
City of Kirkland

Planning and Building Department



Land Acknowledgment

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

Vision Statement

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

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Kirkland Planning Commission

Agenda

Regular Meeting - Hybrid

Council Chamber and Virtual

Thursday, June 13, 2024

7:00 PM

To join the meeting via Zoom:

<https://kirklandwa-gov.zoom.us/j/84038812324?pwd=ajlnT01Fd2VHVmJvSE9SUXQ3ZDZaQT09>

Passcode: 114965

Webinar ID: 840 3881 2324

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planningcommissioners@kirklandwa.gov.

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

This meeting packet is also available online on the Planning and Building Department webpage:

<https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission>

1. **Call to Order**
2. **Roll Call**
3. **Comments From the Audience - Limited to 3 Minutes**
4. **Special Presentations**
 - a. None
5. **Study Session**
6. **Public Hearings**

- b. Goat Hill Development Moratorium Public Hearing, File No. CAM24-00115

Address: Goat Hill

Purpose: Hold a public hearing to receive public testimony on the proposed draft code amendments related to the Goat Hill Development Moratorium.

Action: At the conclusion of the public hearing, the Planning Commission should deliberate and make a recommendation to City Council (Council) on the proposed code amendments. It is anticipated that Council will consider and act on the recommendation of the Planning Commission (PC) on July 16, 2024.

Staff Contact: Denise A Russell, Planning Supervisor

- c. 2044 Comprehensive Plan Continued Public Hearing: Introduction Chapter and Land Use Element, File No. CAM22-00032

Address: Citywide

Purpose: Receive written public testimony until June 13, 2024, and continue the public hearings for the following Comprehensive Plan elements:
Introduction Chapter (includes Vision Statement and Guiding Principles)
Land Use Element

Action: During the continued public hearing, the Planning Commission (PC) should deliberate and make a recommendation to City Council (Council) for each element or chapter.

Staff Contact: Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

7. Reading and / or Approval of Minutes

- d. No Minutes for Review

8. Administrative Reports and Planning Commission Discussion

- a. Public Meeting Calendar Update

9. Comments From the Audience

10. Adjournment

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

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City of Kirkland
Planning and Building
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MEMORANDUM

To: Planning Commission

From: Denise Russell, Planning Supervisor
Adam Weinstein, AICP, Planning & Building Director

Date: June 6, 2024

Subject: **Goat Hill Development Moratorium Public Hearing, File No. CAM24-00115**

Recommendation

Hold a public hearing to receive public testimony on the proposed draft code amendments related to the Goat Hill Development Moratorium (see Attachment 1). At the conclusion of the public hearing, the Planning Commission should deliberate and make a recommendation to City Council (Council) on the proposed code amendments. It is anticipated that Council will consider and act on the recommendation of the Planning Commission (PC) on July 16, 2024.

Background

On February 6, 2024, City Council adopted an emergency moratorium on the issuance of permits for new dwelling units on Goat Hill. The purpose of the moratorium is to temporarily halt the development of new dwelling units to allow the City time to evaluate the life, health and safety concerns posed by such development and consider adoption of regulations to mitigate or minimize those concerns.

Goat Hill is both a landform and an informal subdistrict of the greater Finn Hill Neighborhood¹, which was annexed into the City of Kirkland in 2011. The area comprises approximately 66 acres of steep terrain with commanding views south over Juanita Bay and Lake Washington. Goat Hill is generally bounded by Juanita Heights Park on the north; properties adjacent to 89th Avenue NE on the west; NE Juanita Drive on the south; and properties adjacent to 91st Place NE and 91st Lane NE on the east.²

Goat Hill is a neighborhood with significant physical and environmental constraints. The streets in Goat Hill are steep, narrow, and wind sharply around corners in many places, creating pinch points with limited opportunities for vehicle turnoffs. There are only two primary access points to Goat Hill – one on the south at NE 116th Place and one on the east at NE 120th Street. These limited access points, together with the area's narrow, twisting streets, make day-to-day and emergency access to the neighborhood difficult. The area also contains significant landslide hazards, a number of perennial and

¹ A small easterly portion of Goat Hill is located in the Juanita Neighborhood.

² The Goat Hill area identified in KMC 24.02.065 – Goat Hill Boundary and Zoning Map.

intermittent streams, and other critical environmental areas, including wetlands. Approximately 97 percent of Goat Hill consists of moderate or high landslide hazard zones. After Finn Hill was annexed into Kirkland in 2011, the City undertook a basin study of the area, which concluded that Goat Hill continues to face challenges related to stormwater drainage issues, steep topography, and the preponderance of groundwater reaching the surface.

Because of Goat Hill's central location in Kirkland and excellent views, it has been a popular place for development. Development on Goat Hill, however, presents many challenges, including the fact that development generates extra traffic—both immediate construction-related traffic *and* the resulting traffic from additional dwelling units—that is exacerbated by the area's above-described limited entry points and narrow roads. At the same time, due to various code and administrative policy requirements, construction projects are required to proportionally correct some of the infrastructure deficiencies in Goat Hill by widening roadway frontages and installing modern stormwater systems. Thus, ultimately, the City hopes to benefit the road and drainage system on Goat Hill through incremental improvements required by development.

Although some other areas of Kirkland exhibit similar access constraints, Goat Hill is unique due to its combination of steep topography, limited access, and heightened stormwater and geologic concerns. To date, the City has sought to address these constraints in several ways, including the following:

- the adoption of new City-wide geologic hazard regulations in 2018 that require the preparation of peer-reviewed geologic studies for projects in landslide hazard and/or seismic areas;
- implementing special construction traffic requirements for development projects on Goat Hill (existing Public Works Policy G-12, Attachment 3);
- purchase of private land and preservation of open space;
- the construction of stormwater management infrastructure to handle runoff and surface water, including a \$3.2 million project initiated in 2019, with phase II starting construction in April 2024, intended to improve stormwater drainage and slope stability on sections of Goat Hill by completing a variety of tasks aimed at slowing and collecting stormwater; and
- the adoption of new threshold levels for Categorical Exemptions issued pursuant to the State Environmental Policy Act (SEPA) in 2022 that require environmental review for projects resulting in the development of five or more dwelling units on Goat Hill (in the rest of the City, environmental review is not required for residential projects unless the development proposes 21 or more dwelling units).

Even considering these previous attempts to mitigate the impacts of development on Goat Hill, serious concerns continue to exist about the ability of Goat Hill to accommodate additional development – including development authorized by the City's middle housing regulations and new State legislation requiring cities to accommodate increased housing densities.

In January 2024, the City received correspondence from community members on Goat Hill concerned about the risks of new development, including a petition from residents to “Halt the Development of Forest Land into Residential Homes” at an area formerly referred to as the Wu Property (located just south and west of Juanita Heights Park).

Moratorium Scope of Work

On April 2, 2024, the City Council held a public hearing on the moratorium and adopted a scope of work for study that included the following tasks:

- Research code amendments to reduce development allowances on Goat Hill, including eliminating or reducing allowances for Accessory Dwelling Units (ADUs), cottages, duplexes, and triplexes. Also research possible square footage maximums for new residential units to further reduce adverse development impacts.
- Explore implementation of a road improvement district to allow financing of roadway improvements to benefit Goat Hill. Staff would bring back to Council additional information on establishment of the special district and an implementation plan that could be pursued if Council and the community wish to pursue forming the district.
- Research construction metering to reduce impact of construction on Goat Hill. This would include metering projects so only a certain number can be constructed within a given time.
- Consider construction regulations and potentially expanding special construction requirements, such as further limiting hours of construction, requiring special reporting, and expanding right-of-way improvement requirements for new development.
- Consider alternative policies regarding land clearing to avoid construction projects sitting for long periods of time without being developed.
- Explore new emergency access requirements, including alternative emergency aid vehicles that could more nimbly travel on steep, winding streets, to better access the furthest reaches of Goat Hill and improve response times.

Of the items listed above, staff recommends not to pursue construction metering on Goat Hill. While construction metering could reduce concurrent construction traffic, we believe it could pose administrative/monitoring challenges, could pose problems when projects are delayed beyond an anticipated schedule, and could unlawfully delegate some of the City’s permitting authority (if certain projects take longer to construct than expected, making it more difficult for other projects to secure permission to initiate construction).

Planning Commission Comments

On March 25 and May 23, 2024, staff provided information to the Planning Commission covering the reasoning behind the moratorium, status, study topics, and preliminary code amendment ideas. The Planning Commission’s comments on the moratorium are summarized below:

- Concern about eliminating middle housing types on Goat Hill when such housing units may have proportionally reduced impacts compared to standard detached dwelling units and could help ease the housing crisis.
- Concern about other neighborhoods wanting to eliminate middle housing because of this code amendment.
- Questions about non-conforming structures and how the new code would address like-for-like construction.
- Interest in looking at incentivizing modular or prefabricated structure options for Goat Hill.
- Interest in learning more about the City's ability to get developers to complete paused construction projects or encouraging other builders to take over stalled projects.
- Concern that the neighborhood is too small in scale to have an effective Road Improvement District, and that the residents would not vote for the district in sufficient numbers.
- Questions about development potential on smallest lots in the neighborhood.

Public Outreach

Staff has conducted outreach to local community members as well as to the development community and other interested stakeholders. A website was created to house information about the moratorium, notice of upcoming meetings, links to other documents and resources, and an email listserv sign-up option for community members to receive project and meeting updates. Staff also posted a large public notice sign at Juanita Beach Park, mailed a notice of the project to Goat Hill property owners, and advertised the project on social media, the City's development listserv (comprising property developers and associated design and engineering professionals), and directly to the Master Builders Association of King and Snohomish County (MBAKS).

