ORDINANCE NO. 4279

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481 AS AMENDED, AMENDING ORDINANCE 3710 AS AMENDED, AND THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON10-00001.

WHEREAS, the Growth Management Act (GMA), RCW 36.70A.215, mandates that the City of Kirkland review, and if needed, revise its Comprehensive Plan and its official Zoning Map pursuant to RCW 36.70A.130; and

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Zoning Ordinance, Ordinance 3710 as amended, all as set forth in that certain reports and recommendations of the Planning Commission dated November 4, 2010 and bearing Kirkland Department of Planning and Community Development File No. ZON10-00001; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on October 14, 2010, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA, there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

WHEREAS, in open public meeting the City Council considered the environmental documents received from the responsible official, together with the reports and recommendations of the Planning Commission and the Houghton Community Council; and

WHEREAS, the Growth Management Act, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Kirkland as follows:

Section 1. Comprehensive Plan Text, Figures, and Tables, and Zoning Map amended: The Comprehensive Plan, Ordinance 3481 as amended, and Zoning Map, Ordinance 3710, as amended, are hereby amended as set forth in Exhibit A attached hereto and by this reference incorporated herein as though fully set forth.

Section 2. The Director of the Department of Planning and Community Development is hereby directed to amend the official Kirkland zoning map to conform with this ordinance, indicating thereon the date of ordinance adoption.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in Section 3, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 6. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this 7th day of December, 2010.

SIGNED IN AUTHENTICATION THEREOF this 7th day of December, 2010.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

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HIGHLANDS

SHORELINE AREA

I. Introduction

POPULATION

Table I-1 below shows how Kirkland's population has grown over time and what the projected population is expected to be over the next 20 years[3].

Table I-1: Kirkland Growth Trends

Year	Population	Population Increase	Land Area Increase
1910	532		
1920	1,354	155%	0%
1930	1,714	27%	2%
1940	2,048	19%	0%
1950	4,713	130%	112%
1960	6,025	28%	6%
1970[1]	15,070	150%	170%
1980	18,785	25%	16%
1990[2]	40,052	113%	67%
2000	45,054	12%	0%
2010[3]	49,327	9.5%	0%
2012[3]	50,256	–	–
2020[3]	53,898	9.3%	0%
2022[3]	54,790	–	–
2030[3]	58,287	8.1%	0%

[1] Includes consolidation with the City of Houghton in 1968 which included 1.91 square miles.
[2] Includes annexations of Rose Hill and Juanita in 1988.
Source: Office of Financial Management.
[3] City of Kirkland Planning Department projections. Growth trends and population do not reflect ~~potential~~ the annexations of Bridleview (2009) or Finn Hill, North Juanita, and Kingsgate (2011).

Existing Land Use

There are approximately 7,000 gross acres or 10.9 square miles of land in Kirkland (year 2000 data). The developable land use base, which excludes all existing public rights-of-way, totals 5,200 net acres of land in Kirkland. The City maintains an inventory of the land use base which classifies the land according to the uses and the zones that occur on the various parcels.

C. GUIDE TO THE COMPREHENSIVE PLAN

The Comprehensive Plan is comprised of two major parts. The first part contains a vision statement, framework goals, and a series of plan elements that apply Citywide. The second part contains plans for each of the City's ~~13~~ neighborhoods (see Figure ~~I3~~I-2).

Neighborhood Plans

The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the Citywide Elements apply to each neighborhood.

It is intended that each neighborhood plan be consistent with the Citywide Elements. However, because many of the neighborhood plans were adopted prior to the 1995 Plan update, portions of some of the neighborhood plans may contain inconsistencies. Where this is the case, the conflicting portions of the Citywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.

The Neighborhood Plans, found in Chapter XV, contain policy statements and narrative discussion, as well as a series of maps. ~~The 13 Neighborhood Plans can be found in Chapter XV.~~ The maps describe land use, natural elements, open space and parks, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the maps and the narrative, the narrative will provide more explicit policy direction.

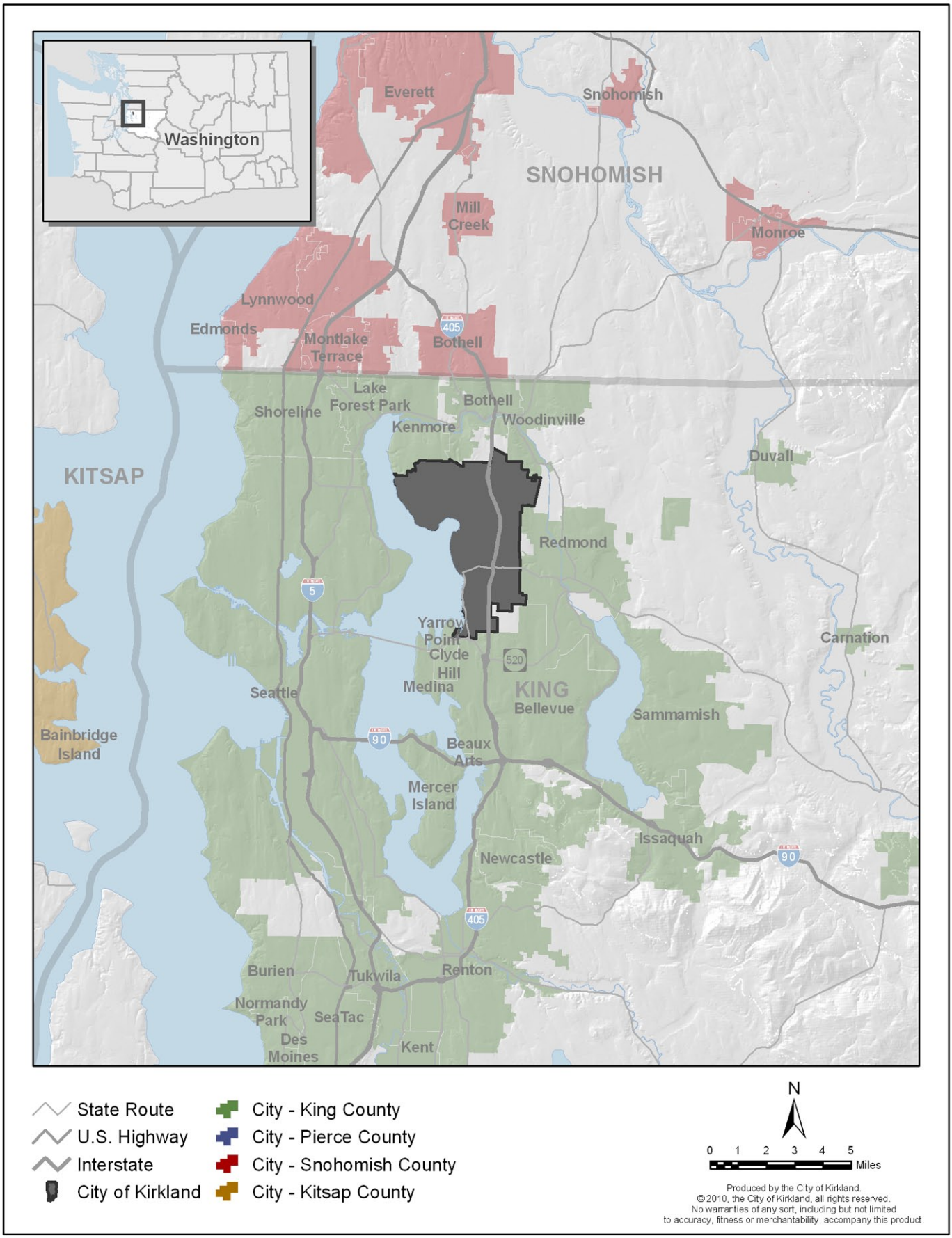


Figure I-1: Kirkland and Surrounding Area

DELETE MAP

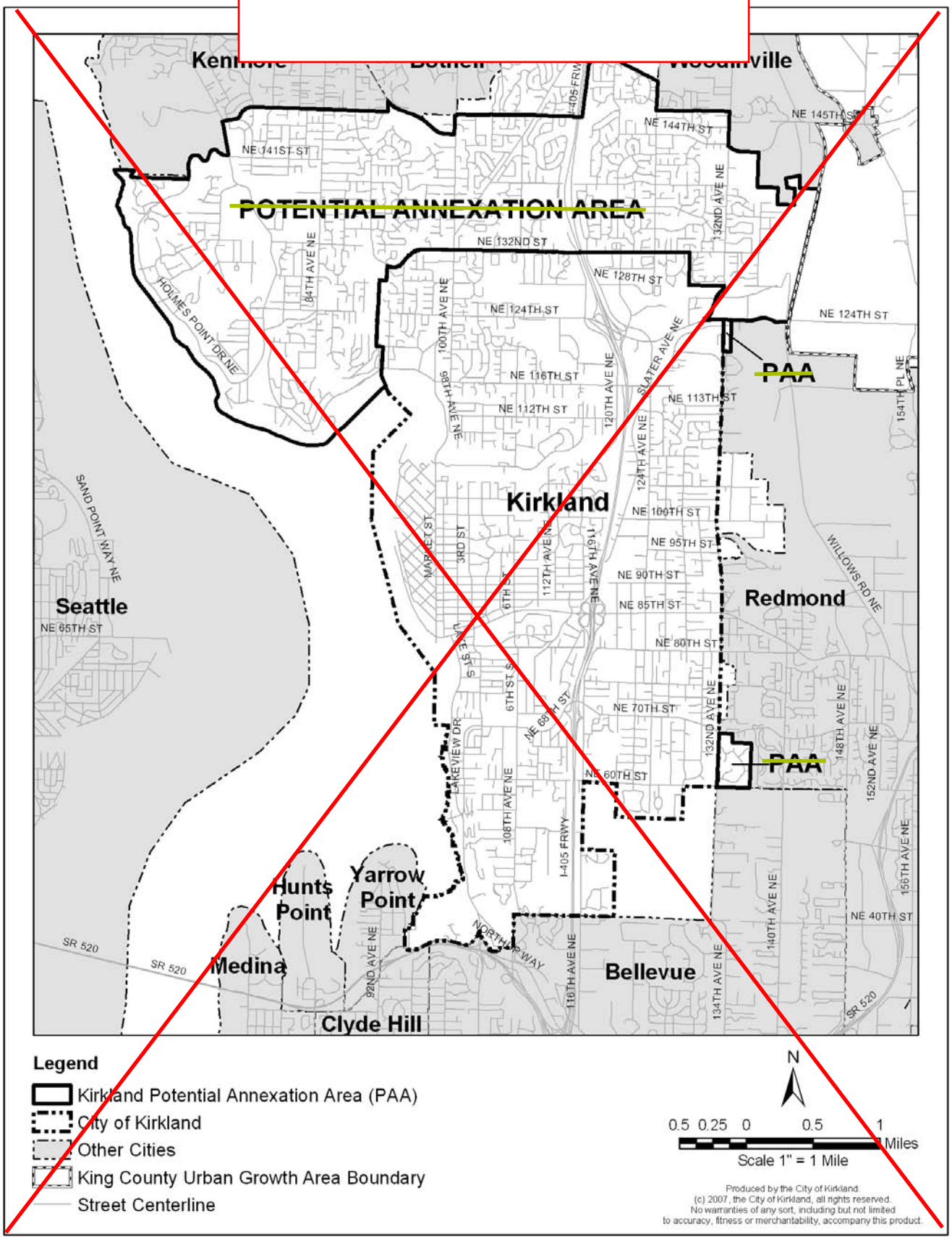


Figure I-2: City of Kirkland Planning Area

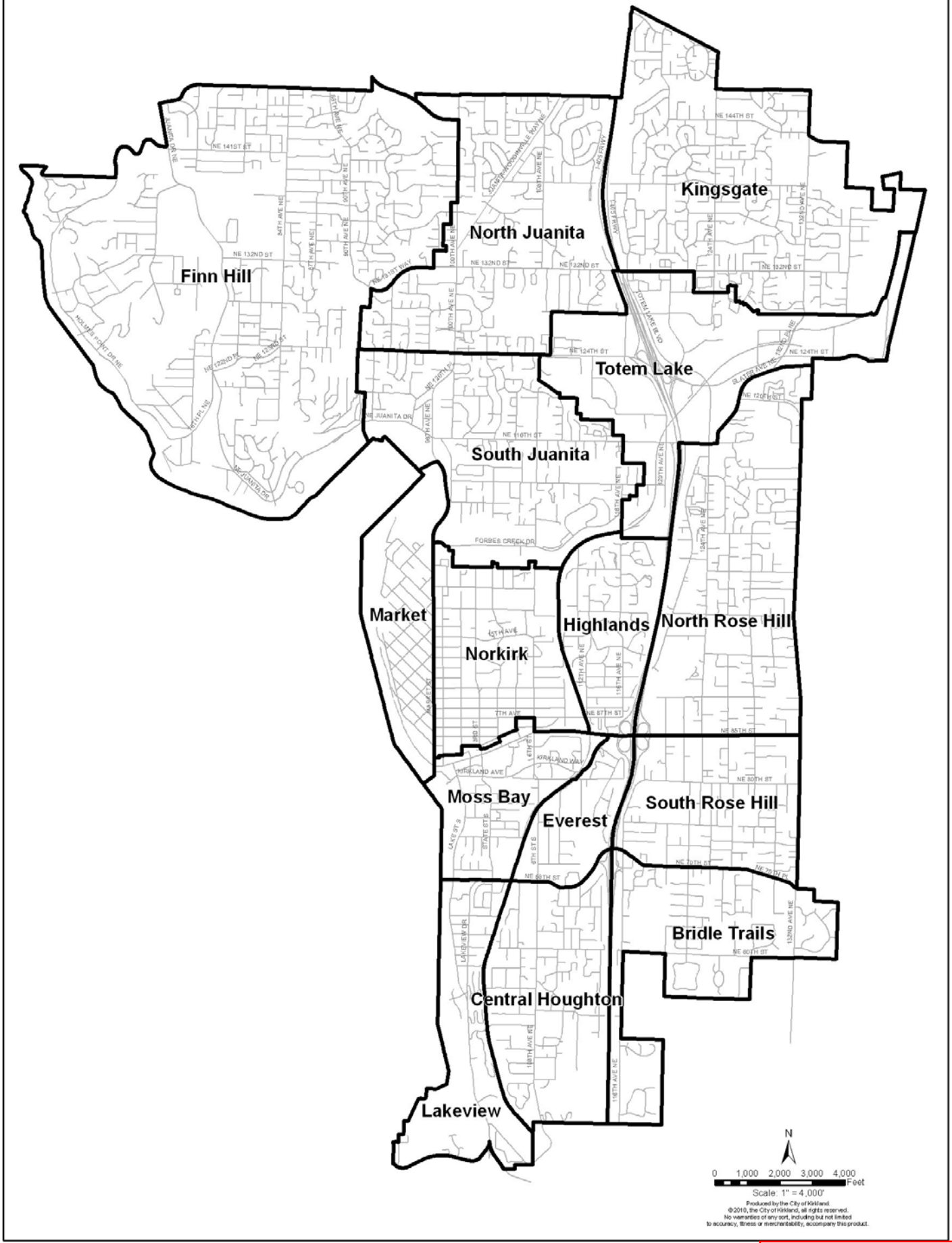


Figure I-3: City of Kirkland Neighborhoods

replaces existing Figure I-2

II. VISION/ FRAMEWORK GOALS

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without overburdening our neighborhood streets. The City is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the City. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The City has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or manmade disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-round activities for all ages. Public access to our waterfront is provided by an unparalleled and still-expanding system of parks, trails, and vistas.

We strive to protect and restore the shoreline and water quality of Lake Washington. We preserve ~~an~~ our open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve ~~important~~ many essential biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the City. The water and air are clean. We consider community stewardship of the environment to be very important.

Kirkland in 2022 is a delightful place to call home.

INTRODUCTION

The Framework Goals express the fundamental principles for guiding growth and development in Kirkland over the 20-year horizon of the Comprehensive Plan. They are based on and provide an extension of the aspirations and values embodied in the Vision Statement. By nature they are forward-looking and future-oriented. Even so, they were developed with a keen awareness of Kirkland's history and a strong appreciation for the high quality of life which that history has given us. The Framework Goals address a wide range of topics and form the foundation for the goals and policies contained in other elements of the Comprehensive Plan. Although all of the Framework Goals broadly apply to all Comprehensive Plan elements, some of the Framework Goals are more applicable to some elements than others. Each element identifies the Framework Goals that are particularly relevant to that element.

All Framework Goals are intended to be achievable. They are not prioritized to give importance to some goals over others. Tradeoffs among goals will be necessary as they are applied to particular circumstances; but over time, it is intended that an appropriate balance will be achieved.

FG-5: Protect and preserve ~~environmentally sensitive areas~~environmental resources and reduce greenhouse gas emissions to ensure a healthy environment.

Discussion~~: In addition to Lake Washington,~~Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved or restored to their ~~in a~~ natural state. Features such as wetlands, streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. We take great pride in our efforts to restore Lake Washington and its shoreline to ensure high ecological function. These efforts support fish and wildlife through all or a portion of their life cycle. Vegetation preservation throughout the City, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem and prevents erosion. Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment.

Reducing greenhouse gas emissions into the atmosphere helps stabilize the climate. Maintaining clean air and water and reducing greenhouse gas emissions provide the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, clean air and water through active community stewardship, and to curtail climate change as a result of global warming, are critical to our quality of life.

III. General

A. Plan Applicability and Consistency

The Comprehensive Plan serves as the guiding policy document to attain the City's vision of the future over the next 20 years or longer. This means that decisions and actions in the present are based on the adopted plan. One of the central tenets of the Growth Management Act is to require consistency in planning.

Consistency is determined in a number of ways. The following represent those areas where "consistency" must be achieved:

- The Comprehensive Plan must comply with the Growth Management Act.
- The Plan must be consistent with the Shoreline Management Act (adopted under the authority of Chapter 90.58.RCW and Chapter 173-26 WAC).
- The Plan is to be consistent with the regional plan – the multicounty planning policies adopted by the Puget Sound Regional Council.
- It must be consistent with the adopted Countywide Planning Policies as well as coordinated with the plans of adjacent jurisdictions.
- State agencies and local governments must comply with the Comprehensive Plan.
- The various elements of the Comprehensive Plan must be internally consistent.

The City's legislative and administrative actions and decisions must be in compliance with the adopted plan. To accomplish this a number of tasks need to be completed. The Implementation Measures noted in Chapter XIV list those steps. As the City updates the plan, some of its development regulations may need to be revised to be consistent with and to implement the plan. The Zoning Map needs to be updated to be consistent with and implement the Comprehensive Plan.

The City has used the Comprehensive Plan as the policy basis for decisions, particularly for determinations under the State Environmental Policy Act (SEPA). With this revised Comprehensive Plan adopted under the Growth Management Act, the City has strived to integrate SEPA into the zoning permit review process rather than having a separate environmental review process. The development regulations should provide clear and predictable guidance for issuing development permits and making SEPA determinations. However, where the regulations are not clear and/or discretion is to be exercised in making those development decisions, the Comprehensive Plan is to be used as the policy basis for those decisions.

The Comprehensive Plan will also be used to guide the City in developing its Capital Improvement Program and in the preparation or update of the various functional plans and programs.

~~The neighborhood plans will also require updating to comply with the Comprehensive Plan Elements. A number of neighborhood plans have recently been revised (for example, Totem Lake, North Rose Hill and NE 85th Street) while other neighborhood plans have not been amended since adoption of the 1977 Plan (for example, Market, Norkirk and Highlands). It is the intent of the City to phase these updates over time.~~ The City updates neighborhoods plans on a cycle based on the age of the existing plan and the significance of land use changes in the neighborhood. ~~In the interim, i~~If there are conflicts or inconsistencies between the Comprehensive Plan Elements and a neighborhood plan, the Plan Element goals and policies ~~will~~ apply.

~~The Comprehensive Plan is intended to apply, where appropriate, to the Kirkland Planning Area which is also designated as the Potential Annexation Area (see Figure I-2). The City has worked with King County on their~~

~~Northshore Plan for this area and is in general agreement with that plan. However, updates to Kirkland's and King County's Comprehensive Plans, as well as the neighborhood plans for the Planning Area, will probably result in the need to amend the North shore Plan. At the time of annexation, the City will need to update the plans for Kingsgate, Juanita and Finn Hill.~~

~~***Policy GP-1.4: Acknowledge the King County Comprehensive Plan and the Northshore Community Plan as the plans currently governing Kirkland's Potential Annexation Area.***~~

~~While these plans have been adopted by King County, at some point in the future, the City intends to update the Neighborhood Plans for the City's Planning Area (unincorporated King County) and prepare an annexation strategy for timing, fiscal impacts and phasing in services. The City should work with King County to incorporate the goals and policies into the County's plans for this area. This will ensure that this area is consistent with the City's plan if and when it is annexed.~~

Policy GP-1.~~5~~4: Communicate Kirkland's land use policies and regulations to the King County Assessor's Office in order to ensure that assessment decisions do not conflict with land use decisions.

As land use decisions are made, the City needs to coordinate with the Assessor's Office. This will ensure that they have the most accurate and up-to-date information regarding the City's land use.

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

Historic resources connect the community with the City's past providing a sense of continuity and permanence to an increasingly mobile society. Recognition and preservation of historic resources are essential to the long-term maintenance of the City's character. The key is the commitment of the community to the identification, maintenance, renovation, and reuse of buildings and sites important to our history. These resources may represent architectural styles or development patterns such as small lots typical of specific periods in the past. They may also represent places associated with notable historic persons or important events.

A significant number of the historic resources in Kirkland already have been identified and mapped. Neighborhoods that have been identified as having the most significant concentrations of historic resources are Market/Norkirk/Highlands and Moss Bay (Downtown and perimeter area). There also are scattered historic ~~properties~~ buildings, structures, sites and objects throughout other neighborhoods.

Historic resources enhance the experience of living in Kirkland. These unique historic and heritage resources of Kirkland should become a key element in the urban design of Downtown and older neighborhoods surrounding it, so that they will remain an integral part of the experience of living in Kirkland.

Goal CC-2: Preserve and enhance Kirkland's historic identity.

Policy CC-2.1: Preserve historic resources and ~~community~~ landmarks of recognized significance.

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

- 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.

Policy CC-2.2: Identify and prioritize historic ~~properties~~ buildings, structures, sites and objects for protection, enhancement, and recognition.

Although age is an important factor in determining a building's, structure's, site's and object's ~~structure's~~ historical significance (a minimum of 50 years for the National and State Register and 40 years for the ~~King County and local~~City of Kirkland register~~s~~), 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 CC-1 identifies ~~the~~ Designated Historic Buildings, Structures, Sites and Objects ~~Resources and Community Landmarks of~~in Kirkland.

The City of Kirkland recognizes ~~the historic~~these ~~properties~~ buildings, structures, sites and objects on List A and List B in Table CC-1. 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 KZC Chapter 75. ~~Land use~~Development permits involving these ~~properties~~buildings, structures, sites and objects are subject to environmental review under the City's local SEPA regulations and review pursuant to the Kirkland Zoning Code. In addition, ~~"Landmarks"~~landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to KMC Title 28. ~~Finally,~~ City of Kirkland "Historic Landmarks" noted with a footnote (¥) are subject to review by KZC Chapter 75. ~~Also, any proposed changes to those historic properties under List A are subject to review under the National and State Registers' review process. In addition, any proposed changes to those historic properties noted with a footnote (*) are subject to review under the Kirkland Landmark Commission's review process.~~ The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council.

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects ~~Historic Resources and Community Landmarks~~

List A: ~~Properties~~ Historic Buildings, Structures, Sites and Objects ~~Recognized~~ Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland ~~as Community and Historic Landmarks~~

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	Market
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Market
Trueblood House	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 Ecl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

List B: ~~Properties~~ Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland ~~as Community Landmarks~~

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral	400 State St.	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)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
¥Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South Juanita
French House (moved)	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.		1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Vernacular	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	South 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		Market
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. (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	South Juanita
Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita

Footnotes:

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

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

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

The City recognizes its historic resources in the following priority:

1. ~~Properties~~ Buildings, structures, sites and objects, ~~recognized~~ listed on the National and State Registers of Historic Places.

2. Buildings, structures, sites and objects ~~Properties~~ recognized by the Kirkland Landmark Commission.

3. Buildings, structures, sites and objects ~~Properties~~ designated by the City as ~~Community~~ Historic Landmarks.

4. Buildings, structures, sites and objects ~~Properties~~ designated by the City as Historic Community Landmarks.~~providing historical context~~.

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 CC-2.3: Provide encouragement, assistance and incentives to private owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic buildings, structures, sites and objects ~~buildings and sites~~.

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 ~~buildings and sites~~, including:

◆ Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;

◆ 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 ~~properties~~ 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 ~~properties~~ buildings, structures, sites and objects;

- ◆ Encourage property owners to utilize government incentives available for historic buildings, structures, sites and objects~~properties~~;

- ◆ Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

- ***Policy CC-2.4: 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 character and quality of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

- ***Policy CC-2.5: Encourage the use of visual and oral records to identify and interpret the history of the City of Kirkland.***

- 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 ~~properties~~ buildings, structures, sites and objects~~and individual structures~~, should be expanded. While historic street signs have been hung along with existing street signs, interpretive markers could be placed along public streets and pedestrian-bike paths to explain the City's history.

- All these methods can be used to inform Kirkland's citizens about the City's history and to support the preservation of Kirkland's historic identity.

V. Natural Environment Element

A. Introduction

As an urban community with a considerable legacy of environmental resources, Kirkland continues its long standing effort to balance multiple concerns. The City's natural resources include nine drainage basins - some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure NE-1). Large portions of the City contain steep slopes and mature vegetation (see Figures NE-2, NE-3, and NE-4). Future growth will generally be infill within Kirkland's well-established, compact land use pattern ~~(see Figure NE-5)~~. Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth while protecting and enhancing natural systems on public and private lands.

MANAGING THE NATURAL ENVIRONMENT

Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, including, but not limited to, land development.

Policy NE-1.1: Use a system-wide approach to effectively manage environmental resources. Coordinate land use planning and management of natural systems with affected State, regional, and local agencies as well as affected federally recognized tribes.

Environmental resources – such as streams, soils, and trees – are not isolated features, but rather components of ecosystems that go beyond a development site and, indeed, beyond our City boundaries. Therefore, a system-wide approach is necessary for effective management of environmental resources. Also, recognition of the interdependence of one type of natural system upon another is essential. An example of this is the relationship between the shoreline and Lake Washington. For this reason, a comprehensive approach to the management of natural resources is most effective.

Responsibility for management of these ecosystems falls to many agencies at many levels of government, including King County, State resource agencies, and watershed planning bodies. Kirkland and its planning area lie within the Usual and Accustomed Treaty Area of the Muckleshoot Indian Tribe. Joint coordination and planning with all affected agencies is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

Goal NE-2: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and, where possible, to enhance and restore functions, values, and features. Retain lakes, ponds, wetlands, and streams and their corridors substantially in their natural condition.

Policy NE-2.6: Regulate development of land along the shoreline of Lake Washington to:

- ***Preserve natural systems and maintain and improve the ~~resources and ecology~~ecological ~~of~~functions of the water and shorelines;***
- ***Avoid natural hazards;***
- ***Promote visual and physical access to the water;***
- ***Provide recreational opportunities***
- ***Preserve navigation rights; and***
- ***Minimize the creation of and reduce existing armored shorelines, ~~and~~ overwater and in water structures~~cover~~ ~~explore incentives and opportunities to restore natural shoreline features and habitat.~~***

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: ~~loss of native shoreline~~ vegetation modification and removal, shoreline armoring, overwater and in water structures, storm water runoff and introduction of pollutants. Establishing regulations that avoid, minimize and mitigate impacts to the shoreline and restore degraded ecological functions ~~altered hydrology, invasive exotic plants, poor water quality, and poor sediment quality. Finding and acting on opportunities to restore properly functioning shoreline conditions where possible~~ will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP), was adopted pursuant to the Washington State Shoreline Management Act of 1971~~,~~. It designates all parcels within 200 feet of ~~along~~ Lake Washington and associated wetlands as shoreline environments. The SMP goals and policies are contained in the Shoreline Area Chapter of the Comprehensive Plan. ~~The detailed~~ Detailed regulations in the Kirkland~~'s~~ ~~SMP~~ Zoning Code implement ~~this~~ these ~~policy~~policies. Pursuant to Washington State requirements, the 2010 update of the Kirkland~~'s~~ Shoreline Master Program reflects current best management practices. ~~will be updated by December 1, 2010.~~ The Shoreline Restoration Plan, a component of ~~supplements~~ the SMP~~.~~ ~~It~~ identifies and prioritizes public restoration projects that ~~which~~ are in the Parks Capital Improvement Program. In addition, it lists other public actions and programs and private restoration projects that should be undertaken over a 20 year period~~in the future~~.

AIR

Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change.

The surrounding air, both outdoors, and indoors, has the potential to affect human health. It is important to maintain the quality of outdoor air since all life forms depend on it, and the quality of indoor air is dependent on that of the outdoors. Although all Washington counties currently meet federal health standards for air pollution, it is necessary to remain vigilant. Air pollution that includes greenhouse gases also contributes to climate change or global warming.

The largest source of air pollution in Kirkland is motor vehicle use. Kirkland should continue to adopt and promote smart transportation and land use choices as part of a strategy to reduce air pollution and slow climate change. The Kirkland community also contributes to air pollution and greenhouse gas emissions through energy consumption and landfilled waste, among other things.

A comprehensive approach, including transportation and land use strategies, waste reduction, urban forest preservation, protection, and enhancement, purchasing decisions, and public outreach, is necessary to reduce Kirkland's contribution to air pollution and climate change.

Policy NE-5.1: Continue and enhance current actions to improve air quality and reduce greenhouse gas emissions.

The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan (now referred to as the Active Transportation Plan), provided additional guidance for a systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. Second, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction and vehicle miles traveled (VMT) targets. Third, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. Fourth, the City implements the Electric Vehicle Infrastructure (EVI) Act (RCW 43.31.970) through its development regulations and installation provisions. The regulations allow EVI to be located in all appropriate locations in the City and to consider incentive programs, to encourage the retrofitting of existing structures with EVI. In addition, for the many important functions trees serve, including improving air quality, the City supports street tree planting throughout the city and retention of existing trees on private property. Too, Kirkland is at the forefront in the area of waste reduction. The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities. Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.

