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MEMORANDUM

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Date: December 2, 2024

Subject: **2044 Comprehensive Plan Periodic Update - Final Adoption, File No. CAM22-00023, CAM23-00554, CAM23-00555**

RECOMMENDATION

Staff recommends that City Council (Council) deliberates and adopts the 2044 Comprehensive Plan as recommended by Planning Commission (PC), with potential amendments as proposed by staff and Councilmembers.

Because December 10 is the last meeting of 2024 and the Comprehensive Plan must be adopted before the end of the year, staff recommends that Council vote on all staff- and Council-initiated amendments at the special meeting and take final action on the Comprehensive Plan during the regular meeting under "Business." This two-part approach is intended to provide Council sufficient time to consider all amendments and attachments thoughtfully but reserves final action until the regular meeting after the public comment period and in case any final amendments or adjustments are needed.

Ultimately, following deliberation, staff recommends Council take action to approve the 2044 Comprehensive Plan by adopting Ordinance 4896 and its exhibits. In the meeting, Council can vote to amend the ordinance exhibits, and the final ordinance documents will be forwarded to the City Clerk's Office.

Staff recommends the following order of discussion and adoption of the ordinance to facilitate the deliberation, motions, and possible changes to the draft Comprehensive Plan elements and chapters in the ordinance exhibits:

Deliberation and amendments for Ordinance 4896 - General Elements and Chapters

Staff Note: the following policies and Neighborhood Plan chapters should be specifically discussed by Council as they relate to Community-initiated Amendment Requests (CARs):

- a. Juanita Neighborhood Plan policies to support potential increases to housing capacity:
 - i. Policy J-16: Michael's site
 - ii. Policy J-20: Goodwill site

- b. Totem Lake Business District Plan policies to support a potential increase to housing capacity in the Southern Industrial Subarea (including the Par Mac CAR specific properties).

EXECUTIVE SUMMARY

- The PC held ten public hearings for the Growth Management Act (GMA)-mandated, periodic Comprehensive Plan update and collected extensive public testimony on the individual elements (chapters). This included the June 27, 2024 PC public hearing on the Transportation Element¹. Attachment 1 is a recap of all the community engagement activity during 2022-2024.
- On October 15, 2024, Council held a joint study session with the PC to discuss their recommendations on the draft Comprehensive Plan. The October 15, 2024 staff memorandum and meeting materials² contain background information about the PC's recommendations for the 2044 Comprehensive Plan.
- At the November 19, 2024 study session and business agenda meeting³, Council provided feedback on staff-initiated and Councilmember-proposed amendments to the PC recommendations, and requested continued discussion at the December 10, 2024 meeting. Potential amendments still under discussion are within the following chapters: Introduction (including Vision Statement); Land Use; Housing; Economic Development; Parks, Recreation and Open Space; Public Services; Juanita Neighborhood Plan; Moss Bay Neighborhood Plan; and Totem Lake Business District Plan. These topics and staff responses are described in respective subsections of this memorandum and in Attachments 2-6.
- The Planning Commission-recommended Comprehensive Plan growth strategy deletes a policy that would focus residential growth along transit corridors, instead focusing growth in Urban Growth Centers, neighborhood centers, and middle housing options in primarily residential neighborhoods. A complete compilation of PC-recommended versions of each 2044 Comprehensive Plan element or chapter is available on the K2044 Comprehensive Plan (K2044) webpage⁴.
- The GMA requires that cities adopt amended Comprehensive Plans before December 31, 2024, or risk being out of compliance and potentially forgo State funding for transportation and other capital infrastructure projects. Following adoption, cities must forward the adopted Plan to the Department of Commerce to show compliance with the GMA and begin the certification steps with the Puget Sound Regional Council.

BACKGROUND

The K2044 Plan is the primary citywide guide for how the community grows and works together over the next twenty years (with a horizon year of 2044) in terms of land use, transportation, and

¹ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/public-services/pdfs/comp-plan-pc-public-hearing-3-meeting-packet_2024-06-27.pdf

² www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/october-15-2024/3a_study-session.pdf

³ www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/november-19-2024/3a_study-session.pdf

⁴ www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/The-Basics/Comprehensive-Plan-by-Section

the public facilities and services necessary to support this change. The Plan also includes goals and policies for how the City addresses housing, sustainability, climate change, economic development, parks, open space, and other topics. Background on the 2022-2024 K2044 Comprehensive Plan periodic update planning process and Planning Commission recommendation on the draft Plan was provided in the October 15, 2024 meeting packet.⁵

Additional Public Outreach, Community Engagement, and Education

The October 15, 2024 study session staff memo provided detail about the public outreach, community engagement, and education the City conducted related to the 2044 Comprehensive Plan process. The November 19, 2024 Council memorandum includes a summary of the most recent public outreach conducted, which includes actions such as: social media and email announcements; extensive public information being added to the City’s webpage; and informational mailers in utility bills. Attachment 1 provides a more extensive recap summary of the community engagement activities of the K2044 process and attempts to quantify the number of people reached and activities conducted.

Planning Commission Recommended Growth Strategy

During the final months of the PC deliberations, community members expressed a desire for a “moderate growth” option between the “Existing Plan” option and the transit corridor-inclusive “Growth Alternative” option identified as bookends in the Draft Supplemental Environmental Impact Statement (SEIS). Community input further encouraged that growth be focused in Urban Growth Centers (especially the NE 85th Street Station Area, which is part of the Greater Downtown Urban Growth Center), neighborhood centers, and through middle housing options in primarily residential neighborhoods. The PC recommendation accomplishes both goals.

The PC has recommended a Comprehensive Plan growth strategy that deletes the policy that would focus growth in transit corridors and instead focuses growth in Urban Growth Centers and neighborhood centers, and provides for more middle housing options in primarily residential neighborhoods. The planned growth in residential units, surplus capacity beyond targets, and totals for all three options are described below. A more detailed description of each of these three options is included as Attachment 3 (Growth Comparisons) to this memo.

	<u>Planned</u>	<u>Surplus</u>	<u>Total</u>
Existing Plan Alternative	13,200	6,234	19,434
Planning Commission Recommendation	13,200	10,255	23,455
Growth Alternative	13,200	24,862	38,062

POTENTIAL STAFF AMENDMENTS TO COMPREHENSIVE PLAN DRAFT POLICIES (SINCE NOVEMBER 19, 2024)

Staff are not proposing any amendments to the growth strategy recommended by the Planning Commission. In the Land Use and Housing elements, staff are proposing amendments that clarify and reinforce the PC-recommended growth strategy to focus growth in Urban Growth Centers and neighborhood centers, which would meet State middle housing requirements in residential areas and affordable housing requirements.

Background information on all elements is included in previous meeting packets. The below subsections are limited to discussion of those draft elements (or chapters) for which staff and/or Councilmembers have drafted potential amendments to the PC-recommended version of the

⁵ www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/october-15-2024/3a_study-session.pdf

element. The information in each subsection includes Council discussion points or questions related to each element from the November 19, 2024 study session, October 15, 2024 joint PC-CC study session, staff responses, and relevant background information where it may provide helpful context.

There are several potential policy amendments for Council discussion at the December 10 meeting. The potential amendments are provided in several attachments to this memorandum, with potential amendments initiated by staff and potential amendments initiated by Council. The following attachments show potential amendments drafted by staff, which encompass technical revisions that staff believes reflect overall policy direction from Council:

- Attachment 2 – Vision Statement;
- Attachment 3 – Revised (complete) Land Use Element;
- Attachment 4 – Revised (complete) Housing Element; and
- Attachment 5 – Revised miscellaneous policies (multiple elements).

Potential amendments (across all elements) proposed by individual Councilmembers are compiled in Attachment 6. Both staff- and Councilmember-initiated amendments have been updated to respond to discussion at the November 19, 2024 Council meeting. Where edits are extensive, staff has included both a “November 19 Version” and a “December 10 (adoption) Version” of specific policies.

VISION STATEMENT

The new 2044 Vision Statement and citywide Guiding Principles are located in the Introduction chapter of the Comprehensive Plan available on the Comprehensive Plan Basics webpage⁶. Council reviewed the PC-recommended 2044 Vision Statement and Guiding Principles at the October 15, 2024 and November 19, 2024 study sessions.

Council comments: At the November 19, 2024 meeting Council wanted to refine edits to the shortened version of the Vision Statement to include on the top of the Council meeting agenda. Several Councilmembers expressed support for the current 2035 short version with minor amendments.

Staff response: Attachment 2 shows November 19 short version and the existing 2035 agenda version with minor amendments suggested by Council. The full PC-recommended 2044 Vision Statement that is included in the Introduction chapter. Staff recommends Council give direction on which short version is preferred.

LAND USE ELEMENT

Related to the below Council comments (feedback from the November 19, 2024 Council meeting) and staff responses, an updated version of the Land Use Element is included in this memorandum as Attachment 3, with track changes reflecting potential amendments (initiated by staff) to the PC-recommended element. Staff-initiated amendments discussed and included in the November 19, 2024 Council packet are retained, and in some cases amended further, in the December 10, 2024 version of the Land Use Element. For brevity, discussion of amendments in the November 19 meeting packet are not repeated here.

Council comment: On November 19, 2024, Councilmembers offered a range of opinions on the concept of 10-minute Neighborhoods, and asked staff several questions about the definition and

⁶ www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/The-Basics

the potential impacts of 10-minute Neighborhoods being specifically mentioned in Land Use policies.

Staff response: Staff-proposed amendments to the Land Use Element for the December 10 version of the draft element retain the approach of using Figure LU-3 (Urban Growth Centers and Neighborhood Centers) to provide clarity about specific locations referenced in the policies. However, the concept of 10-minute Neighborhoods is still inherent in many Land Use policies, particularly in those policies that promote areas for mixed uses that are accessible to people using active modes of transportation. To make this more clear, the December 10 version of the draft element adds an explicit reference to 10-minute neighborhoods in Goal LU-2, which reads that the City’s land use pattern “supports, enhances, and increases access to 10-minute neighborhoods.” Additionally, there are suggested staff edits to the terms in the Glossary (see Attachment 5).

Council comment: On November 19, 2024, Councilmembers highlighted specific policies in the draft element that may require further revisions to clarify intent and correct redundancies, particularly several policies under Land Use Goal LU-3 relating to land use and transportation linkages.

Staff response: Three policies (LU-3.2, LU-3.3, and LU-3.4) garnered significant Council discussion on November 19. These policies are very similar in intent, which is generally to encourage mixed uses and higher intensities in areas of the City that already allow more dense development (e.g., Urban Centers and neighborhood centers), specifically to leverage the benefit of complementary uses within easy access of each other and to make the most efficient use of transportation and transit networks.

The November 19 versions of policies LU-3.2, 3.3, and 3.4, with staff-initiated potential amendments to the PC-recommended versions, are shown below (note that the full draft Land Use Element in Attachment 3 includes narrative text for each policy):

- *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 and near Urban Growth Centers and neighborhood centers~~ in order to support access to opportunity.*
- *Policy LU-3.3: Encourage housing, offices, community facilities, shops, and services in and near Urban Growth Centers and neighborhood centers ~~at or near significant transit facilities.~~*
- *Policy LU-3.4: Focus higher intensity land uses primarily in and near Urban Growth Centers and neighborhood centers ~~areas served by frequent transit service.~~*

Staff is proposing the below consolidated policy for Council’s consideration, and believes amending LU-3.2 as shown below would clarify the general intent while reducing redundancy (Attachment 3 includes slightly amended narrative text for this proposed consolidated policy).

- [December 10 Version] *Policy LU-3.2: Focus the development of affordable housing and higher intensity residential uses, including affordable housing, offices, community facilities, shops, and services in areas that have commercial services, parks and open space, and good access to schools and quality transit service and near Urban Growth Centers and neighborhood centers, and prioritize areas with frequent transit service ~~in order to support access to opportunity.~~*

Prohibiting Housing in Parks and Open Space

Staff has also proposed amendments in both the Land Use and Housing elements to clarify that no housing or permanent supportive housing will be built in city-owned parks or open space lands. The PC recommendations already include policy language that would prohibit housing in parks or areas that are suitable for open space preservation. Staff added new language to the Land-Use Policy LU-8.4 for the November 19 Council meeting that stated: *“Do not locate permanent supportive housing or transitional housing in land designated for Parks or Open Space.”* Based on the November 19 Council discussion, Staff has proposed another update to this policy in the December 10 version of the Land Use Element that states: *“Do not locate new housing in land designated for Parks or Open Space.”*

Draft Figure LU-3 – Urban Growth Centers and Neighborhood Centers

Since the November 19, 2024 Council meeting, staff and Councilmembers have received comments from several community members that the potential updates in Figure LU-3 could be interpreted to newly designate specific areas of the City (e.g., Market Corridor District mixed use area) as Neighborhood Centers. That was not the intent. The map was intended to be a helpful illustration and staff will be preparing additional information to clarify the intent of the figure in the draft Land Use Element, and potential options for Council to consider for adoption of Figure LU-3 to the December 10 special meeting.

HOUSING ELEMENT

Related to the below Council comments (feedback from the November 19, 2024 Council meeting) and staff responses, an updated version of the Housing Element is included in this memorandum as Attachment 4, with track changes reflecting potential amendments (initiated by staff) to the PC-recommended element. Staff-initiated amendments discussed and included in the November 19, 2024 Council packet are retained, and in some cases amended further, in the December 10, 2024 version of the Housing Element. For brevity, discussion of amendments in the November 19 meeting packet are not repeated here.

November 19, 2024 Council Comments and Staff Response:

Staff has incorporated Council feedback on staff-amended policies presented at their November 19, 2024 meeting into the draft Housing Element (see Attachment 5 for Council proposed amendments). The following is a description of those proposed Council amendments:

- *Policy H-1.6: The policy is too prescriptive (Curtis). Staff modified the policy by removing the third sentence since land use and zoning changes already require public notice.*
- *New Policy H-1.9: There was consensus agreeing to new policy H-1.9 suggested by Deputy Mayor Arnold with staff’s revised edits (Black and Arnold) and amending the Area Median Income (AMI) percentage to 120% (Falcone and Arnold). Staff added the new policy and modified the AMI percentage.*
- *Policy H-2.15: The draft policy does not include a subject. Who will be retrofitting (Falcone)? Staff modified the beginning of the policy to include the subject “programs.”*
- *Policy H-2.20 (now H-2.21): There was consensus agreeing to new policy H-2.20 suggested by Deputy Mayor Arnold with staff’s revised edits (Curtis and Arnold) and a request to staff to amend policy to include language addressing displacement (Arnold). Staff added the new policy and modified this policy to include language on displacement.*
- *Policy H-2.21 (now H-2.23): This policy needs to use common language from other Elements with respect to neighborhood amenities (Falcone). Staff modified the last part of the sentence to include language from Goal LU-3.*

- *Policy H-2.28 (now H-2.31): There was general Council consensus agreeing to policy edits to GP-4.5 but direction to move the policy back to the Housing Element. Staff moved the policy to the Housing Element.*
- *Policy H-2.30 (now H-2.32): Terms such as “livability” and language like “sense of place” are hard to define (Falcone). Staff modified policy by removing hard to define terms and language. “Livable communities” has been added to the glossary.*
- *Policy H-3.5: There was Council guidance to retain this policy in the Housing Element. There was also consensus agreeing to edit H-3.5. Staff modified policy incorporating Mayor Curtis’s edits.*

In addition to edits listed above, staff also offered an alternative policy to Councilmember Pascal’s proposed new Policy H-2.X in Attachment 5, which would modify Policy H-2.28 (now H-2.31). The alternative policy would read:

Alternative Policy H-2.31: Promote fiscal sustainability, transparency, and accountability to the community when subsidizing affordable housing programs and incentives by leveraging public-private partnerships; utilizing grant opportunities; monitoring, assessing, and optimizing the fiscal performance of taxpayer subsidies; and publishing data on housing projects, budgets, and outcomes in accessible formats to help the community understand how resources are being used.

