

ORDINANCE NO. 3606

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

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 reports and recommendations of the Planning Commission dated October 8, 1997, September 15, 1997, July 17, 1997, and November 25, 1997, and bearing Kirkland Department of Planning and Community Development File Nos. IV-96-45, IV-96-56, IV-96-129, and IV-97-62 respectively; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on September 18, 1997 (File IV-96-45); March 27, 1997, and August 14, 1997 (File IV-96-56); February 27, 1997 and June 26, 1997 (File IV-96-129); and October 9, 1997 (File IV-97-62), public hearings on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, the City Council passed Resolution No. 4096 on August 5, 1997, expressing the intent to adopt text as set forth in File IV-96-129 for the 1997 Comprehensive Plan Amendments and related Zoning Map amendments; and passed Resolution No. 4112 on November 4, 1997, expressing the intent to adopt text as set forth in File IV-96-56 for a Community Character Element of the Comprehensive Plan; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation, a SEPA Addendum issued by the responsible official pursuant to WAC 197-11-625; and

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

WHEREAS, in regular public meeting on December 9, 1997, the City Council did consider Ordinance No. 3608 also amending the Comprehensive Plan, and that these two ordinances comprise all of the Comprehensive Plan amendments for 1997.

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

Section 1. Text amended: The following specific portions of the text and graphics of the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

- A. Table of Contents, List of Figures, List of Tables: Text amendments to Table of Contents, List of Figures, and List of Tables as shown in Exhibit A as attached to this ordinance and by this reference incorporated herein.
- B. Section II.B. Framework Goals: Text amendment to Framework Goals as shown in Exhibit B as attached to this ordinance and by this reference incorporated herein.
- C. Element IV. Community Character: The pre-existing Community Character Element is hereby repealed. There is hereby adopted a new Element IV to be entitled Community Character to read as set forth in Exhibit C attached to this ordinance and by this reference incorporated herein.
- D. Element VI. Land Use:
 - 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 Comprehensive Plan Land Use Map as shown in Exhibit D attached to this ordinance and by this reference incorporated herein.
 - Section VI.C: Text amendment to Land Use Map and Definitions as shown in Exhibit D attached to this ordinance and by this reference incorporated herein.
 - Section VI.D: Text amendment to Land Use Goals and Policies as shown in Exhibit D attached to this ordinance and by this reference incorporated herein.
- E. Element VII. Economic Development: The pre-existing Economic Development Element is hereby repealed. There is hereby adopted a new Economic Development Element as shown in Exhibit E attached to this ordinance and by this reference incorporated herein.
- F. Element IX. Transportation:
 - Figure T-4: The pre-existing Figure T-4 Transit Service is hereby repealed. There is hereby adopted a new Figure T-4 Transit Service as shown in Exhibit F attached to this ordinance and by this reference incorporated herein.

- Table T-1: Text amendment to Table T-1 Metro Routes in Kirkland as shown in Exhibit F attached to this ordinance and by this reference incorporated herein.
- Section IX.C: Text amendment to Transportation Goals and Policies as shown in Exhibit F attached to this ordinance and by this reference incorporated herein.
- Section IX.D.: A new Section IX.D. Transportation Facility Plan is hereby adopted as shown in Exhibit F attached to this ordinance and by this reference incorporated herein.

G. Element XI. Utilities:

- Section XI.A: Text amendment to the Introduction as shown in Exhibit G attached to this ordinance and by this reference incorporated herein.
- Section XI.C.: Text amendment to Utilities Goals and Policies as shown in Exhibit G attached to this ordinance and by this reference incorporated herein.

H. Element XIII. Capital Facilities:

- Section XIII.B: Text amendment to Capital Facilities Goals and Policies as shown in Exhibit H attached to this ordinance and by this reference incorporated herein.
- Section XIII.C: Text amendment to Capital Facilities Plan as shown in Exhibit H attached to this ordinance and by this reference incorporated herein.
- Tables CF-10, CF-11, CF-12, CF-13: The pre-existing Tables CF-10 CFP: Transportation Projects; CF-11 CFP: Utility Projects; CF-12 CFP: Parks Projects; and CF-13 CFP: Fire and Building Department Projects are hereby repealed. New Tables CF-10 CFP: Transportation Projects; CF-11A CFP: Utility Projects; CF-11B CFP: Stormwater Projects; and CF 12 CFP: Parks Projects are hereby adopted as shown in Exhibit H attached to this ordinance and by this reference incorporated herein.

I. Element XIV. Implementation Strategies:

- Section XIV.B: Text amendment to Implementation Tasks as shown in Exhibit I attached to this ordinance and by this reference incorporated herein.

- Table IS-1: Text amendments to Table IS-1 Implementation Tasks as shown in Exhibit I attached to this ordinance and by this reference incorporated herein.
- J. Section XV.C.3: Bridle Trails Neighborhood Plan Living Environment text amendment as shown in Exhibit J attached to this ordinance and by this reference incorporated herein.
- K. Section XV.D.4.b Central Neighborhood Plan: Text amendment to Perimeter Areas, Economic Activities as shown in Exhibit K attached to this ordinance and by this reference incorporated herein.
- L. Section XV.E Everest Neighborhood Plan:
- Figure E-1: The pre-existing Figure E-1 Everest Land Use is hereby repealed. There is hereby adopted Figure E-1 Everest Land Use as shown in Exhibit L attached to this ordinance and by this reference incorporated herein.
 - Section XV.E.3: Text amendment to Everest Neighborhood Living Environment as shown in Exhibit L attached to this ordinance and by this reference incorporated herein.
- M. Section XV.F North Rose Hill Neighborhood Plan:
- Figure NRH-4: The pre-existing Figure NRH-4 North Rose Hill Land Use is hereby repealed. There is hereby adopted Figure NRH-4 North Rose Hill Land Use as shown in Exhibit M attached to this ordinance and by this reference incorporated herein.
 - Section XV.F.6: Text amendment to PLA 17 as shown in Exhibit M attached to this ordinance and by this reference incorporated herein.
- N. Section XV.G South Rose Hill Neighborhood Plan:
- Figure SRH-3: The pre-existing Figure SRH-3 South Rose Hill Land Use is hereby repealed. There is hereby adopted Figure SRH-3 South Rose Hill Land Use as shown in Exhibit N attached to this ordinance and by this reference incorporated herein.

- Section XV.G.6: Text amendment to PLA 14 as shown in Exhibit N attached to this ordinance and by this reference incorporated herein.
- O. Appendix Figure B-12: The pre-existing Appendix Figure B-12 Fire Protection Services is hereby repealed. A new Appendix Figure B-12 Fire Protection Services is hereby adopted as shown in Exhibit O attached to this ordinance and by this reference incorporated herein.
- P. Appendix C: The pre-existing Appendix C. Transportation List and Maps is hereby repealed. A new Appendix C. Historic Resources and Community Landmarks is hereby adopted as shown in Exhibit P attached to this ordinance and by this reference incorporated herein.
- Q. Appendix F: The pre-existing Appendix F. Glossary is hereby repealed. A new Appendix F. Glossary is hereby adopted as shown in Exhibit Q attached to this ordinance and by this reference incorporated herein.
- R. Appendix G: Text amendments to Appendix G Design Principles: Pedestrian Oriented Business Districts as shown in Exhibit R attached to this ordinance and by this reference incorporated herein.
- S. Appendix I: A new Appendix I Design Principles: Residential Development is hereby adopted as shown in Exhibit S 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. 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 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.

Section 5. A complete copy of this ordinance, including Findings, Conclusions and Recommendations adopted by reference, shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

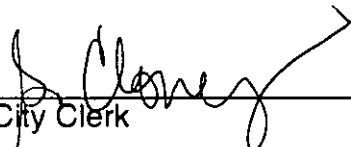
Passed by majority vote of the Kirkland City Council in regular, open meeting this 18th day of December, 1997.

SIGNED IN AUTHENTICATION THEREOF this 18th day of December, 1997.



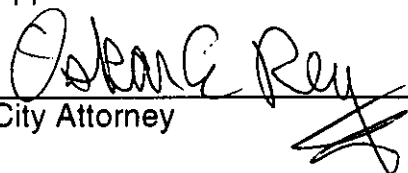
Mayor

Attest:



Deputy City Clerk

Approved as to Form:



asst. City Attorney

WORD-3606.JUN/NC:ln

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II. VISION/Framework Goals

0-3603

diverse parks; neighborhoods with a variety of housing types, styles, and ages; abundant open space; and historic structures are often mentioned as being important. Kirkland, however, is far more than a product of its physical features. There is a strong sense of community here which is supported by good schools, community meeting places, social services, recreational opportunities, and civic organizations. The Comprehensive Plan must seek to enhance these and any other features which significantly contribute to the City's desired character.

EG-7

FG-X Foster pedestrian accessibility within and between neighborhoods, public spaces, and business districts.

public transportation

Discussion: An important part of Kirkland's existing character is its pedestrian accessibility, particularly along the southern waterfront, in the Downtown area, and in some of the older neighborhoods near the Downtown. Improving pedestrian accessibility, however, is a goal throughout the City. An essential component in this regard is the extent and quality of pedestrian pathways. Such pathways can take a variety of forms, ranging from concrete sidewalks to unimproved trails. The need for pedestrian pathways is especially important in and near the most common pedestrian destinations, such as schools, parks, and business districts. Also important in fostering pedestrian accessibility are land use patterns, site designs, and building designs which encourage and facilitate pedestrian access.

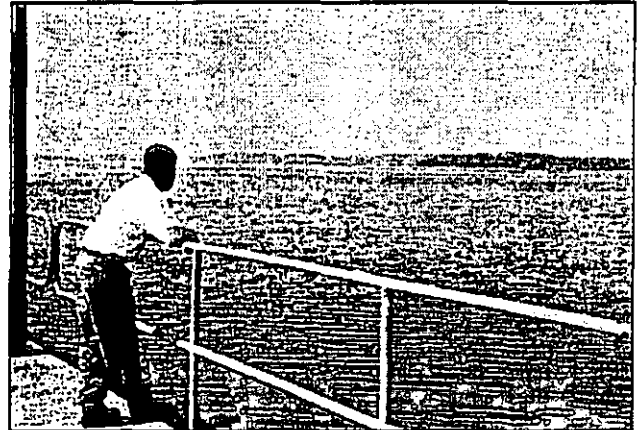
EG-6

FG-X Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.

history

Discussion: Kirkland's identity and character are strongly associated with its proximity and orientation to Lake Washington. The City is famed for its system of waterfront parks which provide a broad range of passive and active recreational activities and environmental protection. Complementing the parks is a growing system of waterfront trails, installed as lakefront properties

develop or redevelop. West-facing slopes have afforded views of the lake and territory beyond from public spaces within many neighborhoods. The Central Business District strongly emphasizes and benefits from its adjacency to Moss Bay. Maintaining and improving these linkages to the lake is an important part of Kirkland's desired future.



Lake Washington

FG-4 Protect and preserve environmentally sensitive areas and prominent natural features.

Discussion: In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of good fortune and conscious action, have been preserved in a natural state. Features such as wetlands and streams play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. Vegetation preservation, particularly on steep hillsides, helps provide soil stability and prevent erosion. But apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment. Efforts to preserve significant sensitive areas and natural features should continue.

II. VISION/Framework Goals

0-3600

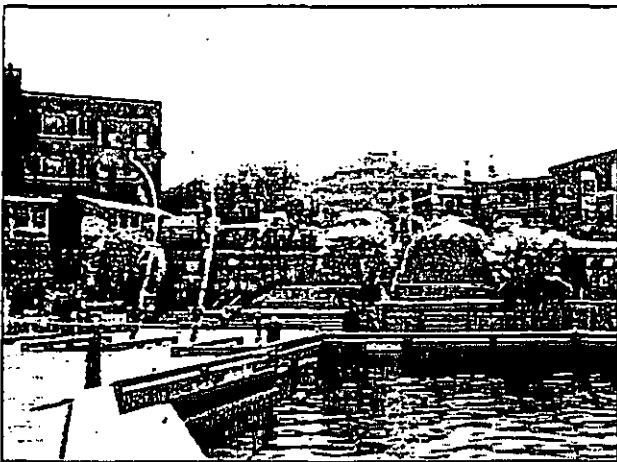
FG-2

FG-X *Maintain vibrant residential neighborhoods, with housing for a diversity of income groups, age groups, and lifestyles.*

on aging
Discussion: Maintaining City neighborhoods as desirable places to live is a high priority. Part of the appeal of existing neighborhoods is their diversity, in terms of housing types, size, style, maturity, and affordability. An essential part of this diversity is maintaining the integrity of existing single-family neighborhoods. Local and regional demographic trends, however, signal changes to the composition of our population. These changes include ~~a growing older~~ *history* population, smaller households, and a broader range of household income. At the same time, Kirkland has experienced a trend of rising housing costs, making it increasingly difficult to provide low- and moderate-cost housing. To meet the needs of Kirkland's changing population, we must encourage creative approaches to providing suitable housing by establishing varied and flexible development standards and initiating programs which maintain or create housing to meet specific needs.

