

ORDINANCE 3570

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING ORDINANCE NO. 3560 WHICH RELATED TO COMPREHENSIVE PLANNING AND LAND USE AND WHICH AMENDED THE COMPREHENSIVE PLAN ORDINANCE NO. 3481.

WHEREAS, the City Council adopted Ordinance No. 3560 to amend certain portions of the Comprehensive Plan for the City, following the City Council's review of proposed text and map amendments at its study session of October 8, 1996, including consideration of the Kirkland Planning Commission's recommendation dated October 3, 1996; and

WHEREAS, several recommended amendments were inadvertently not included in the attachments to Ordinance No. 3560, but which items had been included in the consideration process which led to the adoption of Ordinance No. 3560; and

WHEREAS, the City Council finds that Ordinance No. 3560 should have included the hereinafter described changes and now intends to incorporate the changes listed below into the amendments made to the Comprehensive Plan for the City by Ordinance No. 3560.

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

Section 1. Section 1 of Ordinance No. 3560 is hereby amended by additions to Paragraph B, Section 1 of Ordinance No. 3560, so that said Paragraph B shall read as follows:

- 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
 - XIII.B (Capital Facility) (Capital Facility Goals and Policies)
 - XIV (Implementation Strategies)

Section 2. Section 1 of Ordinance No. 3560 is hereby amended by the inclusion of a new Paragraph M, Section 1 of Ordinance No. 3560, to read as follows:

- M. *Element XV - Neighborhood Plans:* Element XV is hereby amended by the deletion of certain pre-existing

pages of the Comprehensive Plan. The text on each of the pages included in Exhibit M is hereby repealed. Exhibit M is attached to this ordinance and by this reference is incorporated into this ordinance.

Section 3. The effect of this ordinance is to incorporate additional language into the amendments made by Ordinance No. 3560 to the Comprehensive Plan for the City, Ordinance No. 3481 as amended. The passage of this ordinance shall not change the effect of Ordinance No. 3560 nor affect the validity of the previously adopted provisions of Ordinance No. 3560.

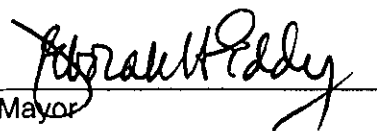
Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. To the extent the subject matter of this ordinance, pursuant to Ordinance 2001, is subject to the disapproval jurisdiction of the Houghton Community Council, this ordinance shall become effective within the Houghton Community Municipal Corporation only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance.

Section 6. Except as provided in Section 4, this ordinance shall be in full force and effect five days from and after its passage by the Kirkland 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 4th day of February, 1997.

Signed in authentication thereof this 4th day of February, 1997.



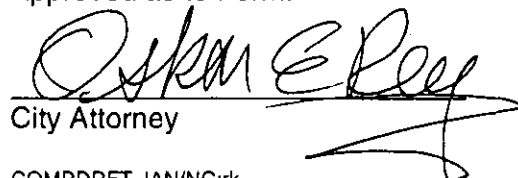
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