This alternative policy has not been incorporated into the Housing Element. If Council approves of this policy the Housing Element will need to be amended to incorporate it.

Other minor editorial edits to the element correct for readability, finalizing draft policy numbers, and responding to comments by Commerce.

NEIGHBORHOOD PLAN AMENDMENTS

Moss Bay Neighborhood Plan: Following the October 15, 2024 study session, staff met with business owners and stakeholders on Park Lane to review the amendments made to Policy MB-32 within the Moss Bay Neighborhood Plan. This policy was originally updated to reflect Council direction given in late 2023 after the City-led Future of Park Lane Study. The policy was recently revised to better reflect the history of Park Lane and its intended use as a pedestrian-oriented street. The draft revised Policy MB-32 is shown with other potential amendments initiated by staff in Attachment 5. At the November 19, 2024 meeting, there was general Council consensus to support this revised policy.

APPENDIX AMENDMENTS

Glossary - With this periodic update, the existing 2015 Glossary⁷ was revised to include common terms and acronyms used throughout the Comprehensive Plan; terms consistent with the Kirkland Diversity, Equity, Inclusion, and Belonging Five Year Roadmap; revised Transportation Strategic Plan; the adopted Sustainability Strategic Plan; and other sources. The revised 2044 draft Glossary document recommended by the PC⁸ is available on the K2044 Basics webpage.

⁷ www.codepublishing.com/WA/Kirkland/html/KirklandCPAX.html

⁸ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/glossary-draft-for-public-hearing-2024-09-26.pdf

Council Comments: At the October 15, 2024 Council and PC study session, Council suggested a few definitions be added for clarity, including of the following concepts: 10-minute neighborhood, neighborhood commercial centers, livability, and context sensitive (though staff is offering revised policies in the Housing Element that replace many instances of “context sensitive”). At the November 19, 2024 meeting, there was Council consensus that a definition for “context sensitive” was no longer needed because a related Housing Element policy was revised to delete the term. Council commented that the definition of “10 minute neighborhood” needed more work to be more inclusive (e.g. for people who have challenges walking or use mobile assistance vehicles), and the description of accessibility to destinations needed more work.

Staff Response: Attachment 5 provides suggested staff revisions to the “10 minute neighborhood” definition, and adds a definition for a “livable community” in response to Council comments. Note also that the Sustainability, Climate, and Environment Element describes what a livable community is in the introduction to the chapter.

POTENTIAL CITY COUNCIL-INITIATED AMENDMENTS TO COMPREHENSIVE PLAN DRAFT POLICIES

Potential Councilmember-initiated policy amendments to PC-recommendations were discussed at the November 19, 2024 meeting, and were further refined for Council consideration at the December 10, 2024 meeting. The November 19, 2024 meeting materials provide background on some of the Councilmember-initiated amendments, specifically around select Juanita Neighborhood Plan policies and planning/environmental review procedures, which are not repeated here. Potential Councilmember amendments are compiled in Attachment 6 and include potential revisions to the below elements and chapters:

- Introduction Chapter (including Vision Statement)
- Land Use Element
- Housing Element
- Economic Development Element
- Public Service Element
- Juanita Neighborhood Plan
- Totem Lake Business District Plan
- Glossary

Staff suggests that individual Councilmembers introduce their proposed amendments for discussion at the December 10, 2024 meeting.

COMMUNITY AMENDMENT REQUESTS

Three Community-initiated Amendment Requests (CARs) were submitted and studied in the K2044 SEIS Growth Alternative as potential land use policy changes. On May 23, 2024, PC held a public hearing on the proposed CAR’s and recommended approval of the neighborhood plan policies that would support future tasks to study potential Zoning Code amendments to increase housing capacity.

While each request will require a future project to study the requested Zoning Code amendments, there are draft policies in the Juanita Neighborhood (J-16 and J-20) and Totem

Lake Business District (TL-33.1) Plans that include considerations and criteria for those projects, should the Council choose to adopt them with the final 2044 Comprehensive Plan.

It is important to note that adoption of the neighborhood plan policies would not presuppose adoption of any Zoning Code amendments for the CARs; that process will include additional analysis, PC and Council briefings, and public hearings to collect public testimony and consider options for any implementing development standards. If these policies are adopted, Staff would add the zoning amendment projects as potential tasks on the 2025-2027 Planning Work Program.

Michael's Site (Juanita)

Property owners of the site request greater permitted density and height (from 26 feet to 70 feet) to accommodate up to 350 units of housing and approximately 4,000 square feet of commercial space. At their regular meeting on September 3, 2024, Council received and reviewed [Petition G-24-242](#) to "Stop proposed development where Michael's craft store is located in Juanita." The petition was referred to staff and Council will be considering the request described in the petition with their vote to approve Policy J-16 in the Juanita Neighborhood Plan, which directs the development of zoning code amendments to enable more development capacity at the site. If Council approves Policy J-16 (included below) in the Juanita Neighborhood Plan, staff will add the zoning amendment project as a task on the 2025-2027 Planning Work Program.

*Michael's CAR - Juanita Neighborhood Plan Policy J-16:
Develop zoning standard and design guideline amendments for the JBD 4 zone that accommodate an increase in allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should encourage consolidation of parcels to achieve a more integrated development and circulation plan and should also include an emphasis on neighborhood-serving grocery and retail uses, pedestrian amenities, active transportation connections, and safe and efficient egress.*

Note that the above reflects a version of the policy incorporating potential amendments from Councilmember Pascal that staff believes had general Council support per their November 19, 2024 discussion.

Goodwill Site CAR (Juanita)

Property owners of the Goodwill site and two adjacent parcels requested greater permitted density and height (from 35 feet to 75 feet) to accommodate up to 600 units of housing, and up to 15,000 square feet of commercial space. If Council approves Policy J-20 in the draft Juanita Neighborhood Plan, which directs the development of zoning code amendments to enable more development capacity at the site, staff will add the zoning amendment project as a potential task on the 2025-2027 Planning Work Program.

*Goodwill CAR - Juanita Neighborhood Policy J-20:
Develop zoning standard amendments and design guidelines for three aggregated parcels in the NW corner of 100th Avenue NE and NE 132nd Street that increase residential intensity and height allowances, encourage parcel consolidation, and to enable an active, transit-supportive mixed-use site with commercial opportunities, housing variety, safe and efficient ingress and egress, and community gathering opportunities.*

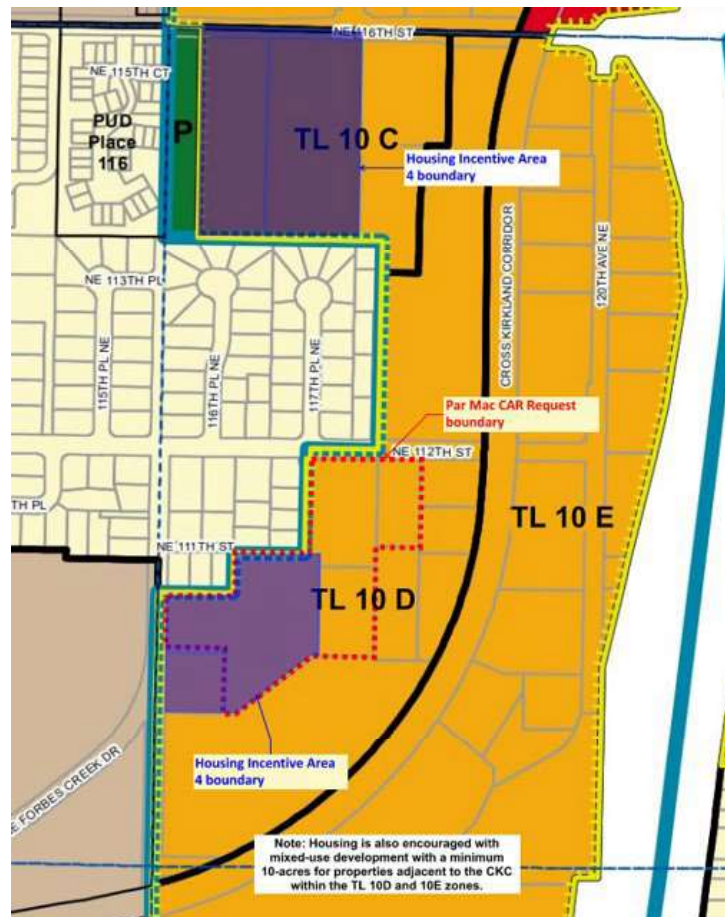
Note that the above reflects a version of the policy incorporating potential amendments from Councilmember Pascal that staff believes had general Council support per their November 19, 2024 discussion.

Par Mac Business Park CAR (Totem Lake)

Background

The Par Mac CAR involves four parcels and seeks land use policy approval for six mix-use buildings (see Par Mac Request boundary in Figure 1 below). This proposal aims to introduce approximately 1,200 residential units along with 30,000 square feet dedicated to residential amenities and neighborhood commercial convenience with associated parking. The properties are located at the southwestern edge of the Totem Lake Business District.

Figure 1: Par Mac site and Southern Industrial Commercial Subarea



The Totem Lake Business District Plan in the Comprehensive Plan identifies 'Housing Incentive Areas, where residential use is permitted within the boundary of an otherwise nonresidential zone⁹. The southern portion of Housing Incentive Area #4 (shown in Figure 2 below) falls under TL 10D zoning (KZC 55.87), which currently allows buildings up to 65 feet in height' if not adjoining a low-density zone.

⁹ Other parts of the TLBD, lot consolidation equaling 10 acres is required to achieve greater building heights for structures containing residential use.

shall be oriented away from and step down in height towards lower intensity residential areas.

During the November 19, 2024 study session, Council reviewed a draft policy proposed by Councilmember Pascal, which would direct the City to develop a coordinated Subarea Plan for the entire Southern Industrial Subarea (shown above in Figure 1 and described in Attachment 6). The subarea planning process facilitates deeper levels of analysis of land use, infrastructure, vehicular and pedestrian circulation, and other critical topics. This process aims to establish a vision for the entire southern industrial commercial area and guide future Zoning Code amendments.

Options for Par Mac CAR Next Steps (December 10, 2024 Council Decision)

On December 10, 2024, Council will consider adoption of the potential new policy by Councilmember Pascal to complete a subarea plan. Regardless of that decision, Council should make a decision regarding the PC's recommendation to expand Housing Incentive Area #4 with adoption of the 2044 Comprehensive Plan. With either option, staff can bring forward a potential task to implement the adopted policies in the TLBD plan to consider including on the 2025-2027 Planning Work Program.

The potential impacts on the expansion of the housing incentive are as follows (see Table 1):

Table 1: Options for Housing Allowances in the Totem Lake Southern Industrial Commercial Subarea

	Description	Effects	Notes
Option A	Adopt the PC recommendation to expand Housing Incentive Area #4 with adoption of the 2044 Comprehensive Plan.	This action would permit residential uses on the subject parcels where it is not currently allowed, but only up to the existing height already allowed in the Zone (with additional zoning regulations to be decided via a future PWP task). While this would not approve the CAR request at the full capacity requested by the applicant, it would increase the capacity for housing on the subject parcels.	
Option B	Do not expand Housing Incentive Area #4 with adoption of the 2044 Comprehensive Plan.	Without expanding Housing Incentive Area #4, Council will defer to the new subarea policy's directive to develop a Subarea Plan for the entire Southern Industrial Commercial Subarea. This would effectively postpone a decision on the CAR request until the completion of the Subarea Planning process.	Staff recommended option subject to adoption of new policy TL-33.1 (see attachment 6)

SUMMARY OF ORDINANCES FOR ELEMENTS AND CHAPTERS

The Council considered all PC recommendations and public comments on the proposed amendments to the Comprehensive Plan at the October 15, 2024 joint study session, and a

follow-up discussion on November 19, 2024. Background information, summaries of environmental analysis, and links to memorandums associated with all of the public meetings are contained in the memorandums prepared for the City Council study sessions.

The following is a summary of the key changes in the ordinance and Exhibits. Findings of Fact to support the City Council's adoption of the amendments are incorporated into the ordinance.

Ordinance 4896 General Elements, Chapters, and Neighborhood Plans (See Exhibits 1 to 17)

1. Introduction Chapter (see Exhibit 1)¹¹

To help streamline the Plan and reduce redundancy, the contents of the existing Introduction Chapter (I), Vision and Guiding Principles (Chapter II), and General Chapter (III) were combined into a revised new Introduction Chapter. Existing Chapter II and III, Implementation Strategies (Chapter XIV), are proposed to be deleted.

Key revisions to the Introduction Chapter:

- Adds the City's adopted Land Acknowledgement statement;
- Adds the revised 2044 Vision Statement to reflect the community's collective vision, values, and aspirations for how the City should grow and evolve over the next 20 years;
- Adds the revised 2044 Guiding Principles to express the citywide key goals, or priorities, for guiding growth and development embodied in the Vision Statement and updated for consistency with City's DEIB goals;
- Revised the Citywide General goals and policies to describe how the City conducts intergovernmental coordination, community engagement, and citywide DEIB goals;
- Revises the various methods the City uses to implement the Plan;
- Adds a list of the Functional and Management Plans (also in the Capital Facilities Element);
- Reduces the amount of text devoted to population and demographic data, and instead refers to the data in revised Community Profile in the Appendix;
- Moves sections of text related to history of Kirkland into a single History of Kirkland narrative, included as an Appendix.

2. Sustainability, Climate, and Environment Element (see Exhibit 2)¹²

The SCE Element guides and provides policy support for the City's functional plans, initiatives, and programs. The policies and goals are designed to protect and enhance the natural environment, and to ensure a sustainable built environment. Climate emissions (greenhouse gas emissions), mitigation, adaptation and resilience are key considerations in drafting policies to reduce carbon emissions. Sustainability and livability are defined in the existing Element. The SCE Element is updated to reflect broad policy support for many of the City's plans such as the Sustainability Strategic Plan, Transportation Strategic Plan, Stormwater Plan and the Urban Forestry Strategic

¹¹ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/introduction-chapter-draft-pc-revised-2024-11-26.pdf

¹² www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-community-amp-commerce/sustainability-climate-environment/pdfs/sce-element_for-council-adoption_k2044_2024-12-10.pdf

Plan. The goals in the SCE Element provide guidance to staff that can lead to future implementation actions not currently in the City’s functional plans and spur other program initiatives that span from City operations to community-wide efforts.