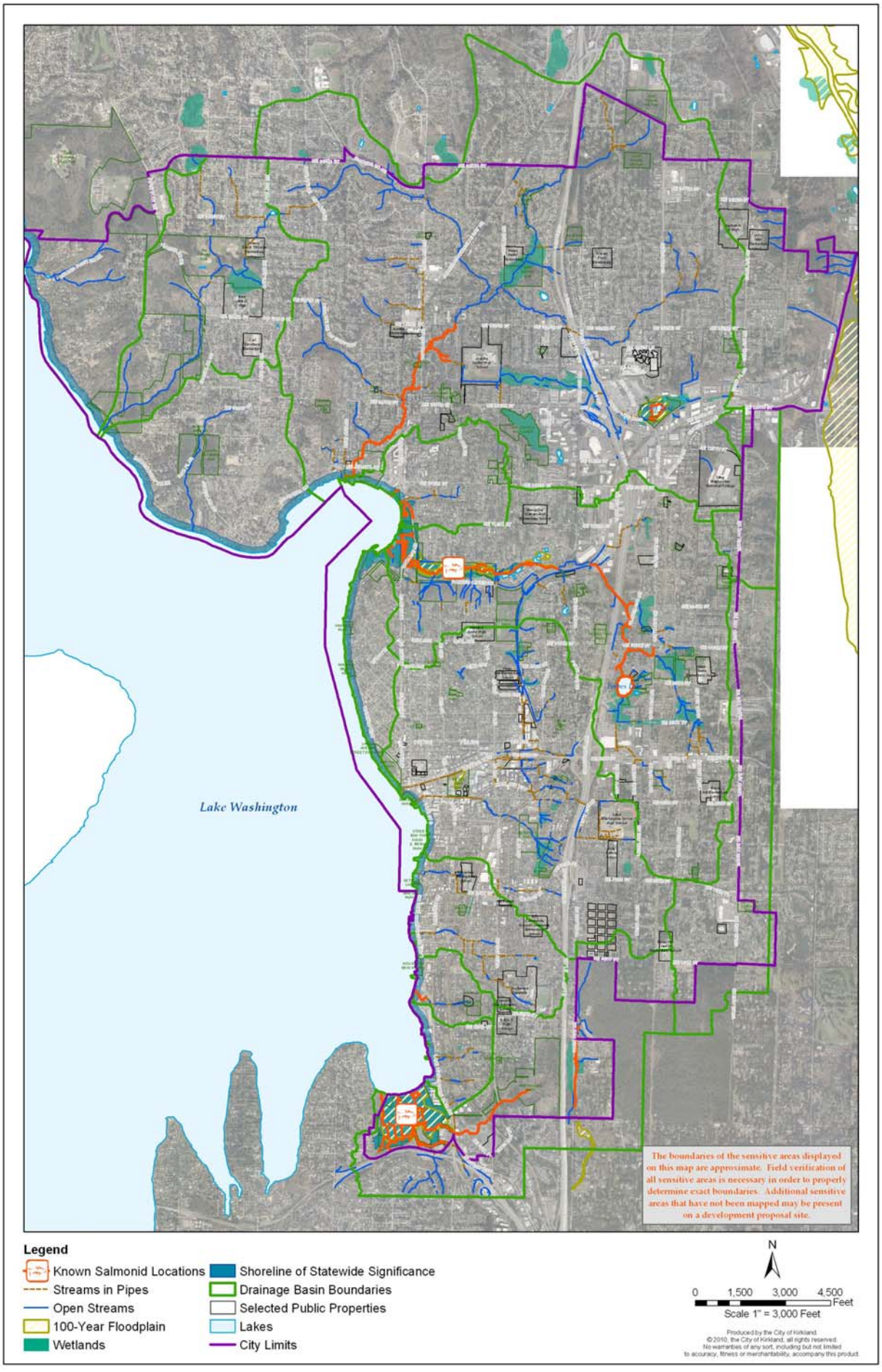


Figure NE-1: Sensitive Areas

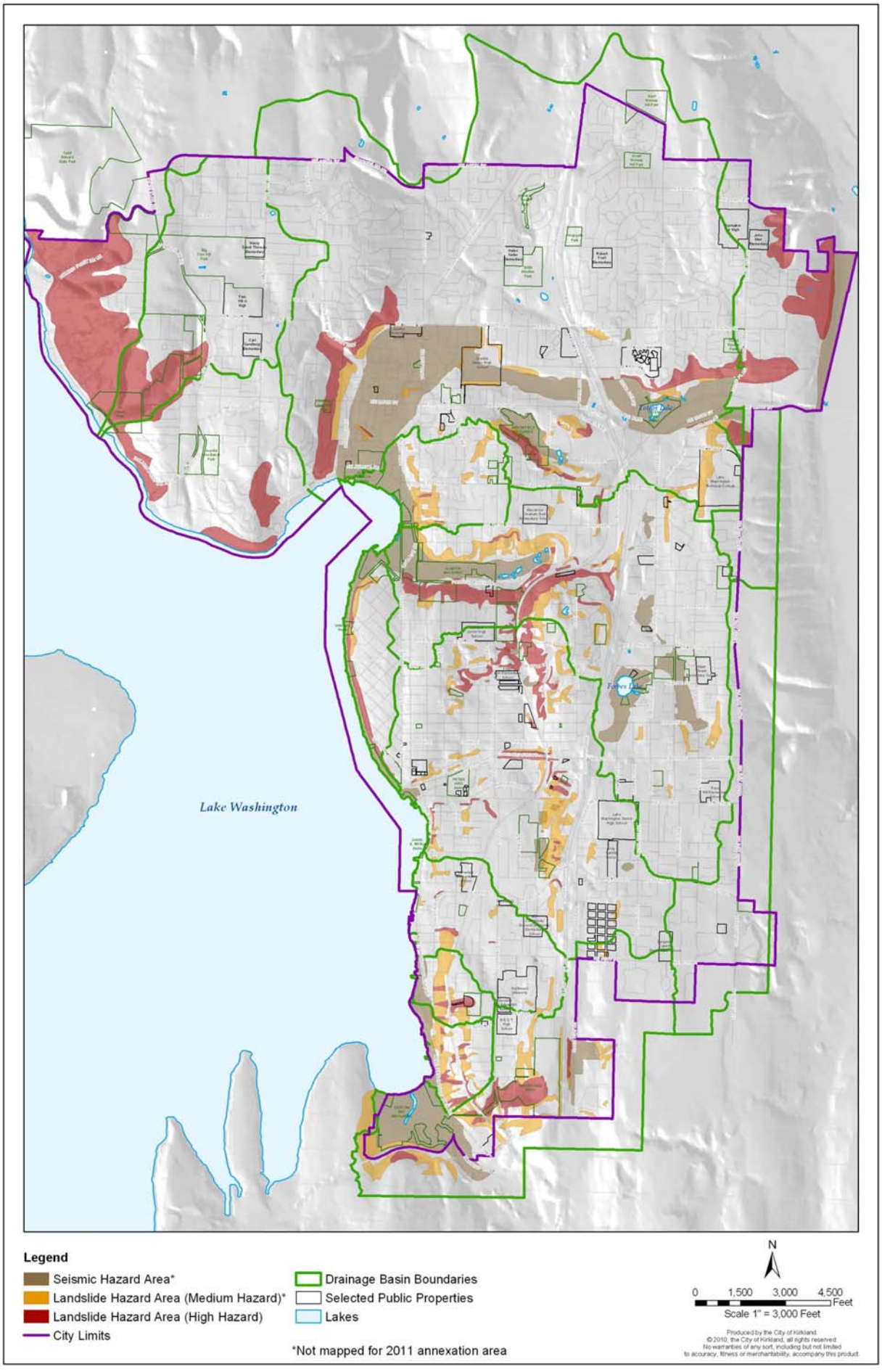


Figure NE-2: Landslide and Seismic Hazard Areas

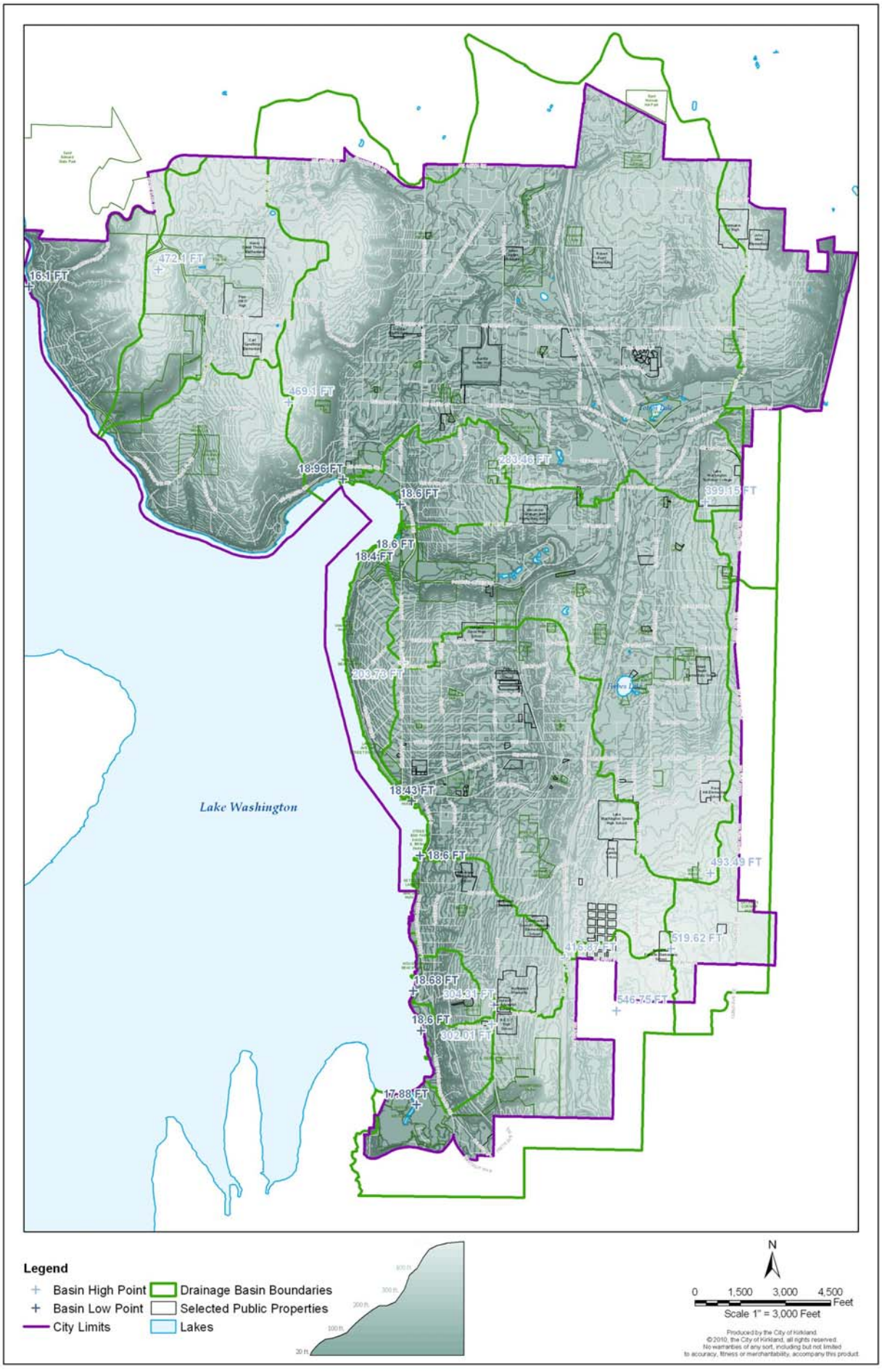


Figure NE-3: Topography

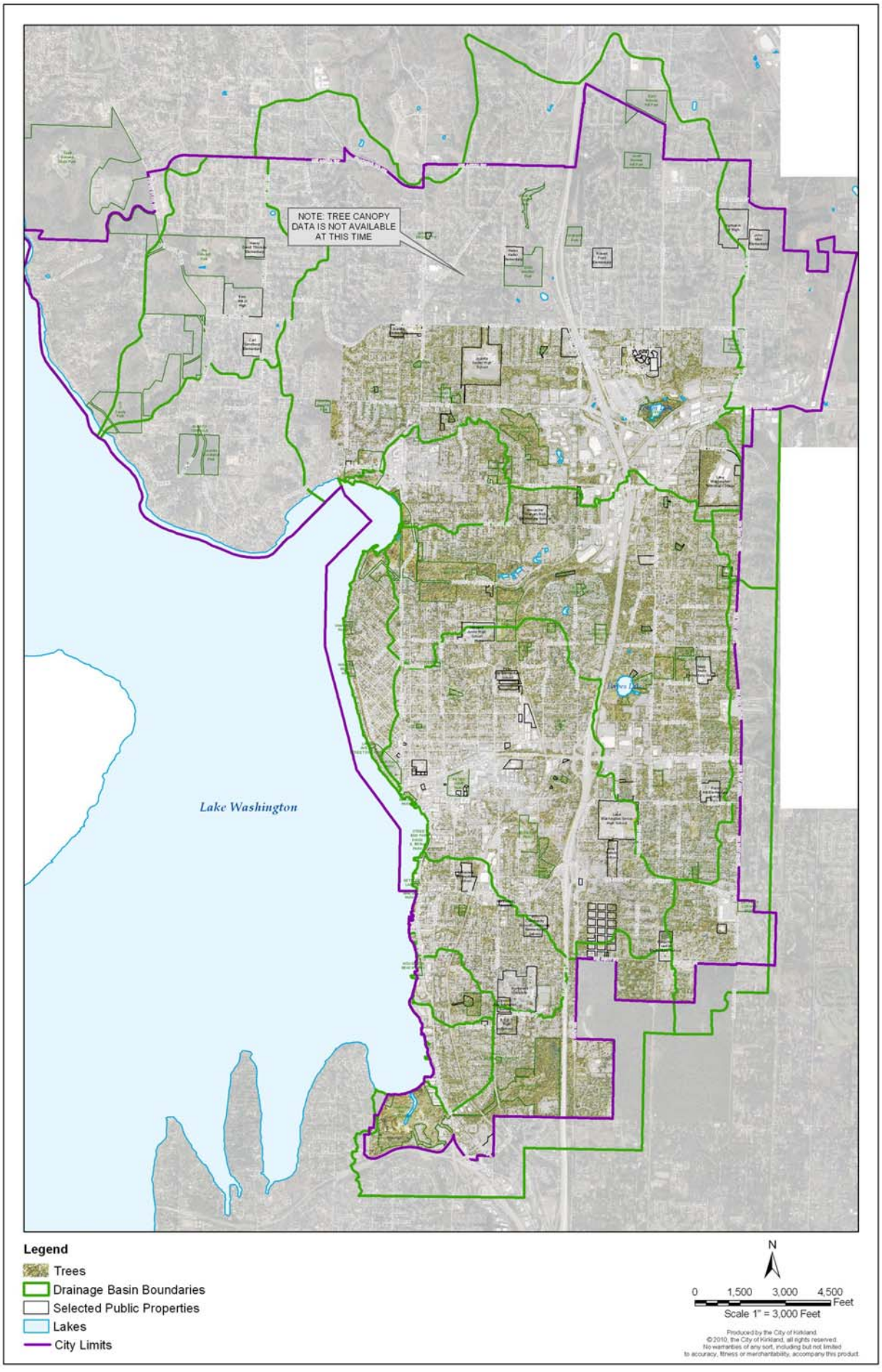


Figure NE-4: Tree Canopy

Delete Map

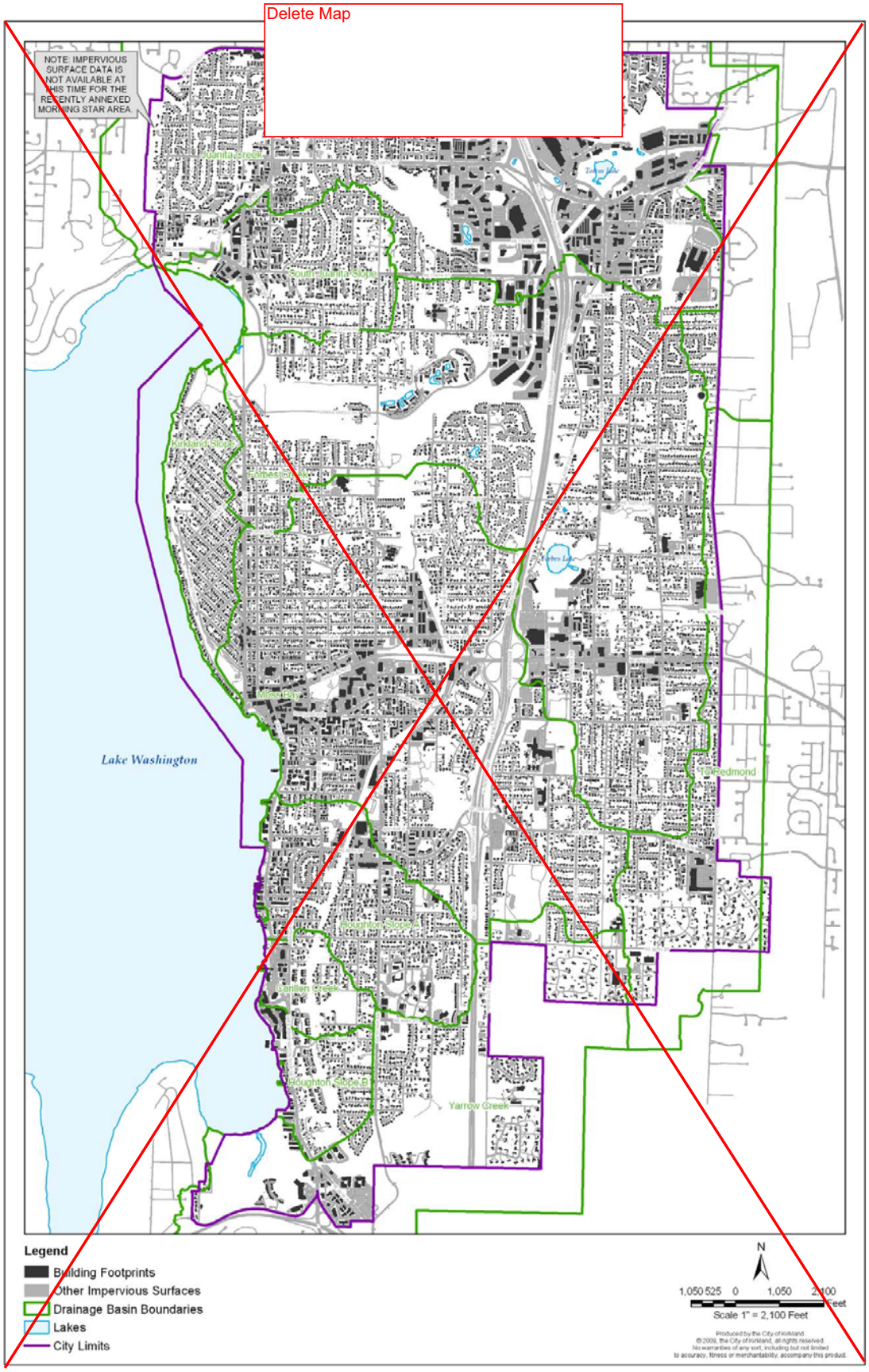


Figure NE-5: Impervious Surfaces

VI. Land Use

A. INTRODUCTION

Between 2003 and 2022, the City will grow by nearly 9,697 new residents and 8,800 jobs[1], resulting in increased needs for housing, commercial floorspace, and public services. 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 has determined that Kirkland must plan to accommodate 5,480 new households and 8,800 new jobs over the next 20 years. These increases in households and jobs are referred to as "growth targets." The term "households" refers to occupied units.

[1] Land use data do not include 2011 annexation

C. LAND USE MAP AND DEFINITIONS

Greenbelt/Urban Separator - *areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.*

Table LU-3
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Units per Net Acres (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA - 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX - 12,500
	4 – 5 d/a	RS – 8,500, RSX - 8,500, RS – 7,200, RSX - 7,200 , RSA - 4
	6 d/a	RS – 7,200, RSX - 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX 5,000, RSA - 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA - 5,000
	10 – 14 d/a	RM – 3,600, RMA - 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA - 2,400
	19 – 24 d/a	RM – 1,800, RMA - 1,800

Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

Table LU-4

Comparison of Growth Targets and Available Capacity

	2000 Existing[1]	2022 Growth Targets[2]	Available Capacity[3]
Housing Units	21,831	27,311 (at 5,480 new households)	28,000
Employment	32,384	41,184 (at 8,800 new jobs)	58,400

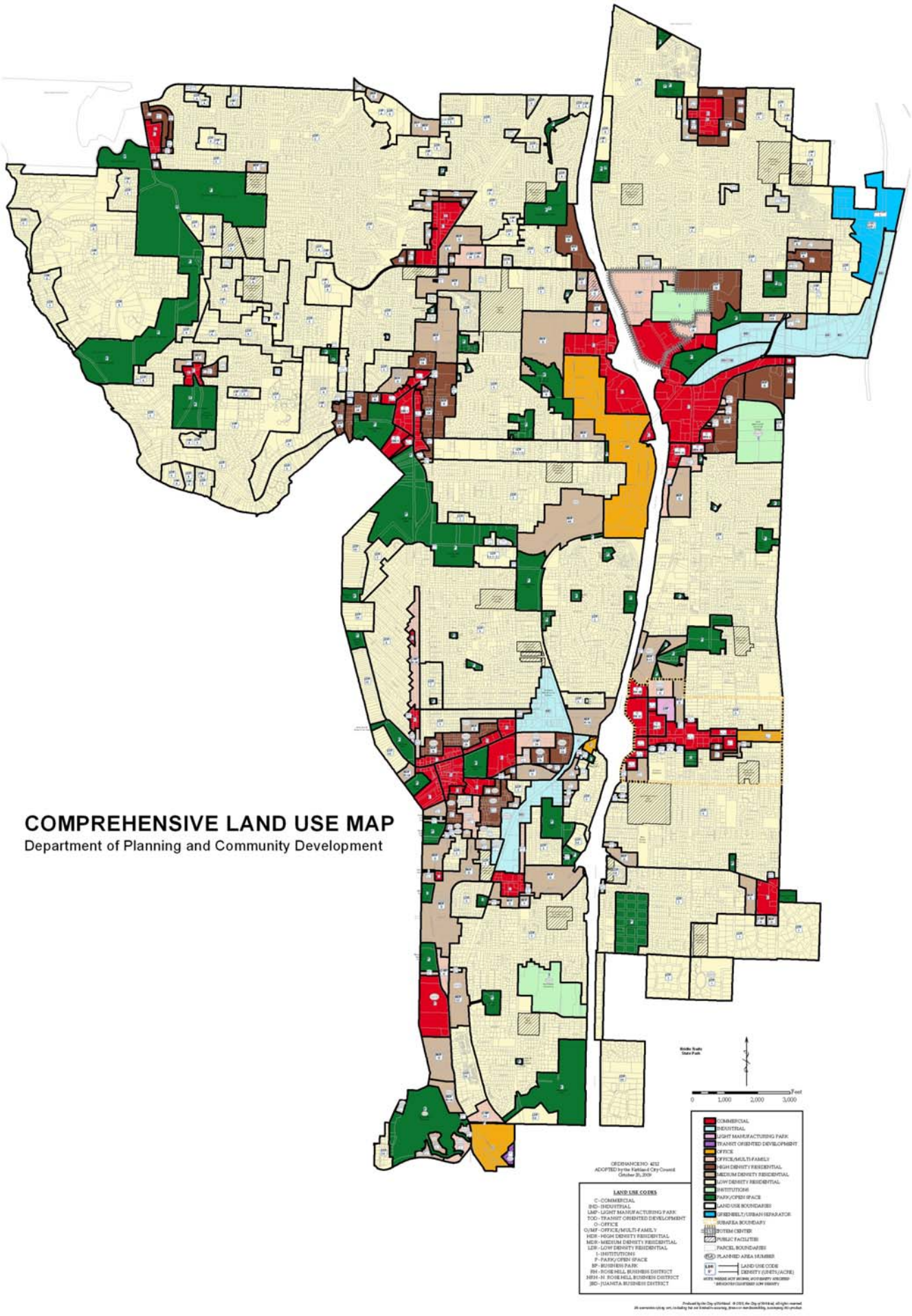
Sources:

1. 2000 housing units: Office of Financial Management (OFM)

   2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.

2. Targets for household and employment growth between 2000 and 2022 were assigned by the King County Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals. Targets do not include the annexations of Bridleview (2009) or Finn Hill, North Juanita, and Kingsgate (2011).

3. City estimates.



LU-1 Comprehensive Land Use Map

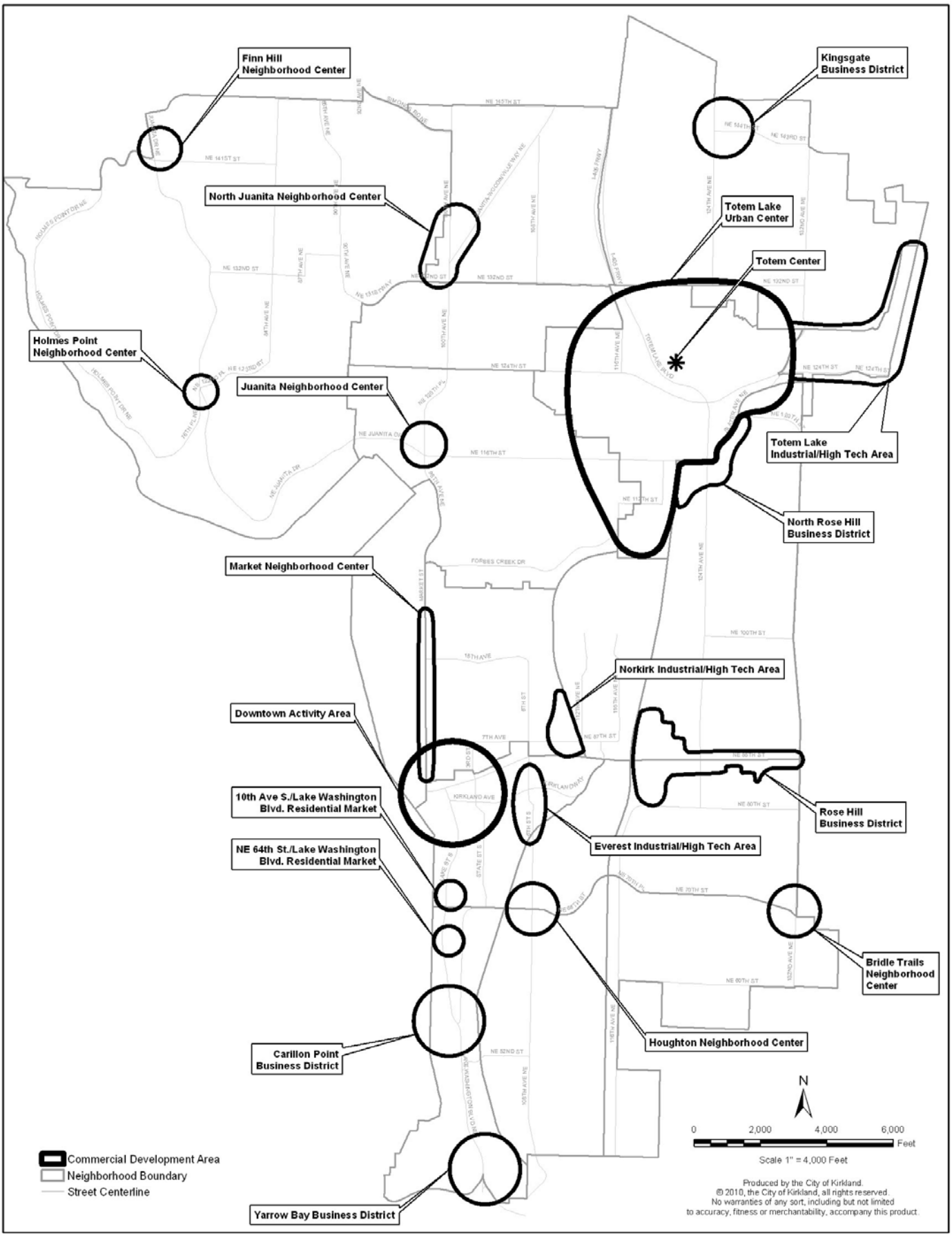


Figure LU-2: Commercial Areas

VII. Housing

A. Introduction

Kirkland is a largely residential community, as housing remains the City's predominant land use. About 64 percent of the City's land area is devoted to residential uses. In the early 1990s, about half of the housing in Kirkland was single-family homes. That has dropped to just 45 percent of the City's housing over the past 10 years[1]. We have also seen an increase in mixed-use developments that combine housing with other uses, such as office and retail. The City has a wide variety of other housing styles including zero lot line, townhomes, multifamily flats, and accessory dwelling units (also known as mother-in-law apartments). Neighborhoods are well established and are one of the City's most desirable assets. Numerous neighborhood associations and homeowners' associations contribute to the livability of the community.

[1] Housing data does not include the 2011 annexation of Finn Hill, North Juanita, and Kingsgate

VIII. Economic Development

A. Introduction

Kirkland was founded by Peter Kirk, an entrepreneur who envisioned Kirkland as the "Pittsburgh of the West." Instead, Kirkland commerce evolved from a ship building center in the 1940s to a suburb of Seattle throughout the 1960s and 1970s.

Today, Kirkland contains a balance of jobs and housing and is interrelated to other Eastside cities and the Puget Sound region. In 2000, Kirkland contained 22,100 housing units and 32,384 jobs. The median household income in 2000 was $60,332, compared to $53,157 throughout King County. It is estimated that Kirkland's average wage rate is slightly higher than King County's figure which, in 2002, was $25,300 per worker per year[1].

[1] Economic data does not include the 2011 annexation of Finn Hill, North Juanita, and Kingsgate

IX. Transportation

A. INTRODUCTION

PROBLEM STATEMENT

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the ~~Nonmotorized~~Active Transportation Plan. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

RELATIONSHIP TO OTHER ELEMENTS

The Transportation Element is an integral part of the Comprehensive Plan. The Element provides for the mobility of people, goods, and services in a way that supports the goals and policies of other elements. The Transportation Element provides for the transportation system necessary to support the land use (commercial and residential) pattern described in the Land Use and Housing Elements. Specific transportation goals and policies work to maintain and preserve the community's character and natural features presented in the Community Character and Natural Environment Elements and the Shoreline Area Chapter, while providing for mobility. The Transportation Element strives to support important aspects of the Economic Development Element by enabling goods, services, customers, and employees access to Kirkland businesses. Finally, transportation policies in this Element provide the foundation for the transportation projects identified in the Six-Year Capital Facilities Plan in the Capital Facilities Element.

C. TRANSPORTATION GOALS AND POLICIES

LINKING TRANSPORTATION AND LAND USE

Goal T-2: Develop a system of pedestrian and bicycle routes that forms an interconnected network between local and regional destinations.

Policy T-2.5: Maintain a detailed ~~Nonmotorized~~Active Transportation Plan (~~NM~~ATP).

The ~~NMTP~~ ATP is a functional plan that provides a detailed examination of the existing pedestrian, bicycle, and equestrian systems, criteria for prioritizing improvement, and suggested improvements. The ~~NMTP~~ ATP designates specific City rights-of-way and corridors for improved pedestrian, bicycle and equestrian circulation, and sets design standards for nonmotorized facilities.

The Transportation Element lays the fundamental policy basis for the ~~NMTP~~ATP.

The current ~~NMTP~~ ATP is consistent with the general policy direction of the Transportation Element. The ~~NMTP~~ ATP will need to be updated regularly to incorporate new and revised standards for facilities and to reprioritize routes to be built.

MAINTAINING MOBILITY

Goal T-5: Establish level of service standards that encourage development of a multimodal transportation system.

Policy T-5.3: Utilize the peak-hour vehicular level of service standards shown in Table T-2 – a two-part standard for the transportation subareas and for individual system intersections.

This policy establishes a peak-hour level of service (LOS) standard for vehicular traffic based on 2022 land use and road network. It is a two-part standard, based on the ratio of traffic volume to intersection capacity (V/C) for signalized system intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212.*

The two standards are as follows:

(1) Maximum allowed subarea average V/C for signalized system intersections in each subarea may not exceed the values listed in Table T-2.

(2) No signalized system intersection may have a V/C greater than 1.40.

Table T-2
Maximum Allowed Subarea Average V/C Ratio for System Intersections and Individual Intersection LOS

Use as Maximum Allowed Average V/C after January 1st ⇨	~~2004~~2011	~~2005~~2012	~~2006~~2013	~~2007~~2014	~~2008~~2015	2016
Forecast for Year ⇨	~~2009~~2016	~~2010~~2017	~~2011~~2018	~~2012~~2019	~~2013~~2020	2021
Subarea	Average V/C Ratio					
Southwest	~~0.89~~0.90	~~0.89~~0.90	~~0.89~~0.91	~~0.900~~0.91	~~0.900~~0.91	.91
Northwest	~~0.88~~0.93	~~0.89~~.0.94	~~0.890~~.95	~~0.900~~.95	~~0.910~~.96	.97
Northeast	~~0.86~~0.91	~~0.87~~0.92	~~0.87~~0.93	~~0.88~~0.93	~~0.890~~.94	.95
East	~~1.04~~1.06	~~1.04~~1.07	~~1.04~~1.07	~~1.05~~1.07	~~1.05~~1.08	1.08
Maximum allowed individual system intersection V/C ratio	1.40	1.40	1.40	1.40	1.40	1.40

The LOS standards were calculated through the use of a computerized transportation model shared with Bellevue and Redmond, called the BKR model. The standards are the outcome of land use and transportation network choices which were entered into the model.

In particular, a network of capacity projects was chosen that could be funded by levels of spending that are consistent with the amount spent on transportation capacity projects in recent years. The network also consists of projects that are in keeping with the community values found elsewhere in this Comprehensive Plan. It is the intention of this plan that intersection performance will be kept as high as possible, preferably with V/C ratios under 1.30. However, forecasts show that this may not be attainable so the maximum intersection V/C ratio is set at 1.40.

Table T-2 is designed to provide standards for the maximum allowed subarea average V/C ratio for the next few years. To pass the road concurrency test, new development may not exceed the maximum allowable subarea average V/C ratio for system intersections (see Table T-3 below) six years into the future starting from the date of making a concurrency application. The first row of Table T-2 (italicized) indicates the year that a proposed development is submitted for a road concurrency test. The second row indicates the six-year horizon that a new development's traffic impacts are assessed. Each set of standards in the column below the application year and the horizon year is based on a LOS forecast for six years in the future. Forecasts are derived by linear interpolation between forecasts for 2004 and 2022 and include forecasted impacts of development that have been approved but not yet built.

Example of how to use Table T-2: A development is seeking concurrency approval during ~~2005~~2012. What is the set of standards for subarea average V/C that the development must not exceed? Since the project is seeking approval in ~~2005~~2012, the second column of numbers is used. This set of standards (southwest subarea standard of ~~0.89~~0.90, northwest subarea standard of ~~0.89~~0.90, etc.) corresponds to a forecast horizon year of ~~2010~~2017. The development's traffic impacts may not cause the level of service at the signalized system intersections to exceed these standards.

In addition, the LOS methodology requires both standards (subarea average V/C and V/C not to exceed 1.40) to be satisfied. Traffic from a new development may not cause the average V/C of system signalized intersections in a subarea to operate at an LOS lower than the average and may not cause any system signalized intersection to exceed a V/C ratio of 1.40 as shown in Table T-2.

The capacity (C) of a signalized intersection is determined by a wide variety of factors, including signal phasing, number of lanes and traffic mix. It is a measure of the maximum number of vehicles that can go through the intersection in a set period of time. The volume (V) is the sum of "critical" volumes that indicate maximum demand at the intersection. The volume to capacity ratio (V/C) is the volume divided by the capacity. For the purpose of the plan, V/C is calculated for the PM peak hour.

A V/C of less than 1.0 means that the volume at the intersection is less than the capacity. If the V/C is equal to 1.0, the intersection's volume and capacity are equal. When the V/C is greater than 1.0, volume has exceeded capacity. As the V/C increases, the congestion at the intersection increases and the level of service gets worse.

Underlying the standards is the concept that the system is not considered failing if the peak-hour is congested. Use of the peak-hour for measuring level of service is standard in the region. This "worst case" measure implies that traffic will flow better during the rest of the day. Although very high, the V/C ratios in the standard are acceptable because there is a limited amount of funding available to improve the situation, and it is not possible to build our way out of congestion even if funds were unlimited. Road widening has quality-of-life impacts that many in the community find unacceptable.

The standards are based on congestion becoming worse in the future. This reflects the proposed network and funding, and an increase in trips. The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.

DESIGN OF TRANSPORTATION FACILITIES

Goal T-6: Design transportation facilities that reflect neighborhood character.

Policy T-6.6: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services whenever feasible.

When planning transportation facilities, both public and private, the environmental impacts of the facility need to be evaluated and minimized, and appropriate mitigation included. Environmental impacts of transportation facilities and services can include shoreline, wetland and stream encroachment, vegetation removal, air quality deterioration, noise pollution, and landform changes.

COORDINATION

Kirkland's transportation system is not isolated but is integrally connected with a system of federal, State, and County transportation systems and the systems of adjacent jurisdictions. Consequently, transportation planning requires careful interjurisdictional coordination.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions, particularly in the area of transportation planning.

Goal T-8: Actively work to identify, review, and resolve interjurisdictional transportation concerns affecting Kirkland.

Policy T-8.6: Strive to meet federal and State air quality standards.

Kirkland is part of the central Puget Sound region which is a federally designated non-attainment area. In order to comply with the Washington State Clean Air Conformity Act, the federal Clean Air Act, and to be consistent with the Growth Management Act ~~and ,~~Metropolitan Transportation Plan, and Electric Vehicle Infrastructure Act, the City must commit to strategies to reduce pollutants. As described previously in this Element, the City is committed to creating a balanced multimodal transportation system and decreased dependence on fossil fuel. The emphasis on increasing travel options and reducing single-occupant vehicle use is the City's primary strategy for complying with air quality legislation. Additionally, encouraging electric vehicle use helps maintain air quality. The City will also coordinate with the Puget Sound Air Pollution Control Agency as needed to address air quality issues

FINANCE

Section D of this chapter contains a list and map of transportation projects that have been identified for the 20-year planning period. The Capital Facilities Element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the Comprehensive Plan. The Capital Facilities Element also includes a list of projects over a ~~12~~ 10 year period in time as noted in the combined Tables CF-8 and CF-8A.

D. TRANSPORTATION FACILITY PLAN

Tables CF-8, CF-8A and CF-9, located in the Capital Facilities Plan, and Table T-5 and Figures T-2, T-3, T-6 and T-7 in this Element are interrelated. Together they comprise the overall transportation system and network for the City. Table CF-8 is a list of funded six-year transportation projects along with a financing plan.~~;~~ Table CF-8A, combined with Table CF-8, ~~is~~provides a multi-year financing plan for transportation projects ~~through 2020~~ projecting beyond the adopted six-year Capital Facilities Plan.~~, and~~ Table CF-9 is a list of all 2022 transportation projects~~. Table CF-9~~and is divided into three sections: (1) Nonmotorized; (2) Street Improvements; and (3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference.

Table T-5
Project Descriptions for the 2022 Transportation Project List ~~((~~Funded – Unfunded~~))~~

Nonmotorized Improvements

NM20-1 Sidewalk

Location: NE 100th Street from 116th Avenue NE to approximately 114th Avenue NE

Description: Installation of curb, gutter, sidewalk and storm drainage along the north side. ~~Funded~~ Partially funded CIP project NM 0034-001; schedule for completion is dependent on grant funding.

NM20-2 ~~Nonmotorized~~Non-motorized Facilities

Location: 116th Avenue NE (south section) (NE 60th Street to south City limits)

Description: Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.

NM20-3 Sidewalk

Location: 13th Avenue, Van Aalst Park to 3rd Street

Description: Install sidewalk and planter strip along the south side of 13th Avenue. ~~Funded~~Candidate CIP project NM 0054, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888 ~~scheduled for completion by 2014~~.

NM20-4 Pedestrian/Bicycle Facility

Location: 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way

Description: Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.

NM20-5 Sidewalk

Location: 93rd Avenue NE from Juanita Drive to NE 124th Street

Description: Installation of curb, gutter, sidewalk and planter strip along the east side. ~~Unfunded~~Candidate CIP project NM 0032, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888 ~~scheduled for completion by 2014~~.

NM20-6 Sidewalk

Location: NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE

Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

NM20-7 ~~Nonmotorized~~Non-motorized Facilities

Location: Burlington Northern Santa Fe Railroad right-of-way, between south and north City limits (AKA "Cross Kirkland Trail")

Description: 10- to 12-foot-wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

NM20-8 Sidewalk

Location: 122nd Avenue NE, between NE 70th Street and NE ~~80th~~75th Street

Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. ~~Funded~~Candidate CIP project NM 0055; included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014~~.

NM20-9 ~~Sidewalk~~Walk Route Enhancements

Location: ~~116th Avenue NE from NE 94th Street to NE 100th Street~~104th Ave NE/NE 68th St (Lakeview School Walk Route)

Description: ~~Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for completion in 2010.~~Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67th Street and west side of 104th Ave NE. Upgrade ADA ramps at NE 67th Street/103rd Ave NE, NE 68th Street/104th Ave NE and mid-block crosswalk on NE 68th Street at Lakeview Elementary. Install RRFB pedestrian activated lighted crosswalk at mid-block crosswalk. The project will complete critical non-motorized facilities to safely get students to and from Lakeview Elementary School; a 2010 Safe Routes to School Grant Application has been submitted for this project. Unfunded CIP project NM 0068.

NM20-10 Bike Lane

Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE

Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. ~~Funded~~Candidate CIP project NM 0036, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014~~.

NM20-11 Sidewalk

Location: NE 95th Street from 112th Avenue NE to 116th Avenue NE

Description: Install curb, gutter, sidewalk and storm drain along north side. Unfunded CIP project NM 0045.

NM20-12 Sidewalk

Location: 18th Avenue West from Market Street to Rose Point Lane

Description: Install curb, gutter, sidewalk and storm drain along roadway. ~~Funded~~Candidate CIP project NM 0046, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014~~.

NM20-13 Sidewalk

Location: 116th Avenue NE from NE 70th Street to NE 75th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.

NM20-14 Sidewalk

Location: 130th Avenue NE, NE 95th Street to NE 100th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. Unfunded CIP project NM 0037.

NM20-15 Pedestrian/Bicycle Bridge

Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405

Description: Pedestrian/bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16A Sidewalk

Location: NE 90th Street, 124th Avenue NE to 128th Avenue NE (Phase I)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.

NM20-16B Sidewalk

Location: NE 90th Street, 120th Avenue NE to 124th Avenue NE, and 128th Avenue NE to 132nd Avenue NE (Phase II)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

NM20-17 Pathway/Sidewalk

Location: NE 60th Street from 116th Avenue NE to 132nd Avenue NE

Description: Half-street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

NM20-18 Pedestrian Facility

Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park

Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.

NM20-19 Pedestrian/Bicycle Facility

Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE

Description: Installation of paved multi-purpose path and storm drainage along corridor. ~~Funded~~Candidate CIP project NM 0043, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888 ~~scheduled for completion by 2014~~.

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

NM20-23 Sidewalk

Location: 112th Avenue NE from NE 87th Street to NE 90th Street

Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. ~~Funded~~Candidate CIP project NM 0049, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014.~~ .

NM20-24 Sidewalk

Location: NE 80th Street from 126th Avenue NE to 130th Avenue NE

Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. ~~Funded~~Candidate CIP project NM 0050, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014.~~ .

NM20-25 Sidewalk

Location: NE 85th Street from I-405 to 132nd Avenue NE and along 124th Avenue NE from NE 80th Street to NE 90th Street (AKA Rose Hill Business District Sidewalks)

Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051~~, scheduled for completion in 2011.~~.

NM20-26 Sidewalk

Location: Kirkland Way from 8th Street to Ohde Avenue

Description: Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.

NM20-27 Sidewalk

Location: NE 112th Street from 117th Place NE to the Burlington Northern Santa Fe Railroad crossing

Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. ~~Funded~~Candidate CIP project NM 0053, included as a part of annual ~~nonmotorized~~non-motorized program NM 8888~~ scheduled for completion by 2014~~.

NM20-28 Annual Sidewalk Maintenance Program

Location: Citywide

Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.

NM20-29 Nonmotorized/Emergency Access Connection

Location: 111th Avenue from Burlington Northern Santa Fe Railroad north to Forbes Creek Drive

Description: Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.

NM20-30 Sidewalk

Location: 6th Street from 1st Avenue South to Kirkland Way

Description: ~~Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059, included as a part of annual nonmotorized program NM 8888 scheduled for completion by 2014.~~The 6th Street Sidewalk will construct 5 foot wide sidewalk along the north side of 6th St from Kirkland Ave to approximately 180 feet south to connect into existing sidewalk. In addition, approximately 135 ft of 5 ft sidewalk will be constructed along Kirkland Ave to connect two missing sections of sidewalk and allow pedestrians to walk past an existing power pole and fire hydrant which are currently obstructing the walkway. Two existing sidewalk ramps will be upgraded to meet the requirements of the Americans with Disabilities Act, and two new sidewalk ramps will be constructed to connect the new sidewalk segments. The use of porous concrete will be used for the new sidewalks and storm drain improvements will be made as required. Candidate CIP project NM 0059, included as a part of annual non-motorized program NM 8888.

NM20-31 ~~Sidewalk~~Elementary School Walk Route Enhancements

Location: ~~100th Avenue NE/99th Place NE from NE 112th Street to NE 116th Street~~Various locations adjacent to schools, including Peter Kirk, Lakeview, Ben Franklin, Rose Hill, Mark Twain, AG Bell and Juanita Elementary Schools.

Description: ~~Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.~~Design and construct curb, gutter and sidewalk, with a planter strip where possible, along designated school walk routes throughout the City. The proposed sidewalks will capitalize on areas where sidewalk has already been constructed with prior development. The proposed concrete sidewalk will be 5 feet wide and will be separated from the edge of the travel lane by a 4.5 foot planter strip and 0.5 foot wide concrete curb (totaling 5 feet). The project will also purchase a portable radar trailer to inform motorists of their speed. Total project cost includes State grant funding of $498,000. Funded CIP project NM 0067.

NM20-32 Pedestrian Enhancements

Location: Park Lane from Lake Street to Peter Kirk Park – Phase II

Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm ~~system~~drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. Unfunded CIP project NM 0064 001.

NM20-33 ~~Pedestrian Enhancements~~Bike Lane

Location: ~~Central Way at Lake~~100th Avenue from NE 124th Street~~, Main Street, and 4th~~ to NE 132nd Street

Description: ~~**Based on the results of the ongoing Central Way pilot program that is monitoring the overall traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as "bulb-outs," storm drainage, lighting and permanent parking configurations. Unfunded CIP project NM 0065.**~~Install bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.

~~NM20~~NM 20-34 Sidewalk

Location: 12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter Kirk Elementary School

Description: Install curb, gutter, sidewalk and storm drainage along north side of roadway. Partial funding by TIB Safe School Walking grant. Funded CIP project NM 0066.

~~NM20~~NM 20-35 Annual ~~Sidewalk and/or Bike Lanes~~Non-Motorized Program

Location: City wide

Description: Install up to various funding levels in ~~2012,~~ 2013, 2014, 2015, 2016 any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

~~NM20~~NM 20-36 Sidewalk

Location: NE 104th Street between 126th Avenue NE and 132nd Avenue NE

Description: Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.

~~NM20~~NM 20-37 Sidewalk

Location: 19th Avenue from Market Street to 4th Street

Description: Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.

Street Improvements

ST20-1 New Street

Location: 118th Avenue NE, NE 116th Street to NE 118th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

ST20-2 New Street

Location: 119th Avenue NE, NE 128th Street to NE 130th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

ST20-3 Street Widening

Location: 120th Avenue NE, NE 128th Street to NE 132nd Street

Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. ~~Funded~~Candidate CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888 ~~scheduled for completion by 2014~~.

ST20-4 Street Widening

Location: 124th Avenue NE, NE 116th Street to NE 124th Street

Description: Widen to five lanes, from existing three lanes with sidewalks. ~~Partially funded~~ Candidate CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding included as a part of the annual concurrency street improvements ST 8888.

ST20-5 Street Widening

Location: 124th Avenue NE, NE 85th Street to NE 116th Street

Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Street Widening

Location: 132nd Avenue NE~~/~~ / NE 85th Street to NE 120th Street

Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.

ST20-8 New Street

Location: 120th Avenue NE from NE 116th Street to Burlington Northern Santa Fe Railroad crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

ST20-9 New Street

Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. ~~Funded~~Candidate CIP project ST 0057~~, design began in 2006 and~~ 001, with completion ~~is~~ dependent upon grant funding.

ST20-10 Street Improvements

Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza

Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements. Unfunded CIP ST 0070.

ST20-11 New Street

Location: NE 130th Street, Totem Lake Boulevard to 120th Avenue NE

Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.

ST20-12 New Street

Location: NE 120th Street (west section) from 124th Avenue NE to Burlington Northern Santa Fe Railroad crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.

ST20-13 Annual Street Preservation Program

Location: Various sites throughout the City based on Pavement Management Program

Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

ST20-14 Street Widening

Location: NE 132nd Street~~,~~ from 100th Avenue NE to the WSDOT interchange

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0077.

ST20-15 Street Widening

Location: NE 132nd Street from WSDOT ~~interchange~~Interchange to 124th Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0078.

ST20-16 Street Widening

Location: NE 132nd Street from 124th Avenue NE to 132nd Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ~~ST 0079~~ST0079.

ST20-17 Street Improvements

Location: Annual Striping Program

Description: Annual program to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in restriping of more than 30 miles of collector and arterial streets throughout the City. Funded CIP project ST 0080.

ST20-18 Annual Concurrency Street Improvements

Location: City-wide

Description: This project provides for the construction and re-construction of city roadways to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate.

ST20-19 Annual Street Preservation Program – One Time Project

Location: NE 85th Street

Description: The overlay of NE 85th Street coincident with intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR908 from the WSDOT to the City of Kirkland.

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn ~~land~~lane to a through/right-turn configuration. Unfunded CIP project TR 0084.

TR20-2 Intersection Improvements

Location: Kirkland Way Underpass at Burlington Northern Santa Fe Railroad crossing

Description: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. ~~Unfunded~~Funded CIP project TR 0065.

TR20-4 Intersection Improvements

Location: ~~NE 68th Street/108th~~Totem Lake Way / 120th Avenue NE

Description: ~~Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR 0085, design began in 2009 and anticipate completion in 2010.~~Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0099.

