

ORDINANCE 4774

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO UPDATE CHAPTER XIII-CAPITAL FACILITIES PLAN, CHAPTER VI-LAND USE, CHAPTER X-PARKS, RECREATION AND OPEN SPACE, CHAPTER XV TO REPLACE MOSS BAY AND EVEREST NEIGHBORHOOD PLANS, A LEGISLATIVE REZONE, AND AMEND THE CITY OF KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO ENSURE THE ZONING MAP CONFORMS TO THE COMPREHENSIVE PLAN AND THE CITY COMPLIES WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM21-00072 #3 AND FILE NO. CAM21-00392.

1 WHEREAS, the City Council has received a recommendation for
2 approval from the Kirkland Planning Commission to amend certain
3 portions of the Comprehensive Plan for the City, Ordinance 3481, as
4 amended, and portions of the Zoning Map, Ordinance 3710, as
5 amended, to ensure the Zoning Map conforms to the Comprehensive
6 Plan and the City complies with the Growth Management Act, as set
7 forth in the report and recommendation of the Planning Commission
8 dated October 18, 2021 and bearing Kirkland Planning and Building
9 Department File No. CAM21-00072 #3 AND FILE NO. CAM21-00392;
10 and

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12 WHEREAS, prior to making the recommendation, the Planning
13 Commission, following notice as required by RCW 35A.63.070, held
14 public hearings on the amendment proposals as follows: on September
15 23, 2021 for the Moss Bay and Everest Neighborhood Plans (Exhibits H-
16 I); and October 14, 2021 for the Capital Facilities Plan, land use changes
17 for park property and other amendments described in Exhibits A-F, J)
18 and considered the comments received at those hearings; and

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20 WHEREAS, pursuant to the State Environmental Policy Act
21 (SEPA), there has accompanied the legislative proposal and
22 recommendation through the entire consideration process, a SEPA
23 Addendum to the City of Kirkland 2015 Comprehensive Plan Update
24 Draft and Final Environmental Impact Statement (FEIS), that was issued
25 by the responsible official pursuant to WAC 197-11-625 for the Everest
26 Neighborhood Plan on September 23, 2021; and issued for the Capital
27 Facilities Plan, Land Use Element, land use changes for park property
28 on October 18, 2021; and a Determination of Non-Significance (DNS)
29 for the Moss Bay Neighborhood Plan was issued on October 14, 2021;
30 and

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32 WHEREAS, in a public meeting on December 14, 2021, the City
33 Council considered the environmental documents received from the
34 responsible official, together with the report and recommendation of the
35 Planning Commission; and

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

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

WHEREAS, the Zoning Map implements the Comprehensive Plan (Ordinance 3481 as amended).

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. Comprehensive Plan Text, Map Figures and Tables amended. The Comprehensive Plan, Ordinance 3481, as amended, is amended as set forth in Exhibits A-I attached to this Ordinance and incorporated by reference. These amendments include the following:

- Exhibit A: Replace Capital Facilities Plan Project Tables CF-5-10;
- Exhibit B: Revise Capital Facilities Plan Policy CF-6.3;
- Exhibit C: Amend Land Use Map LU-1 for legislative change in land use designation for the following parcel:
 - Juanita Heights Park parcel PIN 3754500215 change from LDR 4 to P (Park/Open Space) zone;
- Exhibit D: Land Use Element Policy LU-5.5 text amendment related to the Greater Downtown Urban Center;
- Exhibit E: Land Use Element figure LU-2 to reflect change to Greater Downtown Urban Center described in Exhibit D;
- Exhibit F: Amend Parks, Recreation and Open Space Element Figure PR-1 to reflect the one legislative change in land use described in Exhibit C;
- Exhibit G: Amend Finn Hill Neighborhood Plan figures: 4.3, 5.1, 5.2, 5.3, 6.1, 6.2, 7.1, 7.2, 7.3, 7.4, 7.5 to reflect change in land use at Juanita Heights Park parcel described in Exhibit C;
- Exhibit H: Replace Chapter X.V.D Moss Bay Neighborhood Plan;
- Exhibit I: Replace Chapter X.V.E Everest Neighborhood Plan;

Section 2. Zoning Map Amended: The official City of Kirkland Zoning Map as adopted by Ordinance 3710, as amended, is amended in accordance with the legislative rezones identified in Exhibit J attached to this Ordinance and incorporated by reference and to be consistent with the Comprehensive Plan.

Exhibit J: Zoning Map amendments: The ordinance authorizes the Zoning Map to be amended to be consistent with the Comprehensive Plan Land Use Map LU-1 by rezoning the parcel described in Exhibit C to the following zoning classifications:

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Juanita Heights Park expansion of parcel PIN 3754500215 to change the zoning from RSA 4 to P (Park/Open Space) zone.

Section 3. Official Map Change: The Director of the Planning and Building Department is directed to amend the official City of Kirkland Zoning Map to conform with this ordinance, indicating thereon the date of the ordinance's passage.

Section 4. 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.

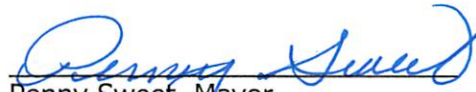
Section 5. To the extent that the subject matter of this Ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the Ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the Community Council to disapprove this Ordinance within 60 days of its passage.

Section 6. Except as provided in Section 5, this Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.


Section 7. 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 14 day of December, 2021.

Signed in authentication thereof this 14 day of December, 2021.


Penny Sweet, Mayor

Attest:


Kathi Anderson, City Clerk

Approved as to Form:


Kevin Raymond, City Attorney

Publication Date: 12/20/2021

PUBLICATION SUMMARY
OF ORDINANCE NO 4774

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING, LAND USE, AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND THE CITY OF KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, TO ENSURE THE ZONING MAP CONFORMS TO THE COMPREHENSIVE PLAN AND THE CITY COMPLIES WITH THE GROWTH MANAGEMENT ACT, FILE NO. CAM21-00072 #3 AND FILE NO. CAM21-00392.

SECTION 1. Provides amendments to the Comprehensive Plan Text, Figures and Tables amended in the Land Use, Parks and Open Space, and Capital Facilities Elements and certain Neighborhood Plans attached to the Ordinance and incorporated by reference.

SECTION 2. Provides an amendment to the Kirkland Zoning Map.

SECTION 3. Directs the Director of the Planning and Building Department to amend the Zoning Map.

SECTION 4. Provides a severability clause for the ordinance.

SECTION 5. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

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

SECTION 7. Establishes certification by the City Clerk and notification of King County Department of Assessments.

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 14th day of December, 2021.

I certify that the foregoing is a summary of Ordinance 4774 approved by the Kirkland City Council for summary publication.



Kathi Anderson, City Clerk

Table CF - 5
Capital Facilities Plan: Transportation Projects -- 2021-2035

SOURCES OF FUNDS		2021	2022	2023	2024	2025	2026	Six-Year Total	2027 - 2035
Local	Gas Tax	660,000	673,000	686,000	700,000	700,000	700,000	4,119,000	5,899,700
Local	Gas Tax (Transportation Package)	200,000	200,000	250,000	150,000	200,000	200,000	1,200,000	2,200,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	2,970,000
Local	Real Estate Excise Tax 1 (REET 1)	736,000	766,400	733,000	717,000	550,000	950,000	4,452,400	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	2,132,700	5,196,500	1,251,100	1,211,900	965,000	1,537,000	12,294,200	13,750,000
Local	Street Levy	2,733,000	2,760,000	2,788,000	2,816,000	2,816,000	2,816,000	16,729,000	28,407,000
Local	Solid Waste	386,000	393,000	401,000	409,000	417,000	425,000	2,431,000	3,300,000
Local	Surface Water	472,000	541,000	500,000	130,000	30,000	333,000	2,006,000	5,500,000
Local	Impact Fees	2,675,000	3,350,000	1,691,275				7,716,275	11,000,000
Local	General Fund	335,000						335,000	-
External	King County Park Levy							-	-
Local	Intrafund	1,686,505						1,686,505	-
Local	REET 2 Reserves	2,874,000	495,000	2,056,500	350,000			5,775,500	-
Local	REET 1 Reserves	3,262,050	513,245	470,000				4,245,295	-
Local	Surface Water Reserves								-
Local	Debt		1,982,000					1,982,000	-
External	Unsecured Grants	5,935,525	7,627,000	1,610,200	3,336,200	2,569,000	2,985,000	10,500,400	35,025,400
External	Secured Grants			7,780,000	2,600,000			23,942,525	-
External	Developer								-
	Subtotal 2021-2026 Fund Sources	24,357,780	24,767,145	20,487,075	12,690,100	8,517,000	10,216,000	101,035,100	121,802,100
	Total Sources	24,357,780	24,767,145	20,487,075	12,690,100	8,517,000	10,216,000	101,035,100	121,802,100
								Total 2021 - 2035 Revenue	222,837,200

(Updated 12-3-21)

Use of funds

CIP Project Number	Project Title	Included in Impact Fee calculation	Capacity project for concurrency?	Funded in CIP						Six-Year Funded CIP 2021-2026	2027-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2021	2022	2023	2024	2025	2026			
STC 00600	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 950,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 9,450,000	\$ 15,300,000	
STC 00603	Street Levy Street Preservation	No - maintenance	No - maintenance	\$ 1,683,000	\$ 2,460,000	\$ 2,488,000	\$ 2,516,000	\$ 2,516,000	\$ 2,516,000	\$ 14,179,000	\$ 22,644,000	
STC 00604	Central Way Preservation Construction	No - maintenance	No - maintenance	\$ 2,025,000						\$ 2,025,000		
STC 00608	Local Road Maintenance	No - maintenance	No - maintenance	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 450,000	
STC 00609	Totem Lake Boulevard & 120th Avenue NE Preservation	Yes	Yes	\$ 1,080,005						\$ 1,080,005		
STC 05912	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes	\$ 1,302,000						\$ 1,302,000		
STC 05913	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes		\$ 8,465,000	\$ 1,405,000				\$ 9,870,000		
STC 08000	Annual Sprinkling Program	No - maintenance	No - maintenance	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 4,500,000	
STC 08313	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	\$ 1,349,000	\$ 290,445					\$ 1,639,445		
STC 08314	100th Avenue NE Roadway Improvements (Mid-North Section)	Yes R10	Yes	\$ 2,584,000	\$ 129,200					\$ 2,713,200		
STC 08900	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	\$ 980,000	\$ 1,891,000	\$ 2,577,775				\$ 5,448,775		
STC 10700	NE 85th Street Ped/Bike Connection 14th Ave NE to 6th St	Yes	Yes	\$ 870,000	\$ 2,450,000	\$ 3,580,000				\$ 6,900,000		
STC 10800	NE 85th St and 6th St Westbound Transit Queue Jump	Yes	Yes	\$ 1,300,000						\$ 1,300,000		
STC 10900	NE 85th Street Eastbound Third Lane 120th Ave NE to 122nd Ave NE	Yes	Yes		\$ 2,700,000					\$ 2,700,000		
STC 11000	Federal Grant Contingency Fund	No	No		\$ 3,000,000					\$ 3,000,000		
STC 99990	Regional Inter-Agency Coordination	No - not capacity	No - not capacity	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 410,000	\$ 738,000	
NMC 06620	Street Levy - Pedestrian Safety	No - safety	No - safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 1,350,000	
NMC 06621	Neighborhood Safety Program Improvements	No - safety	No - safety	\$ 250,000						\$ 250,000		
NMC 05700	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000	
NMC 08100	Willows Rd/Radmond Central Connector	Yes NH4*	Yes	\$ 160,900						\$ 160,900		
NMC 08700	Safer Routes to School Action Plans Implementation	Yes NH4*	Yes	\$ 499,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 3,249,000	\$ 4,950,000	
NMC 08720	NE 131st Way/90th Ave NE Noncontrol Impr. (97th Ave NE to NE 134th St) Scope & Design	No	No	\$ 954,000						\$ 954,000		
NMC 09010	Juanita Drive Multi-Modal Improvements	Yes NH1	Yes		\$ 652,000					\$ 652,000		
NMC 11010	Citywide Accessibility Improvements	No - not capacity	No - not capacity		\$ 50,000	\$ 100,000	\$ 50,000	\$ 100,000	\$ 100,000	\$ 2,400,000	\$ 900,000	
NMC 11300	Citywide Greenways Networks	Yes NH2	Yes	\$ 450,000	\$ 1,950,000					\$ 2,400,000		
NMC 12500	CKC Lighting 120th Avenue NE to NE 124th Street	No	No	\$ 930,000						\$ 930,000		
NMC 12600	School & Transit Connector Sidewalk on 120th Avenue NE	Yes	Yes	\$ 140,000						\$ 140,000		
NMC 12800	CKC Street Crossing Study at 132nd Ave NE	No	No	\$ 100,000						\$ 100,000		
NMC 12900	Pedestrian Safety Improvements (Downtown & NE 124th Street)	No - safety	No - safety	\$ 1,748,250						\$ 1,748,250		
NMC 13000	124th Ave NE Sidewalk Completion	No	No		\$ 280,000					\$ 280,000		
TRC 09800	NE 132nd St/116th Way NE (I-405) Intersection Improvements	Yes	Yes	\$ 202,125						\$ 202,125		
TRC 11600	Annual Signal Maintenance Program	No - maintenance	No - safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000	
TRC 11700	Citywide Traffic Management Safety Improvements	No - safety	No - safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000	
TRC 11702	Vision Zero Safety Improvement	No - not capacity	No - safety		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 450,000	
TRC 11703	Neighborhood Traffic Control	No - not capacity	No - safety	\$ 135,000	\$ 50,000					\$ 185,000	\$ 225,000	
TRC 12000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes		\$ 244,100	\$ 455,900				\$ 700,000	\$ 850,000	
TRC 12400	115th Avenue NE/NE 124th Street Intersection Improvements	Yes	Yes	\$ 1,815,500						\$ 1,815,500		
TRC 13500	100th Avenue NE/Simonds Road Intersection Improvements	Yes R10	Yes	\$ 611,100						\$ 611,100		
TRC 13600	100th Avenue NE/NE 145th St Intersection Improvements	Yes R10	Yes	\$ 452,700	\$ 150,000					\$ 602,700		
TRC 13700	Kirkland Ave/Lake St Intersection	Yes	Yes	\$ 742,500						\$ 742,500		
TRC 13800	NE 120th Street/112nd Avenue NE Intersection Improvements	Yes R10	Yes					\$ 2,558,000		\$ 2,558,000		
TRC 13900	85th St/112nd Ave NE Dual Left Turn Lanes - Design	Yes	Yes	\$ 1,508,700	\$ 367,500					\$ 1,876,200		
TRC 14000	NE 124th & 100th Ave Intersection	No	No	\$ 135,000						\$ 135,000		
TRC 14100	112nd Ave NE & NE 72nd St Intersection Repairs	No	No	\$ 250,000						\$ 250,000		
PTC 00400	108th Avenue NE Transit Queue Jump - Phase I	Yes	Yes		\$ 1,893,200	\$ 2,437,900	\$ 1,260,000			\$ 4,875,300		
PTC 00500	108th Avenue NE Transit Queue Jump - Phase II	Yes	Yes		\$ 1,717,000	\$ 1,898,300	\$ 1,260,000			\$ 4,875,300		
				\$ 24,357,780	\$ 24,767,145	\$ 20,487,075	\$ 12,690,100	\$ 8,517,000	\$ 10,216,000	\$ 101,035,100		

Transportation Capital Facilities Plan 2021-2035													
CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP						Six-Year Funded CIP 2021-2026	2027-2035 CIP Projects	Candidate Projects for Unanticipated Revenue	
				2021	2022	2023	2024	2025	2026				
STC 06300	120th Avenue NE Roadway Improvements (north)	Yes R19*	Yes								\$ 4,500,000		
STC 07200	NE 120th St Roadway Improvements	Yes R25	Yes								\$ 15,780,600		
STC 07700	NE 132nd St Rdwy Imprv-Phase I (West Section)	Yes R1	Yes								\$ 1,739,000		
STC 07800	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								\$ 408,000		
STC 07900	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								\$ 1,444,000		
STC 08100	Totem Lake Area Development Opportunity Program	Yes*	Yes								\$ 500,000		
STC 08315	100th Avenue NE Roadway Improvements (Mid-South Section)	Yes R10	Yes								\$ 5,530,000		
STC 08316	100th Avenue NE Roadway Improvements (South Section)	Yes R10	Yes								\$ 3,619,000		
STC 09400	Holmes Point Dr NE Road Embankment Stabilization Location 1	No - maintenance	No - maintenance								\$ 246,000		
STC 09500	Holmes Point Dr NE Road Embankment Stabilization Location 2	No - maintenance	No - maintenance								\$ 412,000		
STC 09600	Holmes Point Dr NE Road Embankment Stabilization Location 3	No - maintenance	No - maintenance								\$ 503,000		
STC 09700	Holmes Point Dr NE Road Embankment Stabilization Location 4	No - maintenance	No - maintenance								\$ 551,000		
STC 09800	Holmes Point Dr NE Road Embankment Stabilization Location 5	No - maintenance	No - maintenance								\$ 233,000		
STC 09900	Champagne Pt Road NE Embankment Stabilization	No - maintenance	No - maintenance								\$ 563,000		
STC 10000	62nd Ave NE Road Embankment Stabilization	No - maintenance	No - maintenance								\$ 823,000		
STC 10100	114th Ave NE Road Reconstruction	No - maintenance	No - maintenance								\$ 1,900,000		
STC 10200	90th Ave NE Road Surface Water Drainage Repair	No - maintenance	No - maintenance								\$ 420,000		
PTC 00200	Public Transit Speed and Reliability Improvements	Yes T1	Yes								\$ 500,000		
PTC 00300	Public Transit Passenger Environment Improvements	Yes T2	Yes								\$ 500,000		
TRC 09500	NE 132nd St/Fire 5th Access Dr Intersect'n Imp	Yes R6	Yes								\$ 480,000		
TRC 09600	NE 132nd St/124th Ave NE Intersect'n Imp	Yes R7	Yes								\$ 7,400,000		
TRC 09700	NE 132nd St/132nd Ave NE Intersect'n Imp	Yes R8	Yes								\$ 1,150,000		
TRC 12500	Kirkland ITS Implementation Phase 4	Yes R19, R20	Yes								\$ 2,620,000		
TRC 12800 ^	6th Street S/5th Place/CKC Transit Signal Priority	Yes	Yes								\$ 2,500,000		
TRC 12900 ^	NE 53rd Street Intersection Improvements	Yes	Yes								\$ 4,345,000		
TRC 13000 ^^	NE 145th Street/Juanta-Woodinville Way Intersection Imps	Yes	Yes								\$ 2,100,000		
TRC 13100 ^^	NE 80th Street/120th Avenue NE Intersection Improvements	Yes	Yes								\$ 1,700,000		
TRC 13200 ^	100th Avenue NE/132nd Street Intersection Improvements	Yes R10	Yes								\$ 1,647,000		
TRC 13300 ^^	100th Avenue NE/Juanta-Woodinville Way Intersection Imps	Yes R10	Yes								\$ 2,161,000		
TRC 13400 ^^	100th Avenue NE/137th Street Intersection Improvements	Yes R10	Yes								\$ 1,475,000		
TRC 13800 ^^	NE 100th Street/132nd Ave NE Intersection Improvements	Yes R10	Yes								\$ 1,743,000		
NMC 01299	Crosswalk Upgrade Program	Yes NM5*	Yes								\$ 4,100,000		
NMC 08630	CKC Roadway Crossings	Yes NM3	Yes								\$ 3,370,100		
NMC 09011	Juanta Drive Bicycle and Pedestrian Improvements	Yes NM1, NM4	Yes								\$ 10,630,000		
NMC 11100 ^	100th Avenue NE Bicycle Lane Upgrades	Yes	Yes								\$ 945,000		
NMC 11399	Citywide Greenway Network	Yes NM2	Yes								\$ 4,450,000		
NMC 11700	On-Street Bicycle Network Phase I	Yes NM1	Yes								\$ 1,120,000		
NMC 12700	Juanta Drive Nonmotorized Improvements 79th Way NE to NE 120th St	No	No								\$ 680,000		
NM 88881	On-Street Bicycle Network	Yes NM1	Yes								\$ 3,280,000		
NM 99991	Sidewalk Completion Program	Yes NM4*	Yes								\$ 6,096,800		
											\$ 157,940,500		
											FUNDED TOTAL + UNFUNDED = 20 YEAR TOTAL	\$ 258,975,600	
NMC 02421	Cross Kirkland Corridor Opportunity Fund	No	No									\$ 500,000	
NMC 03100	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No									\$ 2,505,000	
NMC 08000	Juanta-Kingsgate Pedestrian Bridge at I-405	No	No									\$ 4,500,000	
NMC 10600	Citywide CKC Connections	No	No									\$ 350,000	
NMC 10700	CKC to Downtown Surface Connection	No	No									\$ 2,000,000	
												CANDIDATE TOTAL	\$ 9,865,000

Proportioned over four new separate projects from one original single roadway improvement (1,066 trips)
 * Depending on project scope, see Rate Study and Transportation Master Plan
 ^ New for 2017-2022 CFP Update not previously counted; to be counted in future Rate Study
 ^^ New for 2019-2024 CFP Update not previously counted; to be counted in future Rate Study

**Table CF - 6
Capital Facilities Plan: Utility Projects**

(Updated 11-29-2021)