Additionally, staff held two virtual meetings for interested community members. The first was on March 22, 2024, to review the purpose of the moratorium and get feedback on the draft scope of work prior to taking the scope to City Council. The second meeting was on May 8, 2024, to present more details about proposed code amendments and the road improvement district research. Staff received helpful feedback from community members in both meetings relating to their daily experiences on Goat Hill. Their comments primarily focused on concerns about vehicular access, including lack of secondary access, and the frequent occurrence of trucks getting stuck on the steep, winding streets of the hill and blocking traffic. Other comments related to drainage, impacts to wetlands and streams, and construction projects sitting abandoned for too long.

Representatives from Montebanc Management LLC (the owner of the site formerly known as the Wu Property) also submitted written comments that are summarized below:

- Concern that some of the contemplated development regulation changes could affect property values and increase nonconformances.
- Balancing the ability to develop new housing on Goat Hill with environmental protections is paramount in allowing new development to contribute towards the

potential creation of a new access road to NE 124 Street (i.e., a new road to the north of Goat Hill on property currently owned by the City as a Park) that could provide enhanced emergency and other access to the neighborhood.

Proposed Code Amendments and Policy Changes

This section describes the code and policy changes that are currently being proposed to address development constraints on Goat Hill. Staff would note that these changes include Kirkland Zoning Code (KZC) amendments (under the jurisdiction of the Planning Commission), in addition to Kirkland Municipal Code (KMC) amendments and policy changes that are administrative in nature (and not under the jurisdiction of the Planning Commission). All contemplated amendments, which would work in concert, are being presented below to give the Planning Commission a holistic sense of the entire body of work being considered as part of the moratorium.

Development Regulations

The majority of Goat Hill is zoned Low Density Residential (RSA 4). There are several parcels within the Goat Hill boundary along the eastern entrance zoned Medium and High Density Residential (RMA 3.6 and RMA 1.8), most of which are developed with multi-family residential uses. Since these parcels are at the bottom of the hill, do not make a substantial contribution to traffic uphill, and provide needed multi-family zoning capacity, staff is focusing proposed development regulation changes on those parcels zoned RSA 4.

Staff proposes to create a new overlay zone chapter in the Zoning Ordinance to house all development regulations specific to Goat Hill (see zoning map in Attachment 2). The goal of the code changes is to protect the unique environment of Goat Hill and safeguard the health and safety of its current and future residents. With these goals in mind, staff is proposing to utilize available regulatory tools like lot coverage, floor area ratio (FAR), and density to reduce development pressure as outlined in the table on the following pages.

	Existing	Proposed	Rationale
Lot Coverage	50%	40%	This modest reduction in lot coverage would be expected to help preserve existing vegetation/ landforms and aid stormwater infiltration.
Floor Area Ratio	50%	40%	This modest reduction in allowed FAR would incrementally reduce development pressures, along with the transport of construction material up the hill.
Middle Housing (Cottages, Carriage, and Two/Three Unit Homes)	Allowed pursuant to KZC Chapter 113	Not permitted	On Goat Hill (which is located at a distance from services and transit), prohibiting middle housing development could reduce the number of new households moving to the area and associated traffic.
Detached ADUs	Allowed pursuant to KZC Chapter 115.07 and 115.08: <ul style="list-style-type: none"> - Two 1,200 square foot ADUs per single family dwelling (either one attached and one detached, or two of either type) 	Not permitted	Because detached ADUs can be sold independently, prohibiting this housing type could reduce the number of new households moving to the area and associated traffic.
Attached ADUs	Allowed pursuant to KZC Chapter 115.07 and 115.08: <ul style="list-style-type: none"> - Two 1,200 square foot ADUs per single family dwelling (either one attached and one 	One 1,200 square foot ADU allowed per single family dwelling. One off-street parking space required.	Retaining the ability to construct one attached ADU is intended to provide some flexibility for multi-generational households and other potential traffic-reducing household structures (e.g., live-in childcare). The new provision for on-site parking would

	Existing	Proposed	Rationale
	detached, or two of either type) - Off-street parking only required on lots with more than one ADU, unless on-street parking is available within 600 feet, or the property is located within one-half mile of transit.		help ensure that there is on-site car storage in an area where there is little or no on-street parking capacity.
Nonconformances	Governed by KZC Chapter 162: - Must maintain lot coverage and FAR as allowed by zone. - Building permits: Conformance required if structural changes are proposed to nonconforming portions, and the cost of the change exceeds 50% of the replacement cost of the improvement. If within a buffer and/or critical area, KZC Chapter 90.185 applies.	Governed by KZC Chapter 162: - Must maintain lot coverage and FAR as allowed by zone. - Building permits: Conformance required if structural changes are proposed to nonconforming portions, and the cost of the change exceeds 50% of the replacement cost of the improvement. If within a buffer and/or critical area, KZC Chapter 90.185 applies.	Many existing homes on Goat Hill are constructed to the maximum 50% lot coverage and FAR allowances. Existing regulations regarding nonconforming structures provide sufficient allowance for small expansions, therefore staff believes no changes are needed with the new regulations.

Primary concerns faced in the Goat Hill neighborhood include high landslide hazards, drainage, and vehicular access, including heavy traffic generated by construction projects. As mentioned previously in this report, the City has undertaken several efforts over the years to improve conditions related to geotechnical hazards, drainage, construction traffic, right of way improvements, and overall environmental impacts analyzed under SEPA. While this significant investment has helped alleviate concerns, the lack of secondary vehicular access continues to be a major issue as it relates to emergency response and options for residents to bypass the hairpin turns that are often blocked by large trucks or other vehicles. A fundamental objective addressed in these proposed code amendments is a potential reduction in traffic from future development. While more density could be accommodated on Goat Hill with better roadway infrastructure, creating wider/less-steep roadways, including ones that provide new access points to outside the neighborhood, is likely to be a very expensive and difficult undertaking, with potentially challenging community trade-offs (e.g., allowing roadways to be built that impact existing parks).

Staff has attempted to balance all these concerns by proposing a reduction in development allowances to reduce the overall number of vehicles accessing the neighborhood. Under existing middle housing regulations, two 1,200 square foot ADUs can be constructed along with a single-family residence on any lot. The density allowed for cottages, two/three-unit homes, or carriage homes is two times the maximum number of units allowed in the underlying zone. While a larger residence may sometimes house more individuals than a few smaller, more compact houses, we believe that middle housing on Goat Hill (which is located at a distance from transit and services) has the potential to more substantially increase traffic compared to a smaller number of larger housing units.

The median lot size in Goat Hill is 6,581 square feet, which would yield two cottage units, and each cottage unit would be allowed one attached ADU, for a total of four allowed units per lot. Applied to one of the larger vacant parcels on Goat Hill, which is 78,259 square feet, a developer would be able to construct 14 cottages and 14 ADUs, for a total of 28 dwelling units. There are approximately 45 vacant parcels in the Goat Hill area – if all vacant properties could be – and were – developed utilizing KZC Chapter 113, the area would be densely populated such that the existing road infrastructure may not be able to support it. While infrastructure improvements and new road connections are typically funded by development fees (or built as part of development projects), staff believes that access constraints in Goat Hill would be most effectively addressed by reducing allowed density, in conjunction with analysis and potential implementation of a road improvement district.

Lot coverage and FAR are tools we can use to not only reduce the size of buildings constructed on lots with high landslide hazard areas, but also to reduce the paved area of lots; this will reduce runoff and provide an opportunity for better stormwater treatment via vegetation or other methods. Lots on Goat Hill vary in size – the smallest lot is 1,794 square feet, and the largest is 155,000 square feet. Approximately 35 parcels are around 5,500 square feet, and several are in the range of 12-15,000 square feet. The median size is 6,581 square feet, which would yield a lot coverage and FAR of 2,632 square feet with the proposed development regulations. With existing regulations, many of the homes constructed in the last several years were built to the maximum lot coverage and FAR allowances. As previously mentioned, there are approximately 45 vacant parcels that could be developed. These vacant parcels range widely in size, the smallest of which is approximately 2,200 square feet. Staff understands that new more stringent lot

coverage and FAR standards would result in the construction of more compact housing; however, the reduced size allows more options for stormwater treatment, landscaping, and other slope protection practices.

Planning Commissioners noted that some families share single-family homes because of the high cost of housing, arguing that the reduction in FAR may reduce the opportunity for that type of living arrangement. Based on 2022 American Community Survey data, approximately 8% of the households in the subject census tract (which encompasses Goat Hill plus some of Finn Hill to the west) are nonfamily households, which includes people living with nonrelated roommates. Staff recognizes that there may be families sharing households in this specific area; however, it does not seem to constitute a significant number, and there is limited evidence that smaller structure allowances provide less incentive to share homes. Staff also acknowledges that large families sometimes live in smaller houses. However, we believe that smaller houses on Goat Hill would have some direct correlation with traffic levels (i.e., limiting house sizes on Goat Hill could reduce future traffic volumes compared to development that would occur under existing development regulations).

Development Fees

To better reflect the effort it takes City staff to review and inspect development projects on Goat Hill, we also propose to increase permit fees for grading permits and building permits. An increase in fees can be accomplished through an administrative process. Currently, a portion of the permit fees go to plan review, while the rest goes towards inspections, and the total fee amount is based on the valuation of the proposed improvement³. An additional 5% surcharge will help cover extra Public Works inspections required for many Goat Hill projects, and additional review by planners required as a result of special development regulations. Public Works Development staff also fields numerous calls from residents on Goat Hill when roads are blocked or there are maintenance issues. An increase in fees would further support the response provided to residents.

Revised Policies Regarding Land Clearing

Staff is cognizant of projects that have initiated the land clearing process, only to languish without being developed due to circumstances such as lack of funding or difficult construction, particularly in areas with steep slopes like Goat Hill. Special requirements in Public Works Policy G-12 related to erosion control include providing a \$50,000 performance bond to remedy erosion control issues at the site, if left unaddressed. Revisions are proposed to Policy G-12 (see Attachment 4) related to the performance bond, including specifications that \$50,000 is the minimum amount required, along with more detail about what the bond covers, and how long it is effective. Additional changes to performance bond requirements city-wide are being contemplated by the Public Works Department. These changes would require revisions to the Kirkland Municipal Code and are not included in this packet.