FG-3

FG-X *Promote a healthy economy.*



Carillon Point public access areas

Discussion: Kirkland is a city with numerous and diverse business districts. Of these, Downtown Kirkland is the civic, cultural, and entertainment center and has the most dominant role in

contributing to the City's identity. Totem Lake is the major center of employment and retail trade. Other nodes of significant employment or retail activity occur along NE 85th Street, and along Lake Washington Boulevard at the intersection with SR-520, and at Carillon Point. Smaller business districts are located within the Juanita, Houghton, Bridle Trails, and Market/Norkirk/Highlands Neighborhoods. Enhancing the economic vitality of these business districts is important because it provides employment opportunities and generates income for City residents. A healthy economy also is an essential prerequisite to establishing a tax base capable of funding the public services and facilities needed to achieve other community goals. Strategies for economic development should be devised with these ends in mind.

FG-8

FG-X *Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.*

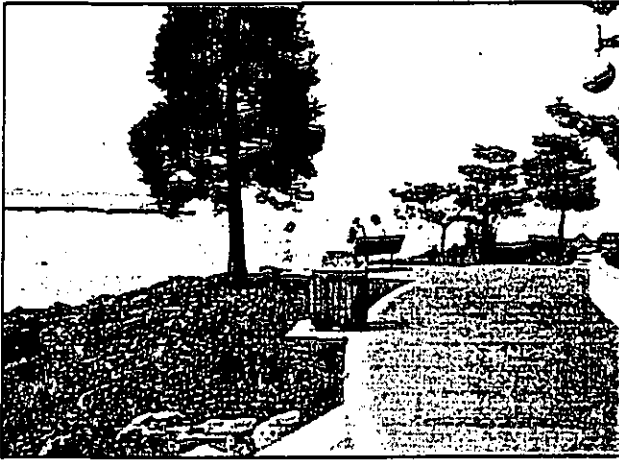
Discussion: Development both within Kirkland and throughout the region, together with dispersed low-density land use patterns, have increased the use of our roads. There also has been a substantial increase in car ownership and the number of miles most people drive each week. At the same time, road building has been slowed because of insufficient funds, an unwillingness to disrupt established neighborhoods, and doubts about the effectiveness of road building to solve congestion.

All of this suggests that there will be no single or simple solution to the congestion problems that decrease our mobility. Greater emphasis than in the past will have to be placed on providing viable alternatives to driving, or at least driving alone. Although some road widening will be necessary, mobility options must include better transit, more car pooling, greater pedestrian and bicycle mobility, better street connections, as well as land use strategies which reduce the need to drive, such as mixing uses and locating shops and services close to home. In addition, because Kirkland's transportation system is but a small part of a complex regional network, it is necessary for our transportation planning to be closely coordinated with neighboring jurisdictions and regional plans.

II. VISION/Framework Goals 0-3600

FG-9

FG-9 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.



Marina Park in Downtown Kirkland

Discussion: Kirkland is regionally known for its outstanding park system. Kirkland's parks also provide a prominent source of community identity and pride. The City is perhaps best known for its extensive and diverse system of lakefront parks. In addition, Kirkland has a rich variety of parks, including neighborhood playgrounds, ballfields, walking trails, natural and landscaped open spaces, an outdoor swimming pool, a community center and a senior citizen center. It has been a long-standing City policy that the range and quality of park facilities now available to Kirkland residents keep pace with future population growth. To ensure wise use of available resources, planning for future park facilities must be coordinated with other public and private providers of recreation services. Where possible, multiple use of public facilities, such as schools, should be sought. At a minimum, park facilities should be maintained close to current levels of service. Because of the importance of parks in defining Kirkland's character, the City also should continue to explore ways to enhance the park system beyond the needs generated by new growth, including additional funding sources such as grants or special property tax levies.

FG-10

FG-10 Maintain existing levels of service for important public facilities.

Discussion: Public facilities providing water supply, sanitary sewer service, stormwater control and quality, fire protection, and police protection typically do not have as high a profile as parks or transportation facilities; yet these facilities are essential for the day-to-day functioning of the City. With the exception of stormwater control and quality, the levels of service now provided by these facilities are generally satisfactory. Maintaining these service levels as growth occurs is a high priority, and construction of required capital facilities must be phased accordingly. Similarly, some localized deficiencies exist in the sanitary sewer and water supply systems, and these will require correction. In planning for public facilities, the interrelationship of Kirkland's facilities to regional systems must be recognized.

FG-11

FG-11 Plan for a fair share of regional growth, consistent with state and regional goals to minimize low-density sprawl and direct growth to urban areas.

Discussion: Although Kirkland is a unique and special place, it is not isolated. Where once Kirkland was a small settlement seemingly far distant from the major population and employment center in Seattle, it is now located near the center of a large and growing metropolitan area. Regional policies seek to direct growth to existing and emerging urban areas. Consequently, new development in Kirkland must use land efficiently. Fortunately, Kirkland's development pattern is already well established and has accommodated high densities at many locations. Accepting a fair share of regional growth, therefore, will not require fundamental shifts in the City's overall pattern or character of development. Even so, careful attention must be paid to ensure that growth is accommodated in a manner that complements rather than detracts from Kirkland's unique character.

II. VISION/Framework Goals

0-3600

FG-12

FG-12 *Promote active citizen involvement in planning for Kirkland's future.*

Discussion: Kirkland's future will be determined by a myriad of independent actions taken by individuals and groups who live, work, shop, and recreate here. Planning for the future offers the opportunity for all community members to cooperatively identify a vision for the City's future and to coordinate their actions in achieving that vision. If such planning is to have meaning, however, a broad base of credibility and responsibility must be established. To ensure that this occurs, the City should actively encourage community participation in the ongoing preparation and amendment of plans and implementing actions.

FG-13

FG-13 *Establish development regulations ^{that} which are fair and predictable.*

Discussion: Achieving the desired future for Kirkland will depend on actions undertaken by both governmental agencies and private property owners. To ensure that public and private actions support the Comprehensive Plan and are consistent with public health, safety, and welfare, governmental regulation of development will continue to be necessary. Such regulation, however, must fairly balance public interests with private property rights. It is important also that regulations be clearly written to assure predictable results and that they be administered expeditiously to avoid undo delay.

FG-5 *Identify, protect and preserve the City's historic resources and enhance the identity of those areas and neighborhoods in which they exist.*

Discussion: Kirkland is fortunate to have a richness and quality based on its long and colorful history. The numerous historic buildings, sites and neighborhoods reflect various stages of the City's development. These resources provide evidence of the community's historical continuity, and contribute to Kirkland's identity. They are important visible reminders of where we have been and they deserve active protection and enhancement.

****The new historic Framework Goal #5 will be highlighted in the Community Character Element, Land Use Element, Housing Element, Economic Development Element, and Parks and Recreation Element.*

****The Community Character Element will also have Framework Goals 1, 4, 6, and 7 highlighted in the Comprehensive Plan.*

IV. COMMUNITY CHARACTER ELEMENT

A. INTRODUCTION

The character of a community is influenced by a variety of factors, including its citizens, social network, schools, community organizations, history, built environment, and natural resources. Although it is not possible to legislate a strong community, public policy can provide a framework that supports desirable characteristics.

Public services - such as developing and maintaining the transportation network and communication infrastructure, furnishing attractive public spaces, supporting community events, and providing a safe and clean environment - contribute to this framework. Design principles can be used to promote compatible development that reflects community values, respects historical context, and preserves valuable natural resources. Development of affordable housing and provision of social services can support an environment that encourages diversity.

A strong community is also characterized by an active, involved citizenry. By providing support for formal and informal community organizations, the City can help to encourage citizen participation. The establishment of diverse residential, commercial, cultural, and recreational opportunities can also help make people feel at home.

The City's role in providing the framework for a strong community is defined by the Community Character element.

B. THE COMMUNITY CHARACTER CONCEPT

Taken together, the goals and policies of this element broadly define the City's role in contributing to community character. They consider the social and physical environment, look back in time to Kirkland's heritage, and look forward to Kirkland's future. Subsequent elements of the Comprehensive Plan address policies relating to specific components of the physical environment. Parts of the social environment are addressed in the Parks and Recreation Element. These social issues will be addressed further in the Human Services Element, which will be incorporated into the Comprehensive Plan in the future.

The goals of the Community Character Element include:

SUPPORT FOR KIRKLAND'S SENSE OF COMMUNITY: This goal supports the actions necessary to create a strong social fabric which is strengthened by diversity, involved citizens, and strong community organizations.

PROMOTE PRESERVATION AND ENHANCEMENT OF OUR HISTORIC IDENTITY: This goal acknowledges the importance of the City's historic resources and provides a framework which supports their interpretation, protection, and preservation.

ACCOMMODATE CHANGE: This goal looks to the future to ensure that Kirkland's policies are proactive in addressing changing needs of the population.

WORK TO STRENGTHEN KIRKLAND'S BUILT AND NATURAL ENVIRONMENT: This goal acknowledges the role that the physical environment plays in creating a community and provides the framework for supporting the aesthetic quality of the community, individual neighborhoods, and public spaces.

C. COMMUNITY CHARACTER GOALS AND POLICIES

SENSE OF COMMUNITY

A community with a strong social fabric and an environment where diversity is encouraged is one where people know and care for each other and for the community itself. The City's support of organizations which contribute to this social fabric will help provide for the social, cultural, educational, recreational, and economic needs of its citizens. It is also important for city government to be accessible to individual citizens who want to become involved and to be responsive to citizen requests.

Gathering places also help to provide community feeling. The City can build public spaces and also encourage private developers to incorporate them into their projects. Goal CC-1 and the associated policies supply the framework necessary to supply Kirkland's citizens with opportunities to support and be supported by the community as a whole.

Goal CC-1: Enhance Kirkland's strong sense of community.

Policy CC-1.1: Support diversity in our population.

Local and regional demographic trends indicate that Kirkland's population is becoming more diverse. An increased variety in ethnic, cultural, age, and income groups presents both challenges and opportunities, and provides the foundation for an interesting and healthy community. Kirkland should support programs and organizations that provide for all segments of our population.

Policy CC-1.2: Establish partnerships with service providers throughout the community to meet the City's cultural, educational, economic, and social needs.

The City can best provide for the needs of its citizens by working with service providers such as churches, schools, daycare providers, senior-citizen support groups, youth organizations, and groups that provide services to individuals and families having difficulty meeting their basic needs. Sharing information and resources with these providers is the most effective and economical way to meet the needs of Kirkland's citizens. The City should encourage and support these service providers.

Policy CC-1.3: Support formal and informal community organizations.

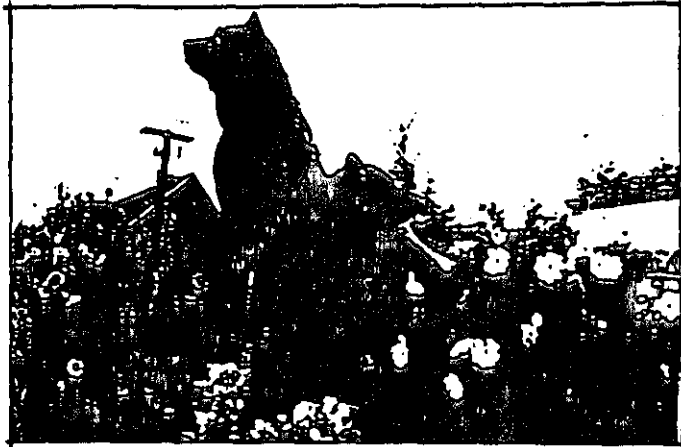
In today's mobile society, it is important to provide many opportunities for individuals to become a part of the community. Organizations such as neighborhood groups, youth service providers, business associations, social and recreational organizations, and service groups are all part of the Kirkland community. Encouragement and support of these organizations by the City helps citizens become involved in the community. For example, the Parks and Community Services Department provides a variety of recreational programs, including the Senior Center, classes for children at the North Kirkland Community Center, and maintenance of the ballfields.

Policy CC-1.4: Encourage and develop places and events throughout the community where people can gather and interact.

Places where people can gather and interact are an important part of building community. They provide comfortable areas where people can come together. Some, including parks, community centers, streets, and sidewalks, are developed and maintained by the City. Others, such as cafes, shopping districts and plazas, should be encouraged by the City through development regulations. Community events such as celebrations, fairs, and annual festivals also provide a sense of community, history, and continuity. The City should encourage these events.

Policy CC-1.5: Work toward a safe, crime-free community.

Safety is a critical part of a strong community. A community's safety is dependent not only on the Police and Fire Departments, but also on the community itself. The City should support educational and community programs that provide citizens with the information and tools necessary to work toward a safe community and to be prepared in case of an area-wide emergency. In addition, the City should support design standards that promote safety and discourage crime in new development.



Policy CC-1.6: Create a supportive environment for cultural activities.

Cultural activities are more than just amenities; they are also an expression of identity for both the community as a whole and the individuals within. Kirkland has a growing reputation as a center for the arts in the Puget Sound region. The City has a public arts program, which includes donations and loans from private citizens as well as City-owned pieces. These pieces of sculpture and other art objects are displayed around Kirkland and at City Hall. The City can further promote the public arts program by incorporating art into new City facilities.

The Kirkland Performance Center offers exposure to the performing arts, as do community and educational organizations. There are also a number of private galleries and classes offered. These public and private enterprises provide educational tools that can bring people together and foster a sense of community spirit and pride. Where possible, the City should continue to encourage partnerships and provide support to these and similar efforts including those related to youth activities, science, and literature.