SOURCE OF FUNDS

Revenue Type	Revenue Source	2021	2022	2023	2024	2025	2026	Six-Year Total
Local	Utility Rates	4,789,400	4,861,200	5,083,000	5,400,000	5,770,000	5,770,000	31,673,600
Local	Connection Fees	425,000	1,325,000	1,085,000	945,000	945,000	945,000	5,670,000
Local	Reserves	1,702,000	3,980,800	1,736,295	370,000	1,400,000		9,189,095
External	Intergovernmental	513,600	1,198,400					1,712,000
Total Sources		7,430,000	11,365,400	7,904,295	6,715,000	8,115,000	6,715,000	48,244,695

USES OF FUNDS

Funded Projects

Project Number	Project Title	2021	2022	2023	2024	2025	2026	Six-Year Total
WAC 05200	108th Avenue NE Watermain Replacement	809,600						809,600
WAC 05700	116th Ave NE Watermain Replacement					400,000	2,700,000	3,100,000
WAC 12900	South Reservoir Seismic & Recoating Construction	1,200,000	3,000,000					4,200,000
WAC 13400	5th Avenue S / 8th Street S Watermain Replacement	565,400	2,234,600					2,800,000
WAC 13700	NE 73rd Street Watermain Replacement			1,440,900	1,659,100			3,100,000
WAC 14900	Lake Washington Blvd Watermain Replacement					500,000	1,317,600	1,817,600
WAC 15700	8th Avenue W Watermain Improvement		554,400	627,795				1,182,195
WAC 16000	126th Avenue NE Watermain Improvement		1,575,000					1,575,000
WAC 16400	NE 116th Place Watermain Replacement						233,400	233,400
WAC 16700	11th Avenue Watermain Replacement						460,000	460,000
WAC 16800	11th Place Watermain Replacement						650,000	650,000
WAC 16900	NE 85th St and I-405 Watermain Relocation	4,855,000	1,980,500					6,835,500
WAC 17000	122nd Ave at NE 85th St Waterline Improvement		1,000,000					1,000,000
SSC 06200	NE 108th Street Sewermain Replacement				2,243,400	4,145,100	1,354,000	7,742,500
SSC 07710	West of Market Sewermain Replacement Phase I			4,317,600	2,812,500	3,069,900		10,200,000
SSC 08600	8th Avenue W Sewermain Improvement		495,900	1,518,000				2,013,900
SSC 08700	West of Market Sewermain Replacement Predesign		525,000					525,000
Total Funded Utility Projects		7,430,000	11,365,400	7,904,295	6,715,000	8,115,000	6,715,000	48,244,695

SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-
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**Table CF - 8
Capital Facilities Plan: Parks Projects**

(Updated 11-29-2021)

SOURCES OF FUNDS

Revenue Type	Revenue Source	2021	2022	2023	2024	2025	2026	Six-Year Total
Local	Real Estate Excise Tax	172,000	847,000	1,118,500	858,500	692,000	347,000	4,035,000
Local	Reserves	1,199,350	384,000	146,000	160,400	150,200	243,200	2,283,150
Local	Kirkland Park Levy	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
Local	Impact Fees	1,702,450	1,200,000	1,200,000	1,209,600	1,190,000	1,200,000	7,702,050
Local	Carryover Prior Year Savings	100,000						100,000
External	King County Park Levy	353,000	353,000	353,000	353,000	353,000	353,000	2,118,000
External	Grants	666,902	160,000	720,000	560,000	560,000	560,000	3,226,902
Total Sources		4,443,702	3,194,000	3,787,500	3,391,500	3,195,200	2,953,200	20,965,102

USES OF FUNDS

Project Number	Project Title	2021	2022	2023	2024	2025	2026	Six-Year Total
PKC 04900	Open Space, Park Land & Trail Acq Grant Match Program	100,000						100,000
PKC 06600	Parks, Play Areas & Accessibility Enhancements	150,000	140,000	160,000	150,000	370,000	400,000	1,370,000
PKC 13310	Dock & Shoreline Renovations	1,500,000	525,000	300,000	300,000			2,625,000
PKC 13320	City School Playfield Partnership (Kamiakin)			200,000	100,000		100,000	400,000
PKC 13330	Neighborhood Park Land Acquisition	1,050,000	1,200,000	1,200,000	600,000	730,000	400,000	5,180,000
PKC 13400	132nd Square Park	919,800						919,800
PKC 13530	Juanita Heights Park Trail	166,902						166,902
PKC 15100	Park Facilities Life Cycle Projects	162,000	169,000	146,000	160,400	150,200	243,200	1,030,800
PKC 15200	O.O. Denny Park Improvements - Picnic Shelter	275,000						275,000
PKC 15400	Indoor Recreation & Aquatic Facility Study			160,000				160,000
PKC 15500	Green Loop Master Plan & Acquisition		160,000	560,000	560,000	560,000	560,000	2,400,000
PKC 15600	Park Restrooms Renovation/Replacement Program			791,500	791,500			1,583,000
PKC 15700	Neighborhood Park Development Program					300,000		300,000
PKC 15900	Off Leash Dog Areas				609,600	460,000	800,000	1,869,600
PKC 16100	McAuliffe Park Sanitary Sewer					325,000		325,000
PKC 16200	Wayfinding and Park Signage Program Plan			150,000		300,000	250,000	700,000
PKC 16300	Trail Upgrades			120,000			200,000	320,000
PKC 16900	Marina Park Dock and Shoreline Renovations		1,000,000					1,000,000
PKC 17000	ADA Compliance Upgrades				120,000			120,000
PKC 17200	Rental Houses	120,000						120,000
Total Funded Parks Projects		4,443,702	3,194,000	3,787,500	3,391,500	3,195,200	2,953,200	20,965,102

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

Policy CF-6.3: Use a variety of funding sources to finance facilities in the Capital Facilities Plan

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include gas tax, business licenses, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate excise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs. Use of real estate taxes (REET 1 and REET 2) have specific limitations in State law that must be considered as part of the City's overall funding strategy.

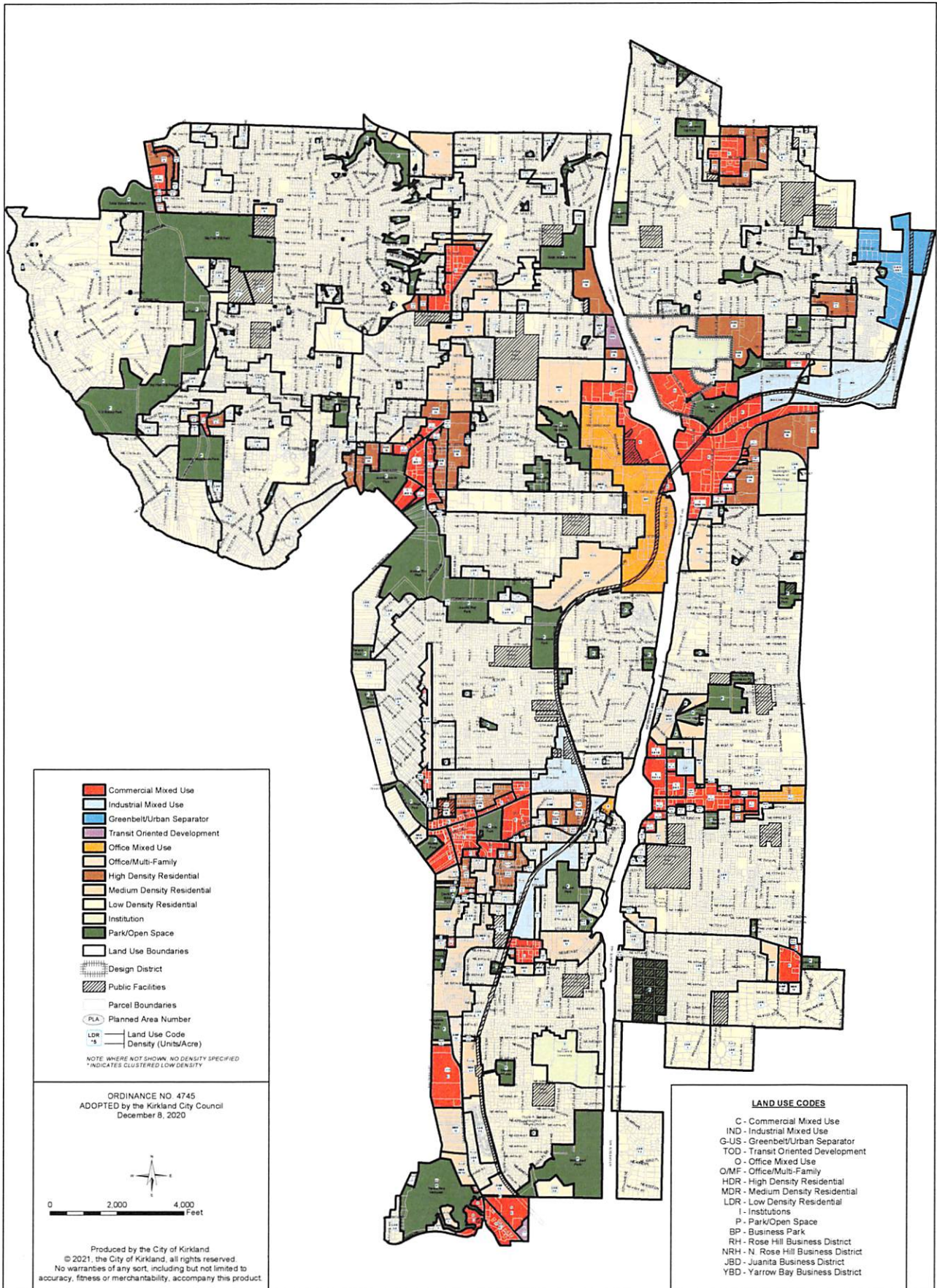
If these sources are inadequate, the City will need to explore the feasibility of additional revenues.

~~The second quarter percent real estate tax is limited by State law to capital improvements for streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, sanitary sewer systems, and parks and recreational facilities, but not land acquisition for parks or recreational facilities.~~

Impact fees are subject to a number of limitations in State law:

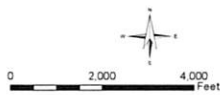
- ◆ Impact fees are authorized only for roads, parks, fire protection, and schools.
- ◆ There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- ◆ Impact fees can only be imposed for system improvements which:
 - (a) Reasonably relate to the new development;
 - (b) Do not exceed a proportionate share of the costs related to the new development;
 - (c) Are used to reasonably benefit the new development; and
 - (d) Are not for existing deficiencies.
- ◆ Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- ◆ Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.



- Commercial Mixed Use
 - Industrial Mixed Use
 - Greenbelt/Urban Separator
 - Transit Oriented Development
 - Office Mixed Use
 - Office/Multi-Family
 - High Density Residential
 - Medium Density Residential
 - Low Density Residential
 - Institution
 - Park/Open Space
 - Land Use Boundaries
 - Design District
 - Public Facilities
 - Parcel Boundaries
 - PLA Planned Area Number
 - LDR Land Use Code
 - Density (Units/Acre)
- NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
*INDICATES CLUSTERED LOW DENSITY

ORDINANCE NO. 4745
ADOPTED by the Kirkland City Council
December 8, 2020



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LAND USE CODES

- C - Commercial Mixed Use
- IND - Industrial Mixed Use
- G-US - Greenbelt/Urban Separator
- TOD - Transit Oriented Development
- O - Office Mixed Use
- OMF - 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
- JBR - Juanita Business District
- YBD - Yarrow Bay Business District

LU-1 Comprehensive Land Use Map

DRAFT

Proposed Comprehensive Plan text amendment to Land Use Element Policy LU-5.5

Policy LU-5.5: Support the Greater Downtown area as an Urban Center.

The King County Countywide Planning Policies designate the Greater Downtown as an Urban Center and the Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384. The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland (the Greater Downtown area, see Figure LU-2) meets the requirements for an Urban Center. The primary advantage of an Urban Center designation is to open up potential funding sources for infrastructure in Greater Downtown to support existing and planned growth. The Urban Center designation ~~is~~ **would-be** consistent with existing plans for Downtown Kirkland since the designation recognizes the Greater Downtown area as an appropriate place for continued growth. The City has also applied to Puget Sound Regional Council (PSRC) to designate Greater Downtown as a Regional Growth Center.

	2019 Existing	2035 Planned
Buildable Area (Acres)	519	
Population	5,834	8,561
Employment	10,051	15,031
Total Activity Units	15,885	23,589
Total Activity Units per Acre	30.6	45.5

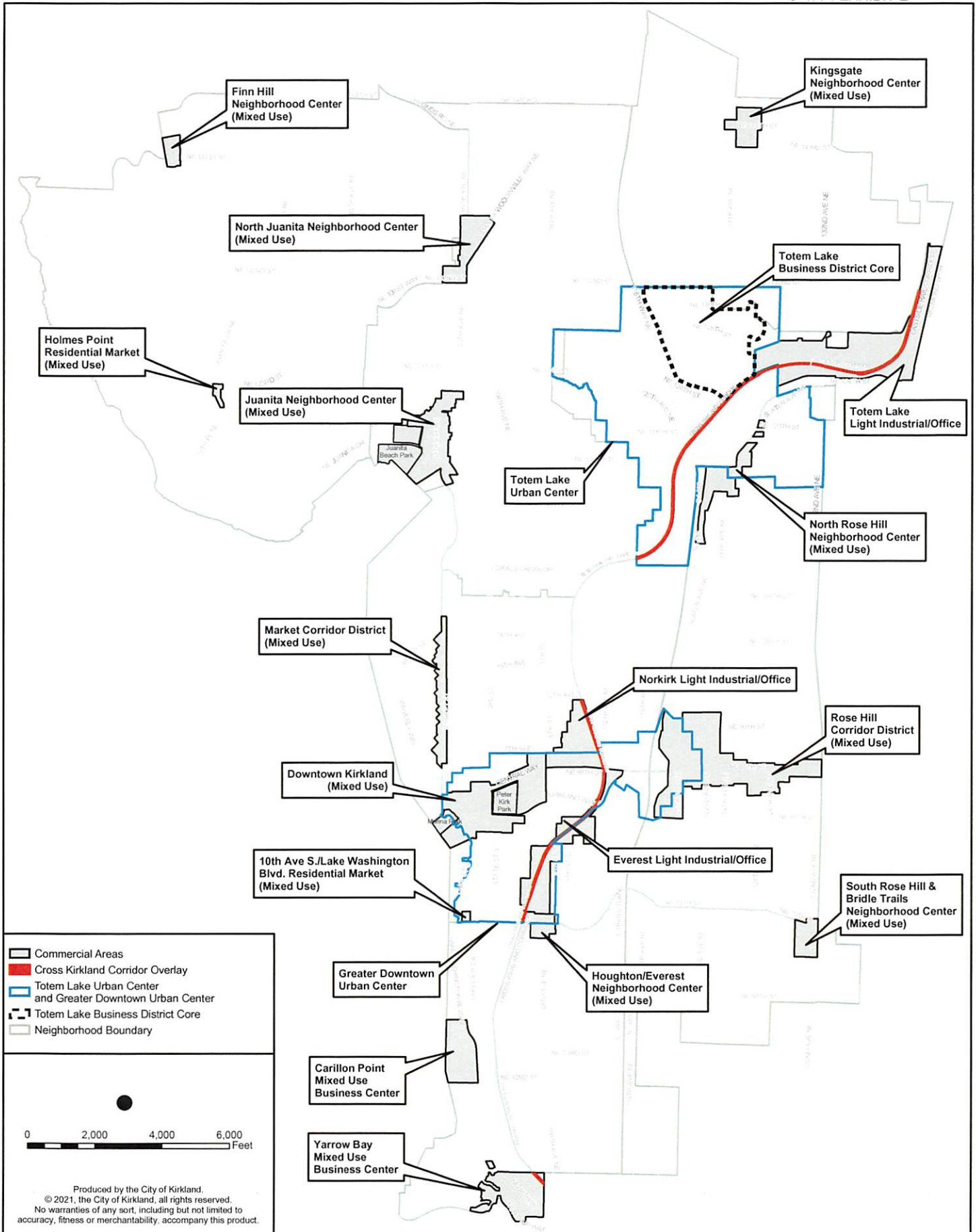


Figure LU-2: Commercial & Mixed Use Areas DRAFT

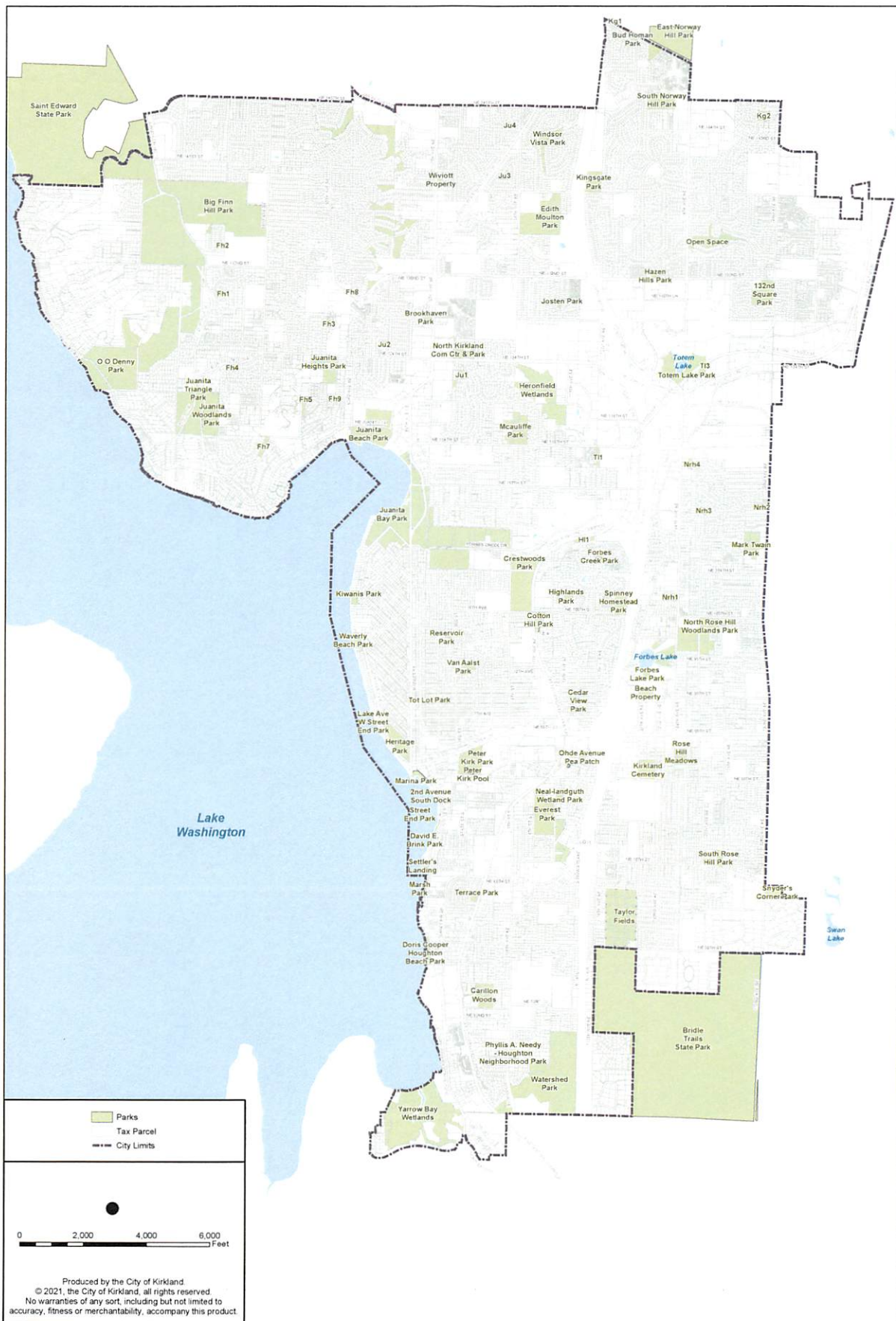
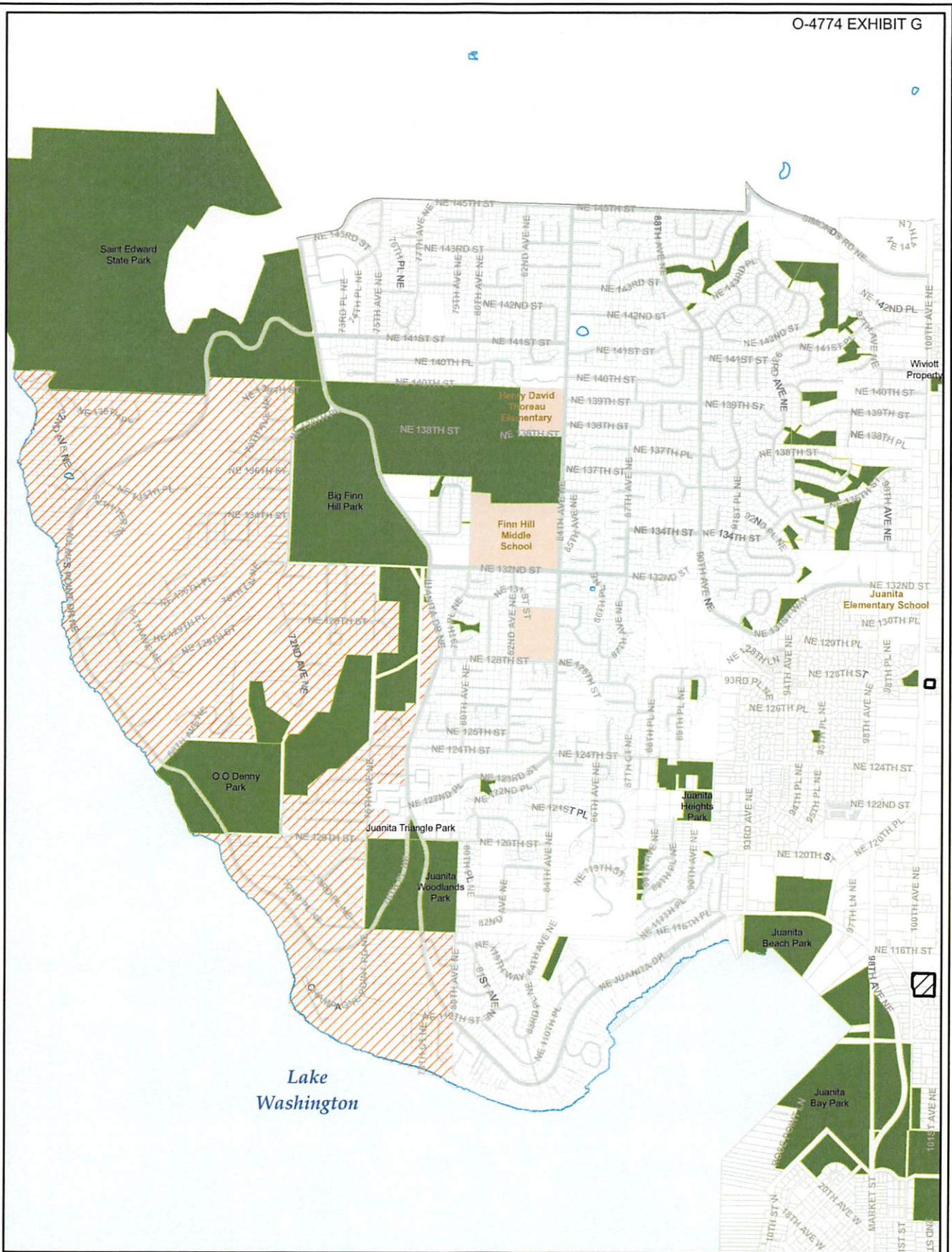


