

ORDINANCE NO. 3560

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481.

WHEREAS, the City Council has received from the Kirkland Planning Commission a recommendation to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated October 3, 1996, and bearing Kirkland Department of Planning and Community Development File No. IV-96-8; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on September 12, 1996, a public hearing on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation through the entire consideration process, a determination of nonsignificance (including supporting environmental documents) issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-390; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission.

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

Section 1. Text and graphics amended: The Comprehensive Plan, Ordinance 3481, is hereby amended as follows:

- A. *Figure LU-1 - Comprehensive Plan Land Use Map:* The pre-existing Figure LU-1 is hereby repealed. There is hereby adopted a new Figure LU-1 as shown in Exhibit A attached to this ordinance and by this reference incorporated herein.
- B. Text and/or graphics of the following elements are amended as set forth in Exhibit B attached to this ordinance and by this reference incorporated herein:
 - I (Introduction) Figure I-3 (City of Kirkland Neighborhoods)
 - III.D (General) (Plan Amendment)
 - IX.C (Transportation) (Transportation Goals and Policies)
 - XIII (Capital Facility) Tables
 - XIV (Implementation Strategies)

- C. *Element XV - Neighborhood Plans:* The Juanita/Par Mac/Totem Lake Neighborhood Plan will hereafter be entitled the Totem Lake Neighborhood Plan, and its text and graphics are amended as set forth in Exhibit C attached to this ordinance and by this reference incorporated herein.
- D. *Element XV - Neighborhood Plans:* The South Juanita Neighborhood Plan will hereafter be entitled the North/South Juanita Neighborhood Plan, and it is hereby amended by the addition of a new land use map for North/South Juanita, and by new text to be added after the last page of the existing Plan as set forth in Exhibit D attached to this ordinance and by this reference incorporated herein.
- E. *Element XV - Neighborhood Plans:* The Market/Norkirk/Highlands Neighborhood Plan is hereby amended by the addition of new text to be added after the last page of the existing Plan, and to read as set forth in Exhibit E attached to this ordinance and by this reference incorporated herein.
- F. *Element XV - Neighborhood Plans:* The Northshore Neighborhood Plan is hereby amended to read as set forth in Exhibit F attached to this ordinance and by this reference incorporated herein.
- G. *Element XV - Neighborhood Plans:* The North Rose Hill Neighborhood Plan is hereby amended to read as set forth in Exhibit G attached to this ordinance and by this reference incorporated herein.
- H. *Element XV - Neighborhood Plans:* The South Rose Hill Neighborhood Plan is hereby amended to read as set forth in Exhibit H attached to this ordinance and by this reference incorporated herein.
- I. *Element XV - Neighborhood Plans:* The Central Houghton Neighborhood Plan is hereby amended to read as set forth in Exhibit I attached to this ordinance and by this reference incorporated herein.
- J. *Element XV - Neighborhood Plans:* The Lakeview Neighborhood Plan is hereby amended to read as set forth in Exhibit J attached to this ordinance and by this reference incorporated herein.
- K. *Element XV - Neighborhood Plans:* The Central Neighborhood Plan is hereby amended to read as set forth in Exhibit K attached to this ordinance and by this reference incorporated herein.
- L. *Element X - Parks and Recreation:* The pre-existing Element X is hereby repealed. The City Council passed Resolution 3995 on February 6, 1996, expressing the intent to adopt text as set forth in File IV-95-84 for a Parks, Recreation, and Open Space element of the Comprehensive Plan. In turn, there is hereby created a new Element X to be entitled Parks, Recreation, and Open Space to read as set forth in Exhibit L attached to this ordinance and by this reference incorporated herein.

Section 2. 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 3. Section 4 of Ordinance 3481 is hereby amended as follows:

Section 4. Kirkland's Shoreline Master Program including KMC Chapters 24.05 and 24.06, excluding therefrom Sections 24.05.105 through 24.05.210 inclusive (SMP use regulations), is hereby adopted as a part of Kirkland's Comprehensive Plan by this reference as though fully set forth herein.

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

Section 5. Except as provided in Section 4, 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 as required by law.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 17th day of December, 1996.

SIGNED IN AUTHENTICATION THEREOF this 17th day of December, 1996.

Thomas Eddy
Mayor

Attest:

J. Money
Deputy City Clerk

Approved as to Form:

Harold Bond
City Attorney

CITY OF KIRKLAND COMPREHENSIVE LAND USE PLAN MAP

Department of Planning and Community Development

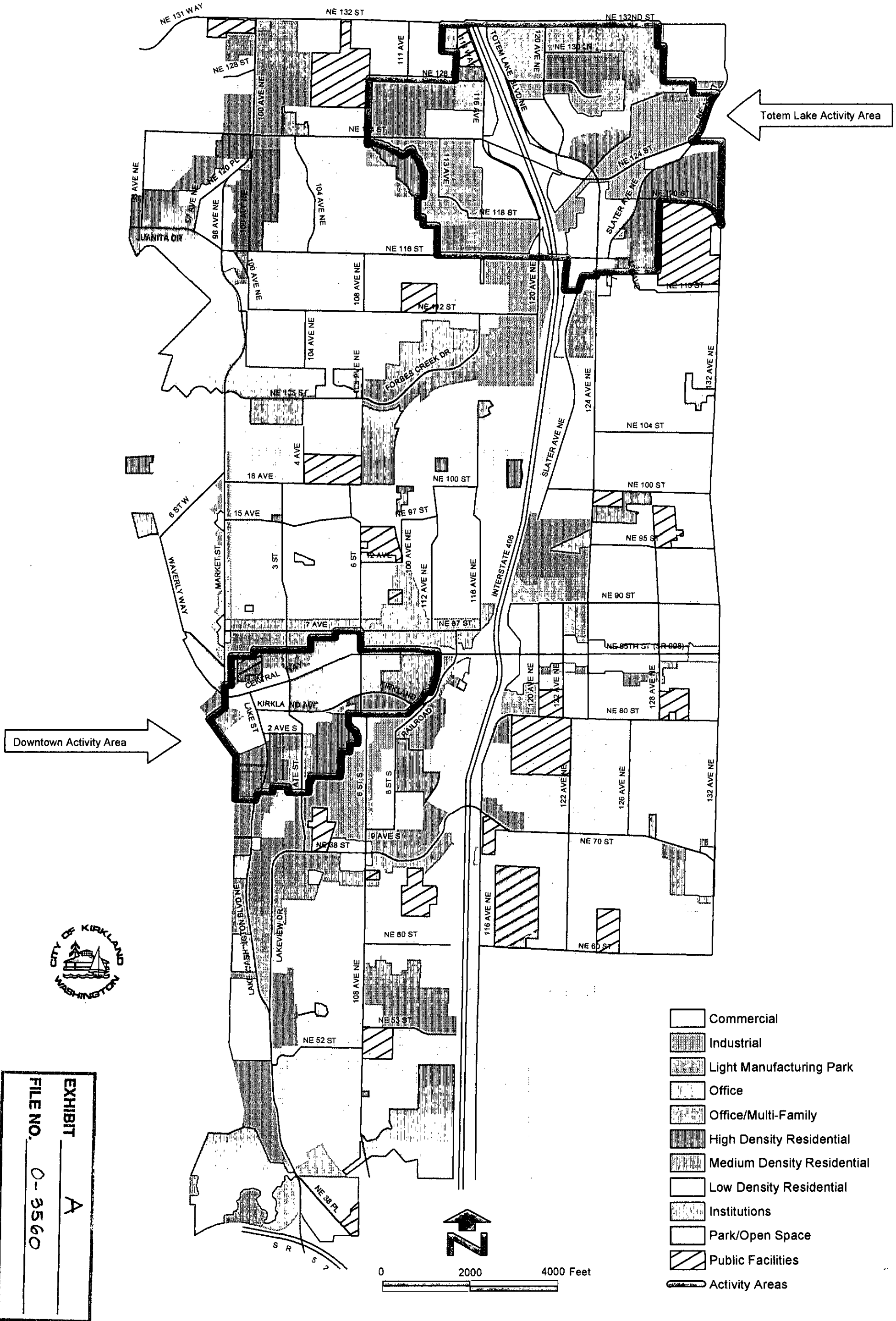


EXHIBIT A
 FILE NO. 0-3560

EXHIBIT B

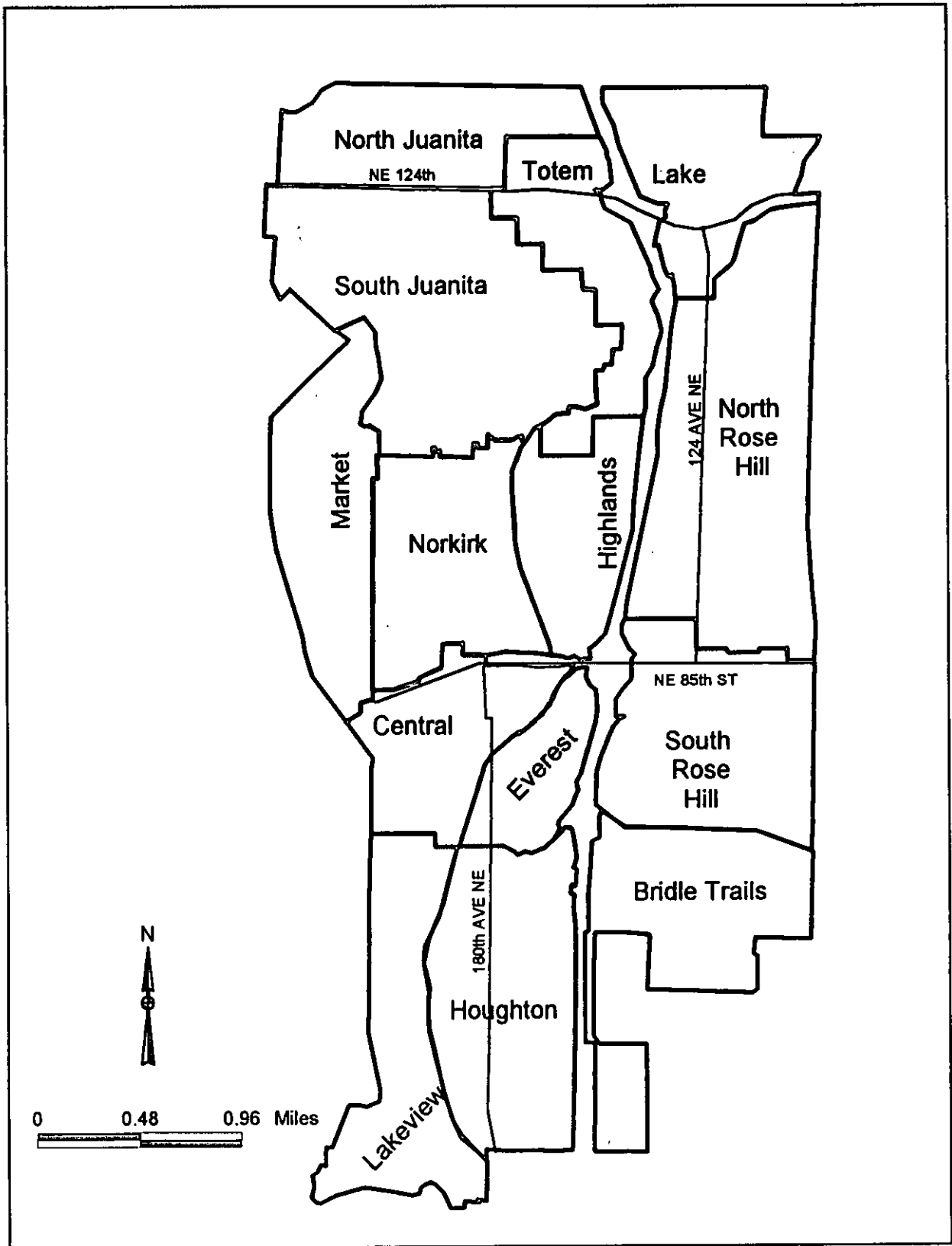


FIGURE I-3

NEIGHBORHOODS

GENERAL

Policy GP-2.4: Encourage active citizen participation in the planning and design of public facilities, particularly in affected neighborhoods, communities and business areas.

Many of the decisions on public facilities have significant issues that need to be addressed such as access, safety, environmental concerns, neighborhood character and economic impacts. In the planning and design of public facilities it is important to have a process that facilitates public involvement by all parties.

PLAN AMENDMENT

Amendment Process

The Growth Management Act specifies that the Comprehensive Plan and Land Use Plan Map can only be amended once a year except in emergencies. Section 365-195-630 of the Washington Administrative Code states that all amendments in any year be considered concurrently so that the cumulative effect of the various proposals can be ascertained. The intent of this requirement is to ensure that piecemeal or individual amendments do not erode the integrity of the plan and are integrated and consistent with the balance of the Plan. Amendments are initiated in three ways: by the City; as a result of amendments of the Growth Management Act or the Countywide Planning Policies; or by individual request.

A subsequent phase of plan amendments should include the optional plan elements. The City will also need to review and assess its level of service standards for capital facilities annually. This should take place in the spring of each calendar year prior to adopting the Capital Improvement Program. Private requests for general amendments, or amendments in conjunction with zoning permits, will need to be incorporated into the plan amendment process.

A formal application process to amend the plan within the requirements of the Growth Management Act needs to be established. This process will include opportunities for public involvement and citizen participation. The Kirkland Planning Commission is the City's citizen representative body that is responsible for conducting the public hearing process and transmitting a recommendation to the City Council. The general process is described below.

A procedure for amending the plan should be developed. Neighborhood plan updates or other recommended plan amendments would be identified by City staff (City-initiated amendments). Amendments related to capital facilities or level of service standards will also be initiated by the City and would need to be coordinated with the annual Capital Improvement Program.

The amendment process should also provide for citizen-initiated requests. Generally these will be requests to amend the land use map. A time frame for these type of requests should be established with a defined date for submittal in order to be processed in the next round of plan amendments. The application should include the nature of the request and the type of information needed to properly review the request.

The Planning ~~Commission~~ Department prepares a recommendation to the City Council for a threshold review of each amendment. Following the review the City Council may decide that:

- ◆ The proposal does not have merit and shall not be given further consideration; or
- ◆ The proposal has merit and shall be considered by the Planning Commission at a public hearing; or
- ◆ The proposal has merit but should be incorporated into another plan amendment proposal or scheduled for a subsequent amendment phase.

TRANSPORTATION

Policy T-1.2. Mitigate adverse impacts of transportation systems and facilities on neighborhoods.

Transportation systems and facilities can have adverse impacts on neighborhoods such as:

- ◆ Safety problems due to speeding vehicles and increasing traffic volumes;
- ◆ Increased traffic resulting from drivers seeking alternate routes to congested arterials; and/or
- ◆ Air and noise pollution.

A combination of the following techniques should be used to avoid these impacts or mitigate them when avoidance is not possible:

- ◆ Developing and implementing street design standards which are appropriate for the neighborhood;
- ◆ Creating an interconnected system of streets to distribute the traffic load and lessen the burden on any given street;
- ◆ Avoiding connections through residential neighborhoods when they will create new routes for commercial/industrial traffic or bypass routes for I-405; and/or
- ◆ Continued use of the Neighborhood Traffic Control Program to address safety, speed and/or volume issues.

Policy T-1.3. Establish a street system that promotes and maintains the integrity of neighborhoods.

The street system is more than a circulation route, it is a major land use that exerts a strong influence on neighborhood integrity. Too often, this influence is seen as disruptive and intrusive. The street system can, however, be a strong positive force in

promoting neighborhood integrity. As an example, streets can:

- ◆ Provide informal meeting and recreation opportunities;
- ◆ Allow for local and internal circulation;
- ◆ Contribute to a sense of safety and security; and
- ◆ Provide for urban greenery and take advantage of opportunities for scenic views.

To promote neighborhood integrity, streets should be classified, designed and developed in a manner that recognizes and respects the surrounding neighborhood.

Policy T-1.4. Ensure that there is sufficient right-of-way to maintain a complete transportation system. Require dedication of property when necessary to comply with this plan.

There are instances when the City will need to require dedication of property to the City for transportation purposes such as streets, sidewalks, or bicycle lanes. The City may also relinquish its interest in streets through a street vacation. Once a vacation is approved by the City Council, the property ownership reverts back to the abutting property owners. When considering street vacations, the City needs to carefully evaluate the long term impact of the vacation on the entire transportation system.

INCREASING TRAVEL OPTIONS

Kirkland's vision for transportation promotes the movement of people throughout the City and region by expanding opportunities to use transit, ridesharing and nonmotorized facilities. Increased use of alternatives to the single-occupant vehicle can break the cycle of demand for wider streets while maintaining a high level of accessibility to all areas of the City. Alternate modes of travel reduce

TRANSPORTATION

energy consumption, air pollution, and noise levels. By encouraging high-occupancy vehicles and other modes of travel, the City may be able to save the capital expense of road construction and maintenance and enhance the environment. For these reasons, the City should pursue all possible alternatives to the single-occupant vehicle.

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

Policy T-2.1. Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations and routes.

Safety and convenient access are important considerations when prioritizing nonmotorized projects. Currently, there are places in Kirkland which are unsafe or difficult to access by foot or bicycle. Similarly, there are incomplete regional connections in our existing nonmotorized system.

Policy T-2.2. Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.

Cul-de-sacs and dead end roads are a common cause of incomplete pedestrian and bicycle networks. Nonmotorized connections between cul-de-sac bulbs or to nearby destinations which currently cannot be reached on foot or by bicycle should be a priority when planning the nonmotorized system.

Beyond these connections, however, the City must work to create an overall nonmotorized system that gives people a convenient option to driving.

Policy T-2.3. Increase the safety of the nonmotorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance.

Safety considerations should be paramount when planning pedestrian and bicycle routes.

Policy T-2.4. Design streets with features that encourage walking and bicycling.

To promote the nonmotorized system and alternative modes to the single-occupant vehicle, future streets should include pedestrian and bicycle facilities.

Policy T-2.5. Maintain a Nonmotorized Transportation Plan that is consistent with the policy direction of this plan, lays out criteria for prioritizing projects, designates specific City rights-of-way and corridors for improved pedestrian and bicycle circulation, and sets design standards for nonmotorized facilities.

The NTP is a functional plan which provides a detailed examination of the existing pedestrian and bicycle system, criteria for improvement, and suggested improvements. The Transportation Element lays the fundamental policy basis for the NTP.

Although the NTP and the Transportation Element were developed separately, the current NTP is consistent with the general policy direction of the Transportation Element. The NTP will need to be updated regularly to incorporate new and better standards for facilities and to reprioritize routes to be built.

Goal T-3. Work to establish and promote a transit and ridesharing system that provides viable alternatives to the single-occupant vehicle.

Policy T-3.1. Design transit facilities (stations, centers, park and rides, shelters, etc.) to be easily accessible by other modes of transportation, accessible to those with disabilities, and appealing to pedestrians.

TRANSPORTATION

Policy T-8.7. Strive to meet federal and state air quality standards.

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

CAPITAL FACILITIES

Table CF-10
Capital Facilities Plan: Transportation Projects

FUNDING PER CURRENT COMPREHENSIVE PLAN

SOURCES OF FUNDS

Revenue Type	Revenue Source	1997	1998	1999	2000	2001	2002	Six-Year Total
Local	Gas Tax	325,000	325,000	325,000	325,000	325,000	325,000	1,950,000
Local	Vehicle License Fee	325,000	325,000	325,000	325,000	325,000	325,000	1,950,000
Local	Sales Tax	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000
Local	Real Estate Excise Tax	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
Local	Bond Issue							
Local	Impact Fees							
External	ISTEA	3,186,000	121,000					577,000
External	UATA	93,000	76,000	756,000				925,000
External	TIA							
External	Other Agencies	158,000	322,000					430,000
External	CPSPTA	107,000						107,000
External	PPP	22,000						22,000
Total Sources		5,616,000	2,569,000	2,806,000	2,050,000	2,050,000	2,050,000	17,141,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	1997	1998	1999	2000	2001	2002	Six-Year Total
ST 0006	Annual Street Overlay Program	850,000	850,000	850,000	850,000	850,000	850,000	5,100,000
ST 0030*	Roadway Improvements - Juanita Drive	155,000	127,000	1,259,000				1,541,000
ST 0053	NE 68th Street Corridor Improvements	309,000						309,000
ST 0054	Seismic Upgrades - Central Way Bridge	55,000						55,000
NM 0002	Sidewalk - Kirkland Ave.						332,000	332,000
NM 0006*	Sidewalk - 128th Ave. NE	566,000						566,000
NM 0012	Crosswalk Upgrades			50,000			50,000	100,000
NM 0015	Sidewalk - 97th Ave. NE/NE 120th Pl.	50,000						50,000
NM 0016	ADA Bus Zone Improvements	150,000						120,000
NM 0018	Market/State Street Bike Lanes	50,000						50,000
NM 0019	Slater Ave. NE Sidewalk		310,000					310,000
NM 0020	132nd Ave. NE/NE 120th St. Bike Lanes			205,000	643,000			848,000
NM 0021	Sidewalk - 111th Pl. NE						95,000	95,000
NM 0022	98th Ave. NE Bicycle Connection			132,000				132,000
TR 0047*	Signalization - 98th Ave. NE/ NE 120th Pl.	169,000						169,000
TR 0052	Intersection Improv. - 116th Way NE/NE 132nd St.	157,000	493,000					650,000
TR 0057	NE 124th St HOV Que By-Pass					195,000		195,000
TR 0051	Signal Improv. - 100th Ave/NE 124th St	70,000						70,000
NM-0023	NE 128th St Overpass			1,100,000				1,100,000
NM 0009	NE 100th St Overpass	200,000	877,000					1,077,000
NM 0003	NE 95th St Sidewalk					416,000		416,000
NM-0024	BNRR Bicycle/Pedestrian Trail					120,000	380,000	500,000
NM 0010	NE 100th St Sidewalk						212,000	212,000
NM-0029	1997 Wheelchair Ramps	50,000						50,000
TR-0058	NE 124th St Intelligent Trnsp Mngmnt System (ITMS)	2,730,000	200,000					2,930,000
TR 0004	3rd St/Kirkland Ave Signal						173,000	173,000
NM-0026	NE 90th St Sidewalk					312,000		312,000
Total Funded Transportation Projects		5,561,000	2,857,000	3,596,000	1,493,000	1,893,000	2,092,000	17,462,000
SURPLUS/(DEFICIT) of Resources		55,000	(288,000)	(790,000)	557,000	157,000	(42,000)	(321,000)

* = Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail)

CAPITAL FACILITIES

Table CF-11
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	1997	1998	1999	2000	2001	2002	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	700,000	700,000	700,000	700,000	700,000	700,000	4,200,000
Local	Connection Charges	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Local	Revenue Bonds (Rates)	1,356,000						1,356,000
External	Public Works Trust Fund Loan	890,000						890,000
Total Sources		3,446,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	9,446,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	1997	1998	1999	2000	2001	2002	Six-Year Total
WA 0005*	Water Main Replace - 100th Ave. NE/NE 110th St.		300,000					300,000
WA 0021*	Water Main Replacement - 18th Ave.		349,000					349,000
WA 0023	Water Main Replacement - 8th Ave. W					200,000		200,000
WA-0028*	Water Main & PRV Replacement - Market St.	975,000						975,000
WA 0030	Water Main Replacement - 10th Ave. S	188,000						188,000
WA 0032*	New Water Main - 5th Ave. W	355,000						355,000
WA 0036*	New Water Line Feed - NE 53rd St.		410,000					410,000
WA 0038	New Water Main - 4th St.			70,000				70,000
WA 0042*	Water Main Replacement - 17th Ave. W	235,000						235,000
WA 0043*	Water Main Replacement - 16th Ave. W					295,000		295,000
WA 0044	Water Main & PRV Replacement - 14th Ave. W				397,000			397,000
WA 0045*	Water Main Replacement - 20th Ave. W					220,000		220,000
WA 0047*	Water Main Replacement - 18th Ave. W	266,000						266,000
SS 0026*	Sewer Line Replacement - Waverly Way					114,000	719,000	833,000
SS 0027*	Sewer Line Replacement - Lakesfront		255,000	817,000				1,072,000
SS 0043*	Lift Station Replacement - Lakeshore Plaza	1,271,000						1,271,000
SS 0045*	Sewer Line Replacement - Central Way (West)				497,000			497,000
SS 0047*	Lift Station Improv/Force Main Reroute - Juanita		218,000					218,000
SS 0049*	Sewer Line Replacement - Lake Ave. W (South)			551,000				551,000
SS 0051*	Sewer Line Replacement - 6th St. S					241,000		241,000
SS 0053*	Lift Station Replacement - Waverly Beach Park				274,000			274,000
Total Funded Utility Projects		3,290,000	1,532,000	1,438,000	1,168,000	1,070,000	719,000	9,217,000
SURPLUS/(DEFICIT) of Resources		156,000	(332,000)	(238,000)	32,000	130,000	481,000	229,000

* = Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail)

CAPITAL FACILITIES

Table CF-12
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	1997	1998	1999	2000	2001	2002	Six-Year Total
Local	Real Estate Excise Tax	400,000	400,000	400,000	400,000	400,000	400,000	2,400,000
Local	Unlimited General Obligation Bonds				5,011,000			5,011,000
Local	Fee-In-Lieu	13,500	13,500	13,500	13,500	13,500	13,500	81,000
State	Grants		600,000					600,000
Total Sources		413,500	1,013,500	413,500	5,424,500	413,500	413,500	8,092,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	1997	1998	1999	2000	2001	2002	Six-Year Total
PK 0006*	Waterfront Parks Shoreline Restoration						67,000	67,000
PK 0017*	Peter Kirk Pool Renovation	281,000						281,000
PK 0043A*	Forbes Valley Trail Development			91,000	64,000			155,000
PK 0049	Open Space and Park Land Acquisition Grant Match Program	100,000						100,000
PK 0065*	David E. Brink Park Shoreline Restoration					18,000	91,000	109,000
PK 0066*	Park Play Area Enhancements		80,000	100,000	100,000			280,000
PK 0067A*	Neighborhood Park Acquisition Program	119,000	320,000	209,000	236,000	322,000		1,206,000
PK 0073	Crestwoods Park Fields Renovation						244,000	244,000
Total Funded Parks Projects		500,000	400,000	400,000	400,000	340,000	402,000	2,442,000

Bond Projects

Project Number	Project Title	1997	1998	1999	2000	2001	2002	Six-Year Total
PK0043	Forbes Valley Trail Development				35,000	375,000		410,000
PK0017	Forbes Lake Park				900,000			900,000
PK0018	North Rose Hill Phased Land Development		700,000					700,000
PK0043	Waverly Site Development				97,000	1,304,000		1,401,000
PK0052	Community Center Addition				1,200,000			1,200,000
PK0072	All-Weather Soccer Field				400,000			400,000
Total Bond Park Projects		0	700,000	0	2,632,000	1,679,000	0	5,011,000
SURPLUS/(DEFICIT) of Resources		(86,500)	(86,500)	13,500	2,392,500	(1,605,500)	11,500	639,000

* = Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail)

CAPITAL FACILITIES

Table CF-13
Capital Facilities Plan: Fire and Building Department Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	1997	1998	1999	2000	2001	2002	Six-Year Total
Local	Unlimited General Obligation Bonds	1,019,710						1,019,710
	Reserves	205,616						205,616
<i>Total Sources</i>		1,225,326						1,225,326

USES OF FUNDS

Funded Projects

Project Number	Project Title	1997	1998	1999	2000	2001	2002	Six-Year Total
PS 0021	Market Street Fire Station	1,225,326						1,225,326
<i>Total Funded Parks Projects</i>		1,225,326						1,225,326
<i>SURPLUS/(DEFICIT) of Resources</i>		0						0

IMPLEMENTATION STRATEGIES

TASK	PRIORITY
TRANSPORTATION ELEMENT	
<u>Projects</u>	
<p>T.1. Undertake transportation studies to identify measures which will further promote a multimodal transportation system. Amend the Transportation Element as appropriate. Studies should address:</p> <ul style="list-style-type: none"> ◆ Alternative approaches for transportation levels of service (coordinate with studies being conducted by the Department of Transportation); ◆ Methods to improve arterial mobility for buses and other high occupancy vehicles; ◆ Improved local transit service. (Prepare a Transit Service Plan in cooperation with the King County Department of Metropolitan Services); ◆ Incorporation of a 20-year transportation projects list within the Transportation Element and methods to annually reevaluate projects; ◆ Truck freight mobility; ◆ Transportation system management measures. 	<p>*</p> <p>*</p> <p>*</p> <p>*</p>
T.2. Review and revise the Nonmotorized Transportation Plan.	
T.3. Revise road development standards.	*
T.4. Undertake a study of parking requirements, charges, and programs. Amend development regulations or program operations as appropriate.	
T.5. Establish standards for new development to promote non-SOV transportation modes; and amend the Zoning Code as appropriate.	**
T.6. Develop a comprehensive street tree plan.	
<p>T.7. Develop a system for monitoring:</p> <ul style="list-style-type: none"> ◆ Traffic movement; ◆ Transportation mode splits; ◆ Levels of service. 	**
T.8. Develop transportation-related strategies to improve air quality.	
T.9. <u>Undertake a pedestrian and bicycle safety study for the NE 68th Street corridor between I-405 and State Street.</u>	
<u>Ongoing</u>	
<p>T.10. Annually update the Transportation Element of the Comprehensive Plan as appropriate to:</p> <ul style="list-style-type: none"> ◆ Revise mode split targets; ◆ Revise LOS standards; ◆ Identify transportation needs to implement the Land Use Element and update the 20-year list of transportation projects. 	

JUANITA/PAR MAC/TOTEM LAKE

EXHIBIT C

OVERVIEW

Existing conditions in the ~~Juanita/Par Mac/Totem Lake~~ area are outlined.

~~The Juanita/Par Mac/Totem Lake portion of the City contains a mix of land uses. The Totem Lake area is a rapidly expanding activity center offering major commercial facilities, a hospital/clinic complex and the potential for several large apartment developments. Kirkland's largest industrial center occupies the central portion of this neighborhood. The western half, Juanita Heights and Juanita Slough, are developed for low density residential use with significantly large open spaces. Perhaps the most significant problems for this area can be found at the point of interface between differing and sometimes incompatible land uses.~~

Policies ~~maintain open space and low density residential character and develop standards for economic development.~~

~~The emphasis of the following neighborhood policies can be separated into several major concepts. The low density residential character found in the Juanita Heights area is to be maintained. The primarily open space character of Juanity Slough is to be essentially maintained with or without limited development. Higher density and economic uses found in the Par Mac and Totem Lake areas will continue. Due to the potential impacts on natural systems, public services and residential uses, these uses will be subject to special performance standards and development procedures designed to minimize adverse impacts.~~

~~The neighborhood is divided into five areas for analysis.~~

~~To facilitate analysis, the Juanita/Par Mac/Totem Lake neighborhood has been divided into five areas: (1) the Juanita Heights area; (2) the Juanita Slough area; (3) the Par Mac area; (4) the Totem Lake area and (5) the Shoreline area. At times, smaller subdivisions are made within these five areas to isolate unique conditions (see Figure 38).~~

The attached mapping is general and should be considered a visual

In the preparation of this Plan, as part of the comprehensive Land Use Planning Project, the major emphasis has been on

0-3560

Totem Lake Area

Par Mac Area

Juanita Heights Area

Juanita Slough Area

Shoreline Area



SCALE

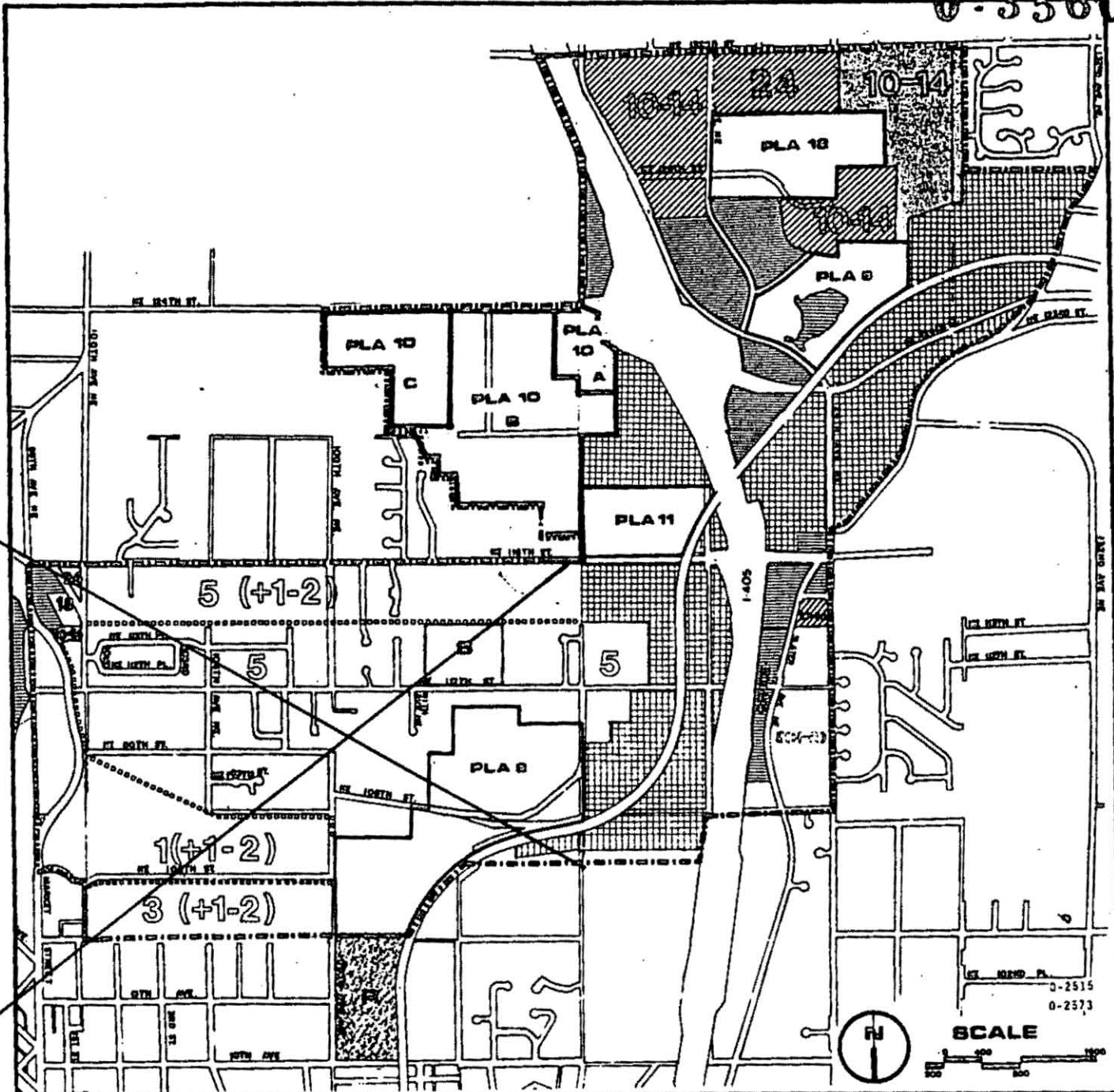


LEGEND



Neighborhood Boundary

Area Boundaries



LEGEND




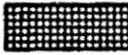
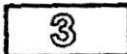
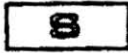



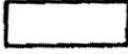
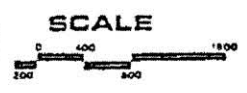
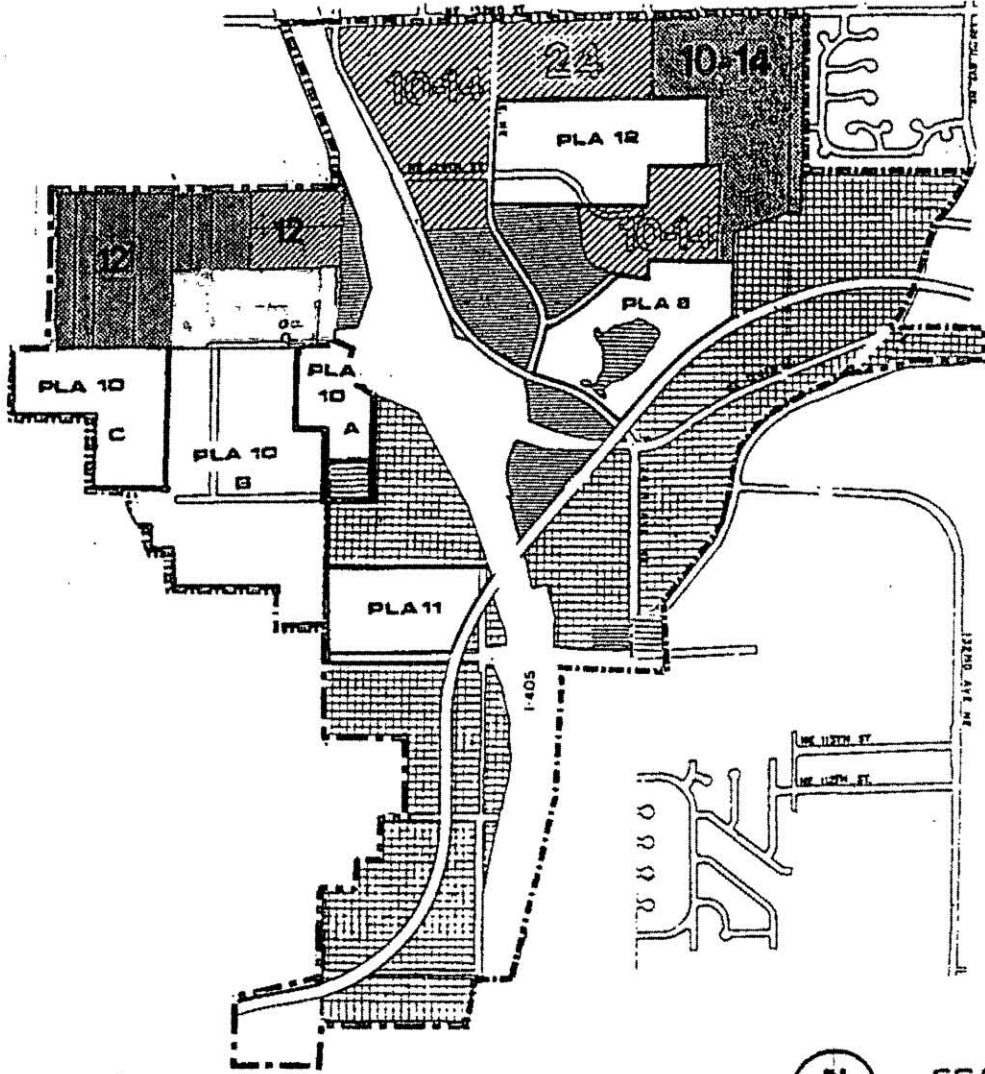
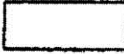


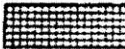
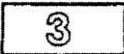
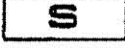


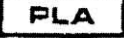

- | | | | |
|---|--|---|-----------------|
|  | Low Density Residential |  | Commercial |
|  | Medium and High Density Residential |  | Industrial |
|  | Maximum Density (in dwelling units/acre) |  | Schools |
|  | Office/Multi-Family |  | Parks |
|  | Planned Area |  | Bodies of Water |

FIGURE 39

JUANITA/PAR MAC/TOTEM LAKE LAND USE



LEGEND

- | | | | |
|---|--|---|-----------------|
|  | Low Density Residential |  | Commercial |
|  | Medium and High Density Residential |  | Industrial |
|  | Maximum Density (in dwelling units/acre) |  | Schools |
|  | Office/Multi-Family |  | Parks |
|  | Planned Area |  | Bodies of Water |

**TOTEM LAKE
LAND USE**

**FINAL NEIGHBORHOOD
PLAN MAP**

AREA A

~~JUANITA/PAR MAG/TOTEM LAKE~~
TOTEM LAKE AREA

in the siting, design and construction of residential units.

Property south of the Hospital is designated for medium density residential uses of 10 to 14 dwelling units per acre.

Property to the south of the Hospital has been designated as suitable for small office structures and residential uses up to a density of 10 to 14 dwelling units per acre. Potentially unstable slopes will require a slope stability analysis. Slopes and existing vegetation may constrain, to some extent, full development potentials. Freeway noise will also have to be dealt with in the siting, design and construction of residential units.

~~Offices and medium density residential uses are designated south of the I-405/N.E. 116th Street interchange, between Slater Avenue N.E. and 124th Avenue N.E.~~

~~(A small area of office and medium density residential uses has also been designated south of the freeway commercial area on N.E. 116th Street. Residential densities should be in the range of 10-14 dwelling units per acre. This area is conveniently located to public transit and to shopping, employment and medical facilities in the Totem Lake area (see Living Environment Policy 5c).~~

~~Further south, low density residential uses are permitted.~~

~~South and east of the economic activities and medium density residential uses in the Totem Lake area, residential uses at a density of 4-5 dwelling units per acre are appropriate. Although much of the area is undeveloped, existing development is primarily detached single family residences. Such should continue to be the primary type of development.~~

0-2627

~~Adjacent to I-405 and 124th Avenue N.E. residential uses at up to 7 dwelling units per acre are permitted subject to standards~~

~~However, the land lying adjacent to I-405, west of Slater Avenue N.E., and the land lying directly adjacent to 124th Avenue N.E. may be permitted to develop with attached units at a slightly higher density (up to 7 dwelling units per acre) subject to the following standards.~~

(Ordinance No. 2627) AUGUST 1981
(Ordinance No. 2398) JULY 1977
MAY 1977

~~JUANITA/PAR MAC/TOTEM LAKE~~
TOTEM LAKE AREA

related impacts in and around interchanges.

- (e) Development in the interchange areas will be designed to enhance these areas as entry points to the City (see Community Goals and Policies Policy 2 and Open Space/Parks Policy 2.h.).
- (f) Signing for interchange activities should not exceed signing permitted for other local activities. The State Highway Department should be encouraged to develop and install along the Interstate informative signing related to services and activity areas (see Community Goals and Policies Policy 3).
- (g) Other applicable standards relating to such developments in a freeway interchange areas (see Economic Activities Policy 5 and Policy 4).

Lands east of the I-405/NE 124th Street interchange are designated for freeway commercial use subject to standards.

On both sides of NE 124th Street, east of I-405, two areas currently zoned for light industrial activity have been redesignated for freeway oriented commercial activity. These two areas are bounded by I-405 to the west and Kingsgate Way and the Burlington Northern railroad to the east (see Figure 39). The existing industrial designations are not congruous with the present trends of commercial activity in this area. ~~In order to prevent the development of strip commercial activities east of this interchange, commercial activity is not to extend east of the railroad tracks (see Economic Activities Policy 7).~~ All development^s in these freeway commercial areas ~~are~~ to conform to the standards listed and referred to in the previous paragraph.

In limited areas east of the railroad tracks--on the east and west sides of 124th Avenue NE north of NE 116th Street, and along portions of the south side of NE 124th Street--more narrowly scoped commercial uses should be permitted.

The south side of NE 124th Street, east of the GTE site, has already developed with retail, office and service commercial uses and is no longer light industrial in character. Although a commercial land use designation is appropriate here to acknowledge the existing pattern of development, traffic impacts to NE 124th Street would be severe if high traffic generators were permitted. High traffic generators include vehicle service stations, fast food restaurants, convenience stores, grocery stores, and drive-in facilities. These types of commercial uses should be prohibited in this area.

Commercial development along NE 124th Street that has frontage on Slater Avenue NE should be designed to be compatible with residential uses to the south. Access to these commercial sites should be taken from NE 124th Street. Buildings, parking areas and outdoor storage areas should be set back from Slater Avenue NE and should be screened by extensive landscaping and/or fencing.

~~JUANITA/PAR MAG/TOTEM LAKE~~

TOTEM LAKE AREA

been previously altered from its natural state or which is so altered as a result of soils testing or watercourse rehabilitation, should be returned to its natural condition;

7. Surface water runoff should be maintained at predevelopment levels;

8. The developer should indemnify and hold harmless the City by a covenant running with the land in a form approved by the City Attorney;

0-2661

9. Vehicular access should be from south of the slope. If necessary, access may be from 132nd Ave. N.E. provided that such access is limited to one point, located as far to the south as possible.

Industrial development along Slater Avenue N.E. should demonstrate compatibility with residential development directly to the east. Uses should minimize all environmental impacts, particularly those regarding traffic, air quality, noise and aesthetics. Buildings, parking areas and outdoor storage areas should be setback from Slater Avenue N.E. and screened by extensive landscaping and/or fencing.

0-2627

~~In the southern portion of the Totem Lake Area, commercial uses have been designated on both sides of N.E. 116th Street east of I-405. Development in this area should be freeway oriented and conform to the standards listed and referenced for the southwest quadrant of~~

~~(Lands east of the I-405/N.E. 116th Street interchange are designated for freeway commercial uses subject to standards~~

APRIL 1982 (Ordinance 2661)

AUGUST 1981 (Ordinance 2627)

MAY 1977

~~JUANITA/PAR MAG/TOTEM LAKE~~**TOTEM LAKE AREA**

~~Office and medium density residential uses (10-14 dwelling units per acre have been designated south of the freeway commercial uses at the I-405/NE 116th Street interchange, between Slater Avenue NE and 124th Avenue NE. These uses provide a transition to the lower density residential uses to the south.~~

~~Offices and medium density uses are designated south of the I-405/NE 116th Street Interchange between Slater Avenue NE and 124th Avenue NE.~~

The lands to the south of the Hospital complex have been designated for small offices or medium density residential use at 10 to 14 dwelling units per acre. These uses and densities will be permitted only after adequate soil stability and geologic investigations demonstrate the compatibility of such uses with the existing potentially unstable slope (see Economic Activities Policy 3 and Policy 5). Developments requiring a reclassification of land pursuant to the designated uses illustrated in Figure 39 will be subject to a planned unit development procedure.

Lands south of Evergreen Hospital are designated for small office or medium density residential use subject to planned unit development procedures.

The lands along NE 132nd Street have been designated for office and medium density residential uses (10 to 14 dwelling units per acre). These optional uses may be desirable based on existing commitments to higher density residential uses and considering apparent needs for future medical facilities located around Evergreen Hospital. Lands immediately north of Evergreen Hospital should be developed as offices or multi-family use at a maximum density of 24 units per acre. Any uses along NE 132nd Street should be limited to a few access points on to this street so as to minimize future traffic problems. Further development standards are listed in the Living Environment section.

Office and medium density residential uses permitted along NE 132nd Street.