TR20-5 HOV Queue Bypass

Location: NE 124th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. ~~Funded~~Candidate CIP project TR 0088, included as a part of the annual concurrency traffic improvements TR 8888 ~~scheduled for completion by 2014~~.

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue Bypass

Location: NE 85th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

Description: Add southbound Lake Washington Boulevard queue bypass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0072)
2. NE 85th Street/I-405 queue bypass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue bypass eastbound to southbound (unfunded CIP project TR 0073)
4. NE 124th Street/I-405 westbound to northbound (unfunded CIP project TR 0075)

TR20-11 Intersection Improvements

Location: Various as identified

Description: New signals or signal improvements that are not included in other projects are as follows:

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. ~~Market Street/15th Avenue NE~~
6. 5. NE 53rd Street/108th Avenue NE
7. 6. NE 60th Street/116th Avenue NE
8. 7. NE 60th Street/132nd Avenue NE
9. 8. NE 64th Street/Lake Washington Boulevard
10. 9. NE 70th Street/120th Avenue NE or 122nd Avenue NE
11. 10. NE 80th Street/132nd Avenue NE
12. 11. NE 112th Street/124th Avenue NE
13. 12. NE 116th Street/118th Avenue NE
14. 13. NE 116th Street/124th Avenue NE (northbound dual left turn) (TR 0092)
15. 14. NE 126th Street/132nd Place NE

~~16~~15. NE 128th Street/Totem Lake Boulevard

~~17~~16. NE 100th Street/132nd Avenue NE

~~18. NE 132nd Street/Totem Lake Boulevard~~

~~19~~17. Market Street~~/~~ / Forbes Creek Drive

~~20~~18. NE 112th Street/120th Avenue NE

~~21~~19. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

Description: Install westbound and northbound right-turn lanes. ~~Funded~~Candidate CIP project TR 0086, included as a part of the annual concurrency traffic improvements TR 8888 ~~scheduled for completion by 2014~~.

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

Description: ~~Add~~Install upgrades to the existing signalized intersection including one additional northbound ~~travel lane on~~ Lake Washington Boulevard travel lane through ~~this intersection. Unfunded~~the intersection. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. Funded CIP project TR 0090.

TR20-14 ~~Traffic Signal~~Intersection Improvements

Location: 124th Avenue NE at NE 124th Street - Phase III

Description: Install ~~traffic signal~~ improvements ~~and new railroad crossing~~ on the north leg of this intersection. ~~Funded~~Candidate CIP project TR 0091; ~~project is anticipated to start in 2012~~included as a part of the annual concurrency traffic improvements, TR 8888.

TR20-15 Intersection Improvements

Location: 100th Avenue NE/NE 132nd Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. ~~Funded~~Candidate CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888 ~~scheduled for completion by 2014~~.

TR20-16 Traffic Signal

Location: Central Way & Park Place entrance (between 4th St and 5th St)

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signaled crosswalks at 5th St and 4th St will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. Funded CIP project TR 0082.

TR20-17 Intersection Improvements

Location: NE 132nd Street/124th Avenue NE

Description: Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0096.

TR20-18 Intersection Improvements

Location: NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405

Description: Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405 as recommended in the NE 132nd Street Master Plan. Unfunded CIP project TR 0098.

TR20-19 Intersection Improvements

Location: 6th Street/Central Way

Description: The installation of multiple upgrades to the existing signalized intersection. The intersection improvements will result in a new signature "Gateway" to the Central Downtown area of Kirkland with associated necessary upgrades to surface water elements and a sensitive area (stream). The project will result in the construction of a significant retaining wall structure and the acquisition of new right-of-way, in addition to general signal, pedestrian and ITS improvements. Funded CIP project TR 0100.

TR20-20 ~~Not used.~~ Intersection Improvements

Location: Central Way/4th Street

Description: Extend two-way-left turn by moving crosswalk to Park Place Signal. Funded CIP project TR 0103.

TR20-21 Intersection Improvements

Location: 6th Street S/4th Avenue

Description: Dual eastbound left turn, with widening on 6th Street. Funded CIP project TR 0104.

TR20-22 Intersection Improvements

Location: Central Way/5th Street

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0105.

TR20-23 Intersection Improvements

Location: 6th Street / 7th Avenue

Description: Add left turn lanes on northbound and southbound approaches. Unfunded CIP project TR 0106.

TR20-24 Intersection Improvements

Location: Market Street / 15th Avenue

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0107.

TR20-25 Intersection Improvements

Location: NE 85th Street / 124th Avenue NE

Description: Add northbound right-turn-only pocket. Funded CIP project TR 0108.

TR20-26 Intersection Improvements

Location: NE 132nd St/ Juanita High School

Description: Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0093.

TR20-27 Intersection Improvements

Location: Totem Lake Plaza/120th Ave NE Intersection Improvements

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0110.

TR20-28 Intersection Improvements

Location: Totem Lake Plaza/Totem Lake Blvd

Description: Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with

the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation. Unfunded CIP project TR 0109.

TR20-29 Intersection Improvements

Location: NE 132nd Street / 108th Avenue NE

Description: Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0094.

TR20-30 Intersection Improvements

Location: NE 132nd Street / Fire Station Access

Description: Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.

TR20-31 Intersection Improvements

Location: NE 132nd St/132nd Ave NE

Description: Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.

TR20-32 Intersection Improvements

Location: NE 85th St/132nd Ave NE

Description: Phase 1. Extend the southbound to eastbound left-turn lane pocket. Construct a northbound to eastbound right-turn lane, and extend the westbound to northbound right-turn lane (by Redmond). Sound Transit has contributed $860,000 towards the cost of the westbound right-turn lane. Funded CIP project TR 0078.

TR20-33 Intersection Improvements

Location: NE 85th St/124th Ave NE

Description: Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. The installation of a northbound 124th Ave NE taper will provide for a bike lane, wide planter strip with landscaping, and a new sidewalk. Funded CIP project TR 0080.

TR20-34 Annual Concurrency Traffic Improvements

Location: City-wide

Description: This project provides for the construction and re-construction of traffic signals and/or intersections to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate. Funded CIP project TR 8888.

TR20-35 Kirkland ITS Improvements – Phase I

Location: City-wide

Description: The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location. Funded CIP Project TR 0111 000.

TR20-36 Kirkland ITS Improvements – Phase II

Location: City-wide

Description: The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location. Unfunded CIP Project TR 0111 001.

TR20-37 Downtown Pedestrian Safety Improvements – Central Way

Location: Various intersections on Central.

Description: Installation of Countdown Pedestrian Signals (CPS) at intersections of Lake St/Central Way, 3rd St/Central Way, and 6th St/Central Way. Funded CIP project TR 0112 000.

E. State Transportation Plans and Policies

Table T-6: State Routes

State Route		PM Peak Hour Two-Way Traffic Volumes					WSDOT ACR-LOS		
		Roadway Capacity 2005/2022	Existing 2006 PM Peak Hour	Forecasted 2022 Traffic Volumes	Existing AADT	2022 AADT	Adopted LOS Standard	Existing 2005 V/C LOS	Future 2022 V/C LOS
I-405									
From	To								
NE 39th St.	NE 70th St.	15,000/19,000	14,260	19,423	199,870	271,635	10	13	14
NE 70th St.	NE 85th St.	15,000/19,000	13,550	18,975	189,680	265,366	10	13	14
NE 85th St.	NE 116th St.	15,000/19,000	13,820	18,944	192,660	264,940	10	13	14
NE 116th St.	NE 124th St.	15,000/19,000	10,136	15,705	141,749	219,641	10	9	12
NE 124th St.	NE 132nd St.	15,000/19,000	8,550	12,218	119,579	170,865	10	8	9
~~SR 908 (NE 85th St.)~~I-405 and NE 85th Street									
SB-405 Ramp	NB-405 Ramp	4,172	3,926	4,596	–	–	E-mitigated	0.94	1.10
NB-405 Ramp	120th Ave. NE	4,172	3,660	4,764	–	–	E-mitigated	0.88	1.14
~~120th Ave. NE~~	~~122nd Ave. NE~~	~~4,000~~	~~3,186~~	~~4,081~~	~~–~~	~~–~~	~~E-mitigated~~	~~0.80~~	~~1.02~~
~~122nd Ave. NE~~	~~124th Ave. NE~~	~~4,000~~	~~3,379~~	~~3,904~~	~~–~~	~~–~~	~~E-mitigated~~	~~0.84~~	~~0.98~~
~~124th Ave. NE~~	~~126th Ave. NE~~	~~4,000~~	~~3,241~~	~~3,728~~	~~–~~	~~–~~	~~E-mitigated~~	~~0.81~~	~~0.93~~
~~126th Ave. NE~~	~~128th Ave. NE~~	~~4,000~~	~~3,285~~	~~4,275~~	~~–~~	~~–~~	~~E-mitigated~~	~~0.82~~	~~1.07~~

State Route		PM Peak Hour Two-Way Traffic Volumes					WSDOT ACR-LOS		
		Roadway Capacity 2005/2022	Existing 2006 PM Peak Hour	Forecasted 2022 Traffic Volumes	Existing AADT	2022 AADT	Adopted LOS Standard	Existing 2005 V/C LOS	Future 2022 V/C LOS
~~128th Ave. NE~~	~~132nd Ave. NE~~	~~4,000~~	~~2,558~~	~~3,624~~	~~–~~	~~–~~	~~E mitigated~~	~~0.64~~	~~0.91~~

Table T-7: Signalized State Route Intersections

Signalized State Route Intersections	PM Peak Hour Traffic Volumes		PM Peak Hour LOS			Planned Improvement Projects
	Existing 2007	Future 2022	Existing 2007	Future 2022	Corresponding Letter Grade LOS for 2022	
I-405						
116th Ave. NE/NB Ramp	2,295	3,017	0.92	1.35	F	None
NE 72nd Place/SB Ramp	2,195	2,880	0.89	1.22	F	HOV queue bypass
NE 116th St./NB Ramp	2,914	3,471	0.78	0.90	E	None
NE 124th St./NB Ramp	3,711	4,552	0.52	0.60	B	HOV queue bypass
NE 124th St./SB Ramp	4,396	4,878	0.68	0.74	C	HOV queue bypass
Totem Lake Blvd./120th Ave. NE	3,294	3,181	0.80	0.89	D	None
~~**SR 908**~~						
~~NE 85th St./114th Ave. NE~~	~~4,071~~	~~6,090~~	~~0.97~~	~~1.16~~	~~F~~	~~Signal interconnect, add SB left-turn lane~~
~~NE 85th St./120th Ave. NE~~	~~4,004~~	~~5,245~~	~~0.83~~	~~1.04~~	~~F~~	~~Signal interconnect, add NB left-turn lane~~
~~NE 85th St./122nd Ave. NE~~	~~3,490~~	~~4,159~~	~~0.78~~	~~0.90~~	~~E~~	~~Signal interconnect~~
~~NE 85th St./124th Ave. NE~~	~~4,550~~	~~5,176~~	~~0.88~~	~~1.01~~	~~F~~	~~Signal interconnect, add EB left-turn lane~~
~~NE 85th St./132nd Ave. NE~~	~~3,472~~	~~4,996~~	~~0.81~~	~~1.13~~	~~F~~	~~Signal interconnect, add NB left-turn lane, SB right-turn lane, WB right-turn lane, add WB and EB through lanes~~

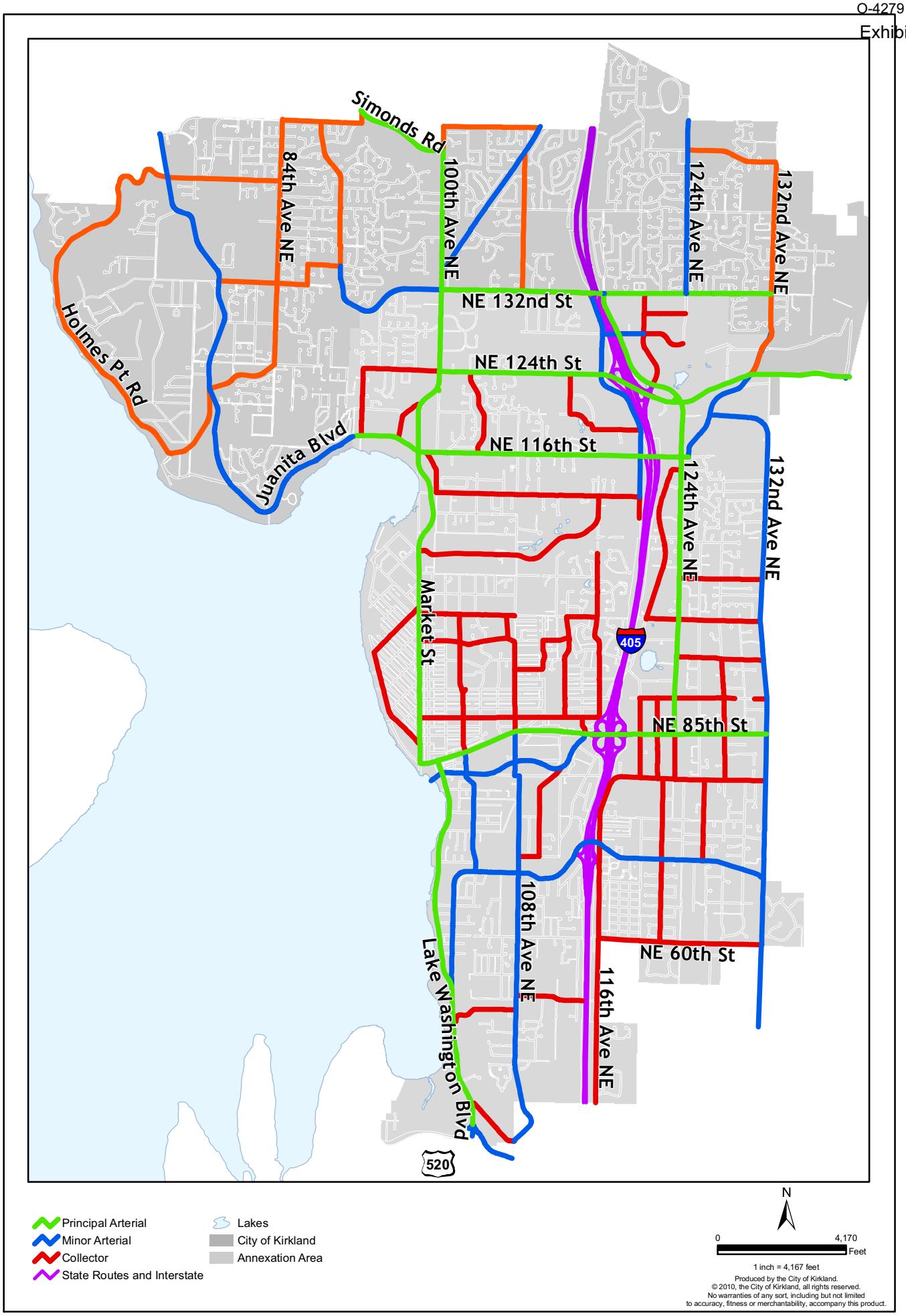


Figure T-1: Street Classifications and State Routes

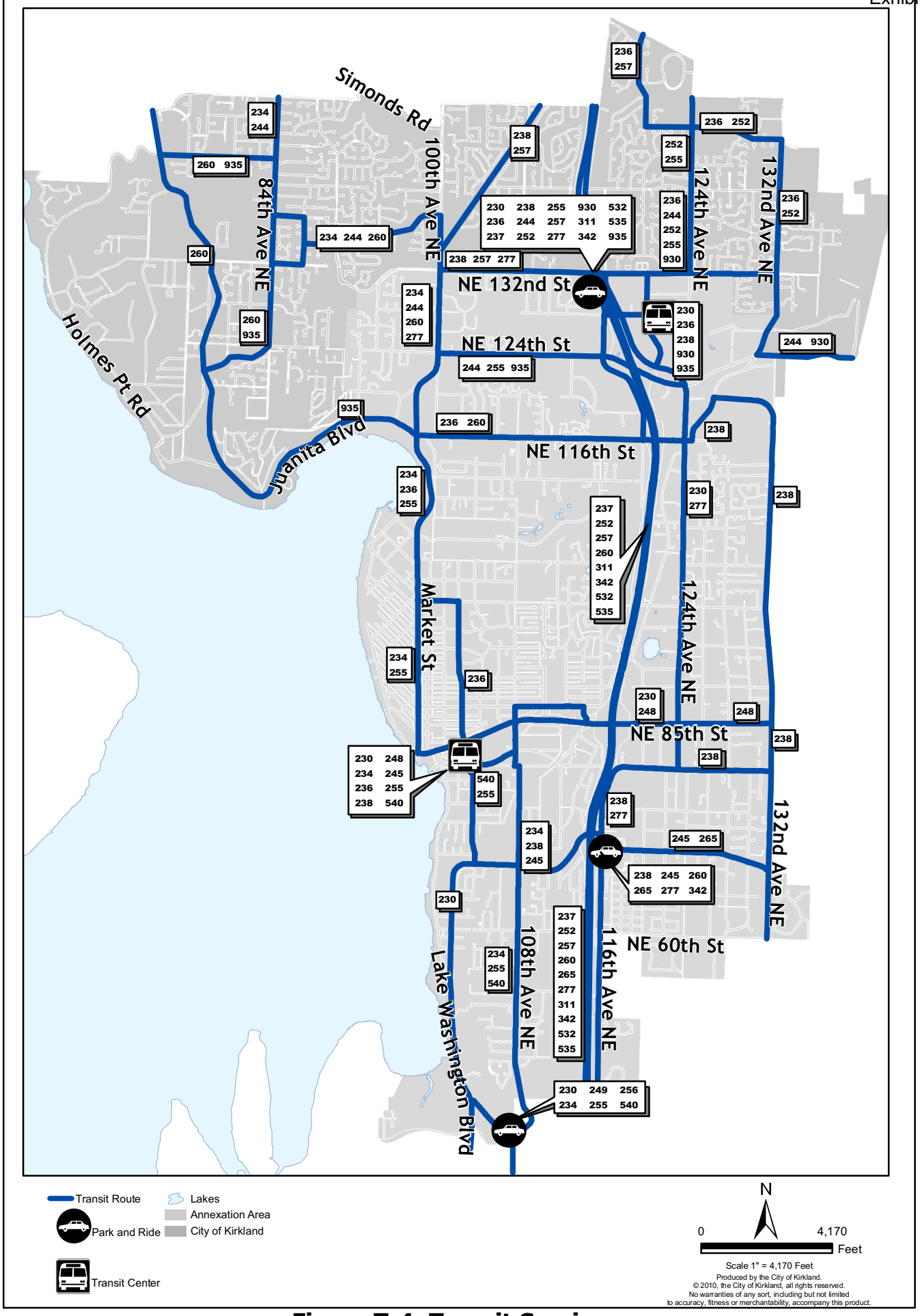
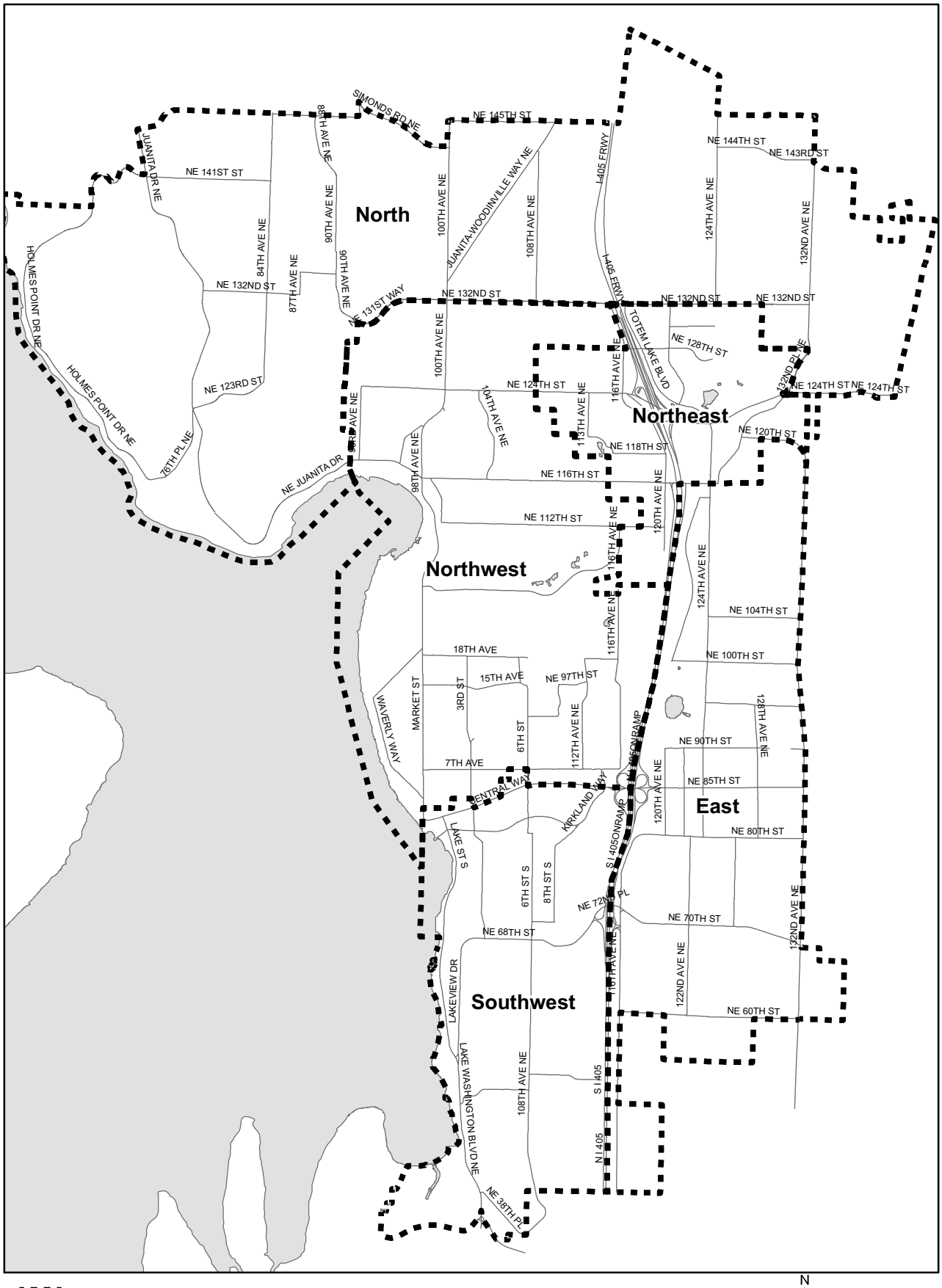


Figure T-4: Transit Service



Transportation Subarea
Lake
Street Centerline

N

1,500 750 0 1,500 3,000 4,500
Feet

Scale 1" = 4,170 Feet
Produced by the City of Kirkland.

Figure T-5: Transportation Subareas

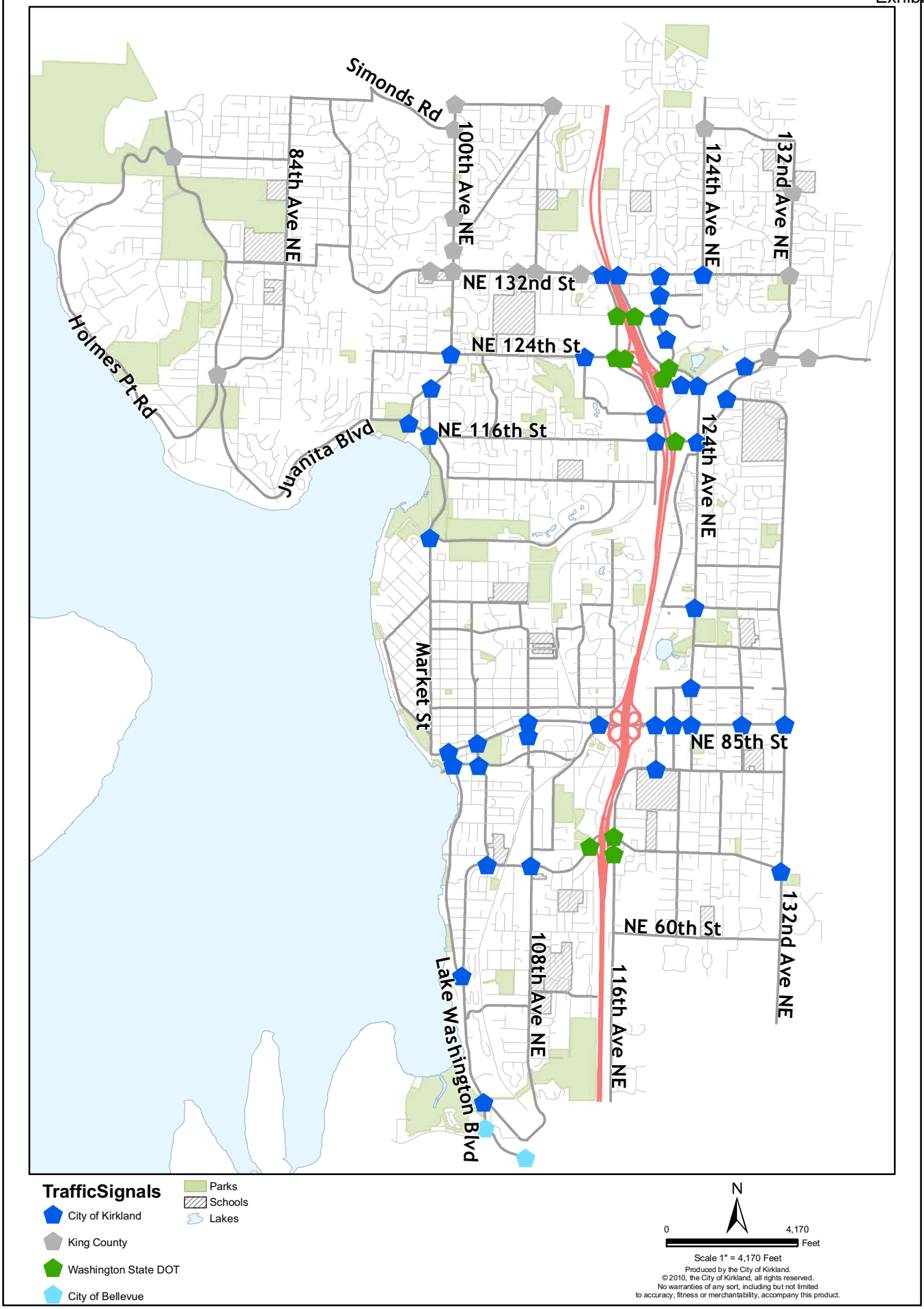


Figure T-7: Signalized Intersections

X. Parks, Recreation, and Open Space

Relationship to Other Elements

The Park, Recreation, and Open Space Element supports the Community Character Element by establishing policies to ensure continued provision of the parks and open space amenities that help establish Kirkland's character. The Element functions in concert with the Natural Environment Element by establishing policies for the acquisition, development, and preservation of City-owned natural areas. The Land Use Element is supported through policies to ensure continued provision of facilities and services to support anticipated growth. In addition, this Element establishes policies for the coordination of funding and level of service requirements set forth in the Capital Facilities Element. Finally, this Element works in tandem with the Shoreline Area Chapter by establishing policies for the acquisition, development, and preservation of City-owned shoreline recreation, open space, and natural areas.

Policy PR-1.2: Develop pedestrian and bicycle trails within parks and linkages between parks and the city's major pedestrian and bicycle routes identified in the ~~Nonmotorized Transportation Plan~~ Active Transportation Plan (ATP) and between parks and nearby neighborhoods, commercial centers and public facilities, including schools.

Trails provide people with valuable links between neighborhoods, parks, schools and other public facilities, commercial centers and other regional nonmotorized facilities. In some cases, public trails provide alternative transportation connections between communities. The citizens of Kirkland have consistently identified the need for more trails as a top priority.

The City's ~~Nonmotorized Transportation Plan~~ Active Transportation Plan ~~(NMT)~~ provides the City's strategic goals and policies related to comprehensive trail planning including route designation, classification, funding priorities, and design standards. The NMT Plan was developed by the City's Public Works Department, working cooperatively with the Department of Parks and Community Services, the Planning and Community Development, and the public.

One important goal for recreational and commuter trail planning noted in the ~~Nonmotorized Transportation Plan~~ Active Transportation Plan is the development of a recreational trail system within the Burlington Northern Railroad right-of-way. This proposed trail is a regional facility traveling through many Eastside cities and providing critical links to other existing regional trails such as the Sammamish River Trail. This project is visionary and would require an interjurisdictional effort for planning and implementation.

Another goal is development of a north-south recreational trail under the Seattle City Light (SCL) power lines within the SCL easement and various access points to the future trail. This trail would also connect to other communities and neighborhoods.

Policy PR-2.4: Coordinate with neighboring cities, King County, Finn Hill Park and Recreation District, Northshore School District, and Lake Washington School District in the planning and provision of recreation activities and facilities.

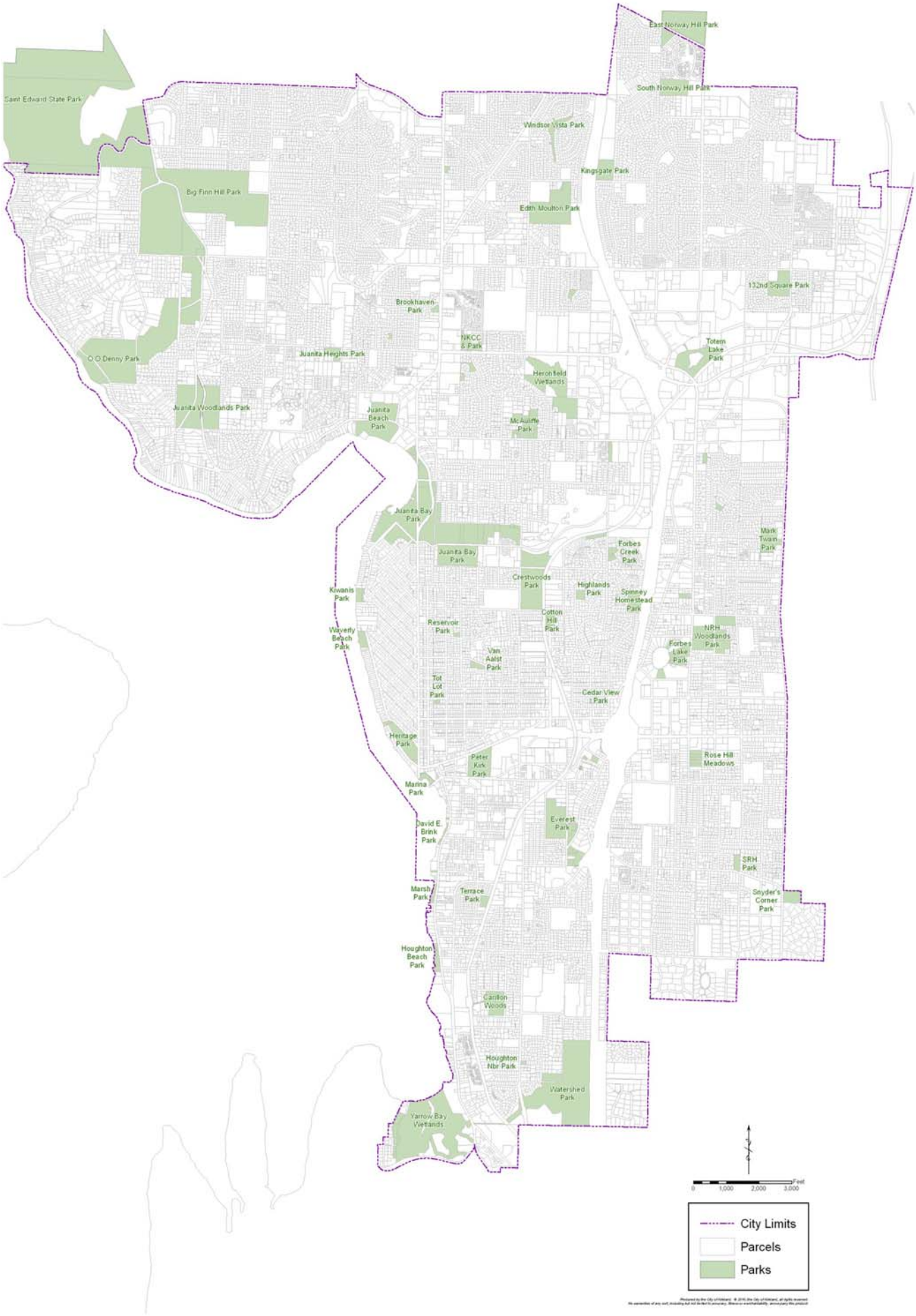


Figure PR-1: Kirkland Parks

XI. Utilities

A. Introduction

The City of Kirkland currently provides the following utility services:

- **Water** – All areas of the City except those north of NE 116th Street that are outside the City's service area. ~~who are served by the North shore Utility District~~. Figure U-1 shows the City's water system.

- **Sewer** – All areas of the City ~~south~~ except those north of NE 116th Street that are outside the City's service area.~~. The Northshore Utility District provides sewer service to most areas north of NE 116th Street~~. Figure U-2 shows the City's sewer system.

The following non-City-managed utilities provide additional services:

- **Northshore Utility District** and Woodinville Water District– provid~~es~~ water and sewer services to the northern portions of the City ~~and Kirkland's growth areas~~. Figures U-4 and U-5 show the water and sewer systems.

CITY MANAGED FACILITIES

Water

The City of Kirkland provides water service to all of its residents, except those north of NE 116th Street who are served by the Northshore Utility District or the Woodinville Water District (see Figure U-1). ~~One multifamily complex in the NE corner of the City, south of NE 132nd Street between 124th Avenue NE and 128th Avenue NE, is served by the Woodinville Water District.~~

Surface Water

A watershed approach has been used for managing the surface water utility by dividing the City into nine drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins makes them especially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek, Denny Creek, and Champagne Creek also ~~has~~have ~~a~~ large basin area~~s~~ within the City and ~~is~~are significant because ~~it~~they provides salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek, ~~and~~ Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins can be found in the Natural Environment Element.

NON-CITY-MANAGED UTILITIES

Northshore Utility District: Water and Sewer

The Northshore Utility District provides water and sewer services to northern portions of the City. ~~and Kirkland's growth areas.~~ Figure U-4 illustrates the existing Northshore water system and proposed improvements. Figure U-5 illustrates the existing Northshore sewer system. Northshore wastewaters are treated at King County's Department of Natural Resources West Point and Renton treatment plants. The water system has five reservoir sites with a 29-million-gallon capacity. The District is in the process of developing a sewer system capital improvement plan for replacement and repair of the older, damaged

sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

Northshore can provide service to accommodate Kirkland's future growth.

Woodinville Water District: Water and Sewer
The Woodinville Water District provides water services to the northeast portion of the City and sewer service to a few single family homes in the City. Figure U-4 illustrates the existing Woodinville water system and proposed improvements. Figure U-5 illustrates the existing Woodinville sewer system. Woodinville Water wastewaters are treated at King County's Department of Natural Resources West Point and Renton treatment plants. The water system has six reservoir sites with a 14.9-million-gallon capacity. The District has a capital improvement plan for the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer. Woodinville Water can provide service to accommodate Kirkland's future growth.

Relationship to Other Elements

The Utilities Element supports other elements of the Comprehensive Plan by establishing policies for provision of efficient urban services to serve anticipated growth and development. This Element supports an infrastructure for servicing existing development and areas targeted for growth by the Land Use Element. The general policies in this Element support the Shoreline Area Chapter by encouraging joint use of utility corridors and mitigating environmental impacts caused by the utility. The telecommunications policies will help implement the policies of the Land Use, Economic Development, Transportation, and Public Services Elements by facilitating the movement of information as an alternative to the historic commuter/work relationship. Finally, utility policies provide direction to the goals and policies of the Capital Facilities Element.

Policies for public services such as emergency services, schools, and libraries are contained in the Public Services Element.

Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents:

- City of Kirkland Comprehensive Water Plan;
- City of Kirkland Comprehensive Sewer Plan;
- City of Kirkland Surface Water Master Plan;
- Northshore Utility District Comprehensive Water Plan;
- Northshore Utility District Sewer and Water Plan Maps;
- Woodinville Water District Comprehensive Water System Plan and General Sewer Plan
- Puget Sound Energy GMA Electrical Facilities Plan.

C. UTILITIES GOALS AND POLICIES

GENERAL

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses.

A variety of factors are at stake in the consideration of any proposed utility expansion. For example, clearing for installation or maintenance should minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Mitigating environmental and aesthetic impacts can have implications on cost and efficiency of the system. Therefore, it is appropriate to weigh costs against a full consideration of long term benefits that will be derived. Individual implementation issues arising under this policy should be resolved on a case-by-case basis in light of all these considerations.

Policy U-1.8: Encourage the joint use of utility corridors and facilities consistent with prudent utility practice.

Additional efficiencies may be achieved by coordinating utility corridors. Examples include sharing right-of-way acquisition costs and joint use of rights- of-way for utility and pedestrian trails. Utility co-location and consolidation also have the benefit of minimizing the extent of environmental impacts.