Key revisions to the SCE Element:

- Equity policies are prevalent with a focus on equitable access and prioritization of actions to help vulnerable community members in Kirkland;
- New and revised policies will help with future Critical Area Ordinance compliance and are forward-looking to support implementation of future Sustainability Strategic plan actions;
- Draft goals and policies now include mitigation, adaptation and resilience principles in response to climate impacts. The SCE element is well positioned to comply with future required updates pertaining to State climate legislation and the creation of a greenhouse gas and climate resilience sub-element (e.g., House Bill (HB) 1181); and
- Incorporation of many of the sustainability and environmental requirements from the NE 85th Street Station Area Plan in the rest of the city (such as a minimum threshold for high performance buildings, development standards such as the green factor, and other environmental policies).

3. Land Use Element (see Exhibit 3)¹³

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. This guidance is set forth in the Element through the Land Use Map (showing Citywide Land use designations), and the goals and policies – some of which may serve as policy groundwork, or direction, for future Zoning Code amendments that would implement changes to development capacity. Because residential uses are the predominant uses throughout much of Kirkland’s land area, the Land Use Element is influential in affecting where and how new housing gets developed in the City. The Land Use element is the foundational chapter of the Comprehensive Plan that establishes how Kirkland will accommodate our assigned growth targets (from King County) for the Plan update horizon year of 2044.

Key revisions to the Land Use Element:

- Incorporate King County-assigned 2044 growth targets;
- Establish the 2044 growth strategy by emphasizing focused growth in existing Urban Growth and Neighborhood Centers, while optimizing middle housing citywide;
- Update 2044 Land Use Map and land use designations;
- Incorporate relocated policies related to general design approaches and historic preservation from the Community Character Element (proposed to be repealed);
- Incorporate recommendations from the equity audit of the 2035 Comprehensive Plan; and
- Policy revisions to incorporate new requirements from the GMA, PSRC Vision 2050, and King County Countywide Planning policies.

¹³ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/1_draftlanduse-element_pc-rec9-13-2024.pdf

4. Housing Element (see Exhibit 4)¹⁴

The Housing Element of the Comprehensive Plan establishes goals and policies to help the City meet evolving community needs for a variety of housing that includes affordable housing for a range of income levels and is integral to promoting health and well-being. The objective is to create a city that is livable for all residents, economically prosperous and environmentally sustainable.

The Housing Element was updated to meet new GMA requirements with the enactment of House Bill (HB) 1220 to plan for our share of affordable housing targets to address moderate, low, very low, and extremely low-income housing. The overwhelming housing need in Kirkland over the next 20 years is for households making less than 50 percent of the Area Median Income. Achieving this level of affordability in housing is highly challenging without significant public subsidies and is mostly feasible in zones that permit mid-rise multifamily housing types. Table H-1 in the Housing Element shows the City's housing needs for 2044. The Housing Element was also updated to address racially disparate impacts and displacement.

Key revisions to the Housing Element:

- Incorporate King County-assigned 2044 housing growth targets; and
- Establish new policies to incorporate new requirements from the GMA, PSRC Vision 2050, and King County Countywide Planning policies.

5. Transportation Element (see Exhibit 5)¹⁵

The Transportation Element supports the Land Use Element to ensure that as the City grows, transportation will keep pace with development. The Transportation Element reflects the Transportation Strategic Plan (TSP) updated in tandem with the Comprehensive Plan. The Transportation Element was updated to be consistent with State, Regional, and County land use and transportation requirements.

Key revisions to the Transportation Element:

- Updated policy direction as well as a capital and financial plan, for transportation needs that support planned growth;
- Updates to existing conditions, goals and policies, concurrency projects, and financial forecasts, among other requirements;
- Incorporation of the Safe Systems Approach and Complete Streets into the document and policies; and
- The Capital Facilities Plan (CFP) includes the transportation capital projects that can be funded through the projected 20-year revenue sources dedicated to transportation.

6. Economic Development Element (see Exhibit 6)¹⁶

¹⁴ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/housing/pdfs/housing_element_for-council-adoption_k2044_2024-11-27.pdf

¹⁵ www.kirklandwa.gov/files/sharedassets/public/v/2/public-works/transportation/plans-and-studies/active-transportation-plan-2022/draft_compplan_transportationelement.pdf

¹⁶ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-community-amp-commerce/economic-development/pdfs/economic-development-draft-pc-cc-2024-11-27.pdf

The Economic Development Element describes goals, policies, and strategies that the public and private sectors can implement to support a strong, equitable, and resilient local economy in Kirkland.

Key revisions to the Economic Development Element:

- ***Economic Development Strategy:*** Revised to be equitable and inclusive by adding text to ensure economic growth is distributed across the community, including to historically underserved or underrecognized people;
- ***Business Development Related Policies:*** Revised policies align with the City Manager’s Office’s ongoing Economic Development programs, such as customer service for business and development services; and coordination and collaboration in regional partnerships to promote economic development;
- ***Revised policies:***
 - Support small scale neighborhood commercial uses in residential areas;
 - Identify new ideas for start-up businesses, entrepreneurs, and incubator spaces;
 - Encourage pop up shops on underutilized land or parking lots, and activate parks and other places with businesses;
 - Support Kirkland as an arts destination;
 - Support cross-marketing with the arts, hotels, restaurants, recreational businesses;
 - Encourage the community to buy and invest locally;
 - Would reduce, restructure, or remove parking standards; and
 - Would promote smart city technology;
- ***DEIB Related Policies:*** Provide support for women, minority, LGBTIA+, and immigrant-owned businesses; DEIB-aligned employment practices; and other DEIB goals;
- ***Business Retention Related Policies:*** Encourage Strategizing with businesses and property owners to fill vacant commercial retail spaces; reduce commercial displacement caused by redevelopment; promote commercial tenant protection; support mediation services; support auto dealerships and also help them adapt to changing conditions and provide a significant source of sales tax revenue to the City; and include policies and regulations supportive of home businesses; and
- ***Sustainability Related Policies:*** Aligned with the Sustainability Strategic Plan, Sustainability, Climate and Environment Element, and HB 1181 (new GMA Climate Goal); revised policies to connect economic development to climate resiliency and sustainability action items.

7. Parks, Recreation, and Open Space Element (see Exhibit 7)¹⁷

The Parks, Recreation, and Open Space (Parks) Element supports the continued provision of accessible and well-maintained parks and recreation facilities for current and future community members. The Parks Element promotes conservation of publicly owned natural areas and environmental education. The Parks Element was updated to be consistent with the recently updated City’s Parks, Recreation, and Open Space (PROS) Plan (2022). The PROS Plan is a road map that guides the City in future park and recreation planning and programming, while the Parks Element is focused on high-level policy.

¹⁷ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/parks-rec-open-spaces/pdfs/parks-element_for-council-adoption_k2044_2024-12-10.pdf

Key revisions to the Parks, Recreation, Open Space Element:

- Prioritize underserved communities for park acquisition and improvements;
- Explore innovative solutions to provide parks and related amenities in the City's Urban Centers;
- Create new public access to the Lake Washington shoreline and develop connections between waterfront parks;
- Create active transportation trails to establish connections within parks and neighborhoods, amenities, other routes, etc.;
- Improve Americans with Disabilities Act (ADA) accessibility at City parks and recreation facilities;
- Preserve and enhance tree canopy;
- Incorporate sustainability initiatives at parks and recreation facilities; and
- Explore opportunities for new uses, recreation options, and businesses in and adjacent to City parks and recreation spaces as appropriate.

8. Utilities Element (see Exhibit 8)¹⁸

The Utilities Element addresses water, sewer, surface water, solid waste collection and transfer, electric power, natural gas, telecommunications, and hazardous liquid pipelines and supports the continued provision of utility services to support existing and future development. In addition, the element provides policies for regional coordination of utility needs and support for resource efficiency and sustainability.

Key revisions to the Utilities Element:

- Emphasizes utility/energy conservation, sustainability, reduction of greenhouse gas emissions, and consideration of future climate-related impacts;
- Promote the transition to renewable energy while ensuring the electric grid is stable and can support Kirkland's needs;
- Support ways to make it easier for property owners to install electric vehicle (EV) charging stations and related infrastructure;
- Support installation of EV charging stations (including for bikes and personal mobility devices) in public rights-of-way and at City-owned facilities and parks;
- Make it easier for the community to reduce waste through reusing, repairing, composting, educational programs, and/or incentives;
- Prioritize removing fish passage barriers for public projects;
- Support access to internet service for underserved communities;
- Revise policy regarding the Houghton Transfer Station to reflect the new Northeast Recycling and Transfer Station¹⁹; and
- Revise levels of service for water, sewer, and surface water to refer to the relevant functional plans, which are updated more frequently than the Comprehensive Plan.

9. Public Services Element (see Exhibit 9)²⁰

¹⁸ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/k2044_utilities-element_planning-commission-recommended-version_2024-08.pdf

¹⁹ kingcounty.gov/en/dept/dnrp/waste-services/garbage-recycling-compost/solid-waste-facilities/northeast-recycling-transfer-project

²⁰ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/public-services/pdfs/k2044_public-services-element_planning-commission-recommended-version_2024-08.pdf

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, schools, and libraries. The Public Services Element supports provision of public services to accommodate existing and future growth and the correction and prevention of any existing deficiencies to ensure a safe community and high quality of public services.

Key revisions to the Public Services Element:

- Coordinate with the Lake Washington School District to address public school capacity needs and explore opportunities to create staff and/or other affordable housing on school property;
- Build positive relationships between the Kirkland Police Department, Kirkland Fire Department, and community members;
- Invest in policies and services to support people experiencing mental and behavioral health challenges;
- Work towards ensuring that the City receives a fair allocation of tax revenue to advance King County levy objectives and fill related gaps in services in Kirkland (e.g., affordable housing, permanent supportive housing, crisis response, human services grants);
- Ensure that public facilities are compatible in scale and design with surrounding uses and foster multi-purpose public facilities; and
- Explore the use of new technology or smaller emergency service vehicles/mobility devices to navigate places that are difficult for emergency services to access.

10. Human Services Element (see Exhibit 10)²¹

The Human Services Element supports the provision of services that assist in the physical, economic, social, and quality of life needs of community members (e.g., housing stability, food security, mental health services). The Element supports measures to ensure that human services resources are available and accessible to all, especially currently and historically under-resourced community members. The Human Services Division and Human Services Commission use the Human Services Element as a guiding document to help guide funding decisions for the provision of human services within the City.

Key revisions to the Human Services Element:

- Pursue social justice, equity, and access in human services policies and programs;
- Ensure availability and accessibility of human services programs, regardless of identity, background, or disability status;
- Prioritize funding to nonprofits serving the needs of extremely low-, very low-, and low-, and moderate-income community members;
- Involve the City in direct delivery of human services when there are no other qualified/available providers;
- Participate in capacity building efforts;
- Support people experiencing homelessness and those at risk of losing their housing;
- Support responses for people experiencing crisis or instability including mental and behavioral health services;
- Promote culturally responsive and equitable services for the community including multilingual communications;

²¹ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/human-services/pdfs/k2044_humanservices-element_planning-commission-recommended-version.pdf

- Center the voices of those that would be impacted during decision-making processes (e.g., system users, young people for youth services); and
- Simplify the City’s administrative process for human service provider organizations.

11. Capital Facilities Element (see Exhibit 11)²²

The Capital Facilities Element chapter of the Comprehensive Plan is the policy basis for the City’s capital facilities planning and is tied to Kirkland’s citywide level of service standards for transportation, utilities, surface water, parks, public safety, and public facility services and improvements.

Key revisions to the Capital Facilities Element:

- Update policies to align with regional and Growth Management Act (GMA) requirements;
- Update policies to more closely align the element with the Sustainability, Climate and Environment Element; and
- Update to incorporate long-range capital and transportation projects.

12. Neighborhood and Subarea Plans Chapter 12 (Exhibits 12.A-O)

The Neighborhood Plans establish a vision for each unique Kirkland neighborhood and provide policy guidance to implement the Comprehensive Plan goals while addressing the diverse needs and aspirations of each area. The 2044 Comprehensive Plan updates all neighborhood and subarea plans to align with current citywide goals, including housing diversity and affordability, equitable access to goods and services, and sustainability. These revisions emphasize equity to foster an inclusive and welcoming community across Kirkland and seek to streamline policies to reduce redundancy with other plans and the Kirkland Zoning Code, enhancing the plans’ functionality and efficiency. In addition, the Moss Bay Neighborhood Plan, NE 85 Street Station Area Subarea Plan, and Totem Lake Business District Plan contain minor narrative text updates to comply with PSRC requirements for plans that are used for the PSRC-designated regional growth centers, also known as urban centers (Greater Downtown and Totem Lake).

Exhibits Chapter 12:

- A. Bridle Trails Neighborhood Plan²³
- B. Central Houghton Neighborhood Plan²⁴
- C. Everest Neighborhood Plan²⁵
- D. Finn Hill Neighborhood Plan²⁶
- E. Highlands Neighborhood Plan²⁷

²² www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/capital-facilities/pdfs/capital-facilities-element_for-council-adoption_k2044_2024-11-27.pdf

²³ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12a_bridletrails-neighborhoodplan.pdf

²⁴ www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12b_centralhoughton-neighborhoodplan.pdf

²⁵ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12c_everest-neighborhoodplan.pdf

²⁶ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12d_finnhill-neighborhoodplan.pdf

²⁷ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12e_highlands-neighborhoodplan.pdf

- F. Juanita Neighborhood Plan²⁸
- G. Kingsgate Neighborhood Plan²⁹
- H. Lakeview Neighborhood Plan³⁰
- I. Market Neighborhood Plan³¹
- J. Market Street Corridor Plan³²
- K. Moss Bay Neighborhood Plan³³
- L. NE 85th Street Station Subarea Plan³⁴
- M. Norkirk Neighborhood Plan³⁵
- N. Rose Hill Neighborhood Plan³⁶
- O. Totem Lake Business District Plan³⁷

13. Shoreline Chapter (see Exhibit 13)³⁸

Exhibit 13 is the existing 2015 adopted Shoreline chapter. No revisions were made. An update to the chapter is scheduled for the 2026–2027-year work program.

14. Appendix A: Glossary (see Exhibit 14)³⁹ - The Glossary was revised to include common terms and acronyms used throughout the Comprehensive Plan that were added since the last update in 2015.