Revisions to Policy G-12 also include updates to the erosion control requirements. Staff is adding a provision that “any area to remain unworked for more than 30 days shall be

³ In the last 10 years, the average cost of a building permit for a new single-family home on Goat Hill was \$24,786 (from initial application to final inspection).

seeded or sodded” unless winter weather makes vegetation establishment infeasible. In that case, plastic covering may be used, but must be removed and replaced with seed or sod at the end of winter or as instructed by the Public Works Inspector. This change will help alleviate concerns about construction sites lingering in an unimproved state, contributing to runoff and aesthetic concerns. This policy is also being considered City-wide, but for purposes of the moratorium, would only be implemented on Goat Hill at this time.

The revised policy also includes a requirement to have a geotechnical consultant or engineer inspect the construction progress of retaining walls in the right-of-way, along with the final retaining wall, and provide a written assessment to the Public Works Department to ensure that walls are structurally sound and developed to best engineering standards. Finally, to promote better traffic control, the policy includes a note that construction traffic should not block or impede traffic unless sanctioned by an approved traffic control plan.

Code Amendments Regarding Required Paved Connections

KZC Chapter 110.25.3, Required Public Improvements, requires a new development to connect to an improved street at least 20 feet in width. Staff proposes to clarify the code language to define an “improved street” as a 20-foot-wide hard surface improvement connecting to the nearest collector or arterial road. The current language is ambiguous in this regard and could be interpreted as only requiring connection to a gravel street. This change to the code would not impact current practices.

Additional Research

1. Road Improvement District

Staff is exploring the idea of establishing a road improvement district to allow for financing of roadway improvements that primarily benefit property owners in Goat Hill. Given that road conditions and emergency access are two of the top concerns on Goat Hill, this would provide a mechanism to raise funds over a period of time through special tax assessments on Goat Hill properties to allow the City to make those major improvements. Some Goat Hill residents have expressed concern about the cost to households of a potential Road Improvement District. Staff will present additional information to City Council on the details of establishing such a district, and a potential implementation plan. Creation of a special district is a major undertaking, the establishment of which would need to be included as a separate City work program item and would require a special vote of residents included in the boundaries.

An important piece of information needed before establishing this type of district would be a detailed analysis of roadway conditions within the Goat Hill neighborhood to assess the potential cost of improvements.

2. Emergency Access and Response

Staff will be bringing additional information to City Council about a potential study of new emergency access routes to Goat Hill, and the associated cost of developing these routes. In addition, the Fire Department has indicated that a critical challenge on Goat Hill is the ability of aid vehicles to reach the area, because roads to the top of the hill are essentially one-way with very little room for vehicles to pull over. Additional information will also be provided about

studying different types of aid vehicles that can better access the steep roads on Goat Hill, which could assist in improving emergency access to the upper reaches of the hill.

Code Amendment Process and Criteria

Pursuant to KZC 160.60 and KZC 135.25, the City may amend the text of the Zoning Code only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the Comprehensive Plan; and
2. The proposed amendment bears a substantial relation to public health, safety, or welfare; and
3. The proposed amendment is in the best interest of the residents of Kirkland; and
4. When applicable, the proposed amendment is consistent with the Shoreline Management Act and the City's adopted shoreline master program.

The proposed Zoning Code amendments are consistent with the Comprehensive Plan, bear a substantial relation to public health, safety, or welfare, and are in the best interest of the residents of Kirkland because they are intended to reduce impacts to sensitive resources and maintain a safe environment for the Goat Hill community.

State Environmental Policy Act (SEPA)

To fulfill environmental review requirements, the proposed code amendments require the City to issue a SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement. The SEPA addendum (File SEP24-00309) is under review as of the packet publication date. Staff anticipates issuance of the SEPA addendum prior to the public hearing date.

Next Steps

At the conclusion of the public hearing, PC can deliberate on the proposed amendments and make a recommendation to Council. City Council is tentatively scheduled to consider the code amendments related to the Goat Hill Development Moratorium on July 16, 2024.

Attachments

1. Proposed Code Amendments
2. Goat Hill Overlay Zoning Map
3. Existing Public Works Policy G-12
4. Proposed Public Works Policy G-12

cc: File Number CAM24-00115

Chapter 71 – GOAT HILL OVERLAY ZONE

71.05 Purpose

The purpose of the Goat Hill development standards is to allow residential development while providing environmental protection and ensuring safe access to and through the neighborhood. Goat Hill is both a landform and an informal subdistrict of the greater Finn Hill Neighborhood. It is a residential area characterized by steep slopes, narrow and windy roads, and limited vehicular access. The area also contains geologically hazardous areas, perennial and intermittent streams, wetlands, and a high groundwater table. The standards in this chapter limit the allowable amount of site disturbance, square footage and number of dwelling units on lots in the Goat Hill neighborhood to protect residents from hazards related to geology, limited access, and drainage.

71.15 Standards

Within the parcels shown on the Kirkland Zoning Map with a (GH) suffix, the maximum impervious surface standards and floor area ratio standards set forth in KZC Chapter 15, alternative housing types set forth in KZC Chapter 113, and Accessory Dwelling Unit standards set forth in KZC Chapter 115.07 and 115.08 are superseded by the following development standards. Any standards not addressed in this chapter are guided by other requirements of this code.

1. Lot Coverage – Total area of all structures and any other hardscape shall be limited within every building lot to 40% of the total lot size. Refer to KZC Chapter 115.90 for calculation of lot coverage.
2. Floor Area Ratio – Maximum permitted Floor Area Ratio (F.A.R.) on every building lot shall be limited to 40% of total lot size. Refer to KZC Chapter 115.42 for calculation of F.A.R. Properties subject to this chapter are not eligible for the design based F.A.R. bonus in 115.42.4.
3. Cottages, Carriage, and Two/Three Unit Homes – Development utilizing the provisions of Chapter 113 related to Cottages, Carriage and Two/Three Unit Homes is not permitted.
4. Accessory Dwelling Units – One attached accessory dwelling unit is permitted per single family residence. Detached accessory dwelling units pursuant to Chapter 115.07 are not permitted.
 - a. The accessory dwelling unit shall be included in the calculation of site wide gross floor area and lot coverage and shall not exceed 1,200 square feet of gross floor area. Gross floor area shall not include:
 - 1) Area with less than five (5) feet of ceiling height, as measured between the finished floor and the supporting members for the roof.

2) Covered exterior elements such as decks and porches; provided, the total size of all such covered exterior elements does not exceed 200 square feet. See KZC 115.08 for additional size and height limitations.

b. Parking – One off-street parking space is required for an attached ADU.

5. Conformance with this (GH) suffix condition shall not relieve an applicant from conforming to any other applicable provisions of the City's codes, including the Zoning Code, Subdivision Ordinance, and Shoreline Master Program.

71.25 Variations from Standards

For development activity occurring after February 6, 2024, upon written request from the applicant, the Planning and Building Director may allow up to a five (5) percent increase in lot coverage on individual lots over the limits set forth above, provided such increase is the minimum necessary to allow reasonable use of the property and meets all other applicable decision criteria for a variance as provided in Chapter 120 KZC, and one (1) or more of the following circumstances applies:

1. On-site flow control facilities are required by the Public Works Department;
2. The requested increase will allow placement of new development on the site in such a way as to allow preservation of one (1) or more additional significant trees, as defined in Chapter 95 KZC, that would otherwise be cleared; or
3. The requested increase is necessary to provide additional parking, access ramp or other facilities needed to make a dwelling accessible for a mobility-impaired resident.

Other Zoning Code Amendments:

15.05.020 Common Code References

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. Public park development standards will be determined on a case-by-case basis. See KZC 45.50.
3. For properties within the Holmes Point (HP) Overlay Zone, see Chapter 70 KZC for additional regulations.
4. Review processes, density/dimensions and development standards for shoreline uses (RS, RSA, WD II, PLA 3C zones) can be found in Chapter 83 KZC, Shoreline Management.

5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with Attached Dwelling Units in PLA 3C and Detached Dwelling Unit uses.

6. A hazardous liquid pipeline is located near the RSX 35 zone in the Bridle Trails neighborhood along the eastern boundary of the City, and extends through or near the RSA 1, 4, 6 and 8 zones in the vicinity of 136th Avenue NE. Refer to Chapter 118 KZC for regulations pertaining to properties near hazardous liquid pipelines.

7. Garages shall comply with the requirements of KZC 115.43.

8. For properties within the Goat Hill (GH) Overlay Zone, see Chapter 71 KZC for additional regulations.

KZC 15.20 Permitted Uses:

Use		RS	RSX	RSA	WDII	PLA 3C	PLA 6E	PLA 16
15.20.060	Detached Dwelling Unit	None	None	None 8, 9, <u>21</u>	None 8, 11	None	None 8	None 7, 8

PU-21. For properties zoned RSA 4 within the Goat Hill (GH) Overlay Zone, only one dwelling unit is permitted on each lot except for one attached accessory dwelling unit. See Chapter 71, Goat Hill (GH) Overlay Zone, for additional regulations.