EXHIBIT B

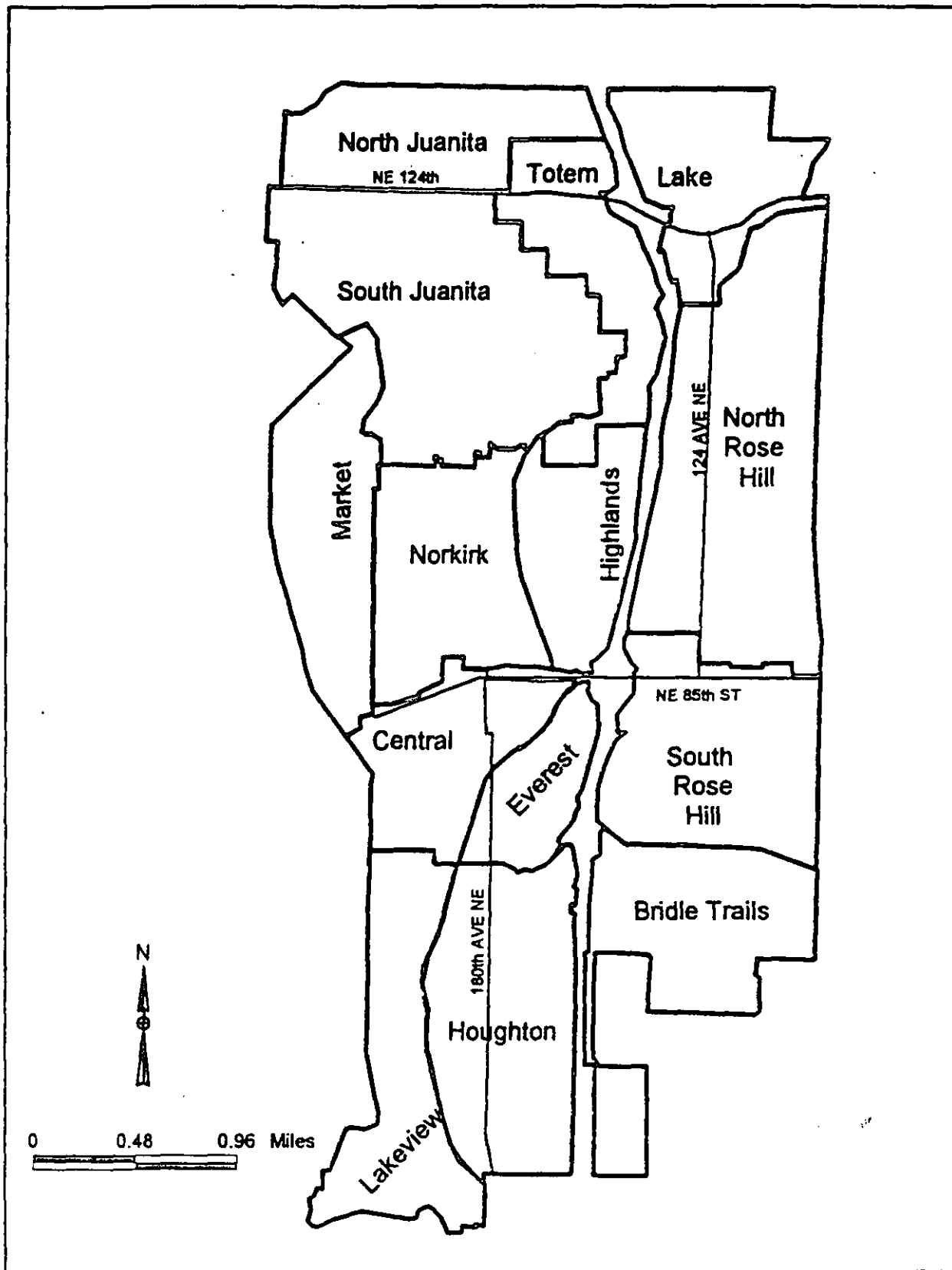


FIGURE I-3

NEIGHBORHOODS

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.

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

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.

Note that the LOS standard in Table T-2 becomes worse in the future. This shift reflects the proposed network and funding, and an increase in trips (due to projected population increases). The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.

* *Policy T-5.4. Strive to achieve a twenty-year level of service standard of 1.5 miles/1,000 persons for bicycle routes, and 3.2 miles/1,000 persons for sidewalks.*

The level of service standard for the nonmotorized system reflects the desire to create an interconnected system of pedestrian and bicycle routes. The standard for sidewalks is based on the priority routes indicated in the Nonmotorized Transportation Plan. The existing system has deficiencies and gaps which the proposed improvements in the Nonmotorized Transportation Plan fill. Although the standards allow for an orderly process of filling in the gaps commensurate with projected population growth, standards based on distance per population do not directly deal with safety and some local access concerns. These issues will be considered during the development of the new method to measure level of service discussed under Policy T-5.1.

Policy T-5.5. Promote transportation demand management (TDM) strategies to help achieve mode split goals. TDM may include incentives, programs or regulations to reduce the number of single-occupant vehicle trips.

Transportation demand management seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. Transportation demand management strategies try to influence behavior in a way that keeps expansion of the transportation system at a minimum. The more successful TDM strategies are, the more successful the City will be at achieving the mode split goals described in Policy T-5.2.

The following are examples of TDM strategies: 1) Working cooperatively with employers to implement programs that encourage employees not

to drive alone; 2) Requiring new multifamily, office and industrial development to implement programs to reduce single-occupant vehicle use; and 3) Adjusting parking standards to meet existing demand and reducing them further when transportation options increase.

