CHAS

Stacked bar chart by race:
American Indian/Alaskan Native: 81%, 19%
Asian: 77%
Black: 55%, 18%, 27%
Hispanic: 71%, 17%
Native Hawaiian/Pacific Islander: 100%
Other Race(s) Not Listed: 80%, 15%
White: 73%

● Unburdened   ● Cost Burdened   ● Severely Cost Burdened
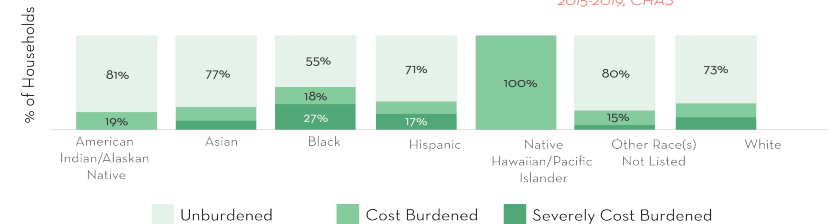
STATISTICS ON
AFFORDABILITY

3.J- Cost Burdened* Owner Households by Race
2020, PSRC
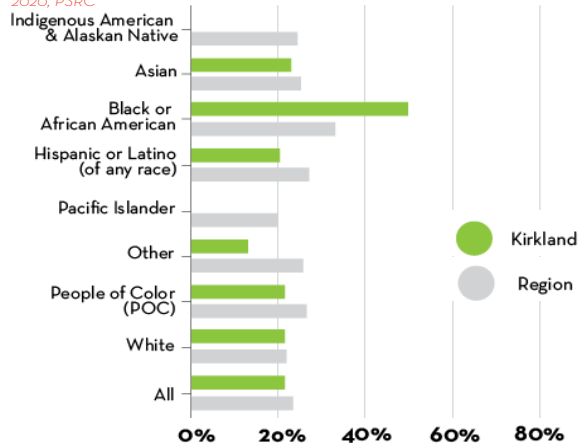
Indigenous American & Alaskan Native
Asian
Black or African American
Hispanic or Latino (of any race)
Pacific Islander
Other
People of Color (POC)
White
All

● Kirkland
● Region

0%   20%   40%   60%   80%   100%

3.K - Cost Burdened* Renter Households by Race
2020, PSRC

Indigenous American & Alaskan Native
Asian
Black or African American
Hispanic or Latino (of any race)
Pacific Islander
Other
People of Color (POC)
White
All

● Kirkland
● Region

0%   20%   40%   60%   80%   100%

Figure 3.J shows what percentage of each racial category are cost burdened renters in Kirkland versus the region. Black or African American owner households are more cost burdened than those in the rest of the region.

Indigenous American & Alaskan Native, as well as Pacific Islander households, are not included in this graph due to their statistically low population of owner households in Kirkland.

With the exception of these groups, Kirkland is generally similar to the region as a whole for the amount of cost burdened owner households.
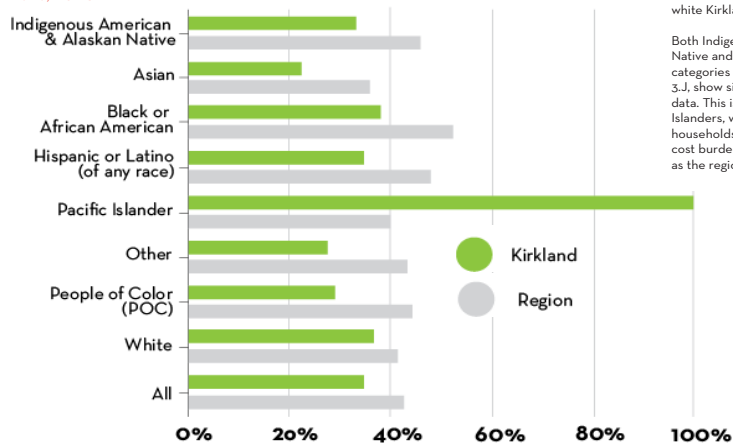
Figure 3.K shows what percentage of each racial category are cost burdened renters in Kirkland versus the region. Cost burdened renter households show a more comprehensive breakdown of need compared to owner households due to the low rate of home ownership for non-white Kirkland residents.

Both Indigenous American & Alaskan Native and Pacific Islander, the two categories that were not shown in Figure 3.J, show significant cost burden in this data. This is particularly true for Pacific Islanders, where all Pacific Islander renter households in Kirkland are considered cost burdened, more than twice as much as the region as a whole.

STATISTICS ON
HOUSING DEMOGRAPHICS

3.L - Owner Households by Race
2020, PSRC

Indigenous American & Alaskan Native
Asian
Black or African American
Hispanic or Latino (of any race)
Pacific Islander
Other
People of Color (POC)
White
All

● Kirkland
● Region

0%   20%   40%   60%   80%   100%

3.M - Renter Households by Race
2020, PSRC

Indigenous American & Alaskan Native
Asian
Black or African American
Hispanic or Latino (of any race)
Pacific Islander
Other
People of Color (POC)
White
All

● Kirkland
● Region

0%   20%   40%   60%   80%   100%
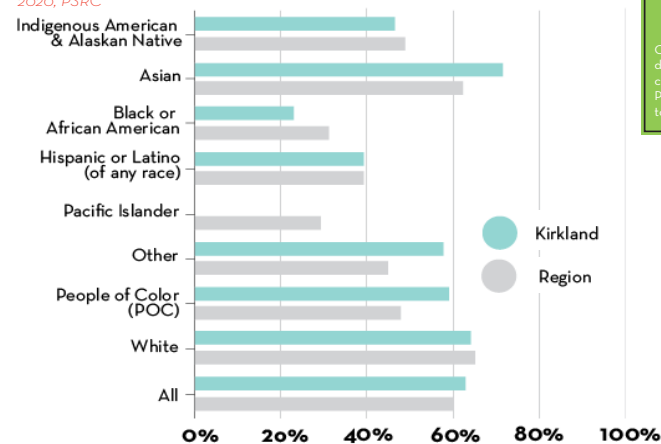
Figure 3.L shows what percentage of each racial category are homeowners in Kirkland versus the region. There is an overall higher rate of ownership in Kirkland compared to the region as a whole. Asian, Other, and POC households have a higher rate of owner households than the region.

Pacific Islander data in Kirkland is not included due to a low rate of homeownership in this category.

White and Hispanic or Latino homeownership is the most similar to the region as a whole.
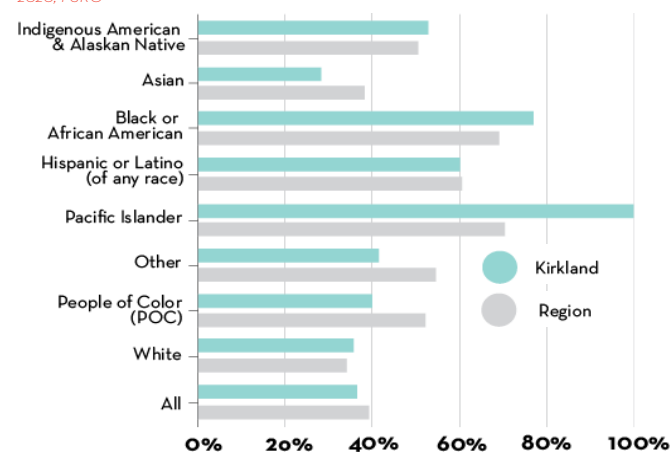
Figure 3.L shows what percentage of each racial category are renters in Kirkland versus the region. The percntage of renter households in Kirkland is slightly lower than the region as a whole. Asian, Other, and POC households have a lower rate of renter households than the region. Black or African American and White households have a higher rate of renters than the region.

Pacific Islander renters are significantly more common in Kirkland than the region as a whole. This, compared to the previous figure where Pacific Islander data was not included, suggests that almost, if not all, Pacific Islander households in Kirkland are renters.

The percentage of both rented and owned households for Indigenous American & Alaskan Natives are similar to the rest of the region, but skewing towards more renter households in this category.

STATISTICS ON
HOUSING DEMOGRAPHICS

SECTION NOTE

2018 AMI (Area Median Incomes) -

Black or African American: $55,152
Hispanic or Latino (of any race): $66,853
Asian: $111,609
White: $100,298

Source: Housing Development Consortium of Seattle-King County

3.N - Households by % of AMI
2015-2019, CHAS

63.6%

10.0% — 0-30% AMI
7.7% — 31-50% AMI
9.3% — 51-80% AMI
9.4% — 81-100% AMI
— 100+% AMI

In Kirkland, there are almost ten thousand more households that have an income of 100 percent or more of the AMI than all of the other income categories combined. Households >100% AMI are over six times more common than those making 80-100% AMI, and eight times more common than those making between 31-50% AMI.

3.O - Households by Race/Ethnicity
2015-2019, CHAS

77.5%

12.8% — Asian
0.2% — Indigenous American/ Alaskan Native
0.8% — Black
5.7% — Hispanic
0.0% — Native Hawaiian/ Pacific Islander
3.0% — Other Race(s) Not Listed
— White

There are over three times as many White households in the city than any other race combined. White households are six times more common than Asian households, which is the next highest number of households.

Black or African American, Indigenous American & Alaskan Native, and Native Hawaiian/Pacific Islanders have the lowest presence of households and the highest percent of combined cost burdened households making under 30 percent of the AMI.

STATISTICS ON
HOUSING DEMOGRAPHICS

3.P - Inflow/Outflow of Employed People in Kirkland
2020, U.S. Census

89.5%
OF PEOPLE EMPLOYED IN KIRKLAND LIVE ELSEWHERE

10.5%

87.5%
OF KIRKLAND RESIDENTS WORK ELSEWHERE

OF KIRKLAND RESIDENTS ALSO WORK IN THE CITY
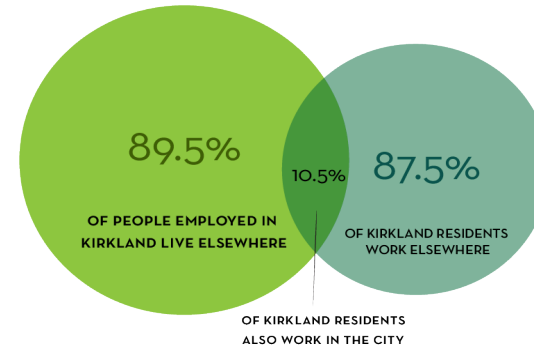
Only 10.5 percent of people living in Kirkland also work in the city. The majority of people who work in Kirkland live elsewhere, and a similar amount of Kirkland residents also work elsewhere in the region.

3.Q - Kirkland Employee Travel Time to Work
2020, PSRC

90 + Minutes
60 to 89 Minutes
45 to 59 Minutes
40 to 44 Minutes
35 to 39 Minutes
30 to 34 Minutes
25 to 29 Minutes
20 to 24 Minutes
15 to 19 Minutes
10 to 14 Minutes
5 to 9 Minutes
Less than 5 Minutes

0% 5% 10% 15% 20%
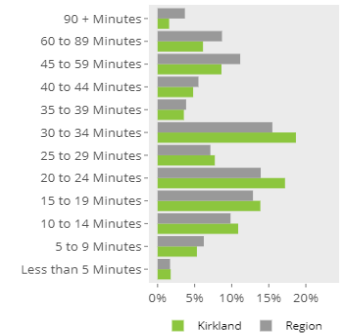
■ Kirkland ■ Region

Kirkland has a higher rate of commuters traveling between 5 and 34 minutes than the region as a whole, but a lower rate of commute time above that.

Kirkland and the neighboring municipalities have a higher median home value and median gross rent than King County as a whole, but Kirkland has comparatively lower values than Redmond and Bellevue.

3.R - Median Home Value
2022, U.S. Census Bureau

$1,057,300 — Kirkland
$1,332,100 — Redmond
$1,526,300 — Bellevue
$878,200 — King County
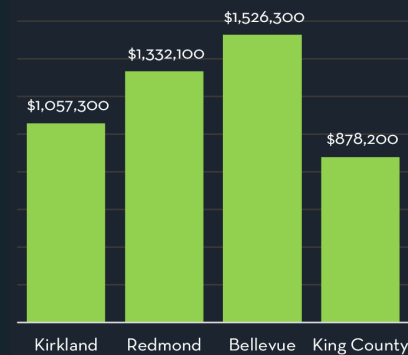
3.S - Median Gross Rent
2022, U.S. Census Bureau

$2,381 — Kirkland
$2,240 — Redmond
$2,432 — Bellevue
$1,917 — King County

STATISTICS ON
HOUSING UNITS

Of Kirkland's neighboring municipalities, Redmond has the highest number of owner occupied units that are multi-unit. Bellevue has the highest number of renter occupied multi-units. Kirkland has the least units overall for both owner and renter occupied units, and overall multi-units.

As a percentage of total occupied units, Kirkland has generally a high number of single owner and renter occupied units than regional counterparts. This is shown in Figures 3.X & 3.Y.

3.T - Occupied Units in the Region by Type & Tenure

2022, U.S. Census

	Owner-Occupied			Renter-Occupied		
	Total Units	Single Unit	Multi-Unit	Total Units	Single Unit	Multi-Unit
Kirkland	24,297	79%	21%	15,686	28%	72%
Redmond	32,950	43%	57%	18,793	12%	88%
Bellevue	32,855	86%	14%	29,539	20%	80%
King County	945,949	57%	43%	419,367	19%	81%

3.U - Regional Population in Occupied Housing Units by Tenure
2022, U.S. Census

	Owner-Occupied			Renter-Occupied		
	Total	Single Unit	Multi-Unit	Total	Single Unit	Multi-Unit
Kirkland	58,923	54,045	4,878	31,934	10,379	21,555
Redmond	37,082	49,152	1,592	38,930	10,233	28,697
Bellevue	85,766	75,142	10,624	62,593	22,417	40,176
King County	1,374,852	1,283,030	91,822	840,321	271,288	569,033

Despite Redmond having the highest number of owner occupied units that are multi-unit, the city has the lowest population in these types of units compared to surrounding municipalities. Bellevue has the highest population in total units as well as all categories shown in Figure 3.U.

Kirkland has seen a significant decrease in multi-unit percentage of total units since 2000, at a 38.4 percent drop. Single units have increased as a percentage of total units by just over 10 percent. Manufactured homes and units categorized as "other" have increased by 24 units but stayed roughly the same as an overall makeup of the City's housing unit types.

3.V - Kirkland Types of Occupied Units
2022, U.S. Census

	2000		2022	
	Total Units	% of Total	Total Units	% of Total
Single Unit	11,073	50.5	24,225	60.6
Multi-Unit	10,811	49.3	15,679	10.9
Manufactured Homes/Other	55	0.3	79	0.2

3.W - Regional Types of Unit Count*
2000-2022, U.S. Census

*All housing units are accounted for in this table, including vacant units. The count for total occupied units is available in Figure 3.Z on page 32.

	2000			2012			2022		
	Total Units	Single Unit	Other	Total Units	Single Unit	Other	Total Units	Single Unit	Other
Kirkland	21,939	11,073	10,866	23,932	11,858	12,074	43,327	25,043	18,284
Redmond	20,296	10,401	9,895	24,540	12,115	12,425	34,350	14,805	19,545
Bellevue	48,303	28,503	19,800	54,976	29,845	25,131	66,203	36,387	29,816
King County	742,237	447,166	295,071	851,180	507,887	343,293	1,004,742	557,425	447,317

3.X - Unit Growth in the Region
2015-2022, U.S. Census

	Kirkland	Redmond	Bellevue	King County
Total Units	97.5	69.2	37.1	35.4
Single Unit	126.2	42.3	27.7	24.7
Other	68.3	97.5	50.6	51.6
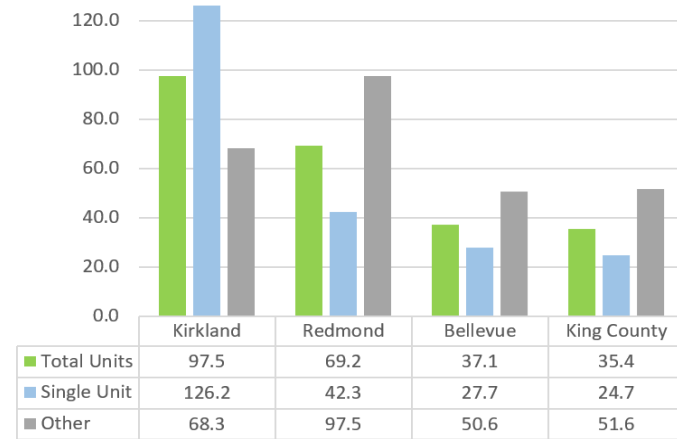
3.Y - Units in the Region: % of King County
2022, U.S. Census

Kirkland has a significantly higher rate of growth in single unit households than Redmond, Bellevue, or King County, as well as units as a whole.

Compared to Kirkland and Redmond, Bellevue has had the highest percent of units compared to the total units in King County.

	Kirkland	Redmond	Bellevue
2000	3.0%	2.7%	6.5%
2022	4.3%	3.4%	6.6%
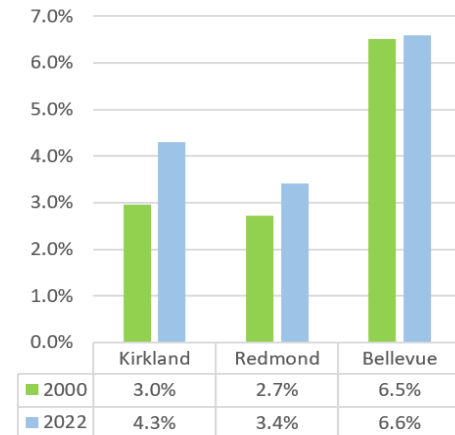
STATISTICS ON
HOUSING UNITS

3.Z - Housing Units by Tenure
2000-2022, U.S. Census

2000				
	Total Occupied Units	Owner Occupied	Renter Occupied	Vacant
Kirkland	20,823	11,814	9,009	1,116
Redmond	19,129	10,569	8,560	1,167
Bellevue	45,687	28,012	17,675	2,616
King County	710,915	425,451	285,465	31,321

2010				
	Total Occupied Units	Owner Occupied	Renter Occupied	Vacant
Kirkland	22,445	12,813	9,632	1,900
Redmond	22,550	12,212	10,338	1,627
Bellevue	50,355	29,540	20,815	5,196
King County	789,232	466,718	322,514	62,029

2022				
	Total Occupied Units	Owner Occupied	Renter Occupied	Vacant
Kirkland	39,983	24,297	15,686	3,344
Redmond	32,950	32,950	18,793	1,400
Bellevue	62,394	32,855	29,539	3,809
King County	945,040	945,040	419,367	59,702

3.AA - Housing Units by Tenure (% Change)
2000-2022, U.S. Census
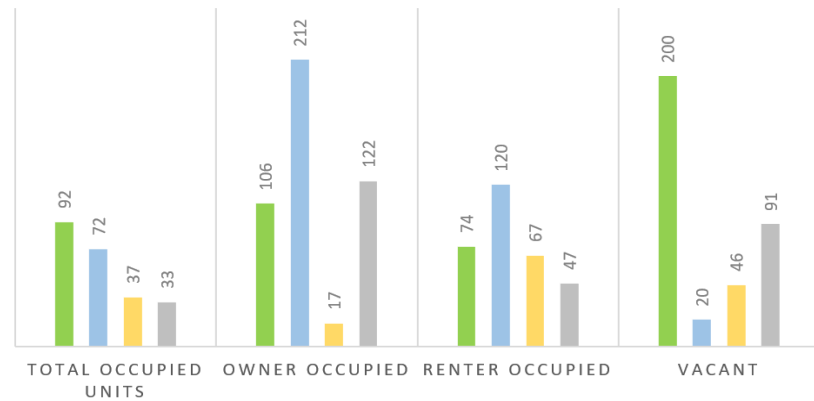
STATISTICS ON
HOUSING COSTS

3.AB - Median Rent and Rental Vacancy Rate in the Region
2000-2022, U.S. Census

	2000		2012		2022		% Change	
	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate	Median Rent	Vacancy Rate
Kirkland	898	5.4	1,370	3.9	2,381	3.0	165.1	-43.9
Redmond	933	6.1	1,388	3.2	2,240	3.8*	140.1	-37.9
Bellevue	844	6.0	1,354	4.4	2,432	6.8	188.2	14.3
King County	696	4.4	1,110	4.4	1,917	4.6	175.4	4.8

*ACS 5-Year Estimates used for the 2022 Redmond vacancy rate due to no calculation being done for the 1-Year Estimates.

Median rent in Kirkland has increased by 165 percent in the last two decades, with all compared municipalities also having significant increases in meidan rent. During this time, the vacancy rate has also increased at a higher percentage than Redmond, Bellevue, or King County. Redmond and Bellevue have seen a decrease in vacancy rate during this time.

3.AC - Kirkland Home Value
2000-2022, U.S. Census

With an exception of a dip in 2015, Kirkland's home values have been steadily growing in the last two decades. This growth has continued since 2020, with the 2021 median home value being $805,500, an 11% increase from 2020. Between 2021 and 2022, the median home value has risen to $1,081,800, a 34 percent increase.
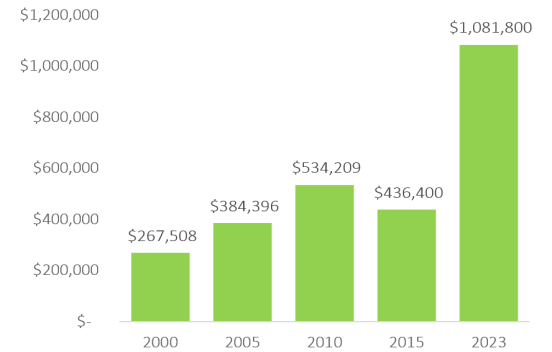
3.AD - Home Value in the Region
2000-2022, U.S. Census

	2000 ($)	2010 ($)	2022 ($)	2000-2010 % Change	2010-2022 % Change
Kirkland	267,508	534,209	1,081,800	99.7	102.5
Redmond	298,736	457,300	1,356,700	55.1	196.7
Bellevue	317,608	556,500	1,440,300	75.2	158.8
King County	253,241	385,600	862,200	52.3	123.6

Kirkland has seen a 304 percent increase in home value between 2000-2022. This is less than Redmond (354%) and Bellevue (353%), but significantly less than King County's 204 percent increase during this time. The home value changes between 2000-2010 and 2010-2022 are similar for Kirkland. For Redmond, Bellevue, and King County, the change between these two periods doubled or more. While Kirkland shows consistency in this area, the rise in home values are still significant.

STATISTICS ON
HOUSING COSTS

3.AE - Maximum Rents for Projects Based on Unit Size
2022, King County

Unit Size	30%	35%	40%	45%	Low HOME	50%	60%	High HOME	65%	70%	80%
0 Bedrooms	$ 680	$ 792	$ 906	$ 1,019	$ 1,132	$ 1,132	$ 1,359	$ 1,453	$ 1,472	$ 1,585	$ 1,688
1 Bedroom	$ 728	$ 849	$ 971	$ 1,092	$ 1,213	$ 1,213	$ 1,456	$ 1,558	$ 1,577	$ 1,699	$ 1,787
2 Bedrooms	$ 873	$ 1,019	$ 1,165	$ 1,310	$ 1,456	$ 1,456	$ 1,747	$ 1,871	$ 1,893	$ 2,038	$ 2,145
3 Bedrooms	$ 1,009	$ 1,177	$ 1,346	$ 1,514	$ 1,682	$ 1,682	$ 2,019	$ 2,153	$ 2,187	$ 2,355	$ 2,478
4 Bedrooms	$ 1,126	$ 1,314	$ 1,502	$ 1,689	$ 1,877	$ 1,877	$ 2,253	$ 2,383	$ 2,440	$ 2,628	$ 2,763
5 Bedrooms	$ 1,242	$ 1,449	$ 1,657	$ 1,864	$ 2,071	$ 2,071	$ 2,485	$ 2,610	$ 2,692	$ 2,899	$ 3,050

SECTION NOTE

• The Department of Housing and Urban Development (HUD) sets income limits that determine eligibility for assisted housing programs HUD develops income limits based on Median Family Income estimates and Fair Market Rents.

• 2022 Income and Rent Limits published by HUD on April 18th, 2022, effective April 18th, 2022

• King County uses 1.5 persons per bedroom to determine the household size and corresponding rent limits.

• HOME Rental Development program is a housing block grant program used to preserve and create affordable housing for very low-income households

• Low/High HOME: Based on 2022 HOME Program Income and Rents Limits - effective June 15, 2022

3.AF - Maximum Household Income for Multi-family Rental Properties
2022, King County

Family Size	30%	35%	40%	45%	50%	60%	65%	70%	80%	HOME*80
1 Person	$ 27,200	$ 31,710	$ 36,240	$ 40,770	$ 45,300	$ 54,360	$ 58,890	$ 63,420	$ 66,750	$ 66,750
2 Persons	$ 31,050	$ 36,260	$ 41,440	$ 46,620	$ 51,800	$ 62,160	$ 67,340	$ 72,520	$ 76,250	$ 76,250
3 Persons	$ 34,950	$ 40,775	$ 46,600	$ 52,425	$ 58,250	$ 69,900	$ 75,725	$ 81,550	$ 85,800	$ 85,800
4 Persons	$ 38,800	$ 45,290	$ 51,760	$ 58,230	$ 64,700	$ 77,640	$ 84,110	$ 90,580	$ 95,300	$ 95,300
5 Persons	$ 41,950	$ 48,930	$ 55,920	$ 62,910	$ 69,900	$ 83,880	$ 90,870	$ 97,860	$ 102,950	$ 102,950
6 Persons	$ 45,050	$ 52,570	$ 60,080	$ 67,590	$ 75,100	$ 90,120	$ 97,630	$ 105,140	$ 110,550	$ 110,550
7 Persons	$ 48,150	$ 56,175	$ 64,200	$ 72,225	$ 80,250	$ 96,300	$ 104,325	$ 112,350	$ 118,200	$ 118,200
8 Persons	$ 51,250	$ 59,815	$ 68,360	$ 76,905	$ 85,450	$ 102,540	$ 111,085	$ 119,630	$ 125,800	$ 125,800

STATISTICS ON
HOUSING COSTS

STATISTICS ON
HOUSING PROJECTIONS

By 2044, Kirkland is projected to need almost five thousand units, and an additional 2,546 Permanent Support Housing (PSH) units for those making between 0-30% of the AMI. This is a significant increase from existing units, as this would be over 21 thousand percent more than what is currently considered PSH units in Kirkland for this net worth category. 31-50% AMI and Emergency Housing units are the next most needed type of unit.

3.AG - Cost Values in the Region: % Change
2000-2022, U.S. Census

Between 2000 and 2022, Kirkland has had a lower Median Household Income than Bellevue or Redmond but higher than King County. Between 2000-2010, Kirkland had a higher Median Housing Value than Redmond, but by 2022, Redmond surpassed Kirkland. All three cities have a higher Median Housing Value than the county as a whole. Bellevue had the lowest Median Rent in 2000, but had the highest Median Rent in 2022.

Theoretical housing units are calculated by dividing the existing labor force by 1.4. Kirkland required the least Theoretical Housing Units in 2014 and 2020 compared to the surrounding municipalities, followed by Redmond, Bellevue, and King County. This is consistent with the amount of people in the labor force.

3.AI - 2044 Kirkland Projected Housing Needs
2023, King County

2044 Net New Unit Allocation	Non-PSH	PSH*						
	4,842	2,546	3,052	1,022	228	259	1,251	2,522
% Increase from Current Units	466%	21,217%	171%	27%	3%	5%	6%	16,93%

* PSH: Permanent Supportive Housing

3.AH - Cost Values in the Region
2000-2022, U.S. Census

	2000			2010			2022		
	Median Household Income	Median Housing Value	Median Rent	Median Household Income	Median Housing Value	Median Rent	Median Household Income	Median Housing Value	Median Rent
Kirkland	60,332	283,100	972	86,656	534,209	1,288	130,620	1,081,800	2,381
Redmond	66,735	269,400	1,021	96,088	457,300	1,283	152,851	1,356,700	2,240
Bellevue	62,338	299,400	916	88,073	556,500	1,271	153,779	1,440,300	2,432
King County	53,157	236,900	758	71,175	385,600	999	116,225	862,200	1,917

3.AJ - Interim Affordable Housing Targets
2017-2021, City of Kirkland

16.54%
of units are affordable for 0-80% AMI

3.17%
of units are considered Income-Restricted
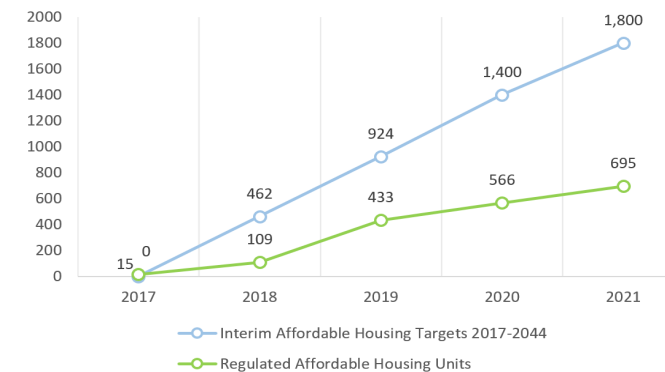
STATISTICS ON
HOUSING COSTS

3.AK - Percent of Household Income Allocated to Mortgage

2012-2021, PSRC, U.S. Census 5-Year Estimates

2012								
Mortgage Allocation Categories								
	<15	15-19.9%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*	Perc
Total Units with a Mortgage				%				
Kirkland	10,264	14.7%	15.6%	14.1%	13.2%	9.8%	32.0%	0.6%
Redmond	9,620	18.2%	19.9%	15.7%	13.0%	10.9%	22.3%	-
Bellevue	19,136	19.2%	20.7%	15.1%	11.6%	7.0%	26.3%	-
King County	345,006	16.0%	17.3%	16.3%	13.4%	9.3%	27.2%	0.4%

2021								
Mortgage Allocation Categories								
	<15	15-19.9%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*	
Total Units with a Mortgage				%				
Kirkland	15,268	31.9%	13.4%	13.4%	8.2%	7.3%	25.8%	-
Redmond	9,958	40.5%	14.5%	18.4%	8.1%	3.2%	15.3%	-
Bellevue	19,020	29.1%	17.4%	15.3%	11.3%	7.5%	19.5%	-
King County	366,850	24.8%	19.5%	16.7%	10.4%	7.0%	21.1%	0.6%

N/C: Not Computed

Between 2012 and 2021, the percent of households spending less than 15% of their income on their mortgage has more than doubled in Kirkland, and the remainder of the income allocation categories have decreased. The largest decrease was for households who spend over 35 percent of their income on their mortgage. In other neighborhing cities, a similar trend is seen. For Redmond, Bellevue, and King County, more percent of households are spending less than 15% of their income on mortgage, and less households are spending more than 35 percent of their income on mortgage. These trends indicate that people are overall spending less on their mortgage as a percent of their income in Kirkland and compared municipalities. The overall number of units with a mortgage has increased during this time.