15. Appendix B: Housing Inventory and Analysis (see Exhibit 15)⁴⁰ described in the Housing section above.

16. Appendix C: History of Kirkland Document (see Exhibit 16)⁴¹ - A History of Kirkland document has been written by consultant and local historian Dr. Lorraine McConaghy. This document updates and consolidates historical narrative sections scattered throughout the 2035 Comprehensive Plan, primarily in the neighborhood plan chapters. The history document acknowledges our ancestral Coast Salish peoples who lived along Lake Washington and how they used the water and land to live and contribute to the

²⁸ www.kirklandwa.gov/files/sharedassets/public/v/4/planning-amp-building/neighborhood-plan-updates/juanita-neighborhood-plan/12f_juanita-neighborhoodplan.pdf

²⁹ www.kirklandwa.gov/files/sharedassets/public/v/4/planning-amp-building/neighborhood-plan-updates/kingsgate-neighborhood-plan/12g_kingsgate-neighborhoodplan.pdf

³⁰ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12h_lakeview-neighborhoodplan.pdf

³¹ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12i_market-neighborhoodplan.pdf

³² www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12j_market-street-corridorplan.pdf

³³ www.kirklandwa.gov/files/sharedassets/public/v/5/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12k_moss-bay-neighborhoodplan.pdf

³⁴ www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12l_ne-85th-street-subareaplan.pdf

³⁵ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12m_norkirk-neighborhoodplan.pdf

³⁶ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12n_rose-hill-neighborhoodplan.pdf

³⁷ www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/general-neighborhood-plan-amendments/12o_totem-lake-businessdistrictplan.pdf

³⁸ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/shoreline-area-element_2015-adopted-no-changes.pdf

³⁹ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/appendix-a-glossary-draft-pc-cc-2024-12-10.pdf

⁴⁰ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/housing/pdfs/final-draft-housing-inventory-and-analysis_k2044.pdf

⁴¹ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/k2044_historyappendix.pdf

community (drawn largely from the City's existing Native History Document). The history document describes how Kirkland developed as a city, early settlers, industrialization of Kirkland and Lake Washington Shipyards, economic ups and downs of the city, annexations, and acknowledges past discriminatory practices socially, and in real estate. The history narrative is being used, in part, to fulfill the City's obligations to document any history of exclusionary practices and racially disparate impacts per state, regional, and countywide planning policies. The draft History of Kirkland document is available as part of the September 26, 2024 PC public hearing packet.

17. Appendix D: Community Profile (see Exhibit 17)⁴² - The 2023 Community Profile provides existing data, trends, and forecasts about Kirkland and surrounding cities related to land use and capacity, economic, housing, population, demographics, and transportation. Data for the profile used a number of sources including the United States Census Bureau, Washington State Office of Financial Management, the Puget Sound Regional Council, and Kirkland Geographic Information System.

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT STATUS

Staff and Parametrix consultants prepared a Draft and Final Supplemental Environmental Impact Statement (SEIS) to provide a comprehensive assessment of the Comprehensive Plan's environmental impacts, including its many beneficial impacts compared to what would result under the existing Plan.

The Draft and Final SEIS analyzes two "bookend" alternatives, allowing for many different variations between the bookends:

- Existing Plan Alternative (continuation of the existing 2035 Comprehensive Plan and current zoning regulations; includes NE 85th Street Station Area Planned and Planned Action); and
- A Growth Alternative that could allow greater residential and commercial density along frequent transit corridors; implementation of regulations to encourage an increase in affordable and market rate housing citywide; State-mandated middle housing requirements; the proposed Community Amendment Requests for land use changes; and all of the other policies outlined in this memo and elsewhere that would promote broad Citywide goals related to housing affordability, sustainability, equity, and other topics.

Both alternatives can accommodate Kirkland's assigned growth targets for 2044. As previously described, the Planning Commission has recommended a moderate growth strategy that falls between the two bookends.

The Final SEIS is available for review on the K2044 Basics webpage⁴³. The Final SEIS addresses comments received during the comment period from agencies, tribes, community organizations, and the public regarding the proposal and will inform the legislative process for adoption of the Kirkland 2044 Comprehensive Plan.

⁴² www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/2023kirklandcommunityprofile_finalsept2024.pdf

⁴³ www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/2044-comprehensive-plan-draft-seis.pdf

NEXT STEPS

Post adoption, City staff will send the final adopted Comprehensive Plan to the Washington State Department of Commerce and the Puget Sound Regional Council to begin the certification process. In early 2025, staff will be preparing a list of potential projects to begin implementing the 2044 Comprehensive Plan; these potential projects will be provided to the PC to consider incorporating into the 2025-2027 Planning Work Program, which will require review and adoption by Council.

Staff will also evaluate the planning process internally, and with the Planning Commission and Council, to discuss lessons learned and how to improve the next major update and long-range planning processes.

ATTACHMENTS

1. K2044 Community Engagement Implementation Recap
2. Vision Statement Options
3. Revised Land Use Element (with potential staff-initiated amendments)
4. Revised Housing Element (with potential staff-initiated amendments)
5. Revised Policies - Miscellaneous Elements (with potential staff-initiated amendments)
6. Potential Amendments Initiated by Councilmembers



**Kirkland 2044 Comprehensive Plan Periodic Update
Public Outreach & Community Engagement Recap
*November 2024 - Revised Draft***

This document summarizes the community engagement activities and stakeholders groups the City of Kirkland reached out to during the 2022-2024 2044 Comprehensive Plan periodic update.

Overview

With the K2044 update process, the City invested particular energy, staff resources, and consideration into engaging people underrepresented in civic life (i.e., “priority populations”), in addition to current residents and known community leaders. A [2022 Community Engagement Plan \(Broadview Planning\)](#) was prepared for the update process, and staff implemented many of the actions therein beginning in 2022 through 2023. A K2044 logo and tagline was created (see above). The K2044 engagement approach utilized both digital and in-person platforms to reach community members and Kirkland visitors to “*Meet people where they are*”.

With help from over 15 Planning Division staff members, we were able to meet community members where they are by attending and hosting events. We worked closely with the City Manager’s Diversity, Equity, Inclusion and Belonging (DEIB) Manager, Erika Mascorro and the communication team, incorporating their engagement and outreach recommendations. Where feasible, community engagement for both the Comprehensive Plan and Transportation Strategic Plan were combined throughout the process.

Engagement continued in 2024 with open houses prior to each public hearing and in response to community interest in the draft goals and policies in the Plan, status updates were distributed in a utility billing, GovDelivery, This Week In Kirkland (TWIK), and other media channels, and staff attended neighborhood association and community organization meetings. Throughout this process, we continue to learn and improve our methods and strategies for effective communication with the community.

Community Outreach and Engagement Activities

The following list summarizes and quantifies the key community outreach and engagement strategies staff used during the 2022-2024 update process and number of people reached or events held:

Project webpage updates, listserv emails and newsletter announcements (over 9,700 people reached and an estimated over 400 people interacted directly with K2044 content);

Redesigned K2044 webpage: In March 2024, in response to community feedback about how people were finding information about the Comprehensive Plan, the City launched a redesigned K2044 webpage⁸ to help the community learn more about the K2044 update. The webpage includes a landing page for key topic areas, including: draft goals and policies for each Element; basic information about the Plan update; the neighborhood plan updates; and a community engagement page detailing how to get involved in the process, and how to submit comments. The Transportation Strategic Plan update webpage⁹ provides information about that process;

Stakeholders & Community Groups: The City identified stakeholder and community groups and contacted these groups with information about the Comprehensive Plan update and how to get involved in this process (see list below). These included Kirkland Alliance of Neighborhoods (KAN) and individual neighborhood associations, Tribes, high schools, and surrounding jurisdictions. Staff contacted this list to recruit individuals to serve on the focus groups discussed below;

Community-wide visioning event January 2023;

Publication of informational handouts on various topics, frequently asked questions (including introduction materials translated into the four most common languages in the City besides English);

Community Surveys: The City created four public surveys throughout 2023 that covered the major topics in the Comprehensive Plan (Sustainability, Climate, Environment, Housing and Human Services, Land Use and Transportation, and Economic Development), receiving nearly 2,257 responses from community members. A communitywide visioning Survey received 165 responses. These survey responses helped to inform revised or new policies that meet the needs of the community;

Public comments: Public comments were accepted throughout the Comprehensive Plan update process from email, Our Kirkland Q-Alert system (506 comments from Q-Alert) and forwarded to the Planning Commission and City Council. All the comments are available for viewing on the K2044 update webpage. Public comments are also available organized by subject matter;

Local Events: City staff attended over 40 community events and meetings throughout 2022 and 2023 to engage with the community and receive feedback on various topic areas. The intent here was to meet people “where they are” and not require attendance at special K2044-themed meetings. This included Evergreen Health Fair, Bike Everywhere Day, Pride Crosswalk Ribbon-cutting, Juneteenth, Totem Lake Bridge Connector Opening (estimated to have reached over 600 members of the public through community and tabling events), meeting with Youth & Senior Councils, neighborhood groups and local school students, and attending events in the community such as farmer's markets, health fairs, Kirkland City Hall for All, Town Hall on Bikes, Parks Movie Night announcements, neighborhood association meetings, and more;

School Class projects with Lake Washington and Juanita High Schools and student surveys (communicated directly with over 80 students, not including those that filled out surveys);

Focus Group recruitment focused on priority populations (reached out to over 150 organization contacts or individuals representing priority populations);

Focus Group Sessions: The City hosted eight small group, 90-minute sessions with interested community members for Sustainability, Climate, Environment and Parks, Land Use and Transportation, Housing and Human Services, and Economic Development elements (65 focus group participants). The purpose of the focus groups was to review existing policies, develop guiding principles, and draft new policies for specific elements of the Plan. As an incentive, debit cards were available to focus group participants;

Boards and Commissions: Presentations to community groups including Boards and Commissions (City Council, Planning Commission, Transportation Commission, Park Board, Youth Council, Senior Council, Human Services Commission), neighborhood associations, and Kirkland Alliance of Neighborhoods were briefed on the K2044 update and provided input;

Special Presentations: The Washington State Department of Commerce and City hosted a community educational event, a “Short Course on Local Planning” in May 2023. The course included discussions on the Growth Management Act, requirements for Comprehensive Plans and an overview of Kirkland’s Plan, the role of Planning Commissions and Planning staff in planning processes, and the legal basis for planning in Washington State (15 people attended in person; 36 people online);

Neighborhood Plan update process and stakeholders: Neighborhood working groups comprised of interested community members were formed for both the Juanita and Kingsgate neighborhoods to help inform the in-depth update they received. The Juanita Working Group consisted of 12 community members that met four separate times at various stages of the process to help establish and refine the drafted policies. The Kingsgate Working Group included 9 community members that met three times throughout the process. Staff held visioning workshop events in each neighborhood, wherein over 30 community members attended each event. Detailed summaries are available for the Juanita Visioning Workshop¹ and the Kingsgate Visioning Workshop² on their respective project webpages. Staff also conducted outreach to both neighborhood associations, engaged with targeted groups in the neighborhoods such as Youth Eastside Services staff working at both Kamiakin Middle School and Juanita High School, and promoted the plan update to owners of adult family homes. Engagement with the Kirkland Youth Council, KAN, and King County Library System staff helped inform the plans as well. In Juanita, public notice signs were placed at the Michael’s and Goodwill sites to educate the public on potential land use changes, and the Juanita Working Group got an opportunity to meet with the property owners of each site to better understand their land use change proposals. All digital and media forms of outreach and public notice utilized for the K2044 update, as referenced above, were also used to advertise the Neighborhood Plan updates. This includes a neighborhood survey for each neighborhood, which received 333 responses for the Juanita Neighborhood Community Survey, and 312 responses for the Kingsgate Neighborhood Community Survey. These are among the highest numbers for neighborhood planning survey responses in recent history. Survey results were summarized and analyzed by staff at-length and posted to the project webpages through a Juanita Community Survey

¹ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/juanita-neighborhood-plan/juanita_visioningworkshop_summary_final.pdf

² www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/kingsgate-neighborhood-plan/kingsgate_visioningworkshop_summary_final.pdf

Executive Summary³, as well as a Kingsgate Community Survey Executive Summary⁴. with executive summaries published to the Juanita Neighborhood Plan and Kingsgate Neighborhood Plan Update webpages. For the general, less intensive updates to the other 13 neighborhood and subarea plans, staff engaged with KAN and other community members, provided details of the scope of the update on a project webpage, and responded to community input through revisions of the drafts;

Media outreach and public notice: Since 2022, information about the Comprehensive Plan have been published in This Week In Kirkland, This Week in Kirkland podcast, K2044 email update bulletins, the City’s social media pages, and through neighborhood association email lists. Public Notices were distributed pursuant to requirements in Zoning Code Chapter 160 prior to each public hearing, including installing notice boards and mailing notices related to each Community Amendment Request location. Responses to community questions or comments have been provided by staff via Our Kirkland and email;

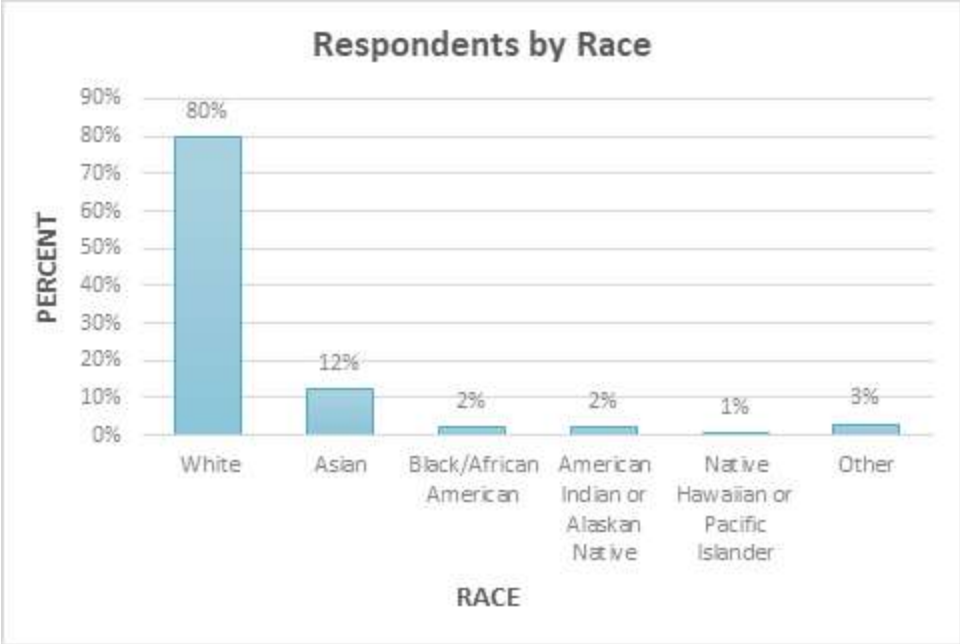
Demographic Information (excerpt from the July 18, 2023 City Council meeting briefing):

Demographic Challenges in 2023-

One of the main challenges throughout the community engagement process has been to reach those who have not traditionally been involved in citywide planning projects, including Black, Indigenous, People of Color (BIPOC) communities, immigrants, lower income households, and renters. In 2022, 28% of Kirkland’s population of 93,570 identified as “non-white” (see Attachment 3). Based on the combined responses of the three community surveys (Sustainability, Climate, Environment and Parks Survey, Housing and Human Services Survey, and Land Use and Transportation Survey), 80% (1,009 survey participants) identified as White, while only 20% (257 survey participants) identified as non-White (i.e., Black/African American, Asian, American Indian, Alaskan Native, Native Hawaiian, Pacific Islander, or other).