Figure PR-1: Kirkland Parks

DRAFT



- Interstate
- Arterial / Collector
- Neighborhood Access
- Holmes Point Overlay
- Park
- Parcel Boundaries
- Lakes
- School

DRAFT

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Figure 4.3: Holmes Point Overlay



- Parcel Boundaries
- Interstate
- Arterial / Collector
- Park/Open Space Desired
- Neighborhood Access
- Lakes
- School

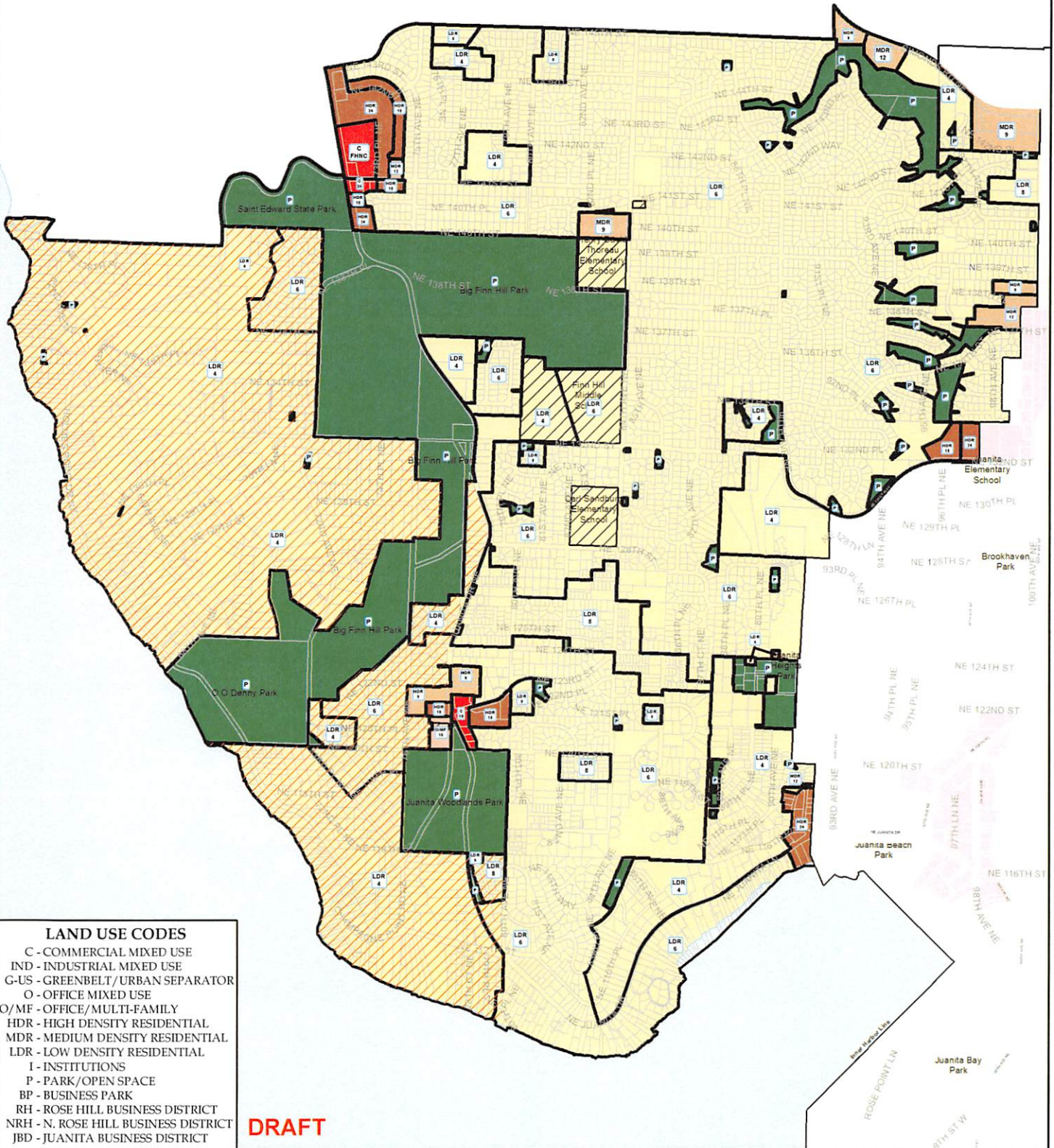
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Figure 5.1: Finn Hill Parks and Open Space



Figure 5.2 Green Loop Corridor and Development Priorities



- LAND USE CODES**
- C - COMMERCIAL MIXED USE
 - IND - INDUSTRIAL MIXED USE
 - G-US - GREENBELT/URBAN SEPARATOR
 - O - OFFICE MIXED USE
 - O/MF - OFFICE/MULTI-FAMILY
 - HDR - HIGH DENSITY RESIDENTIAL
 - MDR - MEDIUM DENSITY RESIDENTIAL
 - LDR - LOW DENSITY RESIDENTIAL
 - 1 - INSTITUTIONS
 - P - PARK/OPEN SPACE
 - BP - BUSINESS PARK
 - RH - ROSE HILL BUSINESS DISTRICT
 - NRH - N. ROSE HILL BUSINESS DISTRICT
 - JBD - JUANITA BUSINESS DISTRICT

DRAFT

Finn Hill Neighborhood Land Use Map

ORDINANCE NO. 4745
ADOPTED by the Kirkland City Council
December 8, 2020

- LAND USE BOUNDARIES
 - PUBLIC FACILITIES
 - HOLMES POINT OVERLAY
 - PARCEL BOUNDARIES
 - PLANNED AREA NUMBER
 - LAND USE CODE
 - DENSITY (UNITS/ACRE)
- NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

Maps produced December 14, 2020
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0 250 500
Feet



Existing Trails (Solid orange line)

Trails Recommended in TMP (Dashed orange line)

Desired Trails New W/Neighborhood Plan (Dotted orange line)

Streams (Blue line)

Interstate (Red line)

Arterial / Collector (Blue line)

Neighborhood Access (Grey line)

Park (Green area)

Wetlands (Light green area)

Lakes (Blue area)

School (Orange area)

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Figure 5.3 Finn Hill Trail System



- Interstate
- Arterial / Collector
- Neighborhood Access
- Gateway
- Lakes
- Park
- School
- Public Facilities
- Parcel Boundaries
- Activity Node
- View (arrow rotated by direction)

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Figure 6.2: Urban Design Features

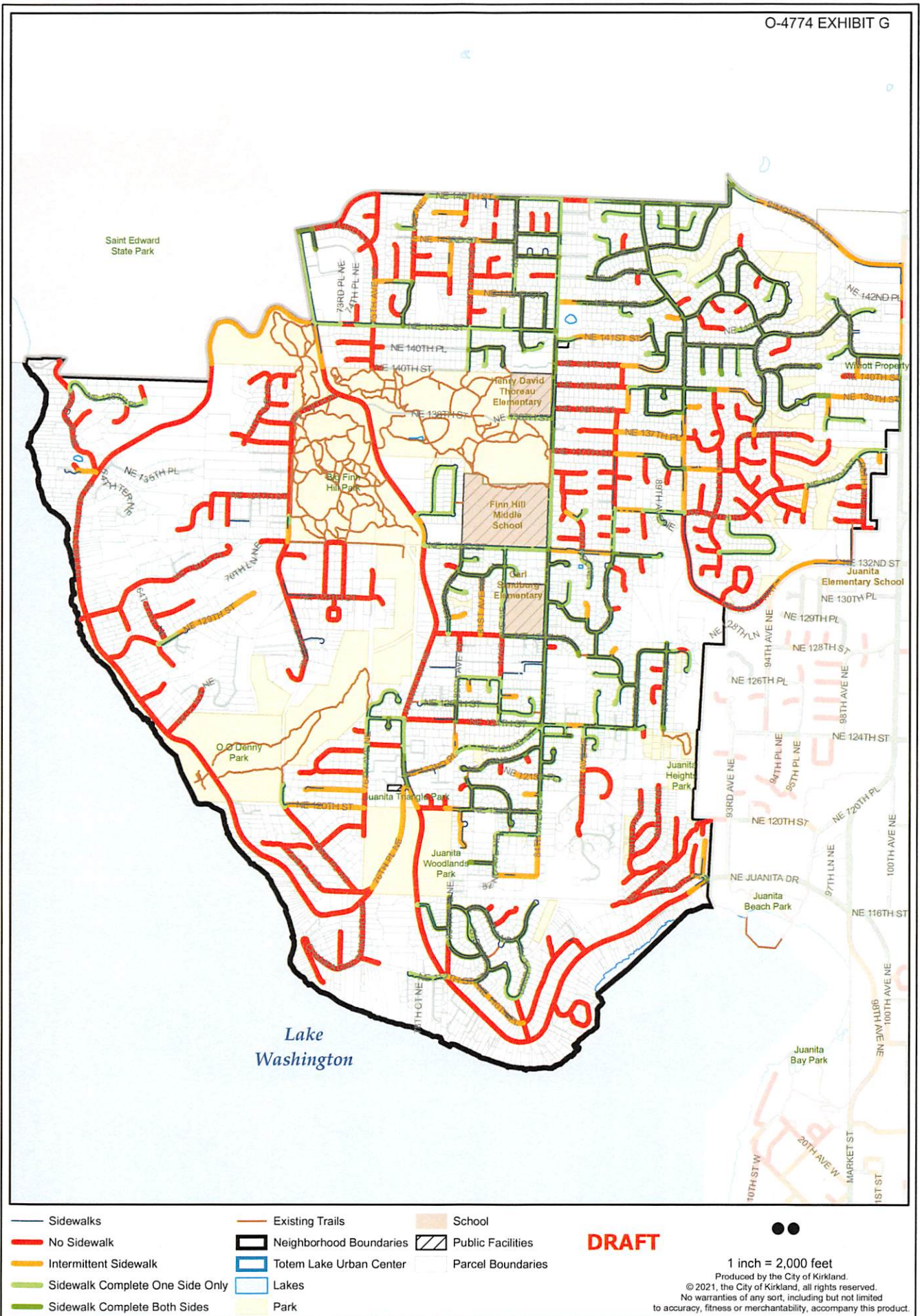


Figure 7.1: Finn Hill Pedestrian System



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Figure 7.3: Finn Hill Street Classifications

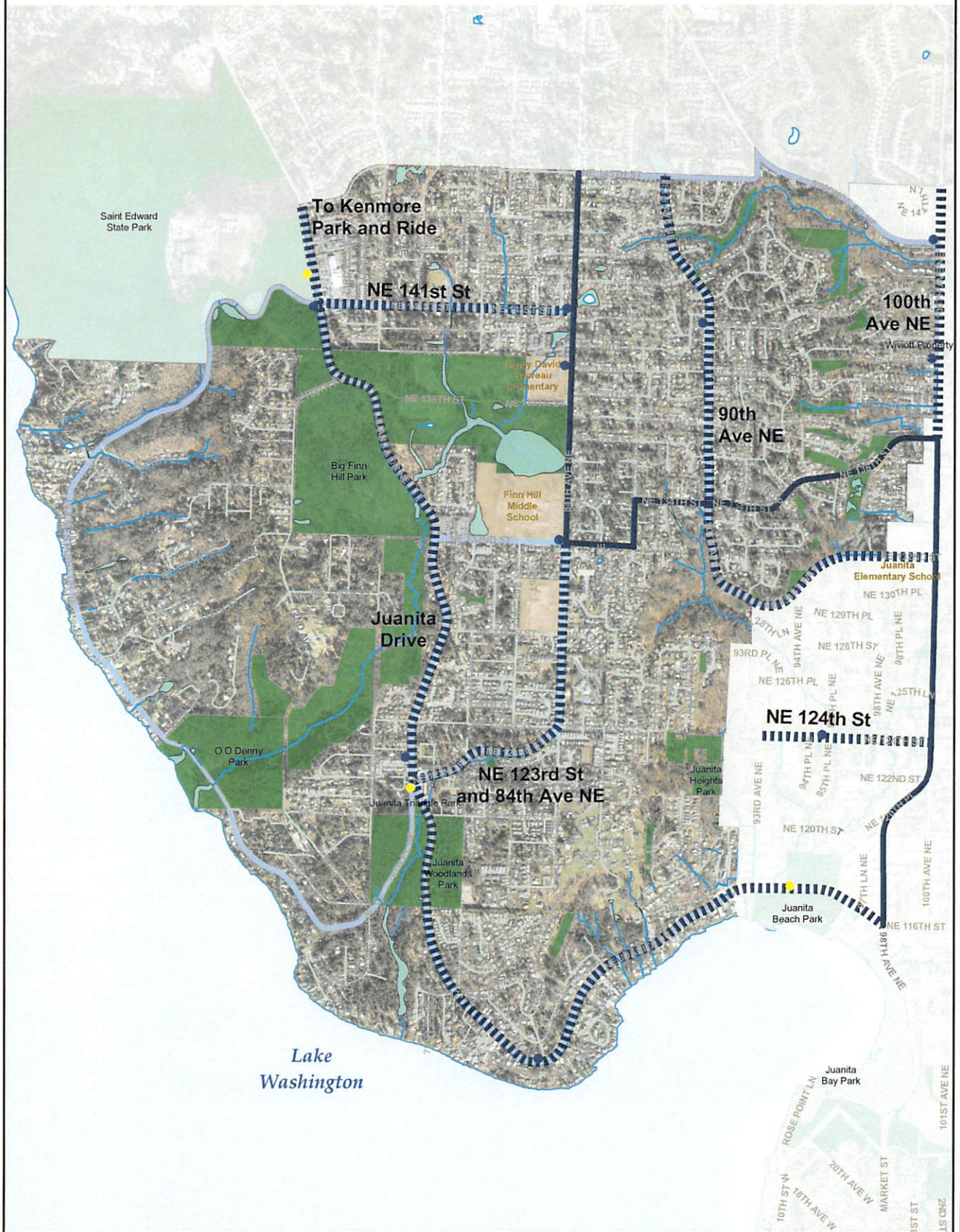


- ▬▬▬ Desired Bike Route New W/Neighborhood Plan
- ▬▬▬ Existing Bike Route
- ▬▬▬ Bike Lanes Recommended in TMP
- ▬▬▬ Greenway Recommended in TMP
- ▬ Streams
- ▬ Interstate
- ▬ Arterial / Collector
- ▬ Neighborhood Access
- Park
- Lakes
- Wetlands
- School

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Figure 7.4 Finn Hill Priority Bike Routes



- Desired Bus Stop New W/Neighborhood Plan
- Desired Shuttle Stop New W/Neighborhood Plan
- Desired Transit Route New W/Neighborhood Plan
- Existing Transit Route
- Streams
- Interstate
- Arterial / Collector
- Neighborhood Access
- Park
- Wetlands
- Lakes
- School

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Figure 7.5 Finn Hill Existing and Priority Public Transit System

XV.D Moss Bay Neighborhood Plan Draft #5 For Final Adoption – 11.29.2021

City of Kirkland Land Acknowledgement

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

1. Overview

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor.

While the neighborhood is often characterized by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential and mixed use development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging dense residential and mixed uses in the perimeter of the Downtown (Figure MB-1).

The Moss Bay Neighborhood is within the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (see Land Use Element figure LU-2 for Urban Center boundaries). The City also submitted an application to designate the Moss Bay Neighborhood and the NE 85th Station Area as the City's second Regional Growth Center within the Puget Sound Regional Council (PSRC) policy framework. The Moss Bay Neighborhood Plan provides policies that support the NE 85th Station Area and ensure that these two plan areas are aligned to ensure seamless transportation and multi-modal connections between downtown and the planned NE 85th BRT/Stride Station, provide additional housing choice, increased employment opportunities, and amenities to serve a strong Regional Growth Center. Another important aspect of fostering sustainable growth patterns is the ability to plan for and provide supporting capital facilities. The City's Capital Facilities Plan, which applies to Moss Bay and the rest of Kirkland, accomplishes this by considering future needs for transportation, parks, sewer and water infrastructure and other public services, and provides the necessary financial tools to develop new infrastructure.

Both the King County Countywide Planning Policies and PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's housing and employment growth. As of 2019, the County-designated Greater Downtown Urban Center (centered on Moss Bay, but including adjacent areas in other neighborhoods) supported 4,180 dwelling units and 17,000 jobs. By 2035, it is anticipated that there will

be an increase of 4,000 dwelling units and 9,700 jobs within the plan area, to a total of 8,180 dwelling units and 26,700 jobs. According to a 2018 Zoned Capacity Analysis, the total number of employees and residents in the plan area is projected to be 39,000 by 2035, which means there is capacity for growth. A market study will be conducted for the entire Regional Growth Center and its relevant findings will be incorporated into a future version of this plan to help achieve the expected housing and employment growth.

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding innovative transportation options. Properties within the shoreline jurisdiction, are also subject to the policies in the Shoreline Area chapter and the shoreline management regulations in the Kirkland Zoning Code.

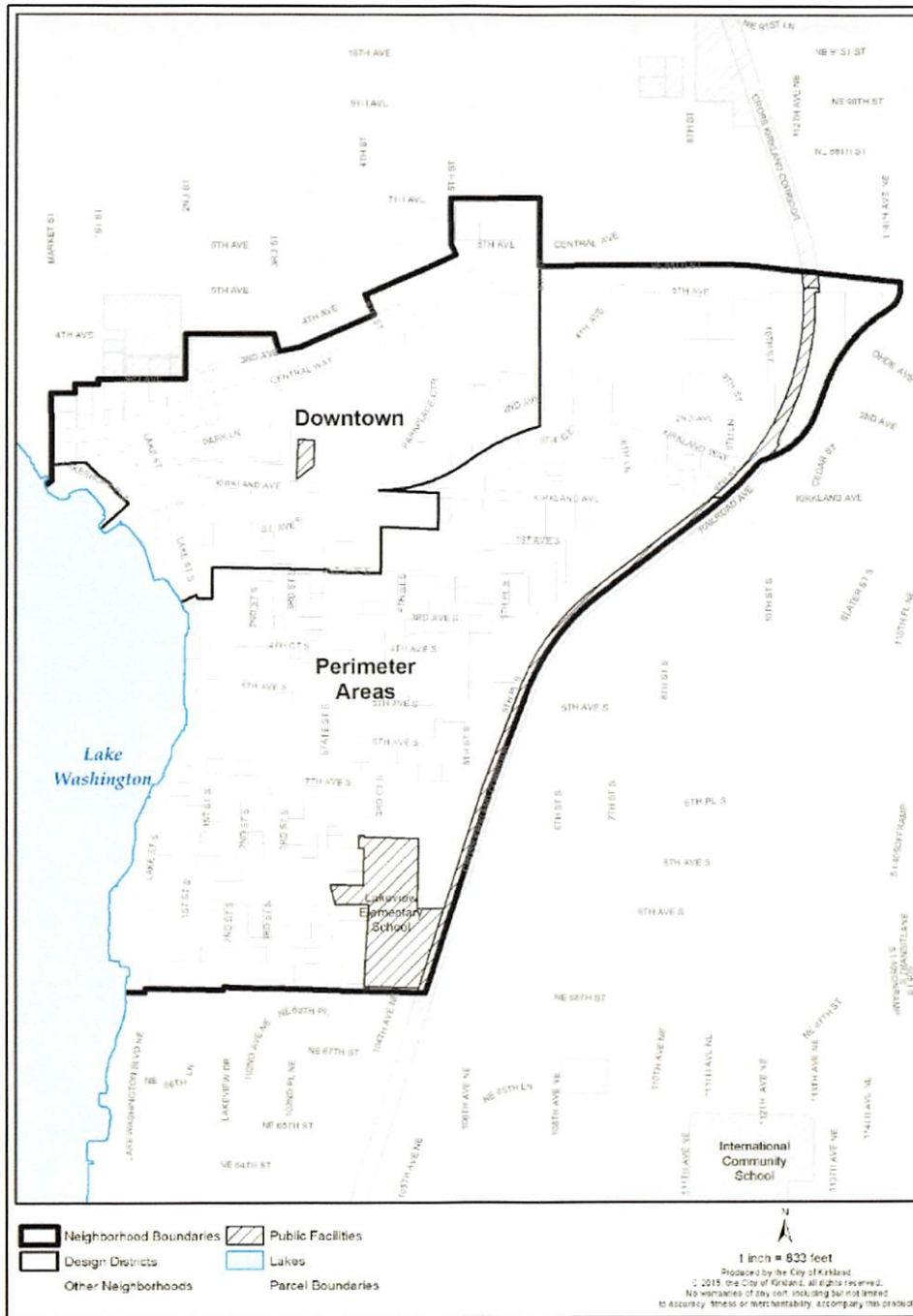


Figure MB-1: Moss Bay Area Boundaries

2. Vision Statement

The Moss Bay neighborhood contains a diverse mixture of jobs, housing, and parks, and is the cultural heart of Kirkland. Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity comes from Downtown’s physical setting along the lakefront, its distinctive topography, the human scale of existing development, and, most importantly, the community that lives and works in Moss Bay. This identity is reinforced in the minds of Kirkland

residents by Downtown's historic role as the cultural and civic center of the community. The Moss Bay neighborhood is a key part of the Greater Downtown urban center and is a vibrant, walkable community where many choose to live, work, play, learn and worship.