3.AL - Percent of Household Income Allocated to Rent

2012-2021, PSRC, U.S. Census 5-Year Estimates

2012						
Rental Allocation Categories						
	<20%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
Total Rental Units			%			
Kirkland	9,429	33.1%	15.6%	13.1%	7.5%	28.3%	2.5%
Redmond	10,930	39.7%	14.7%	9.3%	6.4%	26.8%	3.0%
Bellevue	22,121	35.5%	12.6%	11.9%	8.6%	27.3%	4.0%
King County	327,525	24.5%	13.7%	12.2%	8.9%	36.6%	4.1%

2021						
Rental Allocation Categories						
	<20%	20-24.9%	25-29.9%	30-34.9%	>35%	N/C*
Total Rental Units			%			
Kirkland	14,178	29.3%	15.8%	11.3%	6.7%	32.5%	4.3%
Redmond	14,903	40.5%	16.2%	9.0%	6.7%	24.9%	2.7%
Bellevue	28,444	39.2%	13.0%	2.1%	6.8%	25.7%	3.9%
King County	391,756	26.1%	13.9%	12.2%	9.2%	35.1%	0.2%

**N/C: Not Computed*

In 2012, the largest category of rental allocation was for those spending under 20 percent of their income on rent, closely followed by people spending over 35 percent of their income on rent. By 2021, these numbers had flipped, with people spending over 35 percent of their income on rent being the highest percent of rental allocation categories. This is the case for compared jurisictions, where under 20 percent and over 35 percent are the most common degrees of rental allocation. This may reflect the distribution of income in Kirkland, as well as compared jurisdictions. Where there are similar numbers of people making considerably more than their rental housing costs as those who spend more on rent than what would be considered afforable.

4 Economy

Studying a city's economic data is instrumental in informed decision-making and policy formulation. It provides critical insights into workforce dynamics, enabling targeted job growth strategies and workforce development programs. Understanding economic trends is essential for housing and urban planning, guiding infrastructure investments, and addressing affordability challenges. This data serves as a guide for resource allocation, ensuring effective utilization of public funds and informs long term economic strategies, ultimately fostering resilience and competitiveness in the city's economic landscape.

Kirkland's economic data reveals a city experiencing remarkable growth, with a 43 percent surge in employment between 2012 and 2022, surpassing surrounding municipalities and King County. This employment expansion is indicative of a thriving local economy. However, a noteworthy observation is that many jobs in Kirkland are held by residents who live outside the city, and a significant portion of Kirkland's residents commute elsewhere for work. This highlights the need to achieve a balance between job creation and local employment opportunities.

Understanding these employment trends is crucial for strategic workforce development, innovation, and sector-specific support. The economic forecast for Kirkland is optimistic, with projections indicating substantial job growth, especially in Retail, Food Service, and Education. These projections align with the city's goal to create a diverse and dynamic workforce. However, it's vital to take into account that manufacturing and wholesale trade may not experience significant growth, necessitating the need for economic diversification and adaptability.

Changes in commuting patterns and the rise of remote work suggest a transformative shift in employment dynamics. This transition was particularly notable during the COVID-19 pandemic, highlighting the importance of flexible work arrangements. This shift not only impacts Kirkland's economy but also underscores the need for adaptable city planning to accommodate evolving employment patterns.

While Kirkland boasts a strong economic outlook, the statistics reveal a need for housing diversification and enhanced local employment opportunities. By balancing job growth, fostering a diverse workforce, and addressing housing needs, Kirkland can secure its position as a vibrant and economically resilient city. These insights are vital for informed city planning to support sustainable economic growth and prosperity.

Kirkland At A Glance

PROPERTY ASSESSED VALUATION:
$48.4 mil (2023)

LARGEST EMPLOYER:
EvergreenHealth, 4,718 (2022)

TOTAL EMPLOYMENT: 52,525 (2022)

RESIDENTS WORKING IN THE CITY:
5,409, 10.5% (2020)

BUSINESS LICENSES: 3,842 (2023)

CITY GOVERNMENT REVENUE:
$138,274,477 (2021)

SALES TAX GENERATED:
$54.2 mil (2022)

CITY PERMIT VALUATION: $37 mil (2021)

EMPLOYMENT FORECAST:
73,302 (2035), 89,443 (2050)

Map 6 - Locations of Kirkland Businesses
2023, Kirkland Dept. of Finance
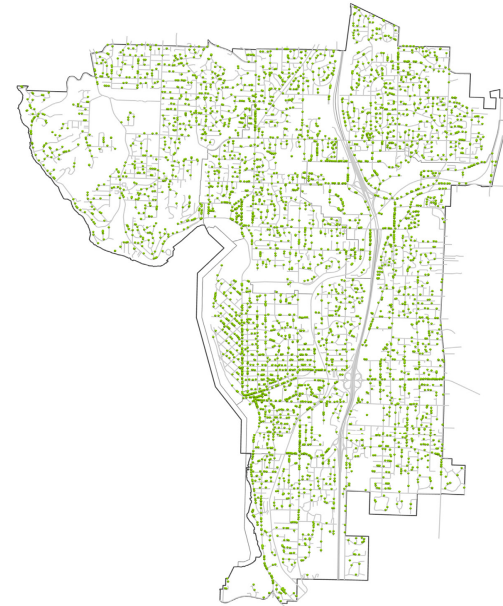
4.B - Kirkland Businesses by Neighborhood
2023, Kirkland Dept. of Finance

Legend:
- Bridle Trails
- Highlands
- Market
- Central Houghton
- Juanita
- Moss Bay
- Totem Lake
- Everest
- Kingsgate
- Norkirk
- Finn Hill
- Lakeview
- Rose Hill
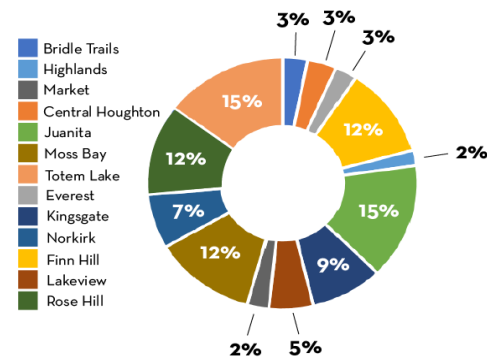
STATISTICS ON EMPLOYMENT

4.A - Top Employers in Kirkland
2022, Kirkland Dept. of Finance

Firm Name	Employees
EVERGREENHEALTH	4718
GOOGLE, INC.	2737
CITY OF KIRKLAND	710
KENWORTH TRUCK CO	547
FRED MEYER STORES, INC.	532
SALESFORCE, INC.	508
ASTRONICS AES	433
SERVICENOW, INC.	384
GODADDY.COM	381
LAKE WASHINGTON INSTITUTE OF TECHNOLOGY	380
BHC FAIRFAX HOSPITAL, INC.	373
COSTCO WHOLESALE CORPORATION	319
SAFEWAY INC.	277
NORTHWEST UNIVERSITY	242
AEGIS SENIOR COMMUNITIES LLC	239
KIRKLAND AUTOMOTIVE HOLDINGS	235
MICHAEL O'BRIEN ENTERPRISES, INC.	223
STARBUCKS CORPORATION	207
WAVE AQUATICS	200
BRIDGE PARTNERS LLC	186
LEE JOHNSON	177
AMAZON FRESH	176
FRIENDS OF YOUTH	175
MAVERICK KIRKLAND LLC	164
WATERMARK ESTATE MANAGEMENT SERVICES LLC	153
TRADER JOE'S #132	146
EASTSIDE PREP	145
WEIDNER PROPERTY MANAGEMENT LLC	132
THE OLIVE GARDEN ITALIAN RESTAURANT #1318	131
WHOLE FOODS MARKET	125
BLUETOOTH SIG, INC. DBA BLUETOOTH SIG	123
FRED HUTCHINSON CANCER CENTER	122
WINDERMERE	120
ECHODYNE CORP	118
METROPOLITAN MARKET	115
LIFE CARE CENTER OF KIRKLAND	113
M. A. MORTENSON COMPANY	113
WB GAMES INC.	110
JEMCO COMPONENTS & FABRICATION, INC.	107
GLOBAL HEALTH LABS, LLC	106
QUALITY FOOD CENTER	105
SSHI INC DBA: DR HORTON INC	104
MCDONALD'S	104
RESOLUTION BIOSCIENCE, INC.	103
PIVOTAL COMMUNICATIONS INC	102

STATISTICS ON
EMPLOYMENT

Kirkland has had a 43 percent growth in employment between 2012 and 2022. This is the highest percent growth compared to the surrounding municipalities and King County. In 2021, Kirkland was between Bellevue and Redmond in terms of the number of people employed in the city. Based on previous figures in the Housing section of this report, many of the jobs held in Kirkland are occupied by people living outside of the city, and most people that live in Kirkland work outside of the city.

4.C - Employment in the Region
2012-2022, U.S. Census

	2012	2022	% Change
Kirkland	30,124	52,525	42.6
Redmond	31,260	44,447	29.7
Bellevue	68,339	84,609	19.2
King County	1,107,926	1,264,782	12.4

4.D - Employment in the Region (% Change)
2012-2022, U.S. Census
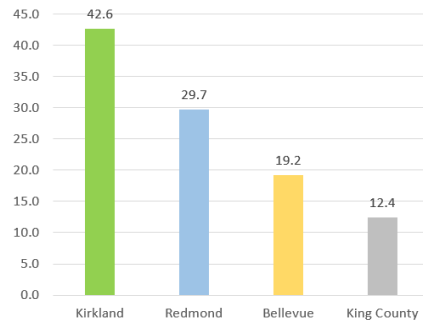
The highest sector of employment in Kirkland is SWAMP (see acronym legend below). This is the same regionally, where Redmond, Bellevue, and King County are most employed in SWAMP professions above other categories. The second highest category regionally is EHSS. Kirkland has a higher rate of Construction employees than surrounding municipalities and the county. Compared to Bellevue and Redmond, Kirkland has more people employed in HAMFF, Public Administration, EHSS, Manufacturing, and Other Services. It has the lowest numbers of Wholesale Trade and FIRE employees.

4.E - Employment by Sector in the Region (% of Total Jobs)
2022, U.S. Census

|	HAMFF*	Construction	Manufacturing	Wholesale Trade	Retail Trade	WTU**
Kirkland	0.3	6.1	7.4	1.6	12.5	3.2
Redmond	0.2	2.3	6.2	2.1	12.3	2.9
Bellevue	0.2	2.8	6.9	2.5	14.5	3.3
King County	0.4	5.3	7.6	1.9	12.7	4.9

	Information	FIRE***	SWAMP****	EHSS*****	FAERA******	Other Services	Public Administration
Kirkland	8.2	5.7	26.9	17.4	4.6	4.1	2.2
Redmond	10.2	8.4	36.7	11.3	4.2	1.8	1.3
Bellevue	8.4	6.1	29.3	16.6	5.6	2.5	1.3
King County	5.5	5.7	21.7	19.8	7.7	4.1	2.7

*HAMFF: Hunting, Agriculture, Mining, Forestry, and Fishing
**WTU: Warehousing, Transportation, Utilities
***FIRE: Finance, Insurance, Real Estate
****SWAMP: Scientific, Waste Management, Administrative, Management, and Professional Services
*****EHSS: Education, Healthcare, Social Services
******FAERA: Food, Accomodation, Entertainment, Recreation, and the Arts

STATISTICS ON
EMPLOYMENT

4.F - 2030-2050 Kirkland Total Jobs Projections
2023, PSRC
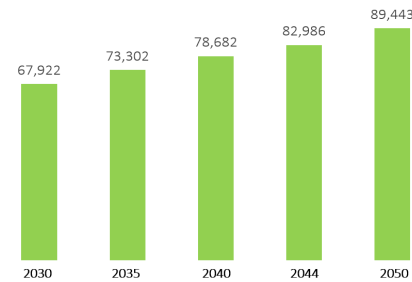
Kirkland is projected to have 82,986 jobs by 2044. This is over one and half times more jobs than 2021. PSRC projections for job categories show that there will be the highest spikes of Retail and Food Service and Education employment by 2044. The least amount of growth will be in the Manufacturing and Wholesale, Trade, and Utilities (WTU). None of these industries are projected to have a significant decline.

Regional projections for 2044 employment show that Kirkland will have the highest employment of FIRES, Construction and Resources, and Government jobs. This is consistent with surrounding municipalities and King County. Kirkland already has the highest rate of FIRES jobs currently, but the lowest percent growth in comparison.

Despite Education being one the second highest percent of growth for job sectors in Kirkland, it is projected to encompass the lowest rate of jobs in total in the city in 2044. Kirkland also has the lowest total jobs projected in comparison to Bellevue and Redmond, despite having more jobs in 2021 than Redmond.

4.G - 2020-2044 Kirkland Job Projections (% Change)
2023, PSRC
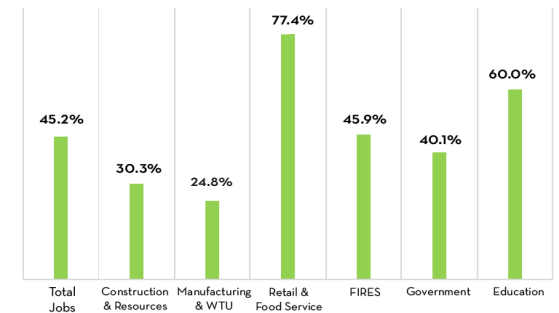
4.H - 2044 Job Projections by Sector in the Region
2023, PSRC

	Total Jobs in 2044 (#)	% of Total					
		Construction & Resoures	Manufacturing & WTU*	Retail & Food Services	FIRES**	Government	Education
Kirkland	82,986	7.0	8.3	17.9	50.0	10.2	6.6
Redmond	123,766	2.8	9.1	10.0	73.5	0.1	3.9
Bellevue	230,418	3.4	6.5	15.3	66.8	2.2	5.8
King County	2,033,109	4.6	11.3	19.2	52.7	4.6	7.6

*WTU: Wholesale, Transportation, Utilities
**FIRES: Finance, Insurance, Real Estate, and Other Services (Not Food Services)

STATISTICS ON
COMMUNERS

4.I - Workers & Place of Residence in the Region
2012-2020, U.S. Census Bureau (On The Map tool)

	2012			2020		
	Total Workforce	Residents Working in Place of Residence	% of Total Workforce	Total Workforce	Residents Working in Place of Residence	% of Total Workforce
Kirkland	30,124	6,108	20.3	51,344	5,409	10.5
Redmond	31,260	14,511	46.4	100,722	11,659	11.6
Bellevue	68,339	26,180	38.3	150,049	16,569	11.0
King County	1,107,926	400,358	36.1	1,384,149	909,633	65.7

	Kirkland	Redmond	Bellevue	King County
2012	20.3	46.4	38.3	36.1
2020	10.5	11.6	11.0	65.7

KING COUNTY **+127.2%**

-36.7% BELLEVUE

-19.7% REDMOND

-11.4% KIRKLAND

4.J - Workers & Place of Residence in the Region: % of Workforce

2012-2020, U.S. Census Bureau

The percent of Kirkland's workforce that both work and live in the city has nearly been cut in half between 2012 and 2020. This is significantly less of a decrease than Bellevue and Redmond, which have seen almost a third of their percent of total workforce either leave the city or work elsewhere. Much of this may be to do with the changes in remote working habits during the COVID-19 pandemic. King County saw an inverse effect, with a significant increase (127.2 percent) of workers living and working within King County.

4.K - Workers & Place of Residence in the Region: % Change

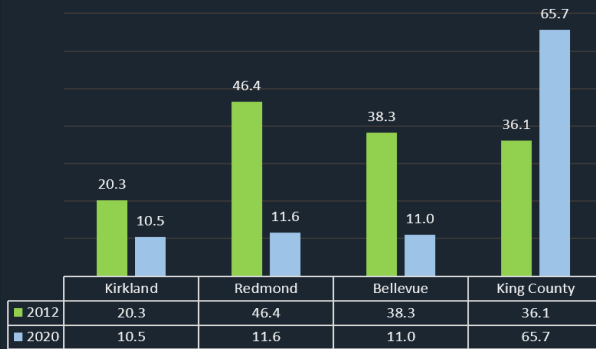*2012-2020, U.S. Census Bureau*
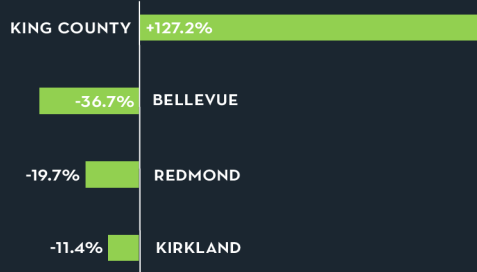
Between 2012 and 2022, there has been the highest percent change in commuting patterns for remote workers. This is likely due to the changes in response to the COVID-19 pandemic.

Walking to work, although only encompassing a low percentage of total commuters, has grown the most after remote work.

All categories of commuting patterns have increased in the last decade with the exception of public transportation. Between 2020 and 2022 alone, public transportation use decreased from 8.7 percent to 2 percent. This trend was the same regionally, with Redmond decreasing from 10.2 percent to 1.9 percent between 2020 and 2022.

In 2022, Kirkland's commuters mostly drove alone by car. This was the case for surrounding municipalities and King County. Working from home was the next most common form of "commute" in Kirkland, Redmond, Bellevue, and King County. Similar trends for the rise in remote work are shown on the county level. In 2020, public transportation remained the second most popular commuter mode after driving alone. As of 2022, it was surpassed on a county level by remote work.

STATISTICS ON
COMMUNERS

4.L - Kirkland Commuter Modes: % Change
2012-2022, PSRC

All Commuters	Drove Alone	Carpooled	Public Transit	Walked	Other*	Work from Home
+85%	+25%	+64%	-46%	+95%	+32%	+1,058%
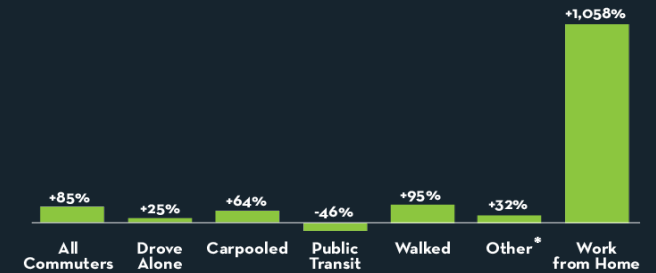
4.M - Commuting Mode Comparison in the Region
2022, PSRC

	Kirkland	Redmond	Bellevue	King County
Total Commuters (#)	51,131	43,700	82,918	1,239,443
Drove Alone (%)	51.7	48.8	43.7	50.7
Carpooled (%)	6.3	6.5	6.7	6.6
Public Transportation (%)	2.0	1.9	4.5	6.3
Walked (%)	1.6	1.9	3.8	3.9
Other* (%)	1.0	1.7	2.7	2.1
Worked From Home (%)	37.4	39.2	38.6	30.5

*Includes Taxicabs, Motorcycle, or Other Means

STATISTICS ON
CITY FINANCES

According to the City of Kirkland Comprehensive Financial report, the dominant source of city government revenue came from taxes and assessments, accounting for almost 66 percent of total revenue sources. Charges for services accounted for the next most common source of revenue, at 15 percent of total city government revenue.

Investment interests, including those within excise capital improvements, negatively affected the total revenue, accounting for just under one million dollars in revenue loss, or a 7 percent decrease of revenue potential.

4.N - City Government Revenue & Sources

2021, City of Kirkland Comprehensive Financial Report

Source	General Fund	Excise Capital Improvement
Taxes & Assessments	90,902,037	17,926,250
Licenses & Permits	11,589,120	-
Intergovernmental	12,045,404	-
Charges for Services	20,764,065	-
Fines and Forfeitures	2,766,642	-
Investment Interest	-912,415	-87,571
Miscellaneous Revenues	1,119,624	-
Total Revenues	138,274,477	17,839,679

4.O - City Government Operating Revenue Summary

2023, 2024 City of Kirkland Budget Report

- Intergovernmental - 3.0%
- Licenses & Permits - 6.1%
- Resources Forward - 20.2%
- Other Taxes - 3.0%
- Business Tax - 2.0%
- Utility Tax - 6.1%
- Interfund Transfers - 2.0%
- Miscellaneous Revenue - 6.1%
- Fines & Forfeits - 1.0%
- External Charges for Service - 5.1%
- Sales Tax - 13.1%
- Internal Charges for Service - 14.1%
- Property Tax - 18.2%
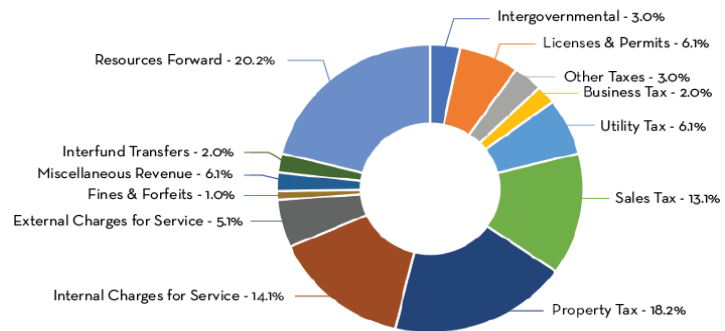
According to the City of Kirkland 2024 Budget Report, Resources Forward, or beginning fund balance (cash), accounted for the highest percentage of city government operating revenue at 20.2 percent, followed closely by property taxes. Other significant sources are for internal charges for services and sales tax.

Fines and forfeits account for the least amount of operating revenue, at only one percent of the total. Other minor revenues include interfund transfers, intergovernmental revenue, and other taxes.

4.P - Kirkland Annual Assessed Valuation

2021, City of Kirkland Finance Department
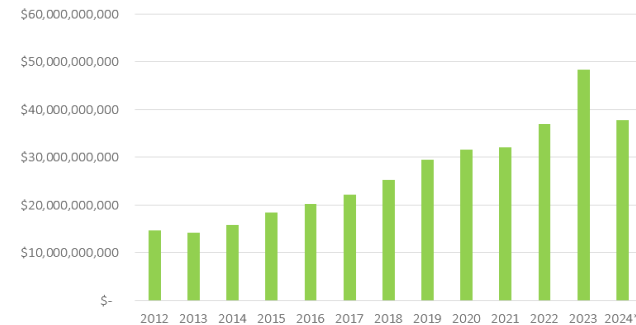
Kirkland's assessed valuation between 2012 and 2024 show consistent growth between 2013 and 2020, with a dip between 2012 and 2013 (2.87 percent decrease) and a stagnancy between 2020 and 2021 (likely related to COVID-19 pandemic). Early estimates of 2024 show a significant decrease (22 percent) of assessed valuation after 2023, returning it closely to that of 2022.

Year	Total ($)	% Change	New Construction
2012	$ 14,672,056,829	-	
2013	$ 14,251,471,899	-2.87%	
2014	$ 15,774,360,007	10.69%	
2015	$ 18,453,587,963	16.98%	
2016	$ 20,253,432,559	9.75%	
2017	$ 22,212,373,381	9.67%	
2018	$ 25,233,434,063	13.60%	
2019	$ 29,434,853,187	16.65%	2.41%
2020	$ 31,524,712,048	7.10%	
2021	$ 32,058,140,263	1.69%	1.94%
2022	$ 36,970,894,548	15.32%	
2023	$ 48,351,973,565	30.78%	1.56%
2024*	$ 37,714,539,381	-22.00%	

*Early estimate

4.Q - City Sales Tax Comparison

2020-2022, City of Kirkland Finance Department

Business Sector Group	2020 ($)	2021 ($)	2022 ($)	$ Change 2020-2022	% Change 2020-2022	Percent of Total		
						2020	2021	2022
Services	3,605,431	4,450,565	5,129,290	1,523,859	42.3	13.2	14.7	16.2
Contracting	6,804,034	7,514,896	6,804,408	374	0.0	24.9	24.8	21.5
Communications	474,918	465,245	473,332	-1,586	0.3	1.7	1.5	1.5
Auto/Gas Retail	4,679,752	5,437,432	5,561,287	881,535	18.8	17.1	18.0	17.6
General Merchandise/Misc. Retai	2,905,364	1,634,047	1,697,546	-1,207,818	41.6	10.6	5.4	5.4
Retail Eating/Drinking	1,490,603	1,754,977	2,135,238	644,635	43.3	5.5	5.8	6.8
Other Retail	3,435,620	6,032,096	6,288,737	2,853,117	83.1	12.6	19.9	19.9
Wholesale	1,165,093	1,328,133	1,436,317	271,224	23.3	4.3	4.4	4.5
Miscellaneous	2,768,851	1,626,434	2,065,260	-703,591	25.4	10.1	5.4	6.5
Total	**27,329,667**	**30,243,825**	**31,591,414**	**4,261,749**	**278.0**	**100.0**	**100.0**	**100.0**

4.R - City Sales Tax History

2013-2022, City of Kirkland Finance Department

| Business Sector Group	2015	2016	2017	2018	2019		2020	2021	2022
				$					
Services	2,568,454	2,688,805	2,855,163	3,132,452	3,469,873		3,605,431	4,450,565	5,129,290
Contracting	2,972,826	3,443,988	4,574,948	5,517,103	6,804,494		6,804,034	7,514,896	6,804,408
Communications	519,889	537,934	592,699	550,076	705,256		474,918	465,245	473,332
Auto/Gas Retail	4,720,379	4,757,711	5,040,398	4,933,656	5,061,760		4,679,752	5,437,432	5,561,287
General Merchandise/ Misc. Retail	2,085,121	2,078,161	1,905,109	2,356,237	2,704,334		2,905,364	1,634,047	1,697,546
Retail Eating/Drinking	1,555,946	1,595,199	1,656,619	1,719,136	1,871,460		1,490,603	1,754,977	2,135,238
Other Retail	2,517,994	2,753,838	2,928,538	3,043,092	3,116,749		3,435,620	6,032,096	6,288,737
Wholesale	898,517	957,368	1,018,484	1,062,516	1,156,380		1,165,093	1,328,133	1,436,317
Miscellaneous	1,089,368	1,260,127	1,280,607	1,438,524	1,712,061		2,768,851	1,626,434	2,065,260
Total	**18,928,494**	**20,073,131**	**21,852,565**	**23,752,792**	**26,602,367**		**27,329,667**	**30,243,825**	**31,591,414**
% Change from Previous Year	5%	6%	9%	9%	12%		3%	11%	4%

STATISTICS ON
CITY FINANCES

Residential permit valuation between 2012 and 2015 was the highest, but saw a decrease in 2016, when commercial permits briefly reached a higher valuation at just under $230 million. Residential permit valuation then regained a dominant position until 2018, when mixed use permit valuation reached a record breaking high at almost $310 million.

Multi-Family housing permit valuation remained the lowest between 2012 through 2021, with the exception of 2021 when mix use permit valuation reached a record low of almost ten million dollars.

4.S - City Permit Valuation

2012-2022, City of Kirkland Finance Department
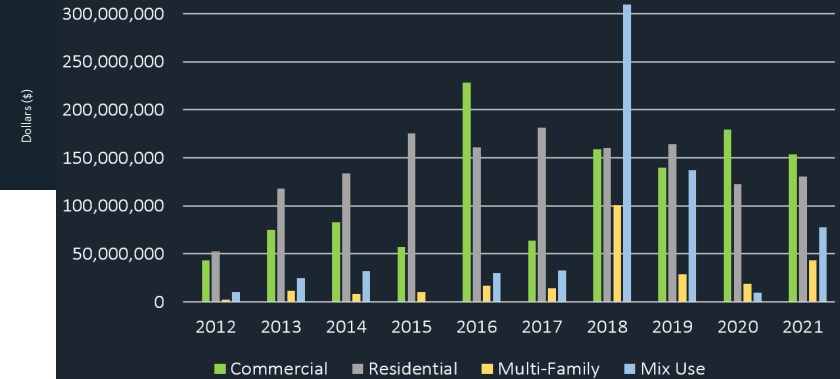
4.T - City Permit Valuation

2012-2021, City of Kirkland Finance Department

Fiscal Year	Commercial Construction		Residential Construction		Multi-Family Construction			Mix Use Construction			Total Assessed Property Valuation ($)
	Permits (#)	Valuation ($)	Dwellings (#)	Valuation ($)	Units (#)	Valuation ($)		Permits (#)	Units (#)	Valuation ($)	
2012	4	43,098,113	92	52,742,439	124	2,200,000		1	108	10,500,000	14,327,902,235
2013	4	75,393,629	268	117,783,022	61	11,504,320		2	187	25,163,600	15,774,360,007
2014	20	83,037,794	253	133,592,300	n.a.*	8,263,498		3	135	32,156,303	18,457,291,655
2015	6	57,174,918	309	175,251,380	n.a.*	10,261,283		1	-	758,000	20,253,626,993
2016	15	228,630,789	316	161,292,444	91	17,025,380		5	132	30,263,720	22,212,373,381
2017	7	63,859,741	329	181,679,397	24	14,587,048		4	261	32,854,123	25,234,642,663
2018	12	158,688,280	262	160,374,341	646	100,731,253		8	1,487	309,923,815	29,518,466,256
2019	9	139,699,169	268	164,548,798	65	28,724,674		6	482	136,957,848	31,652,672,725
2020	9	179,508,844	192	122,633,795	25	19,154,964		2	8	9,980,000	32,190,057,111
2021	6	153,553,152	171	130,564,335	167	43,324,677		5	135	77,925,034	36,856,102,195

*Valuation for updated existing units. No additional new units.