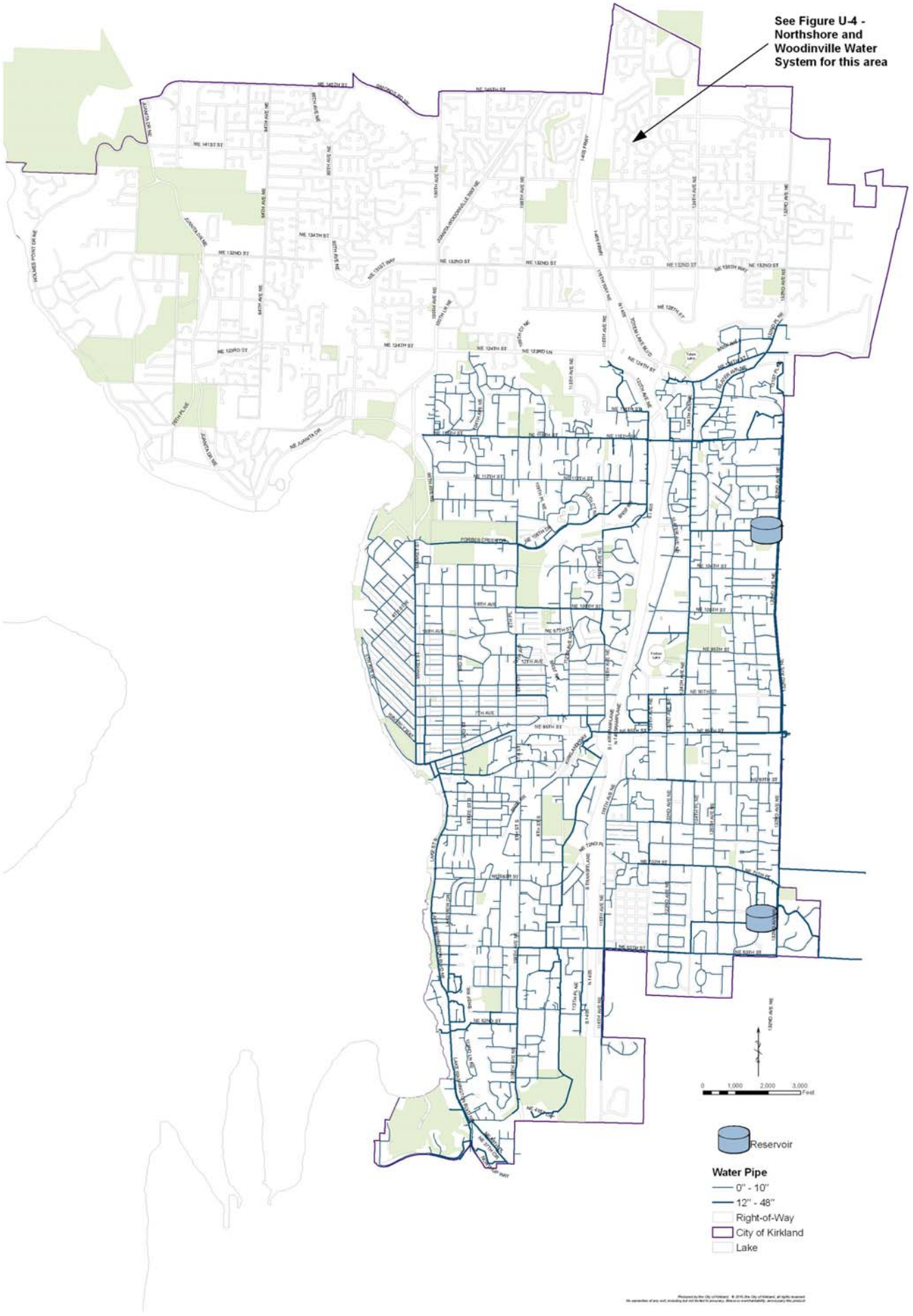


Figure U-1: Water System

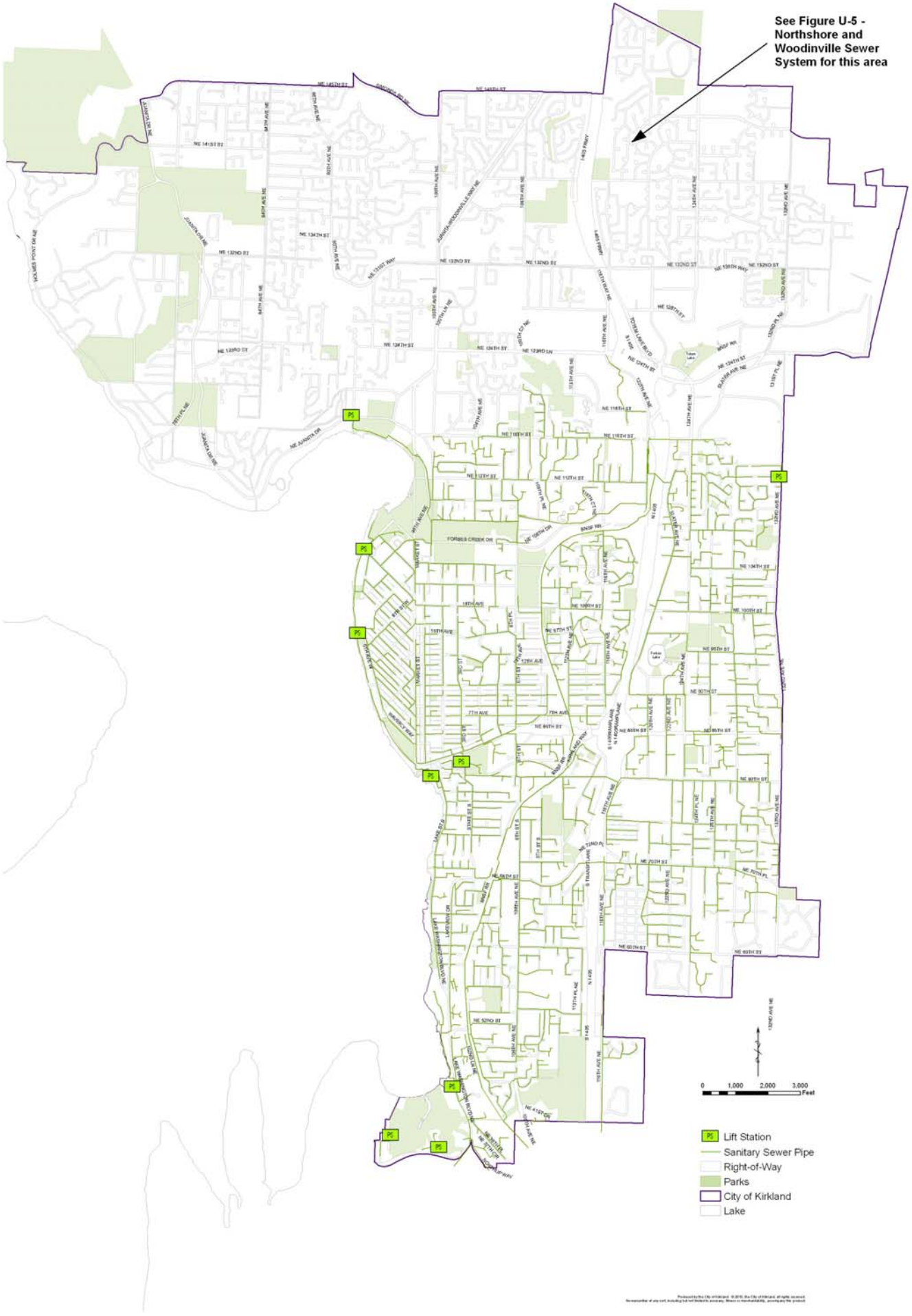


Figure U-2: Sanitary Sewer System

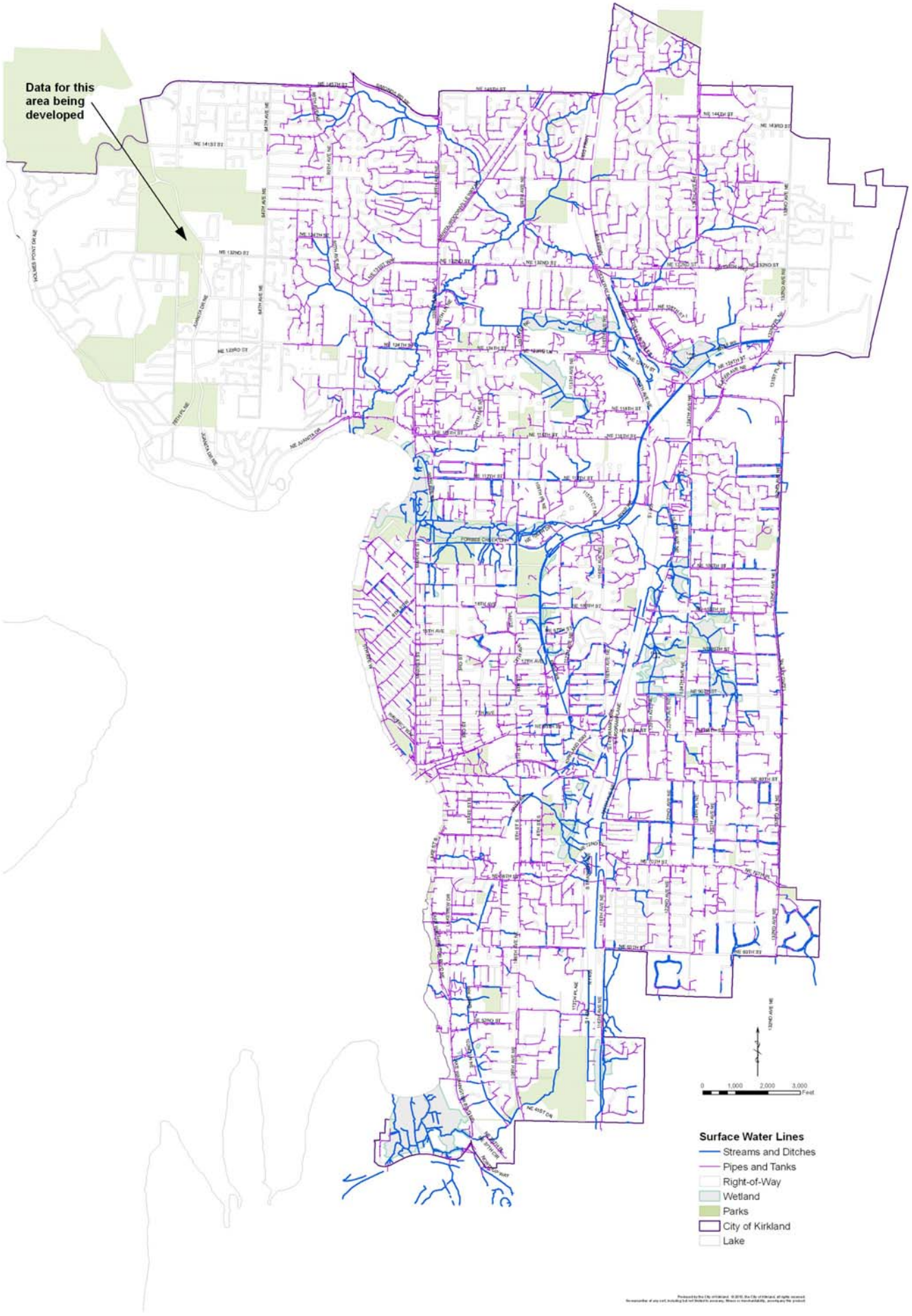


Figure U-3: Surface Water Management System

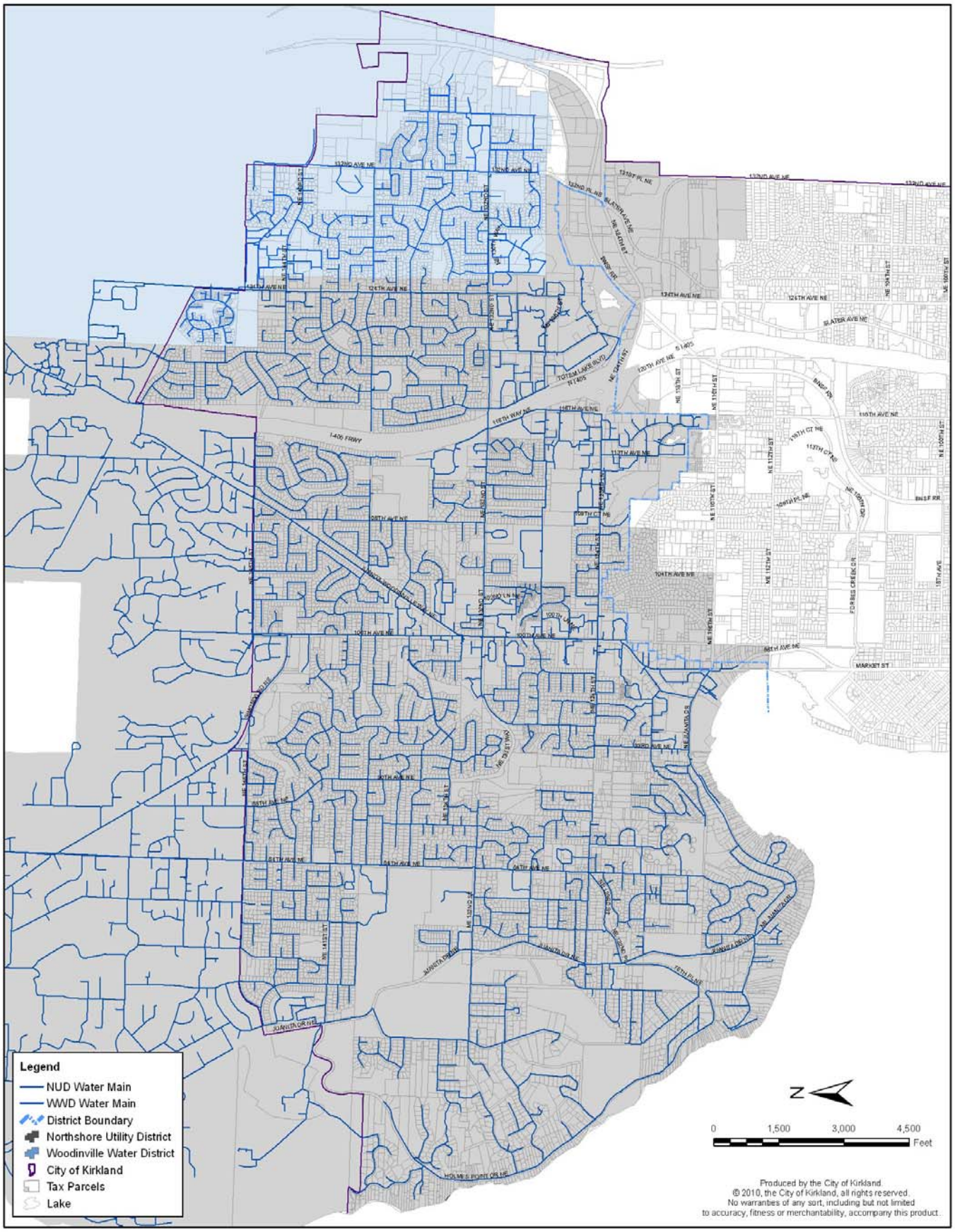


Figure U-4: Northshore and Woodinville Water Systems

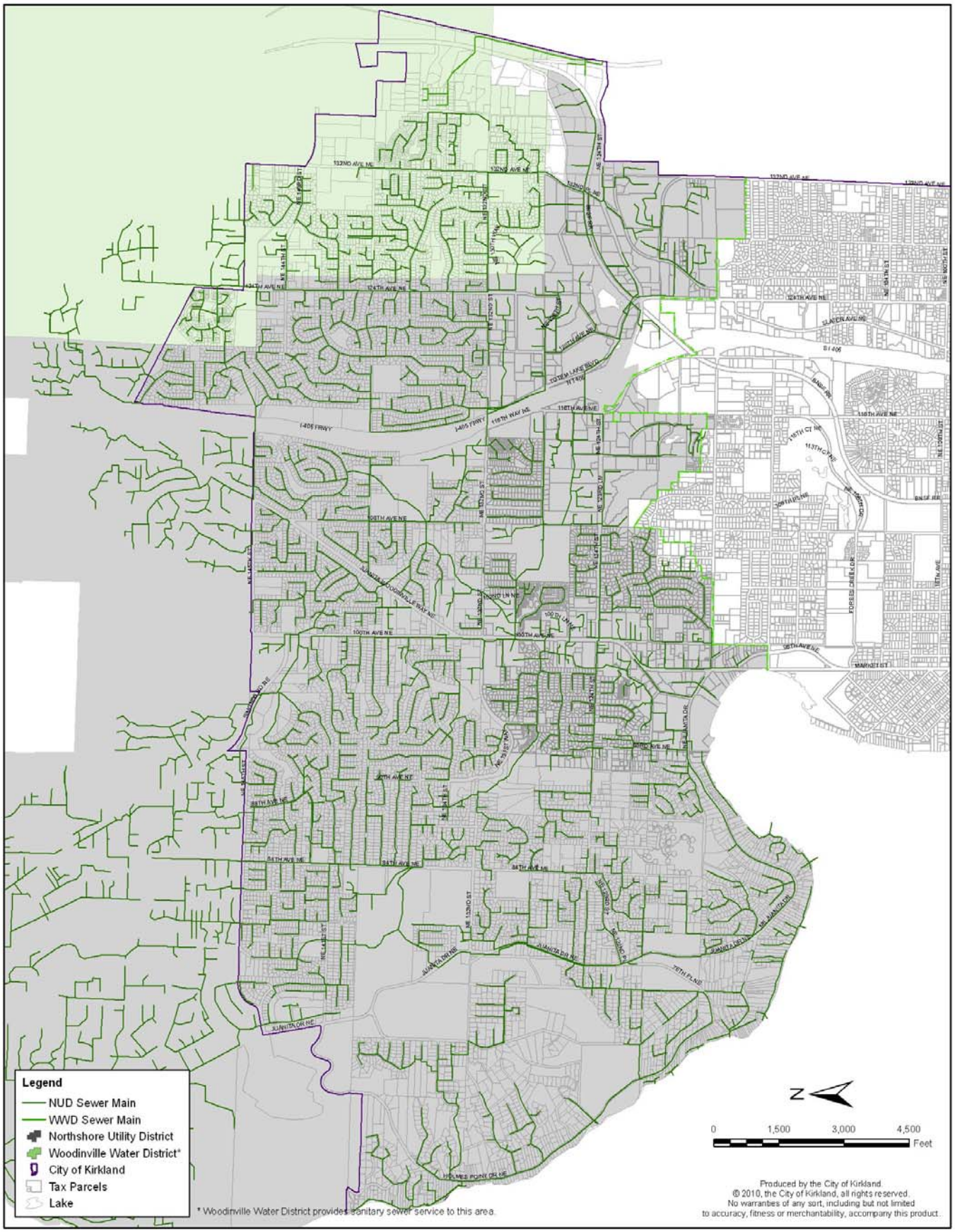


Figure U-5: Northshore and Woodinville Sewer Systems

DELETE MAP

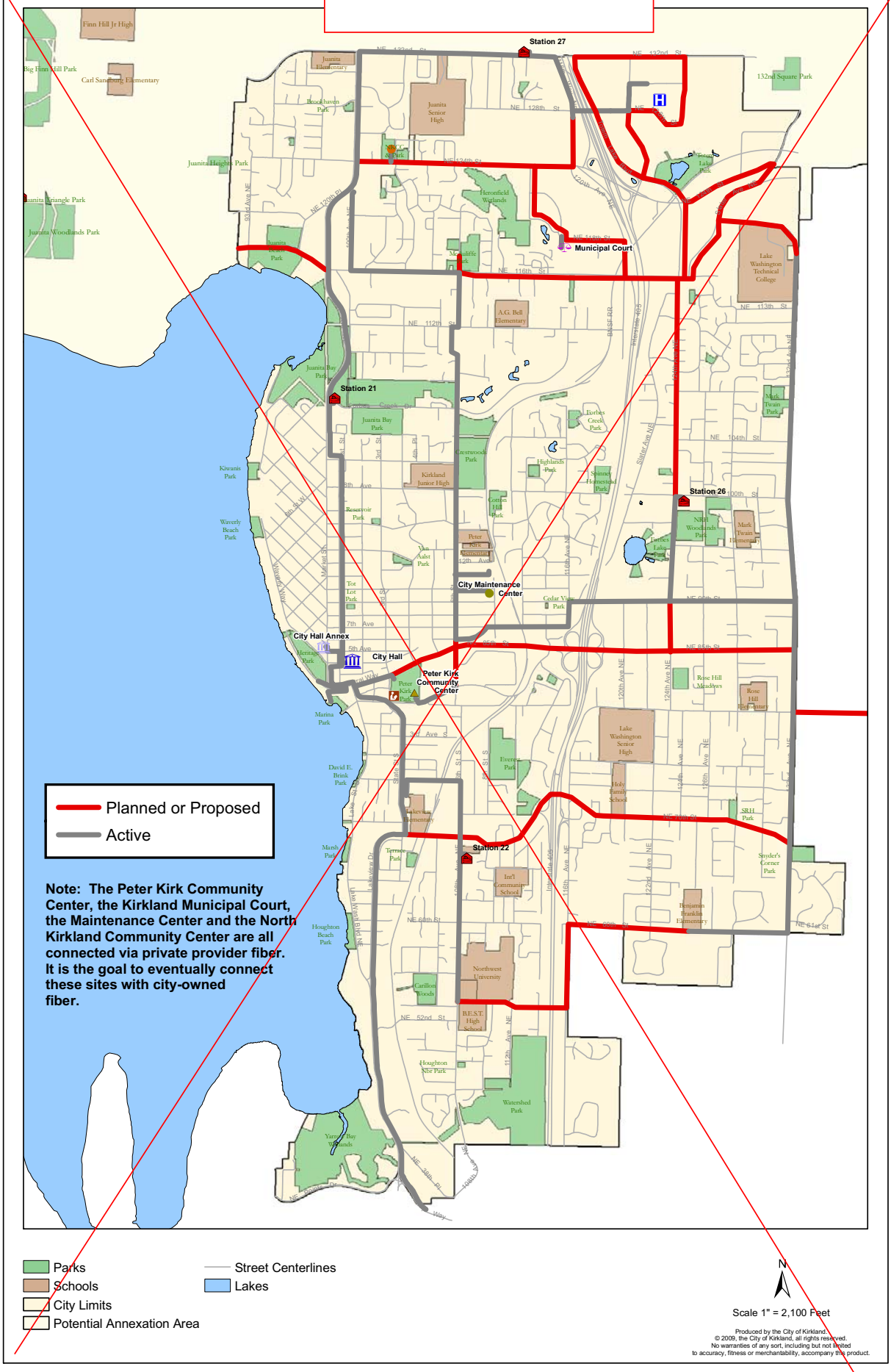


Figure U-6: Existing And Planned/Desired Fiber Optic Network

XII.A. Public Services

EXISTING CONDITIONS

The City currently provides the following public services:

Solid Waste and Recycling Collection – The City contracts with Waste Management, Inc. ~~Sno-King~~ to provide curbside solid waste and recycling collection to all single ~~-~~family and multifamily residents and commercial customers. The King County Comprehensive Solid Waste Management Plan ~~t~~sets specific goals for the City to achieve. The County and the City have committed to achieve ~~targeted to achieve specific waste reduction and~~ recycling goals of a 5~~3~~ percent curbside recycling diversion rate by 2015, and ~~a~~ 70 percent by 2020 and a waste ~~reduction~~prevention~~diversion~~ ~~and solid waste reduction~~ goal of~~to~~ 20.4~~30.5~~ pounds per household per week by 2020~~18~~. The City started one of the first residential food waste recycling programs followed by commercial organics recycling and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkland residents and businesses.

Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.

Policy PS-2.1: Coordinate with the City's solid waste and recycling collection contractor~~s~~ and King County Solid Waste Division to ensure that the existing level of service standards ~~for solid waste garbage and recycling~~ are maintained or improved and waste reduction and recycling goals and targets ~~for solid waste garbage and recycling are maintained or improve~~are in compliance with the 2010 King County Comprehensive Solid Waste Management Plan (SWMP) update.

The SWMP establishes waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved over the course of the next decade. Cities adopting the Comprehensive Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP ~~City's~~ ~~level of service~~ goals for solid waste collection and recycling are~~as follows~~ summarized below.

Waste Prevention Goal- This goal addresses all types of waste; yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2020 are: 20.4 pounds/week per person from single and multi family homes; and 58 pounds/week per employee from the non-residential sector.

Waste Disposal Goal-This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multi-family homes and 22.9 pounds/week per employee from the non-residential sector.

Recycling Goal- Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-family, multi-family, and self haul recycling activity. The overall recycling rate goal by 2015 is 55 percent. The overall recycling goal by 2020 is 70 percent.

~~Fifty-two percent residential recycling rate;~~

~~◆ Citywide average of 33 pounds maximum per household per week of garbage collected;~~

~~◆ Participation percentage at each garbage level of service:~~

~~Five percent with 20 gallon garbage cart;~~

~~Fifty-five percent with 32 gallon garbage cart;~~

~~Twenty-five percent with 64 gallon garbage cart;~~

~~Fifteen percent with 96 gallon cart and more.~~

Reducing waste and achieving a high recycling diversion rate~~Achieving a high level of participation in recycling~~ reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's ~~our region's~~ solid waste. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

NON-CITY-MANAGED PUBLIC SERVICES

The provision of quality public facilities and services has traditionally been a measure of a community's quality of life. Good schools, libraries, and solid waste disposal facilities are indicative of a community that cares about its future.

Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the Growth Management Act requires Kirkland to demonstrate that all capital facilities serving the City have been considered and that planning is done in a coordinated and comprehensive fashion.

Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Encouraging the construction industry to salvage, reuse and or recycle construction, demolition, and land clearing debris, supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced. Over time these techniques or programs may become mandatory.

Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.

Policy PS-3.1: Coordinate with King County Solid Waste Division to ensure that level of service for solid waste disposal and transfer are established and followed along with mitigation of the Houghton Transfer Station's impacts.

~~As capacity at the Houghton Transfer Station is reached,~~ The City should work with King County to ensure ~~that~~ the ~~facility continues to meet regional needs until it is phased out. The County should implement~~ion implementation and/or maintenance of mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. ~~As alternative sites are examined, the City should ensure that the existing provision of services continues.~~ Per the 2010 King County Comprehensive Solid Waste Management Plan update, the Houghton Transfer Station will be closed in 2017.

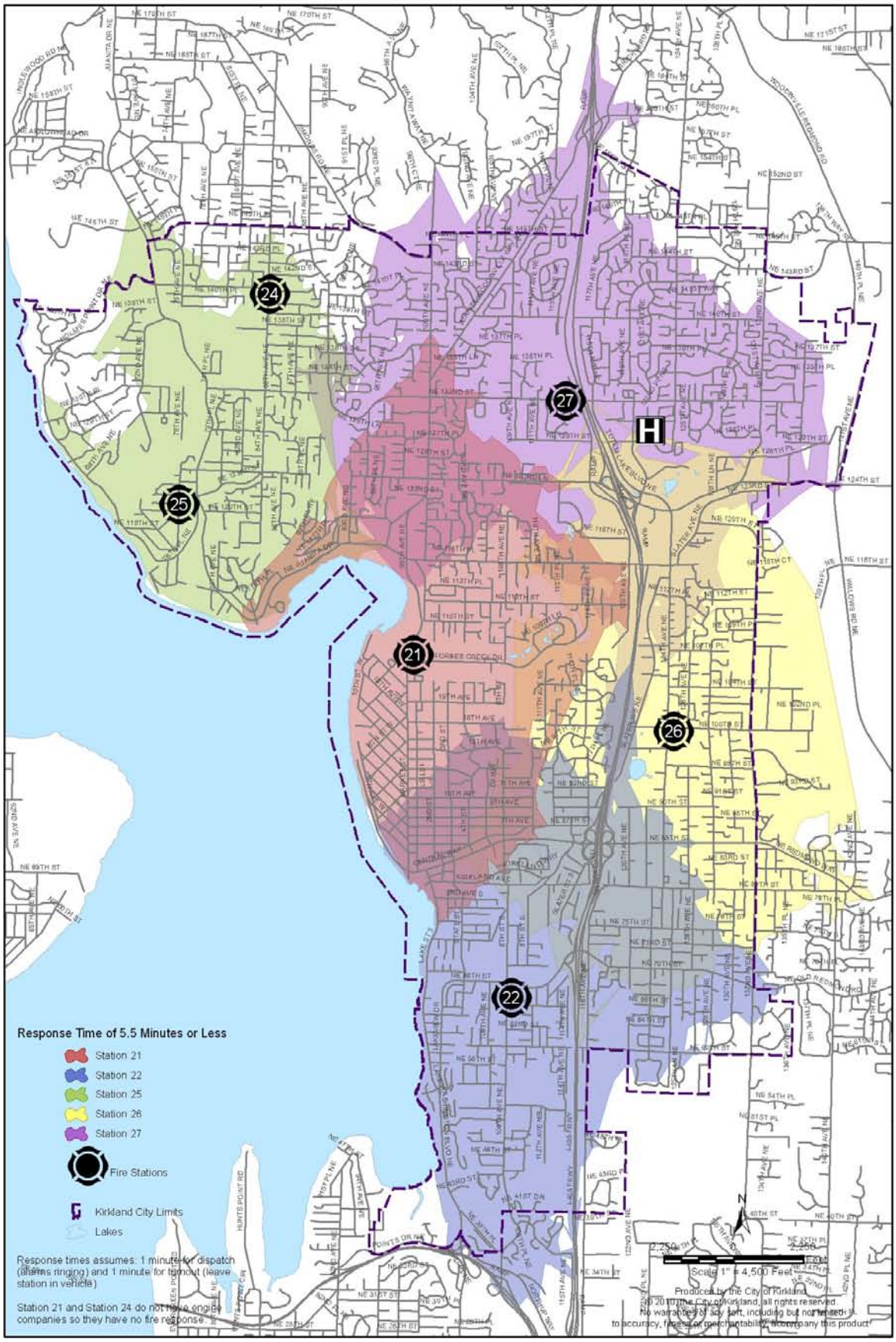


Figure PS-1: Fire Response Times within 5.5 minutes

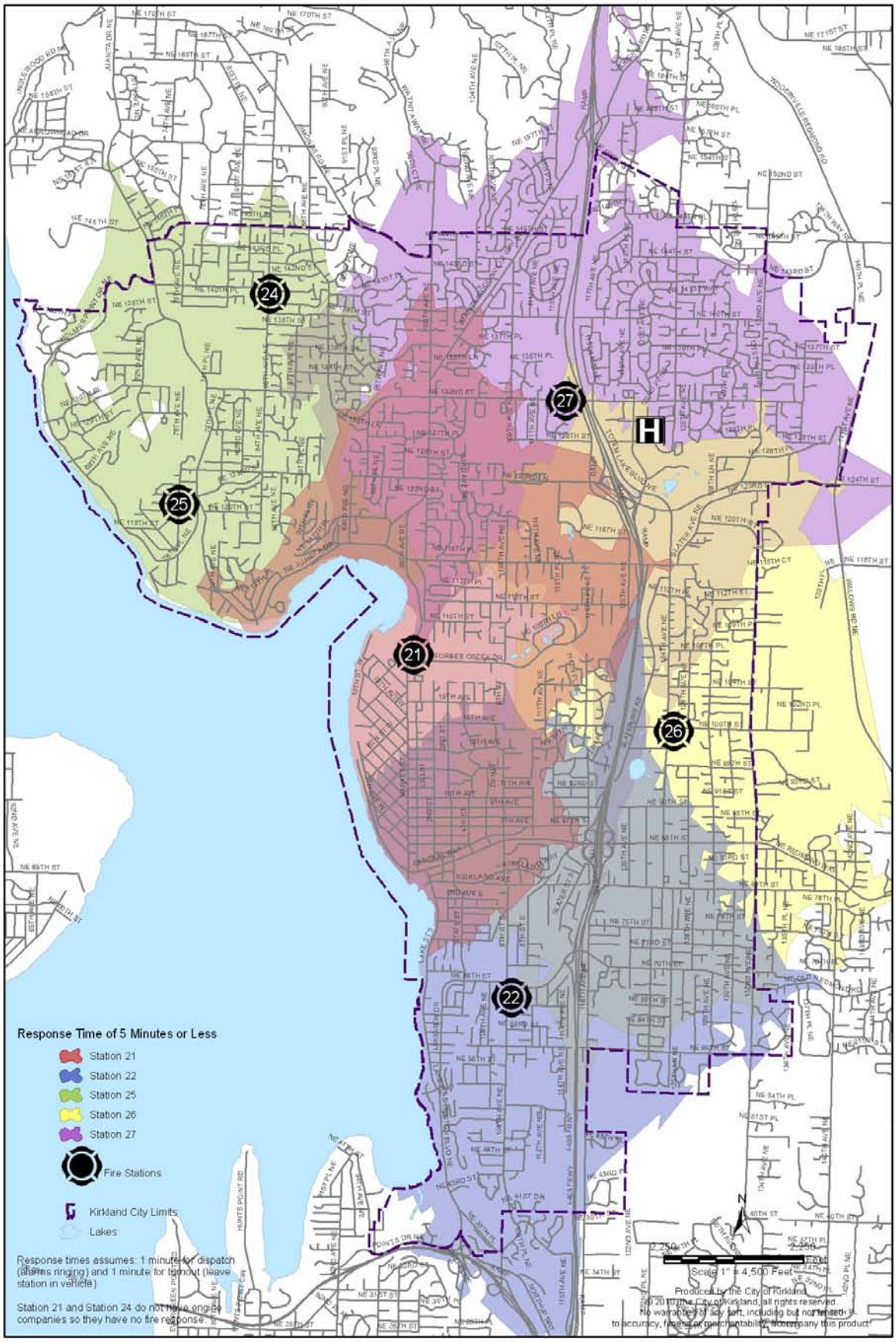


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

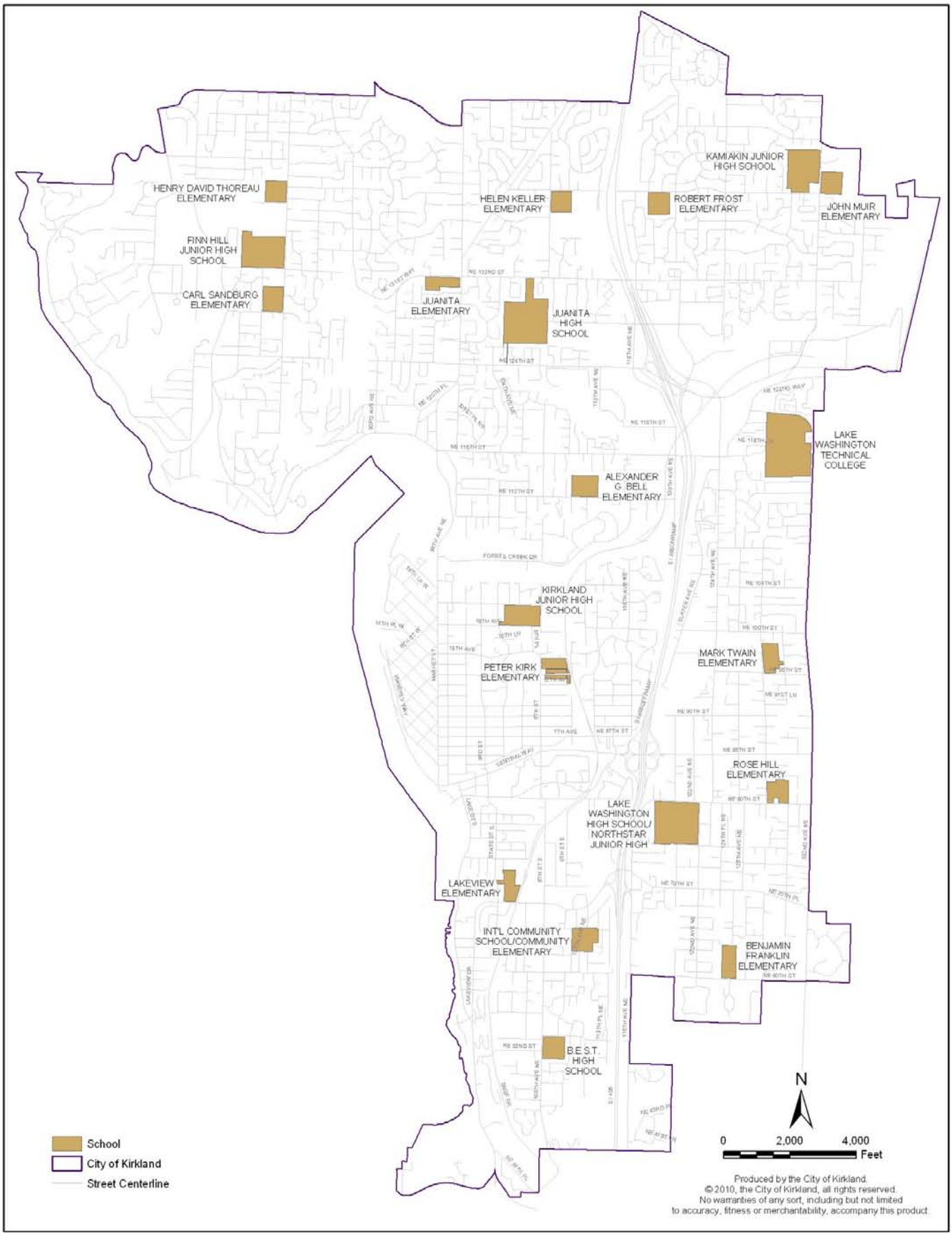


Figure PS-3: Public School Facilities

XIII. Capital Facilities

A. INTRODUCTION

Purpose of the Capital Facilities Plan

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. It also includes a list of transportation projects over a ~~12~~ 10 year period in time as noted in the combined Tables CF-8 and CF-8A.~~.~~ The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

B. Capital Facilities Goals and Policies

Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.

Goal CF-2: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Goal CF-3: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

Goal CF-4: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.

Goal CF-5: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Goal CF-6: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

~~**Goal CF-7: Ensure that adequate public facilities and utilities are provided to Kirkland's Potential Annexation Area.**~~

CONSISTENCY WITH OTHER PLANS

Many of Kirkland's public facilities and utilities are integrally connected with other local and regional systems, such as water, sewer, surface water management, and fire and emergency management. In addition, parts of Kirkland receive water and sewer service from separate utility districts.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions.

Goal CF-6: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

The following documents have been reviewed and taken into consideration during the development of the Capital Facilities Element. These are considered to be "functional or management plans." They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

Table CF-6
Functional and Management Plans

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland ~~2006~~2011-~~2011~~ 2016 Capital Improvement Programs
Surface Water Master Plan
~~Nonmotorized~~Active Transportation Plan
Commute Trip Reduction Basic Plan
Natural Resource Management Plan
Parks, Recreation and Open Space Plan
Downtown Strategic Plan
Housing Strategy Plan
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan

Northshore Utility District Sewer and Water Plan
Lake Washington School District Capital Facilities Plan
Shoreline Restoration Plan

C. Capital Facilities Plan

Introduction

The following Tables CF-8 through CF-12 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and fire and a ~~multi-~~four-year period for transportation projects ~~through 2020~~beyond the six-year planning period. In each table, the projects are grouped into one or more of the three categories:

Projects

FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, PARKS, AND FIRE AND EMERGENCY SERVICES

Tables CF-8 through CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Transportation projects are found in Tables CF-8, CF-8A and CF-9. They include nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the funded six-year project list and Table CF-8A is a ~~multi-~~four-year financing plan for transportation projects ~~through 2020~~beyond the adopted six-year Capital Facilities Plan. Table CF-9 contains both the funded and unfunded ~~20-year~~ project list through 2022. As priorities change and/or projects on Tables CF-8 and CF-8A are completed, projects from the 2022-year list will be moved to these tables. A descriptive list of ~~the 20-year~~ transportation projects through 2022 is found in Table T-5 and a map showing the location of the projects is found in Figure T-6 contained in the Transportation Element.

Table CF-10 contains the projects that are required to meet Level of Service Standards for Concurrency.

Funded w~~W~~ater, sewer and surface water utility projects are found in Table CF-10 A and 10-~~-~~B.

Funded pPark projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

Funded fFire protection and emergency services projects are found in Table CF-12.

Table CF - 8^
Capital Facilities Plan: Transportation Projects -- 2011-2016

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
Local	Surface Water Fees	267,000	450,000	1,048,700	1,048,700	1,048,700	1,048,700	4,911,800
Local	Real Estate Excise Tax	1,330,000	1,376,000	1,432,000	1,408,000	1,473,000	1,399,000	8,418,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	549,000	554,000	558,000	562,000	567,000	571,000	3,361,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)		619,000	391,300	391,300	391,300	391,300	2,184,200
Local	Reserves	1,614,000	640,000	500,000	500,000	500,000	500,000	4,254,000
Local	Transportation Benefit District	375,000	750,000	750,000	750,000	750,000	750,000	4,125,000
External	Grants	8,527,000	1,922,000					10,449,000
External	Developer Funded -- Park Place (including Impact Fees)	-	200,000	1,331,200	1,663,000	1,589,400	2,017,000	6,800,600
External	Developer Funded -- Totem Lake (including Impact Fees)		1,500,000	1,500,000				3,000,000
Total Sources		12,932,000	8,281,000	7,781,200	6,593,000	6,589,400	6,947,000	49,123,600

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
ST 0006	Annual Street Preservation Program	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000
ST 0006 001	Annual Street Preservation Program One-Time Capital	500,000						500,000
ST 0006 002	Annual Street Preservation Program One-Time Project		1,122,000					1,122,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
ST 8888	Annual Concurrency Street Improvements		850,000	800,000	800,000	800,000	800,000	4,050,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	40,000	40,000	240,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0066*	12th Avenue Sidewalk	102,000						102,000
NM 0067	Elementary School Walk Route Enhancements	798,000						798,000
NM 0070	Eastside Rail Corridor Acquisition	5,000,000						5,000,000
NM 8888	Annual Non-Motorized Program			950,000	1,000,000	1,000,000	1,000,000	3,950,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improvements (Phase I)		475,000					475,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improvements		144,000					144,000
TR 0100 (1)	6th Street/Central Way Intersection Improvements	970,000	1,000,000					1,970,000
TR 0102	Growth & Transportation Efficiency Center (GTEC) Enhancements	443,000						443,000
TR 0111	Kirkland ITS Implementation Phase I	2,043,000						2,043,000
TR 0112	Downtown Pedestrian Safety Improvements - Central Way	16,000						16,000
TR 8888*	Annual Concurrency Traffic Improvements			140,000	140,000	140,000	140,000	560,000
	Subtotal 2011-2016 CIP Projects	12,932,000	6,581,000	4,950,000	4,930,000	5,000,000	4,930,000	39,323,000
TR 0056 (1)	NE 85th Street HOV Queue Bypass							-
TR 0065 (1)	6th Street/Kirkland Way Traffic Signal			200,000	364,000			564,000
TR 0082 (1)	Central Way/Park Place Center Traffic Signal			200,000	366,000			566,000
TR 0090 (1)	Lake Washington Blvd/Ne 38th Place Intersection Improvements					1,300,000	653,000	1,953,000
TR 0096 (1)	NE 132nd St/124th Ave NE Intersection Improvements						1,000,000	1,000,000
TR 0098 (1)	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improv.							-
TR 0103 (1)	Central Way/4th Street Intersection Improvements			31,200				31,200
TR 0104 (1)	6th Street/4th Ave Intersection Improvements			200,000	380,000			580,000
TR 0105 (1)	Central Way/5th Street Intersection Improvements			200,000	364,000			564,000
TR 0106 (1)	6th Street/7th Ave Intersection Improvements					89,400		89,400
TR 0107 (1)	Market Street/15th Ave Intersection Improvements					200,000	364,000	564,000
TR 0108 (1)	NE 85th Street/124th Ave NE Intersection Improvements		200,000	500,000	189,000			889,000
	Subtotal Park Place Redevelopment Revenue - Related Projects	-	200,000	1,331,200	1,663,000	1,589,400	2,017,000	6,800,600
TR 0109 (2)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 (2)	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
	Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects	-	1,500,000	1,500,000	-	-	-	3,000,000
Total Funded Transportation Projects		12,932,000	8,281,000	7,781,200	6,593,000	6,589,400	6,947,000	49,123,600
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

^ The transportation capital projects totaling $39,323,000 for the six-year period 2011-16 constitute the funded portion of the City's six-year transportation capital improvement plan (CIP). Other projects in this table include capital improvements that will be undertaken only if the proposed redevelopments (Park Place and/or Totem Lake) are completed. Project costs and associated funding beyond 2016 are estimates and do not reflect the City's adopted CIP.