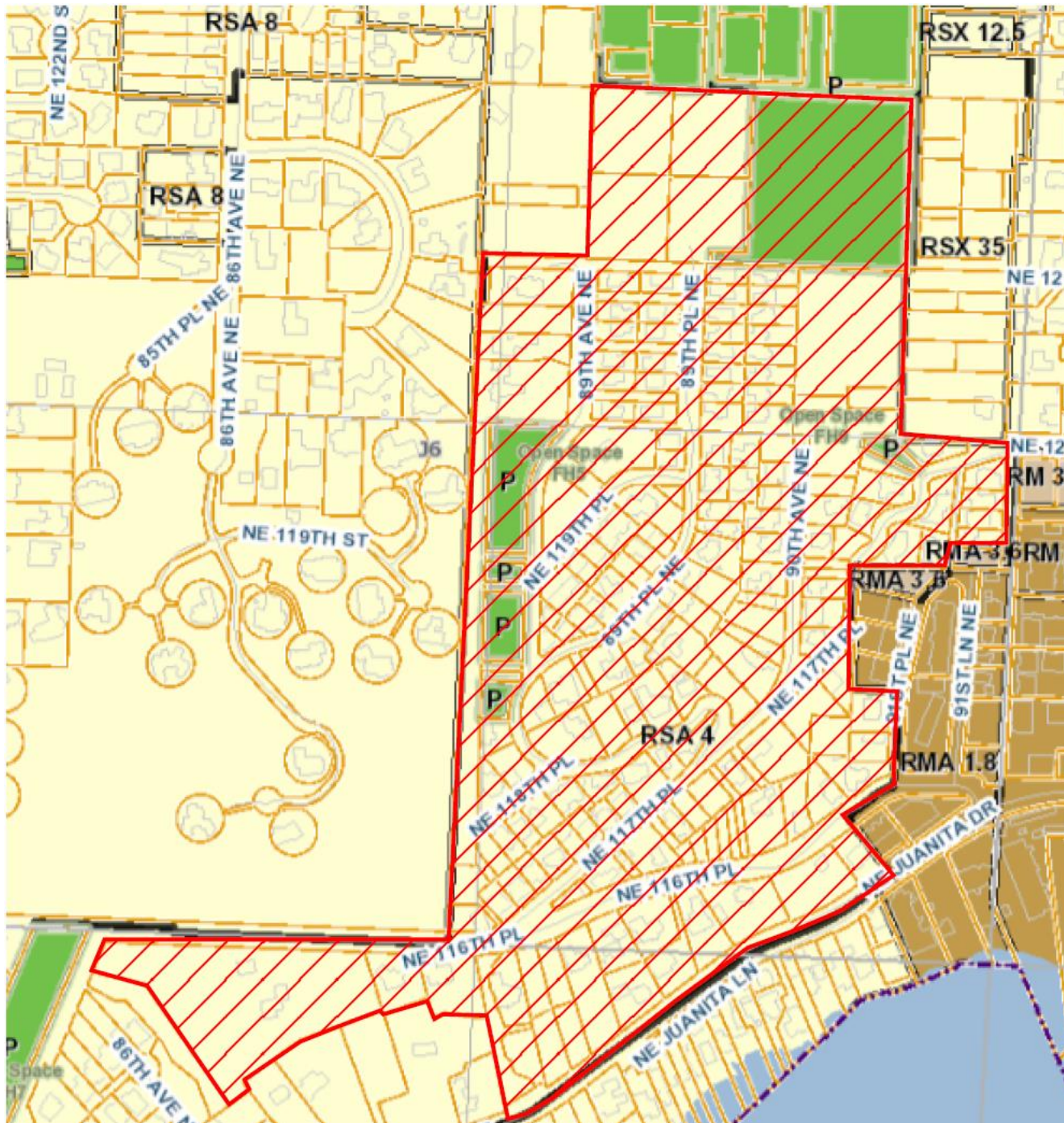
KZC 110.25.3 Required Public Improvements:

3. Required Paved Connection – In all cases except for alleys, if the access point for the subject site is not connected to an existing improved street by an improved hard surface 20 feet in width, the applicant shall provide a hard surface improvement, of at least 20 feet in width from the nearest collector or arterial, to the existing improved street. ~~Pervious pavement can be permitted as the hard surface.~~ The applicant may request a modification, deferment or waiver of this requirement through KZC 110.70.

113.20 Applicable Use Zones

The housing types described in this chapter are allowed in single-family zones as defined in KZC 5.10.490, Low Density Zones except the parcels shown on the Kirkland Zoning Map with a (GH) suffix. See KZC 113.25 for further standards regarding location of these housing types.

Attachment 2 - Goat Hill Overlay Zoning Map



Last revised 03/2021

CITY OF KIRKLAND

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**DEPARTMENT OF PUBLIC WORKS
PRE-APPROVED PLANS POLICY****Policy G-12: GOAT HILL – SPECIAL CONSTRUCTION REQUIREMENTS**

The Goat Hill area (“Goat Hill”) poses some unique challenges for construction activity because of its topography, narrow roadways, and limited access. This policy establishes special guidelines and procedures for development and construction activity in Goat Hill to address those conditions.

Frontage Improvements:

The Zoning Code (KZC 110) requires new single-family home projects to construct frontage improvements along the abutting right-of-way: Type A curb, 4.5 ft. planter with street trees 30 ft. on-center, 5 ft. sidewalk, and widening the pavement width to 20 ft. But in Goat Hill, its steep topography coupled with narrow street widths makes the construction of these code-required improvements difficult. Further, KZC 110.70 allows the City to grant a modification to the improvements if unusual topographic or physical conditions preclude the construction of the improvements as required. Therefore, in Goat Hill, frontage improvements shall consist of widening the abutting street to 20 ft. in width only.

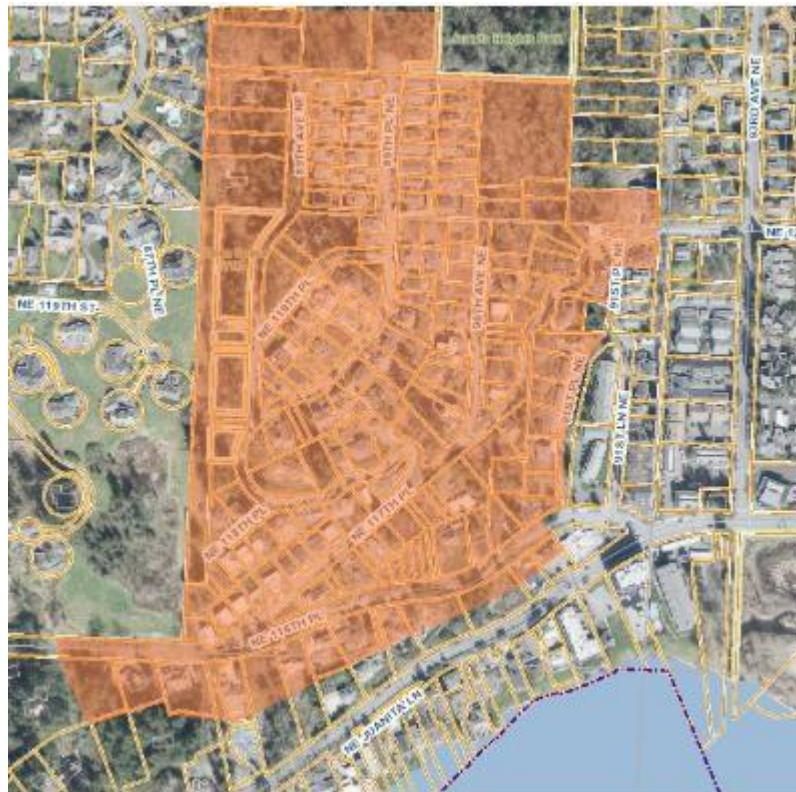
Construction Requirements:

Construction projects on Goat Hill shall comply with the following:

- **Pre-Construction Meeting:** The Owner/General Contractor (O/GC) for the project shall set up a pre-construction meeting prior to start of any work. Public Works staff will meet with the O/GC and their Utility Contractor to review the construction requirements of this policy: project sequencing, traffic control, work hours, and erosion control for the site.
- **Project Sequence:** Frontage improvements (street widening) shall be completed prior to start of the foundation work for the new home. The final lift of pavement may be placed at the end of the project after all utilities are installed to ensure a smooth mat of pavement free of utility patches.
- **Traffic Control:** The O/GC and/or Utility Contractor shall provide a Traffic Control Plan for each phase of work: frontage improvements, utility work, construction material deliveries, and other work as may be needed.
- **Work Hours:** Generally, standard work hours per the KZC apply to projects in Goat Hill. However, different work hours apply to the following activities: work related to the right-of-way, construction equipment delivery, construction material delivery, or any activity

that might impede traffic or access to or within Goat Hill. For the aforementioned, work hours shall be limited to 9:00 a.m. to 3:00 p.m. Monday through Friday, and prohibited on weekends and federal holidays.

- **Erosion Control:** Erosion control for the site shall comply with all established City of Kirkland policies and procedures. In addition, the O/GC shall appoint a site CECSL as a single point of contact for addressing erosion control issues with City staff, and shall provide a performance bond in the amount of \$50,000 to remedy unaddressed erosion control issues at the site, if needed. The performance bond shall remain in effect until the project is complete and given a final by all Departments.
- **Geotechnical Consultant:** The O/GC shall retain a geotechnical consultant to provide monthly reports to the City's Construction Inspector addressing erosion control and site stability. Any recommendations by the geotechnical engineer shall be implemented.



Goat Hill Area

Attachment 4 - Revised Policy G-12 Goat Hill - Special Construction
 Requirements

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 03/2021-05/2024

**DEPARTMENT OF PUBLIC WORKS
 PRE-APPROVED PLANS POLICY**

Policy G-12: GOAT HILL – SPECIAL CONSTRUCTION REQUIREMENTS

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Frontage Improvements:

The Zoning Code (KZC 110) requires new single-family home projects to construct frontage improvements along the abutting right-of-way: Type A curb, 4.5 ft. planter with street trees 30 ft. on-center, 5 ft. sidewalk, and widening the pavement width to 20 ft. But in Goat Hill, its steep topography coupled with narrow street widths makes the construction of these code-required improvements ~~difficult~~ infeasible. Further, KZC 110.70 allows the City to grant a modification to the improvements if unusual topographic or physical conditions preclude the construction of the improvements as required. Therefore, in Goat Hill, frontage improvements shall consist of widening the abutting street to 20 ft. in width only.