4 Land Use & Capacity

Housing data provides insights into the city's housing stock, affordability, and the balance between jobs and available housing. The data can inform policies and funding strategies aimed at addressing the affordability gap and increasing the availability of diverse housing options. By analyzing the trends in housing prices, home ownership rates, and rental costs, policymakers can identify opportunities to incentivize the creation of affordable housing, promote economic growth, and improve the quality of life for residents. This information can also help businesses and investors make informed decisions about real estate development and investment opportunities in Kirkland.

This chapter discusses the makeup of Kirkland's land use patterns, land capacity, and neighborhood characteristics. These datasets support the Comprehensive Plan's work to anticipate and plan for future growth, ensuring adequate land for development, and sufficient housing to accommodate that growth. Emerging trends in this section include high amounts of land designated to low-density residential development, and increased presence of multi-family development spread amongst newly defined land use designations.

The city's updated Comprehensive Plan intends to answer questions such as where such growth should occur, and what is the city's future land use capacity based on zoning. A land capacity analysis is a process through which the City examines how many housing units and/or jobs could be accommodated on a specific parcel based on what is allowed by the zoning standards for that parcel. In many cases, the existing development on a parcel is less than the maximum allowed, which would mean that parcel has additional capacity for housing and/or jobs above the existing development accommodated today (e.g., a parcel that is currently developed with a 2-story building where there is a development allowance for a 5-story building has additional capacity). Completing an analysis of where this condition exists in the City, with additional considerations for which parcels are most likely to redevelop (discussed in a below subsection), helps us understand how much housing and employment growth the City can accommodate beyond the housing units and jobs we have in the City today. The following charts reflect the estimated residential and non-residential capacity by-neighborhood.

Kirkland At A Glance (2023)

NEIGHBORHOOD RESIDENTIAL DENSITY: Moss Bay (Highest)/ Bridle Trails (Lowest)

NEIGHBORHOOD BUSINESS DISTRIBUTION: Juanita (Highest, 15%) /Everest (Lowest, 2%)

HOUSING UNIT GROWTH TARGET (2044): +13,200

HOUSING UNIT GROWTH TARGET (2044): +26,490

5.A - Land Use: % of Total City Acres

2004-2023, City of Kirkland GIS

Land Use Designation	2004	2013
Commercial	5	3
Office	4	2
Industrial	4	2
Mixed Use	n.a.	0.2
Institutions	8	5
Parks/Open Space	8	8.0
Utilities	1	0.4
Vacant	5	6
Right-of-Way	n.a.	20.0
Single Family	50	46
Multi-Family	14	8

Land Use Designation	2023
Commercial	6
Office	2
Industrial	2
Office/Med. Density Residential	2
Institutions	1
Parks/Open Space	11
n.a.	0
n.a.	0
Transit Oriented Development	0
Low Density Residential	65
Medium Density Residential	7
High Density Residential	4
Greenbelt/Urban Separator	1

In 2023, most of Kirkland's total acreage is designated for low density residential development. This was the case, although designated "Single Family" at the time, in both 2004 and 2013 as well.

Parks and open space appear to be the next most common land use designation in Kirkland, 2023. But if "Multi-Family" (2004/2013) is calculated by combining all 2023 non-low density residential designations, then higher density/multi-family housing actually accounts for the second highest percentage of acreage after low density.

STATISTICS ON
ZONING & LAND USE

Map 7 - City of Kirkland Zoning by Neighborhood
2023, City of Kirkland GIS

Legend:
- Commercial
- Industrial
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space

5.B - Zoning by Neighborhood
2023, City of Kirkland GIS

Neighborhood	Commercial	Industrial	Institutions	Low Density Residential	Medium Density Residential	High Density Residential	Office	Parks/Open Space	Transit Oriented Development
				Percent of Total Area					
Bridle Trails	2.72	0	0	85.16	2.34	0	0.67	8.07	1.04
Central Houghton	1.13	0	9.82	68.39	4.3	0.26	0.61	15.49	0
Everest	3.56	18.35	0	42.17	16.4	0	3.52	13.92	2.08
Finn Hill	0.44	0	0	79.74	1.54	1.59	0.1	16.59	0
Highlands	0	0.5	0	86.84	7.44	0	0	5.22	0
Juanita	4.5	0	0	66.89	12.43	5.82	0.97	9.39	0
Kingsgate	1.65	0.01	0	85.18	2.29	6.96	0	3.91	0
Lakeview	19.76	0	0	24.57	26.32	0	4.65	23.72	0.98
Market	1.08	0	0	69.03	1.27	0	3.16	25.46	0
Moss Bay	26.25	6.19	0	10.53	19.69	15.3	4.92	9.33	7.79
Norkirk	0.39	2.93	0	76.57	1.76	4.83	3.15	4.91	5.46
North Rose Hill	2.36	0	6.16	61.94	7.37	7.74	3.14	5.39	5.9
South Rose Hill	0.36	0	0	75.21	2.8	0.77	1.19	1.42	18.25
Totem Lake	28.67	18.41	4.99	0.46	7.61	4.83	26.12	7.74	1.17

The majority of Kirkland is zoned for low density residential land, with the Highlands neighborhood having the highest percentage of total land area for this zoning designation and Totem Lake with the least (no land zoned for low density residential).

Lakeview has the most land area zoned for medium density residential, with over twice as much area zoned for this designation as the following neighborhood (Everest and Finn Hill both have 18.46 percent of total land area zoned for medium density residential).

Kingsgate has the highest amount of land zoned for high density, followed by Moss Bay. These two neighborhoods account for over half of the high density residential zoning in Kirkland.

Moss Bay also has the most commercially zoned land in comparison with other neighborhoods. This is closely followed by Lakeview and Totem Lake. These three neighborhoods combined represent 75 percent of the total land area in Kirkland zoned for commercial use.

Totem Lake has the highest amount of land zoned for Office Space, being over twice as much as the following neighborhood (Moss Bay) and 40 percent of the total land area.

Central Houghton has a significantly higher amount of zoned land for parks and open space, accounting for 66 percent of the total land area and 13 times the amount of the following neighborhood (Everest).

Industrial zoning exists in few neighborhoods, with the highest amount of this zoning occurring in the Everest neighborhood, followed by Totem Lake.

Institution zoning also occurs significantly less than other designations, with only three neighborhoods having significant land area zoned for this type of land use. These neighborhoods are Central Houghton, Totem Lake, and Rose Hill.

The most Transit Oriented Development (TOD) zoning is in Rose Hill, followed by Everest, Lakeview, then Totem Lake.

STATISTICS ON
CAPACITY

5.C - Neighborhood Size

2023, City of Kirkland GIS
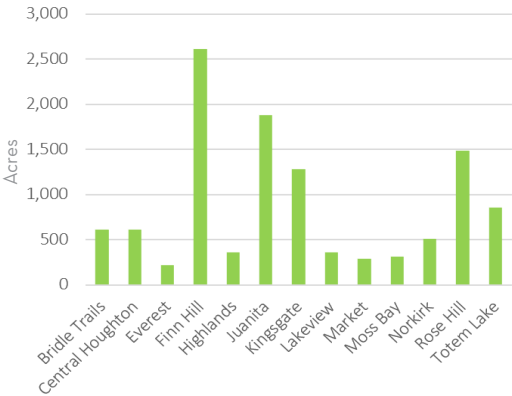
Neighborhood	Total Land Acres
Bridle Trails	610
Central Houghton	614
Everest	219
Finn Hill	2,610
Highlands	363
Juanita	1,881
Kingsgate	1,280
Lakeview	363
Market	289
Moss Bay	314
Norkirk	511
Rose Hill	1,487
Totem Lake	859
Total Acres	**11,401**

5.D - Residential Density by Neighborhood
2022, City of Kirkland GIS, Parametrix

The Finn Hill neighborhood has both the most overall area in Kirkland as well as the most residential acres and single family dwelling units. It has the second least residential density overall, however, following Bridle Trails with the lowest residential density of 2.04.

The Juanita neighborhood has the highest amount of Multi-Family residential dwelling units and total units. Central Houghton has the highest residential density, followed by Totem Lake.

| Neighborhood | Total Residential Acres | Residential Dwelling Units | | | Residential Density (DU/Acre) |
		Single Family	Multi-Family	Total	
Bridle Trails	504	881	147	1,028	2.04
Central Houghton	25	1,096	414	1,510	60.24
Everest	103	273	395	668	6.49
Finn Hill	2,158	5,409	936	6,345	2.94
Highlands	311	963	112	1,075	3.46
Juanita	1,557	4,009	4,358	8,367	5.37
Kingsgate	1,075	3,506	1,668	5,174	4.81
Lakeview	176	378	1,449	1,827	10.38
Market	154	695	71	766	4.98
Moss Bay	178	317	4,058	4,375	24.61
Norkirk	95	1,395	341	1,736	18.25
Rose Hill	1,194	3,076	2,240	5,316	4.45
Totem Lake	85	3	3,595	3,598	42.21
City-Wide	7,616	22,001	19,784	41,785	

STATISTICS ON
CAPACITY

5.E - Residential Units by Neighborhood
2022, City of Kirkland GIS, Parametrix
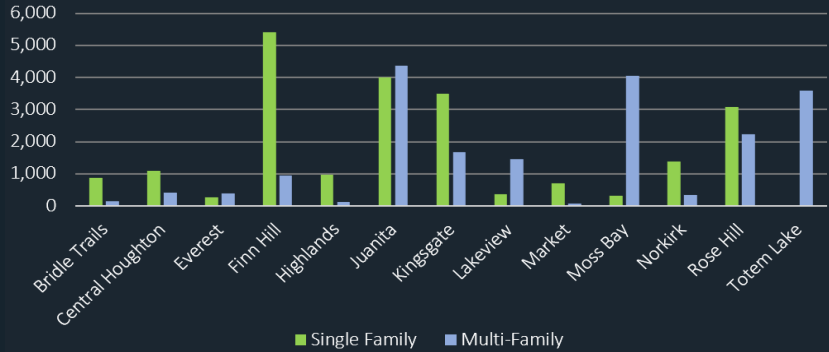
5.F - Estimated Employees by Neighborhood

2022, Parametrix
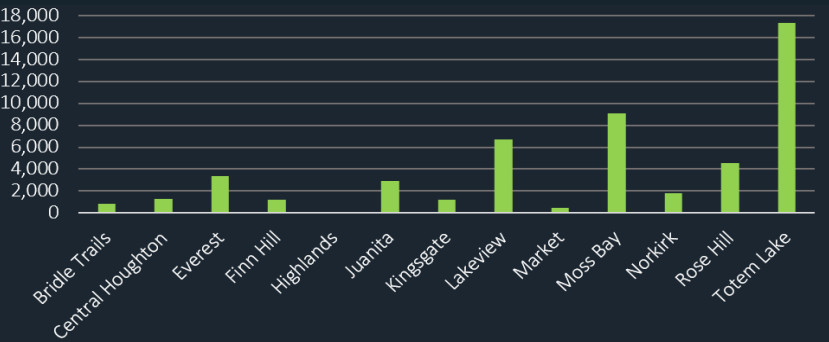
Totem Lake has the highest number of estimated employees (calculated by non-residential square footage) compared to other Kirkland neighborhoods. Totem Lake has almost twice as many employees as Moss Bay, the neighborhood with the second most employees. The neighborhood with the least amount of employees is Highlands with about four and half times less than Market, the neighborhood with the second least employees. This data does not account for employees working from home, since it is calculated based on non-residential square footage.

STATISTICS ON
CAPACITY

5.G - Non-Residential Floor Area & Employees by Neighborhood

2022, Parametrix

| Neighborhood | Non-Residential Building Area (Sq Ft) | | | | Employees | | |
	Commercial	Office	Industrial	Total	Institution*	Home Occupation**	Total*
Bridle Trails	258,725	35,586	-	294,311	73	95	826
Central Houghton	115,993	74,153	-	190,146	579	139	1,247
Everest	65,982	699,776	199,342	965,100	18	61	3,347
Finn Hill	86,128	20,625	-	106,753	336	583	1,174
Highlands	-	-	-	-	0	99	99
Juanita	272,877	146,998	16,444	436,319	981	769	2,909
Kingsgate	177,444	3,025	-	180,469	372	476	1,214
Lakeview	109,109	1,528,731	-	1,637,840	225	168	6,723
Market	22,539	81,693	-	104,232	0	70	443
Moss Bay	1,297,307	1,332,209	232,182	2,861,698	384	402	9,097
Norkirk	46,923	138,452	337,596	522,971	406	160	1,783
Rose Hill	735,697	243,136	118,308	1,097,141	1,398	489	4,533
Totem Lake	1,815,503	1,744,630	2,195,284	5,755,417	2,693	331	17,362
City-Wide	5,004,227	6,049,014	3,099,156	14,152,397	7,465	3,842	50,759

*Calculated by allocating known citywide employees and allocating based on the instutional building square footage
**Calculated citywide and then allocated at the neighborhood level based on total dwelling units per neighborhood

### 5.H - Non-Residential Floor Area by Neighborhood: % of City Totals

2022, Parametrix

| Neighborhood | Total (Sq Ft) | % of Category City Total | | |
		Commercial	Office	Industrial
Bridle Trails	294,311	5.17%	0.71%	-
Central Houghton	190,146	2.32%	1.48%	-
Everest	965,100	1.32%	13.98%	3.98%
Finn Hill	106,753	1.72%	0.41%	-
Highlands	-	-	-	-
Juanita	436,319	5.45%	2.94%	0.33%
Kingsgate	180,469	3.55%	0.06%	-
Lakeview	1,637,840	2.18%	30.55%	-
Market	104,232	0.45%	1.63%	-
Moss Bay	2,861,698	25.92%	26.62%	4.64%
Norkirk	522,971	0.94%	2.77%	6.75%
Rose Hill	1,097,141	14.70%	4.86%	2.36%
Totem Lake	5,755,417	36.28%	34.86%	43.87%
City-Wide (Sq Ft)	14,152,397	5,004,227	6,049,014	3,099,156

STATISTICS ON
CAPACITY

5.I - Non-Residential Floor Area by Neighborhood: % of City Totals

2022, Parametrix
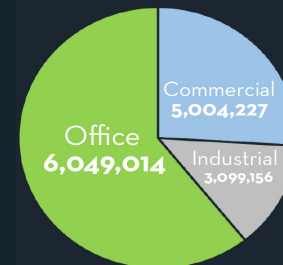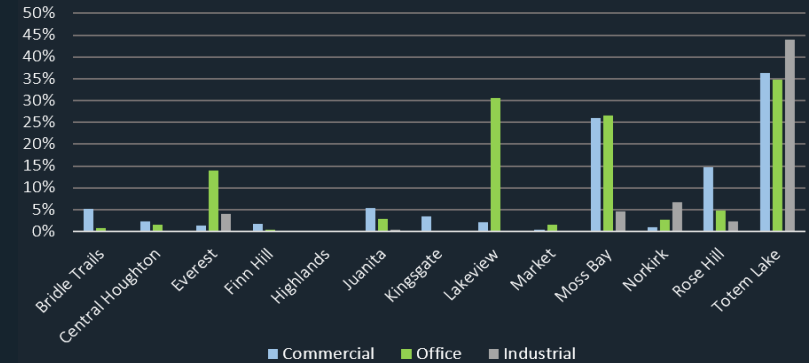
The Totem Lake neighborhood has the highest amount of non-residential building area for Commercial, Office, and Industrial buildings in comparison to other Kirkland neighborhoods. It has over six and half times the amount of Industrial building square footage as Norkirk, the neighborhood with the second most. Totem Lake accounts for over 70 percent of all Industrial building area in Kirkland. Only half of Kirkland neighborhoods have recognized Industrial building area at all.

Moss Bay has the second highest Commercial building square footage in Kirkland. Totem Lake and Moss Bay combined account for over 60 percent of the City's total Commercial building area.

The neighborhoods with the highest Office building area are Totem Lake, Lakeview, and Moss Bay. These three neighborhoods account for 76 percent of all Office building area in Kirkland.

The Highlands neighborhood has the least amount of non-residential building area and employees, including Institution and Home Occupation employees.

Totem Lake has the highest number of total employees, as well as the highest number of Institution employees. The neighborhood with the most Home Occupation employees is Juanita, followed by Finn Hill then Kingsgate.

STATISTICS ON
CAPACITY

5.J - Residential Capacity by Neighborhood

2022, Parametrix

Neighborhood	TAZ Units	Single Family Existing	Added	Total	Multi-Family Existing	Added	Total	Total Units Existing	Added	Total	% Increase
Bridle Trails	247-249, 392	881	112	993	147	370	517	1,028	482	1,510	46.9
Central Houghton	243-246	1,096	137	1,233	414	838	1,252	1,510	975	2,485	64.6
Everest	260-261.5	273	25	298	395	15	410	668	40	708	6.0
Finn Hill	310.1-314.2	5,409	1,350	6,759	936	117	1,053	6,345	1,467	7,812	23.1
Highlands	274	963	87	1,050	112	8	120	1,075	95	1,170	8.8
Juanita	281-289, 308.1-309	4,009	412	4,421	4,358	1,337	5,695	8,367	1,749	10,116	20.9
Kingsgate	303-307.2, 318.1	3,506	421	3,927	1,668	654	2,322	5,174	1,075	6,249	20.8
Lakeview	236-242	378	45	423	1,449	522	1,971	1,827	567	2,394	31.0
Market	268	695	131	826	71	60	131	766	191	957	24.9
Moss Bay	250-259	317	4	321	4,058	1,152	5,210	4,375	1,156	5,531	26.4
Norkirk	269-273	1,395	84	1,479	341	33	374	1,736	117	1,853	6.7
Rose Hill	262-267, 275-280	3,076	358	3,434	2,240	3,045	5,285	5,316	3,403	8,719	64.0

5.K - Non-Residential Capacity by Neighborhood

2022, Parametrix

Neighborhood	TAZ Units	Commercial Floor Area Existing	Added	Total	Office Floor Area Existing	Added	Total	Industrial Floor Area Existing	Added	Total
Bridle Trails	247-249, 392	258,725	(34,403)	224,322	35,586	-	35,586	-	-	-
Central Houghton	243-246	115,993	(13,731)	102,262	74,153	110,381	184,534	-	-	-
Everest	260-261.5	65,982	600	66,582	699,776	108,386	808,162	199,342	70,087	269,429
Finn Hill	310.1-314.2	86,128	2,003	88,131	20,625	22,400	43,025	-	-	-
Highlands	274	-	-	-	-	-	-	-	-	-
Juanita	281-289, 308.1-309	272,877	34,023	306,900	146,998	91,150	238,148	16,444	(2,608)	13,836
Kingsgate	303-307.2, 318.1	177,444	30,913	208,357	3,025	(3,025)	-	-	-	-
Lakeview	236-242	109,109	121,478	230,587	1,528,731	391,183	1,919,914	-	-	-
Market	268	22,539	(1,411)	21,128	81,693	42,976	124,669	-	-	-
Moss Bay	250-259	1,297,307	(176,736)	1,120,571	1,332,209	612,779	1,944,988	232,182	-	232,182
Norkirk	269-273	46,923	(8,658)	38,265	138,452	30,632	169,084	337,596	84,700	422,296
Rose Hill	262-267, 275-280	735,697	401,632	1,137,329	243,136	2,079,803	2,322,939	118,308	44,461	162,769
Totem Lake	290-302	1,815,503	246,376	2,061,879	1,744,630	1,966,053	3,710,683	2,195,284	(298,178)	1,897,106
City-Wide		5,004,227	602,086	5,606,313	6,049,014	5,452,718	11,501,732	3,099,156	(101,538)	2,997,618

STATISTICS ON
CAPACITY

5.L - Non-Residential Capacity Changes by Neighborhood
2022, Parametrix

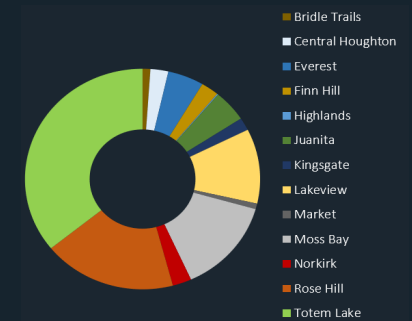| Neighborhood	Existing Floor Area	Added Floor Area	Total Floor Area	Est. Employees Based on Floor Area	Est. Institutional Employees	Est. Home Occupation Employees	Est. Employee Change (+/-)		Est. Employee Change (Institutional)	Est. Employee Change (Home Occupation)	Total Est. Employees for 2044
Bridle Trails	294,311	-34,403	259,908	826	73	95	-25		-	44	846
Central Houghton	190,146	96,650	286,796	1,247	579	139	604		-	90	1,941
Everest	965,100	179,073	1,144,173	3,347	18	61	558		-	4	3,908
Finn Hill	106,753	24,403	131,156	1,174	336	583	428		200	135	1,937
Highlands	-	-	-	99	-	99	9		-	9	116
Juanita	436,319	122,565	558,884	2,909	981	769	593		15	161	3,678
Kingsgate	180,469	27,888	208,357	1,214	372	476	146		-	99	1,458
Lakeview	1,637,840	512,661	2,150,501	6,723	225	168	1,855		-	52	8,630
Market	104,232	41,565	145,797	443	-	70	182		-	18	643
Moss Bay	2,861,698	436,043	3,297,741	9,097	384	402	1,701		-	106	10,905
Norkirk	522,971	106,674	629,645	1,783	406	160	256		-	11	2,050
Rose Hill	1,097,141	2,525,896	3,623,037	4,533	1,398	489	1,774		19	313	14,464
Totem Lake	5,755,417	1,914,251	7,669,668	17,362	2,693	331	10,387		-	459	28,207
City-Wide	14,152,397	5,953,266	20,105,663	50,759	7,465	3,842	26,291		234	1,499	78,783

Totem Lake has the highest increase of units (2022-2044) and the least existing and added single family units. Everest has the lowest increase of units.

Bridle Trails, Central Houghton, Market, and Moss Bay neighborhoods estimate a decrease in Commercial floor area by 2044. Kingsgate decreases in Office floor area. Totem Lake and Juanita decreases in Industrial floor area.

Bridle Trails is estimated to have a decrease in employees by 2044. Despite an increase in employees, Market neighborhood shows the least employees in 2044. Totem Lake shows the highest growth of employees, existing employees, and highest total estimated employees by 2044.

5.M - Total Jobs by Neighborhood (2044)
2022, Parametrix

- Bridle Trails
- Central Houghton
- Everest
- Finn Hill
- Highlands
- Juanita
- Kingsgate
- Lakeview
- Market
- Moss Bay
- Norkirk
- Rose Hill
- Totem Lake

5 Transportation

This section provides an overview of Kirkland's multi-modal (walking, biking, transit, auto) transportation system and how people move around the city. In addition, for more information regarding the city's long term transportation goals and priorities, see the Transportation Element or Transportation Master Plan Existing Conditions Report.

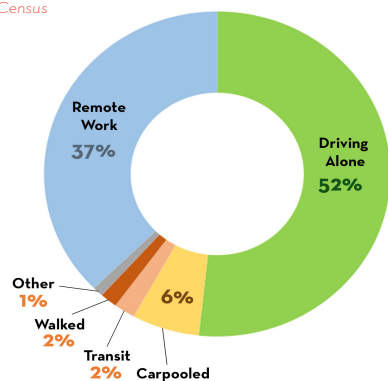## 6.A - Commuter Travel Patterns
2022, U.S. Census

Remote Work
37%

Driving Alone
52%

Other **1%**

Walked **2%**

Transit **2%**

Carpooled **6%**

Figure 6.A shows the primary mode of travel that residents used to travel to work in 2020. Vehicular travel is still the primary commute choice for most residents in Kirkland.

Map 6.B shows Kirkland's functional classification of roads and streets consisting of principal and minor arterials, collectors and local streets. There are approximately 250 miles of streets in Kirkland. Streets are categorized by various functional classifications based on how they connect the network. Functional classification carries with it expectations about roadway design, including its speed, capacity, and relationship to existing and future land use development.

Kirkland At A Glance

TOP 3 MOST HEAVILY USED STREETS IN VEHICLES ARE:
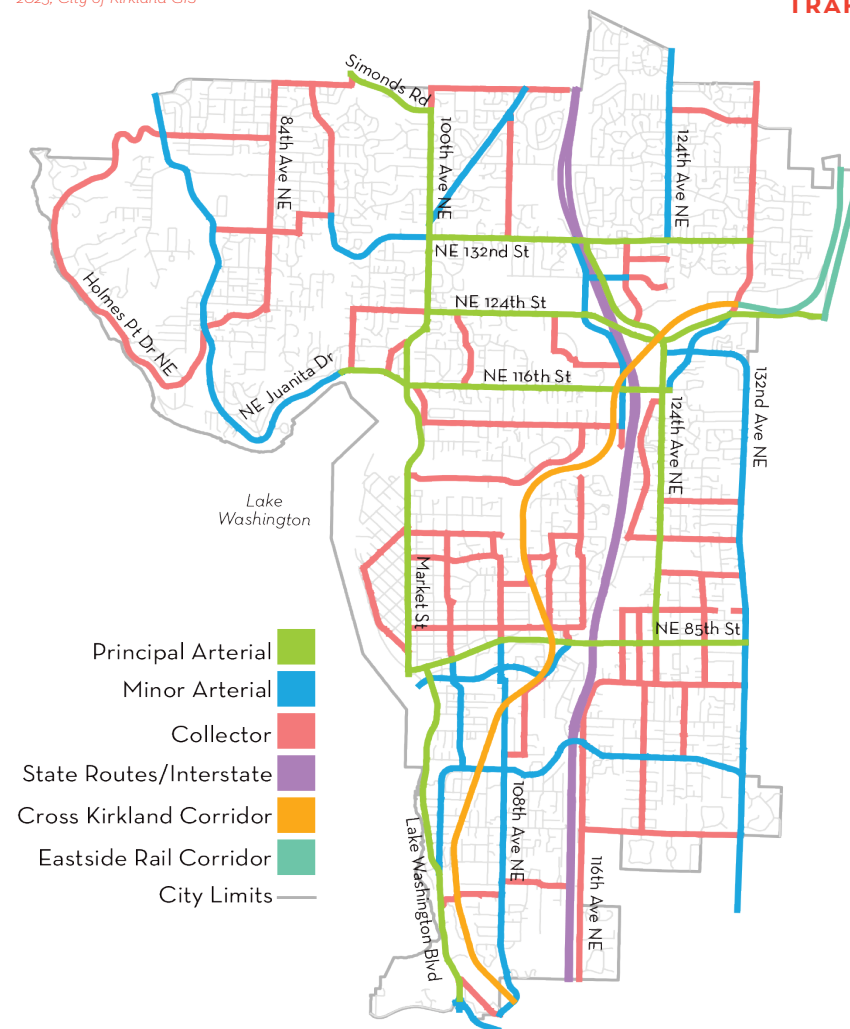NE 124th St., NE 85th St., 124th Ave NE

THE CROSS KIRKLAND CORRIDOR is a 5.75-mile pedestrian/bicycle route that allows non-motorized travel from the city's south boundary to the Totem Lake neighborhood in northeast Kirkland

PRIMARY MODE OF TRAVEL TO WORK:
Single occupancy vehicle (52%); Remote Work (37%); Carpool (6%)

Map 8 - Functional Classification of Roads/Streets in Kirkland
2023, City of Kirkland GIS

- Principal Arterial
- Minor Arterial
- Collector
- State Routes/Interstate
- Cross Kirkland Corridor
- Eastside Rail Corridor
- City Limits

STATISTICS ON
TRAFFIC

6.B - Average Annual Daily Traffic (AADT) Volume Counts
2022, Kirkland Department of Public Works

Corridor	AADT
NE 124TH ST	341,115
NE 85TH ST	294,312
124TH AVE NE	135,320
100TH AVE NE	130,091
NE 132ND ST	122,569
NE 116TH PL	101,663
116TH AVE NE	100,651
132ND AVE NE	99,959
NE 70TH PL	93,616
120TH AVE NE	88,377
JUANITA DR NE	81,361
CENTRAL WAY	64,492
NE 128TH ST	60,234
LAKE WASHINGTON BLVD NE	52,827
108TH AVE NE	49,666
98TH AVE NE	46,810
JUANITA-WOODINVILLE WAY NE	44,845
SLATER AVE NE	39,674
NE 68TH ST	39,519
TOTEM LAKE BLVD	36,664
NE 145TH ST	33,354
MARKET ST	32,435
SIMONDS RD NE	29,853
6TH ST	27,646
KIRKLAND WAY	22,172
NE 80TH ST	21,485
LAKE ST	21,376
NE 120TH PL	16,846
3RD ST	14,874
122ND AVE NE	14,581
STATE ST	13,522
NE 143RD ST	10,969

Every two years, the City conducts a comprehensive traffic count program that gathers the following information:

1. Daily vehicle counts in the middle of the block on weekdays at over 200 locations.
2. Seven-day counts in the middle of the block during different seasons at 17 locations.
3. Turning movement counts during peak morning (AM) and evening (PM) hours at around 65 signalized intersections, encompassing vehicles, pedestrians, and cyclists.