*These projects provide new capacity towards concurrency

(1) Projects associated with Park Place redevelopment

(2) Projects associated with Totem Lake redevelopment

Table CF - 8A
Capital Facilities Plan: Transportation Projects -- 2017-2022

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2017*	*2018*	*2019*	*2020*	*2021*	*2022*	*Six-Year Total*	*Multi-Year Total*
Local	Surface Water Fees	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	6,292,200	11,204,000
Local	Real Estate Excise Tax	970,000	900,000	970,000	900,000	900,000	900,000	5,540,000	13,958,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,240,000
Local	Gas Tax	450,000	450,000	450,000	450,000	450,000	450,000	2,700,000	6,061,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	391,300	391,300	391,300	391,300	391,300	391,300	2,347,800	4,532,000
Local	Reserves	480,000	480,000	480,000	480,000	480,000	480,000	2,880,000	7,134,000
Local	Transportation Benefit District	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000	8,625,000
External	Grants	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	13,449,000
External	Developer Funded -- Park Place (including Impact Fees)	1,438,000	2,166,400					3,604,400	10,405,000
External	Developer Funded -- Totem Lake (including Impact Fees)				4,000,000			4,000,000	7,000,000
Total Sources		6,298,000	6,956,400	4,860,000	8,790,000	4,790,000	4,790,000	36,484,400	85,608,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2017*	*2018*	*2019*	*2020*	*2021*	*2022*	*Six-Year Total*	*Multi-Year Total*
ST 0006	Annual Street Preservation Program	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	30,000,000
ST 0006 001	Annual Street Preservation Program One-Time Capital							-	500,000
ST 0006 002	Annual Street Preservation Program One-Time Project							-	1,122,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	3,000,000
ST 8888	Annual Concurrency Street Improvements	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000	8,850,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	40,000	40,000	240,000	480,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000				140,000	350,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,400,000
NM 0066*	12th Avenue Sidewalk							-	102,000
NM 0067	Elementary School Walk Route Enhancements							-	798,000
NM 0070	Eastside Rail Corridor Acquisition							-	5,000,000
NM 8888	Annual Non-Motorized Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000	9,950,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improvements (Phase I)							-	475,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improvements							-	144,000
TR 0100 [1]	6th Street/Central Way Intersection Improvements							-	1,970,000
TR 0102	Growth & Transportation Efficiency Center (GTEC) Enhancements							-	443,000
TR 0111	Kirkland ITS Implementation Phase I							-	2,043,000
TR 0112	Downtown Pedestrian Safety Improvements - Central Way							-	16,000
TR 8888*	Annual Concurrency Traffic Improvements			-				-	560,000
	Subtotal Future Year Costs	4,860,000	4,790,000	4,860,000	4,790,000	4,790,000	4,790,000	28,880,000	68,203,000
TR 0056 [1]	NE 85th Street HOV Queue Bypass		166,400					166,400	166,400
TR 0065 [1]	6th Street/Kirkland Way Traffic Signal							-	564,000
TR 0082 [1]	Central Way/Park Place Center Traffic Signal							-	566,000
TR 0090 [1]	Lake Washington Blvd/Ne 38th Place Intersection Improvements							-	1,953,000
TR 0096 [1]	NE 132nd St/124th Ave NE Intersection Improvements	1,438,000	2,000,000					3,438,000	4,438,000
TR 0098 [1]	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improv.							-	-
TR 0103 [1]	Central Way/4th Street Intersection Improvements							-	31,200
TR 0104 [1]	6th Street/4th Ave Intersection Improvements							-	580,000
TR 0105 [1]	Central Way/5th Street Intersection Improvements							-	564,000
TR 0106 [1]	6th Street/7th Ave Intersection Improvements							-	89,400
TR 0107 [1]	Market Street/15th Ave Intersection Improvements							-	564,000
TR 0108 [1]	NE 85th Street/124th Ave NE Intersection Improvements							-	889,000
	Subtotal Park Place Redevelopment Revenue - Related Projects	1,438,000	2,166,400	-	-	-	-	3,604,400	10,405,000
TR 0109 [2]	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements				2,000,000			2,000,000	3,500,000
TR 0110 [2]	Totem Lake Plaza/120th Ave NE Intersection Improvements				2,000,000			2,000,000	3,500,000
	Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects	-	-	-	4,000,000	-	-	4,000,000	7,000,000
Total Funded Transportation Projects		6,298,000	6,956,400	4,860,000	8,790,000	4,790,000	4,790,000	36,484,400	85,608,000
SURPLUS (DEFICIT) of Potential Development Revenue		-	-	-	-	-	-	-	-

*These projects provide new capacity towards concurrency

[1] Projects associated with Park Place redevelopment

[2] Projects associated with Totem Lake redevelopment

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
Local	Water and Sanitary Sewer Utility Rates	50,000	2,233,500	1,022,300	2,331,200	1,394,100	1,382,000	8,413,100
Local	Reserves	1,400,000		1,400,000		1,400,000		4,200,000
External	Public Works Trust Fund Loan							-
Local	Debt		578,300	985,200	730,700	1,383,400	1,597,700	5,275,300
External	Joint Facility Agreements Redmond/Bellevue		47,900					47,900
Total Sources		1,450,000	2,859,700	3,407,500	3,061,900	4,177,500	2,979,700	17,936,300

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
WA 0063	Supply Station #3 Replacement/Transmission Main Addition		141,000					141,000
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm	50,000		50,000		50,000		150,000
WA 0102	104th Ave NE Watermain Replacement				937,000			937,000
WA 0116*	132nd Ave NE/NE 80th St Watermain Replacement		251,000	798,500	1,265,300			2,314,800
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement		371,300					371,300
WA 8888	Annual Watermain Replacement Program					500,000	500,000	1,000,000
WA 9999	Annual Water Pump Station/System Upgrade Pgm					600,000	600,000	1,200,000
SS 0056*	Emergency Sewer Construction Program	1,400,000		1,400,000		1,400,000		4,200,000
SS 0067	NE 80th Street Sewermain Replacement (Phase II)		680,400	1,159,000	525,000			2,364,400
SS 0076	NE 80th Street Sewermain Replacement (Phase III)				334,600	1,627,500	1,879,700	3,841,800
SS 8888	Annual Sanitary Pipeline Replacement Program		886,000					886,000
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm		530,000					530,000
Total Funded Utility Projects		1,450,000	2,859,700	3,407,500	3,061,900	4,177,500	2,979,700	17,936,300

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	

*These projects provide new capacity towards levels of service.

Table CF - 10B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
Local	Surface Water Utility Rates	1,200,000	1,512,200	2,286,900	1,588,000	974,000	861,900	8,423,000
External	External Sources	117,000		44,000				161,000
Total Sources		1,317,000	1,512,200	2,330,900	1,588,000	974,000	861,900	8,584,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.			733,700				733,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls		101,000	570,700	184,200			855,900
SD 0058	Surface Water Sediment Pond Reclamation Phase II		115,400	603,200	114,200			832,800
SD 0059	Totem Lake Boulevard Flood Control Measures	117,000						117,000
SD 0067	NE 129th Place/Juanita Creek Rockery Repair		115,500	223,300				338,800
SD 0072	Totem Lake Surface Water Opportunity Program	500,000						500,000
SD 0073	Forbes Creek Surface Water Opportunity Program	500,000						500,000
SD 8888	Annual Streambank Stabilization Program		57,700		165,800	300,000	311,900	835,400
SD 9999*	Annual Storm Drain Replacement Program		922,600		923,800	474,000	350,000	2,670,400
Total Funded Surface Water Utility Projects		1,317,000	1,512,200	2,330,900	1,588,000	974,000	861,900	8,584,000
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
Local	Real Estate Excise Tax	670,000	693,000	718,000	743,000	769,000	796,000	4,389,000
Local	Park Impact Fees							-
Local	Reserves	100,000						100,000
Local	King County Property Tax Levy	118,000	118,000	618,000	118,000			972,000
External	Grant							-
Total Sources		888,000	811,000	1,336,000	861,000	769,000	796,000	5,461,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
PK 0049*	Open Space, Pk Land & Trail Acq Grant Match Program	100,000						100,000
PK 0066	Park Play Area Enhancements	50,000	50,000	50,000		50,000	50,000	250,000
PK 0087	Waverly Beach Park Renovation	508,000	162,000					670,000
PK 0113	Spinney Homestead Park Renovation	62,000	338,000					400,000
PK 0115	Terrace Park Renovation			62,000	338,000			400,000
PK 0119	Juanita Beach Park Development		18,000	1,043,000				1,061,000
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0124*	Snyder's Corner Park Site Development		75,000	13,000	355,000			443,000
PK 0131*	Park and Open Space Acquisition Program	118,000	118,000	118,000	118,000			472,000
PK 0132	General Park Renovation Program					669,000	696,000	1,365,000
Total Funded Parks Projects		888,000	811,000	1,336,000	861,000	769,000	796,000	5,461,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-

*These projects provide new capacity towards levels of service.

Table CF-12
Capital Facilities Plan: Fire and Building Department Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
Local	Interest Income	213,300	98,400	43,600	226,100	233,900		815,300
Local	Reserves							-
Local	Prior Year Project Savings	150,000						150,000
External	Fire District #41	40,600	34,600	15,300	79,400	82,200		252,100
Total Sources		403,900	133,000	58,900	305,500	316,100	-	1,217,400

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*	*Six-Year Total*
PS 0062	Defibrillator Unit Replacement	253,900						253,900
PS 0065	Disaster Response Portable Generators	150,000						150,000
PS 0066	Thermal Imaging Cameras Replacement		133,000					133,000
PS 0067	Dive Rescue Equipment Replacement			58,900				58,900
PS 0071	Self Contained Breathing Apparatus (SCBA)				305,500	316,100		621,600
Total Funded Fire and Building Projects		403,900	133,000	58,900	305,500	316,100	-	1,217,400

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-

Table CF - 9
2022 Transportation Projects List (Funded - Unfunded)

Comp Plan ID Number	Project Description	Total Cost [1]	Cip Project Number	Funded in 6-yr CIP	Source Doc [2]	Comp Plan Goal	2022 Concurrency Project
NM20-1	NE 100th St at Spinney Homestead Park Sidewalk Ph. II	$ 0.4	NM 0034		C, NM	T-2	
NM20-2	116th Ave NE Nonmotorzed Facilities	$ 6.0	NM 0001		C, NM	T-2	
NM20-3	13th Ave Sidewalk (Phase II)	$ 0.4	NM 0054		C, NM	T-2	
NM20-4	Crestwoods Park/BNSFRR Ped/Bike Facility	$ 2.5	NM 0031		C, NM	T-2	
NM20-5	93rd Ave NE Sidewalk	$ 1.0	NM 0032		C, NM	T-2	
NM20-6	NE 52nd Street Sidewalk	$ 1.0	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Trail	$ 6.1	NM 0024		C, NM	T-2, T-8	
NM20-8	122nd Ave NE Sidewalk	$ 0.9	NM 0055		C, NM	T-2	
NM20-9	104th Ave NE/NE 68th St Lakeview Schl Wlk Rt Enhncmnts	$ 0.4	NM 0068		C, NM	T-2	
NM20-10	NE 100th Street Bike Lane	$ 1.6	NM 0036		C, NM	T-2	
NM20-11	NE 95th St. Sidewalk (Highlands)	$ 0.6	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	$ 2.3	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	$ 0.4	NM 0047		C, NM	T-2	
NM20-14	130th Ave NE Sidewalk	$ 0.8	NM 0037		C, NM	T-2	
NM20-15	NE 90th St. Bicycle/Ped Overpass Across I-405	$ 3.7	NM 0030		C, NM	T-2	
NM20-16A	NE 90th St Sidewalk (Phase I)	$ 1.2	NM 0056		C, NM	T-2	
NM20-16B	NE 90th St Sidewalk (Phase II)	$ 2.6	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	$ 5.0	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	$ 2.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St NM Facilities	$ 4.3	NM 0043		C, TL	T-2	
NM20-20	Crosswalk upgrades (various locations)	$ 0.2	NM 0012	√	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)		various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)		various		NM	T-2	
NM20-23	112th Ave NE Sidewalk	$ 0.5	NM 0049		C, NM	T-2	
NM20-24	NE 80th St Sidewalk	$ 0.9	NM 0050		C, NM	T-2	
NM20-25	Rose Hill Business District Sidewalks	$ 0.5	NM 0051		C, NM	T-2	
NM20-26	Kirkland Way Sidewalk	$ 0.4	NM 0063		C, NM	T-2	
NM20-27	NE 112th St Sidewalk	$ 0.6	NM 0053		C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	$ 1.2	NM 0057	√	C, NM	T-2	
NM20-29	111th Ave NM/Emergency Access Connection		NM 0058		Highland	T-2	
NM20-30	6th Street Sidewalk	$ 0.4	NM 0059		C	T-2	
NM20-31	Elementary School Walk Route Enhancements	$ 0.8	NM 0067	√	C	T-2	
NM20-32	Park Lane Pedestrian Corridor (Phase II)	$ 1.3	NM 0064		C	T-2	
NM20-33	100th Avenue NE Bicycle Lanes	$ 0.2	NM 0069		C	T-2	
NM20-34	12th Ave Sidewalk	$ 0.4	NM 0066	√	C	T-2	
NM20-35	Annual Nonmotorized Program	$ 4.0	NM 8888	√	C	T-2	
NM20-36	NE 104th St Sidewalk	$ 1.8	NM 0061		C	T-2	
NM20-37	19th Ave Sidewalk	$ 0.8	NM 0062		C	T-2	
	Sub-total Non-motorized	$ 57.2					
ST20-1	118th Ave NE Roadway Extension	$ 6.4	ST 0060		C, TL	T-4	
ST20-2	119th Ave NE Roadway Extension	$ 5.6	ST 0061		C, TL	T-4	
ST20-3	120th Ave NE Roadway Improvements	$ 9.0	ST 0063		C	T-1, T-4	√
ST20-4	124th Ave NE Roadway Improvements	$ 10.0	ST 0059	√	C	T-1, T-4	√
ST20-5	124th Ave NE Roadway Widening Improvements	$ 20.0	ST 0064		C	T-4	
ST20-6	132nd Ave NE Roadway Improvements	$ 25.0	ST 0056		C	T-4	
ST20-7	98th Ave NE Bridge Replacement	$ 10.0	ST 0055		C	T-4	
ST20-8	120th Ave NE Roadway Extension	$ 16.0	ST 0073		TL	T-4	
ST20-9	NE 120th St Roadway Extension (east section)	$ 4.7	ST 0057		C	T-1, T-4	√
ST20-10	120th Ave NE/Totem Lake Plaza Roadway Improvements	$ 3.0	ST 0070		TL	T-4	
ST20-11	NE 130th Street Roadway Extension	$ 10.0	ST 0062		C	T-4	
ST20-12	NE 120th St roadway Improvements (west section)	$ 5.9	ST 0072		TL	T-4	
ST20-13	Annual Street Preservation Program	$ 15.0	ST 0006	√	C	T-4	
ST20-14	NE 132nd St Rdwy Imprv - Phase I (west section)	$ 1.4	ST 0077		C, 132	T-4	
ST20-15	NE 132nd St Rdwy Imprv - Phase II (mid section)	$ 0.3	ST 0078		C, 132	T-4	
ST20-16	NE 132nd St Rdwy Imprv - Phase III (east section)	$ 1.1	ST 0079		C, 132	T-4	
ST20-17	Annual Striping Program	$ 1.5	ST 0080	√	C	T-4	
ST20-18	Annual Concurrency Street Improvements	$ 4.0	ST 8888	√	C	T-4	√
ST20-19	Annual Street Pres Program - ONE-time Project	$ 1.1	ST 0006	√	C	T-4	
	Sub-total Streets	$ 150.0					
TR20-1	100th Ave NE/NE 124th St Intersection Improvements	$ 2.2	TR 0084		C	T-4	√
TR20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	$ 6.9	TR 0067		C	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	$ 0.6	TR 0065	√	C	T-4	
TR20-4	Totem Lake Blvd/120th Ave NE	$ 2.8	TR 0099		C	T-4	
TR20-5	NE 124th St/I-405 Queue Bypass (EB to SB)	$ 1.7	TR 0057		C	T1 T4 T5	√
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	$ 5.3	TR 0088		C	BKR T1 T4	√
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	$ 1.8	TR 0089		C	BKR T1 T4	
TR20-8	NE 85th St HOV/I-405 Queue Bypass	$ 0.8	TR 0056		C	T1 T4 T5	√
TR20-9	Lake Wash Blvd/Northup Way Queue Bypass	$ 6.6	TR 0068		C	T-4	
TR20-10.1	NE 116th St/I-405 Queue Bypass	$ 7.3	TR 0072		C	T1 T4 T5	
TR20-10.2	NE 85th St/I-405 Queue Bypass	$ 1.8	TR 0074		C	T1 T4 T5	
TR20-10.3	NE 70th St/I-405 Queue Bypass	$ 1.7	TR 0073		C	T1 T4 T5	
TR20-10.4	NE 124th St/I-405 Queue Bypass (WB to NB)	$ 1.3	TR 0075		C	T1 T4 T5	√
TR20-11.1	Kirkland Ave/Lake Street South				P20	T-4	

TR20-11.2	Lake Street South/2nd Ave South				P20	T-4	
TR20-11.3	Market Street/Central Way				P20	T-4	
TR20-11.4	Market Street/7th Avenue NE				P20	T-4	
TR20-11.5	NE 53rd Street/108th Ave NE				P20	T-4	
TR20-11.6	NE 60th Street/116th Ave NE				P20	T-4	
TR20-11.7	NE 60th Street/132nd Avenue NE				P20	T-4	
TR20-11.8	NE 64th Street/Lake Washington Blvd				P20	T-4	
TR20-11.9	NE 70th Street/120th Avenue NE or 122nd Avenue NE				P20	T-4	
TR20-11.10	NE 80th Street/132nd Avenue NE				P20	T-4	
TR20-11.11	NE 112th Street/124th Avenue NE				P20	T-4	
TR20-11.12	NE 116th Street/118th Avenue NE				P20	T-4	
TR20-11.13	NE 116th Street/124th Avenue NE	$ 1.7	TR 0092		C	T-4	
TR20-11.14	NE 126th Street/132nd Place NE				P20	T-4	
TR20-11.15	NE 128th Street/Totem Lake Blvd				P20	T-4	
TR20-11.16	NE 100th Street/132nd Avenue NE				P20	T-4	
TR20-11.17	Market Street/Forbes Creek Drive				P20	T-4	
TR20-11.18	NE 112th Street/120th Avenue NE				P20	T-4	
TR20-11.19	Totem Lake Blvd/120th Avenue NE				P20	T-4	
TR20-12	NE 70th Street/132nd Ave NE Intersection Imp	$ 4.6	TR 0086		C	T-4	√
TR20-13	Lake Wash Blvd/NE 38th Place Intersection Imp	$ 0.5	TR 0090	√	C	T-4	
TR20-14	NE 124th St/124th Ave NE Intersection Imp	$ 3.5	TR 0091		C	T-4	
TR20-15	NE 132nd Street/100th Ave NE Intersection Imp	$ 3.0	TR 0083		C	T-4	√
TR20-16	Central Way/Park Place Center Traffic Signal	$ 0.2	TR 0082	√	C	T-4	
TR20-17	NE 132nd Street/124th Ave NE Intersection Imp	$ 5.7	TR 0096		C	T-4	√
TR20-18	NE 132nd Street/116th Way NE Intersection Imp	$ 0.3	TR 0098		C	T-4	√
TR20-19	6th Street/Central Way Intersection Imp	$ 3.6	TR 0100	√	C	T-4	
TR20-20	Central Way/4th Street Intersection Imp	$ 0.03	TR 0103	√	C	T-4	
TR20-21	6th Street/4th Ave Intersection Imp	$ 0.6	TR 0104	√	C	T-4	
TR20-22	Central Way/5th Street Intersection Imp	$ 0.6	TR 0105		C	T-4	
TR20-23	6th Street/7th Ave Intersection Improvements	$ 0.1	TR 0106		C	T-4	
TR20-24	Market Street/15th Ave Intersection Imp	$ 0.6	TR 0107		C	T-4	
TR20-25	NE 85th Street/124th Ave NE Intersection Imp	$ 0.9	TR 0108	√	C	T-4	
TR20-26	Totem Lake Plaza/Totem Lake Blvd Intersection Imp	$ 1.5	TR 0109		C	T-4	
TR20-27	NE 132nd St/Juanita HS Access Road Intersection Imp	$ 0.9	TR 0093		C	T-4	√
TR20-28	Totem Lake Plaza/120th Ave NE Intersection Imp	$ 1.5	TR 0110		C	T-4	
TR20-29	NE 132nd St/108th Ave NE Intersection Imp	$ 0.6	TR 0094		C	T-4	√
TR20-30	NE 132nd St/Fire Station Access Dr Intersection Imp	$ 0.4	TR 0095		C	T-4	
TR20-31	NE 132nd St/132nd Ave NE Intersection Imp	$ 0.9	TR 0097		C	T-4	√
TR20-32	NE 85th Street/132nd Ave NE Intersection Imp (Phase I)	$ 0.5	TR 0078	√	C	T-4	
TR20-33	NE 85th Street/124th Ave NE Intersection Imp	$ 0.1	TR 0080	√	C	T-4	
TR20-34	Annual Concurrency Traffic Improvements	$ 0.6	TR 8888	√	C	T-4	√
TR20-35	Kirkland ITS Improvements – Phase I	$ 2.0	TR 0111	√	C	T-4	
TR20-36	Kirkland ITS Improvements – Phase II	$ 4.0	TR 0111 -1		C	T-4	
TR20-37	Downtown Pedestrian Safety Improvement - Central Way	$ 0.0	TR 0112	√	C	T-4	

Sub-total Traffic $ 73.8

Notes:

(1) '10 Costs in tousands; Funded projects indexed for inflation

(2) C = CIP, NM = Non-Cap List, P20 - 20 year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan

Table CF - 10
2022 Concurrency Transportation Projects List

Comp Plan ID Number	Project Description	Remaining Costs (1)	CIP Project Number	Funded in 6-yr CIP	Source Doc (2)	Comp Plan Goal	2022 Concurrency Project
ST20-3	120th Avenue NE, NE 128th Street to NE 132nd Street	$ 0.9	ST 0063	No	C	T-1, T-4	√
ST20-4	124th Avenue NE, NE 116th Street to NE 124th Street	$ 10.0	ST 0059	No	C	T-1, T-4	√
ST20-9	NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE	$ 4.7	ST 0057-001	No	C	T-1, T-4	√
ST20-18	Annual Concurrency Street Improvements	$ 4.0	ST 8888	Yes	C	T-4	√
TR20-1	100th Avenue NE / NE 124th Street	$ 2.2	TR 0084	No	C	T-4	√
TR20-5	NE 124th Street and I-405, HOV Queue By-pass east to southbound	$ 1.7	TR 0057	No	C	T-1, T-4, T-5	√
TR20-6	NE 85th Street / 120th Avenue NE	$ 5.3	TR 0088	No	C	BKR, T-1, T-4	√
TR20-8	NE 85th Street and I-405, HOV Queue By-pass east to southbound	$ 0.8	TR 0056	No	C	T-1, T-4, T-5	√
TR20-10.4	NE 124th Street / I-405 HOV Queue By-pass,westbound to northbound	$ 1.3	TR 0075	No	C	T-1, T-4, T-5	√
TR20-11.19	Totem Lake Boulevard / 120th Avenue NE.	$ 1.5	TR 0110	No	C	T-1, T-4, T-5	√
TR20-12	NE 70th Street / 132nd Avenue NE	$ 4.6	TR 0086	No	C	BKR, T-1, T-4	√
TR20-15	NE 132nd Street / 100th Avenue NE	$ 3.0	TR 0083	No	C	BKR, T-1, T-4	√
TR20-17	NE 132nd Street / 124"' Avenue NE	$ 5.7	TR 0096	No	C, 132	T-4	√
TR20-18	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	$ 0.3	TR 0098	No	C, 132	T-4	√
TR20-27	NE 132nd Street / Juanita High School Entry	$ 0.9	TR 0093	No	C, 132	T-4	√
TR20-29	NE 132nd Street / 108th Avenue NE	$ 0.6	TR 0094	No	C, 132	T-4	√
TR20-31	NE 132nd Street / 132nd Avenue NE	$ 0.9	TR 0097	No	C, 132	T-4	√
TR20-34	Annual Concurrency Traffic Improvements	$ 0.6	TR 8888	Yes	C	T-4	√

CONCURRENCY PROJECT LIST TOTAL ('10 Costs w/o INFLATION)	$ 49.00
Years to attain 2022 network: 2011 -- 2022 = 12 years	
AVERAGE ANNUAL CONCURRENCY PROKJECT EXPENDITURE	$ 4.08

Notes:
Remaining costs with 2010 as "base year"
(1) '10 est.; PROJECTS ARE NOT INDEXED FOR INFLATION
(2) C = CIP, P20 - 20 year list, 132 = 132nd Street Masterplan (2008)

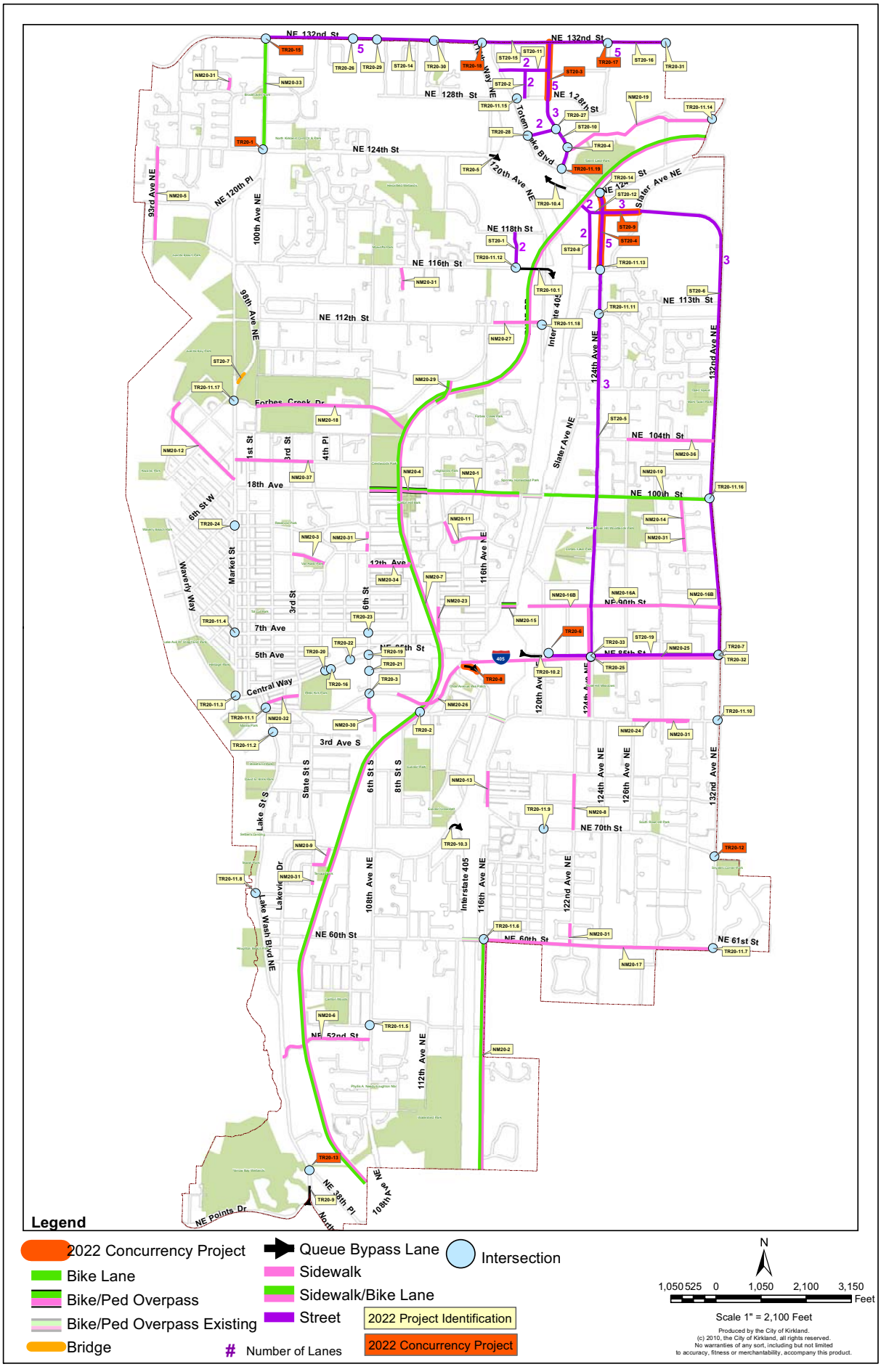


Figure T-6: Transportation Project List Funded/Unfunded

XIV. Implementation Strategies

A. Implementation Methods

Neighborhood Plans. An important part of the Comprehensive Plan are the plans for Kirkland's ~~13~~ 15 neighborhoods. Those plans have been prepared and updated over a period of years to address in detail issues relevant to each specific neighborhood. Regular update of the neighborhood plans should continue, both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements.

Functional and Management Plans. Although not technically a part of the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. Existing functional plans include:

- Capital Improvement Program;
- Sewer Comprehensive Plan;
- Water Comprehensive Plan;
- Surface Water Master Plan;
- Park, Open Space and Recreation Plan;
- Fire Protection Master Plan;
- ~~Nonmotorized Transportation Plan~~Active Transportation Plan;
- Natural Resource Management Plan;
- Downtown Strategic Plan;
- Housing Strategy Plan.

B. Implementation Tasks

Table IS-1
Implementation Tasks

TASK	PRIORITY
GENERAL ELEMENT	
Project	
G.2 Update the General Element to include 2010 census data and 2011 annexation.	
NATURAL ENVIRONMENT ELEMENT	
Projects	
~~NE.1. Update the City's Shoreline Master Program.~~	
LAND USE ELEMENT	
Projects	

LU.7 Update the Land Use Element to include 2010 census data and 2011 annexation.

HOUSING ELEMENT

Projects

H.3 Update the Housing Element to include 2010 census data and 2011 annexation.

ECONOMIC DEVELOPMENT ELEMENT

Projects

ED.5 Update The Economic Development Element to include 2010 census data and 2011 annexation.

TRANSPORTATION ELEMENT

Ongoing

T.3. Regularly update the ~~Nonmotorized Transportation Plan~~Active Transportation Plan.

CAPITAL FACILITIES ELEMENT

Projects

CF.2. Update Level of Service standards to include the annexation area.

CF.3. Update transportation and park impact fee rate studies to include the annexation area

NEIGHBORHOOD PLANS

Projects

NP.1. Regularly review neighborhood plans and amend as appropriate. Explore efficiencies in the neighborhood planning process to ensure a predictable and sustainable update cycle.

NP.2. Develop neighborhood plans for the 2011 annexation neighborhoods.

NP.~~2~~3.

XIV. IMPLEMENTATION STRATEGIES

SHORELINE AREA CHAPTER		
Ongoing		
SA-1	Track and monitor No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation	
SA-2	Implement priority restoration projects and programs contained in the Shoreline Restoration Plan component of the Shoreline Master Program.	
SA-3	Work with other jurisdictions, agencies, and affected Federally Recognized Tribes to coordinate and improve the permitting process.	
SA-4	Promote public education about the functions and values of the shorelines and best management practices.	*
~~**OTHER**~~		
	~~Evaluate the cost/benefit, capital facilities and service implications of annexation.~~	

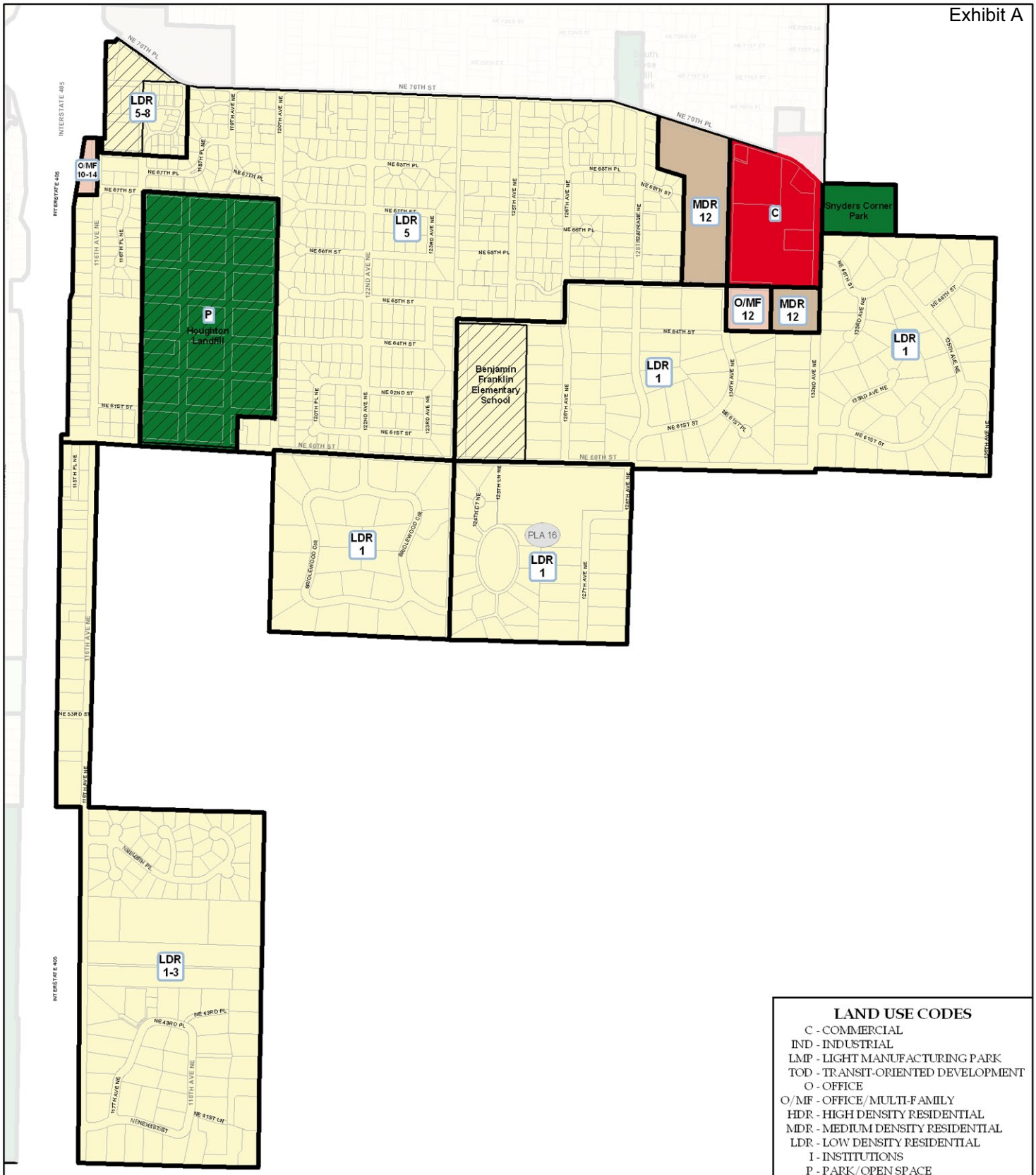
XV.C Bridle Trails Neighborhood Plan

Figure BT-1: Bridle Trails Land Use

The single-family area north of Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and to appropriately buffer development bordering equestrian areas.

In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's ~~Nonmotorized~~ Active Transportation Plan, shall reflect and support the character and equestrian use of the neighborhood.

Exhibit A



LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Bridle Trails Neighborhood

Land Use Map

ORDINANCE NO. 4212
ADOPTED by the Kirkland City Council
October 20, 2009

LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLA PLANNED AREA NUMBER
TOTEM CENTER
LDR 5* LAND USE CODE / DENSITY (UNITS/ ACRE)
PUBLIC FACILITIES

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
** INDICATES CLUSTERED LOW DENSITY*

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Produced by the City of Kirkland. © 2009, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

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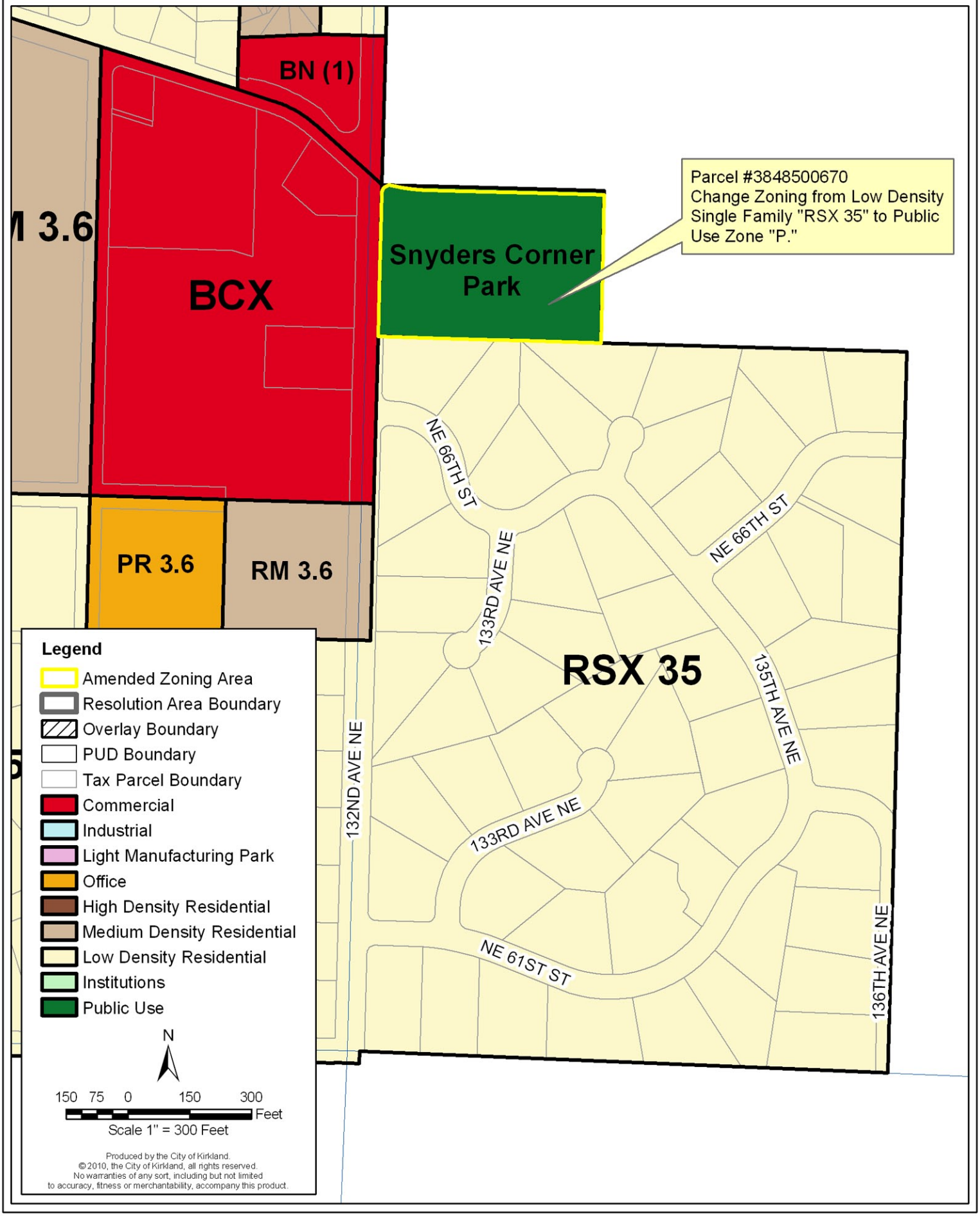
~~O-4279~~
Exhibit A

Zoning Map Change



XV.D. Moss Bay Neighborhood

area, to protect the Everest creek and ravine, and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

(1) Single-family detached units, rather than attached or stacked, should be developed.
(2) Peaked (pitched) roofs are desired design elements.
(3) The ravine and stream should be protected in perpetuity with greenbelt easements.
(4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
(5) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
(6) No vehicular connection should be established between 2nd and 3rd Avenue South.
(7) Pedestrian connection should be provided in lieu of vehicular connection.
(8) A maximum Floor Area Ratio of 65 percent should be allowed in order to encourage smaller and presumably less expensive homes.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (Figure MB2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South, are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South, contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

As discussed in the Shoreline Area ~~Master Program~~ Chapter of this Plan, residential uses should continue to be permitted along the shoreline at medium densities (12 dwelling units per acre). This is consistent with the density of development along the shoreline to the south and on many properties on the east side of Lake Street South.