Construction Requirements:

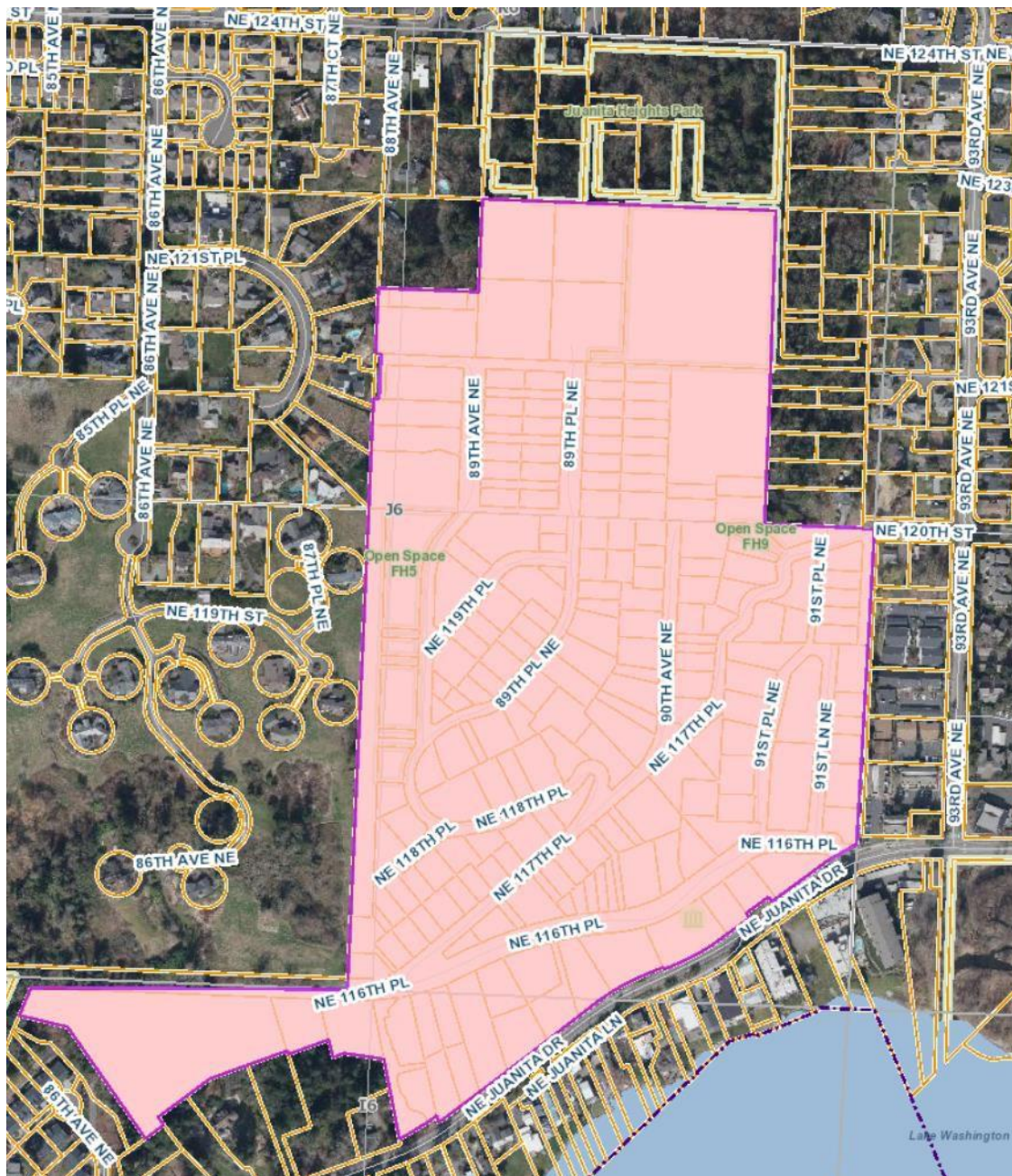
~~Construction Projects On Goat Hill Shall Comply With The Following:~~ Projects on Goat Hill shall comply with the following Construction Requirements:

- **Pre-Construction Meeting:** The Owner/General Contractor (O/GC) for the project shall set up a pre-construction meeting prior to start of any work. Public Works staff will meet with the O/GC and their Utility Contractor to review the construction requirements of this policy: project sequencing, traffic control, work hours, and erosion control for the site.
- **Project Sequence:** Frontage improvements (street widening) shall be completed prior to start of the foundation work for the new home. The final lift of pavement may be placed at the end of the project after all utilities are installed to ensure a smooth mat of pavement free of utility patches.
- **Traffic Control:** The O/GC and/or Utility Contractor shall provide a Traffic Control Plan for each phase of work: frontage improvements, utility work, construction material deliveries, and other work as may be needed. Emphasis: Do not block / impede the movement of traffic unless the activity is sanctioned by a traffic control plan. Be mindful of garbage collection day and of morning / evening commute hours.
- **Work Hours:** Generally, standard work hours per the KZC apply to projects in Goat Hill.

However, different work hours apply to the following activities: work related to the right-of-way, construction equipment delivery, construction material delivery, or any activity that might impede traffic or access to or within Goat Hill. For the aforementioned, work hours shall be limited to 9:00 a.m. to 3:00 p.m. Monday through Friday, and prohibited on weekends and federal holidays.

- **Erosion Control:** Erosion control for the site shall comply with all established City of Kirkland policies and procedures. In addition, the O/GC shall appoint a site CECSL as a single point of contact for addressing erosion control issues with City staff., ~~and shall provide a performance bond in the amount of \$50,000 to remedy unaddressed erosion control issues at the site, if needed. The performance bond shall remain in effect until the project is complete and given a final by all Departments.~~ Any area to remain unworked for more than 30 days shall be seeded or sodded, unless the Public Works Inspector determines that winter weather makes vegetation establishment infeasible. If infeasible, then plastic covering may be used, but the plastic must be removed and replaced with seed or sod at the end of winter (April) or as instructed by the Public Works Inspector.
- **Geotechnical Consultant:** The O/GC shall retain a geotechnical consultant to provide monthly reports to the City's Construction Inspector addressing erosion control and site stability. Any recommendations by the geotechnical engineer shall be implemented. If constructing a retaining wall in the right-of-way, the geotechnical consultant or P.E. shall inspect the construction progress and final product and provide a written assessment to the Public Works Inspector.
- **Special Goat Hill Performance Bond:** Due to the high-risk nature of building on Goat Hill, the O/GC shall post a performance bond in the amount specified by the Public Works Department (\$50,000 minimum) to remedy any unforeseen issues associated with (but not limited to) site stabilization, stormwater management, and/or erosion control. The bond amount will be added to the standard right-of-way restoration performance bond. Public Works reserves the right to call the bond to remedy any/all onsite and offsite issues in connection with the project. The performance bond shall remain in effect until the project is complete and given a Final Inspection by all Departments.

Goat Hill Area:





City of Kirkland
Planning and Building
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600 | www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

From: Janice L Swenson, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

Date: June 4, 2024

Subject: **2044 Comprehensive Plan Continued Public Hearing: Introduction Chapter and Land Use Element, File No. CAM22-00032**

Recommendation

Receive written public testimony until June 13, 2024, and continue the public hearings for the following Comprehensive Plan elements:

- Introduction Chapter (includes Vision Statement and Guiding Principles)
- Land Use Element

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

The PC and community should note that the record remains open for written testimony to be submitted until the PC begins deliberations, but no further spoken testimony will be accepting during the June 13 PC meeting.

Background

At previous PC public hearings on May 9, 2024 (Introduction Chapter) and May 23, 2024 (Land Use Element), the PC voted unanimously to continue the hearings to their June 13, 2024 regularly scheduled meeting. The PC also voted to keep the record open for additional written testimony from the public; testimony may be received by the PC up until the meeting start time. The June 13, 2024 meeting will not include another public comment period for spoken testimony; all oral testimony was received at the initial public hearing meetings.

The below subsections contain footnotes that reference materials previously supplied to the PC. This memorandum is intended to provide only a high-level overview of the status of elements being considered on June 13, and the previous meeting materials should be referenced for a full account of background information for PC to consider in their deliberations.

Introduction Chapter

On May 9, 2024, the Planning Commission conducted a public hearing on the draft Introduction Chapter that includes citywide General goals and policies and a draft Vision Statement and Guiding Principles. The May 9, 2024 meeting packet¹ provides: background on the purpose of the Introduction Chapter; the process that was involved to draft the Vision Statement and Guiding Principles, including community engagement; previous draft versions prepared by staff, Planning Commission and City Council; and an overview of the draft General Goals and Policies.

At the May 9, 2024 hearing, the Planning Commission provided direction to staff that they did not have any proposed amendments to the draft Introduction Chapter, including the goals, policies, and Guiding Principles, but wanted additional time to consider further revisions to the Vision Statement. The PC designated a subcommittee to work on a revised draft of the Vision Statement to present to the full PC on June 13, 2024 (see Attachment 1). Staff will include the final Vision Statement, as recommended by the PC, into the Introduction Chapter (as recommended in Attachment 1A in the May 9 meeting materials). The PC should vote on a recommendation for the Introduction Chapter in its entirety at the June 13, 2024 meeting.

Land Use Element

On May 23, 2024, the PC began the public hearing for the Land Use Element, and received spoken testimony related to the goals and policies therein. The May 23, 2024 meeting packet² includes background information on the draft Element, including a draft goals and policies matrix that provides a side-by-side comparison of the existing and revised draft goal and policy language. Staff has included an updated version of the full Land Use Element in this memorandum (see Attachment 2) with the following minor updates since the May 23 packet:

- Improve graphic quality of the Land Use Map figure, and correct titles of the Land Use categories that relate to the draft map;
- Clarify labeling in Table LU-3 to address questions from the PC and public comments;
- Remove Figure LU-5 showing existing commercial and mixed use areas (not relevant to future planning);
- Reinstate policy LU-5.10 stating continued support for the Totem Lake and Greater Downtown Regional Growth Centers;
- Revise language in policies LU-5.2 and 5.3 to update reference to specific areas to read: “transit-oriented and commercial and mixed use areas”; and
- Implement non-substantive and limited edits to narrative text for improved descriptions.