The seven-day seasonal count data is utilized by the City to formulate adjustment factors that accommodate variations in seasonal and weekday traffic volumes. These adjustment factors, coupled with the mid-block daily vehicle counts, are then employed to estimate the Average Annual Daily Traffic (AADT) volumes on the City's streets. Counts from AM and PM peak signalized intersections are incorporated in the analysis.

Based on this analysis, the data collected shows the highest traffic movement through NE 124th St. The remaining counts are shown in Figure 6.C for corridors with an AADT of over ten thousand.

STATISTICS ON
TRAFFIC

Map 9 - Existing Bicycle Routes
2022, Kirkland GIS

Legend:
- Bike Lane
- Cross Kirkland Corridor
- Eastside Rail Corridor
- Park/Green Space
- School
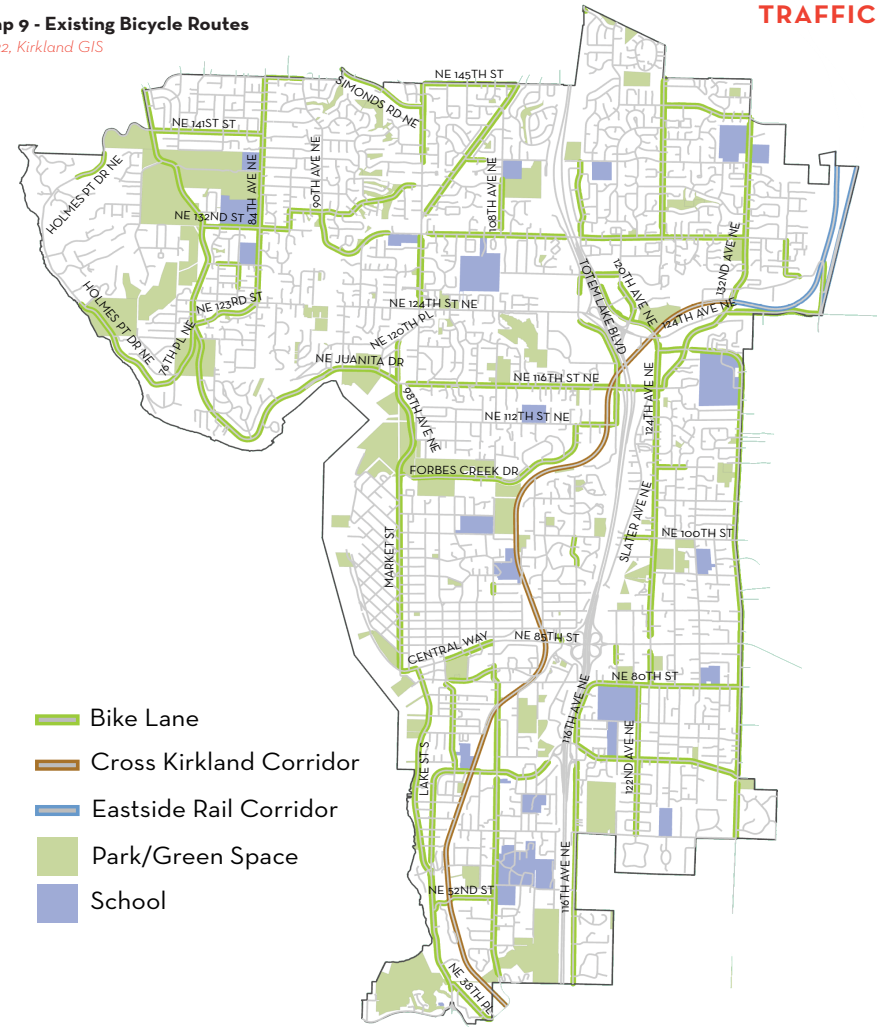
Kirkland Yesterday, Today, Tomorrow
Lorraine McConaghy

Introduction

This historical narrative, researched and written in 2024, is intended to accompany the City of Kirkland Comprehensive Plan to provide context for the Plan's recommendations. Study and interpretation of Kirkland's past enables us to better understand the City's present; when we understand the present, we can make informed choices for the City's future, as the Comprehensive Plan proposes. Where did contemporary "Kirkland" come from? What did it displace? How has it changed through time? What can we learn from those changes to work toward a better future, together?

I introduce this narrative with many thanks to Loita Hawkinson and the Kirkland Heritage Society, and to those whose work I consulted to develop this narrative, particularly Lucile McDonald, David Buerge, Patrick Teft, Bob Neir, and Matt McCauley.

Land and Water Acknowledgement

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

Then and Now

In 2024, Kirkland is a lakeside city of more than 92,000 residents; its past, present, and future are oriented to the great body of freshwater at its doorstep. Lake Washington today covers an area of nearly 35 square miles and is at its deepest near Madison Park, at 220'. Once it was a Native lake, then a barrier to easy travel, then a navigable water highway for suburban industries and suburban commuters, today it is a tremendous source of beauty, recreation, and identity.

In 2024, Kirkland land use is characterized by commercial, industrial, and low-, mid- and high-density residential development, served by bridges and highways, public transportation, sidewalks, bikeways, and walking paths. Kirkland stretches back east from

the lakeshore, up hillsides and across formerly forested land. Over time, where once there were Native longhouses, today there are parks, condominiums, parking lots, and restaurants; where once there was forest, today there are businesses and homes. Kirkland manages approximately 487 acres of forested and natural area parklands – about 4% of the City's total land base. From one-acre Brookhaven Park to Watershed Park's 77 acres of continuous upland forest, the city's natural lands and parklands provide healthy buffers along salmon-bearing streams and critical habitats along natural trails, and access to Bridle Trails State Park's nearly 500 acres.[i]

This narrative is a long set of stories about gaining shelter, getting around, and making a living. And about enjoying life in this beautiful place. In developing this narrative, we will explore the forces that shaped Kirkland as we know it today: international, national, regional, state, county, and municipal policies, projects, and circumstances, as well as corporate initiatives and local practices.

Kirkland's first stories are those of land and water, and ancient people.

Once, the place we call Kirkland was Native ground and Native water. In 1853, when Washington Territory was created in the United States, the land stretching from the eastern shore of Lake Washington to the foothills of the Cascade Mountains was not a wilderness. It was a complex and inhabited homeland – a forest of Douglas fir, cedar, and hemlock, open prairies, and wetlands, threaded by rivers and streams, carpeted by ponds and lakes. Native people lived in and managed this place with reverence and foresight, achieving a sustainable relationship with their environment.[ii]

The Native Lake: *xačʼu* (Hahchoo)

The indigenous River People lived on the Duwamish, Black, Cedar and Sammamish Rivers, and the indigenous Lake People lived on Lake Washington and Lake Union. By adapting to lake and river environments, these two groups developed separate identities. The Lake People of Lake Washington were more closely associated with the Duwamish than any other group, since the lake historically drained to the south out the Black River, joining the Cedar River at the site of the most important Duwamish winter village. Duwamish people who lived in villages along the shores of Hahchoo, or present-day Lake Washington, were collectively known as Hahchoo-AHBSH, or *xačʼuabš,* that is, Lake People. The Native people living along the lakeshore and managing the lands inshore in what we today call Kirkland were Duwamish.[iii]

"Duwamish" is the Anglicized pronunciation of *dxʷdəwʔabš*, which means "people of the inside." This descriptive term references where the Duwamish lived, east of the Salish Sea, in the interior on the rivers and lakes. Although the Duwamish groups shared a single language - Lushootseed – pronunciations varied and other aspects of their cultures differed, such as particular foods and basketry styles.[iv]

Archaeological data demonstrates that for at least 12,500 years, First Peoples have inhabited, navigated, and traversed the southern Salish Sea land and waters. Tribal groups traditionally held a heartland where they lived, fished, gathered, wintered, and practiced their culture – art, craft, song, story, and spiritual beliefs. Beyond these homelands, indigenous people interacted in shared spaces while trading and resource gathering. Traditionally, members of different tribes practiced marriage as a cultural exchange and a bonding act of diplomacy. Marriage relationships connected families on different watersheds and formed alliances of mutual support, to expand the economic base and develop the cultural network.[v]

Lake People lived on Hahchoo in small, autonomous winter villages of two to five longhouses. Village locations were carefully selected in relation to the waterways and surrounding lands according to ancient traditions. The abundance of natural resources and efficient technologies for making shelter and preserving food enabled indigenous people to foster a rich cultural and spiritual life. The yearly cycle of activities was divided between the harvesting of food from temporary camps in warm months and communal life in substantial longhouses during the winter. It is this seasonality that brought the Lake People into ongoing contact with early Kirkland-area settlers on Lake Washington.[vi]

The Eastside land and water provided Lake People with a wide range of seasonal resources. The rivers were valued as a source of migratory salmon, and the lakes had their own resident populations of species like the kokanee (freshwater salmon), sucken, chubb, and peamouth, and freshwater shellfish. There were also waterfowl and beaver, otters, deer, and other animals that were hunted and trapped. Local historian Lucile McDonald noted that Lake People constructed a pen of brush on the open prairie near today's Totem Lake, in which to corral deer for easy access. Native people gathered edible plants including many varieties of berries, the wapato - or "Indian potato" - in wetlands, and camas in the open prairies. Fibers from the water lily, cattail, cedar, and various grasses were used to make clothing, mats, and baskets.[vii]

The division of the Lake People into separate winter village groups reflected the unique character of the lake fishery. For those living alongside a river, a weir built across the channel kept fish from moving upstream and made them easy to trap and catch. Upstream and downstream groups worked out the placement and timing of weirs. However, a weir built on one tributary of the Lake would have no effect on the catch at any other, so there was no need to negotiate and cooperate as there was among river groups who competed on the same river for salmon. Precisely how this affected social relations among the Lake People groups cannot now be determined, but the presence of so many separate winter villages in one relatively small area – along the eastern shore of Lake Washington - suggests that it enhanced their autonomy.[viii]

Indigenous people were masterful navigators of the saltwater bays and freshwater rivers and lakes, designing canoes for those specific uses. Knowledge of weather, wind, tides, shallows, river currents, snags and logjams, skillful canoe handling, and sophisticated canoe carving and repair were essential to getting around. The crossing from Lake Union east to Lake Washington, called *Skhwacugwit* (meaning "canoe portage") was part of the vital pathway from saltwater into the lakes and up the Sammamish River system all the way up to Issaquah, then beyond on foot into and across the Cascade Mountains.[ix]

The ancestral language Lushootseed (*dxʷləšucid*), also known as Southern Puget Sound Salish, is one of several languages of the Salishan language family, spoken throughout the region. The Lake People passed along their history, beliefs, and skills to succeeding generations for thousands of years in a rich oral tradition. Additionally, *Chinuk Wawa* (Chinook jargon) was developed from the Chinookan language and used prior to Euro-American contact as a means for disparate tribes to communicate and trade. After colonization, *Chinuk Wawa* was adapted as a pidgin trade language, incorporating French and English words, and widely spoken across the Pacific Northwest to communicate with newcomers, from Hudson's Bay Company trappers and traders to settlers.[x]

By settlement, indigenous people had suffered waves of epidemic disease that drastically thinned their numbers. Robert Boyd documents the cataclysmic impact on Native people of communicable disease introduced by colonizers on the Northwest Coast. He dates the initial appearance at around 1775, as epidemic smallpox spread overland, erasing as much as a third of the population and destabilizing indigenous lifeways. Decimation by disease profoundly affected every aspect of indigenous life for generations. This terrible human toll contributed to the colonizers' sense that Native longhouses were abandoned and that Native people were "in decline," soon to be displaced by vigorous newcomers.[xi]

From organization of the Oregon Country in 1848, the U.S. government, local settlers, and their representatives set about instituting policies of displacement, separation, and exclusion by using treaties, territorial laws, and local ordinances to prohibit interracial marriage, eradicate Native culture, and prevent Native inheritance in the Pacific Northwest. While Native labor was essential to the newcomers, Native residency was not, and in-city Native residences were prohibited in Seattle and elsewhere. Federal treaties established title to Native land and water to free it for newcomer settlement. Individual land holdings were not part of indigenous culture, although family and tribal proprietary rights to resources were fully recognized. The newcomers' idea of land as a commodity to be bought, sold, and owned by individuals, was utterly unfamiliar to Native people, and the practice – codified by treaty - would eventually dispossess them.

It is important to note that federal treaties *reserved*—not granted—land, hunting, and fishing rights to Native peoples. The 1850s treaties are legal contracts negotiated between so-called "equals": the sovereign Native governments on the one hand and the U.S. government on the other. In the treaties, tribes relinquished claims to most of the land they occupied and used, and at the same time, reserved a number of landholdings in perpetuity, often distant from their traditional homes. Native people also reserved the right to continue to hunt, gather, and fish without interference in traditional areas. In exchange for the relinquished Native lands, the U.S. federal government agreed to provide limited supplies, educational services, medical care, and modest monetary compensation. The government also agreed to protect rights and lands that were reserved to the tribes. [xii]

When Washington became a territory in 1853, the first order of business for newly appointed Governor Isaac Ingalls Stevens was to conclude a series of seven treaties to dispossess Native people of their traditional lands in the new territory so that they could be claimed by settlers. Specifically, the Treaty of Point Elliott granted settlement rights to 55,000 acres, including the area of greater Kirkland. Representatives of more than twenty tribal groups signed this treaty on January 22, 1855, near present-day Mukilteo. Chief *Siʔał* (Seattle) of the Duwamish and Suquamish tribes was the first treaty signatory, exercising his pre-eminent local authority. His mark is followed by those of the leaders of other Native groups. In exchange for guaranteed perpetual fishing and hunting rights on their "usual and accustomed grounds," including Lake Washington and its shoreline and inland woods, meadows, and prairies, this treaty set aside land for reservations in the Puget Sound region: Tulalip, Lummi, and Port Madison (Suquamish).[xiii]

Today, Washington State has 29 federally recognized tribes but the Duwamish, including the River and Lake Peoples, are not among them, although this ruling is under appeal. Originally assigned to the Port Madison Indian Reservation by the Treaty of Point Elliott, some Duwamish left their homes behind but many others declined to relocate and asked that a separate reservation be set aside in their homeland, located where the Black and Cedar Rivers joined, in present-day Renton. A Duwamish land reservation along the Black River—the "inside" place that gave the Duwamish their name—was unsuccessfully proposed through the U.S. Bureau of Indian Affairs in 1864. The Muckleshoot Reservation, established in 1857, was later enlarged in hopes that the Duwamish would move to that area. Many did so, but not all. Some Duwamish withdrew from the new settlements and reservations, retreating to the back country and returning for seasonal harvests to these familiar shores and waters. Some Duwamish descendants have enrolled with other tribes but some continue to live in their aboriginal territory, which includes portions of Seattle, Burien, Tukwila, Renton, Redmond, and Kirkland.[xiv]

Prior to the federal treaties, from the 1820s onward, traders and trappers, adventurers, prospectors, and then land-hungry settlers began to investigate the land and waters between Elliott Bay and the Cascade Mountains. Newcomers "explored" nearby rivers, lakes, forests, and mountains, hunting for coal, gold, iron ore, timber, farmland, or some other pot of gold at the end of the rainbow. Coal surveyors brought the first waves of investment to Renton, along the Duwamish River, and later to Issaquah, Coal Creek, and Newcastle in the 1860s. Settlers began to squat on pre-emption claims and later file formal homestead land claims along the eastern shore of Lake Washington, from what they would name Pleasant Bay – Yarrow Bay - northward to Juanita Bay, along the shoreline and inland.

Confiscation and distribution of Native land by early territorial Donation Land Law (1850) granted claims of 360 and later 160 acres of surveyed public land to adult male heads of households and also to their wives. The Homestead Act (1862) provided 160 acres to any citizen, including single women and formerly enslaved people. All that was required was a minimal filing fee, 5 years of continuous residence, and a modest improvement on the land. Before the federal surveys were completed, squatters could try to establish "pre-emption claims" by residency and cultivation. In any case, Native people were displaced from their ancient homes as farmers, ranchers, miners, loggers, and speculators spread throughout Washington Territory, to develop what they perceived as wilderness.[xv]

But the "wilderness" was a homeland. On Lake Washington, *Hah-chu-AHBSH* and *S-tsah-PAHBSH* are placenames based on where the Lake People lived—deeply rooted in the

traditional place names in Lushootseed. Generally, names of people end with the suffix *abš* or *AHBSH*, "People of," as in *dxʷdəwʔabš* or *Xačua'bš*, "Lake People." Another suffix, *biu* or *biux,* byoo/byookh, meaning "a homogenous group or cluster" shows up in *sdukʷalbixʷ,* Snoqualmie ,and *Ta'btabiuxabš*, the name of the Juanita Creek people.[xvi]

A variety of sources identify eighteen distinct Native villages or longhouse sites along the Lake Washington shoreline. From one exceptional primary source, a Lake People village list submitted as evidence under oath in a 1927 U.S. Court of Claims case, we know how many longhouses stood at many of the sites and even how big they were. According to the list, the longhouses were "medium sized, 8 by 16 fathoms," or about 50 by 100 feet in size. Houses of this size probably sheltered four or five families.[xvii]

Of those eighteen village or longhouse sites, three or four were in the Kirkland area – at Yarrow Bay, at Kirkland itself, and at Juanita Bay. A longhouse site was situated on Yarrow Bay, and a historic village stood near the present central Kirkland waterfront composed of three longhouses, identified as *stałał* or Sta' Lal. Multiple sources have identified "a water channel on the hillside north of Kirkland" with the traditional place name of *Tsə'xub* or TSEH khoob, meaning "dripping water." Also, three longhouses were located near Forbes Creek, a short distance south of Juanita Beach, and served as a winter village. The *TAB tah biu* or TAHB-tah-byook meaning "people of the loamy place," also had a longhouse village at the mouth of Juanita Creek. One of the Lake People's burial grounds appears to have been located on today's Yarrow Point, where settlers recall seeing grave mounds.[xviii]

Faint memories persist of the very earliest newcomers using planks from "abandoned" Native longhouses at village sites to build their own cabins and outbuildings within greater Kirkland. Settlers on Yarrow Point turned up Native grave goods as they cleared and cultivated their orchards and garden plots. Although scant attention was paid to the ancient caretakers of this magnificent place, the newcomers were reminded as they settled that they were building new lives in a place that had its own human history. The Lake People returned periodically after settlement to trade salmon, clams, venison, furs, baskets, and even potatoes to supply the new arrivals. Settlers recorded Native canoes making these seasonal visits to the Kirkland lakeshore until the construction of the Lake Washington Ship Canal.[xix]

x̌aču (Hahchoo) becomes Lake Washington

As we have seen, *x̌aču* (Hahchoo) was a Native lake of longstanding, in deep time. After the first traders began to arrive, it was known in Chinook jargon as *Hyas Chuck* – Large Water –

in contrast to *Tenas Chuck* – Small Water – or Lake Union. On July 4, 1854, at a Seattle picnic, settler Thomas Mercer suggested renaming the enormous lake, Lake Washington, to honor the first President of the United States, and the smaller one, Lake Union, for the role he predicted the latter would take in a future canal to unite salt and fresh water to develop Seattle as an industrial city of smokestacks.[xx]

Settlers surveying potential homesites on the eastern shore of Lake Washington found a heavily timbered shoreline, with far more wetlands and shoreline marshes than today. Gaining shelter, getting around, making a living, and enjoying life were the four basic necessities of settlement. 1870 marks a watershed year in newcomer settlement on the eastern lakeshore. Washington was still a territory, nineteen years from statehood. Seattle was a small industrial port town of 2000 residents fanning back from the Elliott Bay waterfront of sawmills, coal and timber wharves, warehouses, and shipyards. The eastern shoreline of Lake Washington attracted settlers, and to the east of the shore stretched Native ground newly opened by the Point Elliott Treaty. The land was attractive to homesteaders and opportunists. Enormous wealth lay in the plentiful natural resources and the power of the rushing streams.[xxi]

In 1870, a U.S. Surveyor General's mapmaker surveyed the lakeshore, marking off uniform parcels for grants under the Homestead Act. The surveyor recorded three new structures that had already been built on the lakeshore in the Kirkland area-- two on the eastern shore of Yarrow Bay and one at the head of Juanita Bay. These first known settlers were Nancy McGregor and her sons James and William Popham, who each had a cabin and land on Yarrow Bay. Up on Juanita Bay, a young man, Martin Hubbard, had already built a cabin by 1870 – his place was called Hubbard's Landing. "Firsts" are often dubious but certainly Nancy McGregor, her sons, and Martin Hubbard were among the very earliest settlers in Kirkland. Hubbard drowned in 1887, and Nancy McGregor moved away, but Sam and Caroline French and their son Harry settled in what became Houghton in 1872. The French family remained as the founding family of Kirkland.[xxii]

As young Harry French recorded in his diary, over in Seattle:

There is considerable good land here … Father's (Houghton) claim has only about 1/2 an acre clear on it and (the cabin) is so hidden by trees that it is invisible from a boat on the water … We are going to Lake Washington onto our claim tomorrow.   Harry French, 1872[xxiii]

Along the lakeshore, the 1870s were a decade of dramatic and escalating change as a new settlement took shape, meeting newcomers' basic necessities. The first settlers to the place

we call Houghton arrived prior to 1870; more settlers started clearing land at the place we call Kirkland in 1875; and still more at the place we call Juanita Bay by 1877, following on Hubbard's settlement. In Houghton, Caroline French renamed the Native inlet Pleasant Bay, today's Yarrow Bay. Nancy McGregor sold her place to Jay and Eve O'Conner. Young Harry French built a two-story frame house on his claim directly north of his parents' property, and housed Houghton's first school and first Sunday School. To the south, in 1875, Benson Northup and his parents built adjoining homesteads on the head of Yarrow Bay, at what would become known as Northup Landing. Marking the 1875 founding of the town which would become Kirkland one day, J.W. DeMott took up land in what is now Kirkland's downtown, Edwin and Phoebe Church filed the first claim on the shore of what we know as Moss Bay. Andrew and Susannah Nelson homesteaded the area west of Market Street. The puzzle pieces of settlement filled in along the shoreline of Lake Washington in what is today Kirkland.[xxiv]

Moving inland, to the east, the land was a great forest, dotted with prairies and wetlands, threaded by streams and by Native trails quickly adopted by settlers. The Eastside was slowly homesteaded to Redmond and beyond to Issaquah, by the close of the 19th century.[xxv]

Settlers went to work clearing the forest from their own land to build a dwelling and put in a garden, planning for as much self-sufficiency as possible. But by 1875, hired laborers were already at work in Kirkland. Industrial logging was already underway on the eastern shore as crews worked east up into the timber from Northup Landing on Yarrow Bay. Once the land was cleared to a "stump farm," it could be put to work – and so could local workers of another kind. One agricultural manual laborer on a Houghton farm was paid by the day. He left a detailed account in 1880 of backbreaking work grubbing out roots and burning huge stumps, preparing the land to transplant fruit tree starts and berry plants.[xxvi]

Living off the land was not easy, and many people had to supplement their gardens and chicken coops with paying work to earn a living. Even in a largely barter economy, some things – postage, taxes, boat fares – cost cash money. Industry and commerce began at once – they arrived with the settlers. As much as possible, people worked where they lived, or nearby. As logging moved inland, local labor followed it; as land clearing moved inland behind logging, local labor also followed it. Early settlers relied on farming, fishing, and hunting plus logging, mining, shipping, manual labor, and boatbuilding to make a living. But not everyone worked where they lived. Houghton and inland residents traveled back and forth on the Newcastle Road – 132nd Avenue, NE, today – south to distant jobs in the

Newcastle and Black Diamond coal mines, or – like Harry French – across the lake to the industrial jobs of Seattle.[xxvii]

Pleasant Bay grew into a very small town with a little general store, clinging to the edge of the lake. In 1879, nineteen settlers established the first Church of Christ of Pleasant Bay, on land donated by Harry French. Boston philanthropist Sarah Jane Houghton donated the bell for the chapel, and the community renamed itself "Houghton" in her honor.[xxviii]

In Houghton, on the lakeshore, Frank Curtis and Jay O'Conner were attuned to the industries of the lake and the rivers as well as those of the farm, mine, and forest. Curtis had settled on land at the water's edge – building a dock soon known as Curtis Landing – and putting up a large frame home. Early travelers to or from distant Seattle found the Curtis landing and Curtis's hospitable home a convenient spot to break their trip, which required the often harrowing crossing of Lake Washington by boat. Soon Curtis's neighbors, the O'Conner's, built a substantial frame house intended to double as a family home and a hotel and restaurant for travelers. Curtis later sold the property to John Fish, whose family operated The Lake House for many years. Houghton settlers used their lakefront position at the intersection of waterborne and land-based transportation to generate income, but they were also versatile.[xxix]

The Curtis and O'Conner families continued the long Native tradition of wooden boat building on the lakeshore, designing and constructing workboats for commercial and industrial use, and small steamer foot ferries for the passenger trade. Boatbuilding in Houghton exploded in the 1880s. In 1884, O'Conner hired boatwright Edward F. Lee to build the steam scow SQUAK for freight runs up the meandering Sammamish River into Lake Sammamish, back to Juanita, and over to Seattle. Throughout the 1880s and into the 1890s, passenger foot ferries like the EDITH E, the ELFIN, and the CITY OF LATONA carried passengers among the lakefront spots, and from the eastern shore to Seattle destinations on the west side of Lake Washington. One of the foot ferries made the Leschi to Houghton run twice daily, charging passengers 25cents each way and bringing the mail twice weekly. In 1901, Frank Curtis and his two sons built the PEERLESS, a more substantial steamer, intended for saltwater use. It was an ambitious shipbuilding venture for the new century, and foreshadowed things to come.[xxx]

But the big change to getting around reliably on Lake Washington was true public transportation. In 1899, King County began the half century of ferry service between Madison Park and the downtown Kirkland ferry slip that did so much to make Kirkland the

"Hub of the Eastside." The foot ferry WASHINGTON was the first of many ferryboats to make this run, later followed by the auto ferries LINCOLN and the ISSAQUAH– which were both built on the eastern shore of Yarrow Bay, too.[xxxi]

As the ambitious settlers of Houghton industrialized the shoreline, Native presence continued to resonate in this mixed world, as indigenous people made their seasonal returns. Settlers recorded their memories of Native people paddling canoes along the lakeshore at Yarrow Bay and at Juanita Bay as late as 1916, when the Ship Canal was completed. Frank and Wayne Kirtley remembered hearing about Native people in Kirkland:

When they (my great grandparents] first came here, the Indians (sic) *still camped at Yarrow Bay. They'd come over in the summertime and camp there in the summer. They'd come to the house and sell fish and clams and things like that.*[xxxii]

North up the eastern shore of Lake Washington, Hubbard's Landing was renamed Juanita, apropos of a current popular song. Kirkland settler Dorr Forbes, a Civil War veteran, filed a claim in 1877 that included a pond that was then called Little Lake or Forbes Lake – later to be called Steel Mill Lake – and soon moved north to Juanita where he built a water-powered shingle mill on Forbes Creek, and dammed a mill pond to increase its head. Such mills turned timber into lumber.[xxxiii]

Above Juanita, on Finn Hill, the Woodin Logging Company logged off what would become Finn Hill, skidding logs down a tramway to the landing and mill on Juanita Bay. The first Finnish settlers arrived in the 1890s, and more than fifty immigrant families connected through chain migration from Finland and Finnish communities in the eastern U.S. to settle the hill. The men mostly worked in the woods during the week and farmed on the weekends, adding their labor to that of their wives and children. Finn Hill was an immigrant enclave, with Finnish the common tongue and a shared Finnish culture from food and music to saunas.[xxxiv]

Waterfront land was the first to be claimed and developed by settlers. But the attraction was more access than scenery. Latecomers homesteaded back in the woods, hoping to clear land and prove up on their claim. A traveler described these hardscrabble, lonely stump ranchers up east in the deep timber, far from the lakeshore, and traveling to distant jobsites to make a living:

Every man has 160 acres, which puts cabins about a half mile apart. Each cabin has about it a clearing of a few acres, one to six generally. All about it is the immense forest. The few country

roads are simply trails wide enough for an ox team... We followed one of the trails, keeping within a quarter mile of the lake and calling at several of the cabins. Five-sixths of the settlers in that section are bachelors. These poor fellows keep house, doing all their own cooking and work. During certain seasons they leave their ranches and work in the city or else in lumber camps...A mile or so from the lake the land is open to claims but all bordering the lake anywhere near the city are held at fictitious values.[xxxv]

Water provided the easiest way to get around and the lakefront settlements were oriented to Lake Washington, but trails penetrated the inland forest, linking the widely spaced homesteads and settlements. The Houghton landing was the western end of the vital roadway to Redmond, widened and cleared repeatedly. The Curtis Road - NE 52nd Street – originated at the Curtis lakeshore dock and entered the timber east of the tiny settlement. The Curtis Road then headed east to Luke McRedmond's primitive bridge across the Sammamish River and then over a rough trail east to Issaquah. The Curtis Landing can be thought of as the vital lakeshore nexus where land and water met, the centerpoint connection to fresh and salt water, and then to a network of trails to get around the Eastside, on foot, on horseback, with a wagon. After the twice-weekly U.S. mail was dropped off by steamer at Curtis Landing, it was picked up by postmasters and postmistresses for horseback delivery to settlements like Bellevue and Redmond. Settlers on the Eastside were eager for more population, better roads, better communication, better lake transportation, and a railroad.[xxxvi]