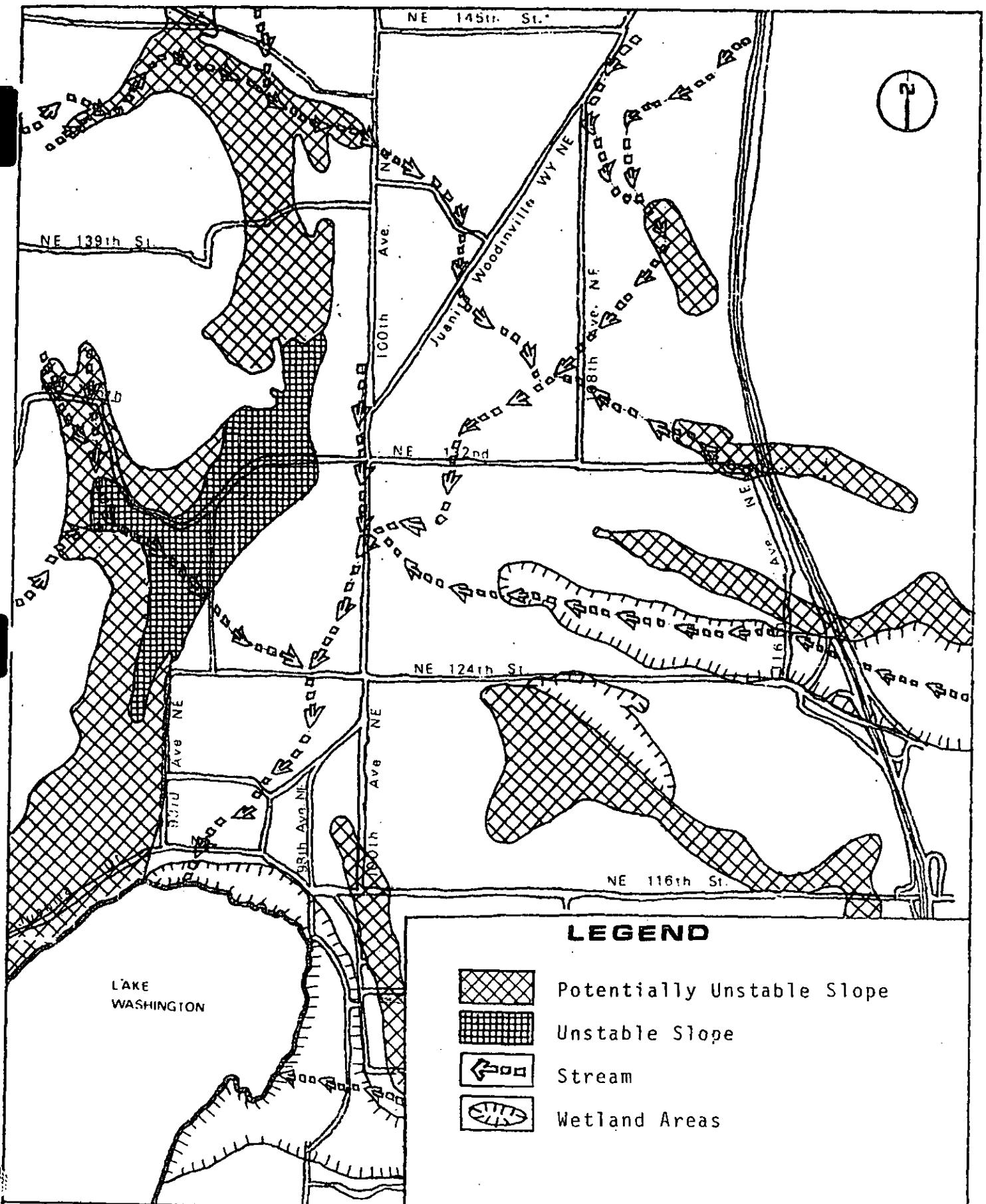
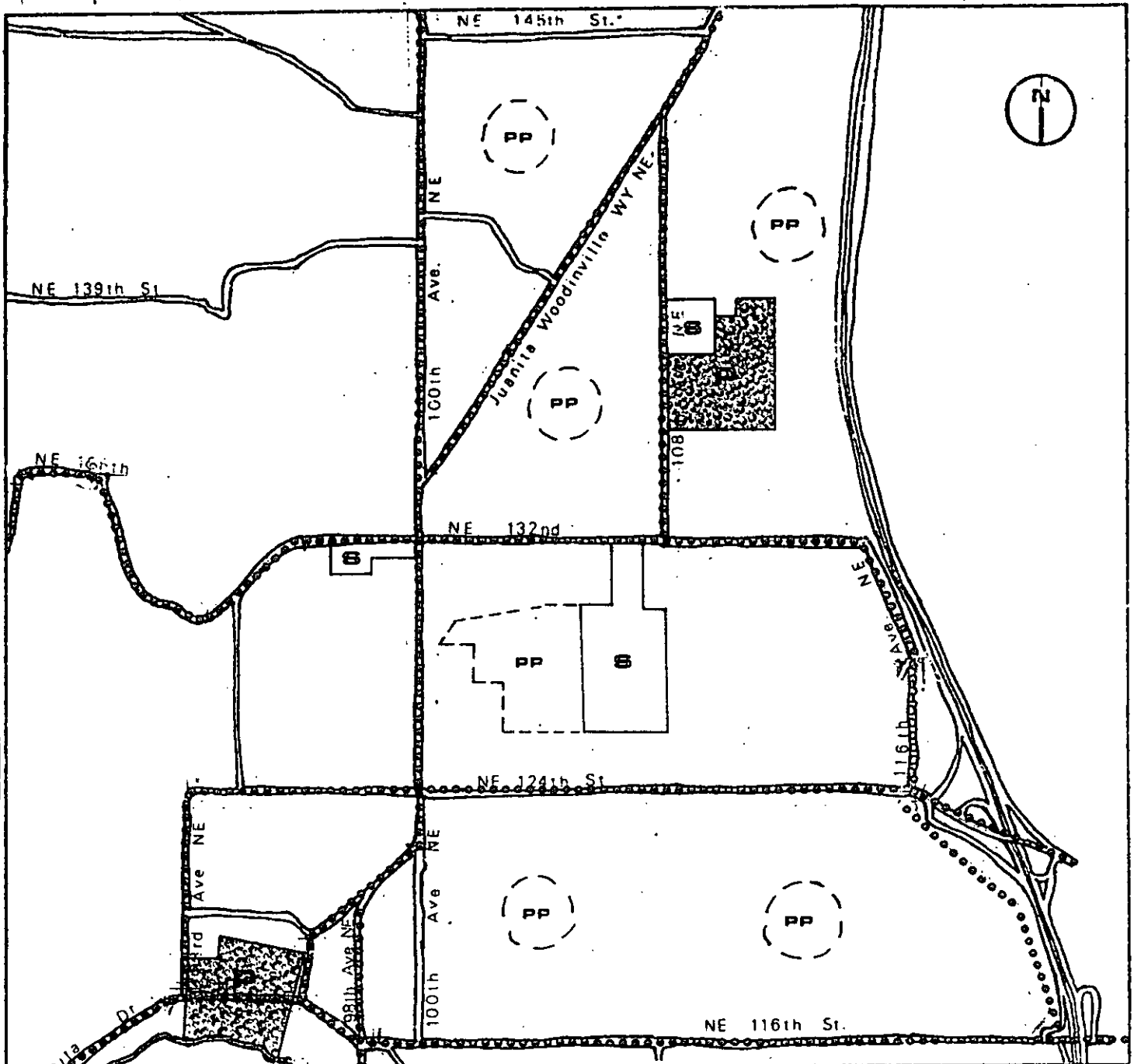


FIGURE 50





NORTH SHORE Planning Area

JUANITA

NATURAL ELEMENTS



LEGEND

-  Schools
-  Existing Parks
-  Proposed Parks
-  Pedestrian/Bicycle Ways

LAKE WASHINGTON

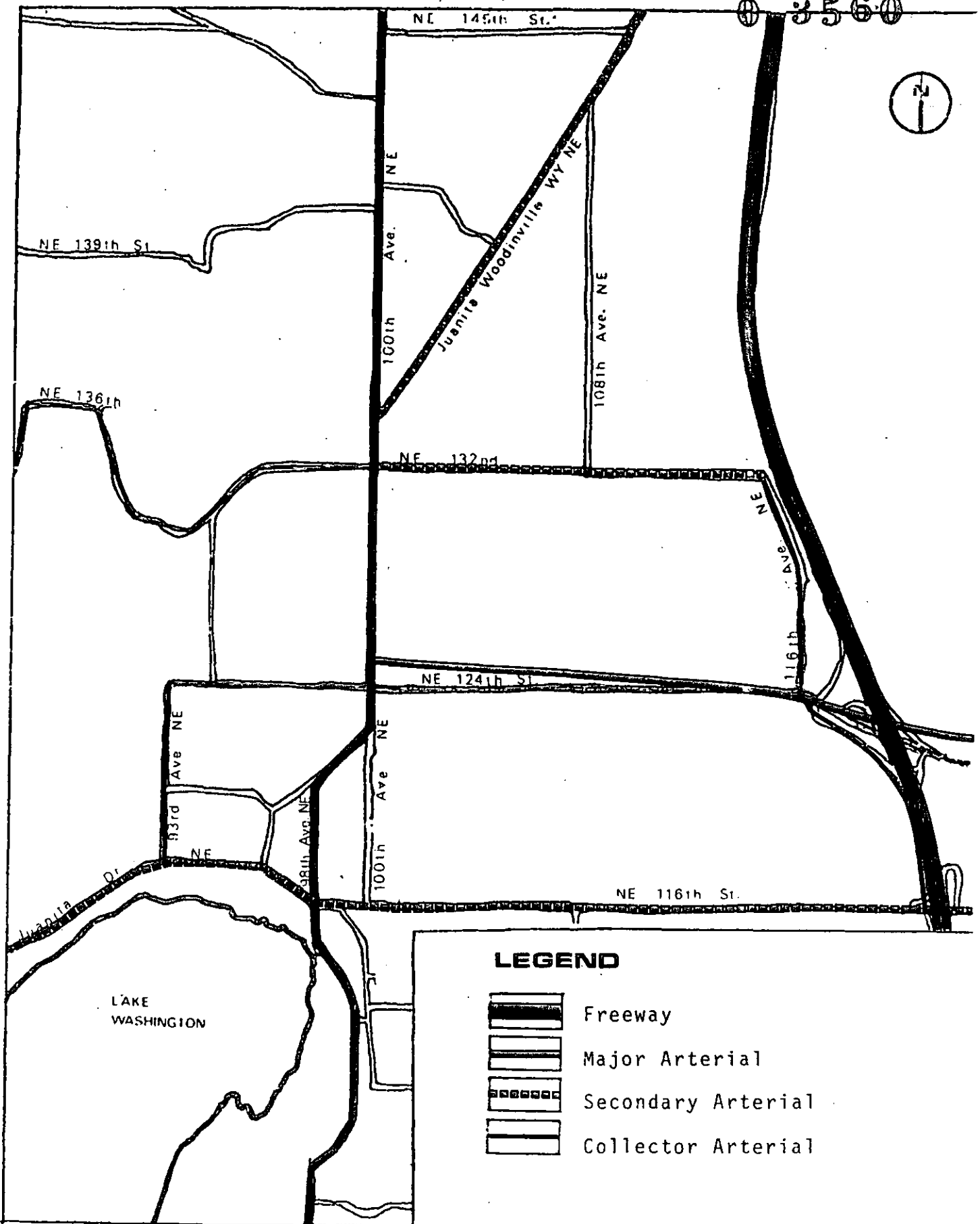


FIGURE 52

NORTHSHORE JUANITA

VEHICULAR CIRCULATION

Natural Elements

Slope conditions in the Juanita area.

The Juanita area is a fairly level area. However, there are two main areas of unstable slope conditions. Among the length of the west boundary is the steep wooded and unstable eastern slope of Finn Hill (see Figure 50). The unstable slope runs north-south from roughly NE 138th Street to NE 124th Street. The rest of the length of the slope has been identified as potentially unstable. The severity and extent of the slope in this area poses major considerations with regard to the extent and nature of development to be permitted. Also, there are areas of potentially unstable slopes on the east and southeast portions of the Juanita area, many being steep sided ravines of the Juanita Creek drainage system (see Figure 50).

Development on the potentially unstable slopes in the Juanita area to be limited. Slope stability analysis required.

The potentially unstable slopes are expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landsliding, excessive erosion and drainage or other problems associated with development on a slope. Therefore, a slope analysis is required prior to development to minimize the problems (see Natural Elements Policy 3). If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design or density of land use should be restricted as necessary to avoid the problems. Existing vegetation is to be retained to the greatest extent possible to help stabilize the slope (see Natural Elements Policy 5.b.).

Development on the unstable portion of the Finn Hill slope to be

The unstable slopes on the east of Finn Hill pose even more severe development constraints. For developments

NORTHSHORE PLANNING AREA JUANITA

proposed in this unstable area, a slope stability analysis is required prior to development to identify the magnitude of the hazard and possible mitigating measures. These measures may include severe restrictions on the type, design and/or density of land use (see Natural Elements Policy 1.a.). Existing vegetation is to remain to the greatest extent possible to help stabilize the slope (see Natural Elements Policy 5.b.).

limited. Slope stability analysis required.

The Juanita area is drained by the major drainage system of Juanita Creek which flows into Lake Washington. Juanita Creek has been negatively affected by siltation caused by construction activity in upstream land development projects. Juanita Creek is also subject to seasonal flooding in stretches which requires special controls over development in these areas. Also, certain stretches of the Creek are subject to very poor drainage and, hence, wetland areas have developed (see Figure 50). Juanita Creek and its tributaries should be left or returned to as near a natural state as possible, not only to provide storage and flow for runoff but to provide natural amenities both locally and for the community (see Natural Elements Policy 4). Storm water surcharges in Juanita Creek are to be dealt with through use of holding ponds, rather than piping or dredging to increase capacities. This particularly applies to the wetland area lying between NE 124th and 132nd Streets. Structures should not be located within a reasonable distance of Juanita Creek and its tributaries. Runoff from development is to be maintained at pre-development levels (see Public Services/Facilities: Drainage Policy 2).

The functional integrity of the Juanita Creek drainage system to be maintained or improved. Special development controls.

NORTHSHORE PLANNING AREA

JUANITA

- ~~(5) Reasonable maintenance of views and vistas for existing residential uses.~~
- ~~(6) Where a development is near a tributary of Juanita Creek, no development is to be within 50 feet of the course, and this reserved area is to be dedicated for open space. No discharges are permitted into the stream and in no way can the stream be impeded and altered unnaturally.~~
- ~~(7) Development facing onto major roads are to have limited and carefully controlled ingress and egress points on to that arterial.~~

(Medium density residential development between N.E. 124th and N.E. 128th Streets should be permitted, subject to standards.

(Special consideration needs to be given to vehicular access to the multifamily areas between N.E. 124th and N.E. 128th Streets to prevent traffic generated by new developments from impacting the existing single-family neighborhood to the north. Therefore, in addition to standards listed previously for multifamily development, traffic from new multifamily residential development in this area should only access the developments from N.E. 124th Street.

(The western border of the medium density area, where it abuts the single-family area to the west, can be seen as the edge between the low density development and the more intense development along N.E. 124th Street. Therefore, an additional development standard for this area is that a wide, densely landscaped and sight-obscuring buffer should be provided if multifamily development occurs to clearly define this edge and provide a transition between uses.

NORTHSHORE PLANNING AREA

JUANITA

New commercial development subject to performance standards.

0-2966(In areas designated commercial, commercial development will be subject to the following performance standards:

- (1) Traffic congestion and hazard is to be minimized by limiting the number of points of ingress and egress and by encouraging adjacent enterprises to share parking areas, access and directional signing.
- (2) Parking areas should be oriented away from surrounding residential uses and be located within the shopping area. All parking areas are to be landscaped. Service entries, storage areas and loading docks should be effectively screened both visually and acoustically from surrounding developments.
- (3) Visual and acoustical impacts on the nearby residential areas are to be prevented by requiring landscape buffers. Large open space setbacks provided along property lines abutting properties classified for residential use must provide screening which obscures the view of the business site from abutting properties.
- (4) Where commercial structures are adjacent to residential uses, structures are not to exceed a height normally associated with the density of the surrounding residential development.
- (5) Signing and night lighting are to be controlled so that it does not adversely impact the surrounding residential areas.

NORTHSHORE PLANNING AREA

JUANITA

- (6) Pedestrian walkways should be provided between adjoining streets and stores. The walkways should be physically separated from motor vehicle traffic by curbing and/or landscaping.

C-29667

Potential to develop an area of waterfront related commercial activities between Juanita Drive and Lake Washington east of the Juanita Park.

There is the potential to relate that part of Juanita Village between Juanita Drive and Lake Washington and east of the County park to the waterfront. Waterfront related facilities which maximize the use of the shoreline should be encouraged (for example, restaurants with a relationship to the waterfront). Structures should minimize view obstruction. The area should be developed as a unit with a pedestrian and vehicular circulation system between properties and a limited number of access points to the County streets. The lakeshore should be reserved for public open space and with public access to it.

Commercial activity at NE 124th Street and 116th Avenue NE.

Other retail commercial activity occurs at the intersection of NE 124th Street and 116th Avenue NE, west of I-405.

- (1) A portion of the northeast quadrant of this intersection is already allocated to freeway and convenience commercial activities. The remaining vacant land in this quadrant may be developed for additional freeway commercial activities subject to the limitations imposed by natural constraints. This area has been associated with possible uneven settlement problems; contains potentially unstable slopes; and has been identified as a flood

NORTHSHORE PLANNING AREA

JUANITA

hazard zone requiring federal flood insurance. New development adjacent to the stream will be required to improve, if necessary, and maintain the open stream on this property in an open, natural configuration.

- (2) West of 116th Avenue NE, further expansion of commercial zoned lands should not be permitted. This would limit expansions both north and west to prevent strip development along NE 124th Street and 116th Avenue NE (see Economic Activities Policy 7).
- (3) The southeast quadrant of this intersection is discussed in the Par Mac Planned Areas section of the Juanita/Par Mac/Totem Lake neighborhood. Standards that apply to commercial development in this entire intersection will include:
 - (a) Demonstrating that the proposed use is dependent on a location near a freeway interchange;
 - (b) Preventing the encroachment of non-residential, freeway interchange uses into residential areas not yet impacted by such activities;
 - (c) Not increasing the adverse impacts on existing nearby residential areas;
 - (d) Assisting in the mitigation of freeway-related impacts in and around interchanges;

NORTHSHORE PLANNING AREA
JUANITA

0-3560

- (e) Designing development in the interchange areas to enhance these areas as entry points to the City;
- (f) Signing for interchange activities should not exceed signing permitted for other local activities. The State Highway Department should be encouraged to develop and install along the Interstate informative signing related to services and activity areas;
- (g) Other applicable standards relating to such developments in a freeway interchange area (see Economic Activities Policy 4).

0-2863f

Industrial area east of 116th Avenue NE and north of NE 116th Street is to remain in light industrial use subject to standards. Buffering with residences to the west is required.

South of the Planned Area 10 and east of 116th Avenue NE, in the City of Kirkland limits, is an industrial area centered in the Northwest Construction area. This area is discussed in detail in Juanita/Par Mac/Totem Lake neighborhood. Industrial uses are to continue subject to standards. Of particular concern is the need for a heavily vegetated, visual and acoustic buffer between the industrial area and residences to the west in the Juanita area. A visual buffer adjacent to the freeway should also be developed. Access to this property is to be from a proposed arterial connecting NE 116th and NE 124th Streets. Development should not occur until provisions for this access are finalized.

NORTHSHORE PLANNING AREA JUANITA

0-3560

Planned Area 11 in the City of Kirkland is discussed.

South of this industrial area and on the north side of NE 116th Street in the City of Kirkland is Planned Area 11. The uses and standards for this area are discussed in the Juanita/Par Mac/Totem Lake neighborhood. Light industry or offices would be permitted. Access to NE 116th Street should be limited. Heavily vegetated visual and noise buffering should be maintained or developed, where necessary, towards the residences to the west in the Juanita area.

Open Space/Parks

Existing parks and facilities are discussed. Active recreation facilities provided through the School District.

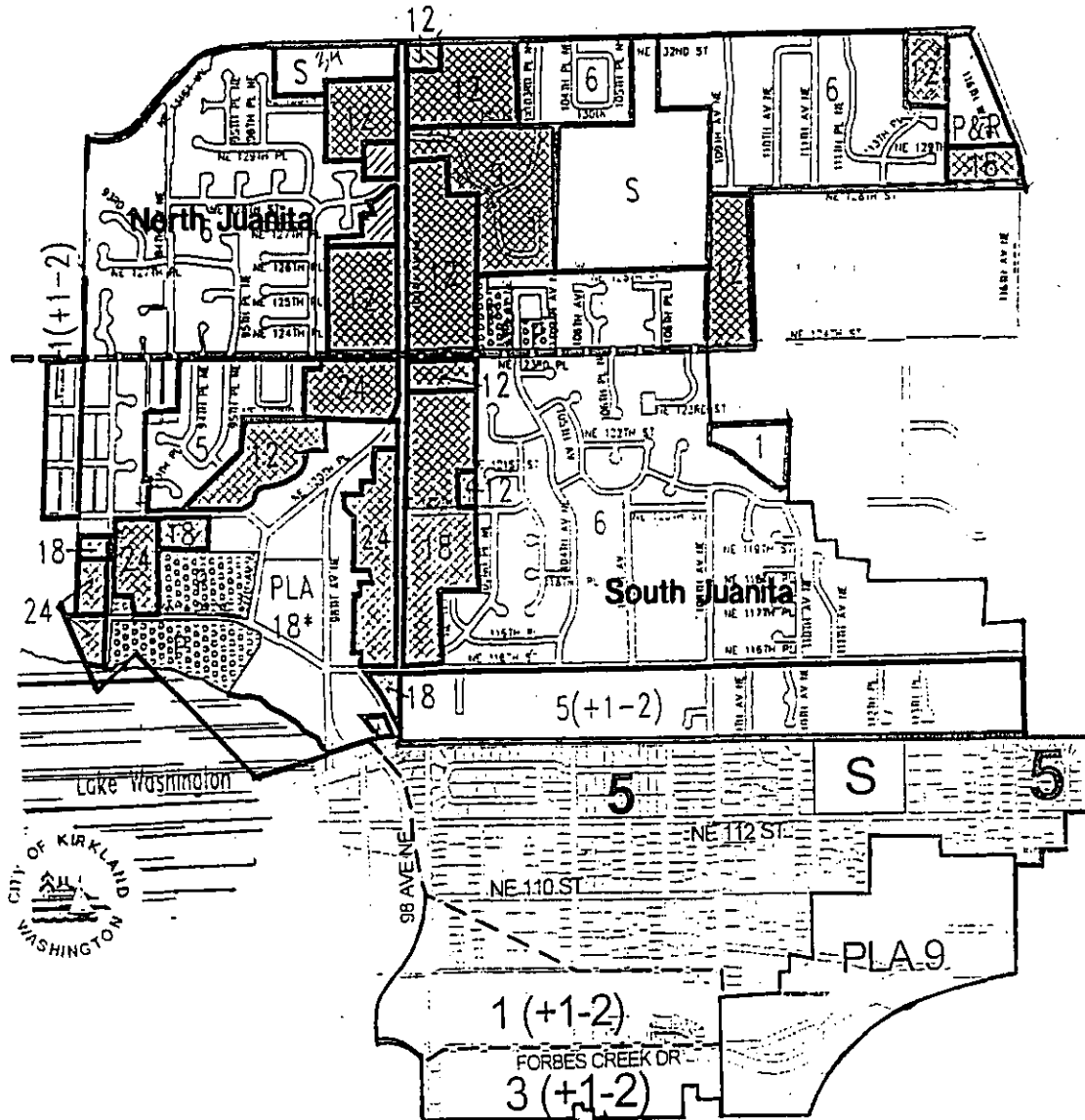
The Juanita area has two large community parks: Juanita Park and Beach of 39 acres and Edith Moulton Park of 25.5 acres on 108th Avenue NE along a tributary of Juanita Creek. These two parks should be maintained to fulfill community needs. Active recreation facilities are provided through agreements with the School District for use of school playing fields, soccer and softball facilities (see Open Space/Parks Policy 1.a.).

Proposed local neighborhood parks.