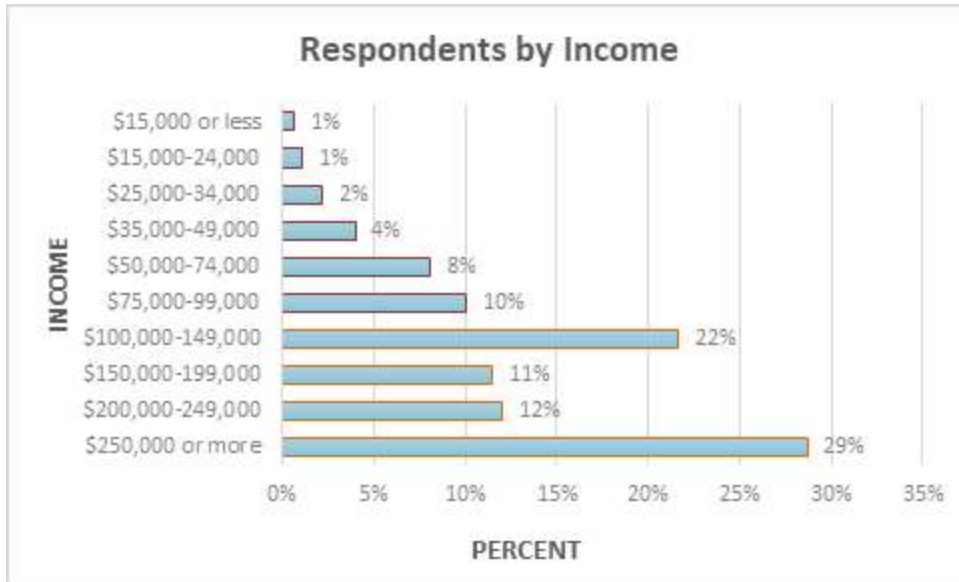
³ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/juanita-neighborhood-plan/juanita_survey_summary_01082024.pdf

⁴ www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/neighborhood-plan-updates/kingsgate-neighborhood-plan/kingsgate_survey_summary_01082024.pdf



Additionally, of the 54 total focus group participants (Sustainability, Climate and Environment, Land Use and Transportation, Housing and Human Services), 70% (38 participants) identified as White, and 30% (17 participants) identified as non-White. Staff believes that more targeted outreach conducted to recruit focus group participants helped achieve the desired outcome of better reflecting the diversity of the community.

Another trend observed through outreach efforts was that fewer survey respondents representing the median income range in Kirkland participated compared to those in the higher income ranges (i.e., survey respondents are disproportionately higher-income). According to the U.S. Census Bureau, the median income for a household in Kirkland is approximately \$122,000. Of the 1,003 survey participants that chose to answer the income question, 74% reported annual household incomes above \$100,000 while 26% reported incomes of \$99,000 or less (see graph below).



Similarly, of the 40 focus group participants that chose to answer the income question, 75% reported household incomes of \$100,000 or more and 25% reported household incomes less than \$99,000.

With the K2044 Update process, staff has significantly increased participation of the city's youth working with the Youth Council and high school students on class projects related to ideas for increasing affordable housing and ideas for improving the pedestrian and bike infrastructure. Based on preliminary review of the information received, staff will continue to explore and expand options for reaching community members that better represent the makeup of Kirkland. Additionally, staff has worked with the Senior Council to provide briefings on each Comprehensive Plan element and has ensured there are representatives of the Council in each focus group thus far.

Sample stakeholder's list of organizations, associations, cities, and agencies City distributed public outreach materials to during the planning process:

Right to Breathe Committee	Muckleshoot Tribe
Eastside Race & Leadership Coalition	Tulalip Tribe
Indivisible Kirkland	Stillaguamish
Eastside for all	Suquamish
Global Diversity Partners	Chinese Information Service Center (CISC)
Eastside Pride	Indian Association of Western Washington (IAWW)
Chief Seattle Club	Apartment Managers
King County Promotores Network	Bellevue College
Lake Washington Institute of Technology	LWSD ASB Project; Curriculum; Events
Ismaili Faith Group	Lake Washington High School
Hopelink	Juanita High School
Friends of Youth	Lake Washington School District
Center for Ethical Leadership	Muslim Community and Neighborhood Association (MCNA)
Livable Kirkland	Muslim Association of Puget Sound
Duwamish Tribe	
Snoqualmie Tribe	

Eastside Interfaith Social Concerns Council	Sustainability Ambassadors
St. Louise Catholic Church	Movement of Advocacy for Youth
Muslim Community Resource Center (MCRC)	EasterSeals of Washington
Lakeside Christian	Lighthouse for the Blind
Fostering Interfaith Relationships on the Eastside (FIRE)	Leadership Eastside
Kirkland Interfaith Network (KIN)	Eastside Legal Assistance
IMAN Center	Lake Washington Institute of Technology
Kirkland Jewish Community (KJC) group	Northwest University
Congregations for the Homeless	Lake Washington School District
The Sophia Way	African American Student Advocacy Program (AASAP) - Juanita HS
LifeWire	Gay Student Alliance (GSA) - Juanita HS
Eastside Homeless Advisory Committee (EHAC)	Assisted Living or Senior Housing Facilities
King County Housing Authority	SEPA Agencies with jurisdiction list; surrounding cities
ARCH	Standard Public Notice Distribution List
Imagine Housing	Multi-family management companies
Attain Housing	Neighborhood Associations
DASH (District Alliance for Safe Housing)	Kirkland Alliance of Neighborhoods
Community Homes, Inc. - People with Disabilities	Feet First
HERO House - People with Disabilities	Washington Bikes
New Bethlehem Project - Homeless	Kirkland Greenways
Helen's Place (Sophia Way)	Transit Riders Union
Eastside Legal Assistance	Transportation Choices Coalition
Eastside Human Services Forum	Interlaken Trailblazers Walking Club Bellevue, WA
Hopelink	Evergreen Trails
Catholic Community Services	King County Metro Transit
Salthouse Church	Lake Washington School District
Safe parking program at LKW United Methodist Church	Bridle Trails Park Foundation
City of Bellevue (Bellevue Network on Aging)	Equine Advisory Group
Peter Kirkland Community Center (PKCC)	Kirkland Arts Center
Disability Rights Washington	Kirkland Performance Center
Highland Community Center - Bellevue	Kirkland Heritage Society
PTSA for students w/ disabilities	Master Builders Association
BSF Transition Program - graduates	Business email list newsletter
AtWork!	Kirkland Chamber of Commerce
PROVAIL	
Community Homes, Inc.	
IKRON	
EasterSeals of Washington	
Tenants Union of Washington State	
Boys & Girls Club of Kirkland	
WRAP Around Services	
Jubilee Reach	
Eastside Pathways	
Eastside Pathways - School Readiness	
Youth Link Board	
Youth Eastside Services	
Childcare Resources - Kalidescope	
Childcare Resources	
Children's Therapy Centr	

Vision Statement Options – December 10, 2024 Council Meeting- Draft 11/25/2024

Shortened K2044 Vision Statement - Agenda Sheet

November 19, 2024 City Council comments: Council discussed that the existing version of the Vision Statement used on the Council Agenda sheet could be an acceptable version to consider for adoption with minor edits (reflected in December 10 version below).

December 10, 2024 Meeting Version: Amended Existing 2015 Vision Statement - Agenda Sheet

Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place ~~to live, work and play for everyone to be~~. Civic engagement, innovation and diversity are highly valued. We are respectful, fair and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations. (69 words)

November 19, 2024 Meeting Version: Abbreviated rewrite of 2044 PC recommendation – Agenda Sheet

Kirkland values all people, celebrating diversity and inclusion while combating racism. The city is accessible for all abilities, supporting various travel modes. Housing is abundant for all life stages. Kirkland is innovative, economically vibrant, and provides essential public services and infrastructure. It's a sustainable city, preserving the environment for future generations, and remaining resilient and livable amid a changing world. (60 words)

Could add footnote: See Comprehensive Plan Introduction Chapter for adopted 2044 Vision Statement.

2044 PC recommendation (Longer version for Introduction Chapter of Comprehensive Plan)

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, and utilize transit services, and new innovative modes of travel. Diverse housing accommodates residents in every stage of life and is accessible to shops, services, and job opportunities citywide.

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

Kirkland is a sustainable city that preserves and enhances our natural and built environment for current and future generations. Kirkland is resilient and livable in the face of climate change. (109 words)

PLANNING COMMISSION RECOMMENDED VERSION

Track changes reflect potential amendments to the PC-recommended version of the draft element. Track changes based on Council feedback, showing potential amendments to PC recommendation. Last update: November 26, 2024.

3. LAND USE ELEMENT

Purpose

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

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

- Streamlining development review, design review processes, and permit review timing to support increasing the City's housing stock, including affordable housing, middle housing and sustainable green building; and
- Enabling a complete community to meet people's daily needs.

Vision

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

Affordable Housing

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

Accessible Places

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

Small/Middle Businesses

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

Mixed Uses

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

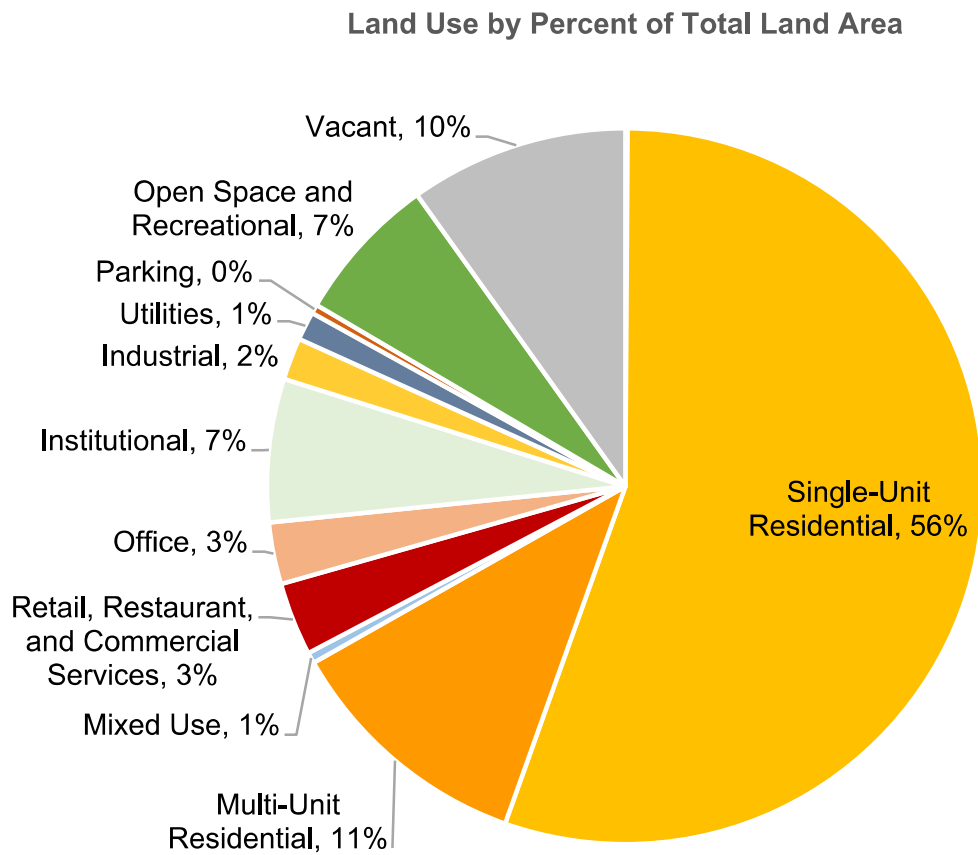
Green Communities

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

Existing Conditions

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

Figure LU-1: Current Land Uses in Kirkland



Source: King County Tax Assessor, 2020

Between 2024 and 2044, the City is expected to accommodate 13,200 new housing units and 26,490 new jobs. These projections are referred to as “growth targets.” Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates growth targets to jurisdictions and Kirkland is responsible for planning for the increased needs for housing, non-residential floorspace, open space, and public services. This serves as the minimum growth that must be planned for; Kirkland’s 2044 growth targets are

shown in Table LU-1 below, and housing needs are further articulated into specific income segments as addressed in the Housing Element. The 2044 Comprehensive Plan must also provide capacity for housing targets assigned for specific income levels (or ranges of affordability), shown in Table LU-2 below.

Table LU-1: 2044 Growth Targets

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

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

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

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.

TableFigure LU-23: Greater Downtown Regional Growth Center Summary

<u>Land Area (acres)</u>	<u>564</u>
<u>Designation Year</u>	<u>2023</u>
<u>Center Type</u>	<u>Urban</u>

<u>Existing Population</u>	<u>8,720</u>
<u>Existing Housing Units</u>	<u>4,611</u>
<u>Existing Employees</u>	<u>13,202</u>
<u>Existing Activity Units Per Acre</u>	<u>39</u>
<u>Jobs Per Resident</u>	<u>1.5</u>
<u>2044 Total Planned Population (approximate)</u>	<u>19,454</u>
<u>2044 Total Planned Housing Units (approximate)</u>	<u>8,570</u>
<u>2044 Total Planned Employees (approximate)</u>	<u>23,138</u>
<u>Planned Activity Units Per Acre</u>	<u>76</u>

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

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

TableFigure LU-34: Totem Lake Regional Growth Center Summary

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

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

While the designated Regional Urban Growth Centers and existing neighborhood centers will continue to be the focus of new growth, areas outside the Centers are also becoming more

dense as the City experiences new mixed use development and infill development with new plats and middle housing construction in traditionally lower-density residential areas of the City. Future growth is expected to be distributed throughout the City at varying scales.