First Industrialization of Kirkland, Boomtown

By 1888, about 200 men, women, and children lived along and near the shoreline between Yarrow Bay and Juanita Bay. In that year, construction was completed to Kirkland on the Seattle, Lakeshore, and Eastern (SLE) Railway, vital in the eyes of boosters to "opening" the Eastside to progress. Industrial development with jobs and payrolls seemed essential to local progress – whether that was logging and lumbering, mining, building boats, or heavy industry. On cue, enter Peter Kirk. English entrepreneur Kirk was counting on the arrival of the SLE Railway to the Eastside when he unveiled dramatic plans for a steel mill and company town in the place he named after himself, Kirkland. Kirk and his backers anticipated the imminent opening of not just the railroad but also a ship canal and locks linking the lakes to Elliott Bay. Just like Seattle's founding settlers dreamed of a transcontinental railroad connecting at the waterfront to trans-Pacific steamers, so also did Kirk and ambitious settlers dream of a canal linking Lake Washington to saltwater and a

railroad linking the Eastside to Seattle's waterfront wharves and to markets in the Midwest and back east.[xxxvii]

Kirk's sprawling, international enterprise incorporated as the Moss Bay Iron and Steel Company on August 18, 1888, ballyhooed as the Next Big Thing in Seattle newspapers. Peter Kirk named Moss Bay in memory of the Moss Bay in England near the Kirk family foundry. Just like the Seattle boosters, Kirk envisioned Kirkland as a city of smokestacks, as depicted on the letterhead of his stock certificates. Kirkland would become, Kirk promised, the Pittsburgh of the West with more than 2000 men working at the mill and living in the company town with their families. It was a place to get rich quick for investors and speculators, and a place to make a living for white and blue-collar workers. The enterprise was reincorporated the following year as the Great Western Iron & Steel Company, intended to fabricate, ship, and sell railroad rail throughout Asia.[xxxviii]

Kirk's Kirkland Land and Improvement Company purchased local acreage, cleared it, and burned stumps throughout 1890, "downtown" along the west-facing lakeshore, and up east on Rose Hill. Kirk needed cooling ponds for his steel mill waterworks, and bought out the small lake and some acreage owned by settler Dorr Forbes. Kirk built a sawmill and domestic brickworks as well as the mill's foundry, blacksmith shop, coal bunkers, and cooling ponds. The Seattle, Lakeshore and Eastern railroad spur (along what is currently Slater Avenue) was built, intended to meet rail-borne freight cars bringing in shipments of coking coal from Ravensdale, iron ore from mines in the Cascades, and lime from the San Juan Islands. In1891, Rose Hill was bustling in its noisy, grimy industrial heyday. Shipments of firebrick, fire clay, and cement began to arrive on barges at the new Kirkland wharves. Waterborne barges and rail-borne freight cars were essential to the success of the Kirkland mill, at the intersection of transportation modes.[xxxix]

Down the hill from the mill to the west, the Kirkland Land and Improvement Company platted out a planned community to house the projected workforce, including white collar homes and blue-collar cottages. Kirkland was to be intentionally modeled on the extraordinary company town of Pullman, IL, an instant industrial suburb planned in every detail to foster worker efficiency, contentment, and self-improvement. There were no saloons in Pullman, only one church, and the town's library selection fostered the "moral and intellectual growth" of the workers.[xl]

Besides laying out the Kirkland townsite, the Improvement Company built elegant brick buildings at the heart of the new town – at Market Street and 7th Avenue - to house a hotel,

theater (the first on the Eastside), real estate office, bank, and retail enterprises, as well as homes on the westward facing hillside west of Market Street for engineering and management staff, and smaller, simpler cottages for laborers. In 1890, engineer John Kellett developed and filed the original town plat for Kirkland, establishing the street layout familiar today – the plan of Old Kirkland. Kirk's own home was built on the southern corner of Second Street West and Fifth Avenue. Though Kirk publicly discouraged land speculation, he and his investors privately practiced and encouraged it, and property values skyrocketed in the older town of Houghton and the new boomtown of Kirkland, particularly on lakeview land. Kirk's steel mill enterprise was Kirkland's first great boom.[xli]

Coincident with Kirk's plans, inland homestead claims continued to be filed in the brush and the woods, further and further back east from the desirable waterfront land. Up in today's Rose Hill and in the Bridle Trails area, John Andreen and half a dozen other men made their 160-acre homestead claims between 1888 and 1891, likely drawn by the widespread Kirkland publicity.[xlii]

A catastrophic financial crash in 1893 forced Kirk's investors to withdraw support. The mill closed down without producing a foot of steel rail and was eventually foreclosed and sold off in an 1895 sheriff's sale - more than $1 million of investment was lost. In interviews, Peter Kirk claimed that he had intended this location to become the "manufacturing center of Puget Sound," expecting to produce enough steel rail to "monopolize the business of the Pacific Coast and also of the Far East." Kirk's ambitious venture in 1888-1893 was the first in a series of grand corporate visions for Kirkland, which seemed to be a template in search of an identity, a townsite in search of a town, a present in search of a future. After the mill's failure, Kirkland entered the first in a series of quiet times. Peter Kirk and his family remained in Kirkland for a time, surrounded by empty buildings, unbuilt lots, and carefully surveyed streets that led nowhere. Kirk left in 1902, moving to San Juan Island.[xliii]

Despite the steel mill's failure, Kirkland incorporated in 1905. A delegation of Kirklanders presented an appeal to incorporate to the King County Commissioners, claiming that 70 out of the 90 eligible voters in a population of 400 had voted affirmatively. The incorporation would include "only a small part of the Kirkland precinct," including the town of Kirkland itself and a "settled region known as South Kirkland," likely Houghton. At times referring to Kirkland as "East Seattle," the *Seattle Times* participated in this latest grandiose scheme to boom Kirkland, reporting on its front page that the Gaylord Iron Works intended to reopen and rehabilitate the old steel mill and manufacture rails for the Asia trade. Kirk's old Kirkland Development Company ran a campaign of real estate ads, hyping the 25 King

County public ferry trips per day, between Kirkland and Madison Park. The major impetus for incorporation seems to have been the potential revival of the steel mill, but the promising Gaylord industrial initiative had disappeared from the Seattle newspaper front pages by October 1905, when Kirkland's incorporation was formally approved.[xliv]

After incorporation in 1905, the speculative boom collapsed. The Eastsiders who remained after the steel mill boom and the incorporation boom resumed their ways of life: logging, farming, working for wages, building and running freight and passenger steamers throughout Lake Washington, up the Sammamish Slough, and on to the logging camps and mills and mines of Lake Sammamish and southward. The hourly County ferry pulsed traffic through downtown Kirkland, from the ferry slip to the Kirkland-Redmond road, along what is now NE 85th Street. Smaller foot ferry traffic loaded and unloaded at Curtis Landing, in Houghton. Kirkland dozed on island time, stirring to life with each ferry and falling back to sleep in between.[xlv]

Houghton Industrialization

By the turn of the 20th century, the eastern shore of Yarrow Bay had a long tradition of boatbuilding. In 1904, George Bartsch and Harry Tompkins purchased lakefront property from the Curtis family and began to build steamers for the lake passenger trade. Their shipyard has been described as a "single 10 x 12 foot shanty where 12 men, a horse, and a wagon were employed." There was a winch powered by a mule – Bartsch and Tompkins operated a "miniature shipyard," as Lucile McDonald put it, but the B&T yard did represent a step in the incremental transition from settler family lakeshore construction to incorporated lakefront maritime industry.[xlvi]

In 1907, Captain John Anderson purchased the Bartsch and Tompkins property and acquired more acreage, expanding the Houghton shipyard to ten acres. Anderson invested $25,000 in new machinery and shipyard construction, and doubled the workforce to twenty-five men to complete contracts as they came in. Anderson Shipbuilding built a lighthouse tender and the ISSAQUAH and the LINCOLN lake ferries. As the population around Lake Washington grew, travel on the water remained the fastest, cheapest way to get around. Like his predecessors, Anderson was interested in the design and construction of ships but he was also interested in running them – that was where the long-term profits lay. With that in mind, he built Atlanta Park just east of the shipyard site, up the Houghton hillside, as well as Fortuna Park on Mercer Island and Wildwood Park on Meydenbauer Bay. These parks were named for a series of Anderson-built passenger steamers, and provided

sylvan destinations for lake excursions to dance and picnic on the lakeshore in the summertime.[xlvii]

The 1909 Alaska-Yukon-Pacific Exposition (AYPE) at the University of Washington campus boomed lake foot ferry construction, as the Anderson shipyard built excursion steamers for the AYPE crowds. The fortunes of the wooden, steam-powered shipyard were linked with those of entrepreneur, captain, and impresario John Anderson. During his long career in Pacific Northwest ferryboating, he had a dozen vessels built from scratch at the Houghton shipyard, converted some from steam to diesel power, and others from foot to auto ferries. The industrialized Houghton shoreline was bustling in a modest way, providing blue-collar jobs for people to work where they lived.[xlviii]

Back from the lakeshore, hardscrabble farmers and gentleman farmers continued to clear the forest and settle the land for a variety of purposes. As an example, in about 1900, John Cort, the variety theater impresario, developed Whisker Farm in Houghton, on 106th Avenue, NE, long known as Cort Road. Seattle newspaper reporters covered every party that he and his wife hosted there; the theatrical guests brought a touch of cosmopolitan glamor to the humble Eastside. Cort picked up his guests at the Curtis Landing in the 12-passenger horse-drawn "tallyho," to carry them up the hill. He and his wife developed a large fruit and poultry farm, with extensive flower gardens, and hired a local staff to manage the place, including farmhands, gardeners, cooks, and maids. Like all enterprising Eastside landowners, Cort was interested in transportation to "open up" the region. He bid on and received the visionary franchise to construct an electric trolley line from the Kirkland ferry slip to North Bend but doesn't seem to have pursued the enterprise. After Cort purchased one of the earliest automobiles available in the Seattle area, he sold off the tallyho and most of his horses. He and other landowners agitated for the improvement of the "blacktop" – NE 85th Street or the Kirkland-Redmond Road, the first paved road in King County. When realtors Burke & Farrar began to aggressively market their Kirkland tracts in 1910, they referred in their advertising to "prominent men in the city [Seattle]" like James Clise, Frederick Stimson, Leigh Hunt, Jacob Furth, and John Cort whose ownership of Eastside land led the way into the future and should reassure others.[xlix]

Better private and public transportation were key to the Eastside's future growth and development. The ferry landing in downtown Kirkland was the beating heart that made the town; the landings in Houghton and Juanita and on Meydenbauer Bay were serviced by small foot ferries but the hourly King County auto ferries were fundamental to Kirkland's emergence as "The Hub of the Eastside." For instance, the Yellowstone Trail was the first

transcontinental automobile highway through the upper tier of states across the United States, established on May 23, 1912, as "A Good Road from Plymouth Rock to Puget Sound." The Yellowstone Trail highway ran from Massachusetts, through Yellowstone National Park to cross the Cascade Mountains through Snoqualmie Pass right down to the "blacktop" – NE 85th Street – and on to the ferry dock at Kirkland.[l]

Another Boom

In 1910, ambitious realtors Bert Farrar and E.C. Burke brought a burst of new energy to marketing and selling Kirkland and the Eastside. Anticipating the boom that would follow on the – once again – anticipated completion of the Lake Washington Ship Canal, the pair bought out the entire Kirkland Development Company land holdings – 2000 acres and 2 miles of shoreline from Juanita Bay to Houghton. The Kirkland Development Company land had not been logged or marketed for years, and was fringed on its edges by development. Burke & Farrar paid close to $500,000 for the enormous tract of land, and set to work in 1910 surveying, platting lots and subdivisions, and constructing roads. Kirkland, once again, was marketed as the site of the Eastside's coming boom. And, once again, gaining shelter, getting around, making a living, and enjoying life were key. Carrie Shumway was the first woman elected to the Kirkland Council and the first woman elected to *any* town council in Washington state – the newly incorporated town took its politics seriously. The Kirkland ferry landing was "the focal point for all the state and county roads in this section," real estate ads proclaimed, and the road to Redmond was not only blacktopped but served by motorized jitney stages! in 1918, Bert Farrar wisely bought an interest in the *Eastside Journal* to boost his subdivisions and to control coverage of the Kirkland boom.[li]

Opening a large office in Kirkland, with signage visible from approaching ferries, Burke and Farrar aggressively marketed the town as "an enterprising city," with a population in 1910 of 1500 (within then city limits). The realtors built the Rose Hill School, next to the old steel mill site, hoping to lure family buyers. Burke and Farrar invited smart buyers to join the owners of the "many fine ranches and small acreage tracts that have been brought to a high state of cultivation, in the vicinity of Kirkland." They marketed timbered acreage further east to be cleared for farms and ranches, and western land with water views for fine residences and summer homes. From 1914 throughout the 1920s, Burke & Farrar built many Arts & Crafts bungalows and Craftsman-style small houses, many of which survive in Kirkland today. Kirkland experienced something of a boom, as the population grew from 392 at incorporation in 1905 to 532 by 1910 and 1354 by 1920. And, most remarkably,

Burke and Farrar offered "sites for reliable manufacturing concerns" for ***free*** to provide jobs for the population of 1,000,000 anticipated by the shadowy "civic plans commission."[lii]

In 1919, the *Eastside Journal* editorialized, eager for the prosperity of local industry:

Bellevue would have outgrown Kirkland had it a concern like Burke & Farrar….If it had not been for the enterprise (of B & F), Kirkland would be a lake shore settlement in the same class as Medina and Bellevue…We want industries. Without the assistance of Burke & Farrar, sufficient money could not be raised in Kirkland to donate a fair-sized factory site…."[liii]

Kirkland has been lucky enough to boast a series of newspapers, beginning as early as 1890. The first paper, *The Kirkland News*, was the earliest published on the Eastside. In 1905, *The Kirkland Press* began to publish, followed by *The Eastside Journal*. For decades, the *Journal* connected the far-flung Eastside community. The *Journal's* editor acted as an influencer, informing public understanding and shaping public opinion. And the little town's communications were forward looking, too. In 1907, the Lake Washington Telephone Company was headquartered in Kirkland with 200 subscribers by 1915 – the operator connected calls by hand through her switchboard.[liv]

After the Lake Washington Ship Canal

Until 1916, Lake Union and Lake Washington were separated by land; Lake Sammamish joined Lake Washington through the meandering Sammamish River – today's Slough - and Lake Washington reached Elliott Bay via the Black, Cedar, and Duwamish rivers. After construction of the Lake Washington Ship Canal, the Lake Washington watershed was reoriented entirely: instead of flowing south out of the Black River, the lake now drained west through the canal. The Ship Canal lowered Lake Washington by 9', shrinking the lake, leaving wharves and landings high and dry, reconfiguring the islands and Points, and draining wetlands causing immense consequences for the ecosystem of the lake and for its Native people. The 9' vertical drop exposed sloping, dry shoreline all along the lakeshore. As the water retreated, the marshes that had sheltered vast populations of waterfowl dried out and became overgrown with willow and cottonwood. Even though the marshes eventually restored themselves at a lower level, the birds never returned in anything like their former numbers. Nor did the muskrats, the kokanee, and any of the other fish whose gravel spawning beds were exposed to the air. The water lilies and cattails took years to reestablish themselves, and the wapato seems to have disappeared altogether.[lv]

The lowering of Lake Washington exposed a new shoreline, including a long curving strip of sandy beach at Juanita. Dorr Forbes and his son recognized the opportunity for recreation offered by the new lakeshore and developed their property as a bathing beach, planting cottonwoods and opening a bathhouse and refreshment stand in 1920. Adjacent owners developed Shady Beach and Sandy Beach, and Juanita became a popular summertime resort. In Houghton, the King County ferries used the Anderson shipyard wharf after the lake was lowered until new facilities were built in downtown Kirkland on the newly exposed lakeshore at the foot of Kirkland Avenue. All around the lake, Lake Washington Boulevard was improved in the 1920s as an auto road to encircle the lake. And the falling water level created "new" shoreline on the water side of the Boulevard. For instance, much of today's Marsh Park was donated by Louis Marsh to the City of Kirkland – it was "new" land west of Lake Washington Boulevard that was exposed by the lowering of the lake.[lvi]

After the Lake Washington Ship Canal and the Hiram Chittenden Locks opened, it wasn't necessary to float completed vessels out to salt water at high tide on the Black River, and the Anderson Shipyard in Houghton took advantage of the opportunity to tackle larger saltwater craft. Substantial shipbuilding construction was now feasible on Lake Washington because ships could use the Canal locks to reach Elliott Bay. During World War I, Anderson Shipbuilding upped its game, bidding on and winning the opportunity to build four ocean-going wooden cargo steamships under contract for the French. These technically demanding projects employed nearly 400 blue-collar workers at the Houghton shipyard. Local landowners, investors, and speculators had agitated for a canal for nearly forty years before its grand opening on July 4, 1917, and the Lake Washington Ship Canal truly did open up the lake to increased industrialization.[lvii]

And Kirkland benefitted, too. In 1923, Kirkland High School was opened – the lovely terraced site is today's Heritage Park, home of the Kirkland Heritage Society Resource Center and Museum.[lviii]

Shipbuilding

In 1923, Charles Burckhardt, owner of Alaska Consolidated Canneries, purchased the Anderson shipyard on the Houghton shore, soon joined by the smaller Ballinger Boat Works located on the shoreline at 10th Avenue, S. The 1920s were a boomtime for metro Seattle, a time of rapid expansion in Pacific Northwest fisheries and shipbuilding. Burckhardt used his newly-named Lake Washington Shipyards (LWS) as a freshwater winter tie-up for his salmon cannery tenders and fishing vessels but also aggressively pursued general repair

and construction contracts. In 1926, the steamer CHIPPEWA was converted into a single-ended automobile ferry for the Puget Sound Navigation Company – the first work in steel done at the Houghton shipyard. The CHIPPEWA represented investment in new technology, and a new chapter for innovative shipbuilding would soon begin on the Houghton lakeshore. But just as Peter Kirk's plans were destroyed by a poor economy, so also were Charles Burckhardt's plans slowed, but not entirely destroyed.[lix]

When the Great Depression hit the national and international economies, Lake Washington Shipyards fell on lean times and so did the men who depended on it for work. Urban unemployment in Washington State ran a steady 25%, a rough figure that only counted out-of-work men, not women. Under the circumstances, Burckhardt concentrated on building and repair for the Alaska fisheries market he knew so well, and a string of small contracts kept the shipyard alive during the early Depression. At times, only three men worked at the yard, the night watchman and the two managers, burning the midnight oil. Burckhardt had invested in an aggressive management team to explore new building and repair opportunities. Beginning in 1933, Lake Washington Shipyards began to advertise in *Marine Digest,* promoting its services in both wood **and steel**.[lx]

During a contract, the boom-and-bust shipyard employed fifty, a hundred, or two hundred local men as needed, and laid them off when the job was complete. Repair of the fishing fleet and cannery tenders was seasonal, but other contracts were unpredictable. During the hungry 1930s, men clustered outside the fence each morning, cash bribe in hand, competing to be hired for the day. Some Eastside craftsmen in wood – shipwrights and joiners – spent the time between shipyard contracts building furniture or houses. But the metal craftsmen couldn't maintain their skills at home, and combed metro Seattle for metalworking jobs, commuting to work far from home. The shipyard's ability to complete a contract capably depended on a workforce that it couldn't consistently maintain, which risked the shipyard's sustainability and posed a hardship to local shipyard labor.[lxi]

Lake Washington Shipyards established a reputation for superior craftsmanship on a shoestring, completing its contracts on time and within budget. *Marine Digest* later noted the "brains, guts, and hard work" that kept the yard going during the Depression, even editorializing that "Seattle's ability in the art and craft of steel shipbuilding [had] previously been demonstrated at the Lake Washington Shipyards." In the view of the *Marine Digest*, the Houghton shipyard was a leader in steel shipbuilding in the entire metropolitan area. At LWS, son often followed father at the shipyard, working in a family tradition of local blue-collar craftsmanship. Boys apprenticed after school, working toward their own set of tools,

the hallmark of craft pride. As the shipyard increasingly turned to metal during the 1930s, the sons of Kirkland wooden boatbuilders trained in shipfitting, welding, and machining. Blue-collar work, where you lived, was part of a proud Kirkland heritage.[lxii]

Kirkland was founded as a steel mill company town to fabricate steel rails for railroads in Asia, and as part of his town-building real estate initiative, Peter Kirk and his backers invited other industrialists to join him. Kirk investor Leigh Hunt persuaded an Indiana investor to move his woolen mill to the Kirkland lakeshore, just north of today's Marina Park. The first woolen mill in Washington State was established in Kirkland in 1892, and the woolen mill succeeded where the steel mill had not. It produced wool products for Klondike Gold Rush prospectors and then for the U.S. military during World War I. From the early 1890s, under varied ownership and management, the woolen mill was downtown Kirkland's principal industry, employing as many as 250 men and women, but usually a few dozen. The woolen mill continued to produce jackets, blankets, plaid woolens, and flannels into the Great Depression. [lxiii]

The Great Depression

The two most successful industries in Kirkland's early history that were not based on extractive natural resources were wool milling and steel shipbuilding. Houghton and Kirkland had the industrialized waterfront that could provide blue-collar jobs and a significant local payroll to keep Kirkland retailers in business.

But back from the lakeshore in the 1920s and 1930s, life was rural not suburban or industrial. Hardscrabble farmers ran subsistence farms with families keeping a large kitchen garden and chickens and a cow, walking out to the outhouse, carrying water to the house, lighting an oil lamp at night, and cooking and warming the house with firewood. Adults and older children worked for barter or for cash where they could, when they could. Working in the woods or the mines or the shipyard, at the woolen mill, harvesting berries, or selling eggs. While roses bloomed and grapes climbed the arbors, it is too easy to romanticize this life and important to listen to a man who lived it.[lxiv]

In 1932, Ray Bishop was broke and unemployed in Kirkland, and he cashed in his life insurance policy to buy a plot of land in the "Steel Works Addition," up the hill east of downtown. Bishop built a shed to live in out of leftover wood salvaged from the demolition of a Redmond store. The kitchen shelves were wooden apple boxes, and there were no windows. Bishop traded labor for five windowpanes and installed them himself. Slowly he pieced together a living, exchanging his work for chickens and then trading their eggs for

groceries. Over the years, he built a chicken coop, goat shed, woodshed, and roofed the farm buildings and his little cottage with cedar shakes that he split himself. Mrs. Bishop was an economic partner, helping in every way she could. She made butter for the family and a surplus to sell or trade, by shaking milk in a canning jar. When Mr. Bishop was lucky enough to get an odd job that paid cash, he walked to work because he had no money for gas and no car to put the gas in. Bishop didn't recall this time with wistful nostalgia; instead he remarked, "There was sure a lot of unhappiness. That's what the Depression was like around here." [lxv]

During the Great Depression, Eastside families like Bishop's made do, working seasonally at the shipyard, at the woolen mill, at a logging camp, or for the New Deal Works Progress Administration, then retiring to their "stump ranches" on logged-off land. The ambitious raised chickens and sold eggs and garden produce; the bold flouted Prohibition law, and brewed beer or distilled moonshine whiskey to sell. Prohibition of the production and sale of alcoholic beverages in Washington State began in 1916, two years earlier than by federal law, and lasted until 1933. Of many such instances reported in the Seattle newspapers, in 1926, U.S. Marshals shut down a hundred gallon still near Juanita School. Four years later, in 1930, authorities busted a still on Market Street, in downtown Kirkland, on "the old Fessenden place," then rented to the Lee family. But Rose Hill, in particular, was "noted for its bootleggers" during Prohibition; most raids are described as being "near Kirkland," or outside its then-boundaries. The biggest Kirkland-area haul was in December 1932, when agents raided a local ranch, complete with turkeys and goats, to seize $30,000 of bonded liquor, smuggled in from Canada. But most local moonshiners were making do. Kirkland-area rancher John Walton told a *Seattle Times* reporter, "I couldn't get a job and I couldn't make money selling chickens so I took up moonshining." [lxvi]

In Kirkland proper, not everyone was struggling to make ends meet. Despite the Depression, professional men, like doctors, dentists, and attorneys, earned a good living and there were elite family homes in the residential area. Well-to-do Boeing engineer Louis Marsh in 1929 built an elegant mansion on his parents' land at 6610 Lake Washington Boulevard, in Kirkland. Depression Kirkland depended on the ferry traffic to support a small downtown business district including a bank, post office, movie theater, newspaper office, and retail shops. Riding the bus to Kirkland from Redmond, a farm family could visit the doctor or dentist, buy an Easter hat, attend Sunday School, and shop for garden seed. Kirkland was truly the Hub of the Eastside, situated at that vital central place by the ferry landing.[lxvii]

Throughout the 1930s, downtown Kirkland was the focus of an extended rural community of dairies and poultry farms, nurseries and truck gardens, and its newspaper, *The Eastside Journal*, continued to provide the communication which bound these scattered readers together. The *Journal* reported on community, printing weekly reports of the social and civic programs of the dozen small community clubs in the surrounding area, and publicized meetings, graduations, sports events, church services, and dances. Its Society column covered the Eastside "elite," detailing the luncheons to and fro of Kirkland matrons or the stay at a Redmond home of visitors from faraway Tacoma. The lending library sponsored by the Kirkland's Women's Club served the extended community as did the Kirkland merchants who advertised their goods and services in the *Journal*'s back pages.[lxviii]

In 1930, about 1700 people lived within Kirkland town limits and three or four times that number lived within three miles of its border. This community, isolated by few roads and by Lake Washington, depended on the ferries that crossed the lake to and from Madison Park, in Seattle. Travel around the lake, on the northerly or southerly end, was time-consuming on poor roads. On the Eastside, local traffic on foot and in trucks and cars and the "jitney" buses, rose and fell according to the ferry schedule, as though on an island. The Eastside's backwater insularity was intensified by the Great Depression hard times, testing its self-sufficiency. In 1933, the average price in Seattle groceries for eggs fell to 12c a dozen, and prices for other local farm products followed suit. At times, it cost more to keep the chickens than a farmer could earn for their eggs.[lxix]

Between 1930 and 1935, in the Great Depression, assessed valuation within the Kirkland city limits fell by one-third, nearly $1 million. In 1932, the first year of President Herbert Hoover's administration, King County provided $2500 per month for unemployment relief in the "immediate district" of Kirkland, requiring applicants to prove their poverty to an investigating committee. The aid provided a minimum of one day's work per week for one hundred men in rotation, starting with the neediest. In Kirkland, private charities held dances and raffles to raise additional funds for food, fuel, and clothing to be distributed locally. But Kirkland Congregational Church had to release its minister in 1933 because income from the membership totaled less than $1000 – the community could not afford his modest salary.[lxx]

Franklin D. Roosevelt was elected President in 1932, promising a "New Deal" for the United States. *Eastside Journal* editor H.P. Everest endorsed the laissez-faire policies of his opponent, President Herbert Hoover, and had published cheerfully optimistic editorials for Kirkland readers, asserting time and again that the national, regional, and local economy

had "turned the corner," and that prosperity was on the way. In 1933, the *Eastside Journal* announced that the Lake Washington Shipyards had just won a contract that would employ fifty men, and Everest characterized the contract as evidence of the "return to normalcy for the nation." Everest editorialized against Roosevelt as a "lightweight candidate," who would impose a socialist "virtual dictatorship." Editor Everest also worried about leftist radicals organizing labor unrest in Kirkland among the unemployed, fomented by "red leaders" from "outside." However ambivalent the *Journal* was about FDR, Everest celebrated his New Deal programs, praising the Bank Holiday and the National Industrial Recovery Act (NIRA), reporting that 100% of Kirkland merchants were sporting blue eagle placards or banners, indicating their participation in NIRA. In 1933, the New Deal Reconstruction Finance Corporation partly funded a shipyard contract that promised to put as many as 200 men to work, and the *Journal* praised it as a "big thing for the district." [lxxi]

In January 1934, the *Eastside Journal* reported that the shipyard had won eleven of its twelve most-recent bids for construction or repair. Aside from the shipyard contracts, Kirkland also benefited from the New Deal Works Progress Administration (WPA) programs, which more than doubled local work relief. The WPA built its local office in Kirkland, and hundreds of men from the Kirkland area worked on repairs to local roads, and construction of downtown sidewalks, a town cannery, community center, and the new school on the site of the old woolen mill. In its first year of operation, 1935, the cannery assisted 379 local families to preserve produce, chicken, and other edibles for winter use, and it was a source of not just sustenance but considerable local pride. "Prosperity," enthused Editor Everest, "Isn't around the corner for Kirkland any more – it's here!"[lxxii]

The *Eastside Journal* measured Kirkland's prosperity by the local payroll, referring to the town as "the shopping center of the Eastside." Kirkland was run by and for its downtown retailers, led by a small group of boosters and influencers, and governed by a handful of local prominent citizens. When Prohibition ended, in 1933, Kirkland business owners rejoiced at the return of beer. But Mayor Charles Newberry, then pastor of Kirkland Congregational Church, resigned his political position rather than preside over collection of revenue from the legal sale of alcohol – an evil, as he saw it. The *Journal* joked that Kirkland had "tumbled from the water wagon," and the city councilmen accepted the mayor's principled resignation with polite regret and then promptly drafted an ordinance to profit from the new era. Beer sellers in Kirkland were required to be residents of the town, post a substantial bond, pay a hefty annual fee, and close by 1 am. Federal New Deal programs, the end of national Prohibition, and federal investment in local industry contributed to

Kirkland's recovery from the Great Depression. Rugged individualists on the Eastside profited from federal policies and practices.[lxxiii]

In 1935, Lake Washington Shipyards won a private contract with Puget Sound Navigation Company – the "Black Ball Line" – and a chance to demonstrate its technical superiority and score a public relations coup. Working to an extraordinary design, the shipyard built a new superstructure on top of a burned-out hull and launched the glamorous art deco ferry KALAKALA. A glowing press release described the ferry as "fully streamlined in accordance with the latest principles of aerodynamics…[And s]he will at a distance resemble a mammoth aeroplane skimming over the surface of the water."[lxxiv]

"The most photographed ferry in the world" made the cover of *The Saturday Evening Post,* was featured in a movie, and was metro Seattle's icon in the decades before the Space Needle. The Kirkland shipbuilders had used "a unique method of electric welding [which] gives great strength and has made it possible to do away with unsightly rivet heads." Lake Washington Shipyards acquired twelve electric arc welding machines "of the latest type" and its craftsmen mastered this innovative manufacturing technology. This engineering, fabrication, and aesthetic achievement thrilled the 100,000 spectators who lined the entire lake to witness the KALAKALA's maiden voyage, on July 2, 1935. *Journal* editor Everest was enraptured:

Gracefully reflected in the light of the moon, with its silvery sides aglitter and lights twinkling from its portholes, the novel ferry crossed the still waters of Lake Washington on its first run under its own power.… This is just another feather in the caps of the local shipyard officials.[lxxv]

After the KALAKALA, the shipyard was busy and prosperous, building private yachts, fishing vessels, a ship for the U.S. Army Corps of Engineers, and a sophisticated oceanographic survey ship for the U.S. Coast and Geodetic Survey. The shipyard invested in a new steel crane and a new set of ways. When the survey ship EXPLORER was launched, Kirkland folks turned out to cheer and rejoice. Not only had the ship kept 250 men at work in the shipyard, the U.S. Coast and Geodetic Survey immediately ordered a sister ship, PATHFINDER, and LWS landed the tricky contract to timber the caissons of the Tacoma Narrows Bridge.[lxxvi]

Technically sophisticated and competitive for federal contracts, the Lake Washington Shipyards payroll drove Kirkland's economic recovery from the Great Depression. The 1936 holiday buying season was the best in Kirkland since 1929. Between 1935 and 1940, the town's assessed valuation increased to nearly its pre-Depression level and deposits in the

First National Bank of Kirkland more than doubled. Real estate sales began to recover, and the national Rotary crowned Kirkland's commercial success by chartering a local affiliate.[lxxvii]

Kirkland and the Lake Washington Shipyard were more than content with one another. Eastside blue-collar craftsmen could work where they lived, read the local newspaper, spend their money in the hometown stores, worship at the hometown church, save their money in the hometown bank, and buy whatever house or land they could afford – as long as the real estate's racial covenant or prevailing racial discrimination did not prevent the purchase. Federal New Deal programs had left behind better roads and the Kirkland cannery, open to anyone in the community who wished to preserve homegrown fruit and vegetables. The local press, politicians, and pulpit celebrated this prosperity, creating and marketing Kirkland's small-town values – individualism, self-reliance, neighborliness, thrift, ingenuity, and respect for tradition.