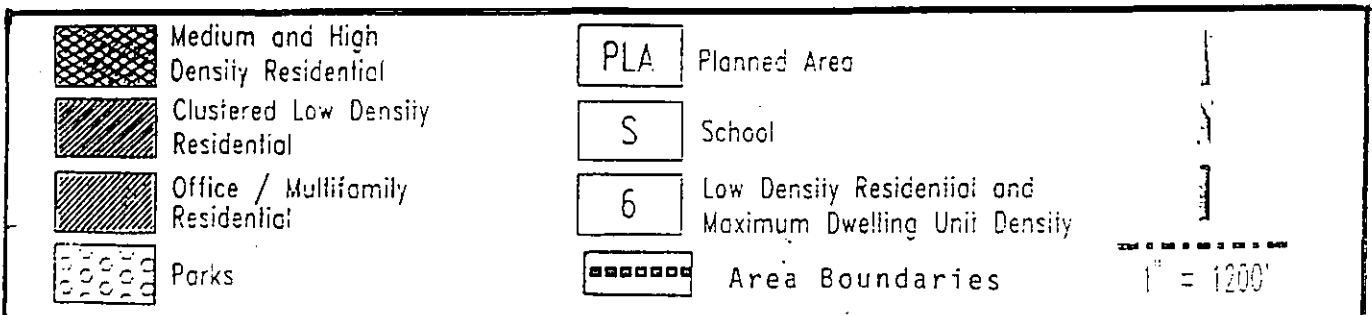
There is a need for several local neighborhood parks in the Juanita area to serve local informal recreation needs. Neighborhood parks (of two to five acres in size) should be located in the center of dense residentially developed neighborhoods. They should provide some level areas for informal sport activities (see Figure 51.).

Proposed regional sports facility.

There is the need for a ten to twenty acre regional sports facility. This could be located either at the proposed Junior High School west of the Juanita High School or on surplus school lands at 132nd Avenue NE and NE 120th Street.



*Note: Future lots north of 20th Ave. that access through Norkirk neighborhood, are in the Norkirk neighborhood



OVERVIEW

JUANITA HEIGHTS AND JUANITA SLOUGH

Existing conditions in the Juanita/Par Mac/Totem Lake area are outlined.

~~The Juanita/Par Mac/Totem Lake portion of the City contains a mix of land uses. The Totem Lake area is a rapidly expanding activity center offering major commercial facilities, a hospital/clinic complex and the potential for several large apartment developments. Kirkland's largest industrial center occupies the central portion of this neighborhood. The western half, Juanita Heights and Juanita Slough, are developed for low density residential use with significantly large open spaces. Perhaps the most significant problems for this area can be found at the point of interface between differing and sometimes incompatible land uses.~~

Policies maintain open space and low density residential character, and development standards for economic development.

~~The emphasis of the following neighborhood policies can be separated into several major concepts. The low density residential character found in the Juanita Heights area is to be maintained. The primarily open space character of Juanity Slough is to be essentially maintained with or without limited development. Higher density and economic uses found in the Par Mac and Totem Lake areas will continue. Due to the potential impacts on natural systems, public services and residential uses, these uses will be subject to special performance standards and development procedures designed to minimize adverse impacts.~~

~~The neighborhood is divided into five areas for analysis.~~

~~To facilitate analysis, the Juanita/Par Mac/Totem Lake neighborhood has been divided into five areas: (1) the Juanita Heights area; (2) the Juanita Slough area; (3) the Par Mac area; (4) the Totem Lake area and (5) the Shoreline area. At times, smaller subdivisions are made within these five areas to isolate unique conditions (see Figure 38).~~

~~The attached mapping is general and should be considered a visual~~

~~In the preparation of this Plan, as part of the comprehensive Land Use Planning Project, the major emphasis has been on~~

0-3560

Totem Lake Area

Par Mac Area

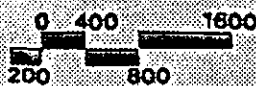
Juanita Heights Area

Juanita Slough Area

Shoreline Area



SCALE

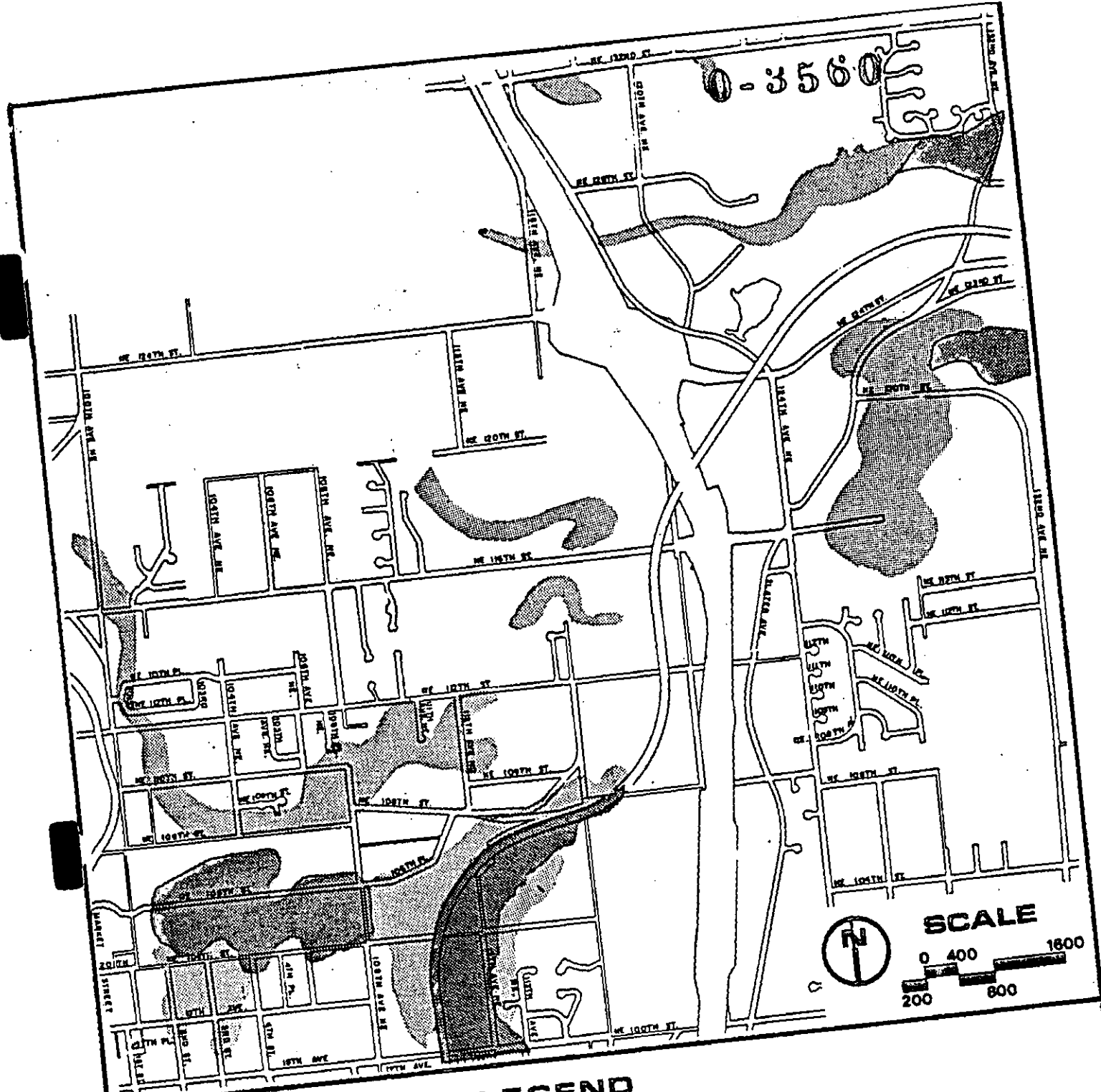


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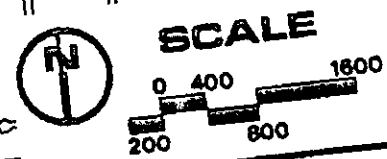


Neighborhood Boundary



Area Boundaries



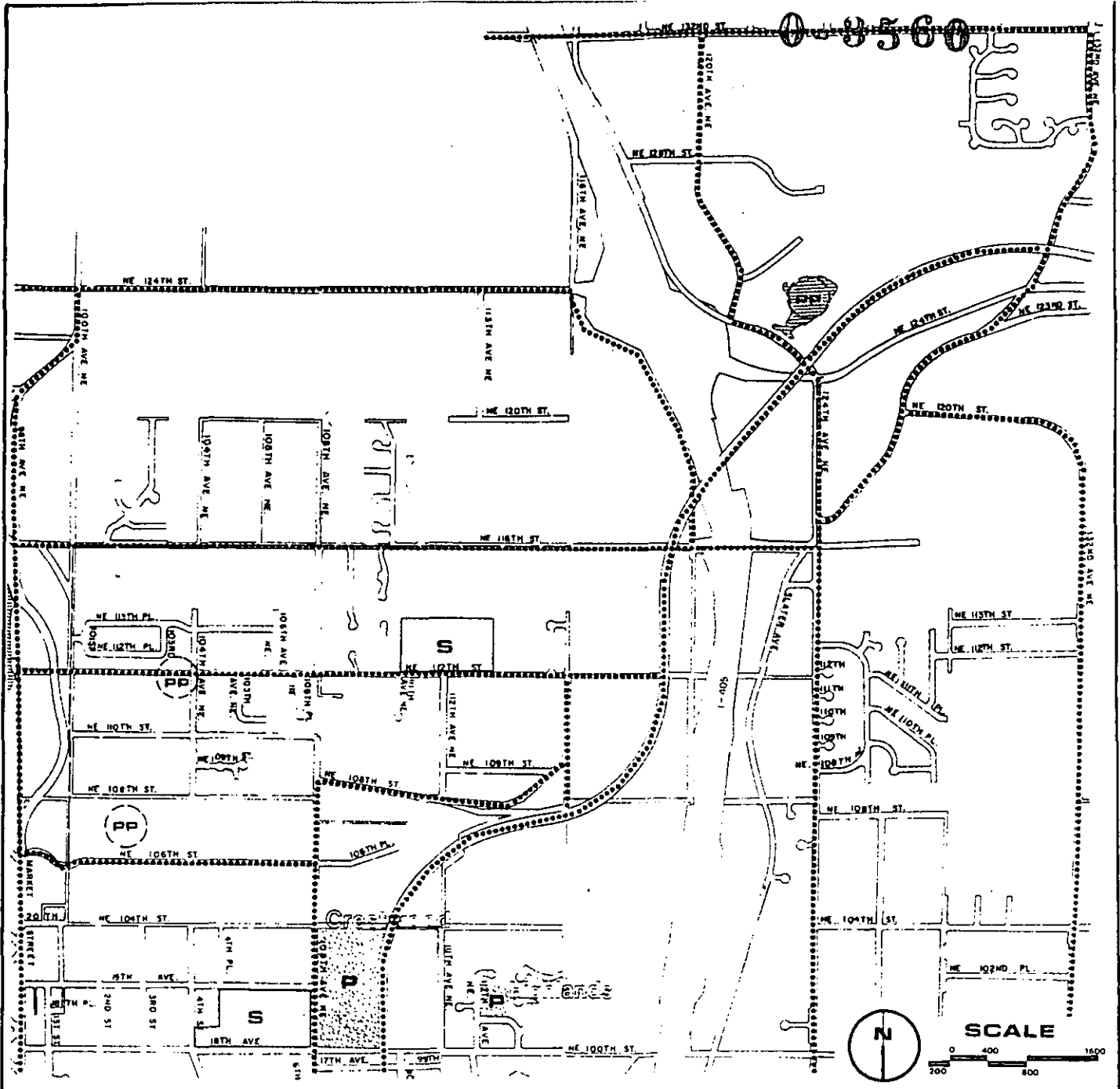
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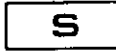



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
-  Potentially Unstable Slope
-  Unstable Slope

356 **JUANITA / PAR MAC / TOTEM LAKE** **NATURAL ELEMENTS** **SLOPES** **FIGURE 40**



LEGEND

-  Existing Parks
-  Schools
-  Pedestrian/Bicycle Ways.
-  Primary Pedestrian Ways
-  Proposed Parks

- Primary park uses:
-  Fishing
 -  Hiking trails
 -  Swimming
 -  Picnic areas
 -  Moorage
 -  Field sports
 -  Boat launch
 -  Equestrian path

~~JUANITA/PAR MAC/TOTEM LAKE~~

JUANITA HEIGHTS AREA

Introduction

Juanita Heights is to be maintained as a low density residential area.

The Juanita Heights area is predominantly a single family residential section of Kirkland. Atop a plateau, this section is topographically separated from the Shoreline, the Slough to the south and Par Mac to the east. The major policy thrust for Juanita Heights is to maintain it as a low density residential area.

Discussion of format for the analysis of the Juanita Heights area.

Specific land use designations for the Juanita Heights area are illustrated in Figure 39. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories and other relevant concerns. For convenience, the following analysis of the Heights area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

Natural Elements

Potentially unstable slopes are identified. Slope stability analysis will be required and development regulated accordingly.

Development in the Juanita Heights area may be constrained by certain natural features of the land (see Figure 40 and 41). A system of potentially unstable slopes borders the area on the west as well as in the northeast corner. These slopes are expected to remain stable if left in a natural condition. However, construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage or other problems associated with development on a slope. Therefore, a slope stability analysis is required prior to development on these potentially unstable slopes (see Natural Elements Policy 3.a.). Development is to be regulated on these slopes to minimize damage

~~JUANITA / PAR MAC / TOTEM LAKE~~
JUANITA HEIGHTS AREA

to life and property (see Natural Elements Policy 1.b.).

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas (for example: access, utility service, adjacent uses and others).

The unnamed stream that flows in the northwest corner of this area should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area (see Natural Elements Policy 4).

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

The open stream is to be maintained in natural configuration.

Living Environment

Land use in the Juanita Heights area is almost entirely single family detached homes. Residential development would continue comparable to existing low densities at approximately 4 to 5 dwelling units per acre (see Living Environment Policy 2).

The north slope of Juanita Slough has been identified as potentially unstable (see Figure 40). Development at existing zoned low residential densities will be permitted only if site specific geologic and soils analysis demonstrates the slope can accommodate such densities.

Residential development is to be continued at existing density levels.

Residential densities may be limited on potentially unstable slopes.

~~The land fronting on the south side of NE 116th Street does not yet have a well-established pattern of housing~~ ~~Low residential densities are to be maintained along NE 116th Street.~~

~~JUANITA/PAR MAC/TOTEM LAKE~~
JUANITA HEIGHTS AREA

Economic Activities

No economic activities are planned for the Juanita Heights area.

Juanita Village commercial activities should be contained and limited to serving neighborhood needs.

Adjacent to Juanita Heights is the Juanita Village shopping area. Existing uses in this area serve, for the most part, neighborhood functions. Almost 45 per cent of the commercially zoned land in this activity center is undeveloped for commercial purposes (see Economic Activities Table 1). Expansion of the zoned area should be discouraged and activities should be limited to primarily meeting neighborhood needs (see Economic Activities Policy 1).

Open Space/Parks

Existing undeveloped lands contribute to the open character of the neighborhood.

Much of the character of the Juanita Heights area is a result of the existing open undeveloped lands. To the greatest extent possible, this character should be preserved. During development, tree cutting should be minimized. Also housing configurations that preserve open space are preferred.

This area has been identified as a location for a neighborhood park.

In the Juanita Heights area, the only recreational facility is A. G. Bell Elementary School. To meet the need for more park space within the Juanita Heights area, a small neighborhood facility of 2 to 4 acres is generally located in Figure 42. This facility could be part of or contiguous to the school or be located west of 108th Avenue NE.

Open space value of streets is to be recognized.

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 regional views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation and identity they impart (see Community Goals and Policies

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~~JUANITA/PAR MAC/TOTEM LAKE~~ JUANITA HEIGHTS AREA

Policy 2 and Open Space/Parks Policy 2). 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: Quasi-Public Utilities Policy 2).

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Major pathways in the Juanita Heights area should be established according to the designations in Figure 42.

Public Services/Facilities

Elements of the natural drainage system are to be preserved and utilized according to the City-wide Goals and Policies. Of particular note is the open stream flowing through the Springtree Planned Unit Development and beyond. Future development adjacent to this stream must maintain the stream in an open, natural configuration or restore the stream if necessary (see Public Services/Facilities: Drainage Policy 1).

Some areas within Juanita Heights are not serviced by water and sewer facilities. New developments are to have public services adequate to meet the requirements of designated land uses for the area in operation before occupancy (see Public Services/Facilities: Water/Sewage Systems Policy 1). New septic tanks are prohibited and hook-up to existing sewer service will be required (see Public Services/Facilities: Drainage Policy 1.d.).

Vehicular circulation patterns in the Juanita Heights area are fairly well established (see Figure 43). NE 116th Street, at the north boundary, provides east/west access as well as being a through traffic route. There are no major north/south roadways through the

Pedestrian and bicycle pathways are recognized as part of the open space system.

Natural drainage systems are to be maintained.

Adequate sewer and water service will be required in all new developments. New septic tanks are prohibited.

Major roadways in the Juanita Heights area are listed.

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JUANITA HEIGHTS AREA

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area. Future modifications to circulation patterns in this area should include the following:

(1) NE 116th Street is redesignated as a secondary arterial.

(1) NE 116th Street is to remain as an arterial and is redesignated as a secondary arterial. Modifications could be made within the existing right-of-way to facilitate left turns to adjacent properties and side streets. Provisions for a pedestrian/bicycle way must be included within the right-of-way.

(2) NE 112th Street remains designated a collector arterial.

(2) NE 112th Street should remain as a collector arterial. Trucks serving the industrial area to the east should be prohibited. Also, provisions for a pedestrian/bicycle way must be included, especially to provide access to the Elementary School.

Major bicycle/pedestrian ways are identified.

Bicycle and pedestrian paths shown in Figure 42 for this area represent only the major routes and do not include sidewalks and other lesser elements of the path system. Of special concern is the safe movement of children to and from the neighborhood Elementary School.

~~JUANITA / PAR MAC / TOTEM LAKE~~ JUANITA SLOUGH AREA

Introduction

The Juanita Slough area, extending from Lake Washington east to 116th Street NE, remains today as a large open space. The Valley, with many wetland areas, is wooded with few existing homes. In the eastern section there is a gravel pit which is being phased out. The primary policy thrust for the Juanita Slough is to maintain it as a large open space with or without limited residential development.

The open space character of the Juanita Slough area is to be maintained.

Specific land use designations for the Juanita Slough area are illustrated in Figure 39. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, public services, and other relevant concerns. For convenience, the following analysis of the Slough area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

Discussion of format for the analysis of the Juanita Slough area.

Natural Elements

Development in much of the Juanita Slough area may be constrained by certain natural features of the land (see Figures 40 and 41). The slope south of Juanita Slough includes many portions where the slope is more than 15 per cent. Most of this slope is considered to be stable if left in a natural condition.

Natural elements may severely constrain development in the Slough.

There is some evidence indicating that unstable slope conditions exist along much of the southern hillside in the Juanita Valley. Further analysis may be necessary to determine the extent of

A stability analysis will be required in all slope areas of the Slough.

~~JUANITA/PAR MAC/TOTEM LAKE~~
JUANITA SLOUGH AREA

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unstable slope conditions along this southern hillside. A slope stability analysis should be required prior to development on any of the slopes in the vicinity of Juanita Valley and development regulated accordingly (see Natural Elements Policy 1).

Residential development densities on the potentially unstable slope area are to be limited.

Some of the area in the Juanita Slough area falls within a potentially hazardous slope area (see Figure 40). All permitted developments will be preceded by adequate slope stability investigations. The presence of an open stream, limited access and a large groundwater supply impose limits on the feasible residential densities. Densities of 4 to 5 dwelling units per acre are appropriate in this area.

The geologic constraints on development on the unstable Juanita Slope.

Much of the area south of NE 106th Street lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 per cent with some slopes up to 40 per cent. There is a series of ravines which represent a particularly high hazard of sliding. There are large amounts of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of an inferred clay unit in the lower portions of the slope and saturated sand and gravels can also be contributing factors to landsliding when wet. The slope will also be particularly prone to sliding in a time of a low intensity earthquake.

Other factors to be considered in development on the Juanita Slope.

In addition to geologic constraints, there are a series of other factors which limit development densities on the slopes. The possibilities for severe erosion increases as the slope increases. The slope area is heavily wooded and of significant aesthetic value, particularly for those who enter the City from the north on 98th Avenue NE. Besides the

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JUANITA SLOUGH AREA

aesthetic and biological value of the wooded cover, it is also important in contributing to the slope stability. It will be important to consider the greater expenditures involved in development on the slope due to natural and physical constraints on development. Also of concern are runoff and the impacts on the Slough itself, as well as access constraints on emergency vehicles.

The natural and other development constraints discussed above, combine to reduce the feasible residential densities to one to three dwelling units per acre. Permitting higher density development along the entire slope could compound the adverse impacts of a single high density development. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern. The cumulative effects of full slope development could increase the hazards to life and property.

The base density for residential development on the unstable slope is one to three dwelling units per acre subject to the following standards:

- (1) Soils analysis is required.
- (2) Clustering of structures is encouraged.
- (3) The maintenance of maximum vegetative cover is required.
- (4) Watercourses are to be retained in a natural state.
- (5) Surface runoff is to be controlled at predevelopment levels.
- (6) Points of access are to be minimized.
- (7) There is to be a special review of all development plans.

Residential development on the unstable slope are to be severely limited.

On the unstable slope, residential densities of 1 to 3 dwelling units per acre permitted according to standards.

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Four to five dwelling units per acre permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to 5 dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

- (1) Soils and geologic analyses are required. The City will select an appropriate Consultant and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.
- (2) The developer will indemnify and hold harmless the City.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal.

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted

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that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting the type or density of development in slope areas.

The Valley portion of Juanita Slough contains Forbes Creek and areas subject to uneven settlement and flooding (see Figure 41). Analysis of proposed developments would be required to mitigate problems associated with these factors. The flood area was designated by the Federal Insurance Administration of the Department of Housing and Urban Development. Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c. and Policy 4).

Much of the Slough area has been identified as a flood hazard and uneven settlement zone.

Living Environment

The Juanita Slough Valley area and the potential hazardous slope to the south pose numerous constraints for development (see Figure 40). Within the Valley, fish, wildlife and woodland resources are significant and should be protected for aesthetic, biological, and educational purposes. For these reasons, development generally should be limited to low density (one dwelling unit per acre) residential use (see Natural Elements Policies 1.a., 1.b., and 1.c.). As presently zoned, one dwelling unit per acre would be permitted.

Low residential densities are to be maintained. Housing configurations that maintain open space are encouraged.

Development at up to 3 dwelling units per acre may be permitted in the Valley area north of NE 106th Street and west

~~JUANITA/PAR MAC/TOTEM LAKE~~
JUANITA SLOUGH AREA

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of Planned Area 9, provided that the following conditions are met:

- (1) Development shall occur only on naturally firm, dry ground.
- (2) Access points onto NE 106th Street are minimized by clustering of structures.
- (3) Watercourse and wetlands are preserved in, or restored to, their natural state.
- (4) All developments are processed as a Planned Unit Development.

No formal or informal subdivisions would be allowed if such subdivisions have an adverse impact on the Slough, the stream or associated wetlands. Structures should be clustered to maintain large open spaces, and the stream and associated areas maintained in addition to the preservation of most of the existing wooded areas.

The residences that currently exist along NE 108th Street (east of 108th Avenue NE) are vulnerable to any intense activities occurring to the east and relate to possible uses in Planned Area 9. Otherwise, residential uses in this pocket will remain low density (4 to 5 dwelling units per acre).

Development densities are to be severely limited on unstable slopes.

On the south slope, classified as unstable, a slope stability analysis will be required of the developer to identify possible hazards and mitigating efforts. The densities and standards for development are discussed earlier in the Natural Elements section. The wooded character of the slope should be maintained regardless of the allowed density.

Economic Activities

Economic activities in the Slough are limited.