The PC should vote on a recommendation for the Land Use Element in its entirety at the June 13, 2024 meeting.

¹<https://kirklandwa.primegov.com/Public/CompiledDocument?meetingTemplateId=1245&compileOutputType=1>

²<https://kirklandwa.primegov.com/meetings/ItemWithTemplateType?id=426&meetingTemplateType=2>

Public Comments

Public comments received over 2022-2024, through June 3, 2024 (prior to the publication of this memo for the continued public hearings) are available on the K2044 webpage³. Public comments are also available organized by subject matter⁴. Additional public comments received after the publication date of this memorandum will be provided to the PC prior to the June 13 public hearing and compiled and posted on the K2044 webpage after the hearing.

Compliance with State Environmental Policy Act - Environmental Review

The City anticipates issuing a Draft Supplemental Environmental Impact Statement (SEIS) on June 10, 2024 that evaluates two alternatives: 1) Existing Plan (No Action) Alternative; and, 2) Growth (Action) Alternative. Both alternatives would accommodate the City's assigned growth targets through 2044, which includes 13,200 additional housing units and 26,490 additional jobs.

A copy of the Draft SEIS will be available for viewing on the K2044 Comprehensive Plan/ Basics webpage⁵. To submit comments, community members can email Janice Swenson at jswenson@kirklandwa.gov prior to July 12, 2024 at 5:00 pm, or attend the June 27, 2024 public hearing and provide verbal testimony.

Next Steps

The below public hearing schedule has been revised to reflect any future public meetings at which the PC has voted to continue public hearings, as well as the previously established hearing dates and which respective elements are scheduled for consideration:

- June 13, 2024 (7pm): Public Hearing Continuation (from May 9 Public Hearing #1 and May 23 Public Hearing #2)
Topics: Introduction Chapter and Land Use Element
- June 27, 2024 (6pm): Public Hearing #3
Topics: Transportation Element, Capital Facilities Element, Utilities Element, Public Services Element, Draft SEIS
- July 11, 2024 (7pm): Public Hearing Continuation (from May 23 Public Hearing #2)
Topics: All Neighborhood Plan and Subarea Plan Chapters (except the Juanita

³ https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/2022.12.06-2024.05.01_public-comments_k2044.pdf

⁴ https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/2022.04.19-2024.05.01_public-comment-tracker_k2044_1.pdf

⁵ <https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/The-Basics>

Neighborhood Plan; the PC completed deliberation on recommendation to Council on May 23, 2024)

- September 26, 2024 (6pm): Public Hearing #4
Topics: Housing Element, Appendix (Historical, glossary, Housing Needs Assessment, Community Profile)

Prior to public hearings #3 and #4, staff will host Open Houses for the community at City Hall from 4:00 pm to 5:30 pm. The Open Houses will allow staff to provide background information and answer any questions community members may have prior to the opportunity to provide public testimony at the hearing for each respective Element.

A joint study session for the PC to relay their recommendation on the draft Comprehensive Plan to Council is tentatively scheduled for October 15, 2024. Final adoption of the full Plan by Council is scheduled for December 10, 2024.

Attachments

1. Updated Draft Vision Statement prepared by PC Sub-committee
2. Draft Land Use Element (updated since May 23, 2024 public hearing version)

DRAFT KIRKLAND 2044 VISION STATEMENT

June 2024 Planning Commission Version

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

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

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

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

DRAFT (last update June 4, 2024)

IV. LAND USE ELEMENT

Purpose

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

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

Vision

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

Affordable Housing

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

Accessible Places

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

Small/Middle Businesses

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

Mixed Uses

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

Green Communities

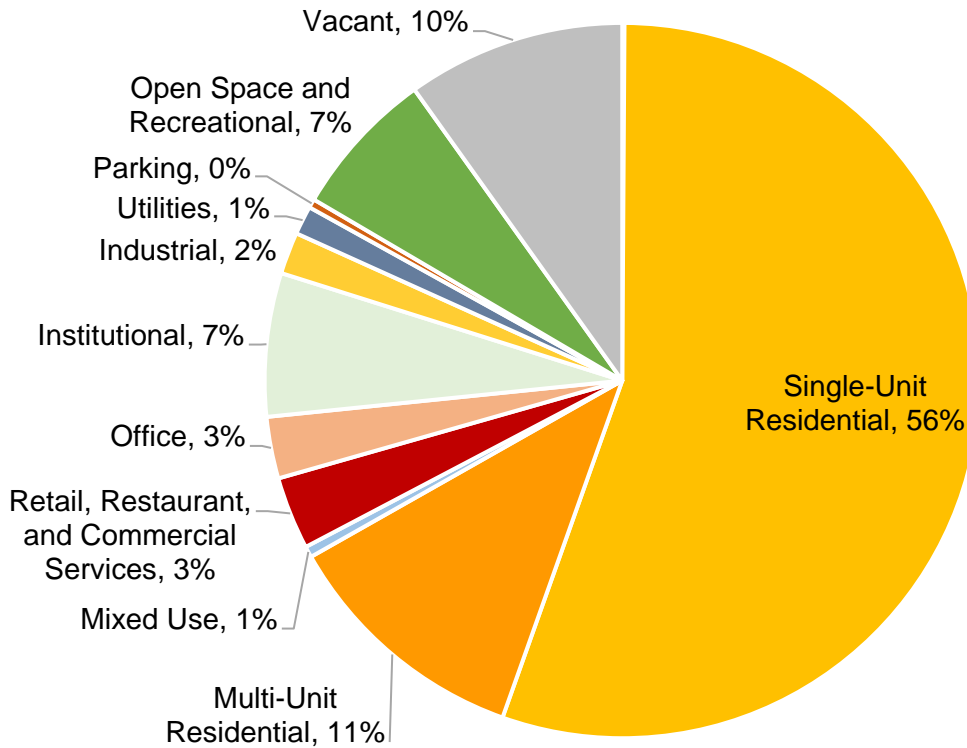
Policies should protect existing natural resources while managing growth, with a focus on development patterns that can improve access to parks and green corridors in all neighborhoods, and especially those that have less access today.

Existing Conditions

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

Figure LU-1: Current Land Uses in Kirkland

Land Use by Percent of Total Land Area



Source: King County Tax Assessor, 2020

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

Attachment 2_Draft LandUse-Element_Continued Hearing

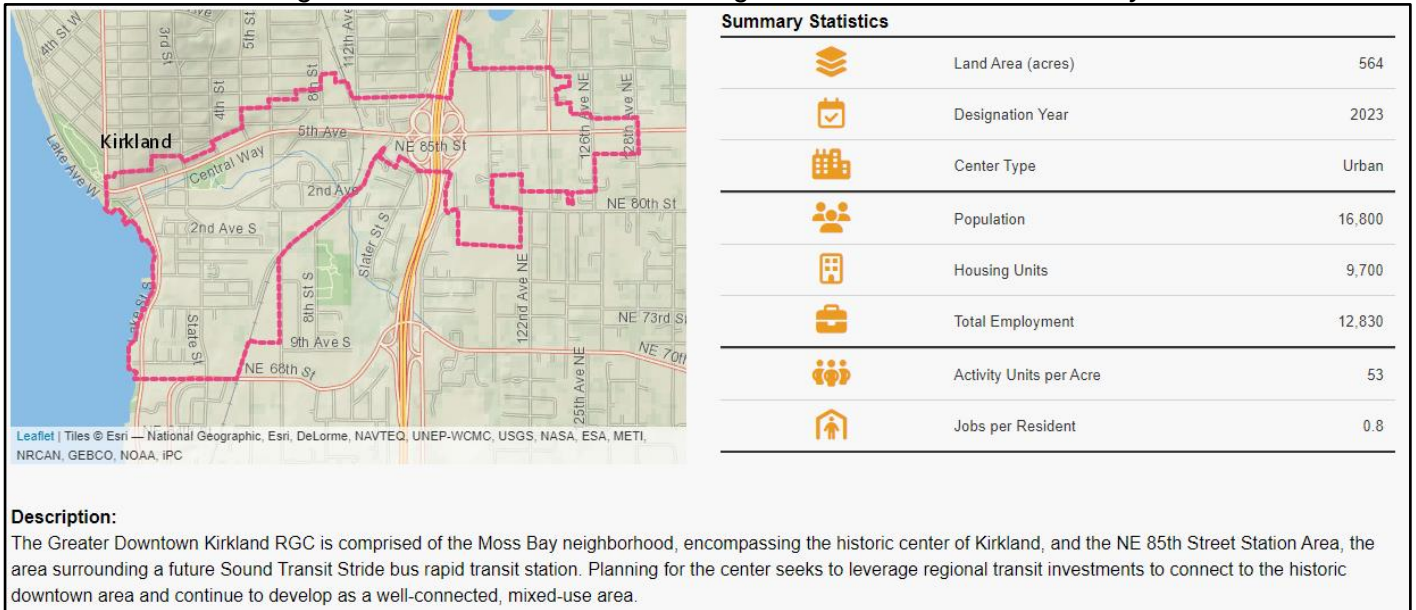
policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for the increased needs for housing, non-residential floorspace, open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