Development along the shoreline is discussed.

As specified in the Shoreline Area ~~Master Program~~ Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline ~~Master Program~~ Area Chapter of this Plan.

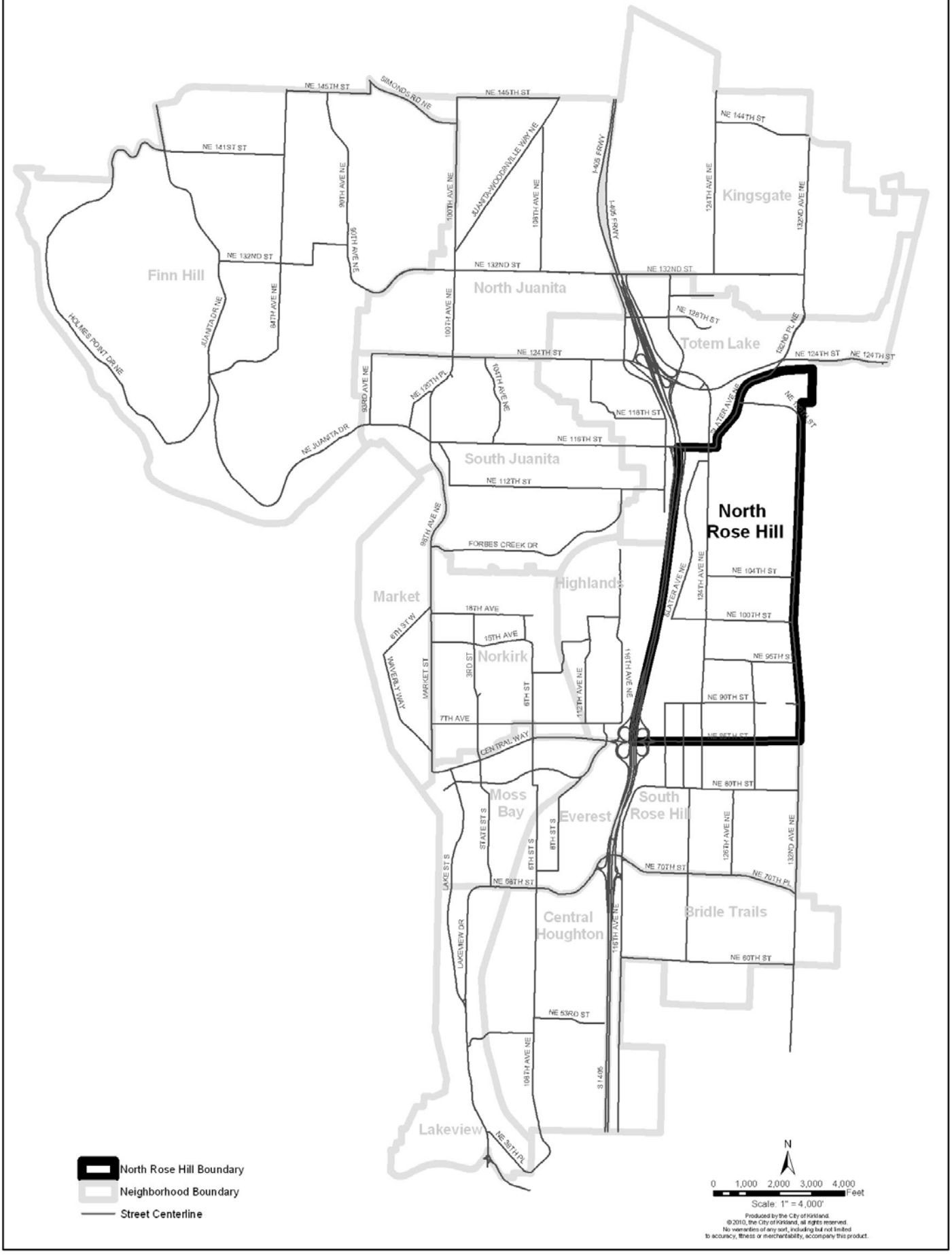


Figure NRH-1: North Rose Hill Boundaries

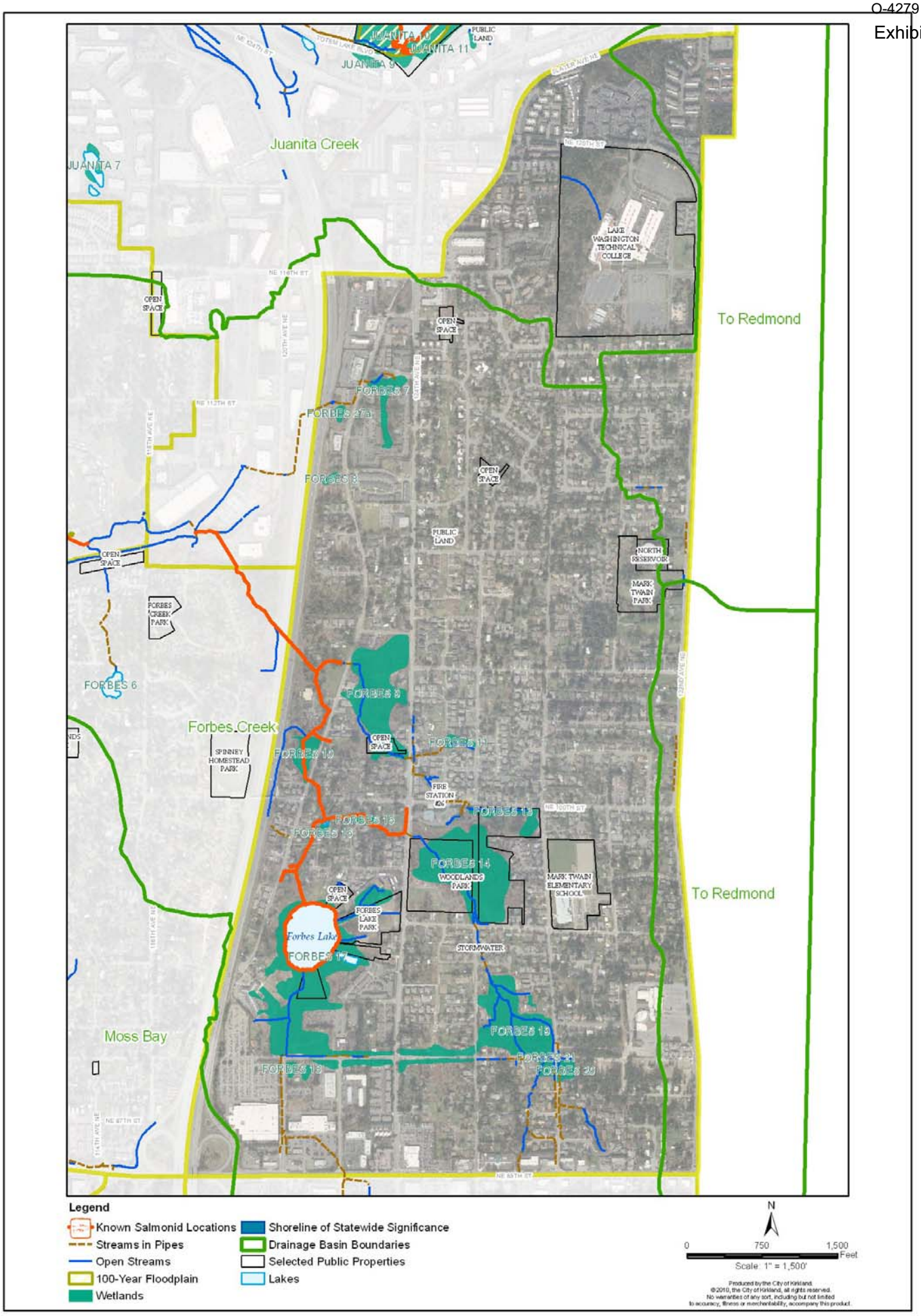


Figure NRH-2: North Rose Hill Sensitive Areas

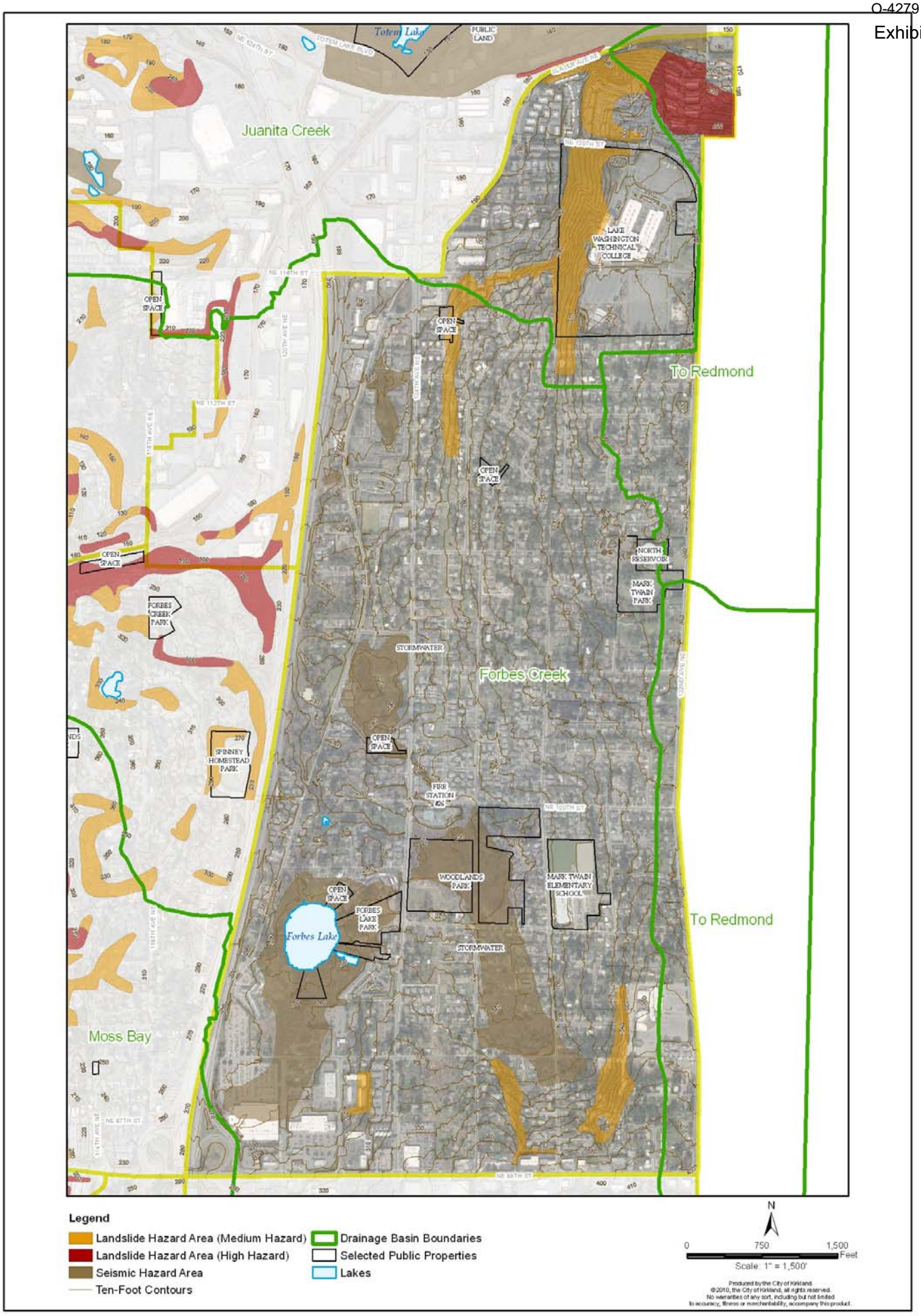
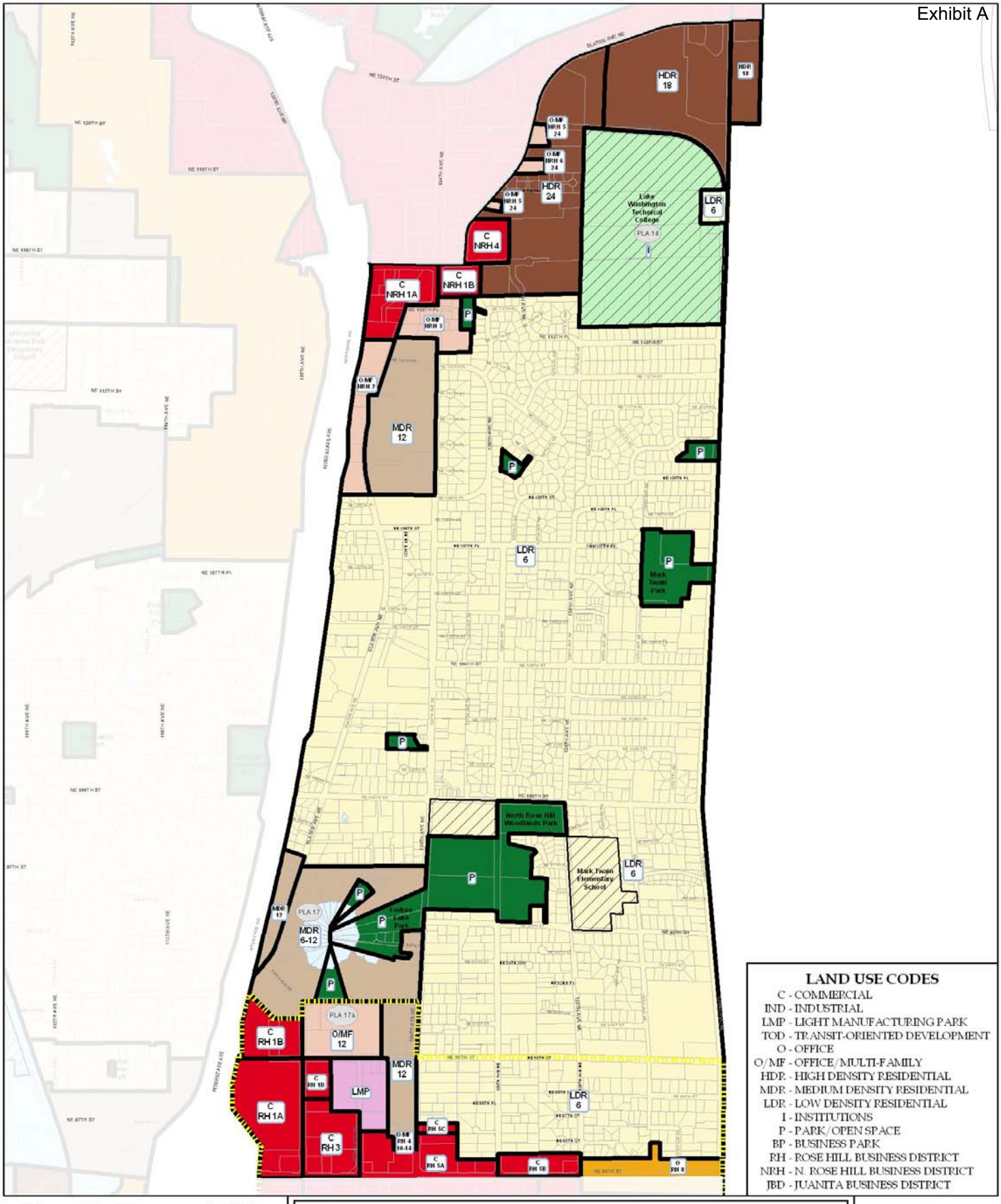


Figure NRH-3: North Rose Hill Seismic and Landslide Hazards



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JBD - JUANITA BUSINESS DISTRICT

North Rose Hill Neighborhood

Land Use Map

ORDINANCE NO. 4212
ADOPTED by the Kirkland City Council
October 20, 2009

LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
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NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
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Feet

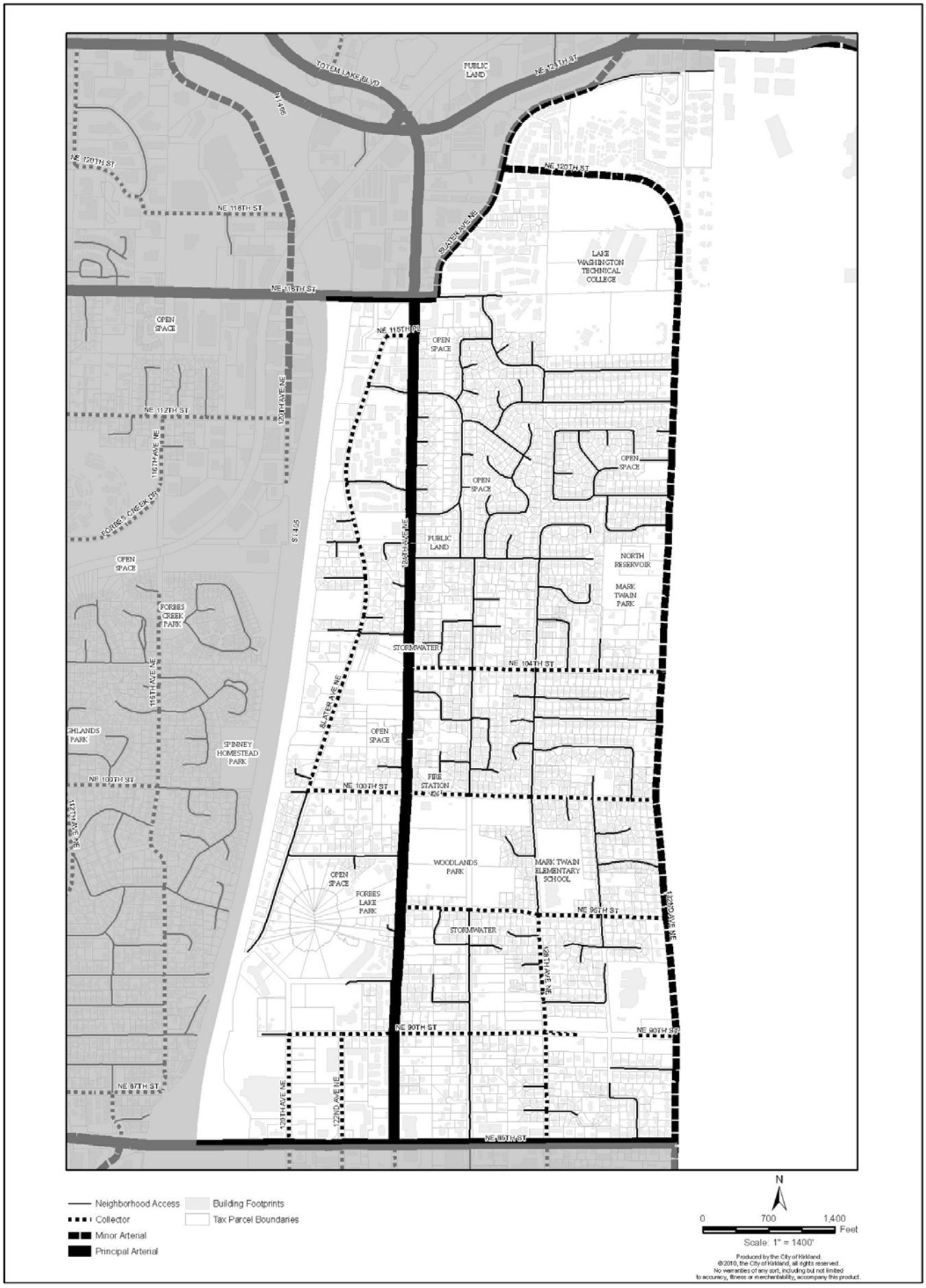


Figure NRH-5: North Rose Hill Street Classifications

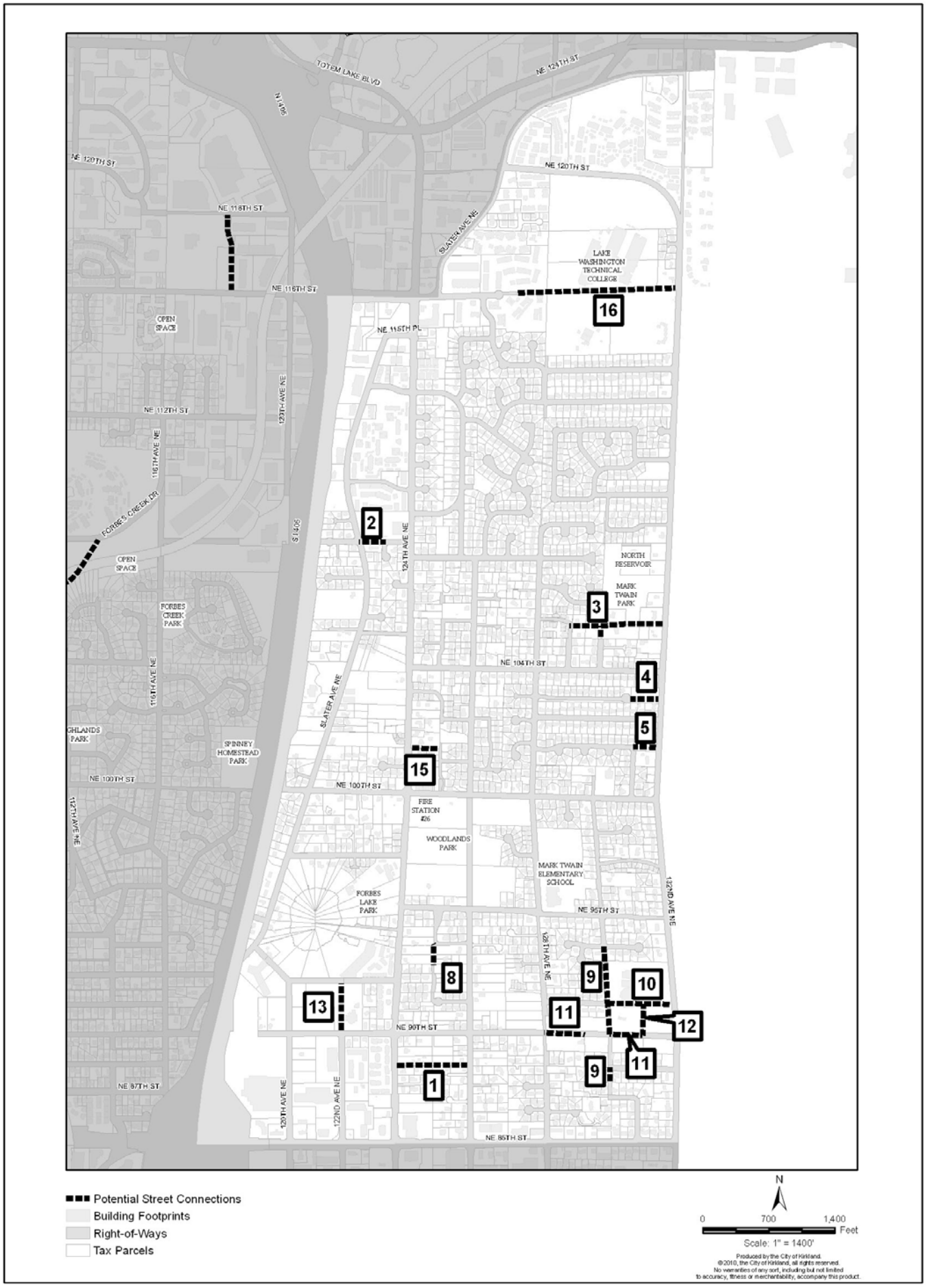


Figure NRH-6: North Rose Hill Street Connection Plan

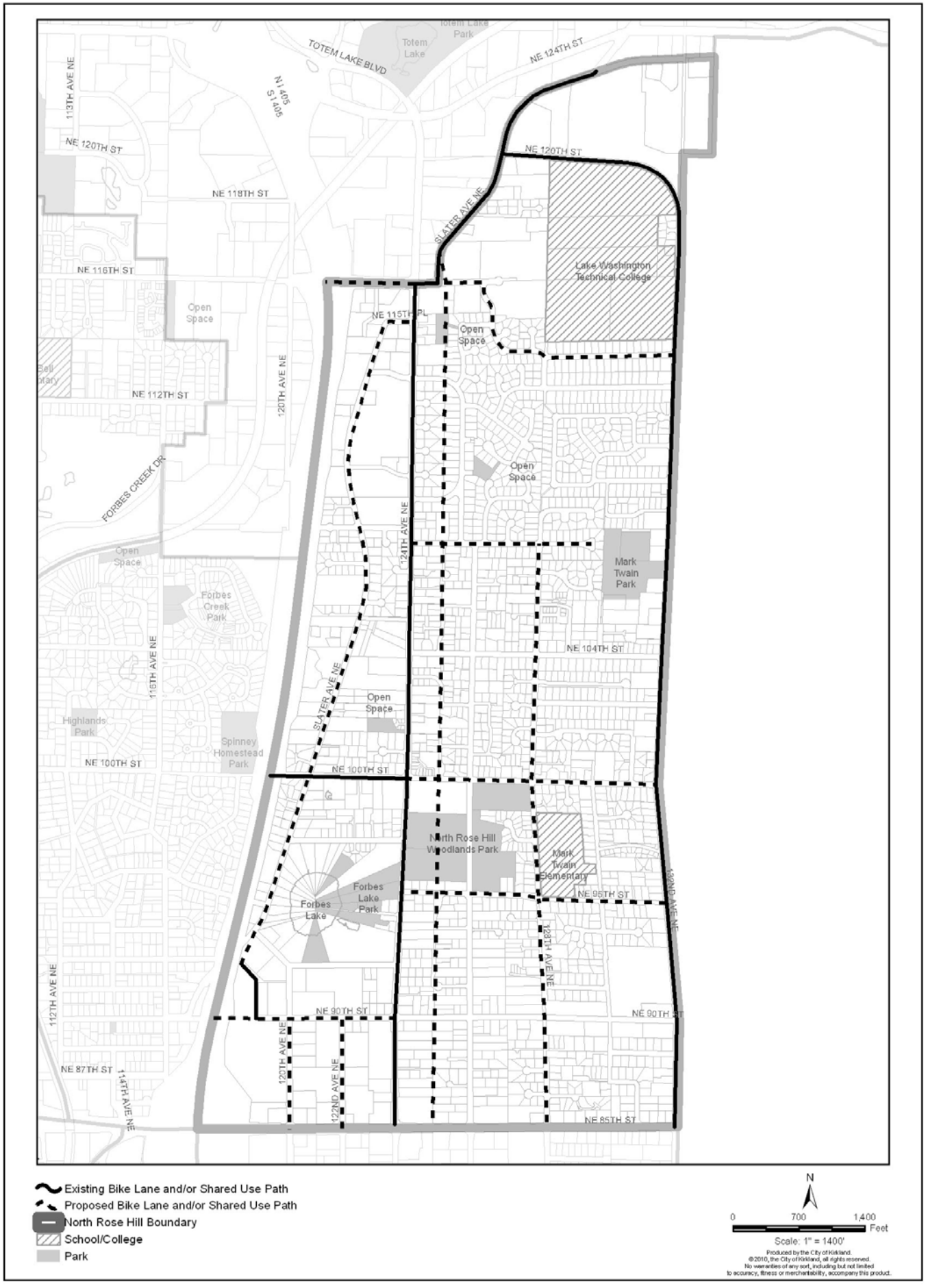


Figure NRH-7: North Rose Hill Bicycle System

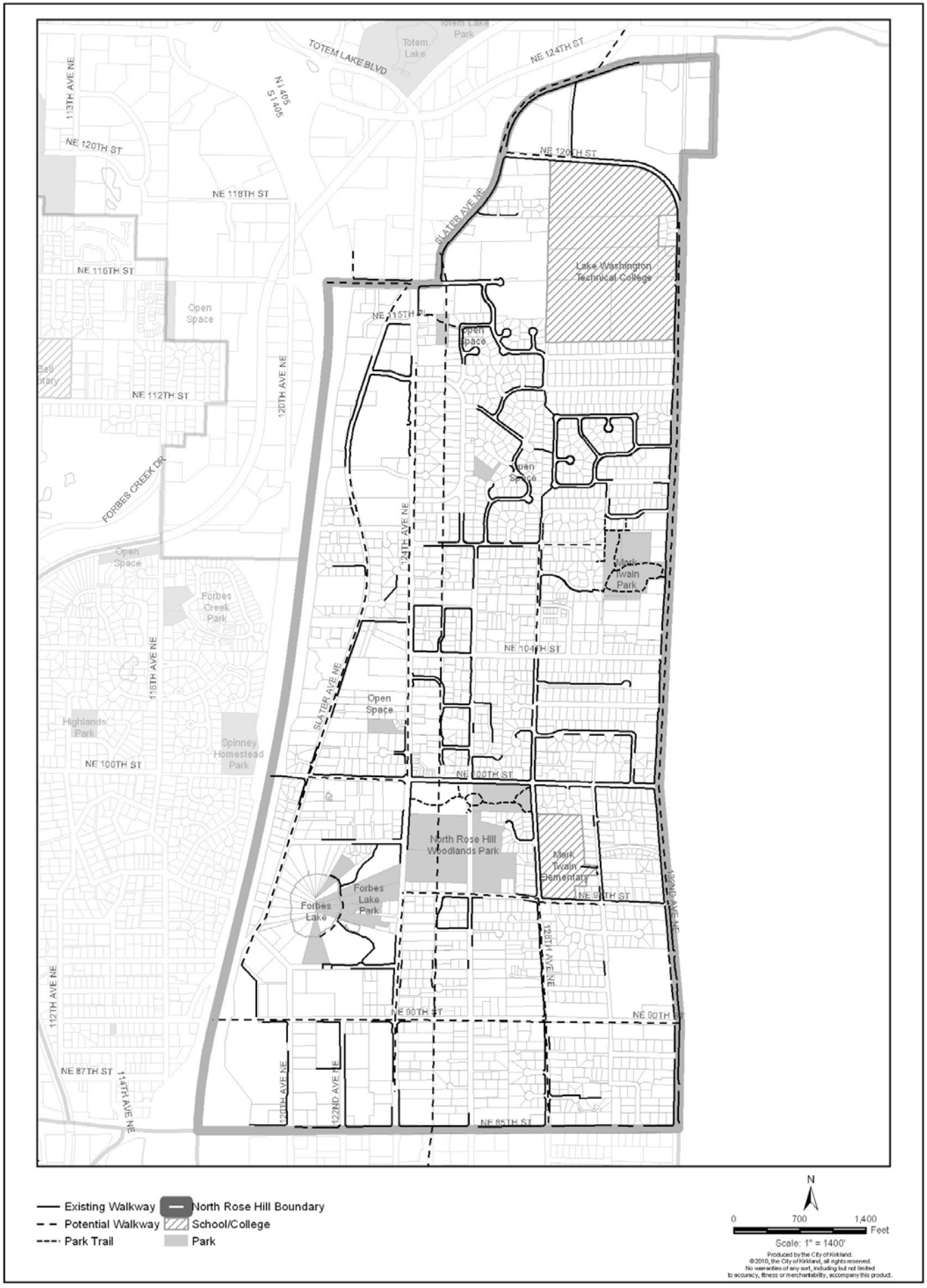


Figure NRH-8: North Rose Hill Pedestrian System

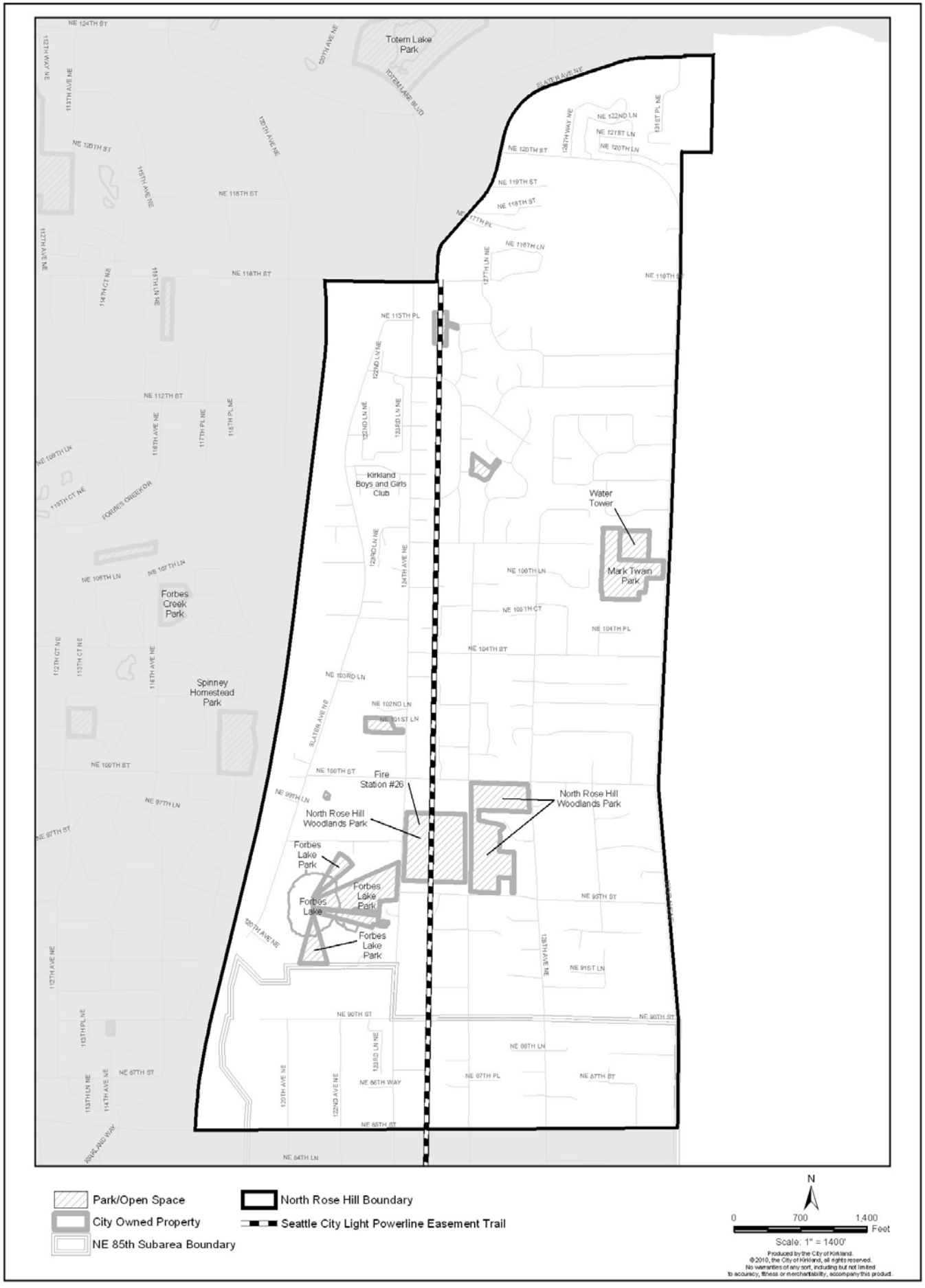


Figure NRH-9: North Rose Hill Parks and Open Space

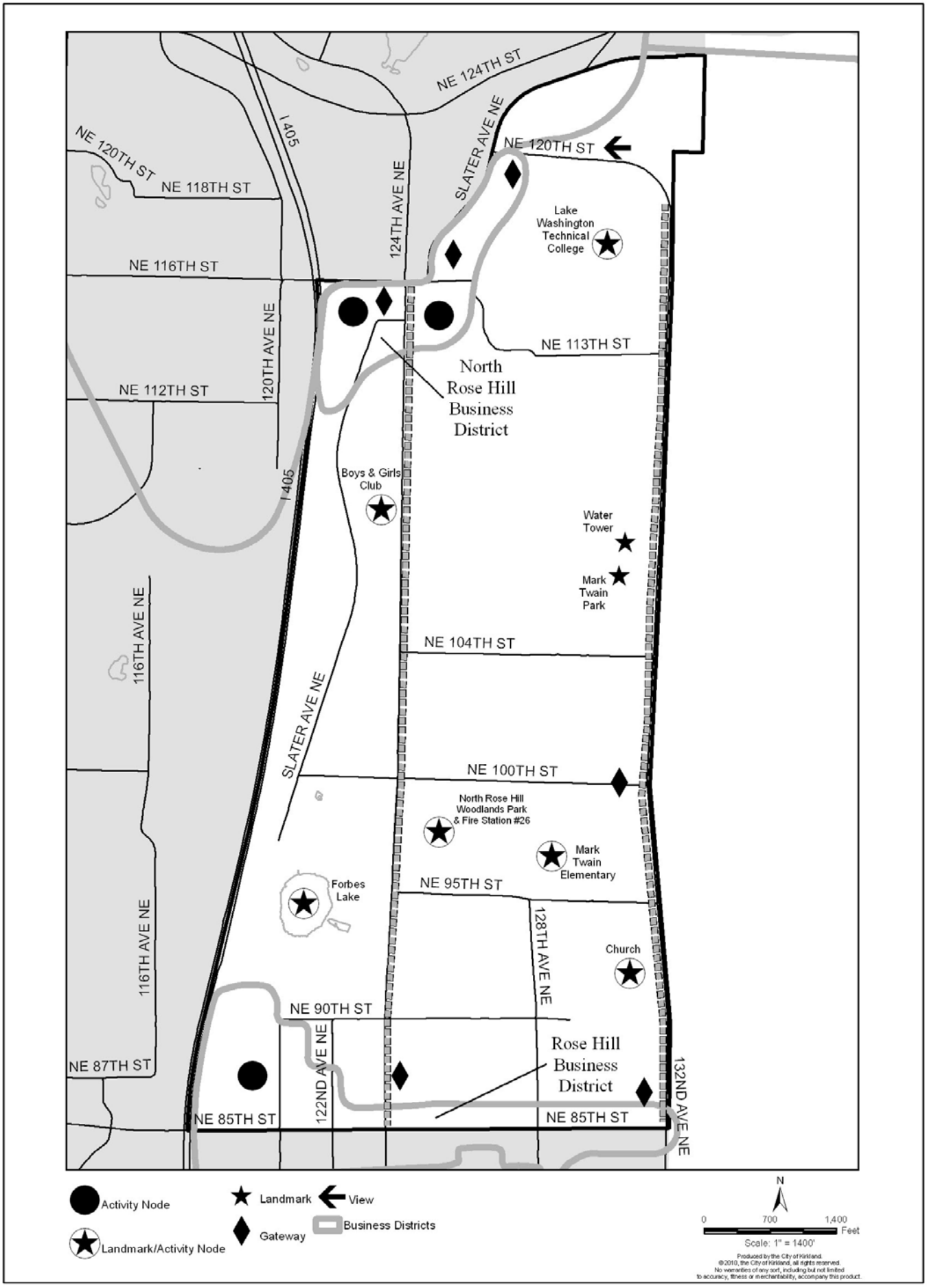


Figure NRH-10: North Rose Hill Urban Design

XV.F. North Rose Hill Neighborhood

Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. NE 105TH STREET BETWEEN 129TH AVENUE NE AND 132ND AVENUE NE
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
   Completed
7. *Deleted by Ord. 4212.*
8. 125TH AVENUE NE BETWEEN NE ~~91st~~ 94th STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE - sections are completed
11. NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE - sections are completed
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE
    Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE
    Completed

PEDESTRIAN/BICYCLE CIRCULATION

The existing ~~Nonmotorized Transportation Plan~~Active Transportation Plan (~~NTP~~ATP) maps most of the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the North Rose Hill neighborhood plan

not shown in the NTP will be added during periodic updates to the NTP. Figures NRH-7 and NRH-8 show the planned bike and pedestrian system in the North Rose Hill neighborhood.