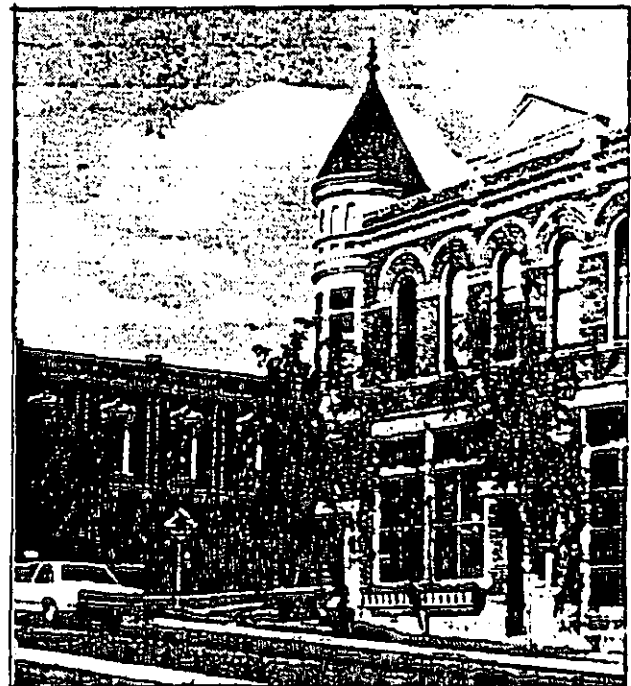
HISTORIC RESOURCES

Historic resources provide a way to connect with the City's past and, as such, provide a sense of continuity and permanence to an increasingly mobile society. Recognition and preservation of historic resources are essential to the long-term maintenance of the City's character. The key is the commitment of the community to the identification, maintenance, renovation, and reuse of

buildings and sites important to our history. These resources may represent architectural styles or development patterns such as small lots typical of specific periods in the past. They may also represent places associated with notable historic persons or important events.

A significant number of the historic resources in Kirkland already have been identified and mapped. Neighborhoods that have been identified as having the most significant concentrations of historic resources are Market/Norkirk/Highlands and Central (Downtown and Perimeter Area). There also are scattered historic properties throughout other neighborhoods.

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



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

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

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

- Retain historic buildings by finding a compatible use that requires minimal alteration.
- Design new projects to sensitively incorporate the historic building on its original site, if the proposed development project encompasses an area larger than the site of the historic resource.
- Retain and repair the architectural features that distinguish a building as an historic resource.
- Restore architectural or landscape/streetscape features that have been destroyed.
- Move historic buildings to a location that will provide an environment similar to the original location.

- Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

Policy CC-2.2: Identify and prioritize historic properties for protection, enhancement, and recognition.

Although age is an important factor in determining a structure's historical significance (a minimum of 50 years for the National register and 40 years for King County and local registers), other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, also are important. Appendix I: Historic Resources and Community Landmarks includes historic properties recognized by the City.

The City recognizes its historic resources in the following priority:

1. Properties recognized on the National and State Registers of Historic Places.
2. Properties designated by the City as Community Landmarks.
3. Properties designated by the City as providing historical context.

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

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

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

- Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources.
- Prepare and distribute a catalog of historic resources for use by property owners, developers and the public;
- Develop an interlocal agreement with King County that would make owners of Kirkland's historic properties eligible for County grants and loans;
- Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority properties;
- Encourage property owners to utilize government incentives available for historic properties,
- Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

Policy CC-2.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.

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

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

This can be done in various ways, including articles in city-wide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

The City's system of historic signage, which includes plaques to interpret significant properties and individual structures, should be expanded. Historic street signs could be hung along with existing street signs and interpretive markers could be placed along public streets and pedestrian-bike paths to explain the City's history.

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

Policy CC-2.6: Support a program and strategy for the Centennial celebration of the City.

The City should provide leadership and example by its own actions and programs. An event such as the 2005 City celebration of its 100th anniversary of incorporation will provide a wonderful opportunity to focus the community's energy and resources on preserving and enhancing its historic resources.

ACCOMMODATING CHANGE

The last 20 years have seen remarkable changes in the way people and businesses interact. The spread of computer technology, new techniques for almost-instant communication, increased density and traffic, and legislative actions relating to growth management are some of the changes Kirkland has witnessed. There also have been changes in the characteristics of Kirkland's citizens, including increased diversity and an aging of the population.

The intent of Goal CC-3 and the following policies is to ensure that the City continues to recognize and respond to future changes in a way that is sensitive to Kirkland's character and the needs of our citizens.

<p>Goal CC-3: Accommodate change within the Kirkland community and the region in a way that maintains Kirkland's livability and beauty.</p>
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Policy CC 3.1: Identify and monitor specific indicators of quality of life for Kirkland residents.

Quality-of-life indicators provide information that reflects the status of the city. They include, but are not limited to, housing affordability and availability, public health and safety, parks, historic resources, citizen participation, natural resources, pedestrian friendliness, and schools. By measuring public opinion on changes in the levels of these indicators, the city can determine where support and changes are needed. The City should develop a survey to measure these indicators and work towards ways to evaluate and implement its results.

Policy CC-3.2: Ensure that city policies are consistent with, and responsive to, evolving changes in demographics and technology.

As Kirkland's population grows and changes, the needs and interests of its citizens also will change. Examples of these changes include the increase in the senior citizen population with its unique requirements, the increase in ethnic diversity, the increase in density, and the change in economic diversity within Kirkland. It is important for the City to accommodate changes in population demographics and density while maintaining the qualities and special features which make Kirkland unique.

Advances in technology have changed the way Kirkland's citizens live. New communication technology has increased the use of remote office siting and telecommuting. New transportation technology may change transportation patterns both locally and regionally. New construction techniques and materials are resulting in greater efficiency and economy.

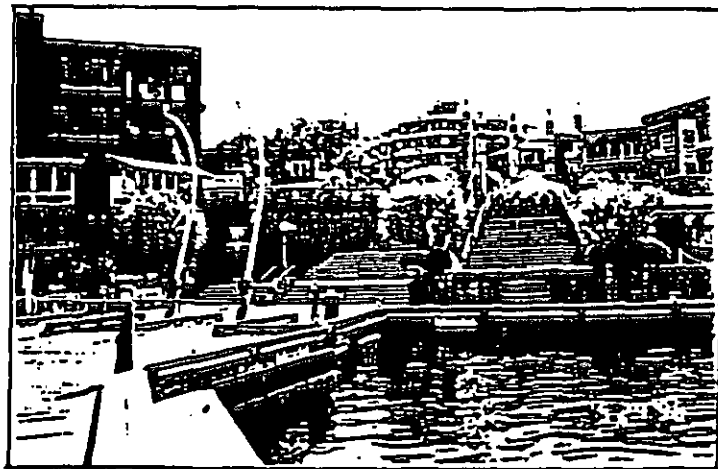
The City's policies and regulations should recognize and work with these changes as they unfold, while maintaining the qualities and features which make Kirkland unique.

BUILT AND NATURAL ENVIRONMENT

Kirkland is fortunate to have a quality that many newer communities lack: a strong identity based on a unique physical setting and development pattern. The Comprehensive Plan recognizes many urban design principles that contribute to Kirkland's identity, such as gateways, views, scenic corridors, historic sites, building scale, man-made and natural landmarks, and pedestrian linkages.

Goal CC-4: Maintain and enhance Kirkland's built and natural environment by strengthening the visual identity of Kirkland and its neighborhoods.

Policy CC-4.1: Enhance City identity by use of urban design principles that recognize the unique characteristics of different types of development, including single-family, multi-family, and various types and sizes of commercial development.



Urban design recognizes that a city's physical setting and man-made patterns collectively form its visual character, its neighborhoods and its business districts. In Kirkland, urban design should protect defining features, respect existing surroundings, and allow for diversity between different parts of the City. The urban design principles outlined in appendices to the Comprehensive Plan and the corresponding Design Regulations in the Zoning Code ensure that new development will enhance Kirkland's sense of place.

Policy CC-4.2: Prohibit gated developments.

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

Policy CC-4.3: Encourage quality designs for institutional and community facilities that reinforce their symbolic importance and create distinctive reference points in the community.

Schools, churches, libraries and other civic buildings serve as meeting places and play an important role in the community. These public and semi-public buildings should display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, and building details. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall or the Library should be designed to be landmarks for the City as a whole.

Policy CC-4.4 Allow home occupations that have characteristics appropriate to residential neighborhoods.

Home occupations, or home based businesses, are increasingly common in residential areas due to an increase in telecommuting and the improved technology available. Operating a home based business provides people with the opportunity to better integrate their personal and professional lives. Home based businesses also contribute to a reduction in commuter traffic. It is important, however, to protect the residential character of the neighborhood from their outward impacts. Such impacts as exterior signs, heavy equipment use, excessive deliveries by commercial vehicles, and extreme noise can detract from the residential atmosphere of an area and should not be allowed.

Policy CC-4.5: Protect scenic views and view corridors.

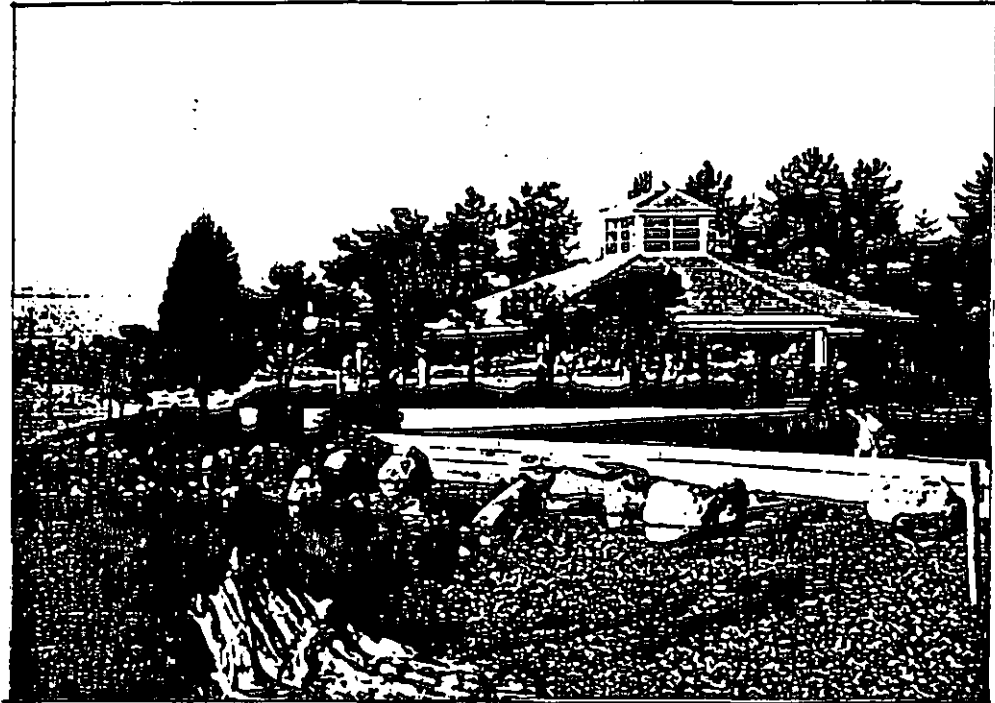
Public views of the City, surrounding hillsides, Lake Washington, Seattle, the Cascades and the Olympics are valuable not only for their beauty but also for the sense of orientation and identity that they provide. Almost every area in Kirkland has streets and other public spaces that allow our citizens and visitors to enjoy such views. View corridors along Lake Washington's shoreline are particularly important and should continue to be enhanced as new development occurs. Public views can be easily lost or impaired and it is almost impossible to create new ones. Preservation, therefore, is critical.

Policy CC-4.6: Preserve natural landforms, vegetation, and scenic areas that contribute to the City's identity and visually define the community, its neighborhoods and districts.

Natural landforms such as hills, ridges and valleys are valuable because they provide topographic variety, visually define districts and neighborhoods while providing open space corridors that visually and physically link them, and give form and identity to the City. Open space and areas of natural vegetation are valuable because they accentuate natural topography, define the edges of districts and neighborhoods, and provide a unifying framework and natural contrast to the City's streets, buildings and structures.

Several neighborhoods contain unique natural features, including significant stands of trees and natural vegetation, unique landforms, wetlands, watersheds, woodlands, and scenic open space. In many cases, development activities, including structures or facilities designed to correct other

environmental problems, may damage these natural amenity areas. Wherever possible, unique natural features should be preserved or rehabilitated. Should areas with unique natural features be incorporated into new development or rehabilitated, great care should be taken to ensure these areas are not damaged or adversely altered. The intent of this Policy is not to prohibit development but to regulate development activities to ensure they maintain the inherent values of the natural landscape.



Policy CC-4.7: Enhance City and neighborhood identity through features that provide a quality image that reflects the City's unique characteristics and vision.

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

Policy CC-4.8: Provide public information signs that present clear information and a quality image of the City.

Public signs are needed to supply information about public facilities, such as bus and bicycle routes, municipal parking lots and City offices. The primary function of these signs is to present information about the location of public facilities and services in a clear and concise fashion.

Policy CC-4.9: Implement sign regulations that equitably allow adequate visibility in the display of commercial information and protect Kirkland's visual character.