Policy T-5.6. Assure that transportation improvements are concurrent with development to maintain the vehicular level of service standard for the development's subarea.

The Growth Management Act requires that transportation improvements and programs needed to accommodate planned growth be provided concurrently as new development occurs. Concurrency requires the balancing of three primary factors: available financial resources; acceptable transportation system performance conditions (level of service); and the community's long-range vision for land use and transportation. Following plan adoption, the City will establish a concurrency management process.

DESIGN OF TRANSPORTATION FACILITIES

Streets, transit stops or centers, sidewalks and other transportation facilities make up a large part of the community. The physical appearance and condition of these facilities greatly impact the "look" of Kirkland. Also, their design impacts the users convenience and safety and can be a factor in whether people drive, ride bicycles or walk. The design of facilities is very important given our goal to encourage alternatives to the single-occupant vehicle.

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

Policy T-6.1. Pave streets and access easements to the smallest dimensions necessary to accommodate their designed function, including emergency access.

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

New page with Ordinance No. 3570

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Table CF-2
Sewer and Water Level of Service

Facility	Standard
Water distribution	119 gallons/day/capita
Water storage	362 gallons/capita plus 3.2 million gallons for fire storage
Sanitary sewer collection	100 gallons/day/capita

Sewer and water facilities are essential to the protection and enhancement of public health. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional level.

Transportation

Policy CF-3.2: Utilize the following vehicular peak hour standards for the transportation subareas of the City:

Table CF-3
Vehicular Level of Service*

Transportation Level of Service
Average V/C Ratio* of Signalized Intersections

Planning Horizon	1992	2001	2012
Subarea	LOS	LOS	LOS
Southwest	0.93	0.97	1.05
Northwest	0.98	1.05	1.20
Northeast	0.78	0.87	1.05
East	1.01	1.09	1.25

*The "V/C" ratio is a ratio of the "volume" of vehicles to the "capacity" of the intersection to accommodate those vehicles. See Transportation Element for further explanation of the level of service standard.

Table CF-4
Maximum Number of Intersections Exceeding the 2012 Subarea Average V/C Ratio During the Peak-Hour

Subarea	1993	2001	2012
Southwest	3	5	4
Northwest	2	3	2
Northeast	5	6	7
East	2	3	2

While the "V/C" method of measuring level of service is not ideal, it is consistent with surrounding jurisdictions. However, the City also recognizes that in the future, other factors need to be considered such as the movement of people, freight and goods, travel time, or performance of travel corridors. These are further described in the Transportation Element under Policy T-5.1.

The City understands that such a broad-based performance measure has not yet been developed. Nevertheless, the use of the volume/capacity ratio for roads should only continue until a better measure is available. This is further discussed in Section A., Setting The Standards For Levels Of Service, in this element.

Transit

Policy CF-3.3: Strive to achieve the following interim level of service standards for transit in the transportation subareas of the City:

Table CF-5
Transit Level of Service Targets
P.M. Peak Hour Work Trips

Subarea	% SOV / % HOV (work trips)		
	1992	2001	2012
Southwest	86/14	80/20	70/30
Northwest	81/19	75/25	70/30
Northeast	89/11	80/20	70/30
East	86/14	85/15	80/20

CAPITAL FACILITIES

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Consider the following additional funding sources to finance needed capital facilities:

- ◆ *Second Quarter Percent Real Estate Tax*
- ◆ *Impact Fees for roads*
- ◆ *Impact Fees or Fee-In Lieu Program for Parks*
- ◆ *Impact Fees for schools*

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. Only if these sources are inadequate will the City need to explore the feasibility of additional revenues.

The City will use a variety of funding sources to finance future capital improvements. Existing sources of revenue are already available and being used for capital facilities, including the gas tax, vehicle license tax, sales tax, utility connection charges, real estate excise tax, and interest income and debt. Impact fees for roads will replace existing mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system. Impact fees for parks may replace the existing fee-in-lieu program. A new source of revenue, the second quarter percent real estate tax, should be used to fund new transportation projects needed to meet the established LOS standards.

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

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

Impact fees are authorized only for roads, parks, fire protection, and schools.

There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.