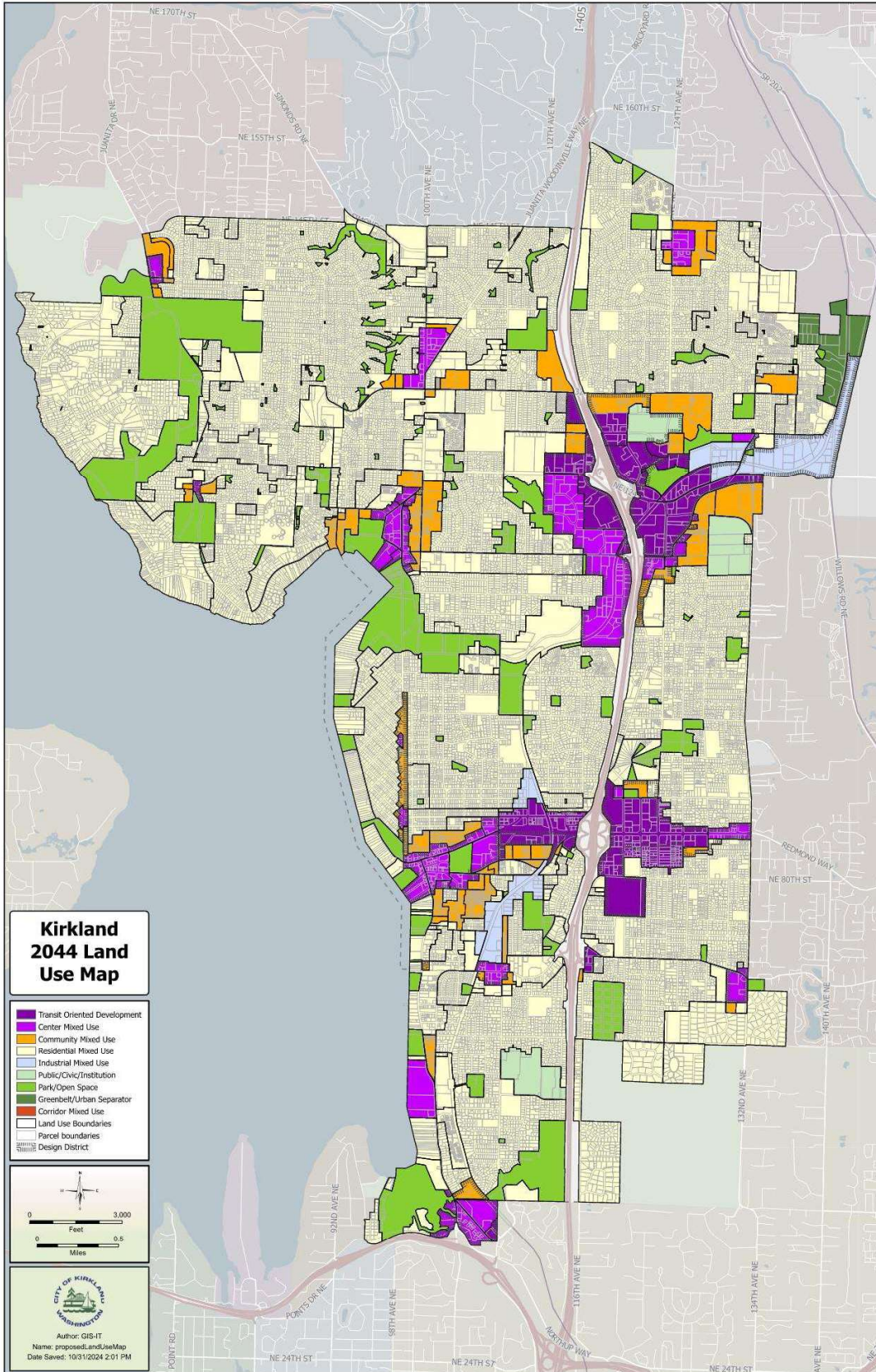
Land Use Map and Definitions-Designations

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

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

With the 2044 Land Use Element update, the map has been amended to reflect that nearly all designations allow more than one type of use and are more accurately denoted as “Mixed Use” designations of varying scales. Future changes to the Land Use Map and related zoning may be initiated by the City Council based on Council policy objectives or based on ideas presented by the Planning Commission, City staff, a neighborhood planning process, or community member requests. The Land Use Element and Housing Element work together to guide future growth, and several policies in both elements refer to “Urban Growth Centers” and/or “Neighborhood Centers.” While “Urban Growth Center” and “Neighborhood Center” are not distinct Land Use designations in Figure LU-2, there are specific Land Use designations commonly applied to these areas, including the Transit Oriented Development, Center Mixed Use, and Community Mixed Use designations. The Urban Growth Center and Neighborhood Centers map (Figure LU-3) shows what areas of the City are being discussed in any policies using these terms.

Figure LU-2: Comprehensive Land Use Map



Land Use Definitions Designations

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

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

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

Residential 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.

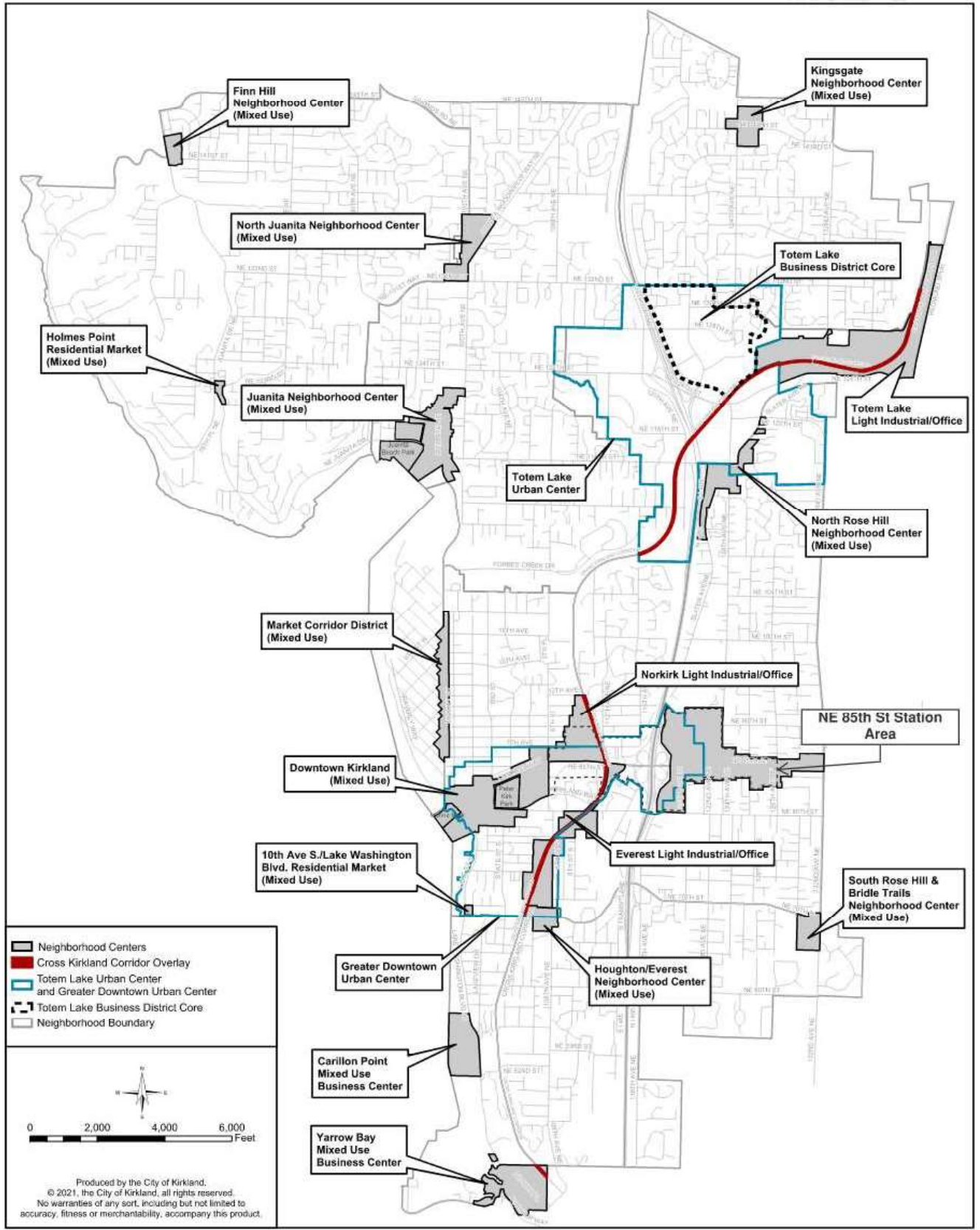
Industrial Mixed Use – Accommodates production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city.

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.

Figure LU-3: Urban Growth Centers and Neighborhood Centers Map



Goals and Policies

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

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

Growth Management

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Available capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-3 below shows that the City can accommodate the 2044 growth targets with its available capacity. The Housing Element and Housing Needs Inventory in the appendix of the 2044 Comprehensive Plan provide more information about Kirkland's housing unit capacity for different income segments.

Table LU-35: Comparison of 2044 Growth Targets and Available Capacity

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

Source: Capacity Analysis prepared by Parametrix consultants (2024)

Policy LU-2.4: REMOVED.

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.

Policy LU-2.6: Expand access to housing by growing Kirkland's regional Urban gGrowth eCenters and neighborhood commercial centers, ~~areas that have potential to be 10-minute neighborhoods, and areas within a 0.5-mile walk of full-service grocery stores.~~

Kirkland's regional Urban gGrowth eCenters and neighborhood commercial centers (shown in Figure LU-3) provide opportunities to expand access to more housing choices and more affordable housing within walking distance of transit and commercial services. These areas of the City are those that have the most potential for supporting neighborhoods where most daily needs can be reached on-foot within 10 minutes.

Land Use and Transportation Linkages

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

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

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

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

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

[November 19, 2024 Version] *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 and near Urban Growth Centers and neighborhood centers 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.

[Alternate December 10, 2024 Version] *Policy LU-3.2: Focus the development of affordable housing and higher intensity residential uses, ~~including affordable housing, offices, community facilities, shops, and services in areas that have commercial services, parks and open space, and good access to schools and quality transit service~~ and near Urban Growth Centers and neighborhood centers, and consider prioritizing areas with frequent transit service in order to support access to opportunity.*

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

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

~~Policy LU-3.3: Encourage housing, offices, community facilities, shops, and services in and near Urban Growth Centers and neighborhood centers at or near significant 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.~~

[Alternate December 10, 2024 Version] *Delete policy LU-3.3 in lieu of consolidated revised Policy LU-3.2.*

Policy LU-3.4: Focus higher intensity land uses primarily in and near Urban Growth Centers and neighborhood centers areas served by frequent transit service.

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

[Alternate December 10, 2024 Version] *Delete policy LU-3.4 in lieu of consolidated revised Policy LU-3.2.*

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 and near Urban Growth Centers and neighborhood centers, and for neighborhood-serving commercial uses designed to foster foot and rolling traffic, ~~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.

Policy LU-3.10: Encourage and incentivize the provision of childcare facilities in all neighborhoods.

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

Residential Mixed Use Areas

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

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

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

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

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

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

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

Policy LU-4.3: 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 policies to optimize middle housing ~~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 in and near shops and services, employment centers, and transportation hubs~~ Urban Growth Centers and neighborhood centers.

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

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

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

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

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

Policy LU-4.7: Evaluate planning in the Totem Lake and Greater Downtown regional growth centers and high-capacity transit station areas for their potential physical, economic, and

cultural displacement of marginalized residents and businesses, and use a range of strategies to mitigate displacement impacts.

Commercial Mixed Use Areas

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

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

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

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

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

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

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

Urban Design

- *Create lively and attractive districts with a human scale.*
- *Create attractive, pedestrian-oriented plazas, courtyards, and streets through building placement and design and by minimizing the obtrusive nature of parking lots.*
- *Support a mix of retail, office, and residential uses in multistory structures; or mixed uses in a horizontal orientation.*

- *Create effective transitions between areas of varying intensities.*
- *Encourage incorporation of green infrastructure such as bioswales, functional planter beds, green walls/roofs, and other similar features.*

Access

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

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

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

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

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

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

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

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

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

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

The general principles for Neighborhood Centers (see Figure LU-3) are intended to preserve and enhance vibrant, economically healthy, and walkable communities. Each neighborhood plan should ensure that its vision and policies respond to the unique qualities of the area.

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

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

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

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

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

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

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

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

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

Open Space and Resource Protection

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Essential Public, Government, and Community Facilities

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

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

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

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

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

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

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

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

- *Accessibility to the people served;*
- *Public involvement, especially from historically marginalized communities;*
- *Transitions to, and/or compatibility with, surrounding uses;*
- *Fostering excellent urban design and incorporating amenities;*

- *Preservation of natural resources;*
- *The cost-effectiveness of service delivery;*
- *Location near transit and mixed use centers;*
- *Mitigating climate change, economic, and health impacts; and*
- *The goals and policies of the City's Comprehensive Plan.*

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

Policy LU-8.3: Design essential public facilities as well as government and community facilities to reduce incompatibility with adjacent land uses. Do not locate new housing in land designated for Parks or Open Space.

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

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

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

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

Sustainable Land Use

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

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

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

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

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

Historic Identity and Preservation

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

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

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

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

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

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

Table LU-6 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland and Figure LU-4 identifies the location.

The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table LU-6. All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain "Landmarks," designated by the Kirkland Landmark Commission, and "Historic Landmarks," designated pursuant to Chapter 75 KZC.

Development permits involving buildings, structures, sites and objects in Table LU-6 are subject to environmental review under the City's local SEPA regulations. In addition, landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to Kirkland Municipal Code Title 28. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council. City of Kirkland "Historic Landmarks" noted with a footnote (¥) are subject to review under Chapter 75 KZC.

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

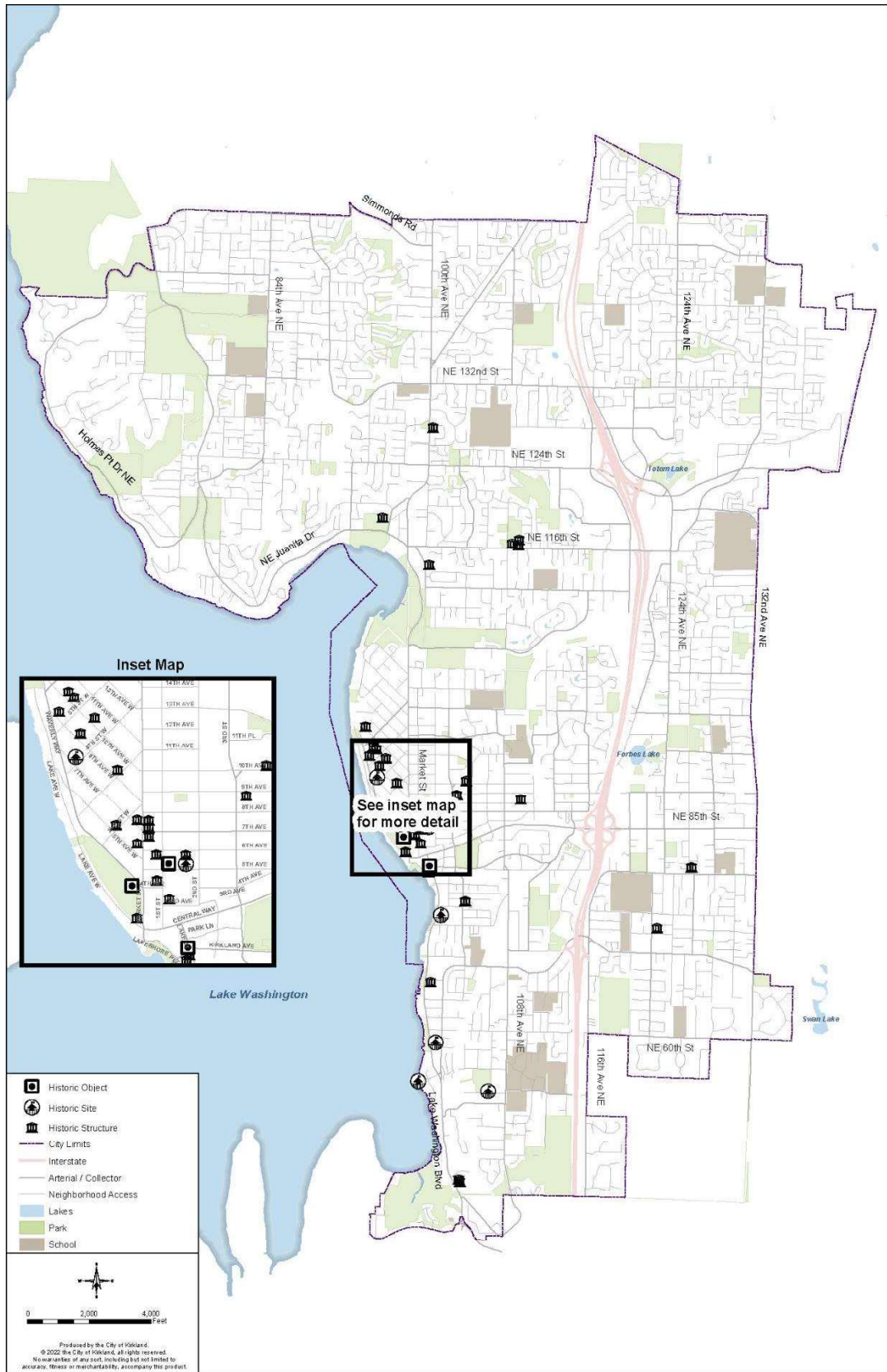


Table LU-6: Designated Historic Buildings, Structures, Sites and Objects

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

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
Buchanan House (formerly known as Trueblood House)	129 6th Ave. (moved from 127 7th Ave.)	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
¥Marsh Mansion	6610 Lake Wash. Blvd.	French 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
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market

Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved from 6436 Lake Washington Blvd.)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
¥Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved from 10129 NE 63rd)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.	Site only – Structure demolished May 2014	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Site only – Structure demolished	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Norkirk
Shumway Site	510 – 528 Lake St. S.	Site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	Site only		Anderson/WW	Lakeview
Lake House Site	10127 NE 59th St.	Site only		Hotel	Lakeview

*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
¥Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAulife Park)	Residential Vernacular	1887	Harry Langdon	Juanita
Ostberg Barn	10836 NE 116th St. (McAulife Park)	Barn	1905	Agriculture	Juanita
Johnson Residence	10814 NE 116th St. (McAulife Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	Juanita
Carillon Woods Park	NW corner of NE 53rd St. and 106th Avenue NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton
¥346 10th Ave. Residence	346 10th Ave.	Bungalow	1921		Norkirk
¥307 9th Ave. Residence	307 9th Ave.	Craftsman	1918		Norkirk
*Barth House	7304 122 nd Ave NE	Residential Vernacular	1912	Barth Family	South Rose Hill

Footnotes:

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

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

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

The City recognizes its historic resources in the following priority:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Visual Identity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PLANNING COMMISSION RECOMMENDED VERSION

Track changes reflect potential amendments to the PC-recommended version of the draft element. Last update based on Council feedback, November 14, 2024.

VII.4. HOUSING ELEMENT**Purpose**

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

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

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

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

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

- Analyze existing housing conditions;

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

Vision

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

Existing Conditions

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

As of 2023, Kirkland's population estimate is 96,920 and is the sixth most populous city in the Cranks~~6th in county by population~~. In 2011 the city experienced a significant population increase by annexing the last of its allocated unincorporated areas, the Finn Hill, North Juanita, and Kingsgate neighborhoods. With no more land annexation opportunities to incorporate future population, growth within the city will occur as infill urbanization.

Jobs and Housing

The median household income in Kirkland stands at \$130,620, and the City has experienced a 23 percentage-point increase in professionals earning \$75,000 or more since 2010. These wage earners can afford higher rents or mortgages, leading to a focus on market-rate housing development for this group and exacerbating affordability issues for lower-income households.

Kirkland offers limited housing options for households earning less than \$50,000 annually due to rising prices driven by demand. Additionally, Kirkland's job growth is starting to outpace housing development.

Tenure and Housing

The city's housing supply is still majority homeownership, 60% as of 2020, although the number of rental housing units has steadily increase since 2010, its share of the total inventory has decreased from 43% (2010) to 40% (2020). Renters are more likely than homeowners to be moderately or severely burdened by housing costs, 23% of owner-occupied households are moderately or severely burdened, compared to 38% of renter-occupied households.

Unit Size and Regulated Housing

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

Race, Ethnicity and Housing

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

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

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

Age and Housing

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

Future Housing Trends

Between 2024 and 2044, the City is expected to accommodate a housing growth target of 13,200 new housing units. Under the Growth Management Act, planning policies must seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council allocates housing growth targets to jurisdictions, and Kirkland is responsible for planning to meet its allocated needs for housing. Table H-1 shows Kirkland’s allocated housing growth by income segment. In addition to these housing growth targets Kirkland must accommodate 2,522 units of emergency housing¹ by 2044. Emergency housing projections and allocation assume current trends with regards to meeting all housing needs at each income level. If Kirkland succeeds in providing enough housing within the planning period to meet all permanent housing needs at all income levels, then it is not expected to meet its need of emergency housing.

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

Table H-1: Housing Needs 2020-2044

Income Segments	Existing (2019/20)	Need	2044 Total
≤30% AMI; PSH	12 <1%	2,546	2,558 5%
≤30% AMI; non-PSH	1,040 3%	4,842	5,882 11%
>30 – 50% AMI	1,784 4%	3,052	4,836 9%
>50 – 80% AMI	3,734 9%	1,022	4,756 9%
>80 – 100% AMI	8,141 20%	228	8,369 16%
>100 – 120% AMI	5,213	259	5,472

¹ “Emergency Housing” includes emergency housing and emergency shelter and is in addition to permanent housing needs.

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

	13%		40%
>120% AMI	20,094 50%	1,251	21,345 40%
Total	40,018	13,200	53,218

Source: ~~Table H-1: King County, 2023, Countywide Planning Policies.~~

As noted above, Kirkland has experienced significant growth and changes in its community demographics and housing conditions. As the city plans to accommodate future growth it will need to plan for a 33% increase in housing units by 2044 along with a 52% increase in employment with a large portion of this growth, and at least ~~8,916~~ 11,462 housing units affordable to households with incomes ~~≤80% AMI~~ at or below 80% AMI. These demographic shifts and housing trends are crucial for understanding the city's needs and planning for its future. To determine if the city is meeting its allocated housing needs by income segment a housing land capacity analysis was conducted³. Based on projected housing needs the city is showing a deficit of housing capacity with existing 2024 zoning, in particular for providing housing for households earning at or below 50% AMI. The goals and policies of this chapter are intended to address this gap in housing need and to ensure that Kirkland remains a welcoming place and provides an opportunity for current and future residents to thrive.

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

Goals and Policies

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

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

Housing Supply, Affordability, Equity, and Diversity

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

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

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

Increase housing supply, particularly for households with greatest need.

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

Policy H-1.1: Prioritize ~~context-sensitive~~ regulatory and programmatic reforms to urgently bridge gaps in the city's housing land capacity for households at or below 50% AMI while also taking into consideration surrounding neighborhood conditions, both in terms of infrastructure and service availability and amenity capacity where this housing is located.

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

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

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

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

Policy H-1.6: ~~Develop a context-sensitive program, in terms of sufficient infrastructure, services, and amenity capacity, for faith-based, or other non-profit and community-based organizations that are seeking to develop affordable housing on-site. Prioritize developments with income-restricted units for households making 30% or less AMI and projects that provide on-site services for households most impacted by shortages of affordable housing.~~ Create a program that allows faith-based, or other non-profit and community-based organizations, to create customized development regulations for their properties in exchange for providing substantial public benefits, including affordable housing. The customized regulations and associated public benefits must be considered by Planning Commission and ultimately approved by City Council on a property-specific basis. The City must provide comprehensive public notice to surrounding properties of any proposed changes and associated public benefits. Preference should be given to projects with deep levels of housing affordability that provide space for continued operation of the faith-based and other community organizations.

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

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

Policy H-1.9: Help preserve housing stock by evaluating and managing the inventory of short-term rentals. Increase the supply of attainable housing, fostering a more inclusive and balanced community for individuals and families earning up to 120% AMI by implementing strategies to encourage developers to go beyond existing inclusionary zoning requirements.

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

To create healthy, equitable, vibrant communities well-served by infrastructure and services Kirkland will direct much of its housing growth into its designated Urban Growth Centers, neighborhood commercial centers, and in near neighborhoods where existing and planned transportation and infrastructure has been identified in the Transportation Element, Capital Facilities Element, and Utilities Element, and related functional plans. This policy that supports Land Use Element goals and policies that promote compact, efficient, and sustainable land use patterns in the city mixed use and 10-minute neighborhoods and where the goals, policies, and plans enable smart growth principles.

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

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

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

Collaborate regionally to increase housing production and address housing needs.

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

incomes. These policies are further supported by the goals and policies related to subsidy and homelessness.

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

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

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

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

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

Fair and Equitable Access to Housing

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

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

Expand housing and neighborhood choice for all residents.

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

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

Policy H-2.1: Plan for housing in areas that protect and promote the health and well-being of residents by supporting equitable access to parks and open space, safe pedestrian and bicycle routes, clean air, soil and water, fresh and healthy foods, high-quality education from early learning through K-12, affordable and high-quality transit options and living wage jobs and by avoiding or mitigating exposure to environmental hazards and pollutants.

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

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

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

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

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

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

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

~~Policy H-2.9: Increase residential capacity and housing choice in residential neighborhoods through promoting the context sensitive, in terms of sufficient infrastructure, services, and amenity capacity, redevelopment of city-owned lands not designated or intended to be designated for Parks or Open Space, that accommodate affordable housing. Support the redevelopment of city-owned lands identified as suitable to increase access to affordable housing (other than those designated or intended to be designated for Parks or Open Space), while ensuring alignment with surrounding neighborhood conditions, including existing and planned parks, infrastructure, and public services that supports both current and future community needs.~~

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

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

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

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

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

~~Policy H-2.15: Develop and continue programs that Support the retention of affordable housing by helping residents and property owners maintaining and retrofitting homes to make them more energy-efficient and weather-proof through weatherization and energy efficiency programs, and by adopting regulations that make it easier for existing property owners to undertake home improvements. ease home improvement for existing property owners. Support the retention of existing unsubsidized affordable housing through home maintenance and retrofitting with the creation of and participation in weatherization programs, and energy efficiency retrofit programs and the adoption of regulations making it easier for property owners making these home improvements.~~

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

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

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

~~Policy H-2.19~~ Policy H-1.9: Help preserve housing stock by evaluating and managing the inventory of short-term rentals.

Policy H-2.202-19: Advocate for amendments to the building codes to support the creation of housing that is more physically and financially accessible, such as regulations to promote universal design, streamline elevator installation, allow for more attached dwellings with residential code construction, and simplify building requirements in ways that maintain health and safety standards (such as allowing point access blocks up to six floors).

Equitable processes and outcomes

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

Policy H-2.212-20: Explore approaches to preserve existing housing stock that is relatively affordable at market rates without subsidy. Sustain a diverse and affordable housing market that benefits all community members without resorting to subsidies by developing and implementing strategies aimed at mitigating displacement by preserving the existing housing stock that remains relatively affordable at market rates.

Policy H-2.222-20: Ensure that city regulations and programs nurture a high quality of life in all neighborhoods by enhancing access to housing, recreational opportunity, environmental quality, supportive infrastructure, and equitable access to community services.

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

Policy H-2.242-21: Collaborate with community members, including existing and future residents and those most impacted by housing cost burden in co-developing, implementing, and monitoring and adjusting strategies necessary to achieve the goals and enact policies in the Housing Element and actions in the Housing Strategy Plan.

Policy H-2.252-22: Adopt intentional and targeted actions in the Housing Strategy Plan to repair harms to populations disproportionately impacted by past discriminatory land use and housing practices.

Policy H-2.262-23: Coordinate with other departments, providers, and other key stakeholders to foster comprehensive, appropriate, and proactive responses for individuals and households experiencing homelessness or housing instability.

Policy H-2.272-24: Ensure equitable distribution of more housing types by removing exclusionary regulations and review processes from the zoning code. Prioritize removing regulatory and permitting barriers that prevent moderate-intensity residential development in lower-intensity neighborhoods.

Policy H-2.282-25: Keep people in their homes by developing anti-displacement strategies in the city's Housing Strategy Plan that will plan for and respond to displacement pressures from rising rents and home prices, especially for households making 80% AMI or less.

Measure results and provide accountability.

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

Policy H-2.292-26: Monitor the city's progress towards eliminating disparities in access to housing and neighborhood choices and meeting the allocated housing targets by income segment and emergency housing through the city's housing dashboard, annually reporting the city's progress to the King County Growth Management Planning Council, and making the necessary policy, program, or regulatory adjustments to achieve housing equity, access, and supply.

Policy H-2.302-27: Advocate for the improvement of regional housing reporting metrics that recognizes disparities in housing access, and support cities using these metrics in annual monitoring and reporting.

Policy H-2.312-28: Promote fiscal sustainability, transparency, and accountability to ~~existing tax-payers~~ the community when subsidizing affordable housing programs and incentives.

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

Subsidy and Homelessness Prevention

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

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

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

need.

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

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

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

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

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

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

POTENTIAL STAFF-INITIATED POLICY EDITS – MISCELLANEOUS ELEMENTS
Council Study Session – December 10, 2024 - Draft November 27, 2024

Note: Underlined and stricken text reflects potential staff-initiated amendments to the PC-recommended Comprehensive Plan Elements.

PARKS, RECREATION, AND OPEN SPACE ELEMENT

Staff note from November 19, 2024 meeting: There was a Council request to incorporate comments from the Finn Hill Neighborhood Association into the Parks Element. The proposed amendments to the narrative text are similar to language that already exists in the adopted Finn Hill Neighborhood Plan, therefore, we have revised this policy.

Policy PR-1.7: Develop, enhance, and maintain signature greenways and trails that stretch across the community and that connect community members to the City’s many parks, natural areas, recreation facilities and other amenities, while providing habitat corridor linkages.

- Kirkland Waterfront: The City should strive to create a continuous pedestrian and bicyclist greenway along the lakeshore through parks, neighborhood greenway improvements, and trail easements.
- Cross Kirkland Corridor: Develop or improve parks adjacent to the Cross Kirkland Corridor to provide additional amenities and create pleasant destinations or stopping points along the trail. The Public Works Department, in collaboration with other City departments, should continue to implement the Cross Kirkland Corridor Master Plan.
- Bay to Valley Connection: Build on the City’s existing parks and natural areas along Forbes Creek and NE 100th Street to create an east-west trail that connects users from Juanita Bay through central Kirkland and into the Sammamish Valley.
- Green Loop Corridor: ~~Consider protection and d~~Development of a greenway and trail corridor to connect existing parks, open spaces, trails, wildlife corridors, and natural areas to promote active recreation and environmental preservation in Finn Hill.

MOSS BAY NEIGHBORHOOD PLAN

Staff note from November 19, 2024 meeting: There was Council consensus to support these revisions to MB-32. Therefore, we have revised this policy in the Moss Bay Neighborhood Plan for final adoption.

Policy MB-32: Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.