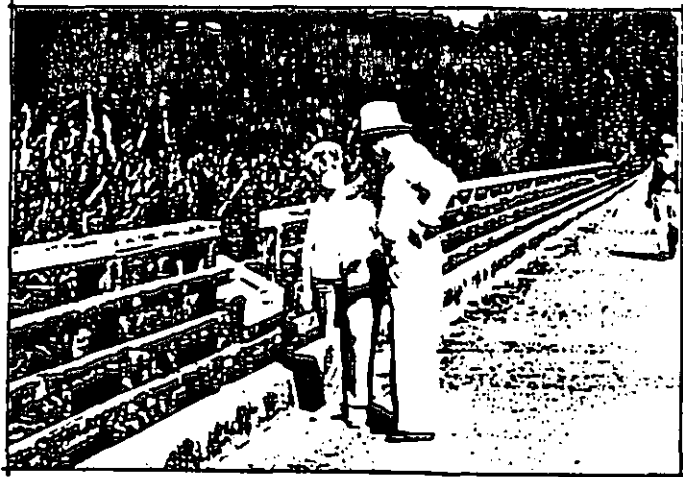
Commercial signs identify businesses and advertise goods and services. Although they may be larger and more visually prominent than public information signs, their placement and design should also respect the community's visual character and identity. By their nature, commercial signs are prominent in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

other site development components. Signs should be located on the same lot or property as the use, building, or event with which the sign is associated.

Sign regulations should be applied consistently to provide equity and protect the community's visual character and identity. A Master Sign Plan should allow deviations from the standard code requirements, where appropriate, to encourage integration of signs into the framework of the building and the subject property through the use of elements that create visual harmony and a consistent design theme on a site. There also should be special sign restrictions to preserve the unique character of each of the City's commercial districts.

Policy CC-4.10: Maintain and enhance the appearance of streets and other public spaces.

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



Policy CC-4.11: Support multi-modal transportation options.

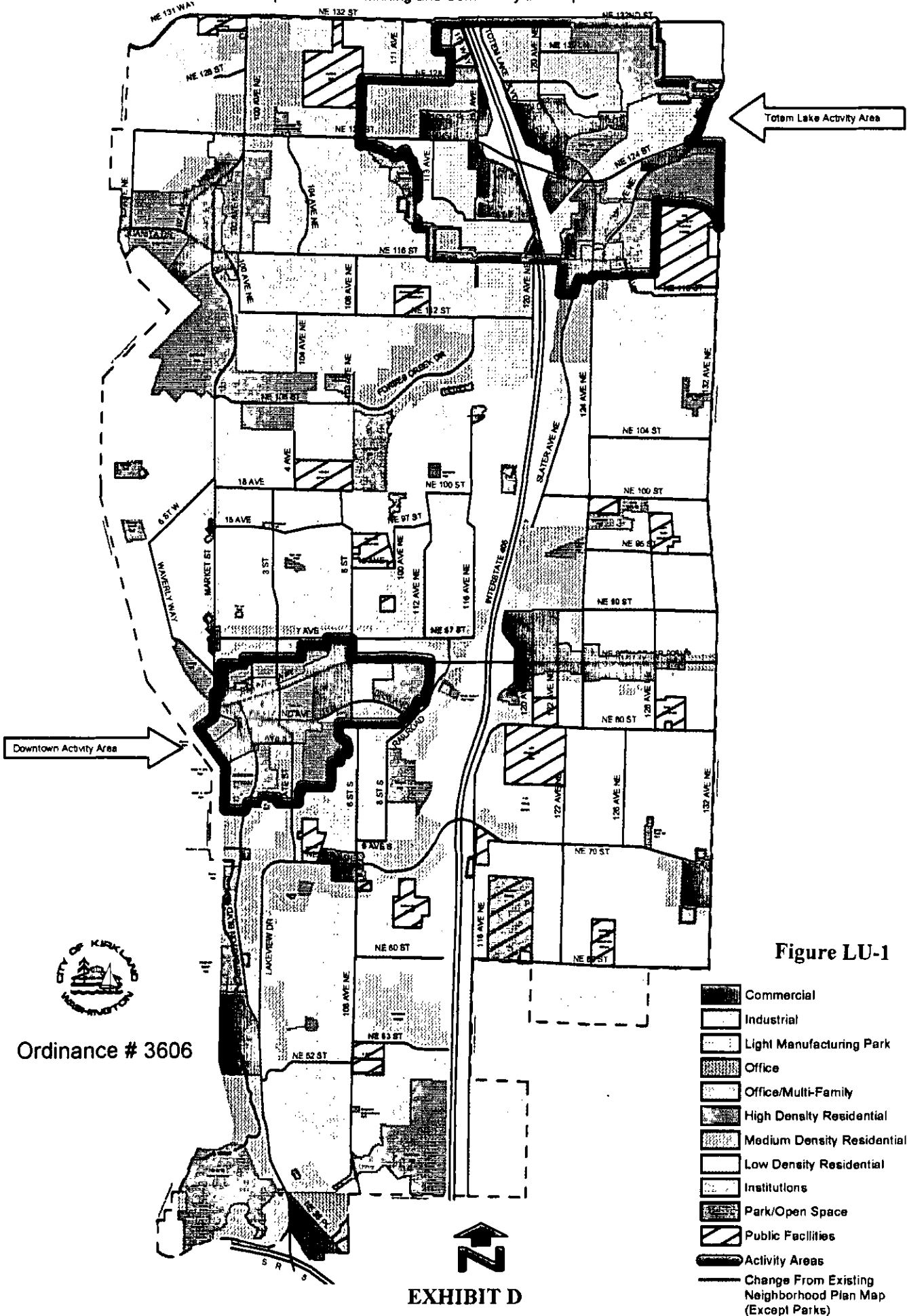
Public improvements and site design each play an important role in encouraging the use of alternative transportation modes. A convenient, safe network of pedestrian and bicycle routes provides an alternative to the automobile. Transit facilities that are easily accessible, comfortable and clean encourage more people to ride the bus. Site design that is sensitive to a variety of transportation modes can make it easier for people to walk, ride bikes and use public transit.



CITY OF KIRKLAND COMPREHENSIVE LAND USE PLAN MAP

0-3600

Department of Planning and Community Development



Ordinance # 3606

Figure LU-1

EXHIBIT D

The Neighborhood Plan Maps, adopted as part of this Comprehensive Plan, further refine the Comprehensive Plan Land Use Map and more specifically identify appropriate residential densities and nonresidential uses. For example, the Neighborhood Plan Maps identify the specific density, in dwelling units per acre, for residential areas.

Since the Neighborhood Plan Maps have not been amended through this initial Comprehensive Plan update process, there may be circumstances where a Neighborhood Plan Map shows a land use that is different from the use shown on the Comprehensive Plan Land Use Map for an area. For example, the neighborhood map may still show residential use while the Comprehensive Plan Land Use Map shows commercial use.

Similarly, a Neighborhood Plan Map could show a residential density outside the range of acceptable density described by the Comprehensive Plan Land Use Map. For example, the neighborhood map could identify six dwelling units to the acre for an area where the Comprehensive Plan Land Use Map shows medium-density residential.

In these cases, the Comprehensive Plan Land Use Map ~~will control for zoning purposes.~~ **prevails over the Neighborhood Plan Map.**

If a Neighborhood Plan Map does show the same category of use, and a density within the range of that described on the Comprehensive Plan Land Use Map, then the specific use and residential density on the Neighborhood Plan Map will ~~serve as the zoning control.~~ **prevail.**

The land use categories mapped on the Comprehensive Plan Land Use Map are:

Low-Density Residential - detached or attached single family residential uses from one to seven dwelling units per acre. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior

entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.

Medium-Density Residential - detached, attached, or stacked residential uses at 8 to 14 dwelling units per acre.

High Density Residential - detached, attached, or stacked residential uses at 15 or more dwelling units per acre.

Office - uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential-scale buildings to multistory buildings and/or multibuilding complexes.

Office/Multifamily - areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.

Commercial - may include retail, office, and/or multifamily uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws such as the activity areas at Totem Lake and Downtown.

Industrial - uses predominantly connected with manufacturing, assembly, processing, wholesaling, warehousing, and distribution of products.

Light Manufacturing Park - places of business activity that includes light manufacturing, high-technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing park uses do not require large signs or customer parking facilities and do not involve activities which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.

- ◆ *Support a mix of retail, office, and residential uses in multistory structures.*
- ◆ *Create effective transitions between the commercial area and the surrounding residential neighborhood.*
- ◆ *Protect residential areas from excessive noise, exterior lighting, glare, visual nuisances, and other conditions which detract from the quality of the living environment.*

Access

- ◆ *Encourage multimodal transportation options, especially during peak traffic periods.*
- ◆ *Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity.*
- ◆ *Encourage pedestrian travel to and within the commercial area by providing:*
 - *Safe and attractive walkways;*
 - *Close groupings of stores and offices;*
 - *Structured and underground parking to reduce walking distances and provide overhead weather protection; and*
 - *Placement of off-street surface parking to the back or to the side of buildings to maximize pedestrian access from the sidewalk(s).*
- ◆ *Promote non-SOV travel by reducing total parking area where transit service is frequent.*

Each commercial area has its own unique attributes, although generalized development guidelines which work to preserve community character and support a multimodal transportation system are described in the above policies. Particular emphasis is placed on improving pedestrian accessibility in business districts.

These policies recognize that urban design is important, and that well-designed commercial areas, in partnership with Kirkland's residential

neighborhoods, will project a positive community image.

Good urban commercial design complements and enhances adjacent residential areas.

Policy LU-5.2. Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:

- ◆ *Create a compact area to support a transit center and promote pedestrian activity.*
- ◆ *Encourage uses which will provide both daytime and evening activities.*
- ◆ *Support civic, cultural, and entertainment activities.*
- ◆ *Provide sufficient public open space and recreational opportunities.*
- ◆ *Enhance, and provide access to, the waterfront.*

As its name implies, the Central Business District (CBD) has historically been the center of commercial activity in Kirkland. As Framework Goal 3 states, Downtown is also a civic, cultural, and entertainment center and has the most dominant role in contributing to the City's identity. These prominent roles of the CBD should be maintained and enhanced.

Policy LU-5.3. Support Totem Lake's development as a regional Activity Area with a diverse pattern of land uses.

- ◆ *Recognize the area around Totem Lake Mall and Evergreen Hospital as the "core" district where the highest densities and intensities of land use are focused.*
 - *Create a compact area to support a transit center and promote pedestrian activity.*
 - *Encourage uses which will provide both daytime and evening activities.*

Policy LU-7.5. Preserve urban separators (permanent low-density lands which protect environmentally sensitive areas and create open space corridors within and between urban areas), including Lake Washington, Bridle Trails State Park, and St. Edward's State Park.

Urban separators break up urban development and help distinguish between communities. Kirkland is fortunate to have several "ready-made" urban separators. The City should also explore opportunities to create new urban separators as part of the open space network.

~~***Policy LU-7.6. Protect scenic views and view corridors.***~~

~~Views that enable one to see the City, Lake Washington, Seattle, and the Olympics, occasionally in one glance, are valuable not only for their beauty, but the sense of orientation they provide. Almost every area in Kirkland has streets which create a corridor framing such views; public view corridors have been required of new developments along Lake Washington's shoreline. Public views can be easily lost or impaired and it is almost impossible to create new ones. Preservation, therefore, is critical.~~

REGIONAL AND COMMUNITY FACILITIES

Regional and community facilities serve a variety of populations. Some serve local low-income residents who may not have easy access to private transportation. Others, such as landfills, serve regional waste-haulers in large trucks along with local residents. Recognition of the unique characteristics of the clients of these facilities is important to their siting. Locating a food bank or other community facility in an area poorly served by public transit and far from local housing does not make for efficient land use and contributes to a transportation problem. Developing a regional facility like a landfill in the middle of an urban residential area results in an increased burden of truck traffic borne by the neighborhood.

The intent of the following goal is to acknowledge that different regional and community facilities have different siting needs, depending on their customers and their unique characteristics. Kirkland residents depend on both community and regional facilities. For that reason, their location within the City should not automatically be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting a community or regional facility in the City must be weighed against this widely-held community value.

Goal LU-8. Develop criteria and processes for siting regional and community facilities.

Policy LU-8.1. Work cooperatively with King County and other cities to develop criteria and processes for siting regional facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of regional facilities. In this way, objective criteria which do not favor one community over another can be established.

Policy LU-8.2. Consider the following in siting regional and community facilities:

- ◆ Accessibility to the people served;
- ◆ Public involvement;
- ◆ Protection of neighborhoods;
- ◆ Preservation of important natural resources;
- ◆ The cost-effectiveness of service delivery; and
- ◆ The goals and policies of the City's Comprehensive Plan.

A. INTRODUCTION

A healthy economy plays a vital role in assuring that Kirkland remains a vibrant community for living and working. The purpose of the Economic Development Element is to ensure a strong Kirkland economy that enhances the City's character and quality of life. The Element identifies the strengths of each local business district within the context of the larger "Eastside" region.

Economic development provides jobs, goods, and services, which contribute to a strong tax base. A strong tax base is crucial to the City's ability to deliver necessary public services and maintain infrastructure to serve the needs of the economy.

Key issues for the Economic Element are:

- ◆ How can Kirkland create an economic plan that retains Kirkland's high quality of life and encourages economic vitality, including local jobs and revenue for public services?
- ◆ How do we encourage appropriate economic development activity that complements other community needs and values?
- ◆ What are the specific strategies and actions the City can take to achieve its desired economic future?