Environmental protection and equity are fundamental characteristics of neighborhood life. Amenities such as parks, green space, community gardens, and shorelines have been preserved and refreshed, with new public access points. Additional recreational facilities have been created to serve community members of all ages and abilities, including a new major regional recreation center in Peter Kirk Park. This has increased awareness of equity and inclusion so that parks, trails and other amenities serve the entire community, including people who have not been able to enjoy them historically. The community has embraced sustainability and more energy-efficient buildings and clean renewable energy infrastructure such as solar arrays, geothermal systems, and wind turbines. In addition, the prevalence of rain gardens and green roofs keep stormwater quality and quantity manageable and enhances the ecological integrity of streams and wetlands, Lake Washington, and aquatic life. These inclusive priorities have led to a healthier natural environment and overall community.

The community has made it a priority to ensure that people who wish to live in this desirable neighborhood, including people of all incomes who work in or near Downtown, can afford to do so. Creating new housing options in Moss Bay resulted from an imaginative look at new ways of housing people, and housing choices in Downtown now include co-housing, residential suites, and family-sized apartments and condominiums. Success was achieved and embraced by residents as this welcome change to the area's housing stock still allowed for views to be enjoyed, did not add to congestion or parking issues, made more effective use of existing parking, and located new homes near multi-modal transportation corridors and hubs, such as the NE 85th Street Bus Rapid Transit station and the Cross Kirkland Corridor. The community's design and its dedication to equity and inclusion has transformed the Moss Bay neighborhood into a national model for sustainable urban living.

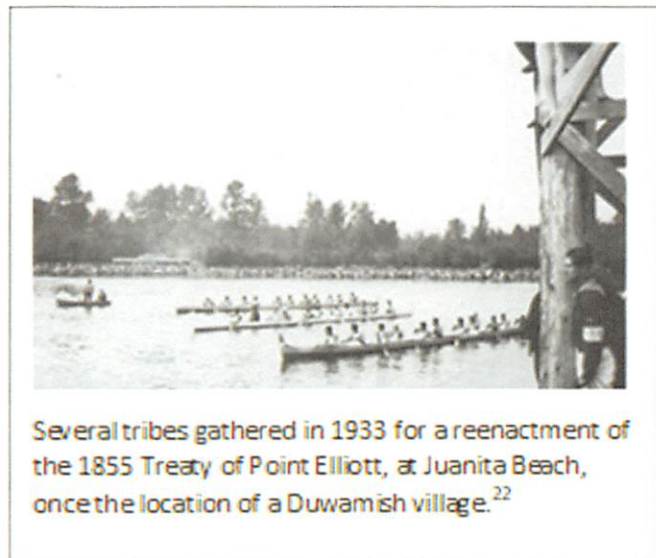
At the same time, small businesses in Downtown are thriving. Ground-floor spaces are occupied by a mix of businesses that generate pedestrian activity and benefit from a compact, walkable street network. The small scale of commercial spaces in much of Downtown ensures that bricks-and-mortar locations are unique and accessible to new business owners. New shops and restaurants serve the burgeoning residential and employment population of Moss Bay, and neighborhood-serving home-based businesses help support the local economy outside.

Moss Bay is a safe, clean and diverse neighborhood where you don't need a car to get around quickly and efficiently. If you do drive, there is enough parking to meet demand for businesses, residents and visitors alike. It is the most walkable neighborhood in Kirkland. The pedestrian connections and protected bike lanes link seamlessly to a transit network that is aligned in moving many people and has worked as planned. The Cross Kirkland Corridor and numerous connections to NE 85th Street (Central Way) support multi-modal travel to destinations throughout the Greater Downtown urban center and the region. In addition, the first ever urban gondola system in the Puget Sound Region shuttles passengers from the downtown Transit Center to the Bus Rapid Transit station, which connects to the regional light rail network. Investments in regional facilities and transportation and mobility infrastructure for the

neighborhood has ensured that Moss Bay feels like a small-town while growing gracefully to welcome more people to enjoy this place that community members love.

3. Historical Context

The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb-tah-byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Smallpox, brought by fur traders in the 1830s, eliminated much of the Native American population. However, survivors and their descendants continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on salmon for food, also diminished. With most of their food sources gone, the Native American population in Kirkland declined dramatically.



When the Moss Bay area was offered to homesteaders, it was Edwin M. and Phoebe Church who filed the first claim. The bay was then called Nelson Bay after another settler. In 1888, after forming the Kirkland Land and Improvement Company, Peter Kirk and his business partners purchased much of the land owned by the Churches. Nelson Bay was renamed Moss Bay after Moss Bay in Workington, England where Peter Kirk had lived before coming to America. His intent was to build a steel mill in Moss Bay, but he was not successful due to a number of issues including the 1893 nationwide financial panic.

The 1888 founders were elderly, the long-awaited ship canal was being built and it was time to turn Kirkland's future over to a younger team. In 1910 Burke & Farrar, two real estate partners, purchased the holdings of the Kirkland Land and Improvement Company which included much of the Moss Bay Neighborhood. Moss Bay was sparsely developed, and the time was right for change.

It was during the Burke & Farrar era that Kirkland experienced its first boom. With the Lake Washington Ship Canal and the lowering of Lake Washington in sight, Kirkland's earliest businessmen set up shop on the lake shore with their buildings balanced on pilings over the lake. Burke & Farrar had their office just north of the ferry landing so that it was the first business commuters and visitors saw coming into Kirkland.



The Yellowstone Trail, our nation's first transcontinental automobile highway was established in 1912. The road's slogan was "A Good Road from Plymouth Rock to Puget Sound". It just so happened that the Yellowstone Trail ended at the ferry dock in Kirkland. From there the cars would board an auto ferry and travel to Seattle where they continued on gravel roads. The first oiled road in King County was the 13 miles of blacktop that was the Kirkland/Redmond road and ended at Kirkland's ferry slip. Kirkland took advantage of the press reports about the Macadam Road and the Yellowstone Trail and changed the name of Redmond Road to Kirkland Avenue. In 1916, with Lake Washington 9 feet lower and stabilized, Kirkland's town center moved from 7th Avenue and Market to Moss Bay. Several buildings still stand from the early development of Moss Bay. Todd Feed was built in 1925 and is still standing on Park Lane. Rosin's Kirkland Paint Factory at 219 Lake Street South still stands.

Peter Kirk Park was once Bonnell Nursery. French Horticulturist Julius J. Bonnell purchased 14 acres in 1910 and operated the gardens until 1926. Bonnell sold the land to Kirkland with the understanding that it be developed as a park.

BONNELL'S NURSERIES
Phone East 7231

Sales Grounds
18 Acres of Home Grown
Nursery Stock

Interlaken Boulevard

Growing Department
Kirkland, Washington
Special Attention Given to
Suburban Planting

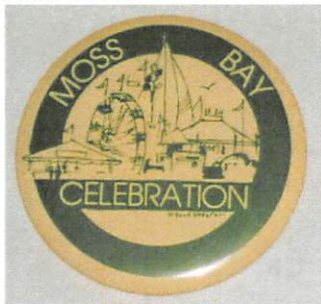
BONNELL'S NURSERIES

*Announcing the CLOSING OUT
of J.J. Bonnell's Kirkland Nursery*

During WWII, the Kirkland Marine Construction Company, also known as the Wooden Boat Factory, had the largest government contract to build Picket Boats for the U.S. Coast Guard. The boatyard is now the David Brink Park.



In 1972 Kirkland celebrated its first Centennial honoring the original pioneers. The 1972 Moss Bay Founders Day was such a success that Moss Bay Celebration started in 1973 and continued until 1985.





Clark Nettleton, a newspaper publisher, built his home on State Street in 1929. His stately home is now the centerpiece of Nettleton Commons.



One of Kirkland's largest events was in 1985 when the Shumway Mansion was moved from Moss Bay to the Juanita Neighborhood.

Policy MB-1: Provide markers and interpretive information at historic sites/places that are inclusive of all previous inhabitants of the Moss Bay Neighborhood (pre-and post-white/European settlement) and especially along the culturally-rich Lake Washington shoreline.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to non-indigenous settlement.

Policy MB-2: Incentivize retention of structures of historical significance and ensure educational opportunities are provided to increase awareness of historical preservation opportunities.

A significant number of the historic resources in Kirkland already have been identified and mapped in Moss Bay and Citywide efforts to retain these resources are guided by the Community Character Element. Education of the community of these historical resources is essential to preserving them for future generations to enjoy.

4. Natural Environment

Policy MB-3: Protect and enhance the natural environment in the Moss Bay Neighborhood.

Environmental policies for the Moss Bay Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Moss Bay neighborhood is located within the Moss Bay drainage basin and contains a few streams and a shoreline of Statewide significance (see Figure MB-2). Natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures MB-3a and MB-3b identify geologically hazardous areas within the neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas addresses risks and impacts associated with development.

Policy MB-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Opportunities may come to enhance the water quality of waterways and streams that connect to them along the Cross Kirkland Corridor and public and private efforts to increase natural vegetation provide multiple benefits to human and aquatic life.

Policy MB-5: Promote and incentivize green infrastructure such as green roofs, raingardens, trees and landscaping that cleans the water that enters Lake Washington.

Development regulations require stormwater to stay onsite when new development occurs. However, redevelopment projects or minor landscaping projects that may not require stormwater management could make a significant difference in water quality and quantity. In addition, efforts to increase the cleaning of garbage and litter on streets and in and around storm drains can also decrease pollutants that move towards the shoreline and into Lake Washington.

Policy MB-6: Open streams within the eastern portion of the Moss Bay neighborhood (Figure MB-2) should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. It is essential that the open streams in this area are free of obstructions including vegetation and eroding soil so that they do not contribute to existing drainage issues.



Figure MB-2 Moss Bay Wetlands, Streams, and Lakes

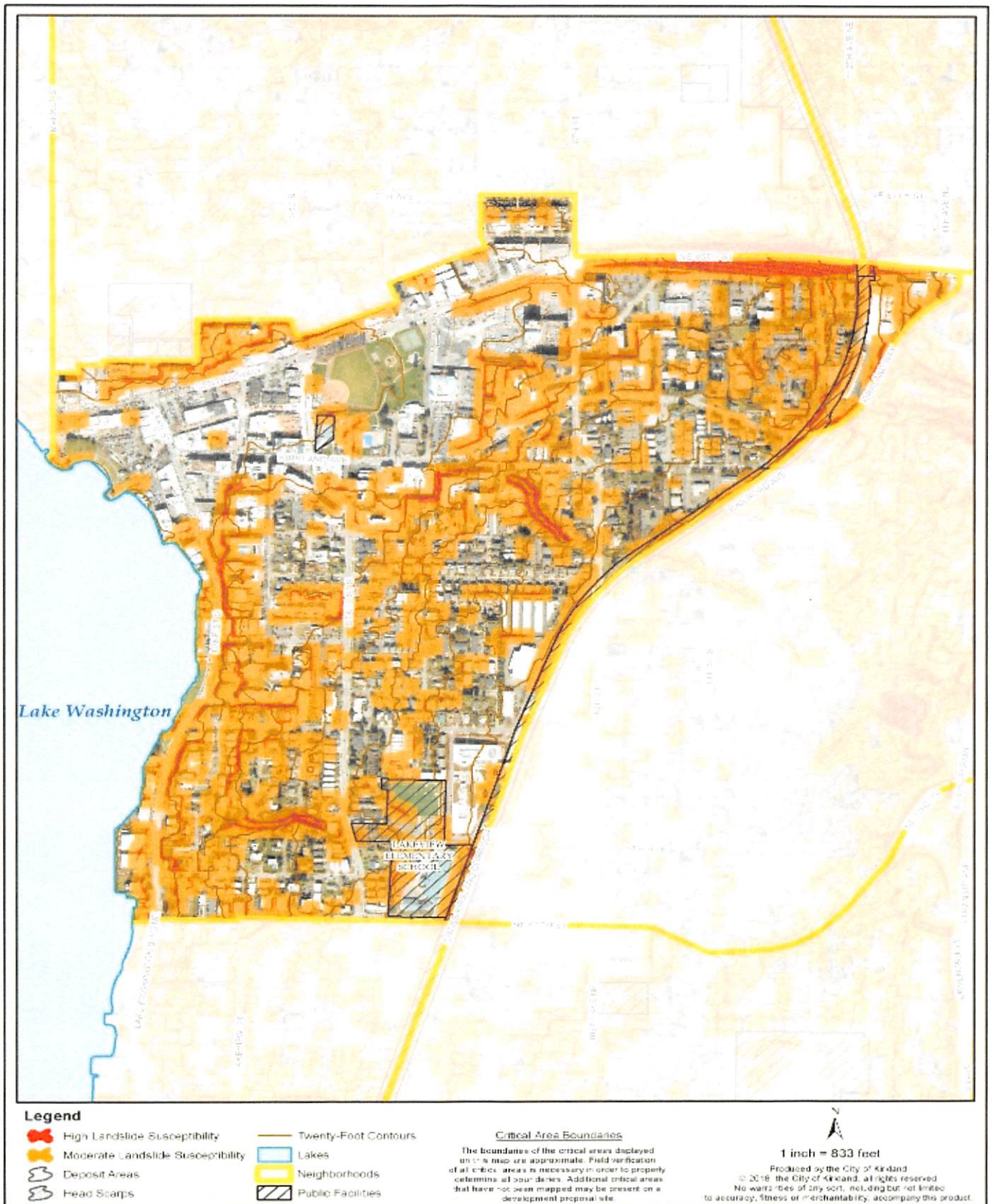


Figure MB-3a: Moss Bay Landslide Susceptibility

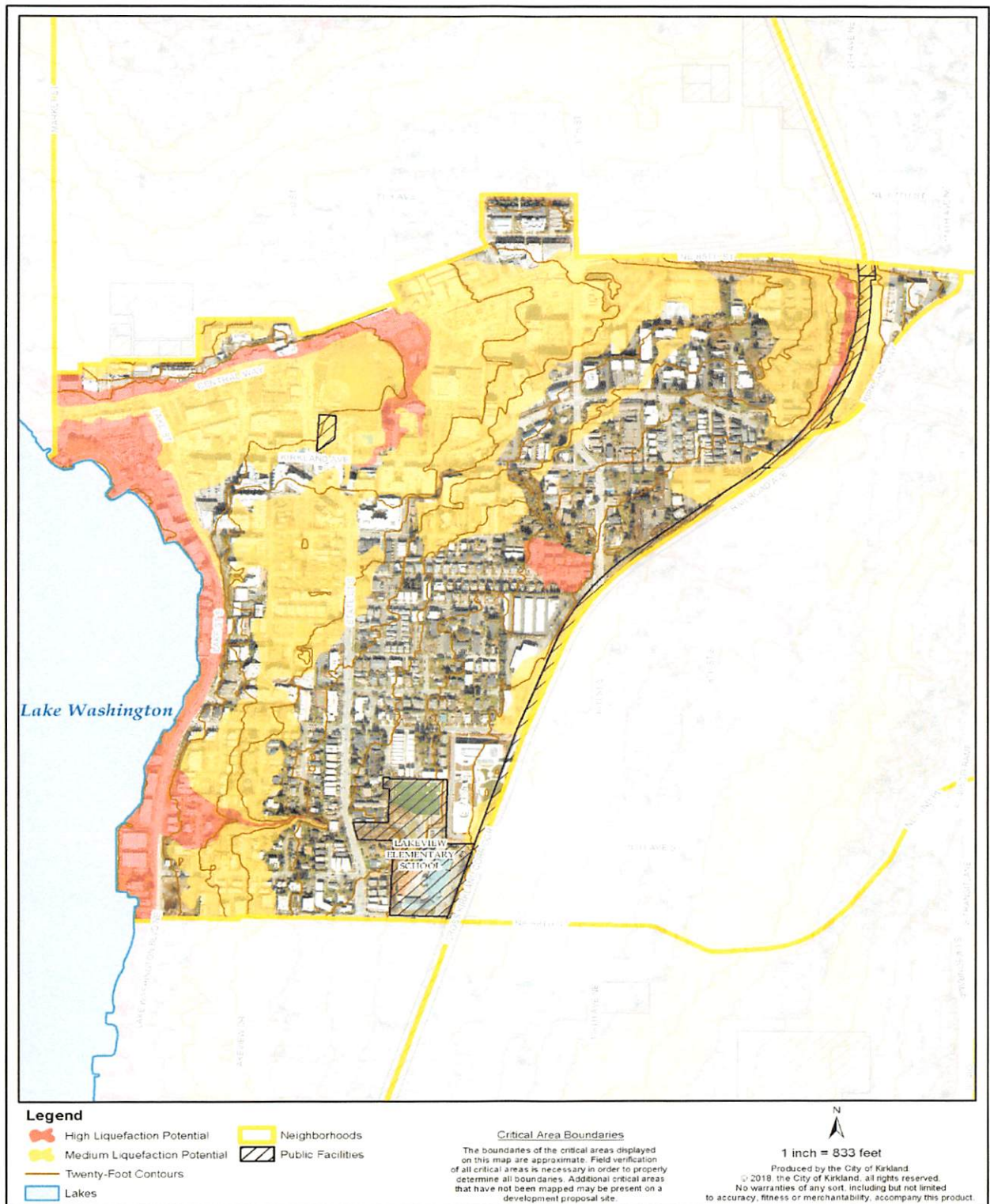


Figure MB-3b: Moss Bay Liquefaction Potential

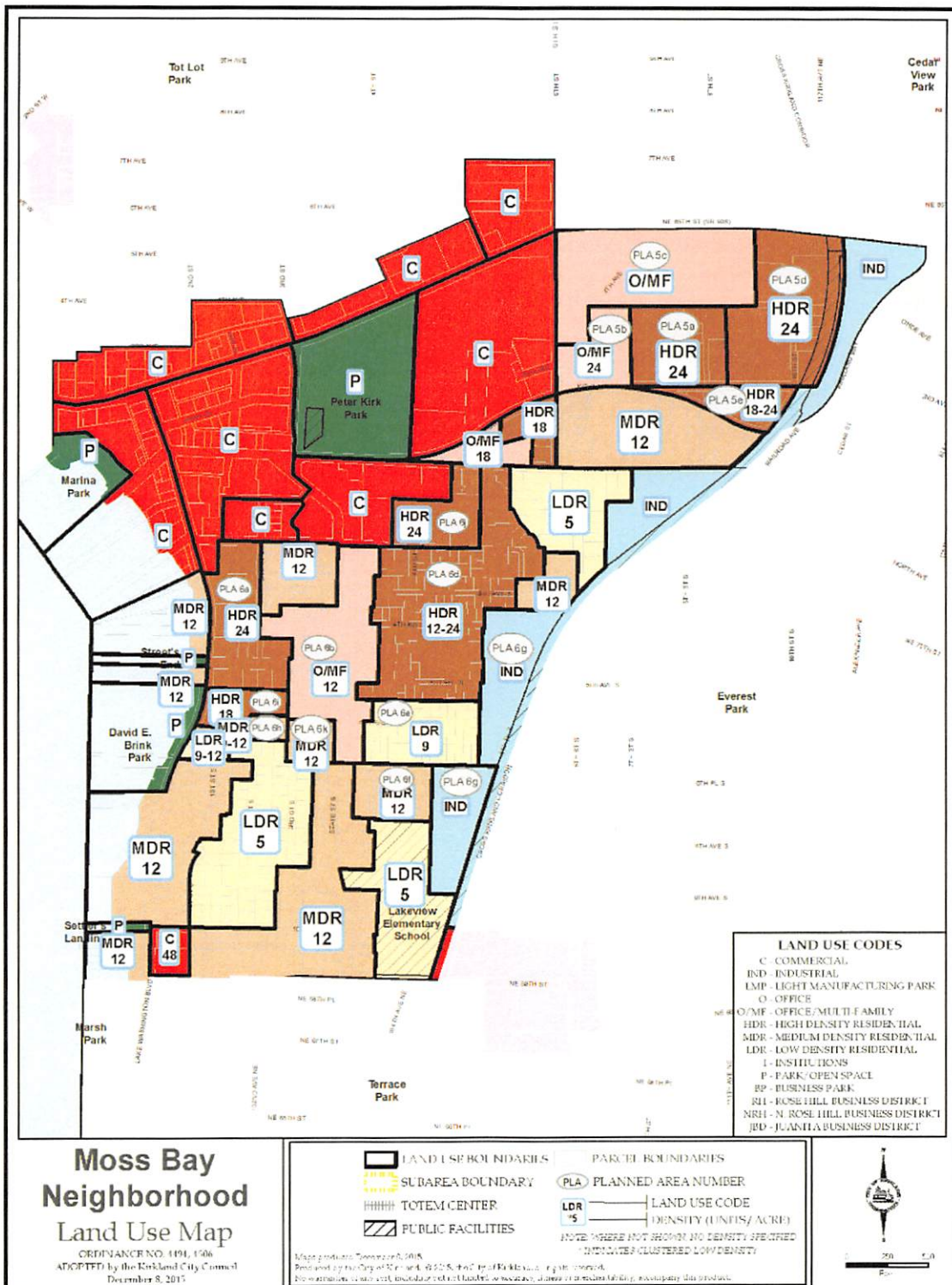


Figure MB-4: Moss Bay Area Land Use

5. Land Use

The Land Use discussion of the Neighborhood is considered in terms of the downtown area and perimeter areas around the downtown.