City policy requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. However bicycle lanes should be located on 132nd Avenue NE, 124th Avenue NE, and Slater Avenue NE. These lanes should be identified by appropriate signs and markings. Other streets planned for bike routes are designated in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan and in Figure NRH-7, bike system.

XV.H Totem Lake Neighborhood
Totem Center

4. Totem Center

Goal TL-13: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.

Policy TL-13.1:

Support the list of sidewalks, bikeways and trails for established for Totem Center in the ~~Nonmotorized Transportation Plan~~ Active Transportation Plan.

Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach retail and service businesses without using their car. Bikeways allow safe bicycle commuting and short convenience trips. In addition, these facilities contribute to the overall visual character of the area. The city should continually identify sidewalk, bikeway and trails needs and solutions.

9. Transportation

Goal TL-32: Improve circulation and access for nonmotorized modes of transportation.

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The ~~Nonmotorized Transportation Plan~~ Active Transportation Plan (NMT) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-9 and TL-10). Of particular note are inadequacies in the available east-west crossings of I-405.

Policy TL-32.1:

Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's ~~Nonmotorized Transportation Plan~~ Active Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

The Cross Kirkland trail, if it is developed, will provide an important recreational opportunity, as well as a north-south bicycle and pedestrian route, within the Burlington Northern right-of-way through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.

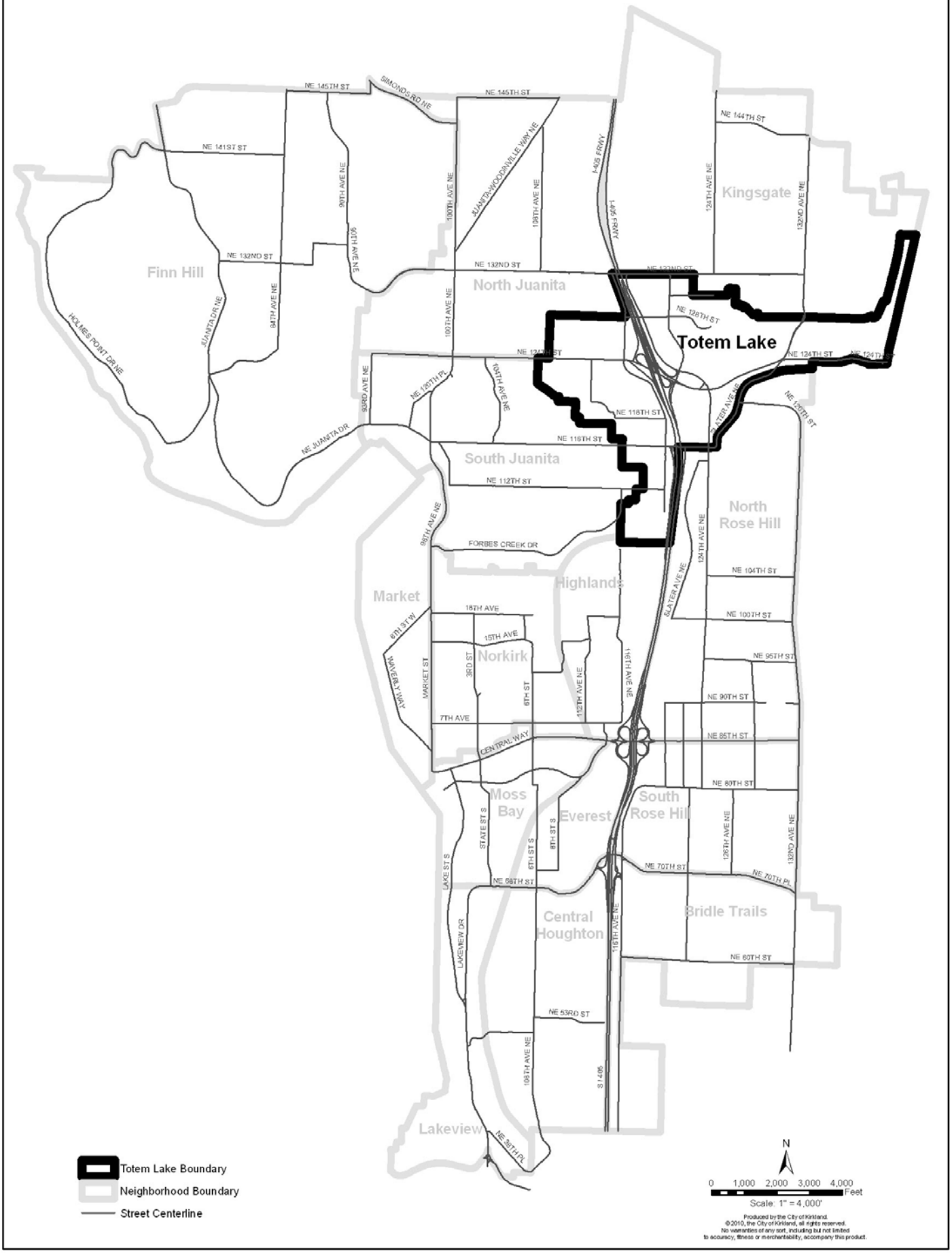
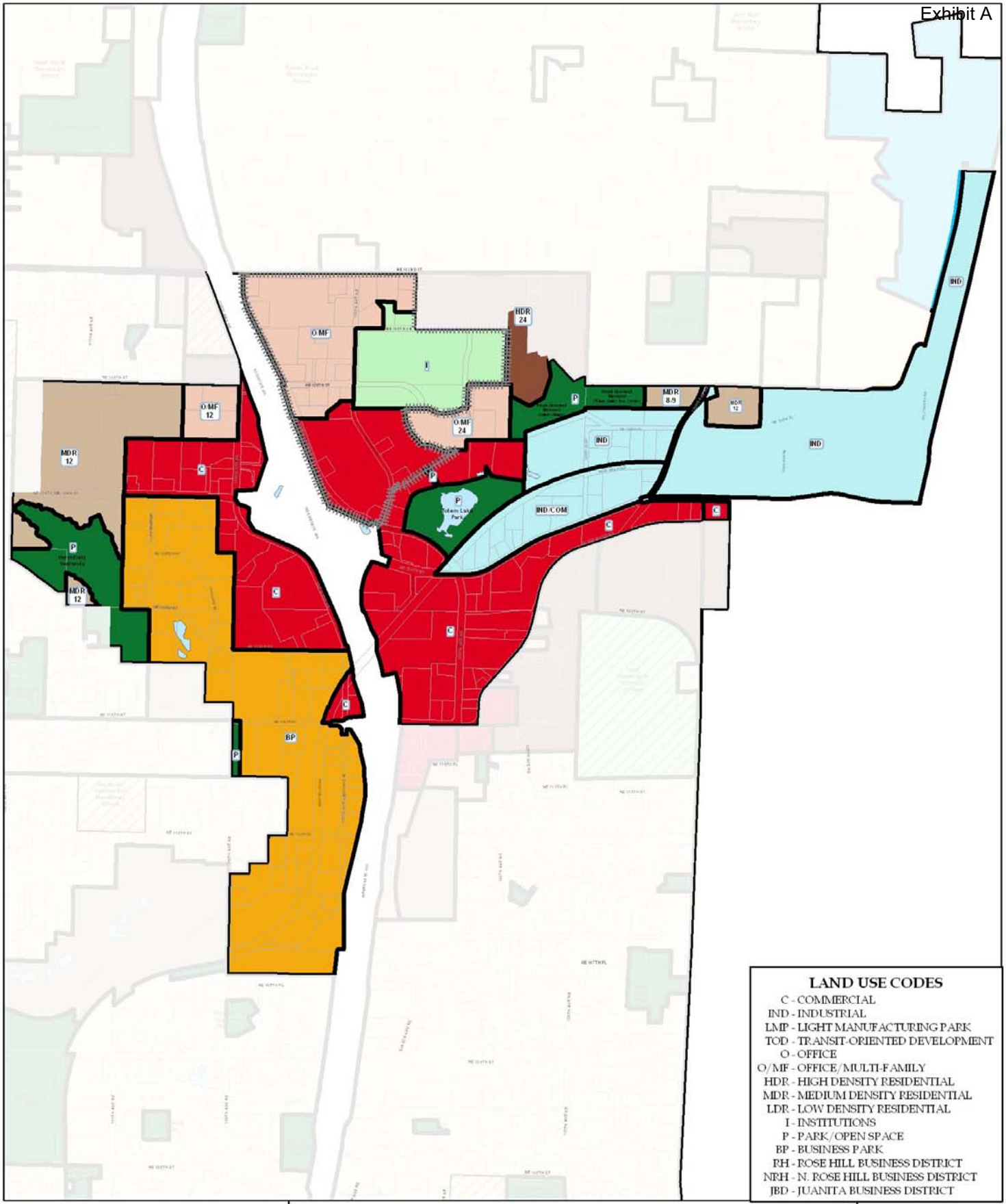


Figure TL-1: Totem Lake Boundaries



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Totem Lake Neighborhood

Land Use Map

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October 20, 2009

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0 500 1,000
Feet

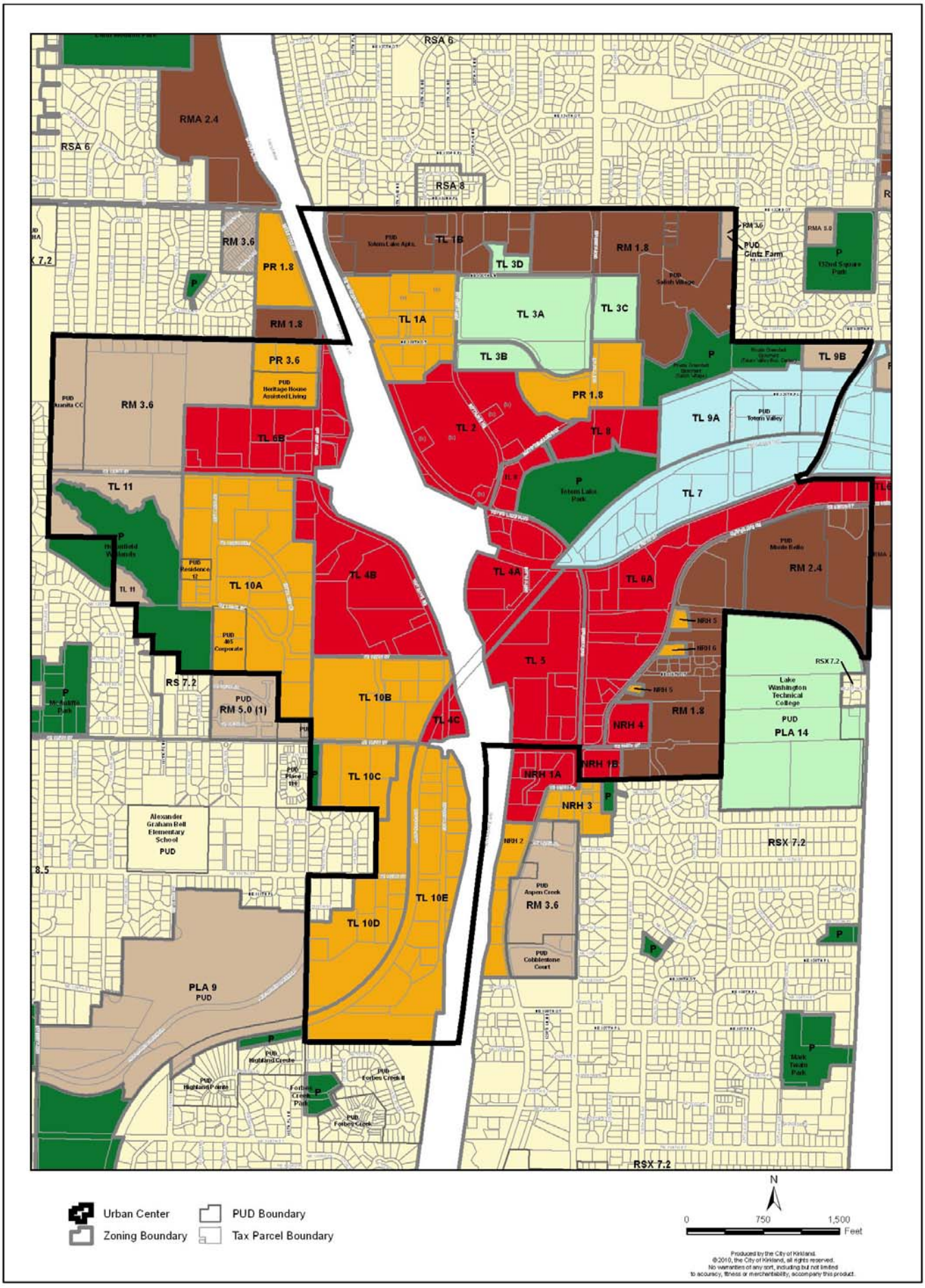

Figure TL-3.2: Totem Lake Urban Center

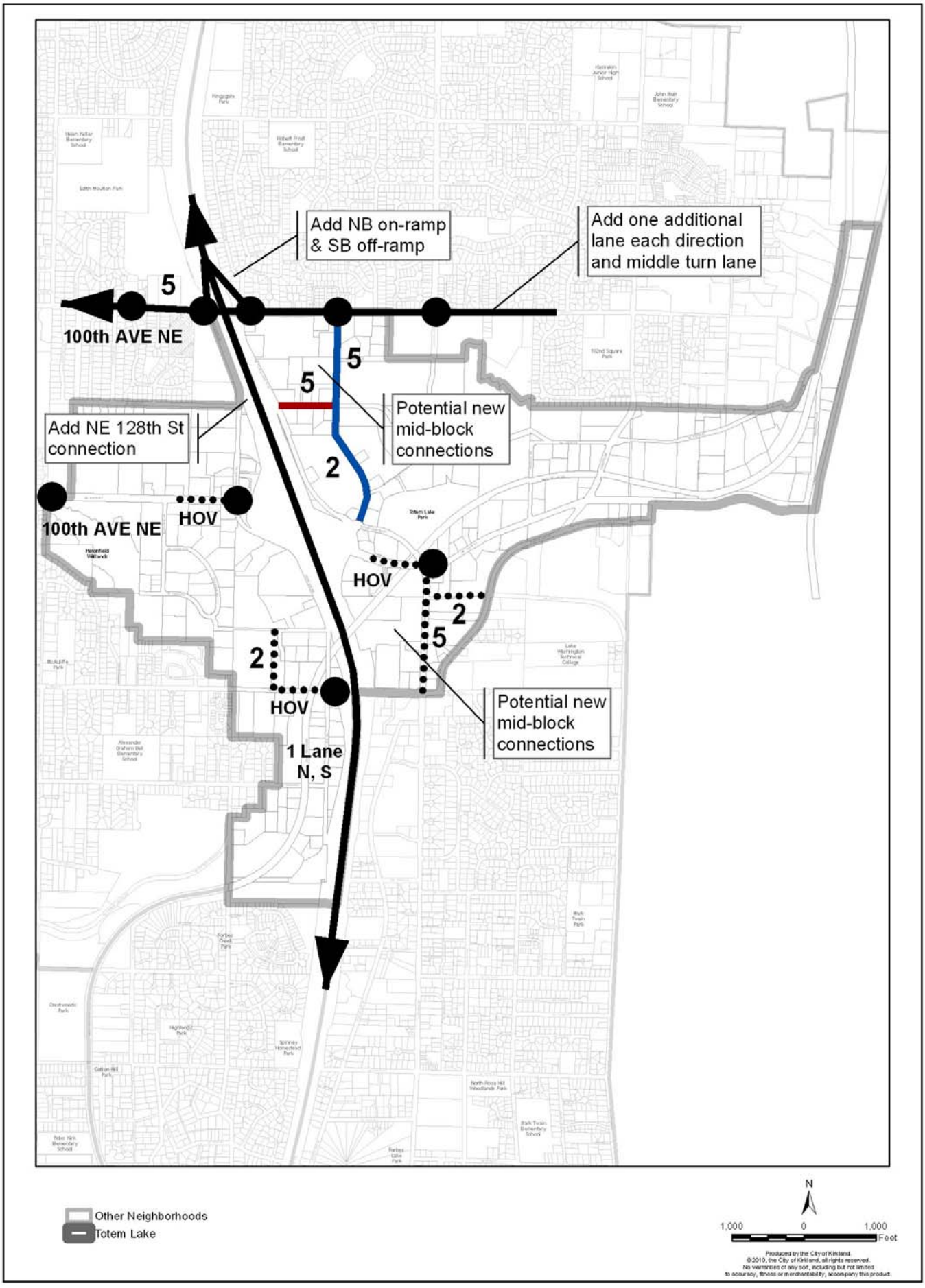

Figure TL-4: Totem Lake 2012 Network with Totem Lake Improvements and Additional Grid Improvements