EXISTING CONDITIONS

Kirkland has evolved from Peter Kirk's vision for Kirkland as the "Pittsburgh of the West," a center for steel in the late 1800s, to ship building in the 1940s and later, to a suburban-Seattle residential "bedroom community" throughout the 1960s and 1970s. Kirkland is no longer a bedroom community. Its local economy is highly interrelated to other Eastside cities and the region.

In 1997, Kirkland's population was 43,720. Relative to other cities in King County, Kirkland has a good share of the percentage of employed persons living and working in Kirkland. The 1990 Census reported that of the 24,103 (60.2%)

employed residents 5,178 (21.4 percent) worked in Kirkland. As of 1994, Kirkland's median household income was \$52,800, compared to \$41,104 in King County as a whole. Viewed in the context of the Puget Sound economy, Kirkland represents 3% of the King County economy and 2% of the Seattle Metropolitan Area (SMA) economy.

Kirkland has a healthy, vital business climate. The factors that contribute to Kirkland's economic success are its unique Lake Washington waterfront location, access to major freeways and close-in urban location, pedestrian-oriented Downtown, active business districts, established neighborhoods, excellent educational and health care facilities, and community amenities that make it an attractive place in which to do business.

Of these "quality of life" amenities, businesses choose to operate in Kirkland for the following reasons: to be near their customers, suppliers and distribution systems; the quality work force; the positive working relationship between business and government; and the fair tax environment.

Kirkland continues to see new business development and strong construction activity. As a result of its success, Kirkland is experiencing high land costs and increased housing costs. While these are indicators of a healthy economy, there are also warning signs that will need to be watched for their effect on the Kirkland economy, such as increasing traffic, limited Downtown parking, the rising cost of business space and land, and community concerns resulting from rapid growth.

FUTURE TARGETS, TRENDS, AND CAPACITY

Based on King Countywide Planning Policy targets, Kirkland is expected to grow from 43,720 in 1997 to a population of 51,000 by the year 2010. The Comprehensive Plan is planning for between 24,258 and 25,327 housing units and a total of 29,664 to 31,164 jobs by the year 2012. It is estimated that at capacity, the Comprehensive Plan could accommodate 5,100 industrial jobs, 17,250 office jobs, and 11,400 commercial jobs. The

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City's industrial land is projected to be fully built out by 2012.

**TABLE E.D. 1:
Housing and Employment Targets and Capacity**

	Existing	2012 Target	Available Capacity
Housing Units	19,491 (1996)	24,258 to 25,327	25,100
Employment	25,149 (1995)	29,664 to 31,164	33,750

Kirkland is part of a regional, national and international economy. While it can work to attract and retain residents and business through policies that promote economic development and a high quality of life, many economic trends are beyond the City's control. This element is designed to interpret, prepare for and respond to these different trends.

Regional and national trends show an increase in service and high technology, communication, and information technology industries, with continued decline in traditional manufacturing industries. There will continue to be great demand for skilled workers and job training/education as employees attempt to keep up with the fast pace of changes in the workplace and technology.

Trends

Other key trends for the future that may have an impact on the regional economy and Kirkland are:

- ◆ The "globalization" of businesses of every size. Businesses can now reach international customers with the "freeing up" of trade agreements;
- ◆ An increase in "non-face communication" as evident by the use of computers and technology in the business and home environment; and,
- ◆ Continued mobility, as caused by increased transportation opportunities, migration, demographic changes and an increase in immigrants from other countries.

RELATIONSHIP TO OTHER ELEMENTS AND REGIONAL POLICIES

The Economic Element is dependent on other chapters of the Comprehensive Plan. The Land Use Element sets forth the development pattern for the City's commercial and industrial areas. The Land Use Element targets new employment growth primarily to the Totem Lake and Downtown Activity Areas. The Housing Element establishes policies that strive for a sufficient range of housing for a diverse employment base, and encourages increasing the amount of "affordable housing" or housing affordable to all segments of the population.

The Transportation Element supports an efficient circulation system that enables the mobility of people, goods, services, customers and employees to access Kirkland businesses. The Capital Facilities Element ensures that adequate public infrastructure and facilities such as parks, utilities and roads are available to support to the economic viability of private development.

King County Countywide Planning Policies require cities to address specific issues in their economic development elements for a coordinated regional economic strategy:

- ◆ Each city's economic role, locally and within the context of the countywide economy
- ◆ How they will balance economic growth with protecting the environment
- ◆ How they will retain businesses involved in exporting their goods and services outside the region and retention of industrial zoned land supply for manufacturing jobs
- ◆ The importance of education in maintaining a highly skilled workforce
- ◆ Improving permit processing to assist in promoting economic activities
- ◆ Infrastructure needs to service a strong economy, and

- ◆ To track economic activity by developing economic indicators

B. ECONOMIC DEVELOPMENT CONCEPT

The challenge is to provide an economic climate that maintains a healthy economy for jobs and businesses without sacrificing the qualities that make Kirkland a desirable place to live and work. The key is to achieve a "balance." This balance is reflected in a number of ways—our community interests, land use, and the City's ability to provide for necessary services and facilities.

The emphasis of the Economic Development Element is building on the strengths of existing businesses while recruiting targeted new businesses. Kirkland's existing commercial districts described in the Land Use Element, should be strengthened. The transitional edges of the commercial, office and industrial uses should be designed to minimize adverse impacts on the surrounding neighborhoods.

Key objectives of the Element are summarized below:

- ◆ Balance promoting economic growth and a diverse economy with maintaining viable residential neighborhoods, community character, and a quality natural environment.
- ◆ A diverse economy — one that has a variety of business sectors, provides quality jobs, fosters a strong and stable tax base and allows Kirkland residents the opportunity to live and work in their community.
- ◆ Jobs that pay higher than average wages.
- ◆ Encourage the following businesses to enhance Kirkland's role in the Eastside economy:
 - Retail and service enterprises
 - Specialty retail in the Downtown
 - Destination retail in Totem Lake
 - Neighborhood shops and services

- Finance, insurance and real estate
- Wholesale businesses
- Professional office and corporate headquarters
- Recreation, tourism and the arts
- Auto sales
- Warehousing and distribution
- Light manufacturing and assembly
- High - technology and communication
- Health care

- ◆ Certain light industrial zoned lands should be retained to encourage wholesaling, light manufacturing and assembly, and to encourage growing small to medium sized high technology companies and "startup businesses."
- ◆ Neighborhood business districts should be strengthened to provide needed shops, services and jobs close to home.
- ◆ The Regional Transit Authority Plan supports economic opportunities for redevelopment in the Totem Lake, Downtown, NE 85th Street or NE 70th Street.
- ◆ Partnerships among public and private organizations are essential in business retention and expansion, recruitment of targeted businesses and in maintaining a skilled work force.
- ◆ The City and other government agencies should provide high quality and responsive customer services, maintain regulations that are predictable and expedite permit processing.
- ◆ Home based businesses are welcome.
- ◆ Good design standards are encouraged in commercial development.

C. ECONOMIC DEVELOPMENT GOALS AND POLICIES

COMMUNITY VALUES

Goal ED-1: Promote a strong economy while maintaining quality-of-life factors such as:

- ◆ Strong residential neighborhoods
- ◆ Access to job opportunities
- ◆ High-quality public services
- ◆ Community character
- ◆ Environmental quality.

A healthy local economy is an integral part of Kirkland's high quality of life and a highly held community value. A strong economy allows residents access to job opportunities and provides revenue sources to ensure needed public services and infrastructure. Promoting a strong economy should not be compromised with maintaining community character, strong residential neighborhoods and protecting the environment. Maintaining the above quality of life factors helps provide an environment that fosters economic vitality.

Policy ED-1.1: Promote a business climate that welcomes diverse employment and economic opportunities in Kirkland.

A diverse economy has a variety of business sectors, provides quality jobs at various wage rates, and fosters a stronger stable tax base. Having a diverse economy benefits the community by providing a variety of services and shopping for the consumer, and employment opportunities for people to live and work in Kirkland.

Policy ED-1.2: Develop strategies that increase sectors of the Kirkland economy that:

- ◆ Pay higher-than-average wages
- ◆ Increase employment
- ◆ Bring new capital into the economy
- ◆ Reflect multiplier effects other than high wages

- ◆ Have a reasonably good future growth prospect
- ◆ Involve a cluster of businesses engaging in similar activities
- ◆ Use quality environmental practices
- ◆ Diversify and strengthen the City's revenue base

Businesses that provide the above benefits to the Kirkland economy are encouraged. Businesses that pay higher than average wages are called "family wage" jobs. Average wages are calculated by dividing the total payroll of the region or city by the number of workers. In 1992, the estimated average wage in Kirkland was \$29,236. Businesses that provide new employment opportunities that pay family wages (i.e., higher than average) help diversify the economy and increase spending within the local economy. In Kirkland, the presence of the existing businesses in automobile sales and health care services serve this function as well.

Businesses involved in the light manufacturing/distribution and high-technology sectors sell goods outside the region, bring new money into the local economy, and provide "primary jobs." These types of "basic industries" provide greater positive multiplier effects on the economy, while lower-paying retail or service jobs provide fewer benefits. Businesses that use quality environmental practices help maintain the "economic balance" discussed above.

Policy ED-1.3: Encourage commercial and industrial development that provides a reasonable balance between municipal costs and public benefits.

Healthy commercial and industrial districts are vital to the economy of the City. They provide business and employment opportunities, as well as a place to produce and exchange goods and services, and contribute to the City's tax base. The major thrust of this policy is to assure that future economic development does not impose greater costs on the City than may be offset by the public benefits derived from such development. Economic development may produce community-wide economic impacts. A business may require a greater demand for public services than it

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contributes to the economy. To help offset the costs of new economic activities, developers may be required to provide the appropriate means for mitigation of adverse impacts that may result from the proposed development.

Policy ED-1.4: Minimize adverse impacts of economic activities on adjacent uses, the environment and natural features.

Economic activities may create impacts on surrounding development because of building location and site design, or the way a business functions. Economic activities may generate impacts as a result of open storage, large structures, poorly maintained grounds, parking lots, signs, exterior lighting, noise, air or water pollution, and pedestrian or vehicular traffic. Some of these impacts can be mitigated on site, while others require additional measures. Even with efforts taken by businesses to reduce these impacts, non-economic uses located along business district edges must acknowledge that there will be greater impacts.

Adverse visual impacts created by economic activities should be minimized through development standards that maintain the visual character of adjacent development. Standards should ensure that outdoor storage areas, parking lots, and structures are adequately buffered with landscaping or some other appropriate means, and that on-site debris and wastes are removed. Landscaping, both within and around the edges of development, can serve to provide visual screening and separation, as well as help to decrease surface runoff. Additional standards may include appropriate setbacks and open space requirements.

Development standards should be tailored to the needs, unique characteristics, natural features, and other special conditions of each neighborhood. These standards should be implemented, where appropriate, by establishing neighborhood and special planning districts.

As the city becomes more developed, pedestrian circulation should be encouraged to reduce vehicle congestion. Standards should be in place that minimize the impacts of pedestrian and vehicular

traffic generated by economic activities. The location and number of access points should be controlled; and where necessary, on- or -off-site improvements should be made to ensure the safe passage of vehicles and pedestrians.

Policy ED-1.5: Encourage all community organizations to work together to promote a strong economy by addressing potential conflicts and identifying barriers to economic success.

Collaboration among residential neighborhoods, businesses and the City will be necessary to achieve Kirkland's desired economic future.

Commercial and industrial businesses, based on the nature of their more intensive use, often cause impacts such as noise, lighting or traffic congestion on nearby residential neighborhoods, causing conflicts between the business and neighbors. Potential conflicts may be resolved through regular communication among business and neighborhood organizations. The City should help facilitate this communication.

Policy ED-1.6: Encourage businesses to maintain attractive site, landscaping and building design that reflects the character of the neighborhood or business district.

Well-maintained commercial and industrial areas create a focus for the community and provide a positive community image. Businesses with attractive site design, building design and signs show pride in ownership which often results in increased economic success. Building and site design should blend in with the context of the neighborhood or business district.

Policy ED-1.7: Maintain Kirkland's positive civic image and community character.

Kirkland's positive community image as a place to visit, live and work is reflected in our healthy economy. Kirkland is known for its "waterfront downtown," pedestrian-oriented commercial districts, pleasant visual images, natural features and well-designed buildings and signs. These urban design features combined with strong business and community involvement, help give Kirkland a

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positive civic image. Through combined efforts the private sector's investment in the community and public sector enforcement of development standards, Kirkland's positive civic image and community character will be maintained.

KIRKLAND'S ECONOMIC ROLE

Goal ED-2: Foster a diverse economy that responds to emerging trends and provides a broad range of employment opportunities.

Economic activities are not defined by political boundaries. Consumers will travel between Eastside cities to shop because of their close proximity. The combined 1995 sales of the Cities of Bellevue, Bothell, Issaquah, Kirkland, Redmond and Woodinville are estimated at \$26.1 billion. Fifty-eight percent of this income was generated in the City of Bellevue. Kirkland's share at 15 percent, is second to Bellevue in Eastside sales. Together, Bellevue and Kirkland capture up to 97% of the Eastside Market in auto sales, food sales, eating and drinking establishments, professional services, medical and financial services.