A. Downtown

The Downtown area is the historic commercial center of the City with many of the City's most intensive land uses. The Downtown area is appropriate for a wide variety of uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street, along pedestrian-oriented streets, and within Kirkland Urban. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents and employees, and tourists, to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within and adjacent to the core.

Policy MB-7: Foster new development that is supportive of the Greater Downtown Urban Center and pending Regional Center designation in terms of: transit-supportive and business-supportive densities; provision of open space, childcare, public art, and other public amenities; provision of housing that is affordable to a range of income groups; and inclusion of environmental sustainability measures.

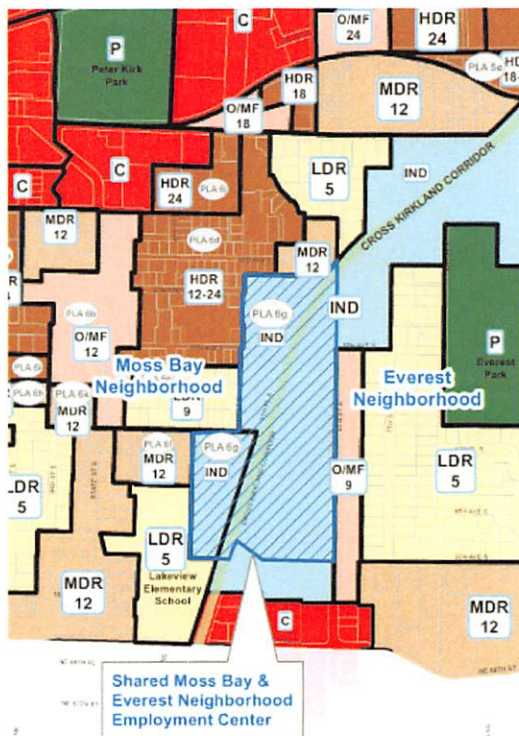
As described in Land Use Element Policy LU-5.5, the Moss Bay neighborhood is part of the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (see Land Use Element figure LU-2 for Urban Center boundaries). The NE 85th Station Area subarea plan, the Moss Bay neighborhood, and an employment center that is shared by the Moss Bay and Everest neighborhoods constitute the areas the City is proposing for a Regional Center designation by Puget Sound Regional Council. These center designations are a way to recognize the history of great urban planning in the Moss Bay neighborhood that has created a compact, walkable, transit-supportive community that has embraced growth in housing and employment. These smart growth principles continue to guide the long-term vision for the neighborhood and the King County and PSRC designations will continue to help the City address the infrastructure needs that accompany that growth.

The Greater Downtown Urban Center, which is centered on Moss Bay but encompasses portions of other neighborhoods, has an existing zoned development capacity of 30.6 activity units per acre (encompassing the residential and employee population) and by 2035 has a planned density of 45.5 activity units per acre. The minimum activity units per acre required for an Urban Regional Growth Center is 45,

and when including planned development capacity in the proposed NE 85th Street Station Area Plan will be much higher.

To ensure complementary land uses in a Regional Growth Center, PSRC requires that employment activity credits comprise at least 15% of the total activity credits and residential activity credits comprise at least 15% of the total activity credits. In 2035, approximately 36 percent of the activity units in the Greater Downtown Urban Center would be residential, and 64 percent would be commercial. These projected mixes ensure a job-rich environment with plenty of activity after most employees leave for the day.

The shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both neighborhoods and is organized around the CKC as a transportation and open space spine. This employment center is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of this subarea (see map below).



MB-Policy 8: Promote seamless transportation connections between the campuses of major employers for enhanced mobility between campuses, to the downtown area and to the 85th Street BRT/Stride Station.

For purposes of the pending Regional Center designation by Puget Sound Regional Council, the large corporate technology campus that spans both the Moss Bay and Everest neighborhoods is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of the campus. This designation also acknowledges the important transportation relationship of this campus located on the CKC to the Kirkland Urban campus of this major employer.

Policy MB-9: Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity.

At the end of 2021, the Moss Bay Neighborhood had 129 affordable housing units that are a mix of rentals and owned units with varying levels of affordability, ranging from 50 to 120 percent of the Area Median Income (AMI).

Inclusionary zoning for affordable housing is not currently required as properties redevelop in much of the downtown area, largely due to reticence over providing building height incentives necessary to offset the cost of the mandate to developers.

The addition of an inclusionary housing requirement with a companion increase in development capacity would help the City achieve the goals identified in the Housing Element. It is important to utilize the policies and actions contained in the [Housing Element](#) of the Comprehensive Plan for guidance before redevelopment occurs to ensure that displacement of people and businesses are minimized, and that affordable homes are retained and many more are created through the adoption of inclusionary zoning. The City is a member of a Regional Coalition for Housing (ARCH), and adopted a Housing Strategy Plan in 2018, which addresses existing and future housing needs in the city including the Moss Bay Neighborhood. In addition, the City is committed to increasing affordable housing through numerous policy measures, including direct purchase of affordable units. Ground-floor retail requirements in Downtown also foster the creation of smaller retail spaces over time, providing new opportunities for small businesses in Moss Bay.

Mixed land use, nearby goods and services and the downtown transit center provides an optimal environment for affordable housing because there is less reliance on personal automobiles. Reducing or eliminating the cost of vehicle ownership and parking can enable residents to use that income for other higher priority expenses. Innovative public/private partnerships should to be utilized while exploring methods to yield the greatest number of affordable units to the community.

In addition to supporting equity in housing affordability, the City begins its efforts for planning, public outreach and participation for City updates to neighborhood plans with an Equity and Inclusion Analysis (EIA) to connect with community members who have traditionally been under-represented in the planning process. One result of this analysis led the City to conduct a survey of Moss Bay residents who are also renters, and the plan's vision statement reflects that the entire community that participated in the plan's creation values equity, inclusivity and diversity. The EIA is an iterative document and will further impact and narrow the equity gaps still existing in the

community. It will also help staff apply lessons about equity to future updates to this plan.

Policy MB-10: Expand green building incentives and requirements to ensure that new projects are high performance buildings.

Additional codes or incentives that make buildings more energy and resource efficient can be considered for Citywide adoption as part of implementing the Sustainability Master Plan. Larger buildings in the downtown area consume more energy, but if they are designed to use less energy then it will reduce operating costs for those who live and run businesses in these buildings and will help the City reduce its carbon emissions as it continues to grow.

Policy MB-11: Explore the creation of an energy district that might include concepts like capture and use water and effluent to produce renewable energy and/or the use of geothermal methods to provide heating/cooling of local buildings.

The downtown area provides an opportunity to consider the sharing of energy to be more efficient and cost-effective. These methods can increase the creation of renewable energy generation that helps reduce greenhouse gas emissions in the City.

Policy MB-12: Ensure that Downtown has a critical mass of retail uses and services and regularly review and recruit businesses that enhance the vibrancy of the business district.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts and working with regional economic development partners on collaborative efforts.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement the City's economic development goals.

Policy MB-13: Explore opportunities to support formal and informal cultural institutions and artists in downtown, such as pop-up galleries, street music and festivals.

Supporting arts and culture is an important part of Kirkland's identity. It is critical to encourage up and coming artists as well as established artists to continue to grow this movement. Consideration should be given to continue using public space for artists and allowing flexible land use which permits installations that further enhance the vibrancy of the downtown area.

Policy MB-14: Promote partnerships and increase two-way communication efforts between the business community and City government.

Initiatives like the Shop Local Kirkland initiative represent important efforts that bring businesses and City government closer together on a common purpose. Opportunities to enhance communication also include ensuring that business and property owners are made aware of pertinent issues in a timely manner.

Policy MB-15: Encourage ground-floor uses that promote an active pedestrian environment.

Downtown Kirkland has been the historic heart of Kirkland's pedestrian orientation because it has traditionally provided great destinations for pedestrians in terms of shops, services, and amenities as well as the supporting pedestrian infrastructure to make the walk pleasant and safe. Future evaluation of appropriate ground floor uses will need to consider the types of pedestrian destinations being created and will require collaboration with the business community, commercial property owners, and other stakeholders to understand the right balance of uses.

Policy MB-16: Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

This surface parking lot, situated at a prime corner in the Downtown core, was acquired by the City when the neighboring property owners participated in a Local Improvement District (LID) to generate the funds for the City to acquire the property for the purpose of providing public parking for patrons and visitors to the Downtown. A more current look at the community needs and vision, inclusive of the stakeholders noted here, would help determine if this is the time to reimagine the site as a focal point for the Downtown.

Parking

MB-17: Encourage efficient utilization of existing parking to its full potential and development of new shared parking around the perimeter of downtown to increase parking supply while preserving and enhancing the walkable nature of Downtown.

Due to the significant cost and sustainability issues associated with building a new public parking garage, making better use of existing parking should be a priority. There is a significant supply of public and private parking in and around downtown that could be used more efficiently through wayfinding signage, joint use agreements, technology applications, public education campaigns, and innovative and visible shuttle services.

Policy MB-18: Increase the prevalence of charging stations and other support facilities for electric vehicles (EV), electric bicycles (E-Bikes) and other micro-mobility by partnering with owners of new and existing parking facilities to promote clean transportation options.

Promoting clean transportation options and related programs and initiatives can reduce pollution and, in the case of bicycles, scooters and emerging clean mobility options, can reduce congestion and foster a healthier community. Ensuring that buildings and parking facilities support these needs will facilitate the transition to a cleaner transportation future.

B. Perimeter Areas

The Perimeter Area is the area to the south and east of Downtown's Central Business District. This area contains a wide variety of housing types, representing a broad range of densities. The Comprehensive Plan supports providing a range of housing opportunities, and the Moss Bay Neighborhood is representative of how that diversity can build a stronger community (see Figure MB-4). Included in the mix of land uses are a variety of commercial areas that provide employment opportunities close to shops, services, and housing options. The following section discusses these diverse land use districts.

Planned Area 5

The northeastern portion of the Moss Bay Neighborhood is designated as Planned Area 5 (see Figure MB-4). Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas. The Zoning Code details the applicable development standards such as allowed uses, height and density for each planned area and related subarea.

Planned Area 6

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (see Figure MB-4). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown. This planned area is divided into ten subareas. The area has multiple designations including low, medium and high-density residential, office/multi-family and industrial along the eastern boundary line. The Zoning Code details the applicable development standards such as allowed uses, height and density for each planned area and related subarea.

Policy MB-19: Explore density minimums in low-density residential neighborhoods within Moss Bay to promote more affordable and compact housing options.

Allowed housing options like ADUs, cottages, and two and three-units homes can help bridge the gap in missing middle housing needs in the perimeter residential areas and increase diversity in the community. Due to the scarcity and cost of land in the Moss Bay neighborhood, optimizing the use of the land should be a consideration to take advantage of all the amenities that are available.

Policy MB-20: Explore expanding allowances for home-based businesses in residential districts.

Home occupations can reduce commuting for the business owner provide resident with nearby services. An appropriate range of uses and supporting regulations can result in home-based businesses that are a positive contribution to the vibrancy of the overall neighborhood. To support Economic Development Policy ED-1.7 in the Comprehensive plan, revising development standard should be carefully considered and crafted to minimize impacts on the neighborhood while increasing economic activity.

6. Transportation

The circulation routes in the Moss Bay neighborhood are well established (see Figure MB-6). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street.

The Moss Bay neighborhood has some of the City's best transit, walking, and bicycle routes that can move people efficiently and with less congestion than traditional modes of travel. However, it acknowledged that many vehicles need to move through the neighborhood to connect to downtown from many other places.

"Mode split" is the term used to describe how trips are allocated amongst various types of transportation, or modes. The Transportation Element in Kirkland's Comprehensive Plan identifies the baseline estimate of the mode splits and the goals for future mode splits in the downtown Central Business District (CBD).

Current mode split in the CBD is low because it does not currently include any major Commute Trip Reduction (CTR) employers. In contrast, large CTR employers just outside the CBD and within the Greater Downtown Urban Center are currently achieving mode splits resulting in drive-alone rates between 62% and 78%.

**Downtown Kirkland (CBD) Existing Mode Split
(2018) Peak Hour, Work Trip Types**

Mode	Fraction of Trips
Drive Alone	88%
Transit	1%
Rideshare	5%
Walk and Bike	6%

The future goals for the Totem Lake and Greater Downtown Urban Centers are shown below:

**Totem Lake and Greater Downtown Mode Split
Goals, Peak Hour, All Trip Types**

Mode	Fraction of Trips
Drive Alone	45%
HOV 2+, vanpool, Transit	46%
Walk and Bike	9%

It is important that people have acceptable options beside private vehicles, so that public transit, walking, cycling becomes more desirable. Equally important are connections for public transit and innovative non-motorized mobility options to get to the CKC and regional transportation systems so that the entire transportation system is efficient.

A. Public Transit

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of transit would help to reduce traffic congestion and parking problems in the downtown area. The NE 85th Street BRT/Stride station will be a major transportation hub with regional connections when it is complete. The Stride station will be a major asset to the Moss Bay neighborhood with supporting pedestrian, bike, and land use infrastructure in place to fully leverage this regional transit investment.

Policy MB-21: Ensure that transit service and all modes of transportation are aligned and efficient through the Greater Downtown Urban Center, including the NE 85th Street Station Area.

Implementation of the Transportation Master Plan will play an important role in making seamless connections between the urban center and the NE 85th Street Station Area including the BRT/Stride station and the Cross Kirkland Corridor.

Policy MB-22: Utilize the most innovative and effective methods to move people through the neighborhood and to connect to the surrounding community and region.

As new technology emerges, so must the ways to enhance connections throughout the neighborhood, which could include pilot projects and initiatives connecting existing and future transportation infrastructure.

Policy MB-23: Partner with transit agencies and larger employers to foster enhanced and frequent transit service to and from Downtown and other regional connections.

The connections between modes of transit and major employers is integral to the entire system and partnerships can ensure that moving people remains a priority.

Policy MB-24: Explore new and innovative means of micro-mobility to allow people to easily make last-mile connections from transit.

Last mile connections are often the missing link to greater public use of the existing transit system. As part of the Transportation Master Plan, implementing new forms of micro mobility can help bridge this gap.

Policy MB-25: Explore establishing ferry service to and from downtown Kirkland as part of the Transportation Master Plan update process.

Ferry service to and from downtown Kirkland has long been part of the City's history. Consideration should be given for a pedestrian and bicycle ferry service as another tool to enhance current and future growth in the neighborhood.

B. Pedestrian and Bicycle Circulation

Pedestrian routes should have higher priority to vehicular routes in Downtown circulation. Pedestrian amenities and routes should continue to be improved and should be given higher priority than vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure MB-5. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the Lake with points east of 6th Street and the shoreline public access trail.

Figure MB-6 also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

Policy MB-26: Complete and enhance the existing sidewalk network and consider sidewalk widening pilot projects to ensure public safety and further promote a pedestrian oriented neighborhood.

There are numerous opportunities to add and improve sidewalks to promote connectivity within the neighborhood, to surrounding neighborhoods, and regionally via the CKC and Stride station. See Figure MB-7.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks throughout the neighborhood.

Policy MB-27: Explore the construction of systems of overhead coverings to improve the quality of major pedestrian walkways year-round.

The continued creation of a system of overhead coverings such as awnings, arcades, and marquees provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. These features also add visual interest and vitality to the pedestrian environment.

Policy MB-28: Implement ongoing pilot projects to improve pedestrian and bicycle conditions along Lake Washington Boulevard, including conversion and reallocation of vehicle lanes and parking areas.

The sidewalks along Lake Washington Boulevard connect many parks and offer scenic view of Lake Washington that could be further enjoyed if there were more space available for pedestrians.

More community members would like to make more trips by bicycle; one reason they do not is because the current network of on-street bicycle lanes does not meet their needs for safety and convenience. In order to unlock the potential of bicycling, the existing network of on-street bicycle lanes should be improved with facilities that people of all ages and abilities find safe and welcoming.

Policy MB-29: Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

The Park Walk Promenade identified in Figure MB-5 should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. The current promenade concept under consideration by the City now should be encouraged as it offers a unique way to move people from the Lakeshore marina area through the downtown area all the way to the CKC.

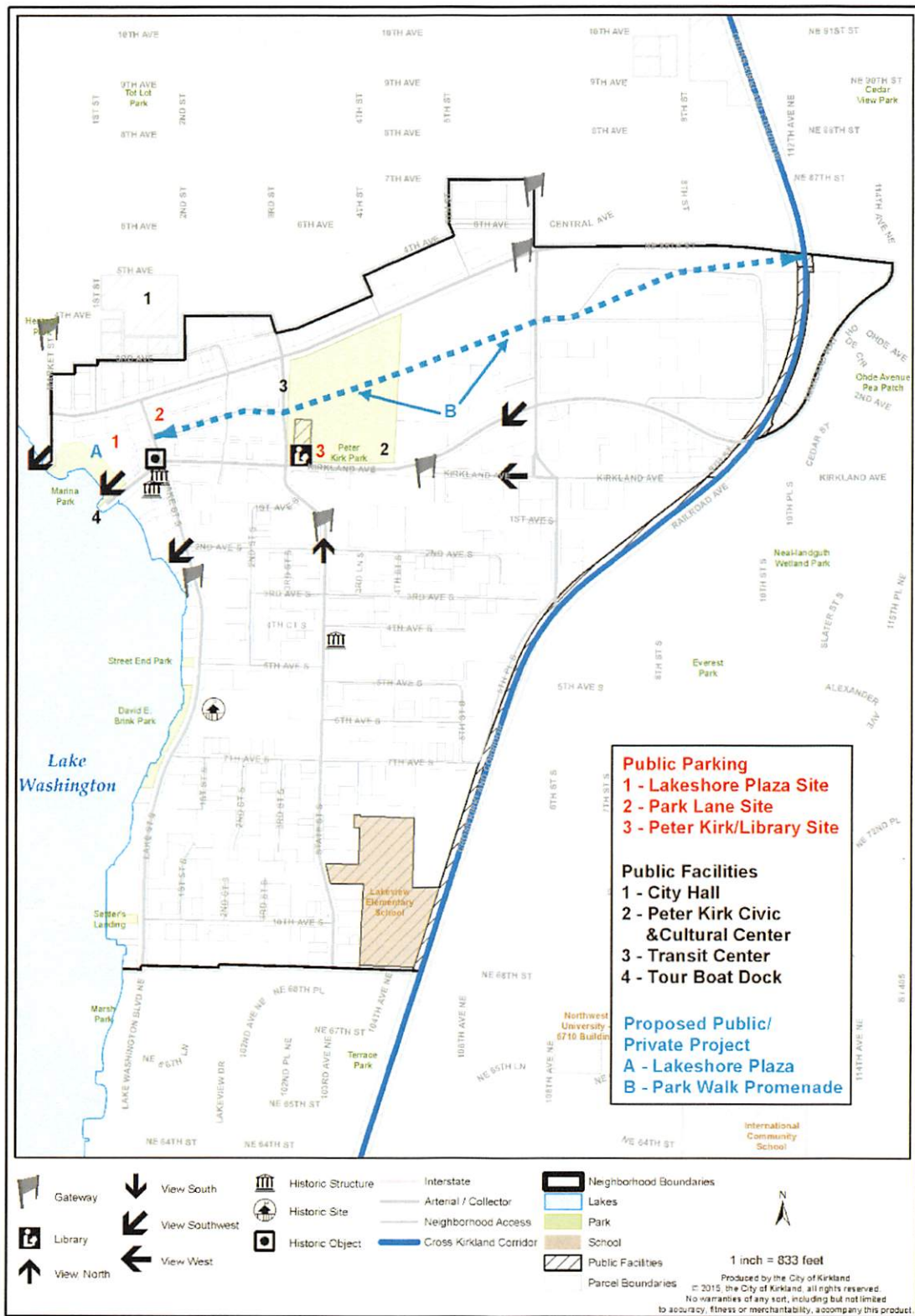
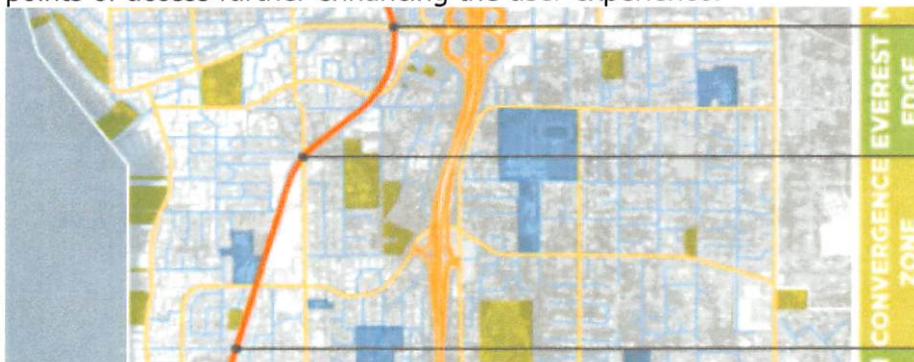


Figure MB-5: Moss Bay Urban Design Features

Policy MB-30: Ensure seamless bike and pedestrian connectivity with options for people of all ages and abilities and provide and/or improve non-motorized mobility connections to the Cross Kirkland Corridor.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Bicycle routes including building proposed greenways can also be helpful in creating safe routes for cyclists and care should be taken so cyclists young and old can use these routes.