In 2015, Park Lane in Downtown Kirkland was originally designed to be a flexible, pedestrian-oriented street with slow-moving wheeled traffic and since then has previously been closed to motor vehicles during select special events. In coordination with the Downtown community, in 2020 the City started “Evenings on Park Lane” where the street was opened to people walking and wheeling beginning at 6 p.m. during the warmer months. This allowed more outdoor space for restaurant seating and retail uses while also providing safe places for people to socialize. In 2023, after considering findings from the Future of Park Lane case study, City Council opted to defer the study of any permanent closure of Park Lane to vehicle traffic until such a time that a robust community engagement process

can be undertaken to better understand a wholistic community vision for the future of the Downtown Kirkland area. Data and observations from the Evenings program, the Future of Park Lane study, along with other pilot projects that seek to repurpose street space for people, should be evaluated in conjunction with community and property owner involvement to consider other similar temporary and permanent programs in the future.

APPENDIX: GLOSSARY

Context-sensitive Design

Staff note from November 19 meeting: There was Council consensus to support deleting the context sensitive design from the Glossary for final adoption.

~~Context Sensitive Design: In urban planning, "context sensitive" means designing developments or infrastructure projects by carefully considering the unique characteristics of the existing environment, including the surrounding built form, natural features, community values, and cultural aspects, to create solutions that seamlessly integrate with the existing context rather than imposing a standardized design; essentially, tailoring the design to fit the specific site and community needs instead of applying a one-size-fits-all approach.~~

Livable Community

December 10, 2024 staff recommendation: Livable Community: A livable community is one that allows community members of all ages, abilities, backgrounds, and incomes to thrive. It is a community that maintains a high quality of life, including the ability to be connected to others, and which has clean water and air, healthy food, excellent parks and recreation opportunities, an efficient transportation system, affordable housing, education and employment opportunities, and is safe for everyone.

~~November 19 Version – Livable Community: Includes essential features that allow residents of all ages and backgrounds to thrive. These include mixed use zoning, safe and varied transportation options, and diversity of housing types. Livable communities also have public spaces that benefit everyone.~~

10 Minute Neighborhood

Staff note from November 19 meeting: Council comments requested more work on the November 19 10 minute neighborhood definition to be more inclusive for people who have difficulty walking; use other modes of travel; definition should clarify intent for accessibility (Councilmembers Black, Curtis, Falcone).

November 19 Version - Ten Minute Neighborhood Analysis: A mapping and analysis tool to help measure progress toward the City's goal of creating a compact, efficient, and sustainable land use pattern. A 10-minute neighborhood (10 minutes represents a typical one-half mile walk) is a community where residents can walk short distances from home to destinations that meet their daily needs. These walkable communities comprise the following two important characteristics that are used to "score" the walkability of a given area:

- *Destinations: A walkable community is one in which it is easy to get to multiple destinations by foot. The most important destinations are ones that allow daily needs to*

~~be met. A walkable community needs places to which they can walk. Destinations may include places that meet commercial needs, or transportation needs.~~

- ~~Accessibility: Easy and convenient transit service is available to access destinations that aren't easily accessible by foot. The community needs to be able to conveniently get to those destinations.~~

Staff has prepared below, an updated recommendation to the definition in response to Council comments.

~~December 10, 2024 Version - Ten Minute Neighborhood: A mapping and analysis tool to help measure progress toward the City's goal of creating a An area of the city that contains a compact, efficient, and sustainable land use pattern. A 10-minute neighborhood (10 minutes represents a typical one-half mile walk) is one in which a community where residents have access to, and can safely walk travel short distances from home to destinations that meet their daily needs, using options other than motorized vehicles. These walkable communities are comprise the following two important characteristics that are used to "score" the walkability of a given area, where "walkability", can be used as a general indicator of access and safe active transportation options.~~

~~Destinations: A walkable community is one in which it is safe and easy to get to multiple destinations by walking, rolling, and bicycling to meet daily needs such as grocery stores, other retail uses, restaurants, schools, and parks. Walkability is enhanced by connected sidewalks, paths, and greenways, and convenient transit access. A walkable community needs places to which they can walk. Destinations may include places that meet commercial needs, or transportation needs.~~

~~Accessibility: The community needs to be able to conveniently get to those destinations. Although the reference is to walkability, the same principles of creating, sustaining, and enhancing places where people have convenient access applies to people using bikes, wheelchairs, and other mobility aids. Similarly, a more walkable neighborhood may also be considered a more bikeable neighborhood.~~

POTENTIAL COUNCILMEMBER POLICY EDITS – ALL ELEMENTS

Council Study Session – December 10, 2024

Note: Underlined and strike-through text reflects potential amendments to the PC-recommended Comprehensive Plan Elements.

Mayor Curtis Amendments

Introduction Element

Staff notes from November 19, 2024: There was general Council consensus agreeing to policy edits to GP-4.5 but direction to move the policy back to Housing Element.

Policy ~~GP-4.5~~ H-2.28: Promote fiscal sustainability, transparency, and accountability to ~~existing tax payers~~ the community when subsidizing affordable housing programs and incentives.

Housing Element

Staff notes from November 19, 2024: There was Council guidance to retain this policy in the Housing Element and consensus agreeing to edits to H-3.5.

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

Deputy Mayor Arnold Amendments

Introduction Element

Staff notes from November 19, 2024: Deputy Mayor Arnold withdrew this policy amendment.

Policy ~~GP-3.3~~ (old H-2.20): ~~Ensure that city regulations and programs nurture a high quality of life in all neighborhoods by enhancing access to housing, recreational opportunities, environmental quality, supportive infrastructure, and equitable access to community services.~~

Land Use Element

Staff notes from November 19, 2024: There was general Council support for these policy amendments:

Policy LU-4.4: Locate the highest intensity residential areas uses close to shops and services, employment centers, and transportation hubs in and near Urban Growth Centers and neighborhood centers. Expand housing capacity outside of Urban Growth Centers and neighborhood centers by optimizing middle housing.

Housing Element

Policy H-1.5 (jointly proposed by Deputy Mayor Arnold and Councilmember Tymczyszyn; see below.)

Staff notes from November 19, 2024: There was general consensus agreeing to new policy H-1.9 with staff's revised edits (Black and Arnold) and amending the AMI percentage (Falcone and Arnold).

New Policy H-1.9: ~~Explore incentives that encourage attainable housing for developments that go beyond required inclusionary zoning requirements for housing up to 100% AMI.~~ Increase the supply of attainable housing, fostering a more inclusive and balanced community for individuals and families earning up to 100/120% AMI by implementing strategies to encourage developers to go beyond existing inclusionary zoning requirements.

Staff notes from November 19, 2024: There was general consensus agreeing to new policy H-2.20 with staff's revised edits (Curtis and Arnold) and a request to staff to amend to include language addressing displacement (Arnold).

New Policy H-2.20: ~~Explore approaches to preserve existing housing stock that is relatively affordable at market rates without subsidy.~~ Sustain a diverse and affordable housing market that benefits all community members without resorting to subsidies by developing and implementing strategies aimed at mitigating displacement by preserving the existing housing stock that remains relatively affordable at market rates.

Councilmember Tymczyszyn Amendments

Introduction Element

Staff notes from November 19, 2024: There was some concern expressed about the meaning of this policy. Council will revisit Policy GP-5 edits. Since November 19, a new definition for "Livable Communities" was added to the glossary as a potential staff-initiated amendment:

New Policy GP-5.#: Support and promote the livability of our neighborhoods.

Land Use Element

Change "Residential Mixed Use" land use designation to "Residential".

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

Staff notes from November 19, 2024: Some Councilmembers expressed concern that this policy would make housing goals more difficult to achieve. It has been revised by the Councilmember since November 19.

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

Housing Element

Staff notes from November 19, 2024: Original policy edit was jointly amended into a potential alternative by both Councilmember Tymczyszyn and Deputy Mayor Arnold. Councilmembers suggested (and there was general agreement) to add State and Federal resources to policy (Falcone and Tymczyszyn). Some Councilmembers expressed concern regarding the meaning of “monitoring”. Suggested that both Councilmember Tymczyszyn and Deputy Mayor Arnold work to clarify last sentence of proposed policy (Curtis). This policy has been revised since November 19 to the following:

Policy H-1.5: Support persons and families experiencing homelessness in moving towards housing stability by prioritizing local, ~~and regional, state, and federal~~ resources, developing specialized standards that enable the production, reduce the cost, and explore removal of regulatory barriers that prevent or obstruct the creation and equitable distribution of transitional housing, emergency shelters, permanent supportive housing and similar facilities in areas of the city with sufficient infrastructure, services, and amenity capacity that supports these housing types. Adjust development standards based on learnings from any such housing facilities that exist in the City. Support and m
Monitor existing Permanent Supportive Housing and transitional housing facilities in the City and then consider whether to adjust development standards for these housing types that are focused on extremely low income households.

Councilmember Pascal Amendments

Introduction Element

Staff notes from November 19, 2024: There was general Council consensus agreeing to policy edits to GP-X.

New Policy GP-X: When considering Zoning Code amendments that could result in additional residential or employment capacity or increased heights, conduct additional planning and environmental review to identify options, evaluate necessary supporting infrastructure and services, and assess and mitigate potential impacts on the community. This may include additional community engagement opportunities and technical studies such as transportation, environment or financial/economic.

Staff notes from November 19, 2024: There was general Council consensus agreeing to policy edits to GP-4.5 and 4.6. Further discussions with staff, Councilmember Pascal recommends a revised version of GP-4.5 shown below and withdrawing proposed GP-4.6:

New Policy GP-4.5: Enhance and expand venues for two-way communication with community members to actively engage and respond to changing community needs and conditions at both neighborhood and citywide scale.

Per Pascal-New Policy GP-4.6: Support local neighborhood communities to actively engage and respond to changing community needs and conditions at both neighborhood and citywide scales.

Housing Element

Staff notes from November 19, 2024: There was disagreement about this policy, with some Councilmembers noting that this policy is very much like GP-4.5 (H-2.28), and potentially could be combined with that policy, and other Councilmembers indicating that it is a distinct and useful policy. The below draft policy combining the two policies is supported by Councilmember Pascal.

New Policy H-2.X: (to follow H-2.29): Assess and monitor the fiscal performance of subsidized housing programs and tax exceptions, exemptions and identify feasible options that optimize taxpayer subsidies to help achieve our housing targets.

Revised Policy to replace H-2.X (above) and old H-2.28: Promote fiscal sustainability, transparency, and accountability to the community when subsidizing affordable housing programs and incentives: by leveraging public-private partnerships; utilizing grant opportunities; monitoring, assessing, and optimizing the fiscal performance of taxpayer subsidies; and publishing data on housing projects, budgets, and outcomes in accessible formats to help the community understand how resources are being used.

Economic Development Element

Staff notes from November 19, 2024: There was general Council consensus agreeing to policy edits to ED 1.1, with some minor amendments reflected below.

Policy ED 1.1: Support activities that retain and expand existing businesses, and maintain land capacity for commercial and industrial uses, including within mixed-use areas.

Juanita Neighborhood Plan

Staff notes from November 19, 2024: There was general Council consensus agreeing to policy edits to Policy J-16 and J-20. Therefore, we have revised these policies in the Juanita Neighborhood Plan for final adoption.

Policy J-16 (Michael's CAR): Develop zoning standard and design guideline amendments for the JBD 4 zone that accommodate an increase in allowed height and residential intensity to support redevelopment viability and increase housing options. New standards should encourage consolidation of parcels to achieve a more integrated development and circulation plan, and should also include an emphasis on neighborhood-serving grocery and retail uses, pedestrian amenities, active transportation connections, and safe and efficient ingress and egress.

Policy J-20 (Goodwill CAR): Develop zoning standard amendments and design guidelines for three aggregated parcels in the NW corner of 100th Avenue NE and NE 132nd Street that increase residential intensity and height allowances, encourage parcel consolidation, and enable an active, transit-supportive, mixed-use development with commercial opportunities, housing variety, safe and efficient ingress and egress, and community gathering opportunities.

Staff notes from November 19, 2024: Council indicated that more discussion may be needed about the policy and decision-making related to the Par Mac Community Amendment Request. As described in the staff memo in 'Option B', the following new policy would replace draft amendments to policy TL-19.3 and Figure TL-9 that expand the Housing Incentive Area #4 with a Subarea Plan policy.

Totem Lake Business District Plan

New Policy TL-33.1: Prepare a Subarea Plan for the Southern Industrial area that will evaluate and identify the necessary infrastructure and services to consider a new mixed-use, walkable, sustainable neighborhood that leverages its proximity to the CKC and the Village at Totem Lake. A first phase of the project should conduct analysis of the available commercial and/or light industrial designated lands in the City, and provide information about current and future market trends for these land use designations.

Narrative Text: The City Council shall approve the planning process, a Community Engagement and Outreach Plan (that involves current property owners, residents, employees, surrounding neighborhoods, and the larger community), and key objectives for the Subarea Plan process. The Subarea Plan should lay the framework for implementation of future code amendments, design guidelines, and infrastructure needed to support a potential re-envisioned neighborhood.

Key objectives for the Subarea Plan include:

- Retain, integrate, and foster the use of buildings that are important to the local economy and can be flexibly used by businesses;
- Increase the supply of affordable housing;
- Retain existing businesses and discourage displacement, while exploring new economic opportunities, shops, restaurants and other services to serve those who live and work in the neighborhood;
- Foster trail-oriented development, activate the CKC, and encourage bike/walk trips, consistent with the CKC Master Plan and development standards to activate uses along the corridor;
- Provide enhanced access to surrounding open spaces, and provide new neighborhood-serving parks and playgrounds;
- Improve vehicular and multimodal circulation and transit access to the area; and
- Determine needed capital infrastructure for the future subarea.

The Subarea Plan analysis should include the following components:

- Real estate market study of the subarea's existing conditions, demographics, opportunities and challenges, including measures to reduce displacement of existing businesses, and the existing and future role of non-residential properties in the local economy;
- Mechanisms to preserve, integrate, and foster the use of flexible spaces for businesses;
- Vision, urban design framework (consistent with existing Totem Lake urban design and amenities Plan and development standards);
- Potential new name for the subarea;
- Fiscal impacts and community benefits;
- Analysis of incentives and requirements to build affordable housing;
- Analysis of share of citywide 2044 employment and housing targets;
- Area-wide vehicular, pedestrian, and bicycle circulation, and transit service to the area;
- Opportunities to activate uses and access to the CKC;
- Implement the CKC Master Plan;
- Public infrastructure necessary to support estimated growth potential;
- Green and sustainability measures;
- Public amenities such as parks, open space, recreation areas, and pedestrian connections; and
- Implementation strategies for the above.

Councilmember Falcone Amendment

Staff notes from November 19, 2024 meeting: Councilmember Falcone proposed the following amendment on behalf of the City of Kirkland-Lake Washington School District coordinating committee. There was Council consensus to support these revisions to the Public Services Element for final adoption.

Policy PS-2.4: Coordinate with the Lake Washington School District on the planning, siting, and development of new, replaced or expanded school facilities to address increase public school capacity needs. ~~and~~ Explore opportunities to create staff housing and/or other affordable housing on school, city, or private property. Coordinate with the school district on using school facilities to meet the community's recreation and other needs.