**TABLE E.D. 2:
Kirkland Sales And Establishments**

<i>Business Category</i>	<i>Establishments</i>	<i>Employees</i>	<i>Sales</i>
All Industries	2,213	25,149	\$3,852,000,000
Wholesale Trade	200	2,412	\$1,278,000,000
Retail Trade	468	6,950	\$754,000,000
Finance, Insurance & Real Estate ¹	292	2,020	\$651,000,000
Services	906	9,068	\$580,000,000
Manufacturing	79	1,644	\$232,000,000
Construction	142	1,597	\$207,000,000
Transportation, Utilities & Communication	32	801	\$139,000,000
Agricultural Production	29	108	\$5,000,000
Other ²	64	550	\$5,000,000
Mining and Extraction	1	1	\$1,000,000

¹ Real estate sales reflect earned commission and fees. The selling price of individual properties is not included in the sales estimates.

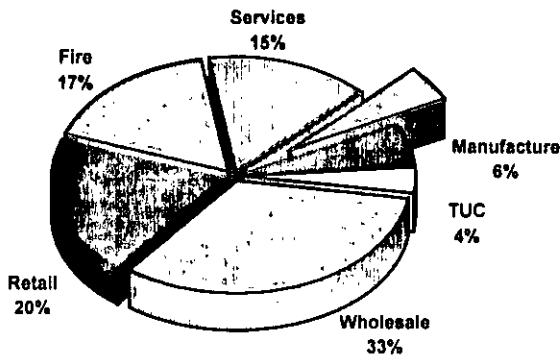
² Other consists of Miscellaneous Services, Public Administration and Non-Classifiable Establishments

Market Share of Eastside Business Sales

The Kirkland economy is made up of four major areas of business activity: retail trade; wholesale trade; FIRE (financial, insurance and real estate); and services. All industries generated a total of \$3.8 billion in sales in 1995. Wholesale trade was the leading sales revenue generator, followed by retail. The majority of Kirkland's establishments are in business and professional service enterprises. Not surprisingly, the retail sector is the major sales tax

generator, primarily from automobile sales and gasoline service stations, and second to services in the number of employees. Kirkland's current economic role on the Eastside is in business services, professional services, general retail (automobile, restaurant and miscellaneous), health services and high technology/communications sectors.

Figure ED-1: Kirkland: Sales by Industry
Sales = \$3,852,000,000



Detailed tables regarding Kirkland and its economic neighborhoods can be found in the Kirkland Planning Department "City Of Kirkland Economic Plan: Tabular Reports."

Employment

As of 1995, business and professional services is the largest employment sector, followed by retail trade, wholesale trade, FIRE (Finance, Insurance and Real Estate), and manufacturing. The service sector represents 36 percent of the city's total employment, or 9,068 persons. Most of this is in business and professional services and education (4,463), followed by health services, which employs 2,500. In addition to being the second-largest revenue producer, retail is also the second largest source of employment with almost 7,000 retail workers.

Given the number of wholesale trading firms and the number of employees reported in this sector, suggests that these are corporate headquarters. Out of the FIRE (finance, insurance, and real estate sector, real estate and insurance) are the major employers with 1,400 persons (70 percent). When comparing sales to employment, FIRE is a high-volume, low-employment area.

Types of Businesses

Policy ED-2.1: Further enhance Kirkland's role in the Eastside and regional economy by encouraging growth in the following types of businesses:

- ◆ *Small- to medium-size firms, primarily in professional office, high technology/communication, business services, health care, warehousing and wholesaling*
- ◆ *Corporate headquarters*
- ◆ *Start-up companies*
- ◆ *Strong retailing environment with the emphasis on:*
 - *Automobile sales*
 - *Downtown specialty stores*
 - *Neighborhood shops and services close to home*
 - *Destination retail in Totem Lake*
- ◆ *Business and community activities which support the arts and tourism*
- ◆ *Home-based businesses*

Kirkland provides a positive economic environment for growing small- to medium-size firms. Based on a recent business survey, the average establishment in Kirkland employs approximately 11 people. A total of 53.2 percent of Kirkland businesses use between 1,000 and 10,000 square feet of business space. Although Kirkland is a largely established city with few large parcels, there are opportunities for small start-up companies in its commercial and industrial areas.

Existing businesses are the foundation of the Kirkland economy and should be encouraged to grow and expand where feasible. The Totem Lake area has the opportunity to evolve into a destination, mixed-use retail center. Downtown should continue its role in providing specialty retail stores and meeting the consumer demands of the increasing number of Downtown residents. Professional services are a high-income sector which contributes to Kirkland's retail sector by providing additional buying power. Kirkland also has a strong health services sector that will continue to expand.

Economic Diversity

The economy can be diversified and strengthened by encouraging more high-technology, start-up companies to locate in Kirkland; strengthening the emerging arts, tourism and recreational businesses, and recognizing the role that home-based businesses play in the local economy.

High Technology and Communication

High technology, software, and communications are the fastest-growing job sectors in Washington State. The Eastside is home to more than half of the software firms in the State of Washington. High technology (biotechnology, research, communications, electronics, computers and software) industries tend to export products outside the region and produce higher multiplier financial benefits. They are also known for educated workers with concerns about quality of life. Most of these companies are small and employ 50 or fewer. Many are spin-offs from larger companies. It is estimated that for every job in the high-technology field, two jobs are generated elsewhere in the region.

Highly skilled workers are in great demand in this sector. Technical schools or two-year colleges can provide the needed training. Forecasts indicate a high growth rate in this sector by the year 2000.

The benefits of the high technology sector are its increasing importance in trade, increased productivity, technology development, and high-wage job creation. These types of firms tend to have a clustering effect on the economy. Kirkland is located close to Redmond and Bothell, home of many high-technology firms. This sector is a natural fit for Kirkland and should be welcomed.

Arts and Tourism

Businesses and organizations involved in the arts are a thriving area of the retail market. The new Kirkland Performance Center is intended to bring considerable economic benefits to the community as theater patrons dine and shop in local retail shops and galleries. Persons attending will generate additional state and local taxes and employment. Besides benefiting local merchants by creating

increased business activity, the Performance Center will create employment opportunities. In addition, new business services and opportunities will provide linkages between the business community and cultural organizations.

Tourism includes any activity that encourages people to travel from their homes for leisure, such as eating out, recreational activities, sporting events and theater. Tourism can provide more entry-level jobs for young people, elderly, and economically disadvantaged. For each tourism job, one other job is created in the regional economy. Corporate headquarters for companies that do business nationally and internationally provide benefits to the local economy by generating visibility for Kirkland outside the region, plus their employees tend to have higher wages and generally report their earnings locally.

Employment Targets

Policy ED-2.2. Strive to meet King County Countywide employment targets of an additional 7,800 to 9,300 jobs between 1991 and the year 2012.

King County employment targets for Kirkland are between 29,664 to 31,164 total jobs by the year 2012.

In 1994, there were approximately 22,455 people employed in Kirkland. Based on the Washington State Department of Employment Security, this figure was broken down into the following sectors: 3,817 industrial, 12,799 office, and 5,838 commercial.

The Land Use Element of the Comprehensive Plan is planning for an employment capacity of 33,750. The Comprehensive Plan can accommodate 5,100 jobs in the industrial sector, 17,250 jobs in the office sector and 11,400 jobs in the commercial sector.

Land Supply

Policy ED-2.3. Plan for a balanced supply of commercial and industrial land to allow for a diverse economy.

Maintaining an adequate supply of land designated for economic development affects the overall economy locally and within the region. By monitoring land supply on a regular basis, the City will be in a position to provide the framework for diverse and sustained economic growth. Infill and redevelopment will be the focus of future development. As of the 1994 Land Use Inventory of 5,536 total acres, approximately 273 acres were used for commercial uses and 225 acres were used for offices. In 1996, of the total 228.41 acres zoned industrial, 148.36 acres were used for industrial purposes, and another 54 acres were either further developable or vacant.

Kirkland's land dedicated to economic development activities is a valuable resource. Preservation and optimal use of this resource for economic activities in areas of transition or where zoning allows other uses is important. Encroachment by other uses and the conversion of commercial-zoned land to residential uses or other non-economic activity should be avoided.

Business Retention and Recruitment

Policy ED-2.4. Encourage businesses that provide primary jobs.

Firms that produce products or services that sell outside the community, such as light-manufacturing firms or certain types of high-technology firms, bring new capital into the economy and are the primary source of primary jobs. Primary jobs generally pay higher wages, have a higher multiplier effect on stimulating consumer spending, and diversify the City's revenue base by bringing new capital into the economy.

Policy ED-2.5. Focus on the health of existing local businesses and, where appropriate, attract new businesses.

Existing businesses are the foundation of the Kirkland economy and are encouraged to thrive and expand. In a recent survey, approximately 25 percent of Kirkland's businesses responding indicated they are considering relocating their operations. Business-retention activities should encourage businesses to stay. Approximately 37 percent indicated that they would expand in the next three to five years. Maintaining a healthy economy also depends on attracting new businesses that can assist in diversifying the local economy.

Policy ED-2.6. Encourage clustering of businesses that are complementary and collaborate with each other.

Certain businesses benefit each other and the community by locating together. Proximity to similar enterprises can help businesses attract employees and customers, and be near the wholesale customer. Smaller spin-off businesses from the larger high-technology companies benefit from locating near other high-technology companies, light manufacturing and wholesale companies. Businesses in the service sector such as restaurants, retail, entertainment establishments, and art galleries have this mutually beneficial relationship as well. In turn, the community benefits by combining trips for convenience, which reduces traffic congestion.

Policy ED-2.7. Strive to maintain a balance of jobs and housing.

The City should assure a balanced supply of both commercial and residential land to accommodate projected growth and coordinate growth in both areas. When a significant percentage of the population can both work and live in Kirkland, economic vitality, quality of life and civic involvement are enhanced and transportation problems are mitigated. A sufficient supply and range of housing for workers within Kirkland should be maintained. Job growth should be accompanied by growth in housing opportunities for workers filling those new jobs. Conversely,

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excessive residential growth in commercial areas which forecloses commercial development should be avoided.

Policy ED-2.8. Home-based businesses are encouraged when they are compatible with residential neighborhood character.

The 1990 Census showed that of the 40,052 persons then living in Kirkland, 880 worked at home. Home-based businesses are a growing trend. Telecommunication has dramatically changed today's lifestyle to allow for integration of home and work. There are benefits to some home-based businesses: Commute times to work and the amount of vehicle trips are reduced; businesses in the home can provide increased security for the neighborhood, while others are away at work; and as home businesses expand, they are a source for new jobs.

Some businesses by the nature of their operation are not compatible with residential neighborhoods. Development standards should be adopted that minimize impacts of home-based businesses on adjacent residential uses by limiting: signs, parking, truck deliveries, impacts of noise, light, outdoor storage, odors, and construction not typical of residential areas.

COMMERCIAL AND INDUSTRIAL AREAS

Commercial Areas

Goal ED-3: Strengthen the unique role and economic success of each of Kirkland's business districts.

The Land Use Element describes Kirkland's hierarchy of commercial development areas: Activity Areas, Commercial Districts, Commercial Corridors, Neighborhood Centers and Residential Markets. Each plays a role in the Kirkland economy. The Land Use Element sets forth the general land-use development pattern for each of the commercial development areas and industrial areas.

The primary business districts are Totem Lake and Downtown Kirkland. In terms of sales, the

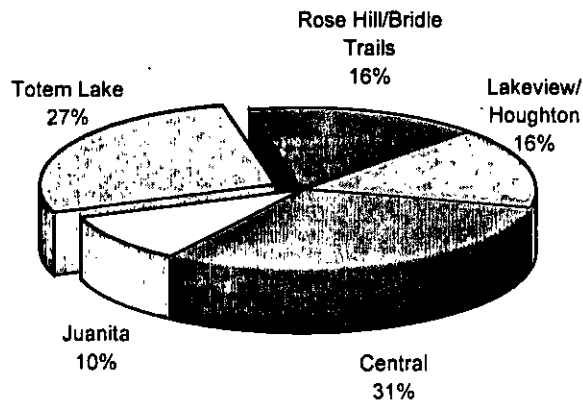
Downtown area contributes 31 percent of all Kirkland sales and 28 percent of employment. In the last several years there has been an increase in residential multifamily development in the Downtown core. As a result, there will be opportunities for retail and personal services to suit the needs of the new residents and make Downtown a top priority for future economic vitality.

Totem Lake generates the second-most sales and contains 29 percent of Kirkland's employment. Consistent with the Land Use Element, the Totem Lake Core provides redevelopment opportunities to increase retail and mixed-use residential/commercial/health care, or industrial redevelopment opportunities. These opportunities, combined with improvements related to the Regional Transit Authority (RTA) Plan, the need for creating a community gathering place, and increased pedestrian circulation, also make the Totem Lake business district a high priority for the City's economic activity.

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Figure ED-2: Neighborhood Sales
Sales = \$3,852,000,000



Policy ED-3.1. Promote economic and business success within Kirkland's business districts consistent with the Land Use Element.

The following describes the economic role for each of the Kirkland's business districts. As Neighborhood Plans are updated, the economic sections for each neighborhoods should be revised to reflect these priorities.