Table LU-1: 2044 Growth Targets

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

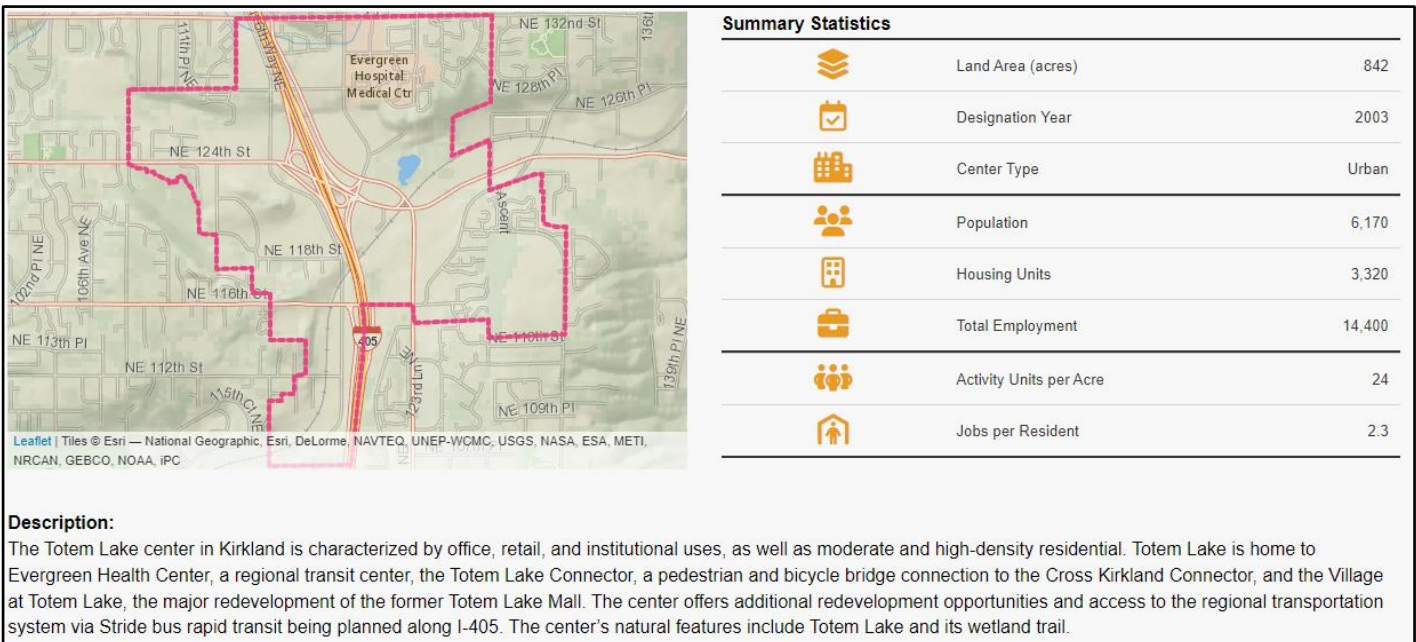
To support sustainable, transit-oriented growth patterns, the City has two Regional Urban Growth Centers certified by the Puget Sound Regional Council (PSRC): Totem Lake and Greater Downtown. These are areas where the City is intentionally focusing growth to support local and regional goals for new housing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

Figure LU-2: Greater Downtown Regional Growth Center Summary



Source: Puget Sound Regional Council

Figure LU-3: Totem Lake Regional Growth Center



Source: Puget Sound Regional Council

Attachment 2_Draft LandUse-Element_Continued Hearing

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

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

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

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

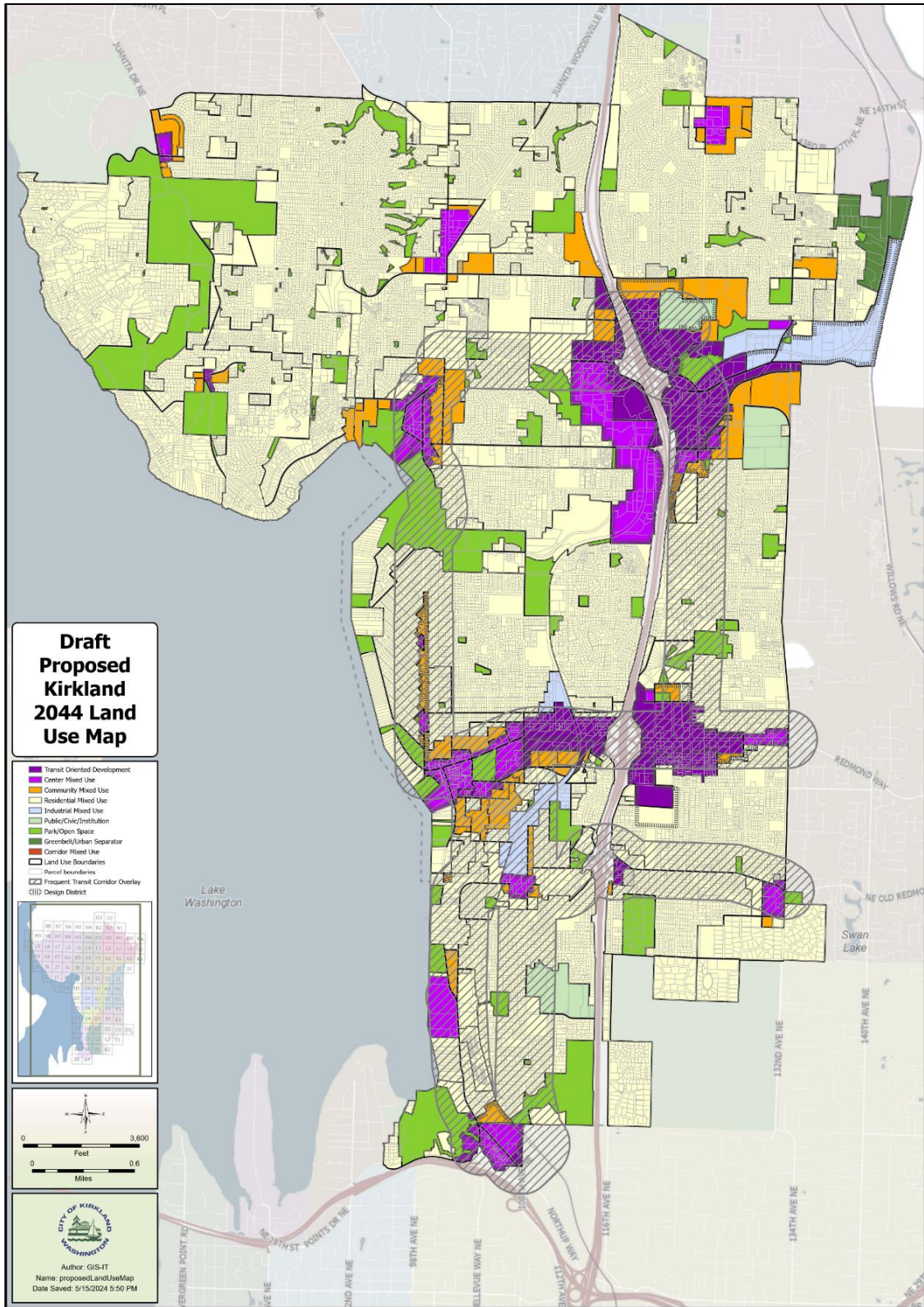
Land Use Map and Definitions

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

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

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

Figure LU-4: Comprehensive Land Use Map



Land Use Definitions

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

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

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

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

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

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

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

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

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

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

Goals and Policies

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

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

Growth Management

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Source: Capacity Analysis prepared by Parametrix consultants (2024)

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

In 2044, the City is expected to have a surplus capacity above the King County growth targets. That said, it could be in the City's interest to continue expanding capacity beyond what is needed to meet the growth targets and achieve important community-wide objectives such as housing affordability, better transit service, and reductions in per capita energy use. Specifically, enabling and encouraging housing production should be focused in areas that are high-opportunity, such as areas with transit corridors and that have good schools and are in close proximity to job centers. Promoting this concept distributes growth across a broader area of the City in the next 20 years.

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

Policy LU-2.5: Support development patterns that promote public health and address racially and environmentally disparate health outcomes and provide access to opportunities. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical

activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas.

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

Land Use and Transportation Linkages

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Site design can play an important role in promoting transportation choices. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered and secured bicycle racks may encourage a would-be cyclist. With the growth of electrified personal transit, standards to require publicly accessible charging stations should also be incorporated into new development.

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

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

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

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

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

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

Residential Mixed Use Areas

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Commercial Mixed Use Areas

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

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

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

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

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

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

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

Urban Design

- *Create lively and attractive districts with a human scale.*
- *Create attractive, pedestrian-oriented plazas, courtyards, and streets through building placement and design and by minimizing the obtrusive nature of parking lots.*

- *Support a mix of retail, office, and residential uses in multistory structures; or mixed uses in a horizontal orientation.*
- *Create effective transitions between areas of varying intensities.*
- *Encourage incorporation of green infrastructure such as bioswales, functional planter beds, green walls/roofs, and other similar features.*

Access

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Several neighborhood commercial centers, particularly in the northern part of the City, have remained somewhat static in recent years, and the development within them is underutilizing the existing allowed intensity of use. Future redevelopment in these centers could serve to better activate them, provide more job

and commercial opportunities, and enhance them as places for people to visit and gather as they can provide important community spaces.

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

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

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

Open Space and Resource Protection

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

Public agencies, including the City, King County, and the State, already own important areas of open space within and on the borders of the City. These areas serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements, held by the City, also preserve environmentally sensitive open spaces and habitat. Open space goals and policies are also included in the Sustainability, Climate, and Environment (SCE) Element, and the Parks, Recreation, and Open Space Element.

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

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

Policy LU-6.1: Distribute parks and open spaces throughout the City, prioritizing historically underserved communities, and with particular focus on new facilities in areas of the City facing the greatest population

growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Essential Public, Government, and Community Facilities

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

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

RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities" and requires that each county and city have "a process for identifying and siting essential public facilities." Essential public facilities are defined in RCW 36.70A.200 as "those facilities that are typically difficult to site, such as airports, State education facilities and State or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." The State Office of Financial Management maintains a list of essential State public facilities and may at any time add facilities to the list.

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

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

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

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

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

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

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

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

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

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

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

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

Sustainable Land Use

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

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

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

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

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

Historic Identity and Preservation

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

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

Policy LU-10.1: Identify and preserve historic, visual, and cultural resources and landmarks, archeological sites, historic and cultural landscapes and areas of significant character or context, including those that may include history of exclusionary practices for purposes of acknowledging and learning from our past, and

especially where growth could place these resources at risk. Development permits involving buildings, structures, sites and objects in Table LU-4 are subject to environmental review under the City's local SEPA regulations.