Despite those small-town values, Kirkland's 1930s economic success depended on federal U.S. Navy and Geodetic Survey contracts and on federal New Deal programs. Short-of-war and wartime mobilization of Lake Washington Shipyards as a defense industrial plant brought a conclusive end to the Great Depression and transformed Kirkland, fundamentally challenging local people's belief in those small-town values. Mobilization did not just continue the late 1930s success, it utterly displaced it and upset the delicate relationships between towns and industry, customers and workers, residents and strangers.[lxxviii]

Kirkland Wartime Mobilized Industry

In 1940, before the United States entered World War II, Lake Washington Shipyards already had U.S. Navy contracts on the books for four anti-submarine net tenders, one thousand balk banks for anti-submarine nets, seven artillery lighters, and six seaplane tenders. The huge federal Naval Appropriations Bill brought cost-plus contracts to the smallest U.S. shipyards to produce for the short-of-war arsenal of democracy, and the Defense Plant Corporation (DPC) financed plant construction and expansion. Additional policy inducements to private investment in the national defense program included accelerated tax depreciation for new construction and expansion. LWS would call on federal programs to underwrite an enormous expansion in land and upgrades to facilities.[lxxix]

Wartime ownership of new construction at Lake Washington Shipyards demonstrates this combined effect. The U.S. Navy Stores building, which issued the top-secret radar equipment to employees with security clearance, was managed by U.S. Navy personnel. The

land on which the building was constructed belonged to the shipyard, which also owned the top floor; the first and second floors, however, belonged to the Defense Plant Corporation (DPC). Of the $1.5 million spent on new equipment and facilities at Lake Washington Shipyard between 1941 and 1943, less than $200,000 was private money.[lxxx]

Sponsored by the U.S. Navy, the DPC purchased land north and south of the shipyard on the Houghton shoreline, taking the reluctant northerly landowner to court to force the sale. On his lakefront property, the government expanded the Houghton landing to accommodate the ferry LINCOLN which would carry LWS shipyard workers to and from Seattle. On the new south yard, the DPC built an entire metal fabrication shop, three new sets of ship construction ways and the craneway to service them. A new outfitting dock was built, as well as first aid facilities, a cafeteria and lunchroom, and a new septic system. As well, the DPC paid to blacktop the shipyard, fence it, and extend the water system. In short, the federal government built an entire shipyard that was three or four times the size of the prewar yard, and then leased it back to Lake Washington Shipyards.[lxxxi]

Lake Washington Shipyards was privately held but the unique wartime relationship among the corporation, the military, and the federal government – so visible in the yard's dramatic expansion – gave the local impression that the yard had been commandeered by the U.S. Navy. This perception deepened when the Works Progress Administration (WPA)-built Kirkland community center was taken over by the Navy, and converted to a 250-man barracks for naval crews awaiting completion of their ships at the yard. [lxxxii]

In all, 29 seaplane tenders, net tenders, and torpedo motherships were built from scratch and more than 500 Allied ships repaired at LWS, as a mobilized industrial plant. Throughout 1941, as the European war raged and tensions heightened in the Pacific, the sleepy isolationism of the Eastside gave way to a rising sense of dread and urgency. Lake Washington Shipyards took on a heroic wartime role, vital to naval success as sailors and shipbuilders stood shoulder-to-shoulder to win the war at sea. On the night of Pearl Harbor, the yard's assistant superintendent took his rifle down to the shipyard, and spent the night awake on the end of the outfitting dock, intending to protect the shipyard against attack. Just north up the shoreline, Ballinger Boat Works was mobilized and renamed Kirkland Marine Construction in 1942, gaining a U.S. Coast Guard contract for 68 wooden-hulled picket boats. Kirkland's prewar isolation and isolationism – expressed by its newspaper – disappeared overnight. Isolationists became belligerents.[lxxxiii]

Starting on March 14, 1942, the Lake Washington Shipyards' weekly newspaper, *On the Ways,* celebrated the soldiers of production. The U.S. Navy financed the newspaper to promote "the zeal, the sincerity, the two-fisted eagerness of … the Lake Washington Shipyards to help make every minute count toward victory." From the first issue to the last, on October 26, 1945, *On the Ways* produced a steady blend of exhortation, humor, cheesecake, and chitchat, uniquely tailored to the Kirkland homefront. [lxxxiv]

In 1939, 250 men worked at Lake Washington Shipyards; at Pearl Harbor, 2000; by the summer of 1943, there were more than 8,000 workers, on three shifts round-the-clock. Employment rose more than 3,000% in less than four years. In the 1930s, each ship was tailor-made by craftsmen and the yard essentially shut down between contracts. For the duration, 24/7/365, the mobilized shipyard introduced multiple production, using standardized parts and pre-assembled units, and quickly trained, highly specialized workers. Journeyman crafts were broken into sets of simple skills, opening well-paid blue-collar unionized work to the unskilled and semiskilled, to women and to people of color. As World War II mobilization put an end to the Great Depression, the shipyard boomed on the wartime cost-plus contracts, and so did the shipyard's hometown boom on the industrial payroll. The "greatest Christmas buying rush in the history of the city" hit Kirkland in December 1942, and holiday season sales continued to grow each year throughout the war. [lxxxv]

On the eve of World War II, Kirkland was a small city of shops, professional offices, churches, and clubs. Customers from all over the Eastside did their usual weekly shopping in the markets, at the specialty shops, and at the J.C. Penney department store. Several professionals, including an attorney, two physicians, a dentist, two veterinarians, and an architect centered their sprawling practices in Kirkland. There was a fine high school that served a wide area, and seven active churches. Local clubs included the Rotary, Commercial Club, Active Club, Federated Order of Eagles, the Kirkland Women's Club, Red Cross guilds, Business and Professional Women's club, and half a dozen other associations that provided social activities and promoted civic betterment. There was a legal maximum of six beer-selling taverns in town. Hardware and lumber dealers supplied local builders; feed and agricultural machinery outlets supplied local farmers and ranchers. Seven auto dealerships sold new and used cars and trucks in Kirkland, and there were numerous service stations that repaired trucks and cars, as well as sold gas and oil.[lxxxvi]

Kirkland was still the "Hub of the Eastside," as the four-way stop signal proclaimed, set at the town's central intersection, at the turn to the ferry slip. The venerable LINCOLN, built at

Lake Washington Shipyards' predecessor yard in 1914, carried commuters, students, shoppers, mail, freight – nearly everything – that came from or to the Eastside. The drive to Seattle was formidable in 1939, a lengthy trip around either the north or south end of Lake Washington. Major King County roads were in good shape, but many of the Eastside's secondary roads were gravel, and often potholed and muddy. There were no passenger trains to Kirkland or bridges across the lake.[lxxxvii]

Kirkland's population had grown by 20% between 1930 and 1940, and deposits in the First National Bank of Kirkland, had nearly tripled. However, total assessed valuation of existing structures and property declined during the same period. The recovery of retail in downtown Kirkland masked deep and enduring rural poverty. Government inspection determined that nearly 75% of the houses on Rose Hill needed major repairs and/or lacked indoor plumbing. The most common home in 1939 was a two-bedroom frame structure with a basement and unfinished attic, of less than 1,000 square feet in area, on a large rural lot or small acreage. Outside of town, away from the shipyard, away from the ferry dock, the Eastside lived on rural time. Four days after Pearl Harbor, the *Eastside Journal* editor advised local poultry ranchers on the best methods to maintain high egg production despite the wartime blackout's unsettling effects on laying hens. As the war began, there were nearly as many advertisements in the *Journal* for dealers in farm equipment, nursery stock, seed, and feed as for all other retail establishments combined. [lxxxviii]

After Pearl Harbor, on the wartime homefront, Kirkland folks joined the local Civil Defense, training to deal with any emergency, whether a mass evacuation or an incendiary attack which left hundreds dead and injured. Shifts of plane spotters scanned the skies with binoculars from a lookout tower on Rose Hill, and Kirkland and Houghton boaters organized patrols of Lake Washington. Kirkland Civil Defense patrolled the gasoline and oil storage facility on the lakeshore to prevent sabotage, and enforced blackout regulations throughout the unincorporated area around Kirkland, including Juanita, Rose Hill, and Houghton.[lxxxix]

The *Eastside Journal* published a weekly column, "Mrs. America Meets Defense," which stressed women's voluntarism on the homefront: knitting, sewing, baking cookies, and rolling bandages. The Kirkland Emergency First Air Corps organized, to work alongside local Red Cross and church auxiliaries. The uniformed Corps women learned basics of battlefield medicine and first aid for gas and chemical warfare if Kirkland were attacked. Going from door to door, representatives of Kirkland's civilian defense visited every area home, to urge residents to prepare for emergency. [xc]

In December 1942, the *Eastside Journal* reported that Kirkland was a "number one bombing area" because of its proximity to the Lake Washington Shipyards. Consequently, local Civil Defense had been allocated an especially large supply of cots, stretchers, gas masks, and steel helmets because of the heightened risk of enemy attack. Throughout the war, both the *Journal* and the *Bellevue American* emphasized the importance of the shipyard as a military target, stoking the local sense of patriotism, anxiety, and anger.[xci]

The homefront's growing sense of urgency bred resentment and fear of people of Japanese descent, who looked like the enemy. Most local Nisei and Issei lived outside the then Kirkland city limits, on farms on Rose Hill, in Juanita, and in the Yarrow Bay wetlands. Issei – first generation Japanese immigrants – were forbidden by law to become citizens or to own land. Their "property" was lease-held. Nisei – second generation Japanese-Americans, born in the United States - were citizens by birth with the rights due to any citizen. Japanese farm families had participated alongside the prewar Eastside rural community – and sometimes within it. The president of Kirkland High School's junior class was a Nisei boy. Nevertheless, after Pearl Harbor, those who had resented Japanese farmers before the war found an opportunity to justify their eviction from their land and their homes.[xcii]

The Eastside homefront seethed with rumor about local Japanese and Japanese Americans. There was talk that Japanese farmers in Houghton and Medina had seeded their 1942 crops in coded patterns which Japanese bomber pilots could read. "Though," as the *Eastside Journal* pointed out, "no sabotage or other unloyalty among the Eastside Japanese has yet been reported to the press," by May 1942, the last Japanese and Japanese Americans were forced from the Eastside bound for relocation camps and then on to internment camps. Without trial, under Executive Order 9066, their property was forfeit and their loyalty suspect. Despite federal policy that should have protected their rights as citizens, federal practice under the urgency of wartime betrayed those rights. On May 20-21, 1942, more than four hundred Issei and Nisei from the Eastside boarded the first passenger trains to depart the Kirkland station in sixteen years, bound for Fresno, California and then on to other incarceration camps.[xciii]

In Bellevue, nearly five hundred acres of land farmed by evacuees was confiscated and placed under the management of Western Farm and Produce. A single Japanese-American servicemen, serving in the famed U.S. Army 442nd division, returned to Bellevue in the summer of 1941 for a brief visit. His appearance on Main Street suggested to edgy locals that the internees would soon return, and prompted a petition signed by more than 400 Bellevue residents to demand that the government never permit the Issei and Nisei to

return to the Eastside. At war's end, the Remember Pearl Harbor League and Japanese Exclusion League sold hundreds of dollars in memberships in its Eastside meetings, earning national attention in *Time* magazine. Wartime hysteria justified the unconstitutional policy and practice of racial purging on the Eastside, paving the way for postwar racial exclusion.[xciv]'

As millions of men and women went off to the war's frontlines, other millions went to the war's homefront. In the huge manpower shortage, Lake Washington Shipyards as well as every other mobilized defense employer placed ads in periodicals throughout the U.S., urging the soldiers of production to pursue draft-deferred opportunities in defense industries. Between October 1941 and October 1942, Lake Washington Shipyards hired 6000 new workers – and many workers brought their families with them to the Eastside.

In the first years of Lake Washington Shipyards mobilization, newcomers were local men recruited from Kirkland-area farms and WPA crews, from Seattle bakeries, filling stations, offices, and factories. Then they came from logging camps and fishing boats; there were wheat farmers from eastern Washington; then oil pipeline welders from Montana; and the rural poor of the Dust Bowl. Most had never worked in a shipyard before but they were all "people who worked with their hands, who had gone from job to job to job." The shipyard ran urgent ads for trainees in the Eastside and Seattle newspapers, and trainees received free instruction in a trade and earned half salary from the start of training. "They put everybody to work [at LWS] who could stagger down there," was the cynical opinion of one prewar shipfitter at Lake Washington Shipyards. [xcv]

The newcomers to Lake Washington Shipyards included a wide range but "Okies" and "Arkies" may have been the most conspicuous strangers. They were the rural white poor migrants from the Dust Bowl; they spoke with accents and had no shipbuilding skills. They were "hicks" and "red necks." Some could not read a ruler let alone a blueprint and some had truly not worn shoes until they pulled on shipyard workboats. Judged shiftless and incompetent, they were butts of many of the shipyard pranks and practical jokes. As were women and African-American men and women. [xcvi]

Federal policy governing the lucrative cost-plus contracts for U. S. Navy construction at LWS required union membership and prohibited racial discrimination in hiring. The cost-plus wartime reimbursement returned all basic expenses to the shipyard plus a fixed percentage fee of those costs, usually 10%. Such cost accounting did not encourage keeping the payroll

lean or maintaining prudent oversight of supplies but it did encourage the colossal wartime effort to arm the world and win the war.[xcvii]

During the early homefront, female workers at the shipyard were clerks, secretaries, or first aid nurses. But as more men went to the frontlines, women were called on to learn shipyard jobs traditionally considered "men's work." Begged to stay home during the Great Depression, to not take a "man's job" from him, women were now begged to train for war production. Training alongside men at the Kirkland trade school, women eventually comprised 50% of welders, sheet metal workers, burners, electricians, and scalers at Lake Washington Shipyards. The federal Lanham Act daycare center, located at the Stewart Heights wartime housing project, charged $.25 per child per day, and downtown Kirkland businesses catered to working women, offering laundry service and takeout family meals.[xcviii]

Until 1937, the biggest shipyard unions – the Boilermakers and Iron Shipbuilders – had explicitly excluded Blacks from membership, as did the Machinists and the Brotherhood of Electrical Workers. At Pearl Harbor, employment opportunities for Blacks in Seattle area shipyards were limited to jobs as scalers – industrial janitors. During the wartime emergency, perhaps 10% of Lake Washington Shipyards employees were Black. The only Black employees at Lake Washington Shipyards who were admitted to full union membership belonged to Shipscalers Local 541, in the American Federation of Labor. Blacks were grudgingly admitted to AFL Painters Local 300, to paint camouflage on the seaplane tenders, but their union memberships were only "for the duration," and they didn't actually belong to Local 300 but in the Shipscalers – in the end, this meant that their high-paying blue-collar jobs ended with the war and these painters would not paint G.I. Bill houses after the war. In the full press run of *On the Ways,* only two photographs of Black workers were published. They were essential but they were invisible.[xcix]

The Kirkland-area wartime housing shortage was acute. There was nowhere to go. Newly-arrived families lived in garages, chicken coops, tents, and shacks. The shipyard took advertising space in the *Eastside Journal* throughout 1942 to beg local residents to rent sleeping rooms in their homes to defense workers, and a June editorial urged such cooperation as "a patriotic duty." Some homeowners complied and hastily remodeled – one family put their kids outside in tents and rented out their rooms.[c]

Sharing homes, pitching tents, and converting outbuildings didn't meet the dramatic housing crisis. In March 1942, the *Journal* announced that construction would soon begin

on 400 new homes for shipyard defense workers. One hundred were to be permanent houses, built to last; the rest would be built to last only for the duration. Neighbors have vivid memories of the speed with which the new federal housing went up – "One day, there was a cow pasture there; the next day, they were bulldozing.; the next day, the framing was going up."[ci]

By every indicator, Kirkland was soon overwhelmed by wartime mobilization. Overnight, 6,000 new shipyard workers had arrived, many with families, and most needing to live where they worked. Traffic flooded local roads, and traffic scofflaws ignored local law enforcement. Although gas, oil, and tires were rationed during the war, and new cars were unavailable, there were plenty of prewar jalopies. In a 1942 traffic study, 8,800 cars drove through downtown between 6am and 10am – and of those, 50 blew straight through the stop sign at the center of town. 90% of Kirkland's traffic tickets went unpaid in 1942, a clear indicator of the work hard, play hard wartime boomtown.[cii]

The LWS wartime federal housing projects were built south and east of the then Kirkland city limits in unincorporated King County. The permanent homes in Lakeview Terrace were conventionally built all-electric homes on slab foundations, quite small but with privacy and a superb view west across the lake. Projects A and B consisted of duplexes. Built on wooden foundations, their substandard construction was lightly framed, completely uninsulated, and roofed with tarpaper. Each unit in A and B was equipped with a coal-burning range, and had its outside coal bin. But the first two families to move into the projects were grateful – one had been living in a chicken coop, the other in a garage. Many had arrived in Kirkland with their kids, their dogs, and all their belongings lashed under a tarpaulin in the back of a pickup truck – a modern covered wagon. The duplex rents were quite reasonable - between $37 and $46 monthly for two- and three-bedroom units when weekly paychecks of $60-70 were common at the shipyard. Shipyard employment increased every month throughout 1942, and a week after Lakeview Terrace opened, the *Journal* announced bids for thirteen hundred additional housing units to be built south along the bluff, east of the old Cort Road. On that same day, the Kirkland School District called for bids to construct a new elementary school, to serve the children of the new project – Stewart Heights.[ciii]

Opened in November 1943, Stewart Heights became notorious for the speed with which it was built and the shoddiness of its construction. It was simply a barracks for the soldiers of production, and their families. Impermanent, it was intended to last only for the duration of the war. Coal-heated, with fiberboard interiors, Stewart Heights had a community center, volunteer fire department, federal Lanham Act daycare facility, cafeteria, county library

branch, and an auditorium. It was designed to be a temporary community on the homefront of a nation at war. The King County Housing Authority managed Stewart Heights, and invited bids for a grocery, pharmacy, dry goods store, beauty shop, barber, laundry, and shoe store – nearly all those outlets were open at Stewart Heights by January 1944.[civ]

Kirkland Rotary and the Kirkland Congregational Church held a welcoming party for "Kirkland's newest citizens" at the newly-opened Collins Elementary School. Newcomers were welcomed and invited to build and belong to a community that would outlast the homefront. "We think of you," remarked the mayor, "as a definite part of our community and we are glad to welcome you here... If after the war is over, you decide to stay here, we'll be glad to have you." However, most Stewart Heights residents remained strangers in Kirkland. Local schoolkids called Stewart Heights "Stupid Heights," and its residents young and old endured constant teasing as ignorant yokels who washed their feet in the toilet, tried to build wood fires in the oven of their range, and peed in coffee cans and tossed the urine out the back door. They were never fully accepted as Kirkland residents despite their crucial role in wartime industrial production and their value as customers in the Kirkland boomtown.[cv]

The welcome, halfhearted as it was, was not extended at all to Black workers and their families. Despite federal policy, racial segregation was the practice of the King County Housing Authority in the Kirkland projects. Blacks who worked at the Lake Washington Shipyards had to live in Seattle and commute by ferry to the shipyard from Madison Park, riding a bus to and from their housing to the Madison Park ferry landing. The inconvenience of this inequitable practice added hours of unnecessary commuting time to Black shipyard workers' daily schedule and barred them from acceptance into the Kirkland community.[cvi]

Despite the mayor's welcoming words, The *Eastside Journal* editor worried that "Kirkland is a city full of problems because the war has caused her expansion too fast." The federal Defense Housing Authority reported that, by fall 1943, new housing had been built in the Kirkland area to accommodate 1,500 families, as well as a dormitory for 200 single men. The Inglewood Country Club clubhouse was remodeled as a dormitory for an additional 250 single men. Facing crises in transportation, policing, water and sewage, healthcare, and education, Kirkland itself began to change in response to the risks and opportunities of the homefront. Few boys were interested in the longstanding Kirkland High School agricultural program. In 1943, the high school dropped the program entirely because of "the increasing strong industrial trend of the area." Life seemed to speed up, and to become more

dangerous and demanding. "Where once," editor Frank wrote, "we knew almost everyone on the street, now we know only one in five." In the town where everyone once noticed a stranger, suddenly nearly everyone was a stranger.[cvii]

The Kirkland wartime community never embraced most newcomers; they were too different and they were tolerated only for the duration. Newcomers remained customers and strangers, separate from long term residents. The boomtown itself was noisy, disorganized, gaudy, and brash – sometimes, self-indulgent. Crises in public safety and public health had broken public trust. Local sewage and water systems were utterly inadequate. The Kirkland City Council reluctantly agreed to allow the wartime housing projects to open "using a temporary septic system instead of the desired sewer … [because] the pressure to occupy was too great to put off opening." In fact, to save time, the contractor laid the water line to the housing projects on top of the ground, and during the winter, straw fires were kindled on top of it, to keep the water from freezing solid in the pipe. A 1945 tenant census throughout King County's housing projects found that most out-of-staters were from the Mountain and North Central states, but the local homefront wished to believe that most newcomers were Dust Bowl hillbillies or big city toughs. Gossips repeated sensational tales of the ignorance of Tarheels, Arkies, and Okies, or the arrogance of Texans, or the streetwise swagger of Chicago bullies.[cviii]

But commercial Kirkland was thriving, in a world at war. Gold stars hung in the windows of town homes and lonely farmhouses, to commemorate Kirkland's servicemen and women who had died in the war, and the downtown Penney's department store filled an entire display window with photos of Kirkland young people serving in uniform. But on the homefront, deposits in the First National Bank of Kirkland increased by 500% between 1940 and 1945. Many local businesses expanded during the war, from the bowling alley to the grocery store. New enterprises included another service station, a new post office, bakery, furniture store, auto repair, butcher shop, and a greatly enhanced movie theater. By war's end, there were three pharmacies in downtown Kirkland, and numerous clothiers opened during the war. Merchants advertised layaway purchase plans, and welcomed "Newcomers and Defense Workers," announcing longer business hours to accommodate shift workers, "So that you can shop leisurely and cash your paycheck." A bustling boomtown replaced the modest market town of the 1930s, and Kirkland also remained the market and transportation hub of the Eastside, serving a dispersed population of between 12,000 and 15,000.[cix]

But shipyard growth crossed a line, sometime in late 1943, where the unspoken bargain between industry and community was broken. Environmental and civic problems exceeded economic benefits but the variable of wartime urgency altered that simple equation. Kirkland, thrilled by the boom, and Houghton, rising to homefront necessity, accommodated Lake Washington Shipyards. But it was a bad neighbor. Three shifts a day, bright lights, ship construction noise and the loudspeaker all night long, a filthy lake, and a hometown that seemed lawless and out of control. Rats roamed the shoreline, and ships in for repairs discharged oily bilge into Yarrow Bay. Early in the war, a Washington State chemist remarked of water scooped from Yarrow Bay, "By God, this is almost pure urine!" And two years later, it was reported that sewage from the shipyard had polluted "large areas" of the lake, In June 1944, the Washington State Department of Health declared Kirkland's drinking water "unfit for human consumption," with e.coli at five times the permissible level, and boil-before-drinking orders were frequently in place. Lake Washington bathing beaches were closed in the summertime throughout the later years of the war.[cx]

After the War

Five thousand cheering spectators had lined the lakeshore for the launching of the first LWS seaplane tender, but the Eastside acceptance of the shipyard's heroic role grew more reluctant over the course of the war. As the yard experienced its most dramatic and lucrative period, it encountered the most hostile climate of community opinion.

At war's end, the U.S. Navy instantly cancelled its contracts with Lake Washington Shipyards, and the payroll began to decline. The yard went down to a six-day week, and then in August 1945, the yard laid off nearly all of the swing shift. The last issue of *On the Ways* was published September 28, 1945. Every woman welder in the shipyard was laid off the day before Thanksgiving, 1945. By August 1946, the *104 Reporter* remarked gloomily that the Lake Washington Shipyards was "completely empty but for a few taking inventory." And the boomtown also began to decline. *Journal* editor Frank noted, "Merchandising has been very simple [in Kirkland] the last two or three years. Almost anything could be sold if it was obtainable but times are changing."[cxi]

As early as 1943, some Eastsiders had grown skeptical of the boomtown benefits of an industrialized shoreline, and wary of a twin blue- and white-collar future – blue-collar local jobs and white-collar suburbanization seemed mutually exclusive. Kirkland's City Council appointed a Postwar Planning Commission in 1943, to explore avenues for "creating

postwar employment." At war's end, proposals were made by the U.S. Navy to dredge Yarrow Bay as a "freshwater reserve naval base" to accommodate more than 300 ships, with repair facilities at Lake Washington Shipyards. The Navy promised a payroll of more than 2000 blue-collar workers at the base and yard. Kirkland's Commercial Club hailed these efforts. But editor Frank editorialized that "Kirkland and its environs are the natural place for Seattle expansion," meaning residential subdivisions for workers commuting to white- or blue-collar jobs in Seattle.[cxii]

Civic, fraternal, and community organizations throughout the Eastside joined in "white heat indignation" to oppose the Navy's Yarrow Bay proposal and its "menace to the health and security of a quiet, peaceful residential community." Houghton and Yarrow Point, on the east, south, and west side of the bay, were unincorporated residential communities each represented only by their community clubs. A lakefront resident in Houghton told a *Seattle Times* reporter that no one had complained about the mobilized shipyard "because this was wartime." But the war was over and even patriots had had their fill of an industrialized lakeshore. The community clubs opposed the Navy's moorage plan, and they led the campaign to oppose it. Kirkland's boosters and retailers stood alone against most of the Eastside in support of the Navy's proposal to permanently industrialize the Houghton lakeshore and Yarrow Bay. [cxiii]

The Yarrow Community Club chair put the proposition simply:

If Kirkland wants the payroll, let Kirkland take the boats, too…Let them take the unsanitary conditions which come from the sewage, and the oil which comes from pumping out the bilges, and the wrecked view which comes from having a flock of boats tied up right on the front doorstep. If Kirkland wants all this, let them have it in front of Kirkland.[cxiv]

The argument over the fate of Yarrow Bay split along class lines. Editor Frank, of the *Eastside Journal*, argued the "moral obligation to provide jobs for the several thousand war workers who want to remain on the Eastside following the war," and declared that opposition to the Navy plan came only from the "wealthy and influential." The Kirkland Commercial Club agreed. The Club urged cooperation with the U.S. Navy, arguing that the Navy plan would employ nearly 4000 men and women, and suggesting that the Navy also planned to convert the Stewart Heights housing project in a West Coast naval academy, a Kirkland Annapolis.[cxv]

Organized labor joined local retailers to advocate for the Navy plan, satirizing the effete aristocrats "raising their collective hands in horror at marring the beauty of 'ouah lovely

lake'." Don't, urged the Boilermakers *104 Reporter,* allow "a little scenery to jeopardize a two-million-dollar payroll." A meeting at Stewart Heights turned out more than 600 supporters of the Navy plan. In what critics called a "beer hall atmosphere," one speaker satirized "these people who clip coupons for their income" on Lake Washington's Gold Coast. He continued:[cxvi]

This is more than a fight against moorage of these Navy ships here…For years, one group, mostly well-to-do people, have fought against any plan to industrialize any part of the lake near Kirkland. The other group, people who must work for a living, know that there must be some industry there to give them jobs. You can't live on scenery alone – we tried that between 1932 and 1938.[cxvii]

On August 30, 1945, the Navy announced its intention to moor the ships in Oregon, and expressed shock at the local hostility. This decision meant the end to "working where you live" for thousands of blue-collar men and women who lived on the Eastside.[cxviii]

"It hardly seems possible," wrote editor Frank, "that the management or the government would allow all this valuable equipment to lay idle." But Lake Washington Shipyards was essentially shut down. Between July and November 1945, applications for public assistance in King County rose by nearly 1,000% as a civilian economy slowly replaced a wartime economy. Local public housing built for war workers became in effect low-income housing, situated far from employment and with limited public transportation. Kirkland's boosters regrouped, marketing Kirkland in 1947 at the second annual Summer Festival as the "Small City with Metropolitan Advantages." The visiting entrepreneurial investor was invited to investigate the "fine choices of [factory] sites" and the potential commuting homeowner was directed to the "excellent schools, churches, and recreational facilities," near the "beautiful residential area." Kirkland boosters hoped to have their cake and eat it, too.[cxix]

In 1947, the Skinner Corporation purchased the Lake Washington Shipyards for $85,000, settling separately with the federal Defense Plant Corporation for the south end of the shipyard. The shipyard, that had been so noisy and busy, fell silent. Skinner used the yard as a freshwater winter tie-up for the Alaska Steamship Company. Lake Washington Shipyards passed into industrial limbo – into "undevelopment" – as a handful of small enterprises leased space in its huge empty buildings. [cxx]

For five years, Houghton – reluctantly – and Kirkland - enthusiastically – had embraced a highspeed, crowded, lucrative blue-collar industrial homefront. After the war, Kirkland – reluctantly – and Houghton – enthusiastically – chose a white-collar residential suburban

future. The G.I. Bill drove suburbanization of the Eastside, as new homeowners commuted to the jobs of Seattle and Renton over the 1940 I-90 bridge – the bridge to the future. And from the start, from 1940, traffic engineers designed a two-lane I-90 overpass at the site of interchange ramps to and from an as-yet unbuilt, barely imagined north-south major highway, which we know today as I-405.