◆ **In Downtown Kirkland target its role as:**

- an Activity Area
- community and regional center for professional and government services
- corporate headquarters
- specialty retailing
- tourism and the arts
- neighborhood services and stores
- connection to the waterfront

◆ **In Totem Lake, target its role as:**

- an Activity Area
- a community and regional center for major destination retailing
- health care
- automobile sales
- high technology and small office parks
- a neighborhood center for the Totem Lake neighborhood

Note: A neighborhood study is planned in 1998/99 that may influence this emphasis.

- ◆ In **Houghton and Bridle Trails**, emphasize their role as neighborhood centers for offices, services and stores.
- ◆ In **Lakeview**, emphasize its role as an area for corporate headquarters, offices and professional services.
- ◆ In the **NE 85th Street (Rose Hill)** corridor, emphasize its role as a center for automobile sales, high technology, small office parks, and neighborhood services and stores.

Note: A NE 85th Street corridor study is planned in 1998/99.

- ◆ In **Juanita**, emphasize its role as a center for professional services, recreation, and neighborhood services and stores.

Policy ED-3.2. Encourage infill and redevelopment of existing business districts.

Existing business district boundaries are well established. Most commercial districts have the potential for increasing economic activity by infilling underutilized business development without expanding district boundaries. They are encouraged to be strengthened and increase density. Expansion of business district boundaries may be considered only when adequate transitional uses or buffer issues can be resolved to reduce potential adverse impacts.

Policy ED-3.3. Encourage mixed-use development within business districts.

Mixed-use development of residential and commercial activity within commercial and neighborhood business districts allows for residents to have goods and services close to home, encourages one-stop shopping to reduce traffic congestion and combine parking arrangements, and provides customers for businesses.

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Policy ED-3.4. Commercial and industrial areas should maintain attractive public spaces, gateway signage and landscaping.

Quality design, maintenance of public spaces, landscaping and gateway signage promotes economic development by creating an inviting environment. Business district revitalization programs that are in character with the neighborhood are encouraged.

Industrial Areas

Goal ED-4: Retain industrial areas for light manufacturing, assembly, warehousing/distribution, wholesaling, high technology and office uses.

Kirkland's industrial land is limited. Of the city's 5,200 acres of developable land in December 1996, approximately 228.4 acres were zoned for industrial uses. Within that 228 acres, approximately 54 acres were either vacant or considered further developable. Compared to other cities on the Eastside and in the region, Kirkland's industrial parcels tend to be smaller in size. Industrial areas provide economic development and employment opportunities in light manufacturing, high technology, light assembly and productions research and development, start-up businesses, warehousing and distribution, and wholesale trade and storage.

Maintaining industrial land for light manufacturing, wholesale, and high technology is essential to encouraging primary jobs and family-wage jobs.

Having a diversity of economic sectors, including light-industrial businesses, provides many benefits:

- ◆ More opportunities for employment for Kirkland residents
- ◆ Not so reliant on a single sector (e.g. retail)
- ◆ Provides a more balanced community
- ◆ Provides areas for start-up businesses in targeted sectors
- ◆ Contributes to a healthier economy

Industrial/Limited Commercial Area

Policy ED-4.1. Allow for limited commercial and non-industrial uses in certain industrial areas:

- ◆ **NE 124th Street - North of NE 124th Street and south of the Burlington Northern Santa Fe Railroad (BNSFR) between 124th Avenue NE and Slater Avenue NE.**

Certain industrial areas have transitioned into more commercial uses because of real estate market forces, their location near major arterials, and the surrounding uses. One area is north of NE 124th Street and south of BNSFR between 124th Avenue NE and Slater Avenue NE. This area contains a mix of industrial, office, car dealers and commercial businesses. This area should be retained as Light Industrial with limited commercial to allow for offices, hotel/motels, vehicle sales, service stations, service commercial uses, department stores, and multi-use retail and mixed-use establishment, along with the current allowed light industrial uses. Individual free-standing restaurants should not be permitted. Conversion to retail commercial to allow these uses would create severe traffic problems as well as create non-conformances for many existing businesses.

Policy ED-4.2. Encourage light industrial uses that provide a mix of light industrial and office uses, and provide opportunities for small- to medium-size companies and start-up high-technology enterprises.

Commercial uses should not be located in these areas. The industrial areas where this should apply are:

- ◆ **Totem Lake industrial are north of BNSFR between 124th Avenue NE and Slater Avenue NE**
- ◆ **Totem Lake area south of NE 124th Street and west of Slater Avenue NE**
- ◆ **Par Mac area west of I-405 and south of NE 116th Street**
- ◆ **Norkirk area east of Downtown**
- ◆ **Rose Hill area south of NE 90th Street and east of 122nd Avenue NE**

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- ◆ *North of Everest Park along both sides of the BNSFR*
- ◆ *Everest area between BNSFR and 6th Street South, north of the Houghton Shopping Center*

Maintaining industrial land for light manufacturing, wholesale, and high technology is essential to encouraging primary jobs and family-wage jobs. This, in turn, allows for more opportunities for employment for Kirkland residents and provides a more balanced community by not being so reliant on a single sector (e.g., retail). Most of the Light Industrial areas of the City should be retained for light industrial, business park and office uses.

With the intent of encouraging new high-technology businesses, office uses should be allowed in these areas. Increasingly, high-technology businesses are a blending of research, storage, light assembly and office. Offices which support the primary functions of the light-industrial area and are associated with assembly, manufacturing or high-technology development should be allowed in industrial areas.

The Light Industrial area along the south side of NE 116th Street, west of the (BNSF) Railroad line, should be limited to light industrial-related uses, high technology and offices. Automobile sales and service could be permitted, provided there is direct access to NE 116th Street.

Commercial uses tend to cause land values to rise, increasing the pressure to convert industrially zoned lands to retail, services or office. For this reason, certain commercial retail uses and non-industrial uses should not be permitted in industrial areas, including: hotel/motel, freestanding restaurants, vehicle service station or sales, freestanding financial institutions, entertainment, recreation or cultural retail establishments, general retail or department stores, mixed-use retail developments, churches, and freestanding day care centers.

Policy ED-4.3. Explore opportunities for freight use of the Burlington Northern/Sante Fe Railroad for industrial areas as an alternative to surface streets for truck traffic.

A majority of Kirkland's light industrial areas are located adjacent to the Burlington Northern/Sante Fe Railroad line (BNSF). Yet there appears to be no current use of the rail for freight. Regional economic strategies encourage cities to plan for a region-wide system to transport goods and services, including rail. As surface streets become more congested, opportunities for increased use of rail lines should be explored.

WORK FORCE OPPORTUNITIES: EDUCATION, JOB TRAINING, AND HOUSING DIVERSITY

Goal-ED-5. Promote employment opportunities for all residents by encouraging high-quality educational and job-training resources and working to increase the amount of affordable housing to allow employees to live and work in Kirkland.

Policy ED-5.1. Create partnerships among the City, private sector, community and educational institutions to foster the highest standards and opportunities for education, work force training and retraining for a skilled work force.

One of the key factors for the future will be whether or not people can keep up with accelerating change in the work place, especially in the areas of technology. A vital economy relies on maintaining high-quality educational and job-training programs. Educational level is a predictor of future income. Kirkland is fortunate to have a high-quality K-12 educational system, as well as a strong vocational and technical college and other community education programs. Existing educational and job training programs are in place. To meet the challenges of the 21st Century, partnerships between the educational institutions and the business community, with the City's support, should continue.

Policy ED-5.2. Maintain a diversity of housing to allow employees to live and work in Kirkland.

Housing affordability helps support a diverse work force. Maintaining a diversity of housing types allows employees who work in Kirkland to choose to live here, thus reducing commuter traffic, and to spend their dollars within the city. The amount and diversity of housing in a community is a consideration when a business decides whether to locate in a particular city. The ability to afford owning a home or renting an apartment as housing prices continue to rise remains a challenge. The Housing Element and the Housing Strategy Plan set forth policies and implementation strategies to encourage increasing affordable housing. The City and community should continue with these efforts.

CAPITAL INFRASTRUCTURE

Goal ED-6 Ensure an efficient infrastructure system and public facilities that will support desired economic activity.

Policy ED-6.1. Maintain and enhance infrastructure systems that will ensure adequate capacity to move people, goods and information.

Maintaining transportation and utilities systems and information technology infrastructure is important to retaining Kirkland's economic competitiveness. The City, through the Capital Facilities Element, should continually assess our capacity and infrastructure needs as they relate to the needs of the business community especially in the area of advanced-technology infrastructure.

Policy ED-6.2. Support public/private partnerships to facilitate or fund infrastructure improvements that will result in increased economic opportunities.

Funding for infrastructure improvements comes from a combination of private and public sources. The City allocates public funds through capital improvement programs for transportation systems, sewer and water service, surface water management facilities and police and fire.

There may be opportunities for the public and private sector to form partnerships to jointly fund infrastructure improvements that enhance economic development. Examples of these are:

- ◆ Joint development ventures to develop land next to transportation facilities;
- ◆ Grants, loans or revolving loan programs;
- ◆ Public funding and installation of improvements with reimbursement through "latecomers agreements"
- ◆ Creative revenue financing arrangements

Policy ED-6.3. Support the Regional Transit Plan as an opportunity for economic development.

The Regional Transit Plan will include transit hubs along I-405 at yet-to-be-determined locations. The Land Use Element and the Transportation Element policies encourage a mix of residential and commercial development, transportation improvements and associated economic development activities in this area.

The Regional Transit Plan, "Sound Move," provides opportunities for carrying out transit-oriented development. Partnerships should be formed between the City, the Regional Transit Authority (RTA) and the private sector to promote redevelopment of areas around the transit stations. Redevelopment issues to be addressed should include economic activities and employment, mixed housing, transportation circulation and transit access, pedestrian and bicycle connections and design standards.

Policy ED-6.4. Encourage businesses to conserve public resources, such as water and electricity, and to use recycled materials where possible.

Conserving public resources makes good economic sense. Businesses that conserve water, electricity and use recycled materials help balance economic interests with maintaining environmental quality and reducing waste. Businesses are encouraged to participate in local recycling programs to reduce waste and reuse.

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Policy ED-6.5. Create strong pedestrian and circulation linkages within commercial districts and connecting business districts to neighborhoods.

Improving the pedestrian circulation within business districts and connecting neighborhoods to business districts is an important community value. Providing pedestrian linkages benefits businesses by making it easier for the customer to access the business and as a public benefit by reducing traffic congestion.

REVENUE AND TAX BASE

Goal-ED-7 Encourage economic development that supports a strong tax base.

Kirkland's Current Expense Fund (General Fund) is the city's largest single operating fund. The fund is almost 75 percent tax-supported. Kirkland relies on sales /use taxes as a major source of revenue (35 percent), followed by property tax (22.3 percent), other taxes (16.2 percent), and other revenue sources (26.4 percent). The fund's revenue sources are shown in the following table. Ninety percent of Kirkland's sales tax originated from four industries from 1994-1996 — retail trade, wholesale, services and construction.

**Table E.D.3:
Sales/Use Tax Contribution By Industry 1994-1996**

Industry Sector	1994	1995	1996	Average	% Contributed
Retail Trade	\$4,813,232	\$4,526,721	\$4,955,550	\$4,765,168	52.90%
Wholesale Trade	1,424,241	1,441,504	1,398,300	1,421,348	15.78%
Services	869,801	981,600	1,011,481	954,294	10.59%
Contracting	1,060,399	876,145	880,380	938,975	10.42%
WUTC	369,288	417,290	464,403	416,994	4.63%
Manufacturing	247,688	225,017	218,032	230,239	2.56%
FIRE	143,666	161,211	132,710	145,862	1.62%
Government	96,754	68,845	76,362	80,654	0.90%
Other	57,412	57,590	47,073	54,025	0.60%
Totals	\$9,084,475	\$8,757,918	\$9,186,287	\$9,007,559	100.00%

Kirkland's 468 retail outlets contributed an average of \$10,182 per outlet. The approximately 42 automobile dealers and gasoline service stations in the City are currently the largest retail tax contributors. General merchandise stores were the second-largest retail tax contributor, followed by eating and drinking establishments.

Using sales tax as a major source of revenue accentuates the importance of a strong retail economy. Fluctuations in the retail sector can have significant impacts to the City's revenue source and city services. These revenue sources are carefully monitored. Retail and service sectors tend to offer lower wages. Steps should be taken to provide economic balance and diversity by increasing the share of light-manufacturing activities and

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increasing Kirkland's share of the Eastside's high-technology activity because of higher-wage jobs and other benefits of these sectors.

The second-largest source of revenue generation is ad valorem property taxes. About 22 percent of Kirkland's revenues comes from property taxes. Approximately one-third of Kirkland's total assessed valuation is located in the commercial and industrial areas. Building permit activity is an indicator of growth in assessed valuation and potential new property tax revenue.

Policy ED-7.1. Maintain a fair tax structure that allows for business success while providing sufficient municipal revenues to support needed public services and facilities.

Taxes are a revenue source for the City which enable it to provide needed public services and facilities. Since businesses significantly contribute to City revenues source, it is in the community's interest to encourage businesses to be financially successful. Currently Kirkland does not have a business and occupation tax. Kirkland has competitive tax rates and user fees compared to other cities in the region. This can be a factor in a business choosing to stay or to locate in Kirkland. Lack of a local business and occupation tax keeps Kirkland competitive by balancing out the higher rents and land costs. Maintaining a low tax rate structure so that businesses can be successful while being able to generate the revenues to support public services should be carefully monitored.