Access points to the CKC along the Convergence Zone and Everest Edge in the Moss Bay neighborhood can provide safe, logical, well-marked connections to the street network for pedestrians and cyclists. The CKC also provides an additional route to the regional light rail system in Bellevue. In addition, the proposed greenways increase points of access further enhancing the user experience.

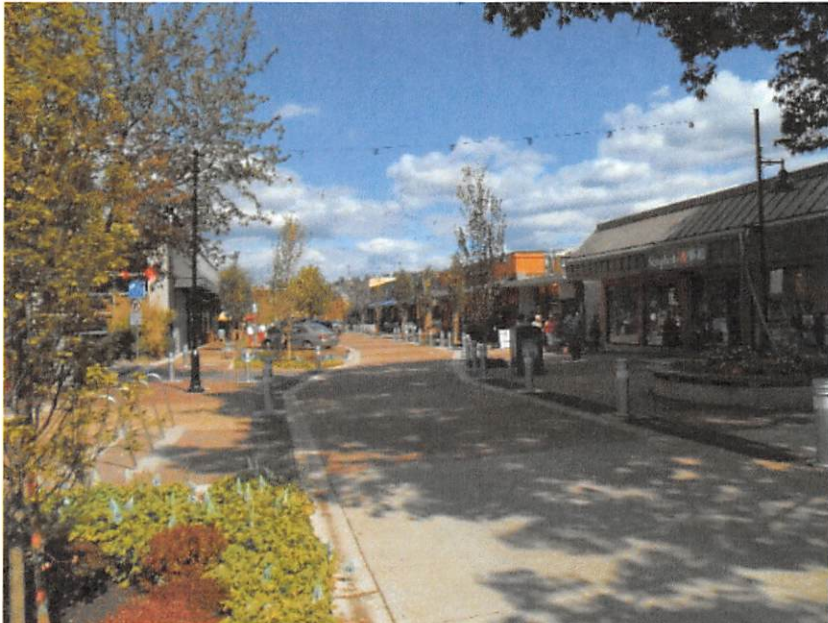


Policy MB-31: Explore the possibility of an innovative off-surface transportation system such as a gondola to connect the BRT/Stride Station, Kirkland Urban, and potentially other nearby employment centers.

The construction of the NE 85th Street BRT/Stride station provides an excellent opportunity to consider how to efficiently move people using new ideas and technologies that don't increase congestion and traffic, mitigate the barrier formed by I-405, and improve accessibility.

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

Park Lane in downtown Kirkland was originally designed to be a pedestrian-oriented street with slow-moving wheeled traffic and has previously been closed to motor vehicles during select special events. In coordination with the downtown community, in 2020 the City started "Evenings on Park Lane" where the street was opened to people walking and wheeling beginning at 6 p.m. during the warmer months. This allowed more outdoor space for restaurant seating and retail uses while also providing safe places for people to socialize. Data and observations from the Evenings program, along with other pilot projects that seek to repurpose street space for people, should be evaluated to consider other similar temporary and permanent programs in the future.



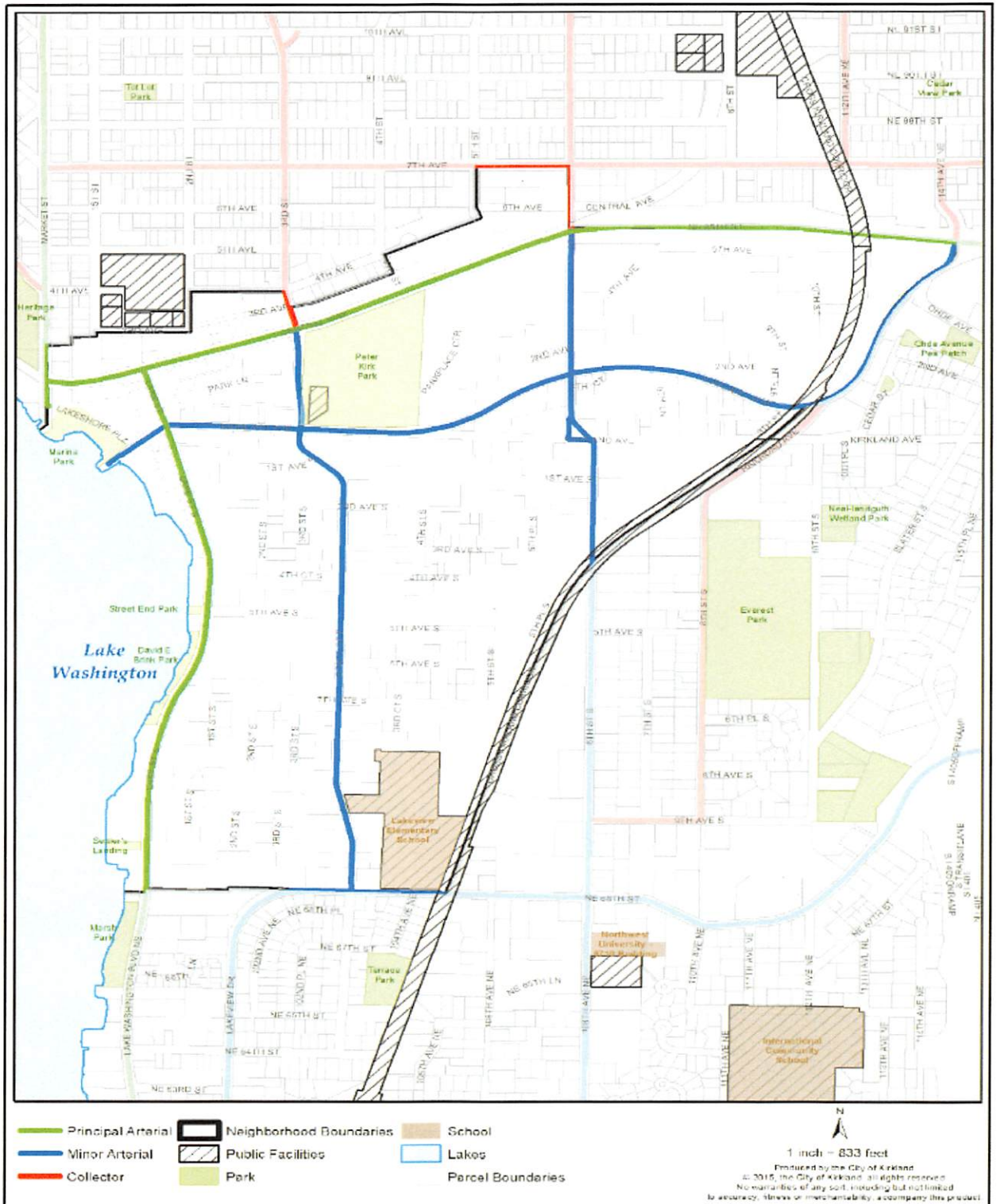


Figure MB-6: Moss Bay Street Classifications

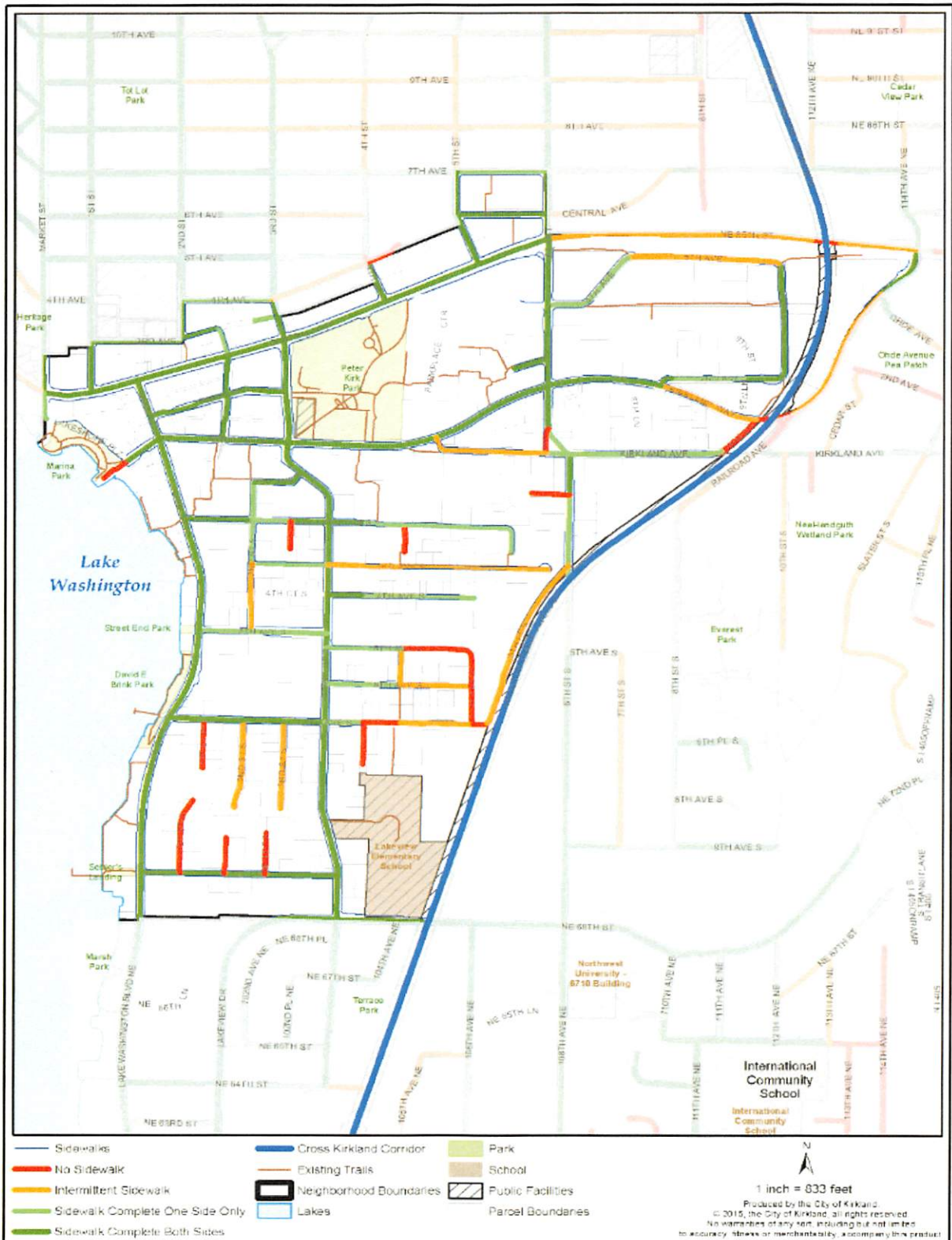


Figure MB-7: Moss Bay Pedestrian System

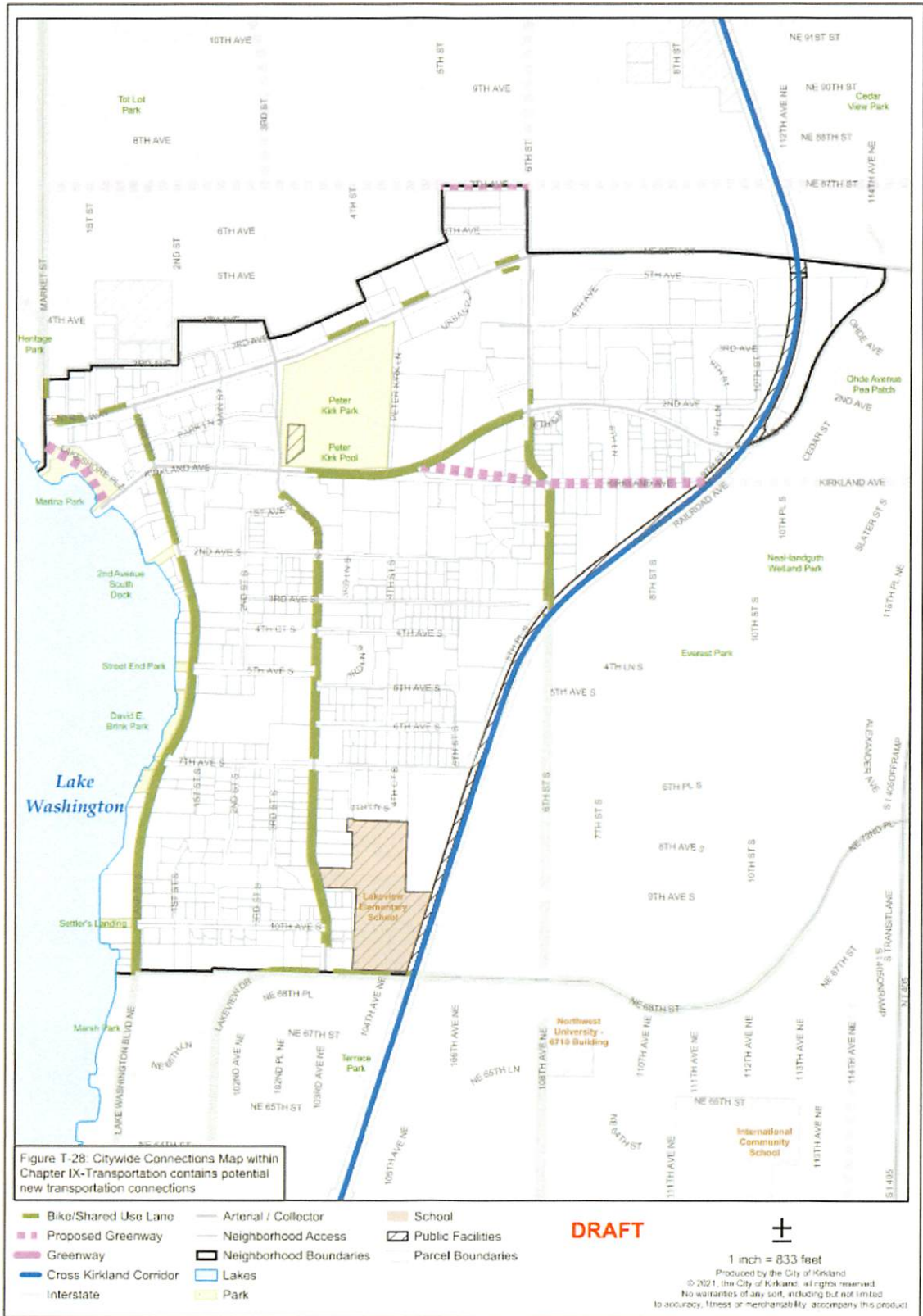


Figure MB-8: Moss Bay Bicycle System

7. Open Space/Parks

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.



Figure MB-9: Lakeshore Plaza at Marina Park Concept Sketch

Policy MB-33: Explore the construction of a large public plaza west of buildings on Lake Street to enhance the Downtown's lakefront setting and provide much needed open space while not reducing existing parking supply and increasing usable green space.

The Lakeshore Plaza shown in Figure MB-9 envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

Policy MB-34: Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for all community members such as the installation of permanent street furniture.

Policy MB-35: Enhance parks in the Moss bay neighborhood consistent with the provisions in the City's PROS plan.

All planning efforts regarding parks in Kirkland are done through the outreach and update of the City's PROS plan and participation should be encouraged during public outreach to better serve the community.

Policy MB-36: Public facilities at parks should continue to expand opportunities for the entire community, including the installation of permanent street furniture, interactive amenities, and programming.

Updating physical features and the user within the park is something that keeps the park fresh, vibrant and encourages more usage and enjoyment by the community.

Policy MB-37: Consider developing a Marina expansion plan to promote economic development and tourism in the downtown area.

The redevelopment of the marina at Marina Park could support the local businesses by expanding it to accept larger boats and more slips. Any redevelopment should be designed and operated in an environmentally responsible manner that adds jobs and revenue while not adding a burden to the parking supply or congestion in downtown.



Policy MB-38: Explore the redevelopment of Peter Kirk Park and surrounding city-owned facilities into a major regional recreational facility to increase access and opportunity for the entire community.

A new regional recreational facility could address a need in the community for year-round indoor pools and meeting space, new fields and courts along with supporting

parking facilities. In addition to meeting community need, a redevelopment plan could also be a catalyst for additional economic development opportunities.

Policy MB-39: Promote non-motorized watercraft usage along Lake Washington, with a node in Downtown.

Encouraging water-oriented retail services, launching facilities, and wayfinding signage can help and attract new business that support ecologically-friendly use of Moss Bay's waterfront setting and promote tourist opportunities that benefit the neighborhood's economy.

XV.E. Everest Neighborhood Plan Draft #4 For Final Adoption-11/28/2021

City of Kirkland Land Acknowledgement

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

1. Overview

The Everest Neighborhood is bounded by I-405 freeway on the east, the Cross Kirkland Corridor (CKC) on the west, Central Way on the north and the Houghton Everest Neighborhood Center commercial district to the south along NE 68th Street. Westerly views of the mountains and Lake Washington are visible from the eastern hillside. The neighborhood is geographically compact, centrally located and has a bit of everything from parks, residential, retail shopping and industrial uses.

2. Vision Statement

The following vision statement reflects how community members envision the Everest Neighborhood in the future and will work to achieve this vision using this document as a guide.

The community values the diverse population of people who live in the neighborhood and the sense of belonging. There is a sense of community and cohesiveness. Children know each other. People who are new to the community are welcomed at neighborhood gatherings. The neighborhood is maturing gracefully and is adapting to change in an inclusive way.

Everest is unique in that it is a short walk or bike ride to Downtown, the Houghton Everest Neighborhood shopping area, the Cross Kirkland Corridor (CKC), Lake Washington, and over the freeway pedestrian bridge to the Rose Hill neighborhood and Bus Rapid Transit/Stride (BRT) transit station at NE 85th Street/I-405. The CKC provides gathering places for the neighborhood as well as pedestrian and bicycle connections to other areas of the City and regional destinations via the Eastrail Corridor. Pedestrian and bicycle mobility to these destinations has improved with the addition of missing sidewalks, bike lanes and safety improvements. Mobility within the neighborhood and connectivity to other neighborhoods is improved as redevelopment of commercial and mixed-use parcels has created more through-block connections, consolidation of driveways, and intersection and pedestrian frontage improvements.

The 6th Street South corridor is one of Kirkland's major high technology employment hubs yet continues to support diverse small businesses. This economic environment and community partnerships have led to many community amenities that provide opportunities to play and socialize along the CKC. These public/private partnerships were instrumental in implementing the CKC Master Plan and have served as a template for trail-oriented development in other neighborhoods.

The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses that meet the retail and service needs of the community, housing that supports these businesses and residents of the neighborhood. Attractive streetscapes, vehicular and pedestrian through-block connections, landscaping, pedestrian amenities and building design create a true neighborhood center for Everest and other adjoining neighborhoods. In the northwest corner along Kirkland Way, professional offices provide a gateway to the neighborhood and jobs within close proximity of the bus rapid transit BRT/Stride station. In light industrial areas, manufacturing and high technology jobs exist, along with new creative businesses like breweries and wineries that have created neighborhood gathering places with accessory uses such as tasting rooms, small restaurants and retail.

New affordable housing in the neighborhood has been created through thoughtful infill options in lower-density parts of the neighborhood, and redevelopment of multifamily and mixed-use projects. The lower-density residential areas now provide more housing choices for various income levels with a variety of detached houses, duplexes, triplexes, cottages, and accessory dwelling units. Increasingly, new development is utilizing sustainable green building practices.

The mature, wooded hillside located in the southeast corner of the neighborhood that connects to Everest Park is preserved as park open space and provides a natural system of protected wetlands, streams, steep slopes and wildlife corridors, which lessens the visual and noise impacts of the freeway.