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

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

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

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

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

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

of Kirkland “Historic Landmarks” noted with a footnote (¥) are subject to review under Chapter 75 KZC.

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

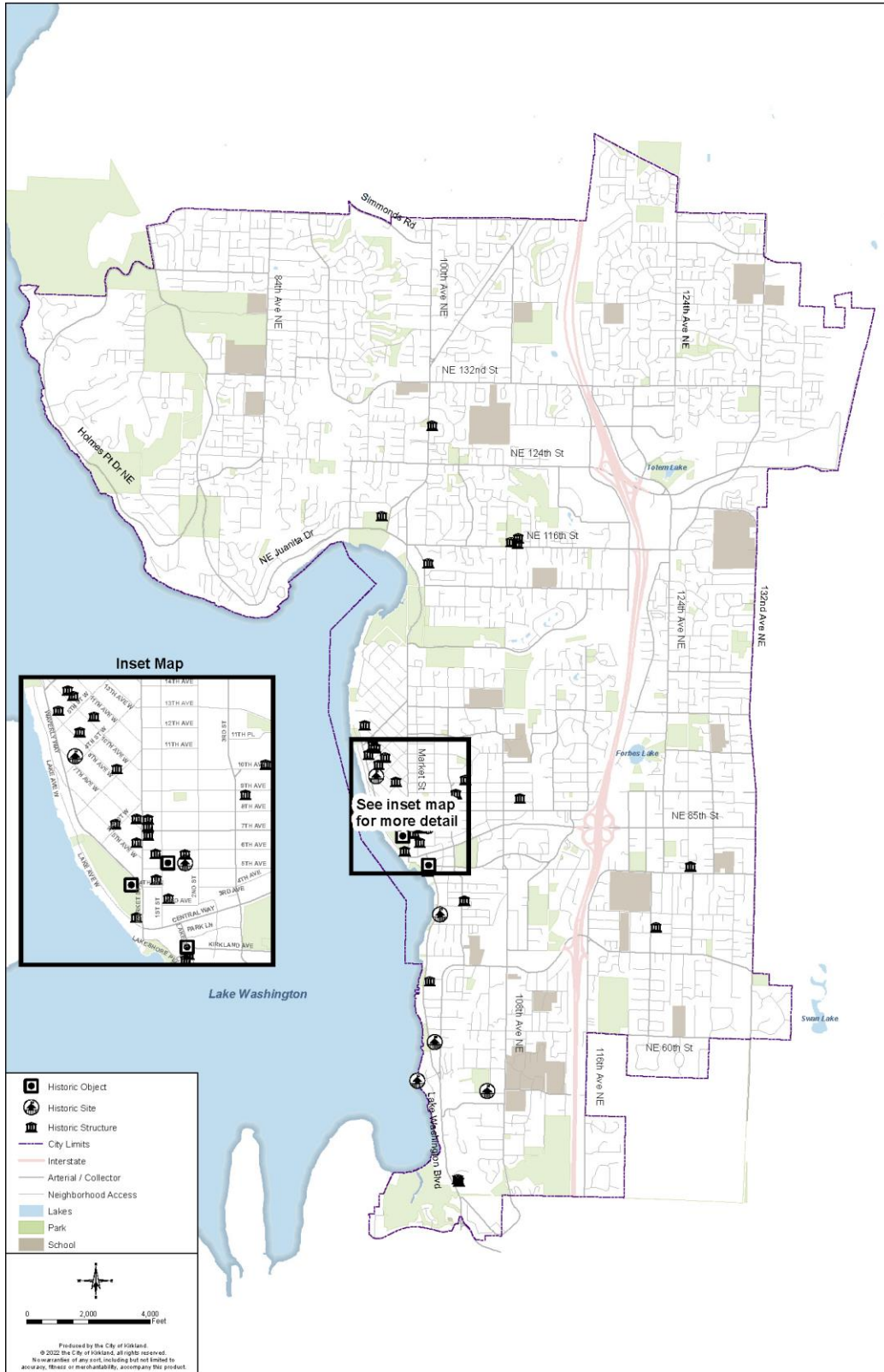


Table LU-4: Designated Historic Buildings, Structures, Sites and Objects

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

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

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

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral (Moved)	408 State St. S	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill

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Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved from 6436 Lake Washington Blvd.)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved from 10129 NE 63rd)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.	Site only – Structure demolished May 2014	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Site only – Structure demolished	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Norkirk
Shumway Site	510 – 528 Lake St. S.	Site only		Shumways	Lakeview

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Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	Site only		Anderson/WW	Lakeview
Lake House Site	10127 NE 59th St.	Site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
¥Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAulife Park)	Residential Vernacular	1887	Harry Langdon	Juanita
Ostberg Barn	10836 NE 116th St. (McAulife Park)	Barn	1905	Agriculture	Juanita
Johnson Residence	10814 NE 116th St. (McAulife Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	Juanita

Attachment 2_Draft LandUse-Element_Continued Hearing

Carillon Woods Park	NW corner of NE 53rd St. and 106th Avenue NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton
¥346 10th Ave. Residence	346 10th Ave.	Bungalow	1921		Norkirk
¥307 9th Ave. Residence	307 9th Ave.	Craftsman	1918		Norkirk

Footnotes:

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

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

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

The City recognizes its historic resources in the following priority:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Visual Identity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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


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

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


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

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

NOTE: This calendar is subject to change on a daily basis. It does not constitute legal notice.
 PLANNING DEPARTMENT ITEMS ONLY. CHECK WITH OTHER DEPARTMENTS FOR THEIR MEETING AGENDA ITEMS.

City of Kirkland - Planning & Building Department - Public Meeting Calendar				
Regular Meeting Times Unless Otherwise Noted:				
City Council: Study Session 5:30pm; Regular Meeting 7:30pm (1st & 3rd Tuesday)	City Council Webpage	(H) = Hearing		
Planning Commission: 7:00pm (2nd & 4th Thursday)	Planning Commission Webpage			
Hearing Examiner: 9:30am (1st & 3rd Thursday)	Hearing Examiner Webpage	(S) = Study Session		
Design Review Board: 7:00pm (1st & 3rd Monday)	Design Review Board Webpage			
June		2024		Last Updated: 6/5/24 9:24 AM
MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
3 Design Review Board 7:00 PM GNI Building (PEM)	4 City Council 7:30 PM	5	6 Hearing Examiner 9:30 AM Meeting Cancelled	7
10	11	12	13 Planning Commission 7:00 PM Goat Hill Development Moratorium Public Hearing (AW, DR) *2044 Comprehensive Plan Update-Continued Public Hearings(Introduction Element; Land Use Element) (AZ,AW)	14
17 Design Review Board 7:00 PM	18 City Council 7:30 PM	19 JUNETEENTH HOLIDAY CITY HALL CLOSED 	20 Hearing Examiner 9:30 AM	21
24	25	26	27 Planning Commission Special Meeting Special Meeting 6:00 PM *2044 Open House 4-5:30 PM *2044 Comprehensive Plan Public Hearing #3 (Transportation,Capital Facilities, Utilities, Public Services, Draft SEIS)	28


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Hearing Examiner: 9:30am (1st & 3rd Thursday)	Hearing Examiner Webpage		(S) = Study Session	
Design Review Board: 7:00pm (1st & 3rd Monday)	Design Review Board Webpage			
July		2024		Last Updated: 6/5/24 9:24 AM
MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
1 Design Review Board 7:00 PM 177 Central Way CDC (TL) DRV24-00376	2 City Council 7:30 PM	3	4 Hearing Examiner MEETING CANCELLED INDEPENDENCE DAY CITY HALL CLOSED 	5
8	9	10	11 Planning Commission 7:00 PM *Minor Zoning Text Amendments Hearing (LL/LBL) *2044 Comprehensive Plan Continued <u>Public Hearing (Neighborhood Plan Updates) (LBL)</u>	12
15 Design Review Board 7:00 PM	16 City Council 7:30 PM Goat Hill Development Moratorium Adoption (AW, DR)	17	18 Hearing Examiner 9:30 AM 505 3rd ST Variance (VAR23-00679)	19
22	23	24	25 Planning Commission 7:00 PM	26
29	30	31		

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Hearing Examiner: 9:30am (1st & 3rd Thursday)		Hearing Examiner Webpage		(S) = Study Session
Design Review Board: 7:00pm (1st & 3rd Monday)		Design Review Board Webpage		
August		2024		Last Updated: 6/5/24 9:24 AM
MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
			Hearing Examiner 9:30 AM	1
				2
Design Review Board 7:00 PM	City Council 7:30 PM		Planning Commission 7:00 PM	5
				6
				7
			Hearing Examiner 9:30 AM	8
				9
				12
				13
				14
			Hearing Examiner 9:30 AM	15
				16
Design Review Board 7:00 PM	City Council 7:30 PM		Planning Commission 7:00 PM	19
	Minor Zoning Text Amendments Adoption (LL/LBL)			20
				21
				22
				23
				26
				27
				28
				29
				30

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Hearing Examiner: 9:30am (1st & 3rd Thursday)	Hearing Examiner Webpage		(S) = Study Session	
Design Review Board: 7:00pm (1st & 3rd Monday)	Design Review Board Webpage			
September		2024		Last Updated: 6/5/24 9:24 AM
MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)				
Monday	Tuesday	Wednesday	Thursday	Friday
2 Design Review Board MEETING CANCELLED LABOR DAY CITY HALL CLOSED 	3 City Council 7:30 PM	4	5 Hearing Examiner 9:30 AM	6
9	10	11	12 Planning Commission 7:00 PM	13
16 Design Review Board 7:00 PM	17 City Council 7:30 PM	18	19 Hearing Examiner 9:30 AM	20
23	24	25	26 K2044 Comprehensive Plan Open House 4:00 PM - 5:30 PM Planning Commission Special Meeting Special Meeting 6:00 PM *2044 Comprehensive Plan Public Hearing #4 Housing, Appendix, Community Profile (Senior Planners) (JS)	27
30				