Impact fees can only be imposed for system improvements which:

- a. reasonably relate to the new development,
- b. do not exceed a proportionate share of the costs related to the new development,
- c. used to reasonably benefit the new development, and
- d. are not for existing deficiencies.

Impact fee rates must be adjusted to reflect the payment of other taxes, fees and charges by the development that are used for the same system improvements as the impact fee.

Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Each year the Lake Washington School District completes a Six-Year Capital Facilities Plan which sets forth projected enrollment and facility needs in the school district. In addition, the District has completed a long-range capital facilities plan through the year 2010. It is the policy of the School Board to identify the impacts of residential developments upon the facility requirements of the District and to seek mitigation of such impacts. One method to finance such facilities is through impact fees.

Policy CF-5.4: Consider establishing a stormwater utility to fund storm drainage projects needed to meet the established LOS standards.

One method for financing stormwater management is a utility-based service charge. Municipal stormwater utilities are established under RCW 35.67 and are funded through a monthly service charge. Rates are based on a charge per equivalent

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) should not exceed the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximum use of grants and other non-local revenues. Kirkland's annual budget document contains the City's fiscal policies.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain.

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

Policy CF-5.1: Base the financing plan for capital facilities and utilities on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Financial feasibility is required for capital improvements, and "financial commitments" are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City's historical track record. The forecasts need not be the most pessimistic estimate, but should not exceed the most likely estimate. "Financial commitments" should be bankable or bondable.

Policy CF-5.2: Finance the six-year Capital Facilities Plan within the City's financial capacity to achieve a balance between available revenue and needed capital facilities and utilities.

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following:

- ◆ *the level of service standard;*
- ◆ *the Land Use Element and/or*
- ◆ *the sources of revenue.*

Whenever a city encounters an imbalance between future development and public facilities, it may restore the balance by allowing future development to use existing facilities (thus reducing levels of service), or reducing future development (in order to preserve levels of service), or increasing revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

** Policy CF-5.3: Use a variety of funding sources to finance facilities in the Capital Facilities Plan, which may include the following sources:*

- ◆ Gas Tax
- ◆ Vehicle License Tax
- ◆ Sales Tax
- ◆ Utility Connection Charges
- ◆ Real Estate Excise Tax
- ◆ Interest Income
- ◆ Debt

CAPITAL FACILITIES

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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	3,106,000	121,000					577,000
External	GATA	93,000	76,000	756,000				925,000
External	TIA							
External	Other Agencies	150,000	322,000					430,000
External	CPSFTA	107,000						107,000
External	PYP	22,000						22,000
Total Sources		5,676,000	2,569,000	2,806,000	2,050,000	2,850,000	2,850,000	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 0066*	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						150,000
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. - 115th Way NE/NE 132nd St.	157,000	493,000					650,000
TR 0057	NE 124th St HOV One 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 Mgmt 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	2,457,000	3,596,000	1,493,000	1,893,000	2,892,000	17,462,000
SHORTFALL/DEFICIT of Resources		55,000	(200,000)	(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

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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	898,000						898,000
Total Sources		3,446,000	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000	8,446,000

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 - 16th 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 - Lakelront		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 Remote - 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	1,870,000	719,000	9,217,000
SURPLUS/DEFICIT of Resources		156,000	(332,000)	(238,000)	32,000	138,000	481,000	229,000

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



CAPITAL FACILITIES

0-3570

**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	201,000						201,000
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

0-3570

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	1,010,710						1,010,710
	Reserves	205,616						205,616
Total Sources		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
Total Funded Parts Projects		1,225,326						1,225,326
SURPLUS(DEFICIT) of Resources		0						0

IMPLEMENTATION STRATEGIES

0-3570

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>
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>Zoning</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
 JUANITA HEIGHTS AREA

DELETE 3570
 TOTALLY

Densities higher than 4 to 5 dwelling units per acre may be permitted subject to standards.