Exclusionary Housing Practices

Federal policy enacted the Servicemen's Readjustment Act – better known as the G.I. Bill - to open the door to new home ownership for WW II veterans, no money down, low-cost mortgage guaranteed. Millions of veterans entered the middle-class and began to accumulate the generational wealth represented by home ownership. The G.I. Bill also underwrote veteran education from vocational training to graduate school. The Bill's opportunities were open to all veterans, by federal policy, but they were denied to some veterans, in local practice, as the Bill was administered state by state. Realtors colluded by racially steering Black veterans who were told that they wouldn't be comfortable in certain neighborhoods and effectively barring them in "redlining" from the opportunities of the G.I. Bill. Black home buyers who qualified for the G.I. Bill were often denied bank mortgages for capricious reasons, and they were often prohibited from purchasing a given home because of a racial covenant in the deed, that forbade sale to any "Asian, Jew, or Negro" purchaser. The G.I. Bill built middle-class America, training veterans for better jobs and bankrolling crucial home ownership, but the benefits were not equitably shared on racial grounds.[cxxi]

Aside from the policy of the G.I. Bill, both federal and Washington State laws prohibited racial discrimination in real estate transactions, but discriminatory practices were commonplace on the Eastside and led to segregated neighborhoods. Discrimination is not only about policy and practice, it is also about social and personal prejudice. There were no racially restrictive covenants in Lake Hills, a brand-new G.I. Bill residential subdivision east of Bellevue, but the first Black G.I. to move into Lake Hills met fierce opposition from his new neighbors, and so did his wife and children. And so did Black Kirkland residents Arline and Letcher Yarbrough, moving to a Kirkland waterfront home in 1950. Eastside realtors simply wouldn't show them houses; they would make appointments and not show up. The Yarbroughs found a Kirkland home on their own, bought it, and moved in. Some of their neighbors welcomed them; some circulated a petition to protest their presence in the home and the neighborhood.[cxxii]

At least three Kirkland-area housing subdivisions were racially restricted through explicit property deed provisions or restrictive covenants: Kirkland Heights (1930), and Gov. Lot 3, Sec. 17, Township 25, Range 5 (1939), and Juanitacrest (1947). These legal documents restricted the right of ownership and rental to those "only those of the Caucasian race." However, a 1948 U.S. Supreme Court decision ruled that "although racial restrictive covenants are private…they are none the less legally unenforceable, as they are in violation of the Equal Protection Clause of the Fourteenth Amendment." [334 US 1 (1948)]. In 1968, Congress passed the Fair Housing Act, which "made the use of racial restrictive covenants in housing illegal." [US Statute 82 Stat 73]. Additionally, the Washington State Legislature passed two laws enabling homeowner associations and property owners to remove unlawful restrictions from property documents:

> Homeowner's Associations (HOA) Discriminatory Provisions, 2006 [Engrossed Senate Bill 6169, Chapter 58, Laws of 2006]

> Restrictive Covenant Modification, 2018 [RCW 49.60.224]

Also, both the Washington State House and Senate have adopted E2SHB 1335, providing a process by which discriminatory covenants may be removed from a property's chain of title, a bill signed into law on May 12, 2021.[cxxiii]

We have seen that policy can be obstructed and corrupted by practice. Policies that prohibit racial exclusivity in the conveyance or lease of real estate are clearly defined and protected in law; practices to apply that law have varied widely. But, aside from policy and practice, enforcement is another matter, and so is prejudice. Racial covenants may be illegal but racism is part of the American inheritance, as American as baseball and apple pie. And so is nostalgia for a lost Eden in the good old days, when everyone was happy and friendly, and no one locked their door – an Eden, as we've seen from Ray Bishop's reminiscence, that never really existed. The King County Housing Authority's postwar 1946 study found that 75% of the housing in Houghton and on Rose Hill was substandard, lacking indoor toilet or bathing facilities or in need of major repairs. Well-to-do, white-collar lakefront families lived very different lives than rural families inland from the lake.[cxxiv]

After the war, in 1948, Houghton incorporated as an act of defense and defiance of its expected role as Kirkland's industrial district. "We revolted," commented first Houghton mayor V.J. Berto, "when the Navy wanted to moor a bunch of derelicts all the way down in front of us [on Yarrow Bay]. Kirkland was encouraging this proposal so we formed a city to control our own destiny…." But rejection of industry was also de facto rejection of racial and

class diversity. On the same ballot that elected Berto, Houghton voters turned down a proposal to retain Stewart Heights as "low-rent housing." *Journal* editor Frank was an advocate for downtown Kirkland retail success rather than for racial inclusivity, but the effects of retaining industrial uses of Kirkland's lakeshore would have led to a more inclusive future. Frank watched in helpless fury as the Kirkland wartime boomtown declined, and one downtown business closed after another. Exasperated and frustrated by Houghton's uncooperative, "aloof" attitude, Frank predicted that not only would the newly incorporated town fail as "a restricted residential district," but that it would have to rely on Kirkland for essential services. In fact, within six months of incorporation, Houghton worked out an arrangement with Kirkland for fire protection. [cxxv]

Stewart Heights and the other large housing projects continued to slowly empty into the early 1950s. Sections of Stewart Heights were hauled away for use as college dormitories at the University of Washington, and the single-family homes of Lakeview Terrace were sold to individuals. Veterans and commuting college students lived in the remaining projects, side by side with jobless "floaters," impoverished flotsam stranded by the receding homefront tide. A Houghton Councilman who recorded 1950 census data in Stewart Heights remembered that there were pockets of desperate poverty in the "barracks of [row] houses like chicken coops," which now included some Black and Hispanic families. Post-industrial poverty finally brought racial integration to the Projects. The Houghton Council contacted Rose Hill Community Club and other local civic groups, enlisting their support to close down the Projects altogether. Except for Lakeview Terrace, the World War II LWS housing Projects had largely been hauled away or pulled down by 1952.[cxxvi]

Postwar Kirkland

For a time, Kirkland continued to market itself as *both* a residential suburb *and* a place of industrial jobs. The newly-formed Chamber of Commerce published a brave characterization of Kirkland's "bright side of the future" - "a rural setting almost in the heart of metropolitan Seattle…(that) offers rare opportunity for the business man, the industrialist, the suburban resident, (and) the farmer." The *Seattle Times* and the *Seattle Post-Intelligencer*, in 1948 and 1949, each published the Kirkland booster's dream in its postwar ambivalence. The *Times* six-page Sunday magazine supplement was replete with photos and enthusiastic captions. The text proclaimed Kirkland to be "a place of homes," and promised commuters "a good water system, the newest type of streetlights, outstanding schools, public health and recreation setups," as well as bathing beaches, shoreline homes, and small boat moorages. But an entire page was also devoted to local

industry and profiled two small firms at the former shipyard site that employed two dozen workers– but even the most optimistic interpretation could not drum up a blue-collar payroll from a handful of small firms.[cxxvii]

The *Post Intelligencer* published a similar feature, reaching the complex conclusion that "Kirkland and Houghton are looking forward to development as residential communities with such small industries as can be accommodated without disfiguring the pleasant countryside." Both the *Times* and *P-I* articles mentioned the shipyard's current state as a tie-up for freighters and steamers, as well as the small factories at the shipyard, and pointed out the "number of oil distribution plants…built up along the Houghton shoreline to supply the Eastside with gasoline and heating oil." The *PI* specifically diagnosed the "hangover of the shipyard boom" during the war, resulting from the drunken spree that residents along the eastern shore of Lake Washington had wished for and worked toward, for sixty years. And now rejected.[cxxviii]

Getting around changed dramatically after World War II. In 1948, Evergreen Trailways ended bus service between Kirkland and Seattle, and the Lake Washington ferry, once again became Kirkland's lifeline to the jobs of Seattle. But car commuters could avoid the ferry entirely, crossing the lake at their convenience on the I-90 bridge. Kirkland area commuters wished for an even more convenient alternative. In April 1948, the Kirkland Chamber of Commerce announced its backing for the construction of a second, more northerly bridge across the lake, a project that would not be complete until 1963. Eastsiders began to agitate for a "new multi-million dollar north-south highway … routed through the Eastside" – today's I-405 – and Washington State's Department of Transportation opened a field office at the old shipyard site as an office for planning and survey work. In 1949, the I-90 bridge became toll-free, and the Lake Washington ferry became financially unsustainable. When the last ferry ran in 1950, Kirkland lost its vital identity formed by waterborne transportation as the "Hub of the Eastside." The focus for suburban residential growth shifted south, closer to the I-90 bridge – to Bellevue, which incorporated in 1953. In 1948, the "first planned shopping center in the Northwest" had opened in Bellevue, featuring the only Eastside branch of Seattle's most prestigious department store. The shopping center was an exciting postwar suburban innovation, designed for affluent families with automobiles. By contrast, Kirkland had been an old-fashioned market town, a central place for far-flung agricultural customers, and then a wartime boomtown whose boom had ended. [cxxix]

The 1949 *Post-Intelligencer* reporter joked that Houghton and Kirkland were "friendly rivals." Certainly incorporated Houghton thrived as a postwar residential suburb. Between 1950 and 1960, the homebuying period for so many veterans' families on the G.I bill, Houghton's residential population increased by 141%, while Kirkland's population only increased by 28% over the same period. cxxx

Kirkland of the late 1950s reverted to a sleepy small town with boomtown hangovers all around – post-industrial shipyards, empty downtown storefronts, potholed streets, and the abandoned King County ferry slip. Annexations of Juanita, Finn Hill, Totem Lake, Rose Hill, Kingsgate – let alone incorporation with infuriated, alienated Houghton – were in the future. But Kirkland did remain a distinctive **town** even though its downtown was shabby and it had small town problems. On the one hand, Kirkland parents and boosters founded the Kirkland Little League in 1951, the first in the state, and Kirkland kids played ball at the downtown ballfield. Kirkland Cub Scouts was also the first pack un the state, and Kirkland Camp Fire had been active for three decades. Kirkland was a small family town, boosted by a local realtor – as usual – as "fast-growing Kirkland." On other hand, as local historian Matt McCauley has pointed out, the laziness, favoritism, and bush-league corruption of Kirkland Police Department caused an embarrassing scandal, reported breathlessly throughout 1961 by the *Seattle Times*. The Kirkland streets were in terrible condition, the waterfront lined with derelict industrial buildings. Sewage remained a serious, unsolved problem and it was treated at a facility in the middle of downtown—complete with several open holding tanks—and its effluent pumped through an outfall into Moss Bay.cxxxi

Lake Washington pollution was a pressing problem for kids who wanted to swim in the summer. With each city responsible for its own waste, there were ten different sewage treatment plants discharging effluent and many septic systems draining into streams that flowed directly into Lake Washington. Between the 1940s and 1960s, over 20 billion gallons of untreated sewage flowed into the lake each year. Its water and beaches were foul, and swimming was frequently prohibited. Lake Washington's pollution was not a problem that any one municipality could solve – it was a *shared* problem of the towns around the lake that required cooperative action – policies, practice, and enforcement. In September 1958, voters overwhelmingly approved creation of a King County Metropolitan Authority to build and operate a regional sewage treatment system, the genesis of Metro. Times were changing; the historic edges of towns were blurring by necessity; towns were not islands, and state and county involvement and planning were becoming more important. In that same year, 1958, King County Parks acquired the three private beaches at Juanita, bringing

them together as one beachfront park. In 1960, Northwest University established an extensive college campus on the site of Stewart Heights, along the old Cort Road, 106th Avenue, NE. Times were changing, and Kirkland stirred from sleep once again, to change dramatically with the times.[cxxxii]

Kirkland Revival – Land Use and Social Change

Gaining shelter, getting around, making a living, and enjoying life remained the basic requirements of life. Getting around became much simpler after the 1963 completion of the Evergreen Point Floating Bridge across Lake Washington. Kirkland's population increased by 149% within the decade as suburban commuters could easily access Seattle's jobs. The 1960 "Plan for Houghton," recommended passage of a strict anti-industrial building code to protect the shoreline's suburban atmosphere. In particular, the Houghton planners felt that "redevelopment of the Lake Washington Shipyard area would improve the quality of the town immensely." Redevelopment meant demolition of the shipyard and its replacement with residential suburban land uses and recreational public lakefront parks. [cxxxiii]

The Skinner Corporation presented a series of redevelopment proposals for the shipyard site. One, in 1960, would have created Lake Washington Marina Park, including two high-rise apartment buildings, a restaurant, a large private marina, and some public moorage. Five years later, Skinner offered the plan for "Crescent Quai," which proposed a 20-story apartment tower, as well as numerous lower structures. In the proposal, Yarrow Bay was described as a "lagoon," and its redevelopment included the creation of a man-made island. In 1970, the *Eastside Journal* breathlessly reported the imminent construction of another "multi-million dollar apartment development" on the shipyard site. None of the three proposals were built. Two years later, the Houghton Community Council and the Skinner Corporation signed a five-year demolition plan for the shipyard, indicating that – even without development – the site would be cleared of its deteriorating buildings and post-industrial debris. By 1975, the Lake Washington Shipyards site and shoreline would be clear, no matter what.[cxxxiv]

Kirkland Revival – Civic Voluntarism and Innovation

In 1963, a group of local political and business leaders gathered together to form Kirkland Forward, dedicated to planning an improved future for Kirkland. Century 21, Seattle's 1962 World's Fair, had opened up the world to the metropolitan area and opened up the metropolitan area to the world. Seattle experienced a profound self-evaluation and a wave of civic voluntarism and innovation followed. Kirkland Forward was very much in the spirit

of that civic rediscovery. Kirkland's equivalent of Seattle's Municipal League, Kirkland Forward brought new resources, foresight, and daring to envision the future Kirkland, the Kirkland we live in today, in 2024. Better governance was the first step; better planning and management were the second.

Kirkland Revival – Governance

Kirkland's mayors had traditionally been part-time volunteers, well-intentioned and locally respected, directly elected by the voters. The mayors possessed full executive authority but were amateurs at governance, with little training or experience, and subject to local friendships and loyalties. Kirkland Forward advocated a new form of governance, to meet the needs of the present and future. In the new system, Kirkland's City Council would interview and hire a professional, full-time city manager to replace the mayor in his or her executive function. In 1964, Kirkland voters endorsed this change. In 1965, after a national search, Kirkland's Council voted to hire Allen Locke as Kirkland's first city manager. Locke brought experience, professionalism, and vision to land use planning and development that dramatically replaced Kirkland mayors' amiable and timid governance. [cxxxv]

Interviewed by the local press, Locke frankly assessed Kirkland, his new home and workplace. It was, he said, fundamentally a "blue collar town" and that those residents who did have wealth "did not flaunt it." "We were an old city by 1965, not growing," he observed, with a messy waterfront, deteriorating streets, an inadequate water system, and poor sewage and storm drainage. But Locke was also convinced that the waterfront charm of backwater Kirkland was underappreciated. "Being a sleepy little city in the 1950s and 1960s was the best thing that ever happened to us," he said. "Everyone (in Kirkland) was jealous of Bellevue and its rapid growth" but "we were very lucky to have that kind of growth pass us by." Locke's confident, optimistic approach to land use planning and development validated Kirkland Forward, and inspired the Kirkland revival until his retirement in 1985 and beyond.[cxxxvi]

Locke recognized Kirkland's potential in the 20th century and into the 21st. He anticipated dramatic growth in the small suburban city on Lake Washington at the virtual intersection of highway SR-520 and the soon-to-be-completed highway I-405, and believed in the power of planning to direct that growth. He said his first priorities were to reclaim the waterfront, expand and develop public parks, fix the streets, and deal with the sewage and storm drainage problems. And to *manage* growth. Kirkland's waterfront and its spectacular lake views had lured settlement and development for a century. 1960s developers eagerly

responded to those opportunities with what Locke and others called "shoe box" apartment and condominium buildings being built densely side by side, on pilings out over the lake. Schooled by the Skinner proposals, Locke and his supporters on the Council anticipated proposals for high rise buildings on the waterfront, and placed height restrictions to protect lake views. To grow right, Kirkland needed foresightful planning. [cxxxvii]

Leveraging county, state, and federal funding opportunities, Locke was able to secure federal highway beautification funds to bury downtown Kirkland's unsightly electrical wires, previously held on utility poles. Kirkland voters decisively endorsed the new vision and energy in town, and passed a $500,000 bond to manage storm runoff and a $199,000 bond in 1967 to fund acquisition and renovation of parks.[cxxxviii]

Kirkland Revival – A City of Parks

Locke hired strong, experienced staff, including Dave Brink as director of Kirkland Parks. Kirkland park development was certainly not a brand new idea. It had begun in the 1920s, with acquisition of Waverly Park and Kiwanis Park, and then part of Marina Park in 1937, the balance purchased from King County in 1939. Houghton Beach was deeded away by King County in 1954, and remained part of incorporated Houghton until the 1968 merger with Kirkland. In 1955, the then-new town of Houghton adapted the former wartime Lakeview Terrace community building as a new Houghton center – Terrace Park - housing the community club, library, and fire station. But Kirkland Revival would bring new energy and new acquisitions to Kirkland parkland.[cxxxix]

When Locke and Brink began their work in Kirkland, in 1965, downtown Marina Park included the rotting, derelict former King County ferry wharf and a muddy parking lot with concrete rubble scattered along the lake edge. Locke and the Council worked hard to create today's welcoming Marina Park and Pavilion. The downtown ballfield had long been home to Kirkland Little League, and teams played in what was called the "town league" against Issaquah, Black Diamond, and Bothell. Formerly known as the Civic Center, the City Council renamed the ballfield and adjacent tract as Peter Kirk Park in 1967, and a team of volunteers built the first swimming pool in about that same year.

Kirkland took advantage of every street end on the lake to create pocket parks, and also built parks inland, like Tot Lot Park, Highlands Park, Everest Park, and Crestwoods Park. The new Marina Park was completed in 1970, Houghton Beach Park in 1972, and Marsh Park in 1975, after Louis Marsh donated 115' of prime waterfront to the city and additional land was purchased. The City of Kirkland used a Washington State Recreation and

Conservation Office grant to improve access to Lake Washington and restore the shoreline in Brink Park. Kirkland was becoming a city of parks, particularly along the extraordinary lakeshore.[cxl] As early as 1972, Kirkland Parks Director Dave Brink could proudly tell a Seattle reporter:

Kirkland has the most public waterfront for each citizen of any city in the state. [cxli]

<div align="right">Dave Brink, 1972</div>

Kirkland voters were thrilled by the exciting and beneficial changes to their town, as they enjoyed public spaces and public views. Buoyed by Kirkland residents' endorsement of parks bond issues into the 21st century, Kirkland purchased Brink Park on the lakeshore in its entirety. Voters made bond funds available to purchase the old Burke & Farrar Juanita Golf Course in 1976, developed as Juanita Bay Park in 1984, the jewel in Kirkland's crown. This park includes more than 100 acres, and is a rich wildlife habitat with a fairly natural shoreline that lets us glimpse that lakeshore as it once was, as a marsh in a Native homeland.[cxlii]

By the end of the 20th century, Kirkland had shown itself to be a responsible steward of land and water in the public trust. In 2002, King County transferred Juanita Beach Park to the City of Kirkland. Yarrow Bay wetlands was dedicated to the city's management with the residential and commercial development of the Yarrow Bay shoreline. The successful passage of the 2012 Parks levy provided funds to restore and maintain O.O Denny Park, owned by the city of Seattle but managed by Kirkland. Formerly Orion Denny's summer estate, Klahanie, his widow willed the property to Seattle, in the public trust. The 2012 Parks levy also provided for park renovations and restoration of habitat, and development of the Cross Kirkland Corridor bicycle and pedestrian trail, on the old railbed of the Seattle, Lakeshore, and Eastern Railway.

Kirkland Revival – Heritage

As Kirkland revived, the growing small city became interested in its character and heritage. What, residents inquired, made Kirkland *distinctive* on the Eastside? Although the rich indigenous heritage was not emphasized, a 1933 "pow-wow" at the north end of Lake Washington had brought together Lummi, Snoqualmie, Skykomish, Muckleshoot, Yakama and "La Conner" (likely Swinomish) tribal members for dugout canoe races on Juanita Bay. The race was to commemorate completion of the Point Elliott treaty. Native canoes had also long been part of the races held each year on the Sammamish Slough. But oldtimers

remembered the Kirkland of the 1920s and 1930s, and the neighborhoods were dotted with old homes and buildings. In 1972, Kirkland volunteers organized the first Founders Day, to recognize and celebrate the original settlers. Kirkland had become conscious that it, indeed, actually *had* a history though it was somewhat narrowly construed.[cxliii]

The 1976 bicentennial of the United States increased nationwide interest in historic preservation – and Kirkland was no exception. In 1977, dedicated volunteers founded the Kirkland Historic Commission to raise awareness of Kirkland's history. Many Kirkland history activists at the time owned old homes and were interested in researching and restoring their homes, offering annual public tours with considerable support from The Kirkland Woman's Club. The Commission's Historic Sites Committee submitted criteria to the City for a property to qualify as a "Designated Kirkland Historic Commission Site," permitting proud homeowners to display their black-and-white plaques. Peter Kirk's Land and Improvement Company brick buildings were the first to be so honored. Two Kirkland Historic Commission members compiled "Historical Preservation in Kirkland," a report that was adopted and put into the City of Kirkland's Comprehensive Plan. By 2000, 284 historic structures had been inventoried in Kirkland, and 149 of those had substantially retained their original character. The city was claiming part of its place-based history.[cxliv]

In 1994, the Kirkland Historic Commission changed its name to the Kirkland Heritage Society, (KHS) which better captured its broadening mission. In that same year, the Washington Trust for Historic Preservation recognized the KHS newsletter "Blackberry Preserves," which local historian Matt McCauley had started. In 1999, KHS members Bob Burke and Barbara Loomis discovered that the 1922 Church of Christ, Scientist on First Street was to be torn down for development. The couple did extensive research and made a convincing argument to the Kirkland City Council, based on the language incorporated into the Comprehensive Plan. Council voted to save and move the building in 2004 to what has become Heritage Park, a permanent home for the Kirkland Heritage Society. Kirkland has grown more reflective concerning its complex inheritance, and KHS collections, exhibits, and programs have evolved to reflect that new understanding. For nearly forty years, indefatigable Loita Hawkinson has been the heart and soul of heritage at KHS. Voluntarism and commitment have made Greater Kirkland's history accessible, and part of the Kirkland Revival.[cxlv]

Over time, historic preservation initiatives moved several historic houses to save them from demolition by developers, including the 1872-4 French House and the 1903 Orton/Sutthoff House, and later the ca. 1900 Shumway House, all three trailered from their original sites to

new ones. Ideally, historic preservation initiatives preserve sites and structures that situate viewers in place-based history, expressing the ways of life of earlier times. The three remaining Peter Kirk brick historic properties, at Market and Piccadilly Street – today's 7th Avenue - show us clearly the ambitious vision that Kirk had for Kirkland. Piccadilly – today's NE 87th Street - was intended to be the company town's principal road, leading from the town's blue-collar and white-collar residential districts up to the steel mill. The 1929 Louis Marsh Mansion is on National Register of Historic places and remains in place, a Historic Landmark. The Kirk, French, and Marsh surnames are familiar to readers of this narrative. The longhouse villages, Lake House, Whisker Farm, Kirk's steel mill, Lake Washington Shipyards, and Stewart Heights are long gone.

An excellent example of recent historic preservation is the Buchanan/Trueblood house. This Victorian residence was built in 1889 during Peter Kirk's visionary construction of his steel mill and the company town to accommodate its workforce. The home's original owner was William D. Buchanan, the town's first doctor, who stayed for a brief time after the collapse of the steel mill initiative. The home may have been sold to a second medical doctor, Barkley Trueblood, but it certainly was purchased in 1907 by Trueblood's stepson, Albert Newell, who was the mayor of Kirkland. The property came under critical threat for development, and the City and a range of partners including the home's eventual owners Kim and Dan Hartman worked together to tow the Buchanan/Trueblood house to temporary storage in a church parking lot, and then to a new lot at 129 Sixth Avenue, in 2017. The residence was listed on the National Register of Historic Places, in 1982, and designated as a City of Kirkland Historic Landmark.[cxlvi]

The Kirkland Cemetery, just south of Lake Washington High School, is another historic place of deep memory. Platted by Peter Kirk's company in 1888, the cemetery is Kirkland's oldest park and is a walkable anthology of Kirkland short stories, from 1890 to the present. It was purchased by Peter Kirk from the original homesteader, and has been in continuous use since that time. Civil War veterans, Scandinavian immigrants and steamboat builders are buried in this place, originally so far away from the town's lakeshore focus. There are a few Native, Black, and Asian burials in the Kirkland Cemetery, stories in the great Kirkland anthology of biographies. [cxlvii]

Kirkland Revival – Greater Kirkland Grows

Since the incorporation of Kirkland in 1905, the city has grown to approximately twelve times its original geographic boundaries, and its biggest expansions were in the last quarter

of the 20th century, beginning in 1968. As late as 1974, a resident could comment, "About 20 minutes away from downtown Seattle, Kirkland feels more like a small town than a suburb." But the small town was about to grow much larger, into a small city. In 1977, the City of Kirkland developed and adopted a robust planning document, the Comprehensive Plan, incorporating land use policies.[cxlviii]

Back in 1948, Houghton had enacted a defensive incorporation, a furious tactical maneuver designed to reject Kirkland's industrial vision of its future and to choose an elite suburban residential one instead. But, twenty years later, Kirkland itself had changed dramatically. After much negotiation and three contentious votes, in 1968, the citizens of Houghton finally elected to join Kirkland to become one community with a population of 13,500. In 1967, a new state law (the Community Council Law) allowed for the smaller of two merging cities to form their own Community Council. Houghton was the first community in Washington State to have such a powerful council. After consolidation with Kirkland, Houghton's Council retained veto power over land use decisions that affected the original Houghton community. The consolidation presented several great Houghton waterfront opportunities to the forward-looking, waterfront parks-oriented Kirkland leadership, like the rusting remains of the old Lake Washington Shipyard and the decrepit Standard Oil tank farm. [cxlix]

After the consolidation with Houghton, Kirkland began an ambitious series of annexations, embracing adjacent small towns and neighborhoods. The Norkirk neighborhood was originally homesteaded in the 1880s and named Capitol Hill; it ran up against the Highlands neighborhood. Norkirk was at the northern edge of Peter Kirk's grand design, purchased to be part of his new town, when 116th Avenue in Norkirk was called Sheffield Street. The area around the present City Hall was the center of Kirk's town and thereafter, it retained that character, becoming later Kirkland's civic center, with churches, the Kirkland Woman's Club, the American Legion Hall, and the Central School. Briefly, in 1913, the Washington Film Works built a film plant between 4th and 5th Streets, between 10th and 13th Avenues. And in the enduring Kirkland spirit of entrepreneurial agriculture, Jacob Van Aalst cultivated a 2.3-acre bulb farm, shipping tulip bulbs worldwide. [cl]

The Highlands was largely homesteaded by Reuben Spinney, namesake of Spinney Homestead Park, which was purchased by Kirkland from the State of Washington Highway Commission during Kirkland's great 1970s parks expansion. Much of the Highlands was part of Peter Kirk's original Land and Improvement Company plat, which extended as far

north as 95th Street. Except for the Kirkland-Redmond highway, the Norkirk and Highlands roads were gravel – or dirt. Houses were built on big lots, and everyone had a garden and orchard, dirt driveway, well, and outhouse. Leatha's Store – the Rose Hill Grocery – on the southeast corner of NE 90 and 116th Avenue, NE had a gas pump and boasted a telephone line to the downtown Kirkland switchboard. Across from Leatha's was Acker's store that became the Grange Hall, used for community gatherings of every kind. The Highlands neighborhood was annexed to Kirkland in stages, starting with the railroad right-of-way in 1947, and completed in 1967 when I-405 construction was nearly concluded. This 1967 annexation consolidated all of the property west of I-405 into the City of Kirkland. [cli]

By 1970, the rural character of Rose Hill was slowly being displaced by its new role as a suburban bedroom neighborhood. Parts of North Rose Hill were annexed from unincorporated King County to Kirkland in 1970, with the rest of Rose Hill in 1988. Kirk's chief engineer and metallurgist, John Kellett, had lived on Rose Hill in Workington, England, home of the original Kirk family steel works, and he is credited with giving Rose Hill its name. Rose Hill had been known for hundreds of small acreage family farms, raising chickens, cows, and pigs, with extensive kitchen gardens and lots of greenhouses. After passage of the Growth Management Act, residential construction intensified on Rose Hill. Barth House was built in 1912, on South Rose Hill, and designated as a landmark in 2017, in the midst of dramatic residential change. Its presence in a rapidly densifying neighborhood, brought area-wide media attention to the hoped-for outcomes of managed growth and the personal anxieties of density and change.[clii]

Juanita was one of the earliest settled areas on the eastern shore of Lake Washington, where ill-fated settler Martin Hubbard built a dock in 1870. Juanita was an unincorporated area in King County until its gradual annexations to Kirkland in 1967, 1988, and 2011. The area we call Kingsgate was homesteaded from 1874 on. Nearly a century later, realtor Murdock MacPherson envisioned a planned community of thousands of suburban homes in Kingsgate and Queensgate, coinciding with the opening of the SR-520 bridge across Lake Washington in 1963. Nearly a thousand lots were surveyed and sold between 1965 and 1976. MacPherson's ads inquired, "What Kind of Growing-Up Memories Do You Want Your Child to Have?," promising a "new and wonderful way of life" in the planned suburb. Kingsgate included three school sites and playgrounds and a future shopping center in his suburban plan. Other subdivision developments followed in the Kingsgate area. [cliii]

Kirkland annexed the Totem Lake area in 1974. "Totem Lake" itself had replaced the older name, Lake Wittenmyer, commemorating a local family – "Totem Lake" seems to have been

a completely new name, coined to market the shopping center there in a strange memorial to a bogus indigenous history – Lake and River people did not carve totem poles. Nevertheless, Totem Lake Mall underwent a long series of reinventions, beginning in 1968 and culminating in the contemporary Village at Totem Lake. This remarkable mixed-use development includes more than 800 residential units, office spaces, and entertainment venues in addition to retail space, and is the front yard of the Evergreen Hospital healthcare complex. [cliv]

The annexations of Totem Lake, and the neighborhoods of South Juanita, North Rose Hill, and South Rose Hill through 1988, were responsible for nearly doubling Kirkland's population between 1970 and 1990.