No economic activities are to be permitted in the lower portions of the Slough. ~~(see Economic Activities Policy 1, Policy 6 and~~

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JUANITA SLOUGH AREA

Planned Area 9: Juanita Slough (See Footnote 9)

Planned Area 9 has been designated as such for a variety of reasons including present uses, locational characteristics and problems associated with future development. Present use includes a sand and gravel operation. This area, located west of 116th Avenue NE, includes all lands presently zoned for light industry and some adjacent residential lands. Virtually none of the lands have been developed for urban uses. The topographic characteristics are unique including view potential lands in the eastern portion and valley and hillsides to the west. Forbes Creek flows through the area. Most of the 65 acres has been excavated, graded or otherwise modified. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac Industrial Park.

Kirkland Sand and Gravel and adjacent properties are identified as Planned Area 9.

Within this Planned Area, more than one use may be possible in the future. One permitted use is low density residential development with an upper limit of nine dwelling

Low density residential, commercial recreation and limited small offices are

FOOTNOTE 9:

Administrative Note: The provisions for Planned Area 9 are affected by the Order, Judgment and Decree, entered as consolidated order in Kirkland Sand and Gravel, et al. vs. City of Kirkland and Litchfield, et al. vs. City of Kirkland, being King County Superior Court Cause Nos. 828778, 828976 and 830556, and by the City of Kirkland Resolution No. R-2474. Copies of the Order, Judgment and Decree and Resolution No. R-2474 are available at the Department of Community Development.

permitted in Planned Area 9.

units per acre. This use would be particularly appropriate in the upper portions of the Valley where views of the lake and mountains to the west are available. A second permitted use would be some form of commercial recreation facilities such as golf course or tennis club, subject to specific standards listed below. A clubhouse or restaurant could be permitted as part of a recreation facility. Finally, small offices may be a permitted use on a limited basis if well integrated into a predominantly residential or recreational facility.

The rationale for the designated uses are listed.

The primary commitment to these uses on lands partially zoned for light industry is based on the following considerations:

- (1) There is an existing overcommitment to industrial uses.
- (2) The City wants to maintain a predominantly residential character while recognizing benefits from other uses.
- (3) Innovative land development approaches based on the prescribed standards may help to blend the different surrounding uses into a desirable living and working environment.

Development permitted according to standards.

All developments in this Planned Area are to conform to the following standards:

- (1) Forbes Creek is to be maintained or restored. Existing vegetation along the stream is to remain, especially in the areas between the present alignment of NE 108th Street and the railroad, as well as along the stream in the marshy area in the westerly portion of the Planned Area.
- (2) Potentially unstable slopes are found along the north and south portions of the Planned Area. Slope stability analysis will be required prior to approval of any development to prevent or mitigate problems associated with development on such slopes. Because of the type of fill used during

~~JUANITA/PAR MAC/TOTEM LAKE~~
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quarrying operations, uneven settlement may occur unless site preparation for foundation support is undertaken.

- (3) In order to maintain the open space character of the area, clustered or attached housing is encouraged. Minimizing impervious surfaces and maintaining existing vegetation, especially along the stream area, are also important.
- (4) Restoration of the gravel pit area will also be required. This restoration shall include re-contouring the land to a usable, natural configuration as well as the replacement of topsoil and significant vegetation where necessary.
- (5) All uses will be required to consider potential noise impacts. Noise levels in this Valley may be intensified because of excessive traffic or other exterior activities. Due to the bowl-shaped terrain in this area, noises produced within the bowl are reflected and trapped within the area. Means to keep noises at acceptable levels will be required as part of the special development procedure.
- (6) Any development of this area should not facilitate increased levels of through traffic on NE 108th and NE 106th Streets in the Valley.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area. These standards are in addition to those previously listed for all developments.

Standards for commercial recreation uses are listed.

- (1) Noises produced from these activities are not to exceed levels

normally found in a residential setting.

- (2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.
- (3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.

Open Space/Parks

Wooded open spaces dominate the character of the Slough and should be maintained.

The dominant visual quality of the lower Slough is one of wooded areas and open space. This area has been recognized as having possible regional value as a significant open space. Proposals have been made in the past for the purchase of the Slough area as an open space/passive recreation park (see Open Space/Parks Policies 2.d., 2.h., 3.c. and 4). As in the past, funding for such an endeavor will be difficult to achieve.

Open space value of streets is to be recognized.

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 regional views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Goals and Policies Policy 2 and Open Space/Parks Policy 2). 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: Quasi-Public Utilities Policy 2).

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Major pathways in the Juanita Slough area should be established according to the designations in Figure 42.

If private development of the lower Slough area does occur, the maintenance and preservation of the open space character will be required. The preceding Living Environment section discusses possible developments. In addition to maintaining the character of the area, specific requirements will include the preservation of open space adjacent to the creek with a possible pedestrian trail paralleling the stream (see Open Space/Parks Policy 1.d.). Similar requirements of open space and trail along the creek are discussed in the section dealing with the development of Planned Area 9.

If development does occur, open space, particularly along the stream, must be maintained.

Public Services/Facilities

All general policies concerning the utilization and maintenance of natural drainage systems and runoff control apply in this area (see Public Services/Facilities: Drainage Policy 1 and Policy 2). The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational and biological functions (see Natural Elements Policy 2).

Forbes Creek and the Slough are to be maintained or restored as functioning elements of the natural drainage system.

In order to contribute to a more amenable and safe living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be actively encouraged (see Public Services/Facilities: Quasi-Public Utilities Policy 2, Community Goals and Policies Policy 2 and Open Space/Parks Policy 2).

Undergrounding of utilities is to be actively encouraged.

The circulation patterns in the Juanita Slough currently are restricted to a single main road that runs up the Valley (see Figure 43). Modifications to this system should be according to the following standards:

Changes to street patterns are listed.

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JUANITA SLOUGH AREA

- | | |
|---|--|
| <p>(1) NE 106th Street is identified as a collector arterial not intended for industrial traffic.</p> | <p>(1) NE 106th/NE 108th Street extends through the Valley and is designated as a collector arterial. This road should not be modified to substantially increase through traffic nor should it provide truck access to the Par Mac industrial area. Rather, this road should serve basically local access needs. However, to route through traffic around residential areas, NE 106th Street should be rerouted on unopened right-of-way, as illustrated in Figure 43. Access to the old through route should still be possible from both 108th Avenue NE and NE 108th Street. Improvements to this right-of-way should include provisions for a bicycle/pedestrian path to connect Market Street with the industrial and commercial activities east of this area. Efforts should be made to include a pedestrian trail from the lakeshore to the railroad right-of-way trail system by way of Forbes Creek.</p> |
| <p>(2) 112th Avenue NE, NE 108th and NE 112th Streets are to be extended.</p> | <p>(2) To improve access to Planned Area 9 as well as north and east access from the Slough, 112th Avenue NE could be extended between NE 108th and NE 112th Streets. Impacts on existing residences would be limited to two homes on NE 112th Street. Access to the Elementary School from the south would be greatly improved.</p> |
| <p>(3) Deletions from the current Six Year Urban Arterial Plan are listed.</p> | <p>(3) Deletions from the Six Year Urban Arterial Plan would include the extension of 6th Street into the Slough area and the extension of 116th Avenue NE from NE 104th Street to NE 108th Street.</p> |

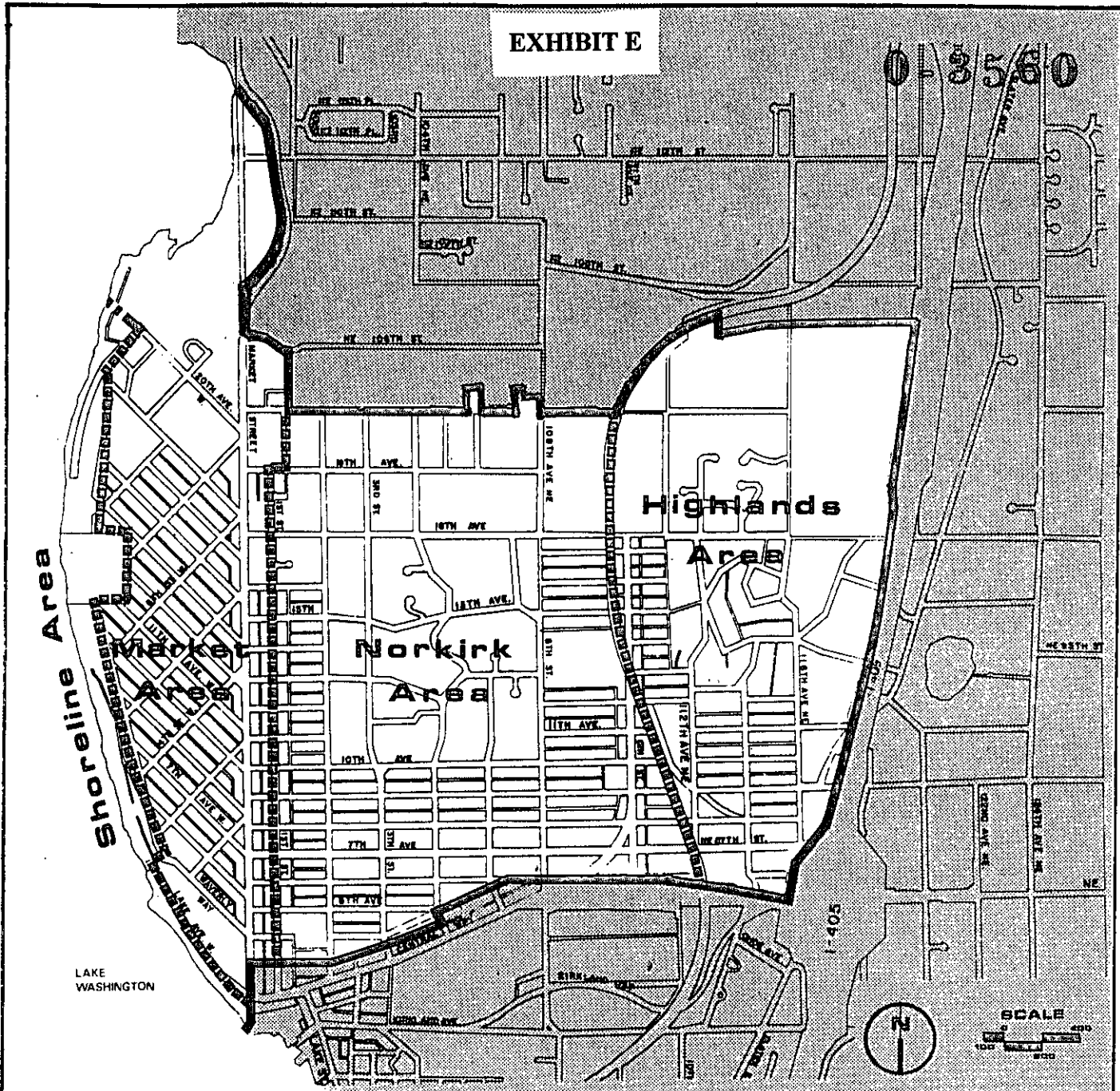
Water and sewer deficiencies are to be corrected before new development occurs.

Much of the land within Juanita Slough is not serviced by water or sewer facilities. New developments are to have public services, adequate to meet the requirements of designated land use for the area, in operation before occupancy (see Public

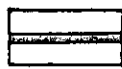

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JUANITA SLOUGH AREA

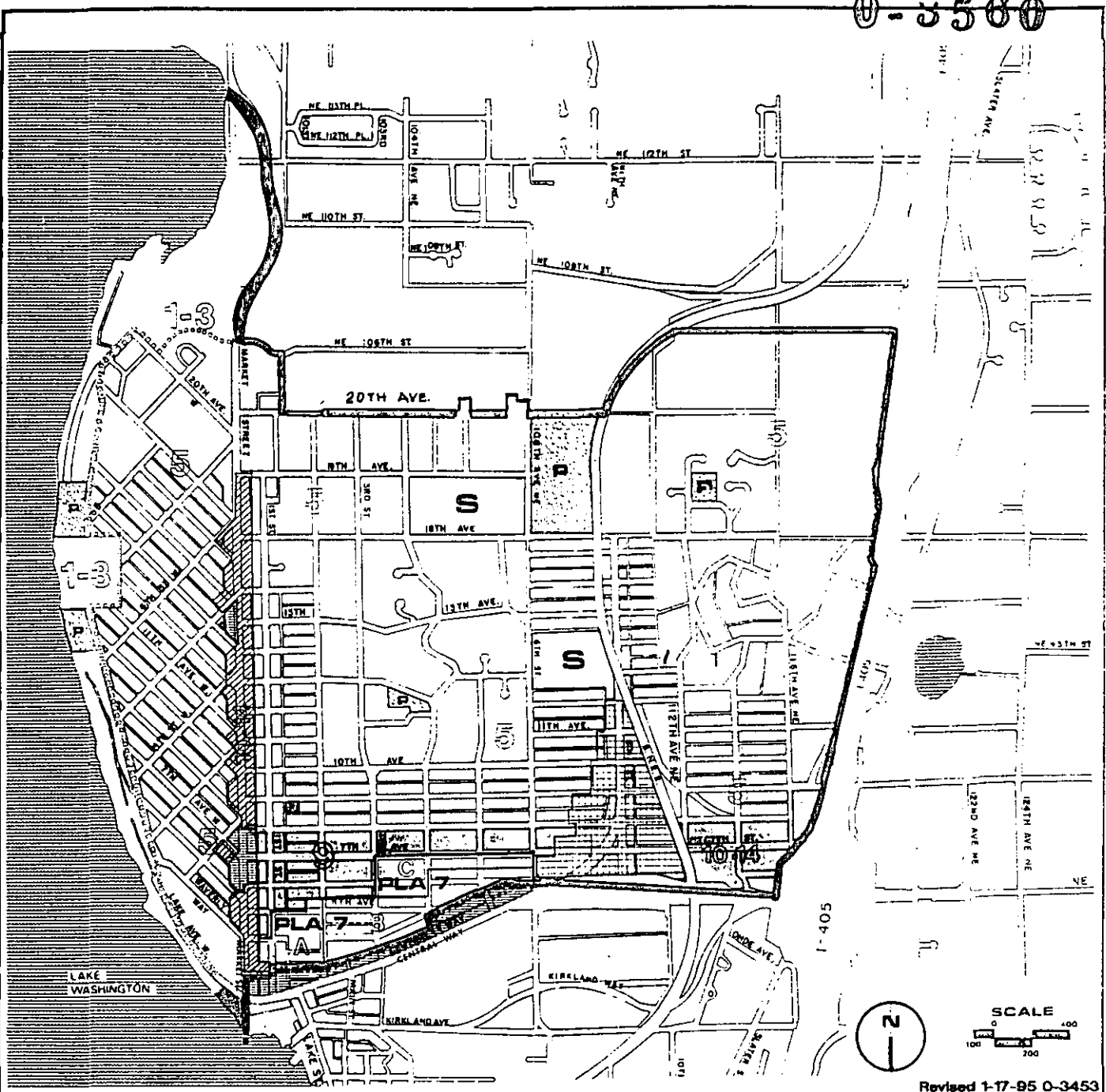
Services/Facilities: Water/Sewage
Policy 1). Utility systems should not
be developed or improved in the Slough
in a manner that might foster inappro-
priate development.

EXHIBIT E







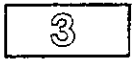
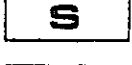



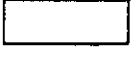
LEGEND

-  Neighborhood Boundary
-  Area Boundaries



*Note: Future lots north of 20th Ave. that access through the Norkirk neighborhood, are in the Norkirk neighborhood

LEGEND

- | | | | |
|---|--|---|-----------------|
|  | Low Density Residential |  | Commercial |
|  | Medium and High Density Residential |  | Industrial |
|  | Maximum Density (in dwelling units/acre) |  | Schools |
|  | Office/Multi-Family |  | Parks |
|  | Planned Area |  | Bodies of Water |

Ordinance No. 3223

Revised 1-17-95 0-3453

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SHORELINE AREA

Introduction

The land area lying west of 100th Avenue N.E. is designated as the Shoreline Area. According to the State Department of Ecology, wetlands associated with Lake Washington extend beyond the normal 200 foot limit east and south of Juanita Bay. Most of the Shoreline Area west of 98th Avenue N.E. (relocated), therefore, is subject to the provisions of the Shoreline Management Act of 1971. Pursuant to this legislation, the City of Kirkland has adopted a Shoreline Master Program which contains goals, policies and land use regulations governing shoreline development. Land use within the associated wetlands must be consistent with the Master Program.

Kirkland's Shoreline Master Program applies to most of the Shoreline Area, including lands extending beyond the normal 200 feet limit.

The specific land use designations for the Shoreline Area are illustrated in Figure 39. The designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, public access, public services and other relevant concerns. For convenience, the following analysis of the Shoreline Area has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural elements, living environment, economic activities, open space and public services).

Discussion of format for the analysis of the Shoreline Area.

Natural Elements

Under the provisions of the Shoreline Master Program, the associated wetlands lying adjacent to Juanita Bay have been designated as a Conservancy Environment. This designation is intended to recognize and protect the unique and fragile physical characteristics of the wetlands. As such, shoreline development should maintain existing natural drainage, water quality, wetland vegetation and habitat areas (see also Natural Elements, Policy 2).

The unique and fragile characteristics of the wetland should be protected.

SHORELINE AREA

Development should be located and designaed to provide protection from natural hazards.

In addition, development should be located and designed to provide protection from natural hazards. Figure 41 indicates areas subject to uneven settlement. Figure 40 indicates areas with potentially unstable slopes. Construction in or adjacent to these environmentally sensitive areas may cause or be subject to, settling, landslides, erosion, drainage or other problems. In order to ensure that shoreline developments are adequately protected from such natural hazards, every development should be subject to a thorough soils and geologic stability analysis, with development regulated accordingly (see Natural Elements Policies 1.a., 1.b. and 3.a.).

Living Environment.

West of 98th Ave. N.E. (relocated), low density residential development permitted subject to standards.

Under the provisions of the Shoreline Master Program, the preferred use of the Conservancy Environment would be as open space or a passive park (see Open Space/Parks below). Alternatively, however, low density residential uses which maintain the natural character of the wetlands are also permitted. Residential density within the Shoreline Area west of 98th Avenue N.E. (relocated), therefore, should be limited to one dwelling unit per acre, with up to three dwelling units per acre permitted if the following conditions are met:

- (1) Development should be subject to discretionary review by obtaining approval of a Planned Unit Development.
- (2) Detached dwelling units distributed throughout the wetlands should not be permitted. Instead, dwelling units should be clustered outside of the wetlands on firm dry ground.

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SHORELINE AREA

- (3) Development approval should be contingent upon the preparation of a soils and geologic stability analysis which demonstrates that development will not cause or be subject to uneven settlement, landslides, erosion or slippage.
- (4) Existing watercourses, natural drainage, and natural wetland vegetation should be maintained.
- (5) In order to maintain compatibility with surrounding development, the height of all structures adjacent to any area designated for single family residential use should not exceed 25 feet. The height of all other structures should not exceed 30 feet.
- (6) Structures and parking areas should be setback and buffered from adjacent areas designated for single family residential use.
- (7) Direct access to 98th Avenue N.E. (relocated) should be limited. The preferable point of access would be in conjunction with the old Juanita golf course, at such time as it is developed, from Market Street at 22nd Avenue West (unimproved) where traffic movement can be coordinated with the movement to and from N.E. 106th Street. All developments should be subject to a traffic analysis, and where off-site improvements are determined to be necessary to accommodate anticipated traffic, contributions for such improvements should be required.

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~~JUANITA/PAR MAC/TOTEM LAKE~~
SHORELINE AREA

- (8) Public access should be provided to and along the waterfront. Development of such access should not disrupt the natural drainage and characteristics of the wetlands.
- (9) Development should be landscaped and designed to enhance the Juanita wetlands as an entrance to the City and as a natural open space separation between neighborhoods.

Residential development east of 98th Ave. N.E. (relocated) is discussed.

{ East of 98th Avenue N.E. (relocated), residential development is designated at low, medium and high densities. The southern portion of the area is an extension of the Juanita Heights Area lying to the east, with existing development being entirely single family residential. Future development should continue at low densities of approximately 4 to 5 dwelling units per acre.

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{ To the north, medium and high densities have been designated adjacent to the commercial area associated with the Juanita Business District. Future development in this area should generally not exceed 18 dwelling units per acre. Properties east of 99th Place which are developed at an existing density of 24 dwelling units per acre, however, should be allowed to remain at that level.

{ The property lying directly south of the commercial uses should be limited to a density of 10-14 dwelling units per acre in order to provide a transition to single family residential development. A landscaped buffer should be provided along the southern boundary of this property adjacent to single family residential development and along the northern boundary adjacent to commercial development. In order to insure that future development on this property maintains a low visual profile when

viewed from adjacent single family residential development, the existing topographic break between this property and the higher property to the south should not be altered by excessive filling or grading activity. Although this property extends from 98th Avenue N.E. to 100th Avenue N.E., access should be limited to 100th Avenue N.E. because of limited site distances, high traffic speeds and high traffic volumes along 98th Avenue N.E.

Economic Activities

The only Economic Activities appropriate in the Shoreline Area are in the northern portion, lying east of 98th Avenue NE and oriented to the Juanita Business District. This commercial area is identified as Juanita Village and is discussed on pages 439 through 442. The policies listed in the Economic Activities Chapter on pages 91 through 98 should also guide the development of this business area.

Economic Activities are permitted associated with the Juanita Business District.

At some future date it may be appropriate to do a more comprehensive study and evaluation of the entire Juanita Village District. This could follow the precedent set in the Central Business District with the 1975 Economic and Design Evaluation which led to the subsequent adoption of the CBD Master Plan, both of which, in turn, contributed to a number of public and private programs and projects. The appropriate time for such an effort would most likely be when the City's jurisdiction and commitment of resources are made more imminent by the annexation of a substantial portion of the area.

~~JUANITA/PAR MAC/TOTEM LAKE~~
SHORELINE AREA

Open Space/Parks

The preferred use of the Shoreline Area is for open space or a passive park. Public access to and along the water should be provided.

The shoreline represents a unique feature of the natural environment. It provides opportunities for active and passive recreation as well as significant visual open space. Under the provisions of the Shoreline Master Program, the preferred use of the Conservancy Environment would be for open space or a passive park. In 1976, Kirkland voters approved the sale of bonds to purchase the old Juanita golf course, lying to the west of the Juanita Shoreline Area, in order to ensure its continued availability for public use. Although acquisition of the golf course to date has not been possible, other wetland properties within the Juanita Shoreline Area recently have been acquired. Accordingly, the City should continue to pursue acquisition of as much of the Juanita Bay wetlands as available funds permit. In accordance with the Shoreline Master Program, public use of the wetlands should be passive in nature and protect the natural wetland characteristics.

Any residential development in the Shoreline Area west of 98th Avenue NE (relocated) should provide public access to and along the waterfront and maintain the natural characteristics and open space of the wetlands to the greatest extent possible. In addition, exclusive pedestrian and bicycle access to the old 98th Avenue bridge should be maintained.

(O-2608) JULY 20, 1981
MAY 1977

~~JUANITA/PAR MAC/TOTEM LAKE~~**SHORELINE AREA****Public Services/Facilities**

The impact of automobiles generated by shoreline developments is a major concern. The Shoreline Area is bisected by 98th Avenue N.E. (relocated), a designated major arterial, which serves as an extension of Market Street. Traffic volumes and speeds and limited site distances on 98th Avenue N.E. are such that direct access to the Shoreline Area from this arterial would be extremely problematic and should be limited. West of 98th Avenue NE (relocated), the preferable point of access is in conjunction with the old Juanita golf course, at such time as it is developed, from Market Street at 22nd Avenue West (unimproved). This location is desirable since traffic movement could be controlled and coordinated with traffic movement to and from N.E. 106th Street, east of Market Street.