3. Historical Context

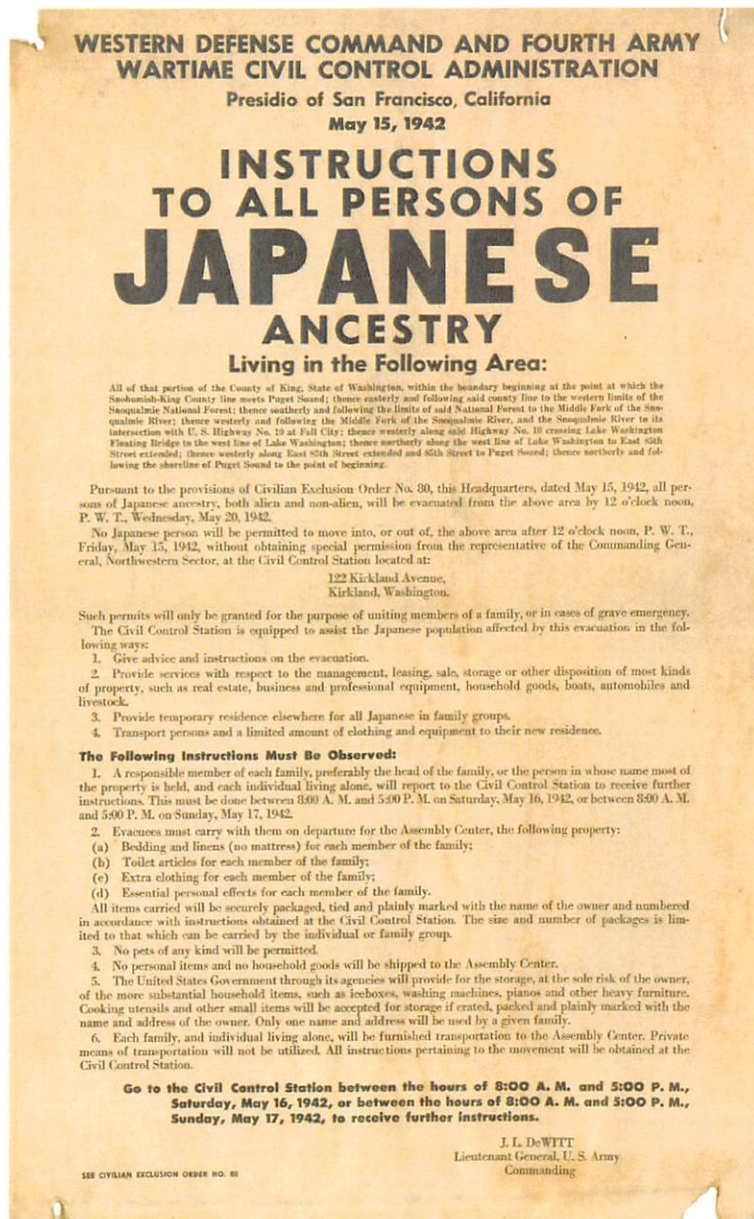
Kirkland and the Everest Neighborhood is located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter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

Before the Everest neighborhood became part of Kirkland in 1949, it served as a largely agricultural area providing fresh produce, dairy products, and eggs to Seattle residents.

The Everest neighborhood was the railroad gateway to Kirkland. In the early part of the 20th century, goods and people primarily traveled over long distances either by ferry across the lake or by rail on the Lake Washington Belt Line, later the Northern Pacific rail line, along what is now the Cross Kirkland Corridor (CKC). Kirkland's rail station was in the Everest Neighborhood, on Railroad Avenue, just south of the Rotary Central Station picnic pavilion. Vestiges of an older railroad right-of-way can be seen in the embankment in the woods directly to the east of Everest Park. This was the railroad built to serve Peter Kirk's steel mill in the late 1880s. The embankment connects to the north with what is now Slater Street, which follows the route of this first railroad.

The station was torn down in the late 1960s and was replaced by a metal building that remained into the mid-1970s before being demolished. The concrete slab for the metal building now serves as the concrete foundation for the Rotary Central Station picnic pavilion.

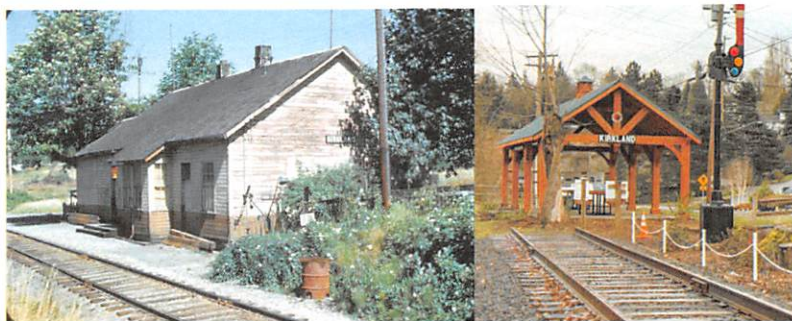
The train station's history is also a painful reminder of the forced relocation of people of Japanese heritage living along the west coast to internment camps during World War II. According to the U.S. Government War Department, Civilian Exclusion Order No. 80 dated May 15, 1942, on May 20-21, 1942, persons of Japanese ancestry living in Kirkland and other parts of the region were required to leave all their personal property and evacuate the area via boarding the train in Kirkland to relocate to inland detention camps located elsewhere in the United States (see photo of the poster documenting the government order below).



The existing Rotary Central Station building was completed in 2020 with private and public contributions and volunteers as a tribute to the City's railroad heritage and historic station location. The Rotary Central Station pavilion contains picnic tables, illustrative signage about history in Kirkland, a train signal, old rail tracks and native vegetation along the CKC. The railroad history theme continues at the Feriton Spur Park, located a short walk south of the Station building along the CKC, where an old train caboose has been repurposed for other uses.

Everest Park and the neighborhood are named after Harold P. Everest (1893-1967), former Chairman of the Journalism Department at the University of Washington, owner and publisher of the East Side Journal, and civic leader in Kirkland. In the 1940s, Everest Park was the site of a housing project, called 'Project A', built to house U.S. Government wartime emergency workers at the Lake Washington Shipyards, where Carillon Point is today. Following World War II, workers left the area as shipyard work disappeared and the housing project was torn down when the residents left. The Federal government sold the land to the City for a park for fifty percent of its true value. It is believed that a few of the houses were moved to various nearby locations. The original baseball field was completed in June of 1963. Everest Park has existed for close to 65 years undergoing several changes and continuing to evolve today.

The industrial area between the CKC and 6th Street South evolved from a heavy manufacturing area to high technology and other office uses. During World War II, a warehouse complex was built for the US Navy and the shipyard adjacent to the railroad tracks in the industrial area between 6th St South and the tracks. After the war, these buildings became headquarters for a number of manufacturing companies including the Seattle Door company. Into the 1970s, Seattle Door was Kirkland's largest employer, with several hundred workers at the site. In 2006, the old buildings were torn down and the site redeveloped into the Google office complex. Through a private/public partnership with the City and a developer, Feriton Spur Park was constructed along the CKC providing amenities for the community such as public open spaces, basketball courts, tennis courts, other recreational facilities, restroom, and a community garden.



Old train station and new Rotary Central Station picnic pavilion

Policy EV-1: Preserve features and locations that reflect the neighborhood's history and heritage.

As described above, Everest has a rich history. The Rotary pavilion, which conveys the story about the old railroad depot located along the CKC, and the sign at the railroad trestle, are great examples of what can be done to provide an amenity for the community and at the same time

tell the history of an area. At this time, there are no buildings, structures, sites or objects in the Everest neighborhood listed on the National and State Registers of Historic Places or designated by the City of Kirkland. The City should continue to periodically survey buildings in the neighborhood to identify and designate those of historic significance.

Policy EV-2: Provide markers and interpretive information at historic sites.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including helping residents and visitors understand the history of the people who lived in the area before the early pioneer settlers.

4. Natural Environment

Policy EV-3: Protect and enhance the natural environment in the Everest Neighborhood.

Environmental policies for the Everest Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Everest neighborhood is located within the Moss Bay drainage basin and contains multiple wetlands and streams (see Figures EV-1a-3). These natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures EV-1a and EV-1b identify geologically hazardous areas within the Neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas address risks and impacts associated with development.

Policy EV-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Several open streams exist in the Everest Neighborhood and continue west through the Moss Bay Neighborhood (see Figure EV-2), including Everest Creek. These streams should be preserved and maintained in their natural state or restored to a natural condition for water quality in the Moss Bay drainage basin and to provide wildlife habitat and natural open space amenities in the area.

The Neighborhood also contains several wetland areas (see Figure EV-2) that provide important water storage and surface water filtration functions, as well as providing habitat for wildlife. Many of the wetland areas are now in public ownership. City regulations ensure that activity in or near these critical areas mitigates environmental impacts associated with development.

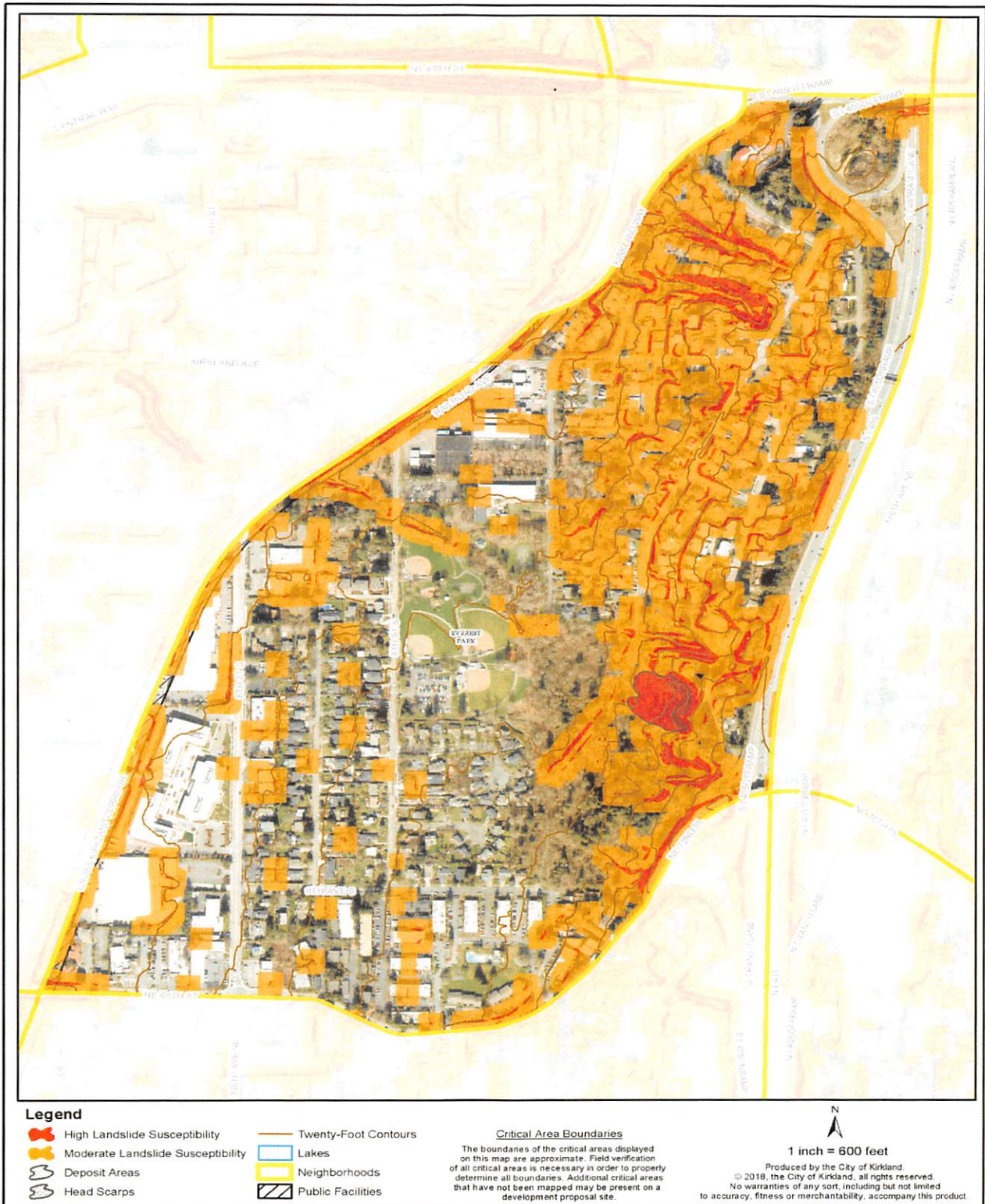


Figure EV-1a: Everest Landslide Susceptibility

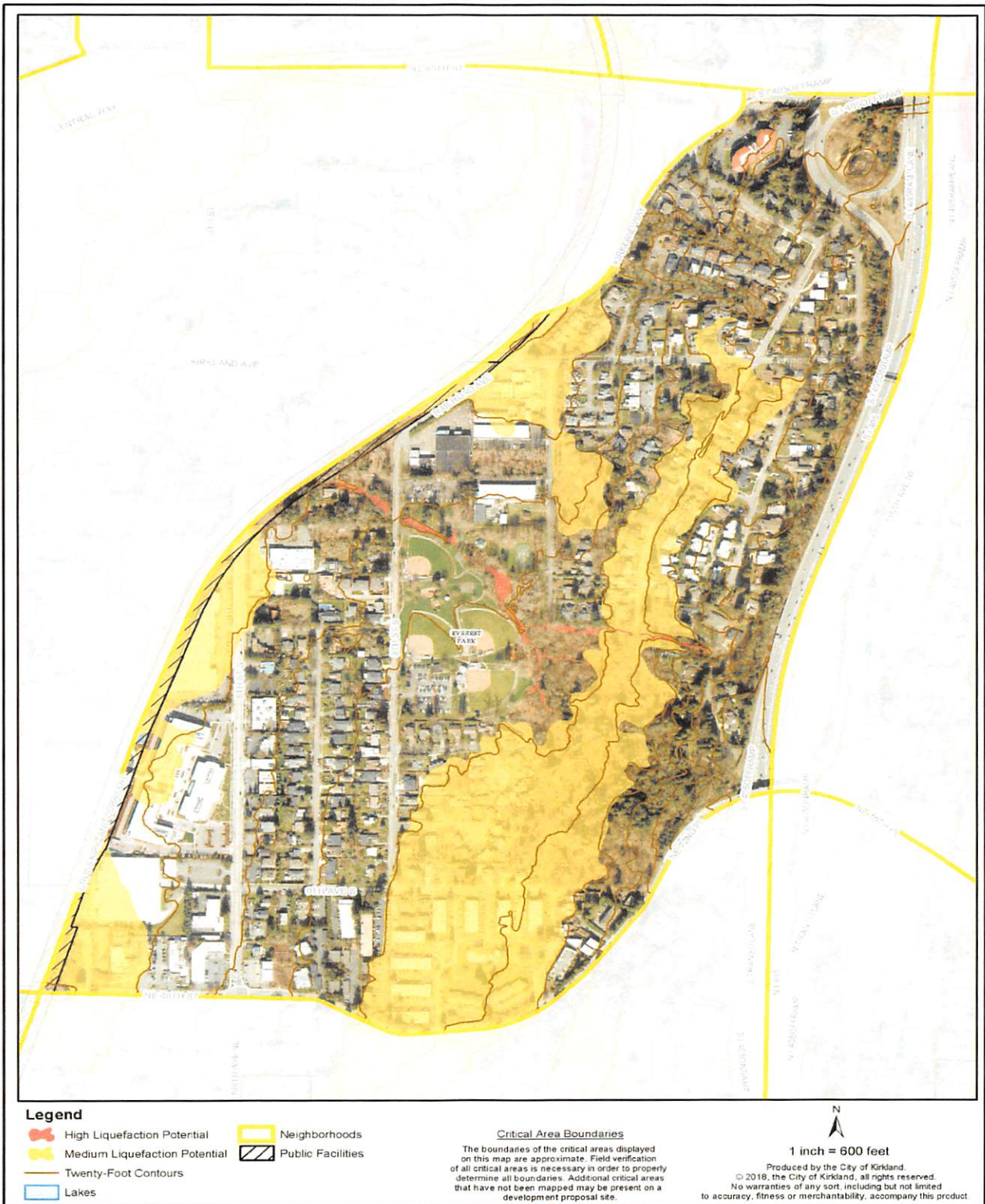




Figure EV-2: Everest Wetlands, Streams, and Lakes

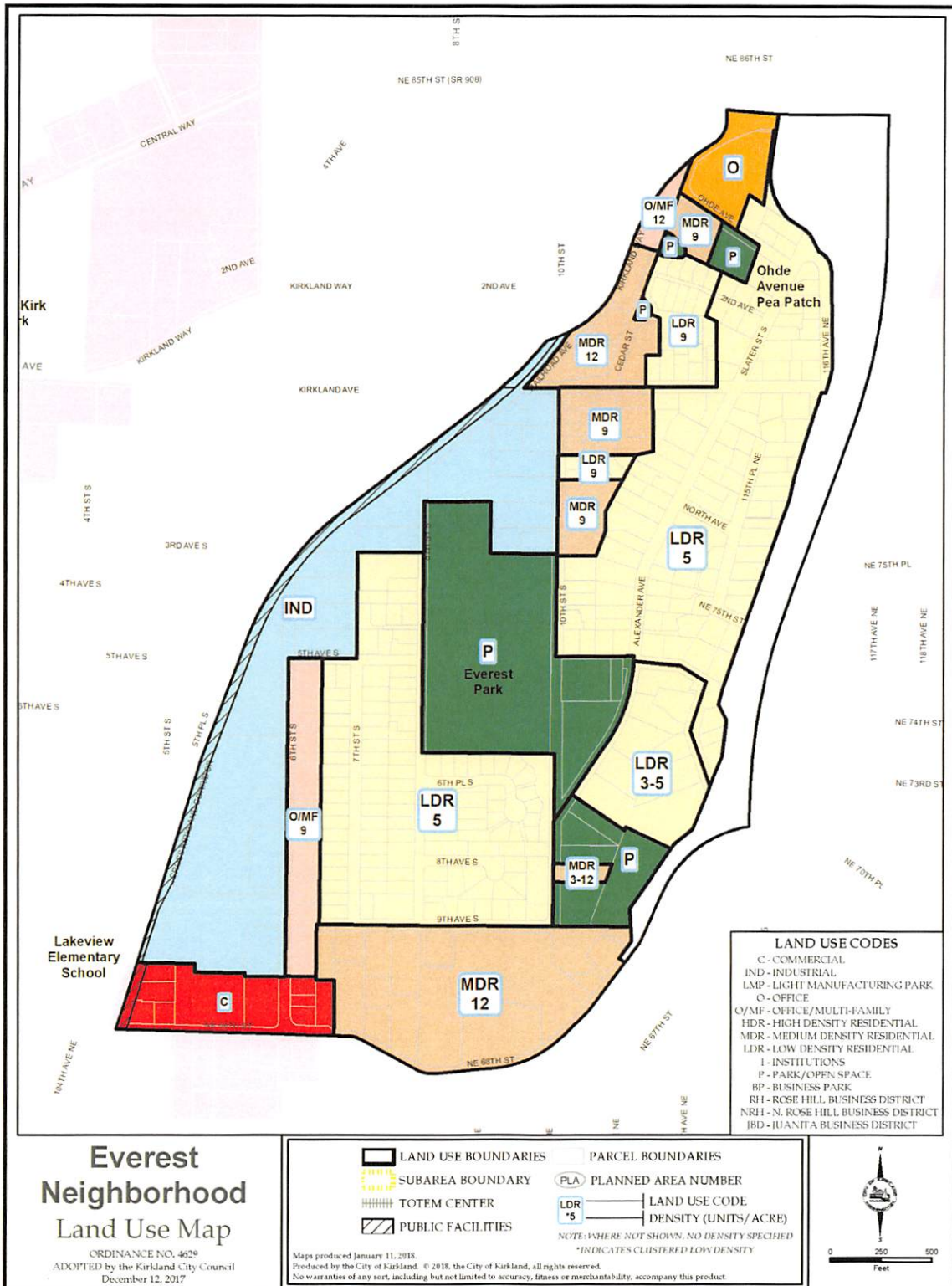


Figure EV-3: Everest Land Use

5. Land Use

The Everest Neighborhood contains a mix of low to medium density residential neighborhoods, light industrial technology, retail and office land uses. Portions of the Everest light industrial technology and office areas are located within the boundaries of the Greater Downtown Urban Center (see Land Use Element Figure LU-2).

Lower-density residential development is located in the central and eastern portions of the Everest Neighborhood, whereas higher-density residential development is concentrated toward the south and northeast. Light industrial and office development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.

Two prominent commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology corporate campus located in the industrial/office area west of 6th Street South. The Houghton Everest Neighborhood Commercial area along NE 68th Street is a major gathering place for the neighborhood.

Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to the freeway, traffic patterns, and other relevant concerns.

Residential

Policy EV-5: Lower-density residential areas may integrate a variety of smaller compact housing options over time.

Everest's lower-density residential areas contain many representatives of older housing stock from Kirkland's early years as a city. Increasingly these older, smaller homes are being replaced with newer, larger housing styles. As infill development continues throughout the neighborhood, incorporating smaller housing options for people at a more moderate cost is encouraged, such as accessory dwelling units, duplexes, triplexes, and cottages as allowed in all lower-density areas by the Zoning Code.