On November 3, 2009, responding to a King County initiative to encourage cities to annex unincorporated areas within the county, three previously unincorporated districts north of the city—Finn Hill, North Juanita, and Kingsgate - voted on whether to annex to Kirkland. The measure failed by seven votes to reach the 60% margin. However, since the affirmative vote was over 50%, the Kirkland City Council could and did vote to accept the annexation. These three annexations added 33,000 residents for a combined Greater Kirkland population of about 80,000 and an area of nearly seven square miles. [clv]

Inland from the lakeshore, the Bridle Trails neighborhoods was annexed to Kirkland in 1969; the Central Park and Flying Horseshoe area in 1986, Silvers Spurs in 1988, land south of Sablewood in 1989, and Bridleview in 2009. At the heart of this neighborhood are three remarkably different land uses: the capped Houghton landfill which received both the community domestic waste and the Lake Washington Shipyards industrial waste, the King County transfer station which opened in 1967, and the trail-threaded, heavily-wooded Bridle Trails State Park, essentially the old 1-mile square school section 16, intended to be logged again and again for revenue to support schools.[clvi]

In one of Kirkland's very earliest annexations, 1949, the Everest neighborhood had become part of Kirkland. During the war, federal housing projects A and B had been located in Everest, and were afterward demolished and the land developed into Everest Park. The neighborhood was named to honor civic leader Harold P. Everest, former chair of the UW School of Journalism, publisher and editor of the influential *Eastside Journal* before Robert Frank. The Seattle, Lakeshore and Eastern Railway threaded the Everest neighborhood from 1888 on, and Kirkland's SLE railroad station on Railroad Avenue was not torn down until the late 1960s. The Spirit of Washington dinner trains used the old railroad from 1992

through 2007. Along the railroad line, industries flourished during wartime mobilization and thereafter. The Seattle Door Company operated into the 1970s as Kirkland's largest employer, with several hundred blue-collar workers. In 2006, the old Door Company building was demolished and the site was redeveloped as the Google high-tech office complex. Feriton Spur Park commemorates the mixed transportation and industrial history of the neighborhood, connecting to the Cross Kirkland Corridor trail on the old Seattle, Lakeshore, and Eastern roadbed. [clvii]

Kirkland Revival – Land Use Planning

As late as 1967, despite the dramatic vision of Kirkland Forward, a cynical, unnamed Kirkland housewife commented to a Seattle reporter that "Kirkland really is a glorified bedroom for Bellevue, Renton, and Seattle, and it probably always will be." But that wasn't ever entirely true, and Kirkland came of age from 1968 through 1998, looking toward a new century with new ways to gain shelter, get around, make a living, and enjoy life in a town with a new sense of itself as a lakefront city, moving into a new century. [clviii]

In 1969, the Washington State Supreme Court's Lake Chelan decision put a stop to shoreline land-infill condominiums, ending "much over-water development." Condominium construction had exploded in the Pacific Northwest – so novel in 1962, that the *Seattle Times* real estate reporter carefully defined the novel concept of "individual ownership of an apartment in a multi-unit building." Kirkland condo construction was hedging-in older lakefront houses, and threatened to not only bar public view of the water from Lake Washington Boulevard but to cover water close to the shoreline underneath over-water condominiums. In response, the City of Kirkland prepared a waterfront development policy. [clix]: The 1974 Shoreline Master Program spoke for both Houghton and Kirkland concerning their shared lakefront than a lakefront industrial town:

Industrial users are no longer permitted in the shoreline...the character of economic interests on the Kirkland shoreline has changed. The shoreline industrial commercial uses have been diminishing over the past fifty years. Oil storage tanks, lumber yards, barging operations, a woolen mill, a shipyard and other commercial uses have been (or will be) replaced by residences, less intensive commercial uses, or public parks.[clx]

In 1977, Kirkland's waterfront development policy was clarified and expanded by the Washington State Shoreline Management Act. During the city managership of Allen Locke, Kirkland adopted its first Comprehensive Plan to establish broad goals and policies for community growth, and introduced very specific plans for each neighborhood in the City.

That plan, called the Land Use Policy Plan, has been actively used and updated to reflect changing circumstances. The 1977 Comprehensive Plan provided a foundation for a pattern and character of managed development that made Kirkland a very desirable place to work, live, and play. Throughout the 1980s, Kirkland grew both within the old city limits and through annexations – the population grew 113% between 1980 and 1990, and newspaper real estate advertisements touted the waterfront's "San Francisco style." And, in comparison with San Francisco and other California go-go cities, Kirkland was inexpensive and housing prices spiked in a market-driven wave of "Californication" that priced out many locals who hoped to live in Kirkland.[clxi]

Passage of the Washington State Growth Management Act (GMA) in 1990 required the City of Kirkland to reexamine the Comprehensive Plan in a systematic manner within the mandated state framework, and to develop focused goals and policies on citywide land use, transportation, and housing. The GMA requires Washington State jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, equitable, achievable, and affordable. The 1995, 2004, and 2015 GMA updates of the Comprehensive Plan and annual amendments reflect Kirkland's intention to both meet the requirements of the state's Growth Management Plan and to create a workable framework within which to best meet the issues and opportunities currently facing our own City.[clxii]

The 1995 Comprehensive Plan, the first plan prepared under the Growth Management Act, was guided by a City Council appointed citizen advisory committee known as the Growth Management Commission (GMC). This group was established to recommend an updated Comprehensive Plan to the City Council consistent with the requirements of the GMA. Each planning initiative and amendment initiates the policy and practice to frame the Kirkland its residents will live in, in the future. As the City of Kirkland grew, good planning helped; as the city continues to grow, good planning will make all the difference to our city's way of life. The development of Carillon Point is a case in point.

Kirkland Revival – Carillon Point: A Case Study in the Power of Planning

In 1976, the Seattle Seahawks leased the southern half of the old shipyard from Skinner Corporation for corporate offices and football training fields.[clxiii]

Six years later, in 1982, Kirkland's shoreline management plan emphasized mixed uses along the shoreline that were consistent with public access and water emphasis. Kirkland City Manager Allen Locke was convinced that the extraordinary size of the old shipyard

property – 26 acres, unique on Lake Washington - required a sweeping proposal, that encompassed the entire site as a "mixed use planned area." Kirkland Mayor D.V. Hurst agreed with Locke, referring in a memo sent to the Kirkland Planning Commission and the Houghton Community Council to this "once in a lifetime chance" to create a "planned area" with a "higher order of public benefit." Both men regarded the former Lake Washington Shipyards site as unduplicated on the entire lakeshore, a magnificent blank canvas. Skinner Corporation presented a new proposal for an ambitious mixed-use commercial and residential development that emphasized public access to the lake as well as mitigation of liabilities. At first, the project was termed The Shipyard; soon, it was renamed Carillon Point.[clxiv]

The Skinner Corporation's plans passed through years of review, public comment, city examination, and revision. Kirkland citizens insisted that development minimize adverse impacts on their environment and their quality of life. In particular, they valued maximized public access to Lake Washington, and mitigation for anticipated congestion and commercialization. Citizens were concerned about the density of development, the height of the proposed buildings, and the anticipated increase in traffic on Lake Washington Boulevard. In committed discussions, Kirkland and Houghton residents argued the merits of the proposal and the precedents it would set for future lakefront development. The public review process provided the forum for all interested parties to speak in their own self-interest, negotiating the bargain under whose terms they would cooperate. Civil public discussion was as vital as careful planning to this project's success, so many decades in the making.[clxv]

The "higher order of public benefit" to which Mayor Hurst referred persuaded the Kirkland Planning and Community Development Department staff to recommend that Carillon Point be permitted to vary from existing zoning regulations. By permitting denser development and taller structures, Skinner Development Corporation was encouraged to finance and construct a project of the very highest quality, Skinner Development Corporation's showcase project. And so it has remained.[clxvi]

Visionary planning made Carillon Point an integrated, shipyard-wide residential, retail, office, and mixed-use development with significant public access instead of 20 condominium slices of that shoreline, barring the lake from view and access. Visitors who stroll the waterfront trail can find interpretive signage along the way, that displays the history of the site, from Native times into the 1980s. Carillon Point is a case study in the success of planning in the City of Kirkland, and genuine public/private partnership.

Planning for the 21st Century Development of Kirkland

We learn about history to make the present make sense, so that we can make better choices for the future. But the historian falters without the perspective of time, to interpret recent history. The last quarter century of Kirkland history is more the province of planners and citizens than historians. But it is clear to the historian that planning is essential to ensuring livability; it is not needless interference in a natural pattern of change but careful preparation to shape the changes to come. In Kirkland's history, we have repeatedly seen that personal, social, and corporate initiatives have seized control of Greater Kirkland's destiny from one another with unintended and unpredictable consequences. Their effects have swept along the lakeshore and inland, in response to grandiose real estate speculations and industrial schemes, to wise and compassionate policies undone by capricious and prejudiced practice. Planning is active not passive; it takes back the initiative for managed change, guiding market forces to produce livable outcomes.[clxvii]

Carillon Point was one of numerous major developments built in Kirkland between 1980 and 2024 – indeed, it is the model transition project from the 20th to the 21st century, showcasing the adaptive reuse of an industrial site. The Google developments along Sixth Street, South, also replaced the industrial uses along the old Seattle, Lakeshore, and Eastern railroad line with a new high-tech industrial use. And the Cross-Kirkland Corridor is itself built on that old railroad line, recently joined by the Totem Lake Connector; walkers and bikers enjoy these Kirkland pathways, as well as the many buffered bike lanes. Carillon Point was followed by downtown's ParkPlace, the Yarrow Bay Office Park, Kirkland 405-Corporate Center, Juanita Village, the Village at Totem Lake, and Kirkland Urban. Lake Washington Technical College, Eastside Preparatory School, and Northwest University expanded, as did the Evergreen Hospital and the Totem Lake healthcare campus. City Hall moved to its current location at First and Fifth Avenue, to provide expanded services in response to Kirkland's exponential growth. And most recently, Houghton Park and Play has enlivened the site of the old Houghton Park & Ride, and public conversations are ongoing about the proposal of the Seattle Kraken to develop the site in another classic public/private partnership.

Central Kirkland itself changed dramatically with an amphitheater of mid-rise residential buildings around its perimeter, developing a market for downtown retail uses. Downtown's civic hub came alive with the development of Peter Kirk Park and the addition of a branch of the King County Library, art galleries, the senior center, teen center, and the performing arts theater. The South Kirkland Park and Ride facility has been converted into a TOD

(Transit Oriented Development) with housing for a mix of incomes; construction is underway for a major transit hub at I-405 and NE 85th Street, the old Kirkland-Redmond blacktop. It remains true that the essentials to livability are gaining shelter, making a living, getting around, and enjoying life. Good planning can foster them in the Kirkland of the future. [clxviii]

Three Drivers of Change in Kirkland, 2000-2025

1 Demography

Kirkland population growth and demographic change has created a much bigger, more dynamic, diverse, and affluent community, introducing challenges and opportunities.

Kirkland's demographic evolution over the last 25 years has been marked by significant shifts in population growth, age distribution, household structure, and income growth. A major spike in population growth happened in 2011, when the King County neighborhoods of North Juanita, Finn Hill, and Kingsgate were annexed into Kirkland. Post-annexation, major trends that affected Kirkland included recovery from the Great Recession of 2007-9, high growth rates in the City's under-18 and over-65 populations, and median income growth that outpaces many of Kirkland's peer cities. The growing affluence of households in Kirkland has generated many benefits, such as a city that is increasingly attractive for economic development, but also many challenges – in particular, a severe shortage of affordable and workforce housing. A key focus of the city government over the last 25 years has been addressing this housing crisis, and doing so in a way that promotes principles of environmental sustainability.

2 The sunsetting of the Houghton council, and its veto power over land use.

In 2022, the Washington state legislature, with full support of the Kirkland City Council, passed HB 1769 which sunset all Community Municipal Corporations such as the Houghton Community Council. The HCC was formally terminated as of July 9, 2022. Sunsetting the Houghton council has helped reinforce a more uniform and equitable approach to planning throughout Kirkland, in that no individual neighborhood has veto power over Citywide policy.

3 State and Regional Planning

3a State of Washington's Growth Management Act

Beginning in 1990, under the guidance of Washington State's Growth Management Act, the City has made annual updates to the Comprehensive Plan. These updates have been motivated by the desire of the city to adapt to change in the community – including population growth, the need for new infrastructure, and the desire to protect the environment and promote more walkable, human-centered neighborhoods. Two more Growth Management Act updates to Kirkland's Comprehensive Plan were completed in 2004 and 2015. The 2004 update included a community visioning outreach called "Community Conversations – Kirkland 2022" that won the Puget Sound Regional Council's Vision 2020 Award for its grass roots approach of asking residents and businesses to host their own conversations to discuss and determine Kirkland's future. In 2015, Kirkland's GMA update included a community visioning program called "Kirkland 2035 – Your Vision, Your Voice, Your Future" that used on-line approaches to connect with people along with several community planning days and hosted conversations. A new update to the Comprehensive Plan – looking forward to the year 2044 – was initiated in 2022, focusing on themes of fostering a walkable, sustainable, livable, welcoming, and more equitable community.

Throughout the planning process to prepare and amend the Plan, the City actively encouraged and facilitated public participation using a variety of forums and involving several City boards and commissions. This historical narrative has its place in the public conversation about the current Kirkland Comprehensive Plan, "a statement of the kind of community Kirkland wants to become, envisioned by those who live, work, recreate and visit here."[clxix]

3b The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Kitsap, Pierce and Snohomish counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region. When King County voters approved in 1958 the King County Metropolitan Authority to deal with the shared problem of Lake Washington pollution, they recognized that governance and planning cannot end at the

edge of towns and cities, that systems are integrated. King County Metro was, in a sense, the forerunner of today's regional Puget Sound Regional Council. PSRC's regional plan helps promote achievement of the Growth Management Act's (GMA) planning objectives.

The PSRC designation of Totem Lake and greater Downtown Kirkland as Regional Growth Centers (RGCs) was of profound significance to planning and land use for both areas. The RGCs reinforce the City of Kirkland's growth strategy to create a series of walkable urban neighborhoods well-served by public transit, driving economic development. The Greater Downtown Kirkland Regional Growth Center (RGC) comprises the Moss Bay neighborhood, encompassing the historic center of Kirkland, its "downtown," and the NE 85th Street Station Area, the area surrounding a future Sound Transit Stride bus rapid transit station. Planning for the station seeks to leverage regional transit investments to connect to the historic downtown area and continue its development as a well-connected, mixed-use area. The Totem Lake Regional Growth Center (RGC) is characterized by office, retail, and institutional uses, as well as moderate and high-density residential development. Totem Lake is home to Evergreen Health Center, a regional transit center, the Totem Lake Connector, a pedestrian and bicycle bridge connection to the Cross Kirkland Connector, Totem Lake itself and its wetland trails, as well as the Village at Totem Lake, the major redevelopment of the former Totem Lake Mall. The Totem Lake RGC offers additional redevelopment opportunities and access to the regional transportation system via Stride bus rapid transit being planned along I-405. [clxx]

The PSRC Vision 2050 is a bold envisioning of the future of regional growth in a quarter century. By 2050, the region's population is projected to reach 5.8 million people. The region's cities, counties, Tribes, ports, agencies, businesses and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities, and a strong economy. The Puget Sound Regional Council's VISION 2050 is a plan for the long-term that can be reviewed and adjusted as the region changes. VISION 2050's multicounty planning policies, actions, and regional growth strategy guide how and where the region grows through 2050. The plan informs updates to the Regional Transportation Plan and Regional Economic Strategy. Vision 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties. [clxxi]

Let's look briefly at three recent Kirkland case studies that demonstrate the application of

planning, particularly as guided by the Growth Management Act, the Puget Sound Regional council, and Kirkland's own planning documents.

First, Kirkland ParkPlace opened in 1982, pulling Kirkland's downtown eastward and embracing Peter Kirk Park. ParkPlace introduced a denser, more urban vibe to the center of town, siting retail, restaurants, and a movie theater east of the historic business core. As Kirkland residential density accelerated downtown, ParkPlace became dated, and has been reimagined and reinvented as Kirkland Urban, opening in 2017-2019. Ringed by intensive residential development, downtown Kirkland is a thriving marketplace. Kirkland Urban is a mixed-use shopping, living, and dining destination in the heart of Kirkland featuring residences, restaurants, and retailers, adjacent to the Park, the pool, the library, the performing arts center, a teen center, and a senior center. In redeveloping this area, the City worked closely with a private developer to create a plan that functions as a walkable, transit-oriented easterly extension of downtown with excellent access to nearby open space.

Second, the Kirkland Parks Board proposed a Cross Kirkland Trail parallel to the active rail line in the 1990s. In late 2009, Burlington Northern-Santa Fe Railway sold the old Seattle, Lakeshore, and Eastern track to the Port of Seattle, and the Eastside Rail Corridor land came into public ownership. The Eastside Rail Corridor Interest Statement set goals for future development of the Corridor, and Kirkland purchased 5.75 miles of the roadbed in 2012. In 2014, the City Council adopted the Cross Kirkland Corridor Master Plan, and construction of the interim pathway followed shortly thereafter. In 2024, the gentle, curving walking and biking trail threads the length and breadth of Kirkland, part of a long trail system that invites bikers and walkers to move through space and time.[clxxii]

Third, Google was one of the original Silicon Valley tech giants to establish an engineering center in the Seattle area, opening the branch in Kirkland in 2004. Google's choice demonstrated conclusively that there are good options for high technology companies to flourish on the Eastside. Google chose to expand to Kirkland because many employees and corporate leadership live on the Eastside, making Kirkland a good place to grow a major business. Google has been a good neighbor in Kirkland, but activists worry about its effect on housing affordability in the City. Google's current campus along 6th Street is a good example of a tech campus' orientation along a major transit and trail corridor that is well-integrated with the surrounding neighborhood. Feriton Spur Park, which was built along the CKC as part of a unique public-private partnership between the City, SRM Development,

and Google, is a popular trail-oriented community gathering space complete with a beer garden and repurposed railway caboose.

Conclusion

The City of Kirkland has grown from longhouse villages on a Native lake to the "Hub of the Eastside" ferry landing, to a blue-collar industrial factory town, to the subject of realtors' successive marketing schemes, to a World War II homefront boomtown, to a sleepy backwater, to a lakefront residential suburban town, to the city of today. In 2024, Kirkland is a complex lakeside city, rich in its distinctive neighborhoods, heir to a complex historic legacy, and facing the demanding challenges of the 21st century.

Peter Kirk's dream of a great city on the eastern shore of Lake Washington has been fulfilled, although not as he imagined it. There is no end to dreams of Kirkland – more than a century ago, Kirk was touting Kirkland as the "Pittsburgh of the West"; ninety years ago, the Kirkland Chamber of Commerce was touting Kirkland as the "Hub of the Eastside"; ten years ago, realtors were touting Kirkland as the "Sausalito of the North."[clxxiii]

Today, in 2024, Kirkland is a vibrant and thriving community of more than 92,000 people stepping up to help solve issues of regional importance - homelessness, affordable housing, mental health, transit access, equity. As each resident pursues their life – gaining shelter, getting around, making a living, enjoying life– we plan together toward a prosperous, secure, equitable future. State, regional, county, and municipal planning will get us where we want to go. The City of Kirkland's visioning work has begun toward "You Belong Here," the 2044 Comprehensive Plan. Every Kirkland resident should participate in the process of learning from the past, to make the present make sense, and to develop informed decisions for the future in respectful discussion. [clxxiv]

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[i] Lucile McDonald, *Lake Washington Story* (Superior, 1979), pp 7-12; "20-Year Forest and Natural Areas Restoration Plan," 2015, https://www.kirklandwa.gov/files/sharedassets/public/v/1/parks-amp-comm-services/green-kirkland-partnership/pdfs/20-year-forest-and-natural-areas-restoration-plan.pdf accessed May 2024; Sharon Boswell, "King County Settlement Context," https://cdn.kingcounty.gov/-/media/king-county/depts/dnrp/building-property/historic-preservation-program/papers-and-research/kingcountyhistoricsettlementcontext.pdf?rev=6c20060d228f4fdd83b4f87883de51e3&hash=D50C74B1C45DB6D3F551802EC62C4A18; Plats of King County, King County Planning Department.
[ii] Robert E. Ficken, *Washington Territory,* (Washington State University Press, 2002).
[iii] "History of the Duwamish Tribe," https://www.duwamishtribe.org/history Duwamish Tribal Services, 2018; "Suquamish History and Culture," https://suquamish.nsn.us/home/about-us/history-culture/; David Buerge, "Indian Lake Washington" *The Weekly,* August 1, 1984, pp 29-33; Conversations with tribal leaders

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iv Dennis Lewarch, Tribal Historic Preservation Officer, Archaeology and Historic Preservation Department, Suquamish Tribe, https://suquamish.nsn.us/wp-content/uploads/2021/09/Suquamish-Land-Aknowledgement-Poster-8X11-12-17-19.pdf accessed May 2024; David Buerge, "Kirkland: Its Native American Past and Present," October 2021, https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/pdfs/kirkland-its-native-american-past-and-present-by-david-buerge.pdf.

v Conversations with tribal leaders representing the Duwamish, Muckleshoot, Suquamish, and Snoqualmie; Chief Seattle Club Interim Director and Lushootseed language speaker, June-November 2021; conversations Steven Moses, Director of Archaeology & Historic Preservation Department, Snoqualmie Tribe and McKenna Sweet Dorman, Assistant Director of Governmental Affairs and Special Projects, Snoqualmie Tribe, July-November 2021; David Buerge, "Kirkland: Its Native American Past and Present, October 2021, https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-managers-office/pdfs/kirkland-its-native-american-past-and-present-by-david-buerge.pdf. This is an excellent, provocative article.

vi "Suquamish History and Culture," https://suquamish.nsn.us/home/about-us/history-culture/ Accessed May 2024; Steven Moses, Director of Archaeology & Historic Preservation Department, Snoqualmie Tribe and McKenna Sweet Dorman, Assistant Director of Governmental Affairs and Special Projects, Snoqualmie Tribe, July-November 2021; Buerge, "Indian Lake Washington."

vii Buerge, "Indian Lake Washington"; Juanita Beach Park History," King County Historic Preservation Program. Lucile McDonald described this pen at Totem Lake to Lorraine McConaghy in the 1980s; David Buerge confirmed in personal conversation 2024 with McConaghy that Patkanim described just such a pen on Whidbey Island.

viii Buerge, "Indian Lake Washington,"; Dennis Lewarch, Tribal Historic Preservation Officer, Archaeology and Historic Preservation Department, Suquamish Tribe, https://suquamish.nsn.us/wp-content/uploads/2021/09/Suquamish-Land-Aknowledgement-Poster-8X11-12-17-19.pdf.

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x Vi Hilbert et al, "The Lushootseed Language, https://www.omniglot.com/writing/lushootseed.htm; The Online Encyclopedia of Writing Systems and Languages, 1998-2000; "History of the Duwamish Tribe," https://www.duwamishtribe.org/history Duwamish Tribal Services, 2018,; "Suquamish History and Culture," https://suquamish.nsn.us/home/about-us/history-culture/; Dennis Lewarch, Tribal Historic Preservation Officer, Archaeology and Historic Preservation Department, Suquamish Tribe, https://suquamish.nsn.us/wp-content/uploads/2021/09/Suquamish-Land-Aknowledgement-Poster-8X11-12-17-19.pdf ; conversations Steven Moses, Director of Archaeology & Historic Preservation Department, Snoqualmie Tribe and McKenna Sweet Dorman, Assistant Director of Governmental Affairs and Special Projects, Snoqualmie Tribe, July-November 2021; "History of the Muckleshoot Indian Tribe and Its Reservation." https://www.muckleshoot.nsn.us/history#:~:text=Even%20though%20the%20Muckleshoot%20Reservation,in%20the%20Duwamish%20River%20drainage accessed May 2024; "Coast Salish Languages," Wikipedia, https://en.wikipedia.org/wiki/Coast_Salish_languages accessed May 2024; "Coast Salish Languages and People" https://www.burkemuseum.org/collections-and-research/culture/contemporary-culture/coast-salish-art/coast-salish-people.

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xiii "History of the Duwamish Tribe," https://www.duwamishtribe.org/history Duwamish Tribal Services, 2018; "Suquamish History and Culture," https://suquamish.nsn.us/home/about-us/history-culture/ ; "The Muckleshoot Indian Tribe and its Reservation," https://www.muckleshoot.nsn.us/ ; "History of the Snoqualmie Tribe," https://snoqualmietribe.us/history/ ; Steven Moses, Director of Archaeology & Historic Preservation Department, Snoqualmie Tribe and McKenna Sweet Dorman, Assistant Director of Governmental Affairs and Special Projects, Snoqualmie Tribe, July-November 2021; David Buerge, "Indian Lake Washington,"

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xxv Ely, pp 13-21.

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xxx Ely, pp 13-15; McDonald, *Lake Washington Story,* pp 34-35; McDonald, *Eastside Notebook,* p 29; McCauley, *A Look to the Past,* pp 81-104.

xxxi McDonald, *Eastside Notebook,* pp 66-68.

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xxxiii McDonald, *Lake Washington Story,* pp 49-51; McDonald, *Eastside Notebook,* pp 26, 155.

xxxiv McDonald, *Lake Washington Story*, pp 23, 49-51; https://www.finnhill.org/finn-hills-history

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xli Ely, pp 51-55.

xlii For settlers, see patents, Bureau of Land Management, Government Land Office records https://glorecords.blm.gov/default.aspx accessed May 2024; Anderson maps, Township plats of King County, Washington Territory, 1889, townships 25N and 26N.

xliii Ely, pp 60-61; Bagley, pp 838-839, 838; Sherrard, pp 97-98.

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li Burke and Farrar's Addition, https://recordsearch.kingcounty.gov/LandmarkWeb/Document/GetDocumentByBookPage/?booktype=PLAT&booknumber=025&pagenumber=029; "Change Over Time: The Lowering of Lake Washington", https://historylink.org/Content/education/downloads/Farrar.pdf; Carrie Shumway, https://www.historylink.org/File/2875

lii *Seattle Times,* August 7, 1910, May 28, 1911.

liii *Eastside Journal,* May 15, 1919.

liv McDonald, *Eastside Notebook,* pp 160-163.

lv David Buerge, *Chief Seattle and the Town that Took His Name* (Sasquatch Books, 2017); Buerge, "Indian Lake Washington," *The Weekly,* August 1, 1984.

lvi McDonald, *Eastside Notebook,* pp 24, 64-65, 180-1; McDonald, *Lake Washington Story*, pp 50-51. After the opening of the Ship Canal, the lake fell vertically 9', but waterfront land grew much more, along the incline.

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