Access to the Shoreline Area should be provided from Market Street at 22nd Avenue West (unimproved).

Much of the Shoreline Area does not have any water, sewer, or drainage facilities. Prior to the occupancy of new developments, such facilities should be extended to meet the requirements of the designated land use. Septic tanks are prohibited (see Public Services/Facilities: Water/Sewage Systems Policy 1.a.).

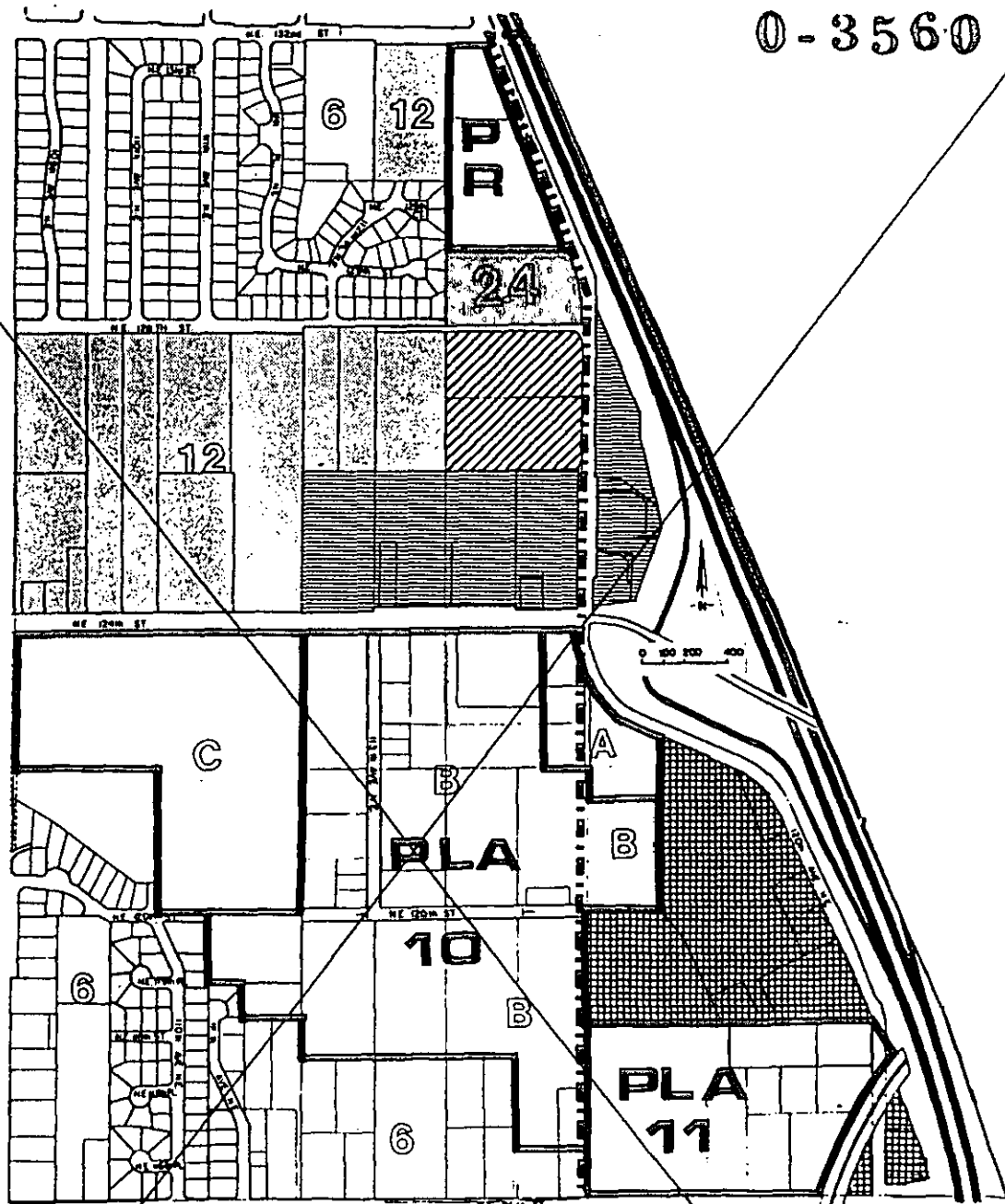
Adequate water and sewer facilities prior to occupancy should be provided.

The path/trail system shown in Figure 42 indicates only the major elements of the system. A public access trail to and along the Lake is a priority element which would serve both transportation and recreation functions. In this regard, exclusive use of the old 98th Avenue N.E. bridge for pedestrian and bicycle use should be maintained.

Bicycle/pedestrian pathways are discussed.



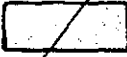






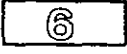
EXHIBIT F

0-3560



August 1966 (Ordinance 2966)

LEGEND

- | | |
|--|--|
|  Low Density Residential |  Commercial |
|  Medium Density Residential |  Industrial |
|  High Density Residential |  Office |
|  Office/Multi-Family |  Park n Ride |
|  Planned Area |  Maximum Density (in dwelling units/acre) |

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NORTHSHORE
Planning Area JUANITA

LAND USE

FIGURE
49A

NORTHSHORE PLANNING AREA

JUANITA

- (5) Reasonable maintenance of views and vistas for existing residential uses.
- (6) Where a development is near a tributary of Juanita Creek, no development is to be within 50 feet of the course, and this reserved area is to be dedicated for open space. No discharges are permitted into the stream and in no way can the stream be impeded and altered unnaturally.
- (7) Development facing onto major roads are to have limited and carefully controlled ingress and egress points on to that arterial.

(Medium density residential development between N.E. 124th and N.E. 128th Streets should be permitted, subject to standards.

(Special consideration needs to be given to vehicular access to the multifamily areas between N.E. 124th and N.E. 128th Streets to prevent traffic generated by new developments from impacting the existing single-family neighborhood to the north. Therefore, in addition to standards listed previously for multifamily development, traffic from new multifamily residential development in this area should only access the developments from N.E. 124th Street.

(The western border of the medium density area, where it abuts the single-family area to the west, can be seen as the edge between the low density development and the more intense development along N.E. 124th Street. Therefore, an additional development standard for this area is that a wide, densely landscaped and sight-obscuring buffer should be provided if multifamily development occurs to clearly define this edge and provide a transition between uses.

NORTHSHORE PLANNING AREA

JUANITA

Low residential densities along NE 116th Street are to be maintained. Densities higher than 4 to 5 dwelling units per acre may be permitted on the south side, subject to standards.

The land fronting on the south side of NE 116th Street does not yet have a well-established pattern of housing types. Some single-family homes have been built in the area. Also, an attached residential planned unit development has recently been constructed. However, much of the land has not yet been developed. NE 116th Street is an arterial serving the immediate area as well as accommodating through traffic between the Finn Hill area and I-405. Land along this street is presently zoned for single-family use. Residential low density (4 to 5 dwelling units per acre) is to be permitted (see Figure 49). Slightly higher densities (up to 7 dwelling units per acre) may be permitted on lands fronting on the south side of NE 116th Street subject to the following conditions:

- (1) This added increment of density would be allowed only on a planned unit development basis.
- (2) Visual buffering by a landscaped setback (normally 40 feet) should separate slightly higher density development from single-family adjacent uses.
- (3) There is no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street would be limited to interior loop roads, cul-de-sacs or similar streets. This added increment of density should be not available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.

**NORTHSHORE PLANNING AREA
JUANITA**

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- (4) Pedestrian access through the development should be required as a condition for approval, if appropriate, to facilitate access to schools.
- (5) Extensions of higher density development should not penetrate into lower density areas and should, therefore, be permitted only within a specified distance from NE 116th Street.
- (6) Height of structures does not exceed that of adjacent residential uses.
- (7) Some open space is to be included on site in addition to that required under the "in Lieu" provisions to meet community needs.
- (8) A slope analysis indicates that this higher density would be suitable on the potentially unstable slope east of 100th Avenue NE (see the Natural Elements section for the location of the slope and additional information).

Common wall or cluster housing will be permitted. No commercial expansion into this area would be permitted.

The Shoreline area has been designated as a Conservancy Environment. Development is to be restricted due to the presence of wetlands.

According to State Department of Ecology designations, wetlands associated with Lake Washington extend beyond the normal 200 foot limit up into Juanita Slough. These wetlands, west of the new road, have been designated as a Conservancy Environment. As such, any development in this area will be subject to the provisions of the Shoreline Master

NORTHSHORE PLANNING AREA

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Program. Lands in the Conservancy Environment and Juanita Slough are wetlands based on soil data. Future uses of this area are to conserve the unique and fragile characteristics of the area. Any proposed uses should provide public access to the shoreline. Park uses are encouraged in this area. Low density development is permitted at one dwelling unit per acre. This density is consistent with that allowed in Juanita Slough within the City of Kirkland.

Psychiatric and Alcohol Center to continue.

Of special note is the alcoholic treatment center on NE 132nd Street. It serves an important community role and it should remain as is. Access should be via NE 132nd Street. Juanita Creek should be maintained in a natural condition.

Economic Activities

The commercial areas in the Juanita neighborhood.

There are four areas of commercial activities in the Juanita area: Juanita Village, Juanita Firs, Juanita-Woodinville Way NE, and NE 124th/I-405 interchange. These areas will be discussed each in turn below.

~~Existing conditions in Juanita Village are discussed.~~

~~Juanita Village is a strip commercial/retail area stretching from Lake Washington half a mile north to NE 124th Street. It contains a modern shopping center with clustered shops. The rest of the strip consists of a scattered mixture of commercial uses such as service stations, trailer rental and retail uses such as supermarkets, restaurants and cafes. A substantial portion of the strip is vacant and unkept with a very disjointed appearance. No effort has been made to relate the district to~~

NORTHSHORE PLANNING AREA

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~~the qualities associated with Lake Washington, Juanita Creek and the County park. The shopping area is intersected by a major and secondary arterial, and as the area has no planned internal road systems, shoppers weave in and out of the through traffic from store to store, hence, creating danger and confusion. The previous development of scattered businesses in a random manner has left the remaining vacant properties with less than desirable visibility.~~

Existing conditions in Juanita Firs.

Juanita Firs shopping area is sprawled along 100th Avenue NE and the Juanita-Woodinville Way NE. The area is devoted to car-oriented neighborhood business uses.

Existing conditions in the other commercial areas.

At the intersection of Juanita-Woodinville Way NE and NE 146th Street are two gas stations which serve local residents' needs.

~~At the intersection of NE 124th Street and 116th Avenue NE, next to the Kirkland City boundary, is a gas station and 7-11 store. On the other side of 116th Avenue NE, in the Kirkland City limits, is another gas station and a McDonald's. These facilities serve convenience commercial uses at the freeway interchange.~~

Containment of the commercial areas. Expansion by infilling and improvement within existing zoning boundaries.

There is to be no further expansion of the commercial areas beyond their existing zoned boundaries. Additional development will be by infilling and improvements. Of the 36 acres zoned commercially in Juanita Village only 20 acres have been used as such. No linear commercial strip development will be allowed along 100th Avenue NE between Juanita Firs and Juanita Village centers.

**NORTHSHORE PLANNING AREA
JUANITA**

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New commercial development subject to performance standards.

0-2966 (In areas designated commercial, commercial development will be subject to the following performance standards:

- (1) Traffic congestion and hazard is to be minimized by limiting the number of points of ingress and egress and by encouraging adjacent enterprises to share parking areas, access and directional signing.
- (2) Parking areas should be oriented away from surrounding residential uses and be located within the shopping area. All parking areas are to be landscaped. Service entries, storage areas and loading docks should be effectively screened both visually and acoustically from surrounding developments.
- (3) Visual and acoustical impacts on the nearby residential areas are to be prevented by requiring landscape buffers. Large open space setbacks provided along property lines abutting properties classified for residential use must provide screening which obscures the view of the business site from abutting properties.
- (4) Where commercial structures are adjacent to residential uses, structures are not to exceed a height normally associated with the density of the surrounding residential development.
- (5) Signing and night lighting are to be controlled so that it does not adversely impact the surrounding residential areas.

NORTHSHORE PLANNING AREA
JUANITA

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~~(6) Pedestrian walkways should be provided between adjoining streets and stores. The walkways should be physically separated from motor vehicle traffic by curbing and/or landscaping.~~

O-2966(

Potential to develop an area of waterfront, related commercial activities between Juanita Drive and Lake Washington east of the Juanita Park.

There is the potential to relate that part of Juanita Village between Juanita Drive and Lake Washington and east of the County park to the waterfront. Waterfront related facilities which maximize the use of the shoreline should be encouraged (for example, restaurants with a relationship to the waterfront). Structures should minimize view obstruction. The area should be developed as a unit with a pedestrian and vehicular circulation system between properties and a limited number of access points to the County streets. The lakeshore should be reserved for public open space and with public access to it.

Commercial activity at NE 124th Street and 116th Avenue NE.

Other retail commercial activity occurs at the intersection of NE 124th Street and 116th Avenue NE, west of I-405.

~~(1) A portion of the northeast quadrant of this intersection is already allocated to freeway and convenience commercial activities. The remaining vacant land in this quadrant may be developed for additional freeway commercial activities subject to the limitations imposed by natural constraints. This area has been associated with possible uneven settlement problems; contains potentially unstable slopes; and has been identified as a flood~~

NORTHSHORE PLANNING AREA

JUANITA

hazard zone requiring federal flood insurance. New development adjacent to the stream will be required to improve, if necessary, and maintain the open stream on this property in an open, natural configuration.

- (2) West of 116th Avenue NE, further expansion of commercial zoned lands should not be permitted. This would limit expansions both north and west to prevent strip development along NE 124th Street and 116th Avenue NE (see Economic Activities Policy 7).
- (3) The southeast quadrant of this intersection is discussed in the Par Mac Planned Areas section of the Juanita/Par Mac/Totem Lake neighborhood. Standards that apply to commercial development in this entire intersection will include:
 - (a) Demonstrating that the proposed use is dependent on a location near a freeway interchange;
 - (b) Preventing the encroachment of non-residential, freeway interchange uses into residential areas not yet impacted by such activities;
 - (c) Not increasing the adverse impacts on existing nearby residential areas;
 - (d) Assisting in the mitigation of freeway-related impacts in and around interchanges;

NORTHSHORE PLANNING AREA

JUANITA

- (e) Designing development in the interchange areas to enhance these areas as entry points to the City;
- (f) Signing for interchange activities should not exceed signing permitted for other local activities. The State Highway Department should be encouraged to develop and install along the Interstate informative signing related to services and activity areas;
- (g) Other applicable standards relating to such developments in a freeway interchange area (see Economic Activities Policy 4).

0-2863(

Industrial area east of 116th Avenue NE and north of NE 116th Street is to remain in light industrial use subject to standards. Buffering with residences to the west is required.

South of the Planned Area 10 and east of 116th Avenue NE, in the City of Kirkland limits, is an industrial area centered in the Northwest Construction area. This area is discussed in detail in Juanita/Par Mac/Totem Lake neighborhood. Industrial uses are to continue subject to standards. Of particular concern is the need for a heavily vegetated, visual and acoustic buffer between the industrial area and residences to the west in the Juanita area. A visual buffer adjacent to the freeway should also be developed. Access to this property is to be from a proposed arterial connecting NE 116th and NE 124th Streets. Development should not occur until provisions for this access are finalized.

NORTHSHORE PLANNING AREA JUANITA

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Planned Area 11 in the City of Kirkland is discussed.

South of this industrial area and on the north side of NE 116th Street in the City of Kirkland is Planned Area 11. The uses and standards for this area are discussed in the Juanita/Par Mac/Totem Lake neighborhood. Light industry or offices would be permitted. Access to NE 116th Street should be limited. Heavily vegetated visual and noise buffering should be maintained or developed, where necessary, towards the residences to the west in the Juanita area.

Open Space/Parks

Existing parks and facilities are discussed. Active recreation facilities provided through the School District.

The Juanita area has two large community parks: Juanita Park and Beach of 39 acres and Edith Moulton Park of 25.5 acres on 108th Avenue NE along a tributary of Juanita Creek. These two parks should be maintained to fulfill community needs. Active recreation facilities are provided through agreements with the School District for use of school playing fields, soccer and softball facilities (see Open Space/Parks Policy 1.a.).

Proposed local neighborhood parks.

There is a need for several local neighborhood parks in the Juanita area to serve local informal recreation needs. Neighborhood parks (of two to five acres in size) should be located in the center of dense residentially developed neighborhoods. They should provide some level areas for informal sport activities (see Figure 51.).

Proposed regional sports facility.

There is the need for a ten to twenty acre regional sports facility. This could be located either at the proposed Junior High School west of the Juanita High School or on surplus school lands at 132nd Avenue NE and NE 120th Street.

NORTHSHORE PLANNING AREA JUANITA

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- (3) Juanita Drive is to be improved as a major arterial developed at urban standards from 98th Avenue NE to 92nd Avenue NE.
- (4) NE 124th Street is to be improved as a major arterial at urban standards from I-405 to 100th Avenue NE.
- (5) NE 124th Street and 93rd Avenue NE are to be improved as an urban collector from 100th Avenue NE to Juanita Drive.
- (6) NE 132nd Street is to be improved as a secondary arterial developed at urban standards from I-405 to 100th Avenue NE. Bikeways and sidewalks are to be part of this project.
- (7) Development of the land on the north and south sides of NE 124th Street should provide for the continuation of 108th Avenue NE as a local collector street. Walkways will be necessary.

0-2966

- ~~(8) Improvements to N.E. 128th Street, possibly including barricades or traffic diverters, should be undertaken to prevent traffic from moving directly between Juanita High School and 116th Avenue N.E. and to prevent traffic from the multifamily developments south of N.E. 128th Street from disrupting the existing single-family neighborhood to the north.~~

Proposed pedestrian walkways/bikeways shown in Figure 51.

There are many proposed pedestrian walkways/bikeways in the Juanita area. These are shown in Figure 51.

North Rose Hill Land Use

LEGEND

RETAIL

OFFICE

LOW DENSITY
RESIDENTIAL

MEDIUM AND HIGH
DENSITY RESIDENTIAL

PLANNED AREA

PARK



FIGURE NRH-3

NORTH ROSE HILL

ECONOMIC ACTIVITIES

Land use policies for this neighborhood establish retail, office, and business park uses at the north and south ends of the neighborhood.

Although residential in character, the North Rose Hill neighborhood is also affected by the major commercial centers and transportation corridors that are located immediately north and south of the neighborhood (see Figure NRH-1). In recognition of these regional relationships, the land use policies for this neighborhood establish retail, office, and business park uses at the north and south ends of the neighborhood. These uses are connected, by their location and orientation, to the existing activity centers immediately outside of the neighborhood.

The major area of economic activity in North Rose Hill is located along NE 116th Street, adjacent to Slater Avenue NE and 124th Avenue NE (see Figure NRH-3). This area includes both retail and office uses.

The retail area, located on the north and south sides of NE 116th Street (see Figure NRH-3) is almost fully developed. A small vacant area on the west side of 124th Avenue NE may permit some limited future commercial expansion.

South of this retail area, property adjacent to Slater Avenue NE and 124th Avenue NE (see Figure NRH-3) provides a transition from the adjacent retail areas and I-405 to the residential center of the neighborhood. Much of this area is vacant or partially developed with single-family residences and would allow future office expansion. Office development should be subject to the following standards:

- (1) To complement adjacent residential development to the south and east, all office development should be limited to two stories in height.

- (2) Building design and construction should minimize noise, light, and glare from traffic on I-405 and/or 124th Avenue NE.
- (3) If adjacent to Slater Avenue NE, design of driveways should facilitate future shared driveways. Whenever possible, direct access to NE 116th Street is encouraged.
- (4) If adjacent to wetland areas or 124th Avenue NE, standards established on pages NRH-5, NRH-19, and NRH-20 should be observed.
- (5) If east of 124th Avenue NE:
 - (1) Building height, bulk and modulation, window shape and size, and roofline design should reflect the scale and character of single-family development to the east;
 - (2) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east; and
 - (3) Retail uses are not allowed.

A small existing office area is located on the southeast corner of NE 120th Street and Slater Avenue NE. This location is appropriate for office use.

PLANNED AREA 17

This area contains Forbes Lake, the headwaters of Forbes Creek, associated wetlands, and land north of the Costco retail development.

The area around Forbes Lake, generally bounded by NE 90th Street, I-405, NE 97th Street, and 124th Avenue NE (see Figure NRH-3), has been designated as Planned Area 17. This area contains Forbes Lake, the headwaters of Forbes Creek, and

NORTH ROSE HILL

associated wetlands. Because this area is well located for access to commercial services and regional transportation corridors, multifamily or business park uses are appropriate. At the same time, future development should assure the protection of this unique natural setting and promote the visual prominence of Forbes Lake as a neighborhood and City landmark. The planned area designation is intended to achieve these multiple goals.

Development in Subarea A should be residential and subject to the standards listed.

Planned Area 17 can be divided into three distinct subareas. Subarea A includes the land around Forbes Lake, north of the north Costco parking lot and next to 124th Avenue NE. Geographically, this Subarea is part of the transition from the NE 85th Street commercial corridor to the low-density residential core of North Rose Hill. Therefore, medium density residential development, with a maximum density of 12 units per acre, is appropriate. Development in Subarea A should be subject to the following standards:

- (1) Development should be subject to a public review process.
- (2) To reduce the potential for a piecemeal development pattern, a minimum of two acres should be aggregated for multifamily development.
- (3) Building placement and landscape plans should provide views of Forbes Lake from adjacent rights-of-way, particularly 124th Avenue NE and I-405 (see Figure NRH-5).
- (4) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and NE 92nd Street and connects to NE 90th Street.
- (5) Adjacent to Forbes Lake, new development should provide for public access to the lake

in appropriate locations. Public access should be limited to passive uses, such as walking trails or viewpoints.

- (6) ~~No~~ Vehicular connection through this subarea to NE 90th Street ~~should~~ may be permitted.
- (7) Adjacent to I-405, on-site improvements, such as berms, landscaping, acoustic walls, and/or other improvements to minimize visual and noise impacts should be considered.
- (8) Future development should observe the standards established for 124th Avenue NE and wetland areas, discussed on pages NRH-5, NRH-19, and NRH-20.

Business park uses and accessory parking for adjacent retail uses allowed in Subarea B.

Subarea B includes the land adjacent to NE 90th Street. Notable features in this Subarea include the Rose Hill Presbyterian Church and a portion of the Forbes Lake wetland. Geographically, this Subarea is oriented toward the commercial activity south of NE 90th Street. The presence of I-405 to the west is also a dominant feature in this subarea. For these reasons, business park uses and accessory parking for retail uses south of NE 90th Street are appropriate. Development in Subarea B should be subject to the following standards:

- (1) Development should be subject to a public review process.
- (2) ~~Future development should provide for the continuation of a bicycle/pedestrian path that generally follows the alignment of 120th Avenue NE and connects to NE 90th Street.~~
- (2)(3) All vehicular access should be from NE 90th Street.
- (3)(4) Future development should observe the standards established for development near wetland areas, discussed on page NRH-5.

NORTH ROSE HILL

Development in Subarea C is dependent on its relationship to development in Subarea A and Subarea B.

Subarea C is a triangular shaped piece of land located next to I 405, between Sabers A and B. Development in Subarea C is dependent on its relationship to Subarea A and Subarea B. Therefore, if Subarea C is developed in orientation and relationship with Subarea A, development should be subject to the uses and standards of Subarea A. If Subarea C is developed in orientation and relationship with Subarea B, development should be subject to the uses and standards of Subarea B.

Development in Subarea C should be office and/or medium density multifamily.