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 at a low residential density (4 to 5 dwelling units per acre) (see Figure 39). Slightly higher densities (up to 7 dwelling units per acre) may be permitted on lands fronting on NE 116th Street subject to the following conditions:

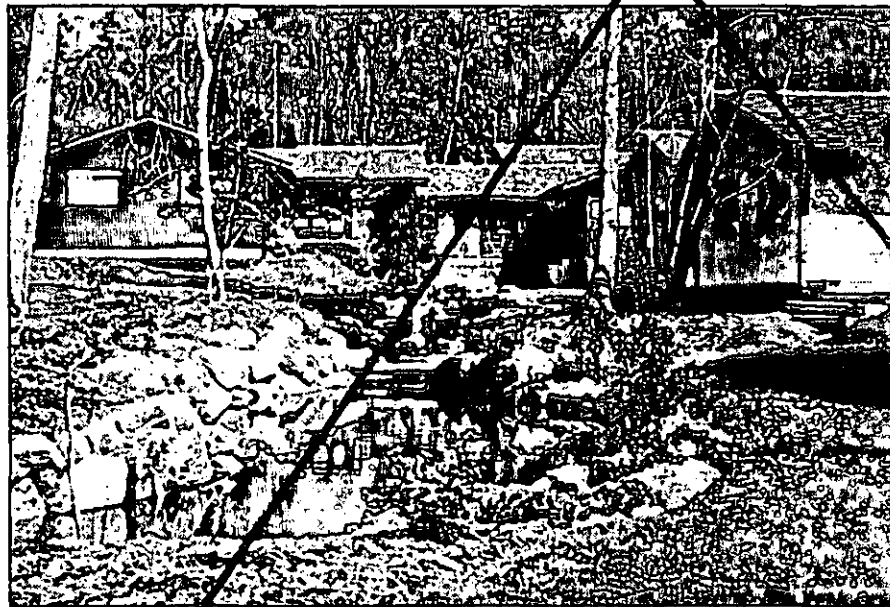
- (1) This added increment of density would be allowed only on a planned unit development basis.
- (2) Visual buffering by a landscaped setback (normally 40 feet) should separate slightly higher density development from single family adjacent uses.
- (3) There is no direct access from individual dwelling 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 not be 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.
- (4) Pedestrian access through the development should be required as a condition for approval, if appropriate, to facilitate access to schools.

JUANITA/PAR MAC/TOTEM LAKE JUANITA HEIGHTS AREA

0-3570

- (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).

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- COVERED IN
SO. JUANITA



Common wall cluster development in the Juanita Heights area

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

JUANITA/PAR MAC/TOTEM LAKE
JUANITA SLOUGH AREA

0-3570

Policy 8). In the southeast corner of the Juanita Slough area lies a strip of land that is designated for a planned light industrial use. This strip is 100 feet wide and begins at the southwest corner of the intersection of 116th Avenue N.E. right-of-way and the Burlington Northern right-of-way and continues west approximately 640 feet.

This planned light industrial area consists of three distinct "bands" that exhibit unique natural characteristics and thus should guide specific location, configuration and nature of future development of the site. The northernmost "band" is the 50 foot wide area immediately adjacent and parallel to the BNR right-of-way. This relatively flat and open bench area is most suitable for industrial development and circulation. The southernmost "band" is a 25 foot wide area that includes the steepest portion of the slope and thus should remain completely untouched in order to preserve the stability and integrity of the hillside as well as to buffer upland residential uses. Sandwiched between the northerly bench area and the southerly buffer area is a 25 foot wide transitional area. This area is the approximate location of the base of the slope and as such is a naturally sensitive area although limited development options may exist. The siting of structures or other improvements in this transitional area should only be permitted if it would result in the further stabilization of the slope and not require the removal of of substantial vegetation. Detailed soils and geologic information should be submitted with any proposal to develop in this transitional area and should demonstrate that the above cited purposes will be served.

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- EXISTING
DEVELOPMENT
NEGATES NEED
FOR TEXT.

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JUANITA/PAR MAC/TOTEM LAKE
JUANITA SLOUGH AREA

0-3570

• DELETE

- EXISTING
DEVELOPMENT
NEGATES NEED FOR
TEXT.