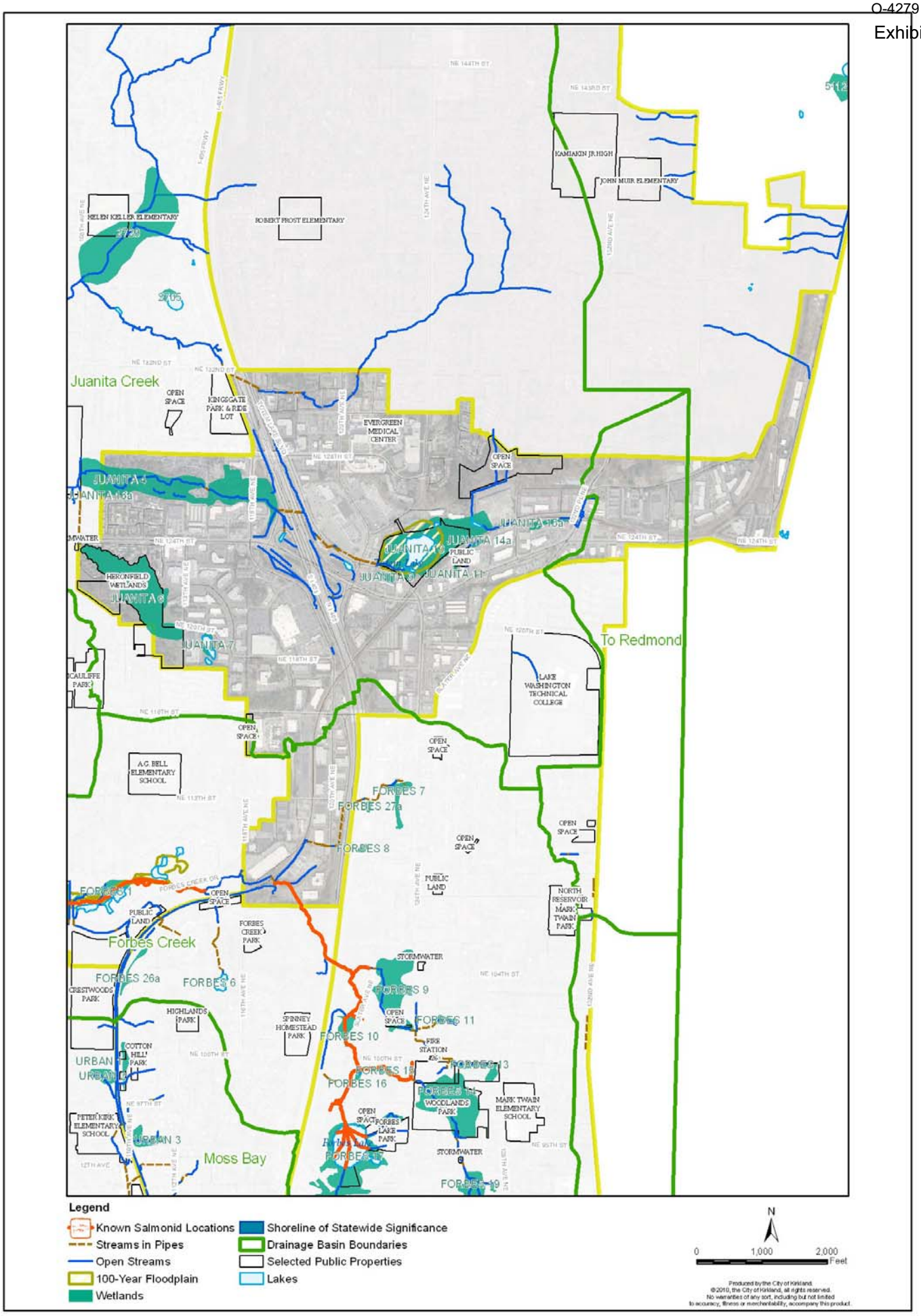

Figure TL-5a: Totem Lake Sensitive Areas

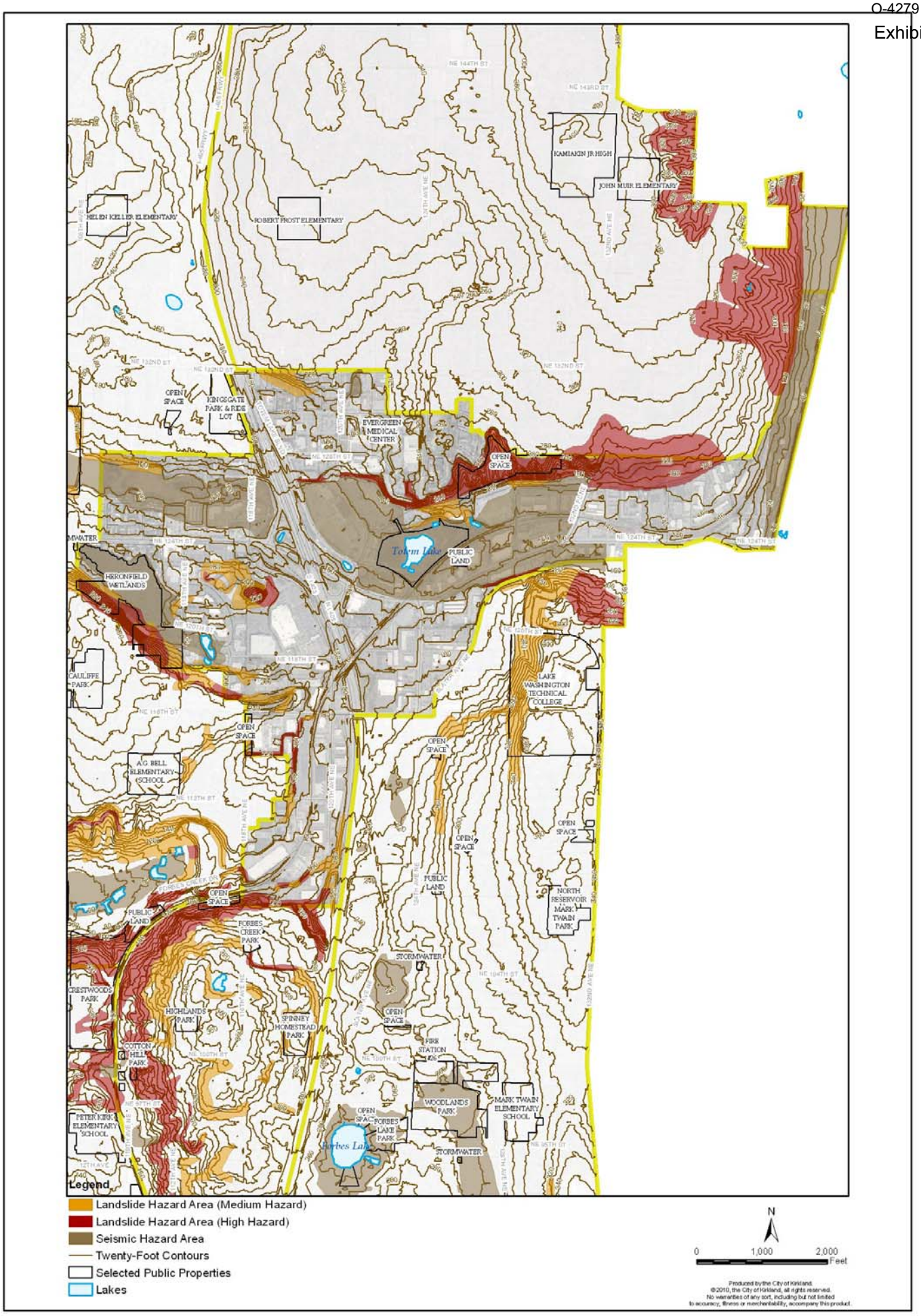

Figure TL-5b: Totem Lake Landslide and Seismic Hazard Areas

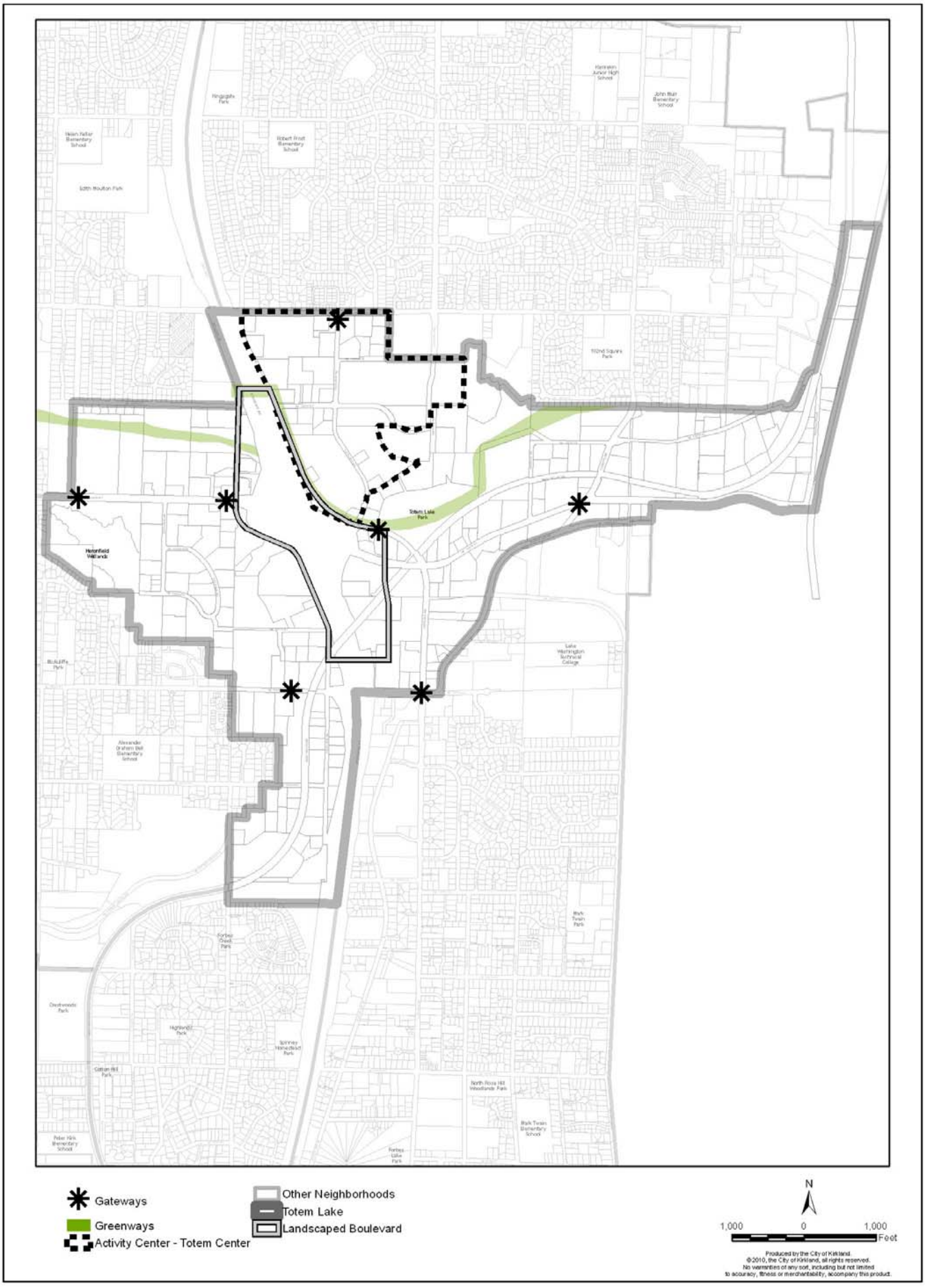

Figure TL-6: Totem Lake Urban Design

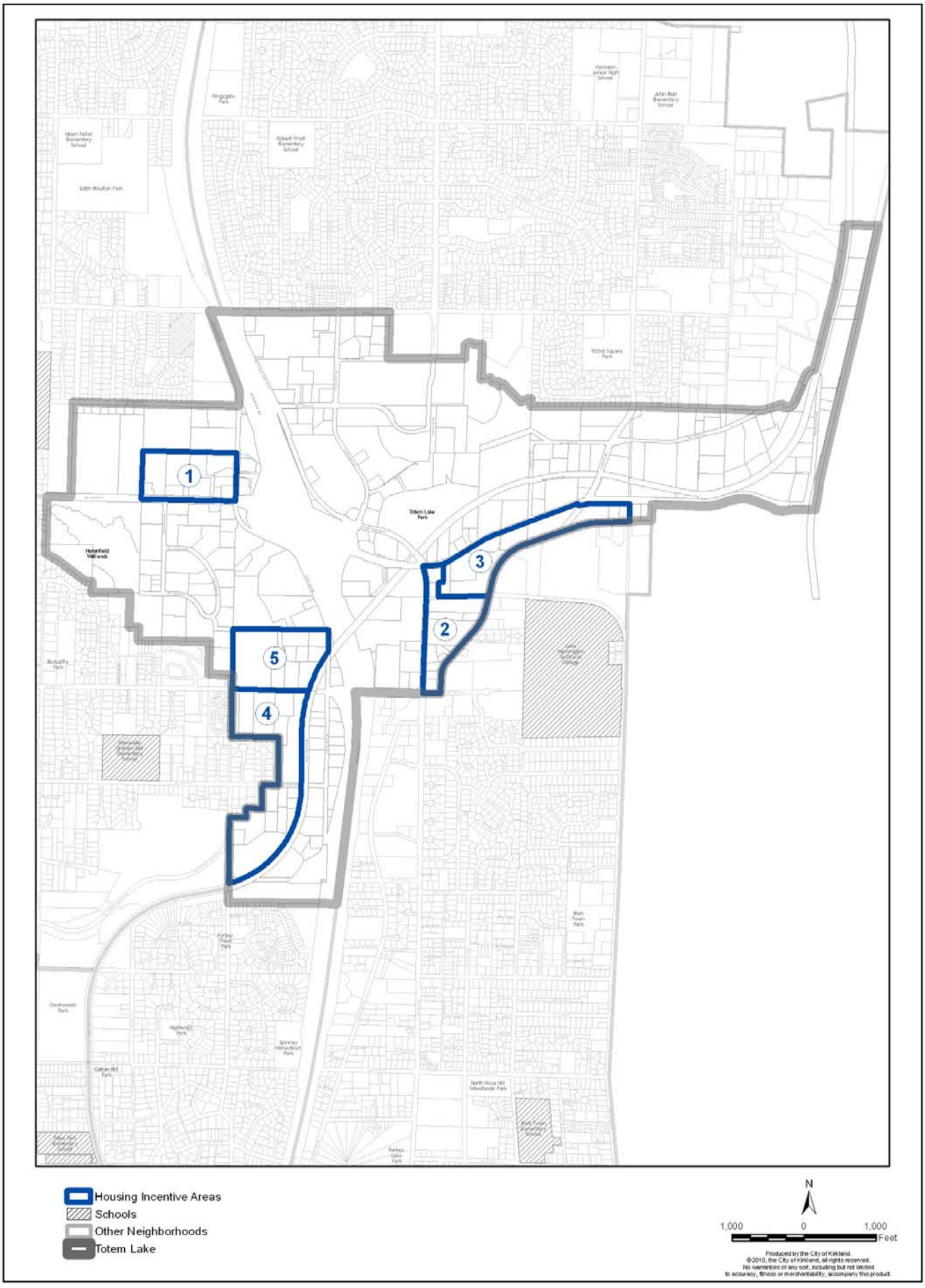

Figure TL-7: Totem Lake Housing Incentive Areas

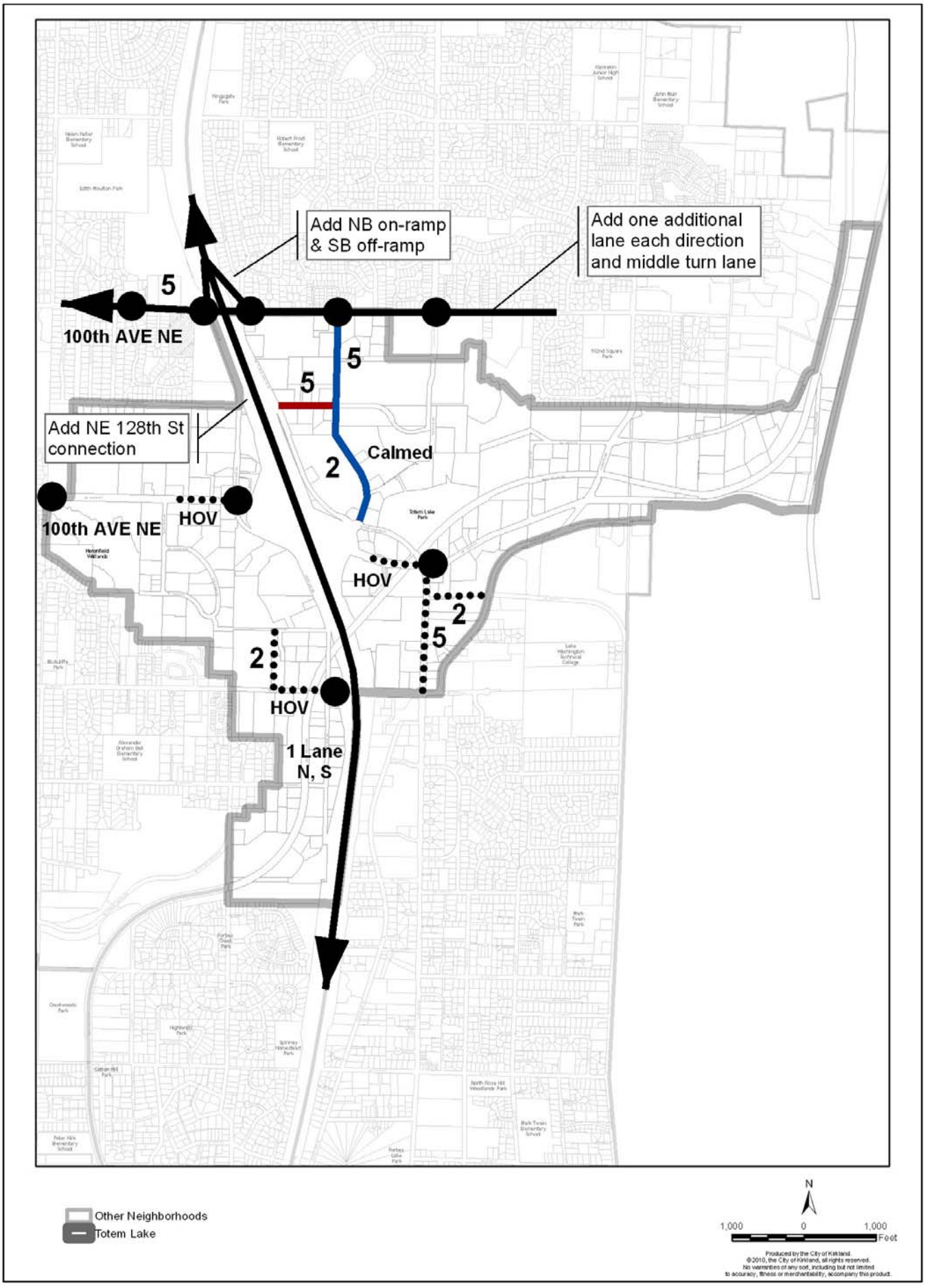

Figure TL-8: Totem Lake 2012 Network with Totem Lake Improvements

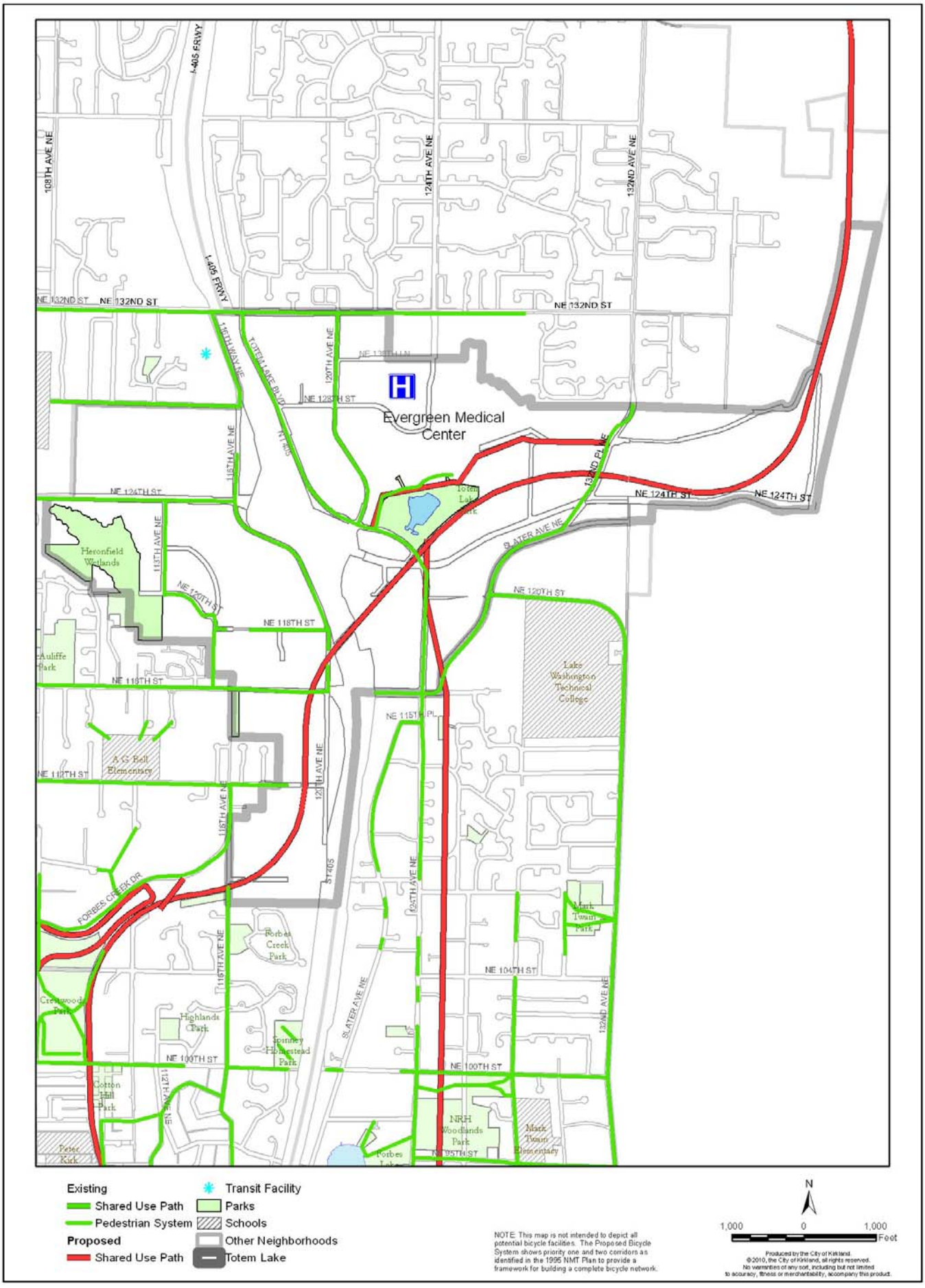

Figure TL-9: Totem Lake - Existing and Proposed Pedestrian System

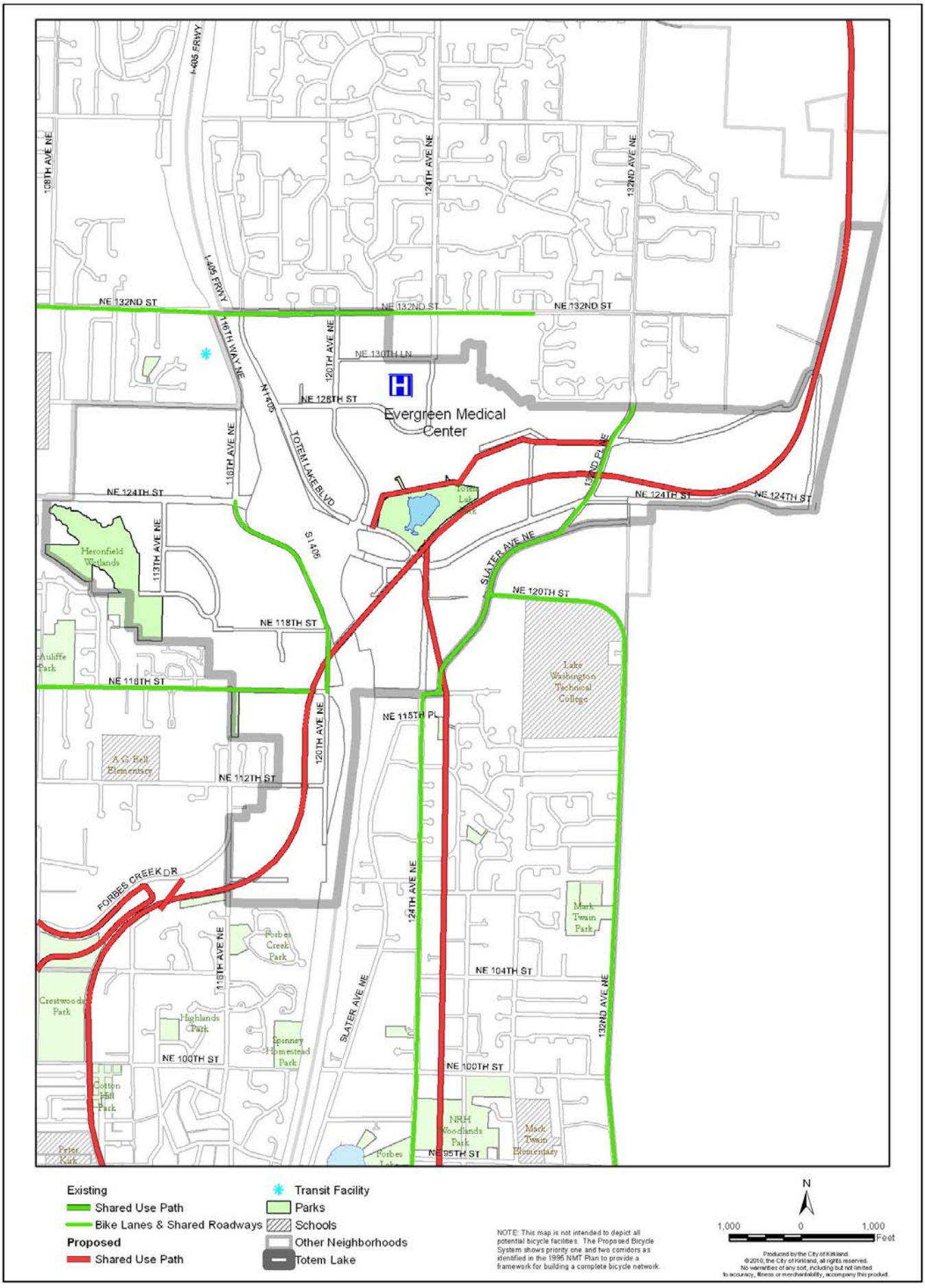

Figure TL-10: Totem Lake - Existing and Proposed Bike System

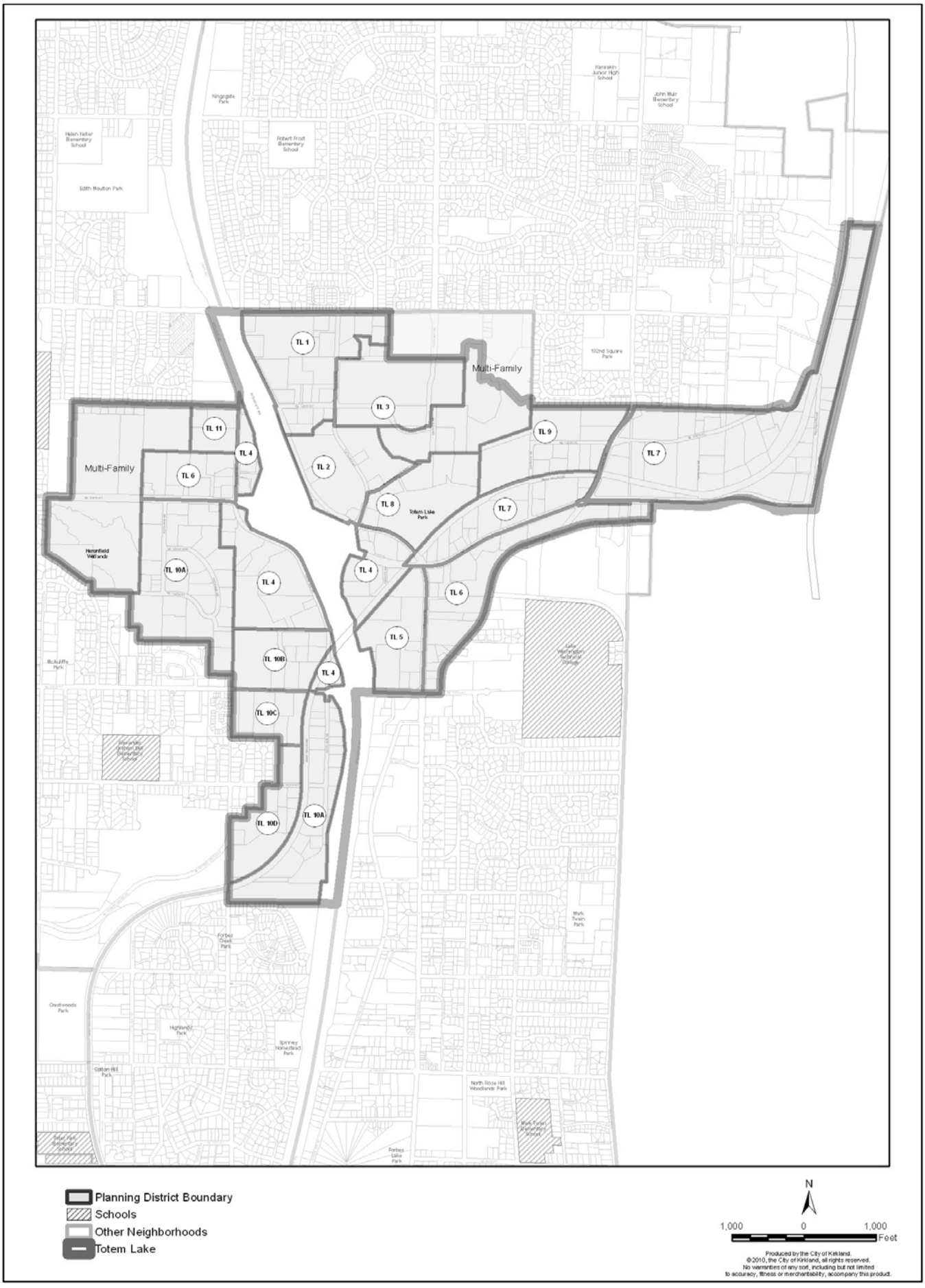

Figure TL-11: Totem Lake Planning Districts

XV.I. North/South Juanita Neighborhood

Natural Environment

Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not damage the wetland.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. A portion of the Juanita Bay wetlands is located in the southwest corner of the neighborhood. Public access, which is designed to prohibit unrestricted access to sensitive areas, should be developed along the shoreline or through the wetland and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant views of the lake whenever possible which will benefit the general public provided the action will not negatively impact the wetland. The portion of the Juanita Creek wetlands east of Juanita High School should also be left in a natural state. Public access and interpretive centers as described for the Juanita Bay wetlands should be developed in this area along with the rest of the wetland.

The policies found in the Natural Environment ~~chapter~~ and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

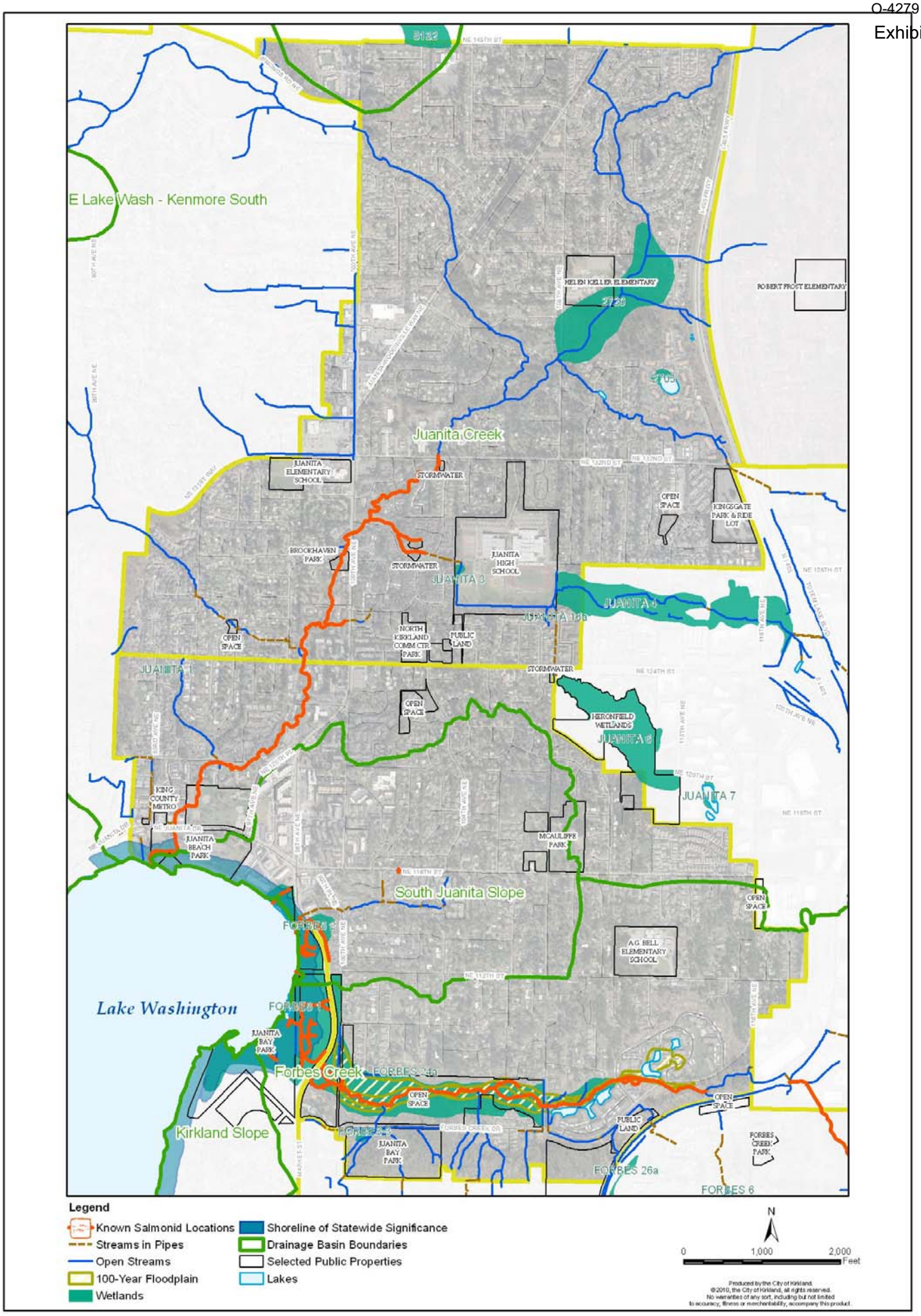

Figure J-1a: Juanita Sensitive Areas

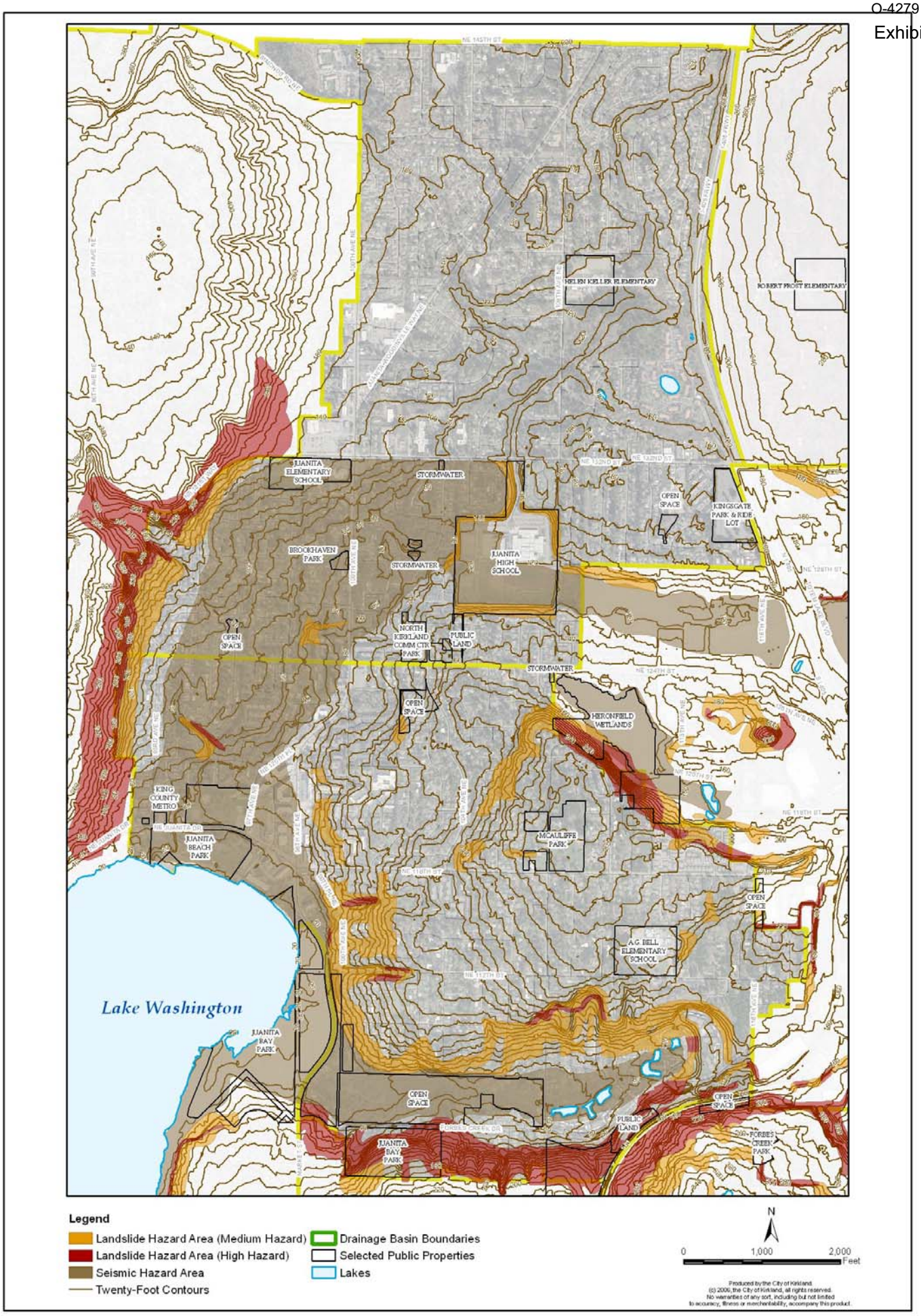

Figure J-1b: Juanita Landslide and Seismic Hazard Areas

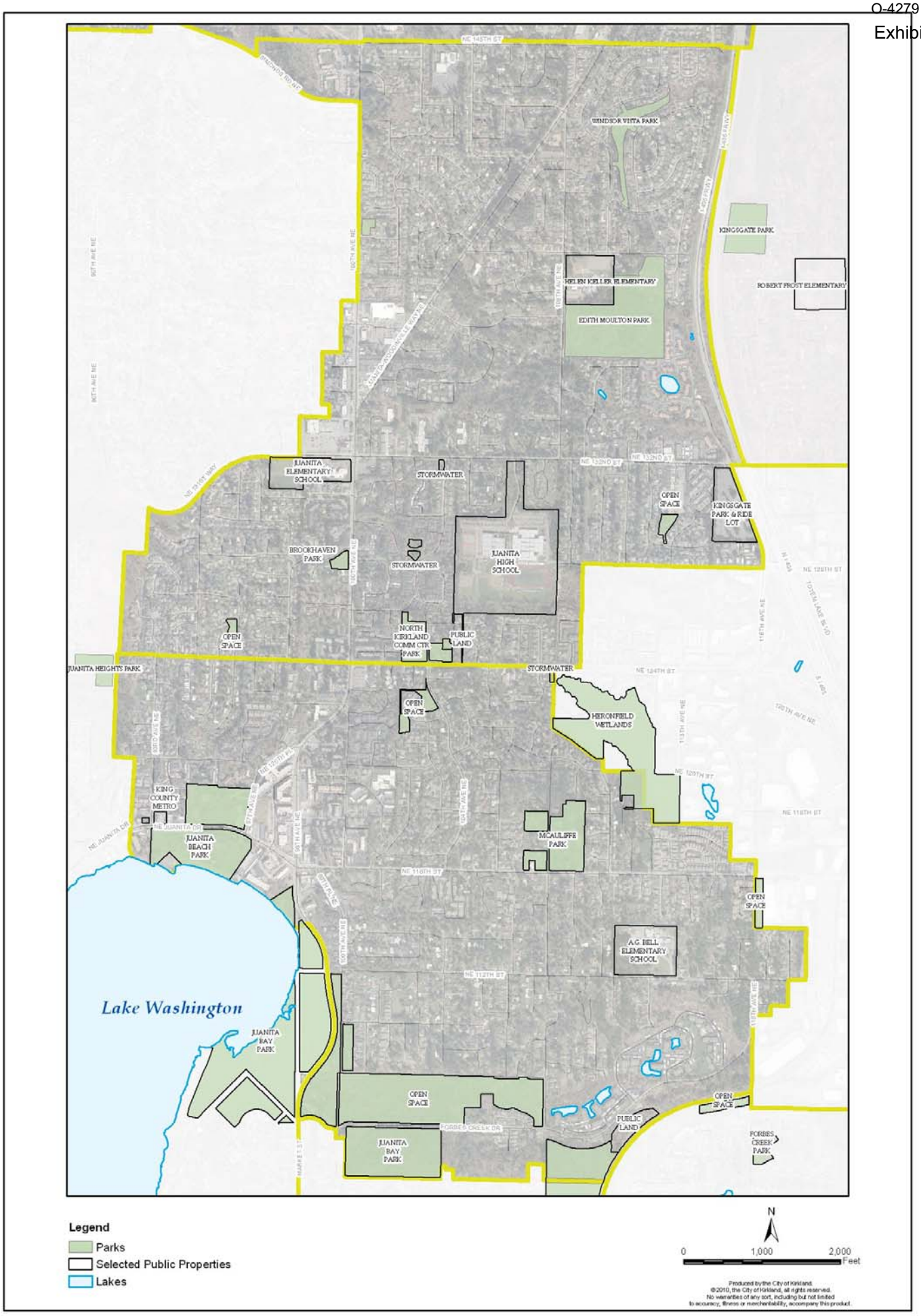

Figure J-3: Juanita Parks and Open Space

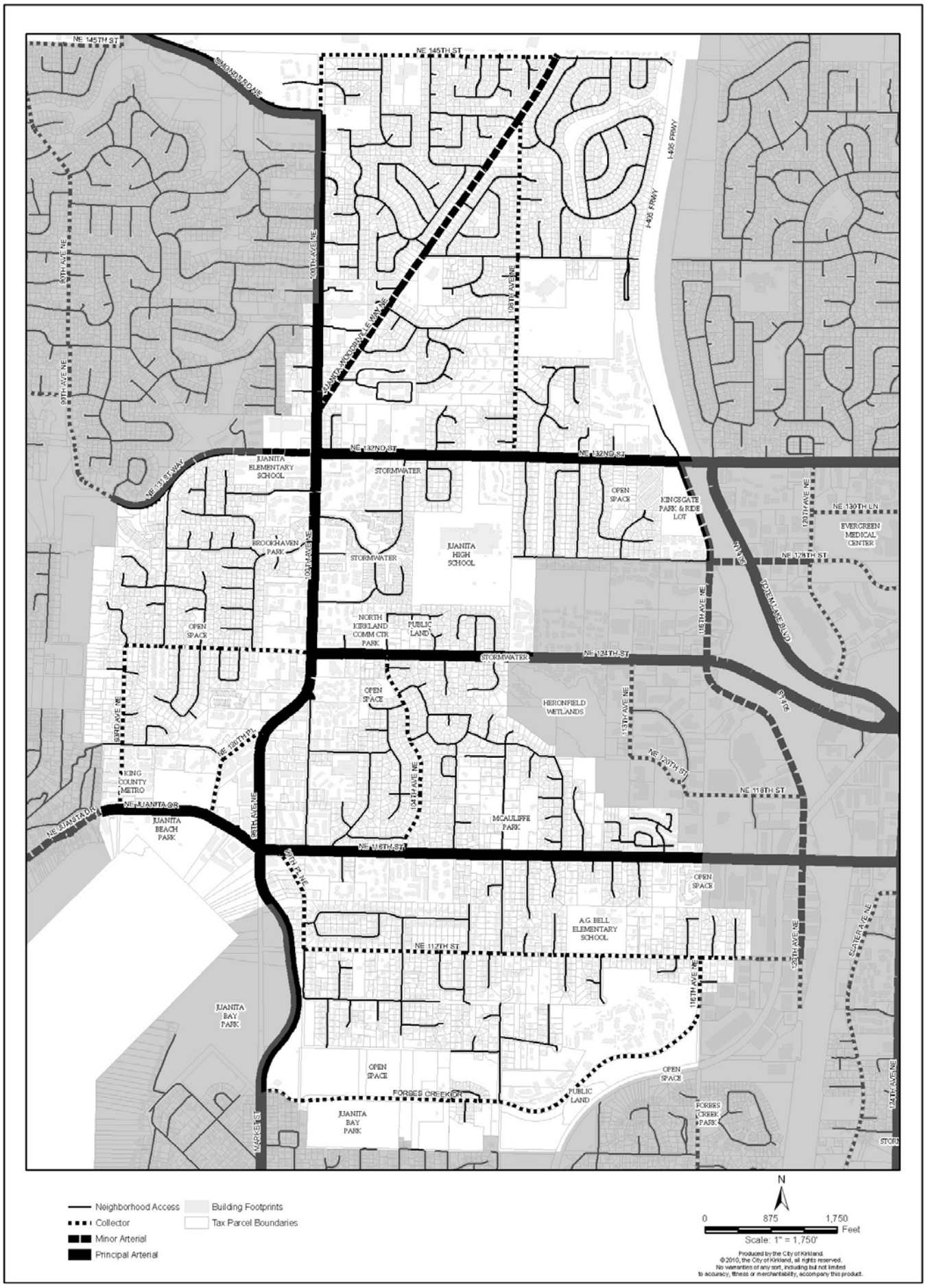

Figure J-4: Juanita Street Classification

XV.K MARKET NEIGHBORHOOD PLAN

4. Natural Environment

Goal M-2: Protect and enhance the natural environment.

Policy M-2.1:

Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, wetlands, streams and wildlife corridors.

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-2). Various Forbes Creek tributaries and wetlands constitute a valuable natural drainage system that flows into Lake Washington through Juanita Bay Park, a high quality ecological area. This drainage system serves the drainage, water quality, wildlife and fish habitat, and open space needs of the northern portion of the neighborhood.

With the exception of Forbes Creek, no wetlands or streams have been mapped or identified in the Market Neighborhood. There is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake and known salmonoid locations in Juanita Bay Park.

Water quality is an important issue in the Market Neighborhood. Even in areas without significant streams, water from the neighborhood drains to Lake Washington. Pesticide and fertilizer use should be avoided since it can be harmful to the lake. The Shoreline Area Chapter of this Plan discusses best management practices to protect the Lake.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland ~~Nonmotorized Transportation Plan~~Active Transportation Plan (~~NTP~~ATP) maps most of the bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Market Neighborhood Plan not shown in the NTP will be added during periodic updates to the NTP. Figures M-6 and M-7 show the planned bike and pedestrian system for the Market Neighborhood.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. Pedestrian improvements are usually installed by the developer as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use. The routes identified for proposed bicycle improvements are shown in Figure M-6.

Goal M-6: Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

Policy M-6.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Market Neighborhood, especially on routes to activity nodes (including school walk routes) and adjacent neighborhoods.

The following routes should be added to the ~~Nonmotorized Transportation Plan~~Active Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in the NTP will receive funding for improvements.

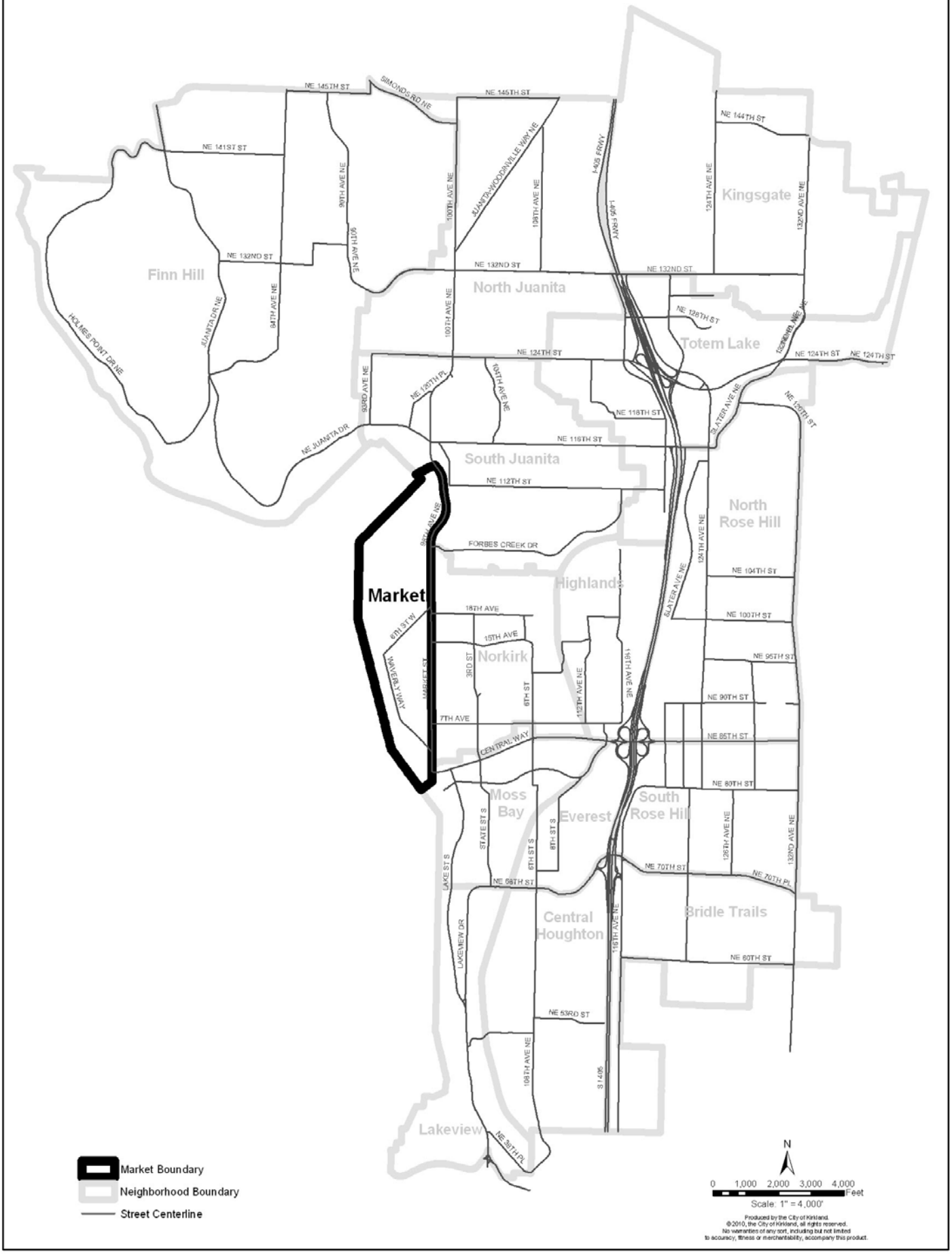

Figure M-1: Market Boundaries

XVL. NORKIRK NEIGHBORHOOD PLAN

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland ~~Nonmotorized Transportation Plan~~Active Transportation Plan (~~NTP~~ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the NTP should be added. Figures N-6 and N-7 show the planned bike and pedestrian system in the Norkirk Neighborhood.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified for proposed bicycle improvements are shown in Figure N-6.

Goal N-11: Encourage nonmotorized mobility by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on routes to schools, activity nodes and adjacent neighborhoods.

The following routes should be added to the ~~Nonmotorized Transportation Plan~~Active Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in NTP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

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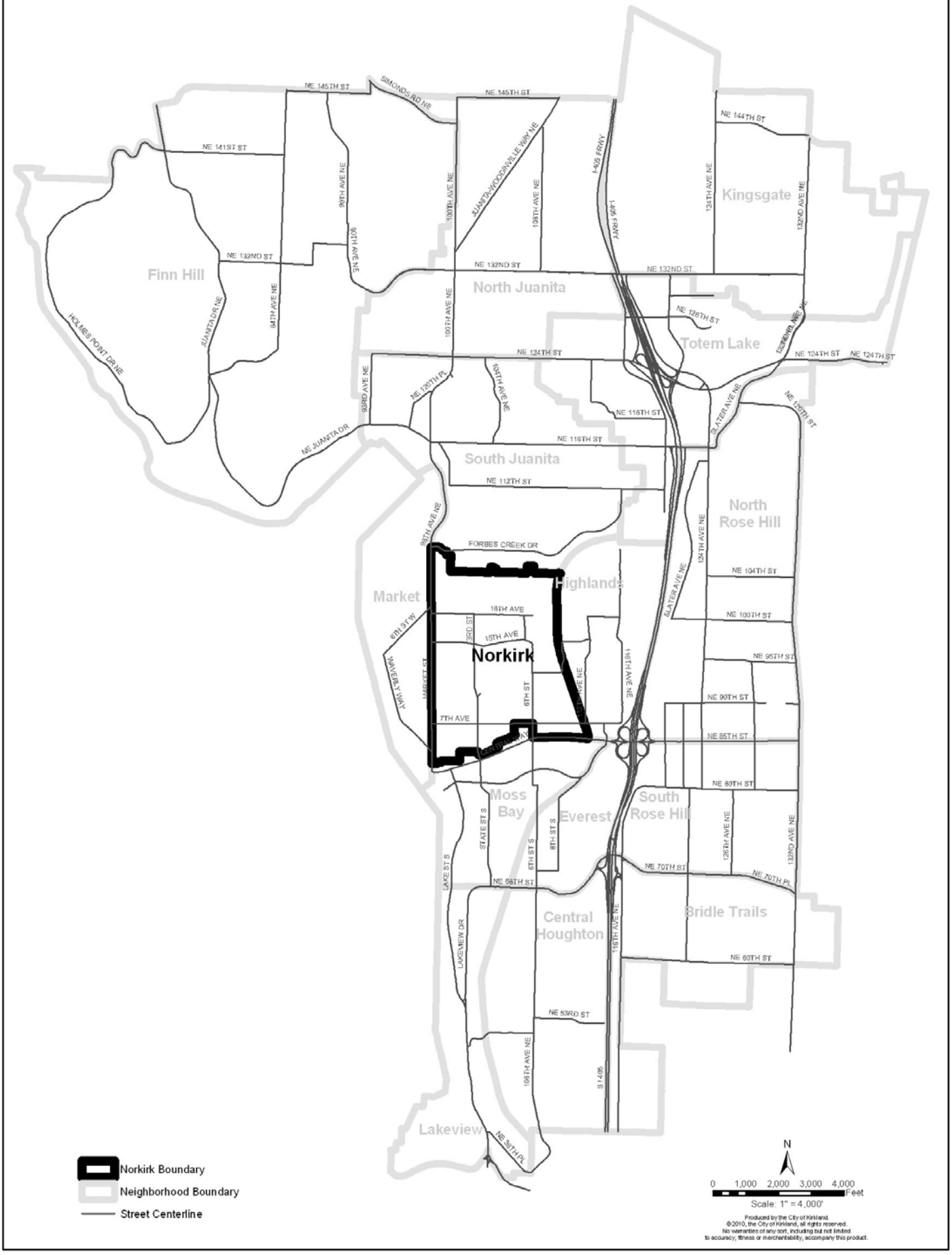

Figure N-1: Norkirk Boundaries

XVM. HIGHLANDS NEIGHBORHOOD PLAN

PEDESTRIAN/BICYCLE CIRCULATION

The existing ~~Nonmotorized Transportation Plan~~Active Transportation Plan (~~NTP~~ATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood plan not shown in the NTP will be added during periodic updates to the NTP. Figures H7 and H-8 show the existing and planned bicycle and pedestrian infrastructure in the Highlands neighborhood.

City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.

Policy H-10.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.

The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood.

NE 100th Street is designated as a Priority One route in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan and serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School.

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children.

NE 87th Street is designated as a Priority One route in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan , provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood.

112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary.

Policy H-10.2:

Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan . Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access across the railroad right-of-way to Forbes Creek Drive at the northern border of Highlands (Figure H-6). The City should work with the owner of the railroad to provide an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and to promote connectivity for pedestrians and bicyclists to the north.

Policy H-10.3:

Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.

Develop a shared use path along the railroad right-of-way as proposed within the ~~Nonmotorized Transportation Plan~~Active Transportation Plan (NTP). The proposed shared use path along the railroad right-of-way for bicyclists and pedestrians is part of a larger trail network to link neighborhoods within Kirkland and to other cities. This route has been identified within the NTP as a Priority One corridor.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

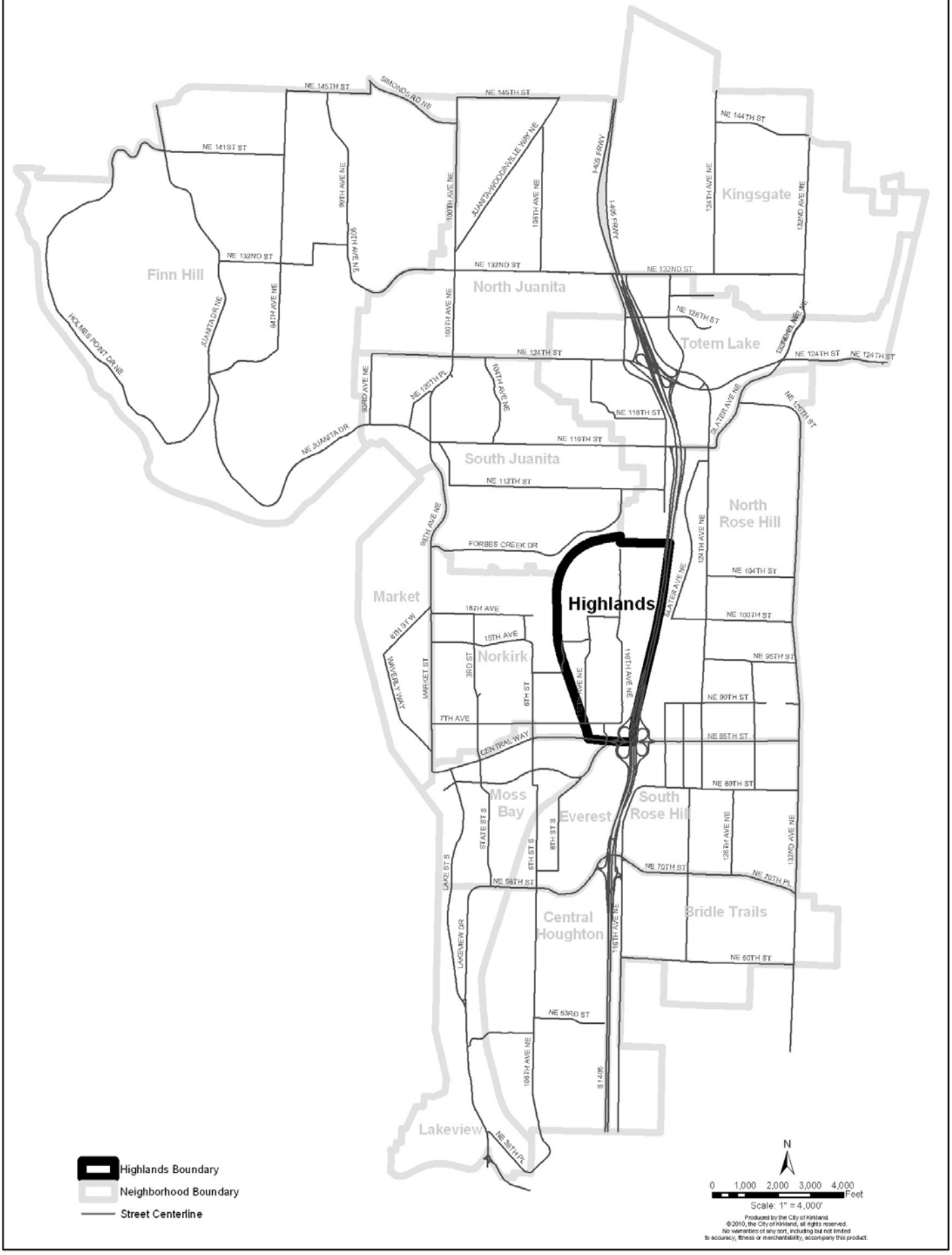

Figure H-1a: Highlands Boundaries

Appendix A – LEVEL OF SERVICE METHODOLOGY

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). This is noted in Goal 12 which states:

> *Public facilities and services. Ensure that those public facilities and services necessary to support development are available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The City has an adopted CFE and development regulations to implement the plan. The development regulations provide detailed rules and procedures for implementing the requirements of the plan, including concurrency management procedures that ensure sufficient public facility capacity is available for each proposed development.

The Capital Facilities Element of the Comprehensive Plan must be updated on a regular basis. The update should occur in conjunction with review of the City's six-year Capital Improvement Program and budget. The update should be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CFE in the City's annual budget.

The level of service standards adopted in this element ~~were~~ are based on an extensive inventory of capital facilities and the forecasted need based on growth. A ~~six~~multi-year finance plan is included which identifies the projects ~~as well as the~~, their costs and funding sources. Policies within the Plan ensure that there are several options to choose from if the probable funding falls short of meeting the needs.

Appendix B: Glossary

Greenbelt/Urban Separator: areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.

Sensitive Areas: Wetlands, streams, lakes, excluding Lake Washington, and frequently flooded areas.

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

PUBLICATION SUMMARY
OF ORDINANCE NO. 4279

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481 AS AMENDED, AMENDING ORDINANCE 3710 AS AMENDED, AND THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON10-00001.

SECTION 1. Amends the following portions of the Kirkland Comprehensive Plan and Kirkland Zoning Map:

A. CIP related Amendments to the Capital Facilities and Transportation Elements Figures, Tables, and Text.
B. LOS related Amendments to the Transportation Element Table and Text.
C. Kingsgate, Juanita and Finn Hill Annexation related Amendments to the Land Use Map, Functional and Neighborhood Plan Maps, and General Element's Tables and Text and Appendix B text.
D. Kingsgate, Juanita and Finn Hill Annexation Area neighborhood boundaries related Amendments to Functional and Neighborhood Plan Maps.
E. Park Place related Amendments to the Transportation Element text, Capital Facilities Element Tables, and Appendix A text.
F. Shoreline Master Program related Amendments to the Vision Statement, Framework Goals, various Elements and three Neighborhood Plans text.
G. Electric Vehicle Infrastructure related Amendments to the Natural Resources and Transportation Elements text.
H. Historic Resources related Amendments to the Community Character Element text and Tables.
I. NE 85th Street jurisdiction transfer related Amendments to the Transportation Element Tables.
J. Sustainability and King County Comprehensive Solid Waste Plan related Amendments to the Public Service Element text.
K. Snyder's Corner Park rezone related Amendments to the Kirkland Zoning Map, and Bridle Trails Neighborhood Plan and Land Use Maps.
L. North Rose Hill Street Connection Plan Description and Map Amendments.

M. Name change to "Nonmotorized" Transportation Plan to "Active" Transportation Plan related Amendments throughout Plan.
N. Functional Map Amendments

SECTION 2. Directs the Director of Planning and Community Development to amend the official Zoning Map.

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 5. Establishes certification by the City Clerk and notification of King County Department of Assessments.

SECTION 6. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 7th day of December, 2010.

I certify that the foregoing is a summary of Ordinance 4279 approved by the Kirkland City Council for summary publication.

Kathi Anderson
City Clerk