Policy EV-6: Lower-density residential designations on the hillside east of Everest Park, including missing middle housing types, should be maintained as shown on the Land Use and Zoning Maps.

The hillside in the eastern portion of the Everest Neighborhood contains a low-density residential land use designation. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the constraints of limited access and critical areas of geologically hazardous slopes and water courses, the eastern portion of the Everest Neighborhood should retain its low-density residential classification south of Alexander Avenue and north of Alexander Avenue and south of Everest Park. Development should be subject to critical area and tree retention regulations contained in the Zoning Code.

Policy EV-7: Medium density residential development is permitted where indicated and is not to spread further east.

Medium-density residential is appropriate as a transition and to lessen the visual impacts between lower-density residential to the east and industrial land use and CKC on the west. Other considerations for this medium-density designation are topography, irregular shaped lots, and circulation is challenging and limited.

Future multifamily development in this area should not extend further to the east than existing multifamily development (see Figure EV-3). Medium density development is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density, due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

Policy EV-8: Land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street is appropriate for medium-density development if designed to minimize impacts to slopes.

This area contains steep sloped ravine with surface water and soils susceptible to high landslides. Development should mitigate potential impacts to the ravine with geotechnical recommendations and design approaches such as coordinated layout of parcels, aggregating parcels, clustering of structures, reduced building footprints, maximizing tree and vegetation retention, and consolidation of shared vehicle and pedestrian access from Kirkland Avenue.

Policy EV-9: Medium-density development along NE 68th Street and east of 6th Street South is to be continued.

The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. This area is in close proximity to shops, services and transit. To encourage increasing affordable housing in this area, future redevelopment of multifamily uses in this area is encouraged to be built to maximum permitted densities.

Commercial

Policy EV-10: A plan for future development of the Houghton/Everest Neighborhood Center should help create a mixed- use neighborhood center that provides goods and services to the local community and should be coordinated with the Central Houghton Neighborhood.

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south side of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Houghton/Everest Neighborhood Center located on the north side of NE 68th Street is located within the Everest Neighborhood. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the Neighborhood Center may include retail, restaurants, office, service businesses and housing, with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services,

employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- Preserve and enhance neighborhood-serving retail, especially grocery stores;
- Promote a mix of complementary uses;
- Promote high quality design by establishing building, site and pedestrian design standards and guidelines;
- Foster walkable neighborhoods and increased transit service;
- Integrate affordable housing where possible;
- Create gathering places and opportunities for social interaction.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future redevelopment and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Master Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan should include the following:

- Provision for traffic mitigation as recommended in the 6th Street Corridor Transportation Study;
- Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;
- Compliance with the principles outlined above for development in this commercial area; and
- A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.

The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses, development regulations and the Design Guidelines for Pedestrian Oriented Development provide the design guidelines for future redevelopment of the HENC zones.

Policy EV-11: Promote land uses west of 6th Street South and along the Cross Kirkland Corridor that minimize neighborhood impacts and enhance the multi-use corridor.

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor (CKC) to Kirkland Avenue (see Figure EV-3). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged including small retail, eating, drinking establishments or recreational uses. See Land Use Element for Cross Kirkland Corridor Policies, and the CKC Master Plan and Zoning Code for development standards for uses adjoining the CKC.

Further development in the industrial zones, however, should be subject to the following standards in order to minimize impacts on residential uses and the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.
- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations should be oriented away from residential uses and should be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.
- (5) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Policy EV-12: Professional office and medium density residential uses permitted east of 6th Street South.

Land along the east side of 6th Street South north of the HENC area, is suitable for a variety of professional office and medium density residential uses as a transition to the low density residential area to the east and industrial-high technology area on the west side of 6th Street South. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

Policy EV-13: Provide effective transitions between lower-density residential neighborhoods and higher-density residential and commercial uses to minimize impacts between uses.

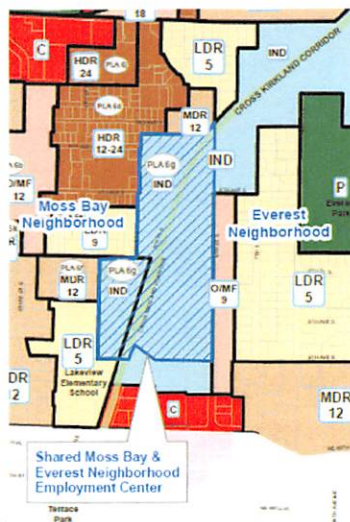
Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent lower-density residential neighborhoods using means such as landscape buffers, tree retention, high-quality design elements adequate parking, and low lighting and noise levels.

Policy EV-14: Support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT/Stride) Station.

Land use changes and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.

EV-Policy-15: For portions of the Everest Neighborhood located within the Greater Downtown Urban Center and pending Regional Center, provide housing, employment, open space amenities, and multi-modal connections that support the vision and policies of the Greater Downtown Urban Center/Regional Center.

Portions of the Everest Neighborhood are included within boundaries of the Greater Downtown Urban Center designated by King County Countywide Planning Policies. For purposes of the pending Regional Center designation by Puget Sound Regional Council, the shared Moss Bay and Everest Neighborhood employment center is a subarea that contains a large corporate technology campus that spans both the Moss Bay and Everest neighborhoods and is proposed for inclusion in the Regional Center as a way to recognize the significance of the employment and transportation needs of this subarea (see map below and Land Use Element Figure LU-2). Because of the close proximity to the Urban Center/Regional Center, the shared employment center within the Moss Bay and Everest neighborhoods can optimize employment and housing opportunities, open space and recreational amenities within walking distance, and provide multi-modal connections to and from the area via the CKC, transit, the NE 85th Street BRT/Stride Station.



6. Transportation

The circulation pattern in the Everest Neighborhood is well established, but new pedestrian and bike connections to the BRT/Stride station and CKC are needed to more sustainably connect the neighborhood to regional destinations (see Figures EV-4, EV-5, and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood.

Streets

Policy EV-16: Improve vehicular circulation patterns and proportionately distribute traffic on surrounding streets.

Vehicle traffic from larger employers and pass through traffic during commute times can result in congested streets for residents wanting to travel within or to other parts of the city. Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also Figure T-28, Citywide Connections in the Transportation Chapter for potential vehicle and pedestrian connections:

- (1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic regardless of which neighborhood it is in. (see Figure EV-4).

- (2) Kirkland Way and Cross Kirkland Corridor bridge.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. The street is too narrow for pedestrians and bicyclists to pass safely under the bridge due to the abutments. Signs and other safety measures continue to be installed to warn trucks of the low clearance. Numerous truck accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these mobility problems.

- (3) Portions of 10th Street South to remain unopened to vehicular traffic.

Critical areas are present southeast of Everest Park and therefore, 10th Street South, south of Slater Avenue South should be maintained and improved as a route for nonmotorized use.

- (4) Implement the recommendations of the 6th Street Corridor Study.

- (5) Add an east/west through block vehicle and pedestrian connection in HENC 1 when redevelopment of parcels occurs (see Land Use section above and Zoning Code) to better distribute increased traffic.

- (6) Support transportation measures that will reduce vehicle commuter or pass-through traffic through the neighborhood.

Pedestrian and Bicycle Circulation

The I-405 pedestrian overpass at the east end of Kirkland Avenue, and connecting pathways through the north part of the neighborhood, serve as important pedestrian links between the Moss Bay and Rose Hill Neighborhoods (see Figure E-5). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood to other City and regional destinations.

The major pedestrian routes by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, Kirkland Way, 116th Avenue NE, pedestrian freeway overpass, 6th Street South, and the Cross Kirkland Corridor. The majority of the neighborhood's commercial developments are located along these routes, and it is along these routes that impressions of neighborhood character are formed. These routes should continue to be maintained.

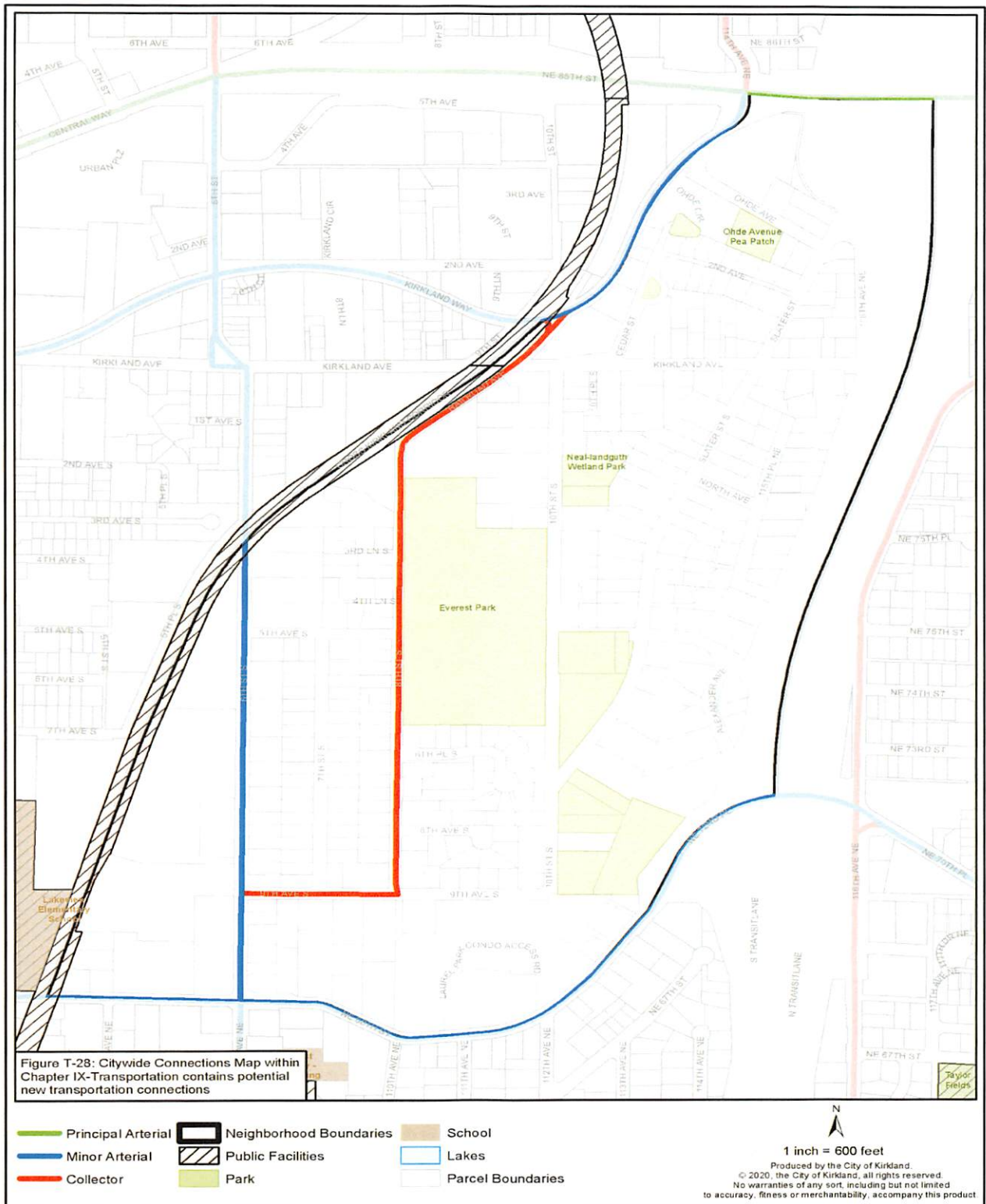
Policy EV-17: Maintain and enhance the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure EV-5, the Transportation Element, and consistent with the Transportation Master Plan and future NE 85th Street/I-405 Station Area Plan.

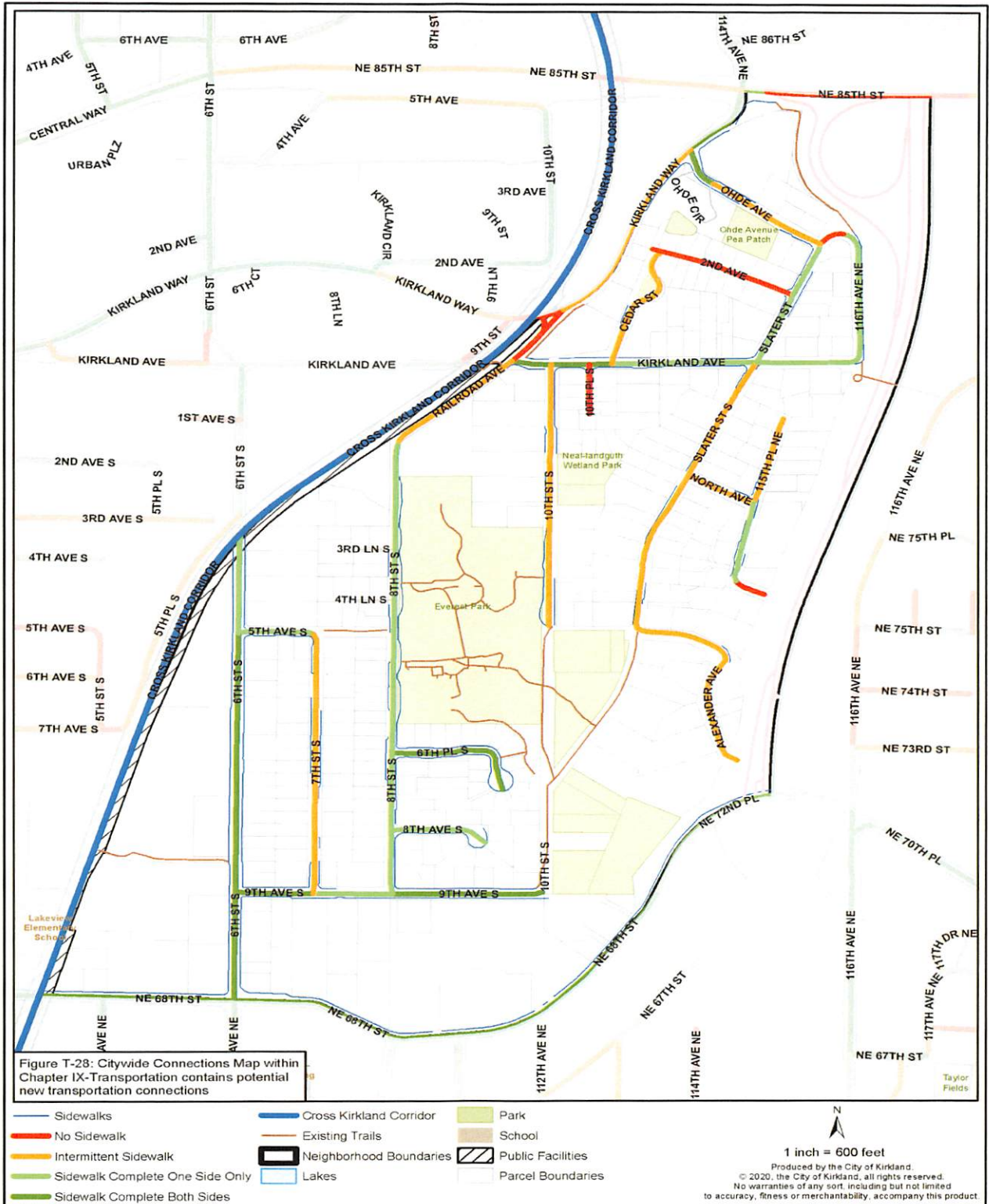
Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5, EV-6 T-28 Citywide Connections Map, T-19 Bicycle Network, and T.2.3 Greenways Map in the Transportation Element. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station and pedestrian freeway bridge.
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways that provide important pedestrian connections through the neighborhood. These pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users.
- Kirkland Way lacks sidewalks and bicycle lanes. The City should pursue funding for sidewalk and bicycle improvements along the street to improve non-motorized access to Downtown, the BRT/Stride Station, and Rose Hill.
- Portions of Kirkland Avenue have missing sections of sidewalks that impairs access to the CKC, to Downtown, and Lake Washington. Kirkland Avenue is designated as a Greenway the Transportation Element Figure T.2.3. The City should pursue funding sections of missing sidewalks and bicycle infrastructure along the street to complete the pedestrian and bicycle network to these key activity areas of the city.
- Pedestrian and bicycle access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.

Policy EV-18: Support development of the Cross Kirkland Corridor as a multi-use corridor for pedestrians and bicycles and increase access points along the corridor.

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. With development, public access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, the CKC Master Plan.





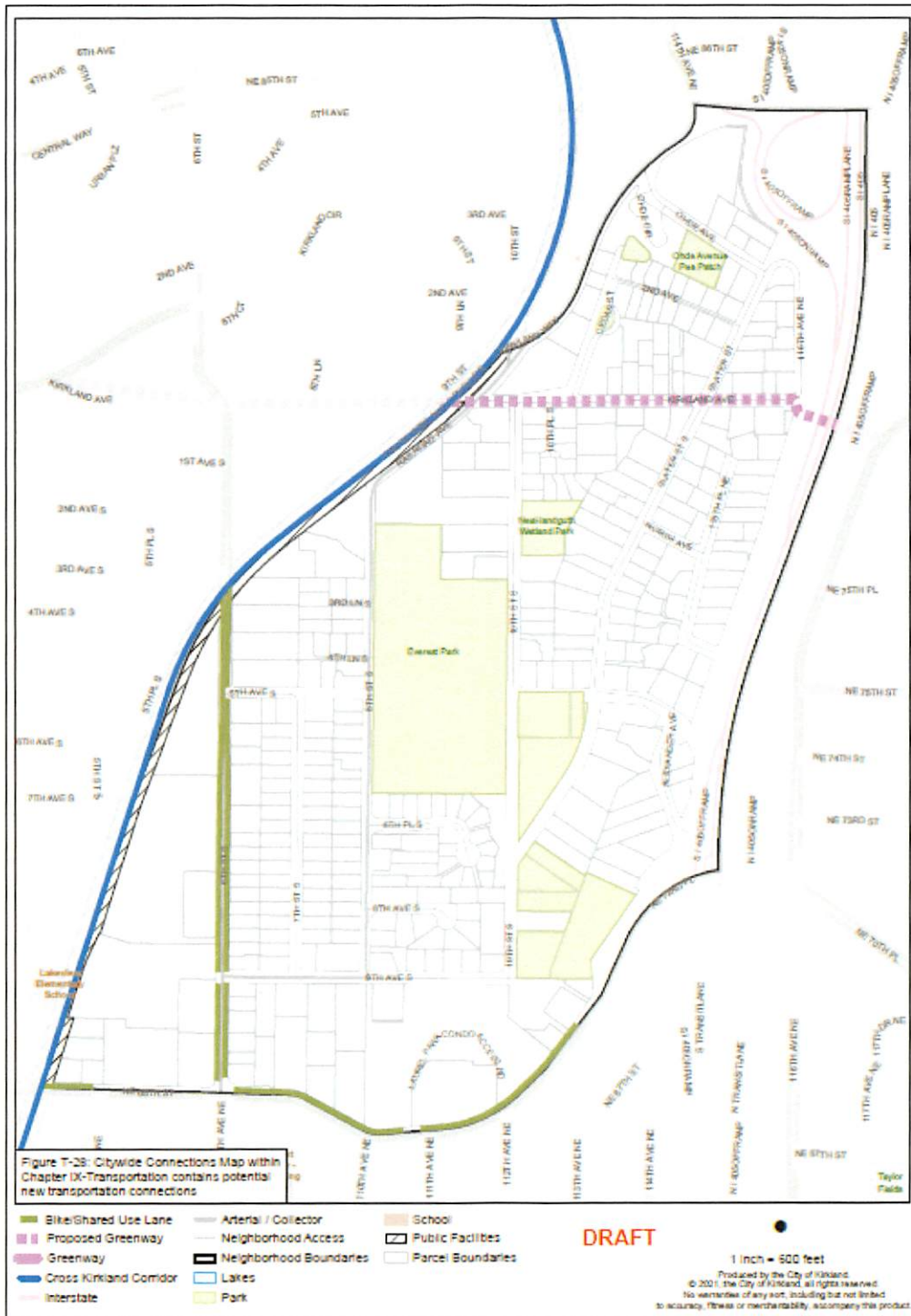


Figure E-6: Everest Bicycle System

7. Open Space/Parks

The Everest neighborhood contains several parks and open space offering opportunities for recreation, places to gather, and natural areas including Everest Park and its natural areas, Ohde Avenue Pea Patch Garden, the Rotary Central Station Pavilion and Feriton Spur Park located along the CKC. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Policy EV-19: Enhance Everest Park facilities and open space.

Everest Park is a 23-acre community park featuring community youth playfields, playground, picnicking areas, natural areas and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. The natural area in Everest Park is over 13 acres and includes wetland, forest and stream habitat. Kirkland's Green Partnership program continues to provide upland and riparian plant restoration activities as part of the ongoing stewardship program under the City of Kirkland 20 year Forest and Natural Area Restoration Plan. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figures EV-5 and EV-6.

Policy EV-20: Foster the public open space view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights of way and parks.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character and Open Space/Parks Chapter). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Examples of where these visual amenities are located are described below:

- A view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South. The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.
- The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure EV-5).
- The NE 70th Street overpass of I-405 serves as a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods from the Interstate. In addition to the pedestrian connection it provides to the eastside of I-405, the overpass provides a territorial view of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle.

Policy EV-21: Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