0-2515

~~This planned light industrial area should have primary access out only through Parmac. Access to and within any development of this site should make provision for through emergency access that will connect Parmac and the Highlands area. Said limited through access should connect the east and west property lines of the subject property by means of an easement granted to the City for emergency vehicles only. Specific location and configuration of such access should be reviewed and coordinated by the appropriate City departments as a major site design criteria of any future development.~~

~~The extreme southeast corner of the Juanita Slough area is designated for low density residential, oriented toward the low density residential area neighboring in the Highlands area. Proposed development of this upland residential area should be done subject to the same procedures and standards outlined for the adjacent Highlands area on pages 340 and 341.~~

* 00034

JUANITA/PAR MAC/TOTEM LAKE
TOTEM LAKE AREA

0-3570

- (1) All development should be subject to discretionary review by obtaining approval of a Planned Unit Development.
- (2) In order to maintain consistency with surrounding detached single family residential development, the height of all structures should not exceed 25 feet.
- (3) Structures and parking areas should be setback and buffered from any adjacent detached single family residential uses.
- (4) There should be no direct access from individual dwelling units to Slater Avenue N.E. or 124th Avenue N.E. Access to these two streets should be provided by interior loop roads, cul-de-sacs or similar streets at only one or two points for each development. If possible, access to 124th Avenue N.E. should be avoided entirely by instead providing access to Slater Avenue N.E. or to improved cross streets.
- (5) All developments should include some common open space to meet community needs in addition to the requirements of the City's "fee-in-lieu of open space" program.

• DELETE

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IN NORTH
ROSE HILL
PLAN

0-2627

JUANITA/PAR MAC/TOTEM LAKE

TOTEM LAKE AREA

0-3570

• DELETE
- COVERED
IN NORTH
ROSE HILL

0-2627

(the N.E. 124th Street and 116th Avenue
(N.E. intersection on pages 399 and 400.
(The number of access points should be
(limited by requiring shared access
(wherever possible. In order to prevent
(traffic impacts to adjacent residential
(uses, access to freeway commercial uses
(south of NE 116th Street should not be
(permitted from Slater Avenue NE or 124th
(Avenue NE. For the same reason, as
(discussed further below, coordination of
(access to freeway commercial uses with
(adjacent office uses should be explored.

Office uses are design-
ated south of the
I-405/N.E. 116th
Street interchange
west of Slater Avenue
N.E.

0-2627

(South of the freeway commercial uses
(described above and west of Slater
(Avenue N.E., office uses have been
(designated. Because of the extremely
(narrow dimension between Slater Avenue
(N.E. and I-405 and because of the lack
(of topographic or vegetative buffering
(from the freeway, residential uses are
(not appropriate at this location. Small
(offices, however, are suited here due to
(the proximity of the interchange and
(nearby commercial uses. The offices
(should be designed and constructed so as
(to minimize impacts to adjacent resi-
(dential uses and to minimize noise
(impacts from the freeway. In order to
(minimize traffic impacts to adjacent
(residential uses, access to Slater
(Avenue NE should be limited. Shared
(access should be required whenever
(possible with access points located as
(far north as possi- ble. As a means of
(eliminating access to offices from
(Slater Avenue NE, the provision of
(access from NE 116th Street in
(coordination with adjacent freeway
(commercial uses should be explored.

00058

PUBLICATION SUMMARY OF ORDINANCE NO. 3570

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING ORDINANCE NO. 3560 WHICH RELATED TO COMPREHENSIVE PLANNING AND LAND USE AND WHICH AMENDED THE COMPREHENSIVE PLAN ORDINANCE NO. 3481.

Section 1. Amends Section 1 of Ordinance No. 3560 as follows:

- B. Amends specified text and/or tables of the following Elements (in addition to the amendments in Section B of Ordinance No. 3560): Transportation and Capital Facilities.

Section 2. Amends Section 1 of Ordinance No. 3560 by the inclusion of a new Paragraph M, Section 1 of Ordinance 3560, as follows:

- M. Element XV - Neighborhood Plans: deletion of certain pre-existing pages of the Comprehensive Plan.

Section 3. Describes the effect of the ordinance to amend Ordinance No. 3560 and not change the effect or validity of Ordinance No. 3560.

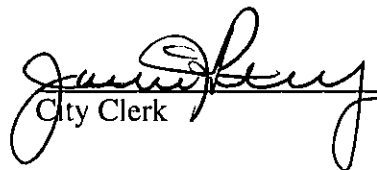
Section 4. Provides a severability clause for the ordinance.

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

Section 6. Authorizes 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 4th day of February, 1997.

I certify that the foregoing is a summary of Ordinance 3570 approved by the Kirkland City Council for summary publication.


City Clerk