Subarea C includes the land adjacent to NE 90th Street in the eastern portion of Planned Area 17. Notable features in this subarea include the Rose Hill Presbyterian Church, a Park and Ride lot, and a portion of the Forbes Lake wetland. Geographically, this subarea is oriented toward the commercial activity south of NE 90th Street, but is removed from I-405 by Subarea B. Development potential is constrained by the presence of a stream in the unopened 120th Avenue NE right-of-way and the Forbes Lake Wetland. With these considerations, office uses and medium density residential uses would allow potential development some flexibility in responding to natural features and surrounding institutional and commercial land uses. Development in Subarea C should be subject to the following standards:

- (1) Development should be subject to a public review process.
- (2) Future development should observe the standards established for development near wetland areas, discussed on page NRH-5. In addition, development should be clustered

away from the more environmentally sensitive areas.

- (3) Residential uses should be buffered from NE 90th Street and existing parking lots by a combination of dense landscaping and fencing.

OPEN SPACE/PARKS

North Rose Hill has a number of publicly and privately owned areas that currently provide park and open space opportunities for neighborhood residents. These are briefly described below.

Development and improvement of facilities for passive uses is encouraged at Mark Twain Park.

- ◆ Mark Twain Park is a seven-acre neighborhood park that was transferred to the City in 1989 as part of the annexation agreement between the City and King County. This park is located on 132nd Avenue NE, at approximately NE 107th Street (see Figure NRH-3). Improvements in this park include an open lawn area, walking and jogging paths, a playground, and a basketball court. Development and improvement of facilities for passive uses, such as walking or jogging, is encouraged.
- ◆ Mark Twain Elementary School is an eight-acre site located at NE 95th Street and 130th Avenue NE. Improvements to this site include school buildings and a playfield.
- ◆ The Kirkland-Redmond Boys and Girls Club is a private non-profit service organization located at 124th Avenue NE and NE 108th Street. This facility includes a multipurpose room, game room, gymnasium, arts and crafts room, library, and educational center. The site also has a playfield.

SOUTH ROSE HILL

Subarea (A). Alternatively, Subarea (E) should continue to have high-density residential uses (24 dwelling units per acre).

Subarea (F) should continue to feature medium to high-density multifamily residences, according to respective guidelines.

Subarea (F) extends from 126th Avenue NE to 128th Avenue NE, lying between Subareas (A) and (E) on the north and the residential district of the South Rose Hill neighborhood to the south, east, and west. Currently developed with multifamily residences, this area should continue to have residential medium to high-density development. Redevelopment at medium residential density (12 dwelling units per acre) should be permitted subject to the following standards:

1. Clustering of dwelling units is encouraged.
2. Structures containing more than one dwelling unit, parking areas, and roadways should be set back and buffered from the adjacent single-family residential area.
3. Structures should be compatible in scale with adjacent single-family residential development.

Subarea (F) should be permitted to be redeveloped with high-density residential development (18 dwelling units per acre) if superior site designs are proposed. Therefore, all new high-density residential development in Subarea (F) should be subject to the following standards:

1. All properties with frontage on the same street should be developed as a single unit, or in conjunction with adjacent properties.
2. The number of vehicular access points should be minimized and located as far to the north as possible.

3. Structures, parking areas and roadways should be set back from adjacent single-family residences and separated by a heavily landscaped buffer of approximately 40 feet in width.






Subarea (G) allows office, and medium density residential, and limited commercial uses. Any commercial development should provide shared access with adjoining development in Subarea (A) to NE 85th Street and 124th Avenue NE.

Subarea (G) lies to the north of McDonald's restaurant, on the west side of 124th Avenue NE. Here, either office or medium-density residential development at 12 dwelling units per acre is appropriate. In addition, parking and access to serve adjoining uses in Subarea (A) and limited commercial uses such as automotive service centers are permitted. However, fast food restaurants, restaurants, convenience stores, new or used vehicle or boat sales, gas stations, and other uses which generate significantly higher commercial traffic volumes, should be prohibited. Every attempt should be made with commercial development to provide shared access with adjoining development in Subarea (A) to NE 85th Street and 124th Avenue NE. However, restaurants, taverns, grocery stores, drug stores, dry cleaners, barber shops, or shoe repair shops should be prohibited.

OPEN SPACE PARKS

South Rose Hill has a number of publicly-owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below.

0-3560

-  Residential Low density
-  Residential Medium and high density
- 3** Maximum allowable dwelling unit density
-  Office/Multi-family
-  Planned area
- S** School land
- P** Park
-  Commercial

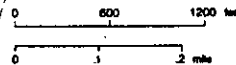
Lake Washington



N

S

YARROW BAY

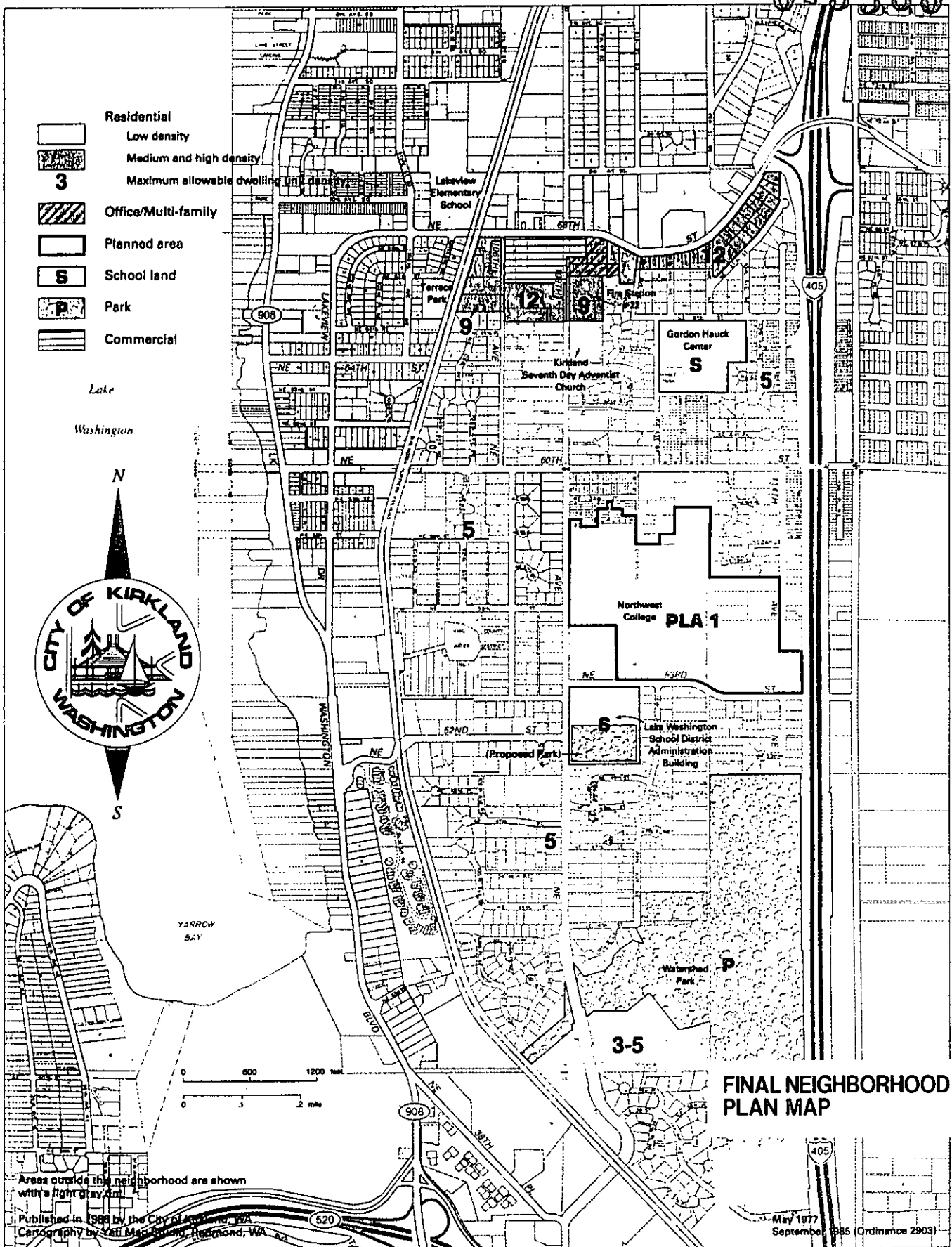


Areas outside this neighborhood are shown with a light gray tint.

Published in 1990 by the City of Kirkland, WA
Cartography by Vail Map Bureau, Richmond, WA

FINAL NEIGHBORHOOD PLAN MAP

May 1977
September 1985 (Ordinance 2903)



CENTRAL HOUGHTON NEIGHBORHOOD LAND USE

CENTRAL HOUGHTON NEIGHBORHOOD

0-3560

Small professional offices/medium density residential uses should be permitted at the southeast quadrant of NE 68th Street/108th Avenue NE.

Land in the southeast quadrant of the intersection of NE 68th Street and 108th Avenue NE is designated for professional offices or multiple residential use (see Figure CH-1). Small professional offices that are in scale with the present building pattern (east of 108th Avenue NE) are permitted. Limited commercial uses commonly associated with offices are appropriate along the 108th Avenue NE frontage (extending east approximately 150 feet). ~~No restaurants or commercial use should be allowed.~~ Medium density multifamily uses (12 dwelling units per acre) also should be permitted.

PLANNED AREA 1: NORTHWEST COLLEGE

Discussion of "planned area" concept

Within Central Houghton, one tract of land has been designated as a "planned area." this designation is based on unique conditions including interface conflicts, large parcel ownerships, traffic patterns, topographic conditions, and other factors which may influence future development of the land. The complex problems unique to this Planned Area can be overcome best through coordinated development of the whole area.

Northwest College is designated as a Planned Area because of its broad impacts on adjacent areas.

Northwest College provides a unique educational environment within the City. The College has been designated as a Planned Area due to the size of the facility and the magnitude of potential impacts on the surrounding residential areas. Facilities

associated with the College include dormitories, offices, and classroom buildings. The Planned Area designation will permit the application of special development procedures and standards to minimize adverse impacts resulting from the natural growth and operation of the facility.

An updated Master Plan showing the future development of Northwest College was approved by the City Council on April 2, 1979 under Ordinances 2452, 2453, and 2454.

Further revisions, including addition of a headquarters and practice facility for the Seattle Seahawks, were approved on August 5, 1985. Future development on the campus is to be reviewed by the City to insure consistency with the approved Master Plan and the adopting resolution.

Should Northwest College seek either expansion of the Master Plan boundaries, development in addition to that which is indicated on the approved Master Plan, or development that is inconsistent with the Master Plan, such proposal will be reviewed by the City through the public hearing process. Such review should ensure conformance with the following development standards:

- (1) No College expansion should occur beyond 108th Avenue NE and NE 53rd Street, on the west and south respectively.
- (2) Anticipated growth of the College on the existing land will necessitate construction of student housing of more than one story. Large structures on campus should be located far enough from single-family residential uses and separated by dense vegetative buffer so as not to create visual or noise impacts or reduce the privacy of those living within the single-family homes.
- (3) As the student body grows, more traffic is likely to be generated from this complex both in terms of students and faculty and staff. The major entry to the campus should be from 108th Avenue NE and not be routed through local residential streets. There should be an internal access system off 108th

LAKEVIEW NEIGHBORHOOD

- (5) Vehicular access will not be placed across residentially zoned property.
- (6) Preclusion of any commercial uses other than offices.

Land uses south of NE 59th Street and between Lakeview Drive and Lake Washington Boulevard are discussed.

The area lying south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard contains a mix of uses. Within the area existing uses include a small clothing manufacturing plant. The one story clothing manufacturing plant creates minimal visual impacts on the neighborhood and provides, informally, some parking to handle the overflow from Houghton Beach Park. South from the industrial area on lands zoned for neighborhood business and professional office/residential exists a mixture of land uses including single-family, duplex, multifamily and office use.

The area south of NE 59th Street, between Lakeview Drive and Lake Washington Boulevard is suitable for medium density residential uses and small professional offices.

In order to blend future activities with existing uses, medium density residential uses with small professional offices are most appropriate south of NE 59th Street. The character of this neighborhood has changed significantly since the days when the nearby waterfront included shipbuilding activities and oil storage facilities. Many activities permitted in light industrial areas are no longer compatible with the residential activities and the new Houghton Beach Park. The existing manufacturing plant could continue. Medium density residential uses, at a density of 12 dwelling units per acre and small professional offices should be considered the base uses. (Standards for the medium density residential uses are described above in the Living Environment section for the residential area between Lake Washington Boulevard and Lakeview Drive north of NE 59th Street. These

standards also apply to professional office development.) No convenience or retail commercial uses should be considered.

Commercial activities east of Lake Washington Boulevard should be limited.

A convenience commercial grocery store located on Lake Washington Boulevard and NE 64th Street serves a localized need by providing limited grocery service to the surrounding neighborhood. The use should be allowed to remain at this site and improvements should be encouraged to enhance its compatibility with surrounding residential uses and the scenic character of Lake Washington Boulevard. No further development of retail commercial facilities in this area should be permitted.

~~A small antique shop and office exists at the corner of NE 60th Street and Lake Washington Boulevard. Commercial uses are not appropriate at this location due to parking problems and conflicts with adjacent residential uses. Commercial uses should be phased out, but the existing uses should be allowed to remain.~~

A small antique store, a furniture store/office, and a fast food restaurant exist along the east side of Lake Washington Boulevard between NE 59th and 60th Streets. The restaurant is relatively new and meets most or all of the current zoning standards for such uses. The antique and furniture stores, on the other hand, clearly do not meet zoning standards for building setbacks and parking, and other zoning nonconformances are likely. Even so, both buildings are of a scale and design which are compatible with neighboring residential uses. The furniture store building was constructed in the early 1900's and has historic significance as an early site of the Houghton Post Office. This area is appropriate for single or multifamily residential, office, and limited commercial uses. Redevelopment for residential uses should comply with all applicable zoning standards. The continuation of existing office and commercial uses within the existing nonconforming structures should be allowed. New commercial uses and

LAKEVIEW NEIGHBORHOOD

redevelopment of the existing structures also would be appropriate if they maintain or enhance compatibility with nearby residential development, are respectful of the historic character of the site, and maintain a strong pedestrian orientation. Some flexibility in applying normal zoning standards should be allowed if these objectives are met. Redevelopment of the site for office or commercial use should meet the following standards:

- ◆ Commercial uses should be compatible with and respectful of the historic context of the site. Historical interpretation should be incorporated into the development. In addition, building design should incorporate design elements of the facade of the historic post office building.
- ◆ Commercial uses should serve the neighborhood and attract customers and clientele that would largely access the site via pedestrian, transit, or non-motorized transportation.
- ◆ Vehicle sales and service uses and drive-through facilities should not be allowed.
- ◆ Commercial uses should not generate noise incompatible with adjacent residential use after 10:00 p.m.
- ◆ The height of structures and vegetation should be limited. Building height should be a maximum of 1.5 stories (20 feet maximum with sloped roof) above grade. Covenants controlling vegetation heights should be recorded to preserve views from the east.
- ◆ Non-conforming parking should be allowed at 1 parking space per 400 square feet of building, provided site and building design maintains a strong pedestrian orientation and accommodates non-motorized transportation. See Appendix G, Design Principles for Pedestrian Business Districts.

- ◆ Parking areas should be placed, screened, and buffered to mitigate impacts to nearby residential uses.
- ◆ On-street angled parking on NE 60th may be counted toward required parking with necessary improvements to NE 60th Street provided at developer expense.
- ◆ To ensure conformance with the above standards, development should be reviewed through Process IIB.

Commercial uses along the shoreline are discussed.

Commercial uses should not be permitted along the shoreline south of Planned Area 15 due to the residential character of the area as well as access and visibility limitations. North of Planned Area 15, commercial activities should be permitted if public access to and use of the shoreline is enhanced. Other standards for shoreline economic activities are specified in the Shoreline Master Program.

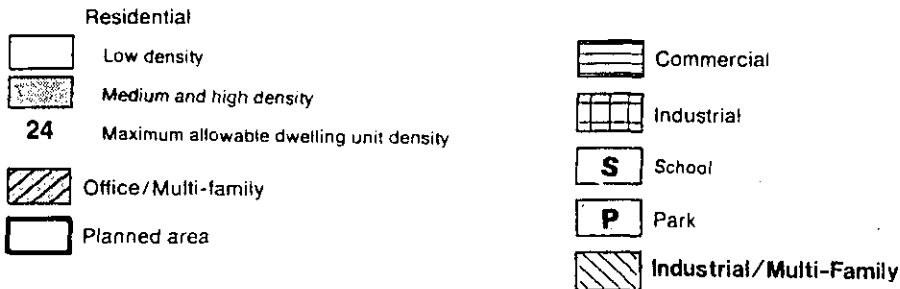
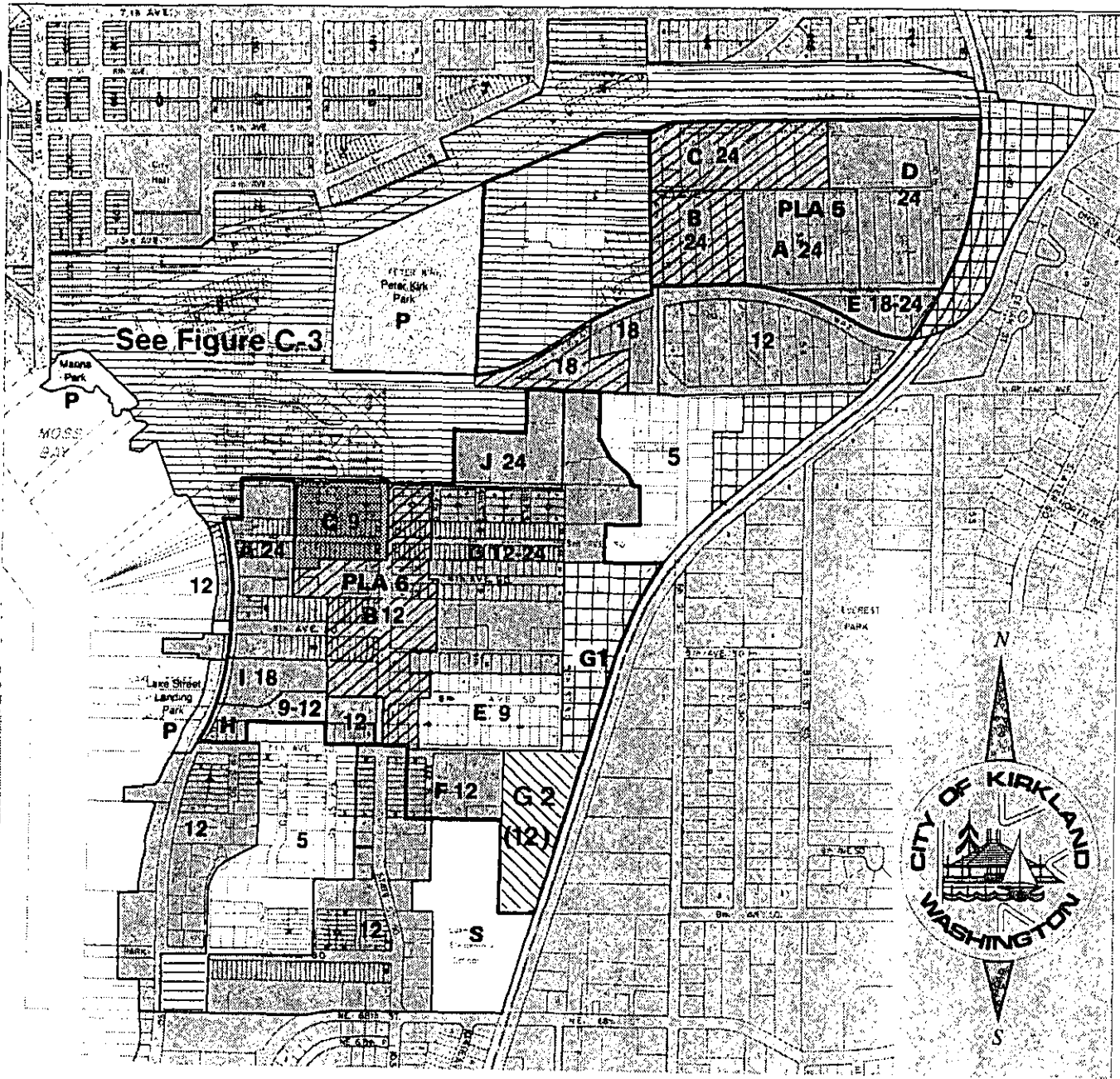
OPEN SPACE/PARKS

Open space/parks should be maintained in the Lakeview area.

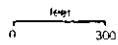
Current park needs for this area are being met by facilities at Lakeview School to the north and the waterfront parks to the west. In addition, the former Houghton City Hall site has been developed as Terrace Park, a neighborhood facility.

Open space and recreation facilities and opportunities are identified.

The shoreline represents a unique feature of the natural environment. It provides areas for active and passive recreation as well as being a significant



Areas outside this neighborhood are shown with a light gray tint
 Published in 1999 by the City of Kirkland, WA
 Cartography by Ramer Mapping, Tacoma, WA



Ordinance No. 3276

Ordinance No. 3016

**CENTRAL NEIGHBORHOOD
LAND USE**

CENTRAL NEIGHBORHOOD

Standards for future professional office development along State Street are listed.

Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor. The standards pertaining to office development should be as follows:

- (1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
- (2) Structures should generally be limited to one story in height in order to preserve the visual character of this residential neighborhood. Two-story structures may be permitted if their overall bulk is limited.
- (3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
- (4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
- (5) Free-standing signs should not be allowed.

Land use in Subarea (C) discussed.

Subarea (C) located east west of State Street and south of the Downtown contains a pocket of single-family homes which should be maintained as low medium density residential. This will help preserve the housing stock of dwelling units close to the Downtown for low and fixed income people.

High density residential uses to be permitted in Subarea (D) with improvements to public facilities.

Subarea (D) is roughly bounded on the west by properties fronting on State Street, on the east by the railroad, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure C2). The Subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea (D) is designated for medium density residential (up to 12 dwelling units per acre). The future development potential for subarea (D) is considerable, given the amount of vacant or undeveloped land, particularly in the northern third of the subarea. Because of its close proximity to existing high density residential development, residential densities up to 24 dwelling units per acre may be appropriate. The area, however, now lacks adequate public facilities, such as sewers, water, sidewalks, and streets to support higher densities. Until these facilities are adequately upgraded, development should be limited to medium density (12 dwelling units per acre). In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints exist in northeast corner of Subarea (D).

Natural constraints including potentially unstable slopes and the presence of Everest Creek, may also require the limitation of development potential in the northeast corner of Subarea (D), although an increase to higher density may be feasible if these constraints are adequately addressed.

X. PARKS, RECREATION, AND OPEN SPACE ELEMENT

A. INTRODUCTION

Parks and other open spaces make a distinct contribution to the landscape and quality of life in Kirkland. Imagine Kirkland without its distinctive waterfront parks and other parks and open spaces dotted throughout the City. Over the past four decades, Kirkland has had the vision to aggressively pursue land acquisition and park development for the public's enjoyment. An outstanding mosaic of parks and facilities has evolved.

The challenge now and into the future is that, as a City facing additional growth pressures, there are still neighborhoods with insufficient amounts of parkland. The City also continues to be faced with the challenge of meeting the park and recreation needs of a diverse range of age groups and interests throughout the entire City. At the same time, the window of opportunity is shrinking to acquire available land suitable for parks and open space. Consequently, the City must strategically and creatively position itself to deal with the open space demands of those areas within its urban growth boundaries. Renovation of certain parks is important to keep them safe and functional and to reduce unnecessary maintenance costs.

Looking at current City parks and recreation services through the year 2000, the following important issues and opportunities face Kirkland:

1. Acquiring and developing additional park land in areas of the City where park land and recreational opportunities are deficient, by providing mini-parks, neighborhood parks, community parks, and open space.
2. Providing additional pedestrian and bicycle trails and linkages between parks, open spaces, and neighborhoods.
3. Developing facilities such as restrooms and additional benches in new and existing parks.
4. Meeting City indoor recreation needs for fitness, athletics, recreation classes, and meeting space.
5. Enhancing and expanding recreational opportunities at existing waterfront parks.
6. Providing ongoing renovation and maintenance of parks and facilities.
7. Continuing and enhancing "partnerships" with the Lake Washington School District, King County, and neighboring cities in the mutual use and development of parks and recreation facilities.
8. Providing diverse and affordable recreation programs to meet citizen needs and interests, particularly those of youth, teens, senior citizens, and residents with special needs, and complement programs offered by other recreation providers in the community.
9. Maintaining and beautifying public grounds and other visually prominent areas.

10. Promoting habitat conservation through acquisition and preservation of important natural areas, and continuing development of interpretive education programs.

EXISTING CONDITIONS

The existing City-owned park system contains 412 acres, of which approximately 152 acres are developed. Much of the developed park system consists of twelve waterfront parks, eleven neighborhood parks, and three community parks. The balance of the City's park acreage can be classified as natural/open space areas and under-developed community and neighborhood park land.

A detailed inventory and classification of existing parks, open space, and recreational facilities is contained in the parks functional plan, titled Kirkland's Comprehensive Park, Open Space, and Recreation Plan. That inventory is adopted as background for this Element as though set forth herein.

Waterfront Parks

Kirkland's waterfront parks are a distinctive part of the City's park system. They bring identity and character to the park system and contribute significantly to Kirkland's charm and quality of life. The 13 waterfront parks stretch from the Yarrow Bay Wetlands on the south to Juanita Bay and Juanita Beach (King County) Parks on the north, providing Kirkland residents year-round waterfront access. Kirkland's waterfront parks provide citizens a diversity of waterfront experiences for different tastes and preferences. Citizens can enjoy the passive and natural surroundings of Juanita Bay and Kiwanis Park as well as the more active swimming and sunbathing areas of Houghton and Marsh Parks. These parks truly identify Kirkland as a waterfront community.

The high visibility and use of Kirkland's waterfront parks require high levels of maintenance, periodic renovation, and security. Swimming beaches, docks, recreational moorage facilities, boat ramps, and shoreline walkways, where issues of liability are very important, must be kept safe and in good condition for the public's enjoyment and use.

Natural Park Areas

The natural park areas, such as Juanita Bay Park, Yarrow Bay Wetlands, Heronfield Wetlands, Totem Lake Wetlands, and Watershed Park provide residents with important natural open space and critical urban wildlife habitat. They are part of providing a balanced park system for citizens. Passive recreation uses such as walking, bird watching, interpretive educational programs and signage, and non-motorized trail systems are appropriate for these sites.

Community Parks

Community parks are usually 15 to 30 acres in size and are generally defined as larger, diverse recreation areas serving both formalized active recreation needs as well as recreation use benefiting the neighborhood surrounding the site. The City currently has a shortage of developed community parks. Community parks are where the majority of

active recreation occurs. Community parks often include recreation facilities such as sports fields and/or community centers.

Mini and Neighborhood Parks

Kirkland's major deficit in park land is in neighborhood parks. Neighborhood parks serve both limited active and passive recreation needs of a residential neighborhood within a half-mile radius and are usually no more than 15 acres and no less than 0.5 acres in size.

RELATIONSHIP TO OTHER ELEMENTS

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

RELATIONSHIP TO PARK, RECREATION, AND OPEN SPACE COMPREHENSIVE PLAN

The Park, Recreation, and Open Space Comprehensive Plan is the City's long-range functional plan for Kirkland's parks, open spaces, and recreational uses. The Plan is prepared by the Department of Parks and Community Services and the Kirkland Park Board for City Council review and adoption. To remain eligible for certain State and County grant funding, the City is required to update the Plan every six years. The Plan was updated in 1995, immediately prior to the review and adoption of this Element. That Plan is closely related to the Parks Element of the City Comprehensive Plan. The Parks Board has relied heavily on the City Comprehensive Plan and, in turn, this Element relies heavily on the work of the Park Board in establishing goals and policies.

B. PARKS, RECREATION, AND OPEN SPACE CONCEPT

The Park, Recreation, and Open Space Element supports the continued provision of accessible and well-maintained facilities and services for current and future residents. Levels of service are established for facilities. Policies are established for coordination with other service providers to ensure efficiencies in utilization of park and recreational facilities and services. The City will promote environmental conservation and education for publicly owned natural open space areas.

C. PARKS, RECREATION, AND OPEN SPACE GOALS AND POLICIES

PARKS AND OPEN SPACE

Goal PR-1: Acquire, develop, and redevelop a system of parks, recreation facilities and open spaces that is attractive, safe, functional and accessible to all segments of the population.

The basis of Kirkland's park system is the provision of diverse recreation opportunities and experiences for all Kirkland residents. Specifically, the open space, parks, park facilities, and recreation programs serve the following purposes:

- To contribute to the overall quality of life for Kirkland residents by providing facilities and programs for both active and passive recreation.
- To improve the aesthetics of the City, including ornamental plantings and other beautification efforts.

Policy PR-1.1: Acquire parks, recreation, and open space facilities in those areas of the City facing population growth, commercial development and/or in areas where facilities are deficient.

A major component of this Element is the need to acquire more park land. Specifically, this includes acquiring land suitable for parks in City neighborhoods with existing and projected deficiencies, based on the Land Use Element, and where opportunities arise to make key linkages in the park system.

Another component is to provide neighborhood parks within walking distance of every Kirkland resident. This is best accomplished by providing a system of neighborhood parks which are located within easy reach of Kirkland residents and which meet the diverse recreational needs identified by the community. It is critical that the City be prepared to take advantage of opportunities to obtain properties needed for park and open space purposes.

Although Kirkland is blessed with extraordinary waterfront parks, we should never lose sight of capturing opportunities should additional waterfront become available. Should privately held lakefront parcels adjacent to existing beach parks or at other appropriate locations become available, efforts should be made to acquire these pieces. The City should continue to pursue creative use of waterfront street ends.

Policy PR-1.2: Develop pedestrian and bicycle linkages between parks and open spaces where feasible.

Trails provide people with valuable links between neighborhoods, parks, and public schools. In some cases, public trails provide alternative transportation connections between communities in addition to their recreational function. The citizens of Kirkland have consistently identified the need for more trails as a top priority for parks and recreation services.

The City's Non-motorized Transportation Plan (NMT) provides the City's strategic goals and policies related to comprehensive trail planning including route designation, classification, funding priorities, and design standards. The NMT Plan was developed cooperatively by the Departments of Parks and Community Services, Planning and Community Development, and Public Works.

Two important elements for recreational trail planning are noted in the Non-motorized Transportation Plan. First is the identification and creation of a minimum of two major north-south and four major east-west pedestrian and bicycle routes through the City. Second is the development of a recreational trail system within the Burlington Northern right-of-way. This proposed trail is a truly regional facility traveling through the hearts of many eastside cities and providing critical links to other existing regional trails such as the Sammamish River Trail. This project is visionary and would require an interjurisdictional effort for planning and implementation.

Policy PR-1.3: Ensure adequate maintenance and operation funding prior to development of parks and recreational facilities.

Renovation and maintenance is a very high priority for parks and facilities. There is a significant public investment in developing parks, playgrounds, buildings, and special facilities such as the outdoor pool. Consequently, it is very important to provide adequate maintenance and operation support when new parks and other facilities are developed. By deferring maintenance and operation support and not practicing preventative maintenance, long-term maintenance and operation costs will rise, facilities will deteriorate quicker, resulting in replacement or significant repair sooner than they should.

Policy PR-1.4: Renovate parks and facilities in a manner that will conserve the use of energy and other resources and maximize efficient maintenance practices.

As the City's park system matures and requires periodic renovation, emphasis should be placed on developing improved methods of conserving energy, using better equipment and innovative practices, and designing park areas in such a manner as to reduce long-term maintenance and operating expenses.

Policy PR-1.5: Acquire, develop, and renovate park facilities using traditional and new funding sources while preserving high-level maintenance standards and program quality.

The priorities for acquiring, developing, and renovating parks are intended to be fluid and dynamic. Priorities change continually as opportunities and needs arise. Those opportunities must be weighed against available resources.

Following is a brief description of each category of park capital improvements:

Acquisition

A priority of the Kirkland parks system should be to capture opportunities to acquire unique park sites. Unique sites may be located near existing parks, be unusual in size, and/or exceptional in character.

The window of opportunity to acquire suitable park land is shrinking rapidly. Surveys of the public have placed a top priority on acquisition of land for a park and trail system. Without additional acquisitions now, it will be more costly later.

Development

Kirkland's increasing population and recreation activity have increased the demand for active indoor and outdoor facilities. There is a real need to develop new neighborhood parks in certain areas of the City to provide playgrounds, picnic areas, playcourts, and playfields within walking distance. Additionally, there is a need to further expand the City's public trail system.

In determining when a park should be developed, several key factors should be considered:

- Will park resources be made more accessible?
- Will it respond to an opportunity or demand?
- Will it help to achieve a balance among park types?
- Will it make the site more accessible, interesting, and safer for the public's use?

Park design should evolve and be able to respond and adapt to the changing needs of park users, especially those identified through telephone surveys or neighborhood workshops. Park design should address customer convenience such as restrooms for neighborhood parks with large service areas, or additional benches for new and existing parks.

Renovation

One of the most important things that must be done to a park system is to keep it in good condition. Practicing preventative maintenance and improving parks and facilities on a scheduled basis maintains user satisfaction, protects the public's investment, and is part of maintaining the community's positive image. Parks and facilities which are not regularly maintained and improved result in higher incidents of vandalism and other unwanted activities and security problems.

There are several key factors that influence the need to renovate parks including:

- Age and condition of facility.
- Changing use patterns.
- Safety and liability problems.
- Unnecessary maintenance costs.

Many of the parks and facilities acquired when the system was first developed are in need of renovation now and others will have to be renovated in the future to extend their usefulness to the public. The City's recent renovation work to restrooms, docks, and other facilities has proven to stabilize or reduce maintenance and operation costs through improved design and use of better materials.

Financing

The City's Capital Improvement Program (CIP) and Capital Facilities Plan contain capital project needs and funding sources for parks projects. Capital project financing comes from a variety of sources, including current operating funds, reserve funds, grants, private sector support, and voter approved general obligation bonds. Additional

funding sources should be explored to finance the Comprehensive Park, Open Space, and Recreation Plan.

Policy PR-1.6: Ensure that parks are provided using the following "acceptable" standards to determine the need for parks and using the "desired" standards as the target for which the City will strive.

**Table PR-1
Park and Open Space Levels of Service**

Facility	Acceptable Standard	Desired Standard
Mini and Neighborhood parks:	1.2 acres/1,000 persons	1.3 acres/1,000
Community parks:	1.4 acres/1,000 persons	1.6 acres/1,000
Nature parks:	None	5.7 acres/1,000
Waterfront parks:	None	220 lin. ft./1,000

The "concurrency" requirement does not apply to the facilities identified in Table PR-1 (i.e. - new development will not be denied based on these identified standards). However, mitigation, impact fees, or other development contributions may be required to meet the standards for Acceptable Level of Service found in Table PR-1.

The City will strive to achieve the Desired Level of Service Standards identified in Table PR-1 through grants, bonds, city funding and other available sources. These LOS standards reflect the priority Kirkland residents have placed on these facilities which are an integral part of Kirkland's community identity. In the future, the City should aggressively seek out opportunities to reach these desired standards where possible.

RECREATION

Goal PR-2: Provide services and programs that enhance the quality of life in the community.

Recreation provides individuals in the community with opportunities for satisfying use of their leisure time. Participation in recreation activities enriches lives, prevents social isolation, and increases the sense of community. People may enjoy exposure to a wide variety of recreation skills and experience. A significant share of demand for recreation services is met by the private sector and nonprofit agencies and organizations.

However, a large segment of the population does not have the opportunity or inclination to participate in private recreation. It is the responsibility of the City to provide recreation facilities and programs which are sensitive to the needs of the community and resources of the parks system. It is the intent of the City to offer diverse, accessible, and affordable recreation opportunities.

The City plays both a primary and supportive role in recreation. In certain instances, the City's role is to provide facilities and coordination, while in other cases, the City assumes a direct operating role. For example, the City's role in youth baseball and soccer is to

provide, schedule, and maintain ballfields within the City's park system, while the City assumes direct responsibility for offering recreation programs and services to the elderly.

Policy PR-2.1: Examine the need for additional community recreation facility space to meet indoor recreation needs for athletics, recreation classes, and meeting space.

At present, Kirkland has one Community Center and one Senior Center. The City will soon need to expand its indoor recreation space. Both facilities are heavily used for programs and community rentals. The City Capital Facilities Plan identifies expansion need in the year 2000. In the interim, the Parks and Community Services Department has been extremely fortunate in being able to use Lake Washington School District indoor facilities for City-sponsored recreation activities and programs. The use of School District facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. However, factors including increased demand for City and School District facilities, and limited availability of School District facilities continue to fuel the need for additional City-managed public recreation facility space.

Policy PR-2.2: Ensure that recreation facilities are provided using the following "acceptable" standard to determine the need for recreation facilities and using the "desired" standard as the target for which the City will strive.

**Table PR-2
Recreation Space Levels of Service**

Facility	Acceptable Standard	Desired Standard
Community Centers:	540 sq. ft./1,000 persons	700 sq. ft./1,000

The "concurrency" requirement does not apply to the facilities identified in Table PR-2 (i.e. - new development will not be denied based on these identified standards). However, mitigation, impact fees, or other development contributions may be required to meet the standards for Acceptable Level of Service found in Table PR-2.

The City will strive to achieve the Desired Level of Service Standards identified in Table PR-2 through grants, bonds, city funding and other available sources. These LOS standards reflect the priority Kirkland residents have placed on these facilities which are an integral part of Kirkland's community identity. In the future, the City should aggressively seek out opportunities to reach these desired standards where possible.

Policy PR-2.3: Encourage small craft water-oriented activities/programs along the shoreline where appropriate and consistent with public interest and needs.

Kirkland has miles of waterfront with major portions in public owned parks. The City should strive to maximize its use to the continued benefit of its citizens. In the future, providing programs for small craft such as canoeing/kayaking, sailing, rowing, and sail-boarding should be encouraged. Programs oriented around non-motorized boating activities provide excellent opportunities to teach lifelong recreation skills in addition to emphasizing water and boating safety.

Kirkland's two public boat launch facilities provide important access to Lake Washington. A small facility in Houghton Beach Park provides for hand launching of non-motorized boats, and at Marina Park in the downtown area, a one-lane facility exists for trailerable boats. However, this facility has several problems including poor traffic circulation and congestion, and inadequate and insufficient parking. To address these concerns, new regulations went into effect in 1989. The City should cooperate with other jurisdictions to assure that this regional need is addressed with regional participation and resources. Such facilities are best located where there is an opportunity for adequate on-site parking and where intrusions into neighborhoods can be kept to a minimum.

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

Partnership with Lake Washington School District

For years the City has enjoyed a cooperative relationship with the Lake Washington School District in the use of their indoor facilities for a variety of organized recreation and sports activities. The use of these facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. The City reciprocates with priority use of its facilities for school activities and by providing scheduling services for outdoor facilities.

Currently the Parks and Community Services Department provides field coordinating and scheduling services for the School District and community sports organizations during the Spring and Summer months. These sites range in character from open lawn areas at public schools and parks (originally not intended for sports activities) to formal athletic fields with complete facilities.

The school system is a major partner in the provision of the City's park and recreation services in terms of open space acreage and recreation facilities. There continues to be high demand and insufficient supply for facilities such as practice and game fields. Increase in population growth will aggravate this situation. Conditions will not improve without effective partnerships between sports organizations, the City, the School District, and subregional providers of recreation.

To ensure that School District facilities will continue to be available for City sponsored recreation programs, in 1991 the City and School District entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities.

In the future, the City should work more closely with the School District to actively explore opportunities for greater joint use of facilities. A cooperative effort on the part of the School District and the City to renovate existing playing fields on school sites should be pursued as a step to providing additional needed ballfield space for soccer, softball, and baseball. Independent sports organizations are experiencing a shortage of practice times and space. With minor facility upgrades and ongoing maintenance, facilities can be more playable and safer to use.

The City should continue efforts to cooperate with the Lake Washington School District on a park facility located south of the School District administration building.

Partnership with King County

As the Eastside continues to urbanize, the role of King County parks becomes more important in acquiring, developing, and maintaining the larger land holdings for the region. In the future, there will be an increasing need for regional parks. The role of King County in providing parks is also changing with a major focus on systems of open space corridors that conserve natural resources, and agriculture lands that provide recreation opportunities, fish and wildlife habitat, scenic beauty, and regional trails that link cities and communities. The May 1995 Executive Proposed County Park, Recreation, and Open Space Plan seeks to shift local parks and open space responsibility in the urban areas to cities such as Kirkland over a ten-year period.

In accordance with the County's proposed Park Plan, the County would not transfer any parks until such time as annexations occur. Only one County park, Juanita Beach Park, is located within Kirkland city limits, and its assumption would represent a significant capital, maintenance, and operation cost liability. Any possible future transfer of this park to Kirkland must be part of a negotiated Interlocal Agreement with the County to guide future financial responsibility from both a capital cost and ongoing maintenance perspective.

Another important component in "partnering" with King County is acquiring local parks sites in the unincorporated urban areas. The City should work with King County to acquire sites for future park land in Kirkland's planning areas to be landbanked for future development. Some possible methods of acquiring future sites in unincorporated areas include grant funding, conservation futures tax funding, and a parks and recreation service area. A parks and recreation service area is a limited taxing district which can be created via voter approval to finance, acquire, construct, approve, maintain, or operate parks and recreational facilities.

Policy PR-2.5: Provide Kirkland citizens of all ages and abilities the opportunity to participate in diverse, challenging, and high-quality recreation programs that are both accessible and affordable.

Comprehensive recreation opportunities are a major ingredient of a successful community. By providing services that are creative, educational, and responsive to the needs of the public, the City can significantly enhance the quality of life in Kirkland.

As demand for recreation activities grows emphasis will be placed on programs, activities and events that are safe, appropriately priced, and held at convenient locations and times. It is the intent of the City to closely monitor local and national trends so as to offer the most diverse, accessible, and affordable recreation opportunities possible to Kirkland citizens.

Kirkland citizens are served by other recreation providers as well. The City should continue to act as a resource agency for the community in promoting, coordinating, developing, and maintaining community leisure activities. Innovative methods of service delivery can be developed through continued arrangements with the School District, private non-profit agencies such as the Boys and Girls Club and Kirkland Arts Center, and the local business community.

Policy PR-2.6: Enhance the quality of life for the older adult population by providing opportunities to engage in social, recreational, educational, nutritional, and health programs.

Kirkland has a significant senior adult population, and activities offered at the Kirkland Senior Center are increasingly popular. Trends in senior programming for the next decade will include a demand for:

- Continued learning activities.
- Health and fitness programs.
- Diverse programs that address the expanding age range of the senior population and its subsequent variety of activity levels.
- Programs that provide for transportation to and from the activities.

It is important that the City recognize these trends and focus attention on programs that meet these changing needs.

Policy PR-2.7: Determine the need and provide access to recreation programs for citizens with physical and developmental disabilities

Specialized recreation programs for mentally and physically challenged individuals will continue to grow and take on a regional significance. The City will need to continue to work with other recreation providers in serving Kirkland citizens with special needs.

HABITAT CONSERVATION

Goal PR-3 Protect and preserve publicly-owned natural resource areas.

Natural areas and open spaces are a vital component of the health and well being of the community. Conservation and enhancement of the ecological resources found within the City is a key component of its land use and park planning. In surveys and workshops, Kirkland citizens have consistently identified natural areas as being a key component of park planning.

Bodies of water in Kirkland, other than Lake Washington, include Forbes Lake, Forbes Creek, Juanita Creek, Cochran Springs Creek, Yarrow Creek, Everest Creek, Totem Lake, and numerous smaller streams and tributaries. These resources provide valuable habitat for wildlife and contribute to water quality. Totem Lake Park is owned by the King Conservation District. Important portions of Forbes Lake, Forbes Creek, Cochran Springs Creek, Yarrow Creek, and Everest Creek are under City ownership.

Policy PR-3.1: Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

Recognized impacts associated with an ever increasing urban population include the loss of privately-owned open spaces, an increase in ornamental and invasive plants which

threaten native vegetative communities, and an increase in competitive pressure upon native wildlife by non-native species and domestic pets.

The City has the opportunity to continue to participate with both state and federal agencies and a variety of citizen groups to maintain and enhance existing resources, provide valuable educational opportunities, and provide a level of public use appropriate for the area.

Policy PR-3.2: Preserve opportunities for people to observe and enjoy wildlife and wildlife habitats.

Over 60% of the City's park land inventory provides valuable habitat for urban wildlife. In many cases, these parks also provide opportunities for interpretive education. The City must continue to balance the public benefits of providing access to these areas while limiting potential adverse impacts.

Acquisition is a key component to protection of valuable habitat. The City should review key parcels of land as they become available for inclusion into the existing network of parks and open space. The inclusion of these lands should be prioritized based on the following factors:

- Areas which are intrinsically biologically critical by virtue of their continuity with other, existing natural areas.
- Areas which provide benefits to the greater community, including water quality functions, hydrologic management, and erosion control.
- Areas of unique scenic quality.
- Areas which are culturally significant.

PUBLICATION SUMMARY OF ORDINANCE NO. 3560

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481.

Section 1. Amends the Comprehensive Plan as follows:

- A. Repeals Existing Figure LU-1, the Comprehensive Plan Land Use Map and adopts a new one.
- B. Amends specified text and/or graphics of the following Elements: Introduction, General, Transportation, Capital Facilities, Implementation Strategies.
- C. Element XV Neighborhood Plans: renames the Juanita/Par Mac/Totem Lake Neighborhood Plan to be the Totem Lake Neighborhood Plan and amends text and graphics as specified.
- D. Element XV Neighborhood Plans: renames the South Juanita Neighborhood Plan to be the North/South Juanita Neighborhood Plan and amends it by adding a new North/South Juanita land use map and text from Juanita/Par Mac/Totem Lake neighborhood plan after the last page as specified.
- E. Element XV Neighborhood Plans: amends the Market/Norkirk/Highlands Neighborhood Plan by adding text from the Juanita/Par Mac/Totem Lake Neighborhood plan as specified.
- F. Element XV Neighborhood Plans: amends the Northshore neighborhood plan as specified.
- G. Element XV Neighborhood Plans: amends the North Rose Hill Neighborhood Plan as specified.
- H. Element XV - Neighborhood Plans: amends the South Rose Hill Neighborhood Plan as specified.
- I. Element XV - Neighborhood Plans: amends the Central Houghton Neighborhood Plan as specified.
- J. Element XV Neighborhood plans: amends the Lakeview Neighborhood Plan as specified.
- K. Element XV Neighborhood Plans: amends the Central Neighborhood Plan as specified.
- L. Repeals existing Element X Parks and Recreation and creates a new Element X Parks, Recreation and Open Space.

Section 2. Provides a severability clause for the ordinance.

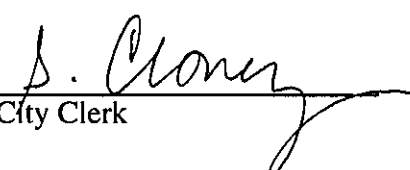
Section 3. Provides an amendment to Section 4 of Ordinance 3481 to exclude the Shoreline Master Program use regulations that were previously adopted by reference.

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

Section 5. Authorizes 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.

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 regular meeting on the 17th day of December, 1996.

I certify that the foregoing is a summary of Ordinance 3560 approved by the Kirkland City Council for summary publication.


Deputy City Clerk