Policy ED-7.2. When making land use decisions, weigh the community benefits and fiscal contributions with demands for public services.

Land use regulations, and the decisions made in the implementation of these regulations, can impact the business community. The community benefits and the fiscal contributions of economic activities should outweigh the demands for public services.

PARTNERSHIP WITH PUBLIC, PRIVATE AND REGIONAL ORGANIZATIONS

Goal-ED-8 Support effective working relationships among residents, businesses, government, education and other organizations in achieving Kirkland's economic goals.

Policy ED-8.1. Coordinate with neighboring cities and King County on economic programs to stimulate business retention and recruitment activities on the Eastside.

Kirkland's economy is interrelated with other cities on the Eastside and King County. Therefore, it is important to cooperate toward a common regional economic strategy. The economic climate outside Kirkland affects our local economy as well, so, it is in the best interest of the community to take an active part in business retention and recruitment to assure economic health.

Policy ED-8.2. Actively work with the Kirkland Chamber of Commerce and the Economic Development Council of King County (EDC) in assisting existing businesses to expand and grow within Kirkland and in attracting targeted new businesses.

Economic development is largely dependent upon private-market decisions. The City can help create a positive climate to attract new business and industry and allow for the expansion of existing economic activities. Keeping up with international and regional economic trends that may eventually affect the local economy should be a priority. An important role for the City in this regard is to participate with members of the business community in groups such as the Kirkland Chamber of Commerce and Economic Development Council of Seattle and King County. The City can take a more active role in economic development by striving for an "open door" policy toward businesses at City Hall to support economic development efforts. This can promote greater understanding between City officials and the business community to achieve economic development.

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Policy ED-8.3. Establish or support incentives to encourage economic development such as:

- ◆ *Development agreements*
- ◆ *Tax credits*
- ◆ *Land assembly*
- ◆ *Infrastructure improvements*
- ◆ *Expediting permitting processes*
- ◆ *Public/private partnerships*
- ◆ *Grants, loans or revenue bonds*
- ◆ *Local Improvement Districts (LID)*

Washington State law limits how far local governments can provide financial incentives to encourage business recruitment. The City should explore public/private projects to foster economic development. By pursuing available federal and state economic development programs and grants, the City may be able to encourage desirable economic development in under-utilized areas and employment districts. Such grants and programs may include low-interest business loans and special tax credits. Another alternative would be to consider joint public/private projects to facilitate desirable economic development. In all cases, publicly and privately financed economic development should be consistent with the goals, policies, and standards contained in the Comprehensive Plan.

Policy ED-8.4. Strengthen the City's customer service in permit processing by identifying and removing unnecessary barriers to economic success.

The City should strive to maintain an efficient and friendly customer-service approach toward business. Having clear and reasonably fast permit processes is one way to achieve this. There should be a continued dialogue with the business community and neighborhood organizations to identify and remove non-essential regulations, permit processing or other barriers. Costs of the permitting process should stay reasonable.

Policy ED-8.5. Update policies and regulations on a regular basis and consider the economic effect of new regulations on businesses. Keep up with changes in land use redevelopment opportunities and business trends.

City policies and regulations can be barriers to economic development. The City should periodically review its policies and regulations and, where appropriate, modify those which unreasonably restrict opportunities for economic development. New economic development should conform to the goals and policies and development standards established by this Plan.

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Existing sidewalks are mapped in Figure T-3. The City has an inventory of the condition of sidewalks and a comprehensive sidewalk repair program.

Transit service in Kirkland is provided by Metro. Figure T-4 and Table T-1 display the routes serving Kirkland. The time between buses on the same route is generally scheduled to be 30 minutes during the peak hours. The Kirkland Transit Center is in the Downtown on 3rd Street by the library. There are eight park and ride lots within the city limits. Of the three largest park and rides, the

Houghton facility has the most remaining capacity.

The Burlington Northern Railroad runs north-south through Kirkland. It serves the industrial areas of the City and is used by a dinner train. The right-of-way is 100 feet in width in most areas. There are nine at-grade crossings, and five over/underpasses in the City. The limited number of places to cross the track restricts east/west traffic movement.

EXISTING AND FUTURE TRAVEL DEMAND

Travel within the Planning Area is currently dominated by vehicles, and single-occupant vehicles in particular. Single-occupant vehicles now carry over 90 percent of all daily trips made for any purpose in Kirkland, and nearly 86 percent of work trips. Of the 14 percent of work trips involving other than single-occupant vehicles, transit carries less than 5 percent and the rest are in carpools or vanpools. The existing pattern of travel reflects a dependence on individual vehicles for most mobility needs.

Due to projected population increases and resulting mobility needs, both vehicle miles and hours of travel will increase on City arterials. This will result in increased congestion throughout the City's transportation network particularly during the peak hours. The City's computerized transportation model has shown that overall level of service will become worse in the future when compared to 1992. Planned increases in transit service to accommodate concentrated growth, together with other planned improvements to the system, are expected to minimize congestion at intersections. In general, however, the signalized intersections within the City will continue to remain congested in the future.

**TABLE T-1
Metro Routes in Kirkland**

Route	Destination
> 230	Kingsgate-Kirkland-Bellevue
> 231	Downtown Kirkland - Totem Lake - Downtown Kirkland
> 237	Bellevue-Houghton-Woodinville
> 239	Kingsgate - Overlake
251	Woodinville-Redmond-Kirkland-Downtown
252	Kingsgate-Downtown
254	Redmond-Kirkland-Downtown
255	Kingsgate-Juanita-Kirkland-South Kirkland-Downtown
256	Overlake-South Kirkland-Downtown
257	Kingsgate-Downtown
258	North Kirkland-Kirkland-South Kirkland-Downtown
259	Kingsgate-Downtown
260	Kenmore-North Kirkland (Juanita)-Downtown
262	Kingsgate-Rose Hill-South Kirkland-Downtown
275	Kingsgate-Kirkland-South Kirkland-U District
276	Bear Creek P&R-Redmond-U District
309	North Kirkland (Juanita)-Kenmore Downtown
920	Kingsgate-Redmond-140th Avenue NE-Bellevue
930	Bellevue-South Kirkland-Kirkland-Juanita-Kenmore
931	Woodinville-Bothell-Kirkland

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 LOS 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.~~

← (delete)

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.

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FINANCE

The Comprehensive Plan's funding strategy gives high priority to maintenance of the existing circulation system in a safe and serviceable condition. The strategy for the remaining transportation resources largely devotes them to creating a better balance among travel modes. These new systems include pedestrian, bicycle, transit, and ridesharing facilities and services. This support of new systems results in a funding trade-off - financing the creation of a new, more balanced, circulation environment that gets more use by pedestrians and transit users, instead of financing road improvements that could potentially make it easier to travel by single-occupant vehicle.

Mitigation of some of the forecasted congestion could be reduced (though not eliminated) by substantially increasing the amount of transportation funding and using the revenues to increase system capacity (particularly road capacity). However, it has been assumed in the Comprehensive Plan that available financial resources will continue to be substantially limited. In addition, the region's jurisdictions have already reached a consensus not to base their transportation future (nor funding for it) on a vastly expanded road system or the dispersed patterns of development that these systems support. This consensus is supported by state and federal policies and funding guidelines. Kirkland's plan and funding strategy are consistent with these larger systems and financial commitments.

The Growth Management Act requires local jurisdictions, including Kirkland, to identify and fund transportation improvements that are sufficient to sustain the level of service standard that has been selected and approved by that jurisdiction. The program of improvements must be funded by revenues that Kirkland agrees to commit toward their construction over the next six-year period. Revenues may include potential new sources such as transportation mitigation fees, state and federal grants, and others.

Section D of this chapter
In ~~Appendix C~~ there is a list and map of transportation projects that have been identified for

the twenty-year planning period. The Capital Facilities element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the Comprehensive Plan.

In addition to local projects managed and financed primarily by Kirkland, a number of regional projects are expected to be implemented during the planning period. These projects include improvements to I-405 and its interchanges as well as a regional high-capacity transit system. For this Comprehensive Plan, the high-capacity transit system is assumed to be funded and constructed within the planning period consistent with transportation plans for the adjoining cities of Bellevue and Redmond. The Kirkland Comprehensive Plan can be amended to reflect any future changes in the regional system.

Goal T-7. Balance overall public capital expenditures and revenues for transportation.

Policy T-7.1. Actively seek financial resources to pursue construction and maintenance of transportation facilities.

The City pursues funds authorized by the Intermodal Surface Transportation Efficiency Act which is the federal source for transportation funding. The City also pursues state sources such as the Public Works Trust Fund, the Transportation Improvement Account, and the Urban Arterial Trust Account. The City also should consider new revenue sources such as road impact fees or the Second 1/4 Percent Real Estate Excise Tax.

Policy T-7.2. Recognize financial constraints when planning transportation facilities.

Transportation funding is limited and unpredictable. Proposals for transportation facilities must be realistic and reflect this condition.

(new section)

IX.D. TRANSPORTATION FACILITY PLAN

This section contains two tables and four maps which are interrelated. Together they comprise the overall transportation system and network for the City. Table T-4 is the Twenty-Year Project List. This table is divided into three sections: 1) Non-motorized; 2) Street Improvements; and 3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference. Cost, length, source and supporting goal are noted for each project. Table T-5 contains a narrative description and more information about each project. Figure T-6 is a map of the projects.

Figures T-7 and T-8 are the Potential Pedestrian System and Potential Bicycle System respectively. The potential projects shown on these maps are also shown in Figure T-6 and listed in Table T-4. Figures T-7 and T-8 show both the existing and proposed systems and, therefore, display the total potential non-motorized transportation system.

Figure T-5 is a map of the existing signalized intersections. Proposed signals and signal improvements are mapped in Figure T-6 and listed in Table T-4.

cpa/tranplan

TABLE T-4
Twenty-year Project List

Twenty Year Project List
(all costs in 1997 dollars)

Number	Non-Motorized	Cost (1)	Length (2)	Source(3)	Goal
NM20-1	111th Place NE Sidewalk, NE 60th St. to NE 62nd St.	\$ 0.1	0.2	CIP,TP,NM	T-2
NM20-2	116th Ave. NE Non-Motor Facilities, NE 67th St. to S. City Lmts.	\$ 1.7	1.6	CIP,TP,NM	T-2
NM20-3	132nd Ave. NE/NE 120th St. Bike Ln, NE 85th St. to Slater Ave. NE	\$ 0.9	2.8	CIP,TP,NM	T-2
NM20-4	18th Ave./NE 100 St. Bike/Ped. Facilities 6th St. to 111th Ave. NE	\$ 0.8	0.2	TP,NM	T-2
NM20-5	93rd Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.3	0.4	TP,NM	T-2
NM20-6	98th Ave. NE Bike Connection, Forbes Creek Dr. to NE 116th St.	\$ 0.1	0.1	CIP,TP,NM	T-2
NM20-7	BNSF R-O-W Trail, NE 38th St. to 6th St. S.	\$ 0.5	2.0	CIP,TP,NM	T-2
NM20-7a	BNSF R-O-W Trail, 6th St. S. to Northeast City Limits	\$ 2.0	4.2	CIP,TP,NM	T-2
NM20-8	Kirkland Ave. Sidewalk, BNSF to I-405	\$ 0.3	0.3	CIP,TP,NM	T-2
NM20-9	NE 100th St. Bicycle/Pedestrian Overpass Across I-405	\$ 1.1	0.1	CIP,TP,NM	T-2
NM20-10	NE 100th St. Bike lane, Slater Ave. NE to 132nd Ave. NE	\$ 0.1	0.5	TP,NM	T-2
NM20-11	NE 100th St. Sidewalk, Slater Ave. NE to 124th Ave. NE	\$ 0.2	0.2	CIP,TP,NM	T-2
NM20-12	NE 128th St. Bicycle/Pedestrian Overpass Across I-405	\$ 1.3	0.1	CIP,TP,NM	T-2
NM20-13	NE 73rd St. Sidewalk, 124th Ave. NE to 132nd Ave. NE	\$ 0.2	0.3	TP,NM	T-2
NM20-14	NE 75th St. Sidewalk, 116th Ave. NE to 120th Ave. NE	\$ 0.4	0.5	TP,NM	T-2
NM20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 1.3	0.1	TP,NM	T-2
NM20-16	NE 90th St. Sidewalk, Slater Ave. NE to 124th Ave. NE	\$ 0.3	0.5	CIP,TP,NM	T-2
NM20-17	NE 95th St. Sidewalk, 124th Ave. NE to 130th Ave. NE	\$ 0.4	0.4	CIP,TP,NM	T-2
NM20-18	Slater Ave. NE Sidewalk, NE 120th St. to NE 124th St.	\$ 0.3	0.6	CIP,TP,NM	T-2
NM20-19	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	\$ 0.3	0.4	TP,NM	T-2
NM20-20	Various locations, Crosswalk Upgrades	\$ 0.3	--	CIP,TP,NM	T-2
NM20-21	Various locations, Annual Improvements	\$ 3.8	--	TP,NM	T-2
Total		\$ 16.7			

Number	Street Projects	Cost (1)	Length (2)	Source(3)	Goal
ST20-1	118th Ave. NE Road Extension, NE 128th St. to NE 130th St.	\$ 0.4	0.2	O	T-4
ST20-2	119th Ave. NE Road Extension, NE 116th to NE 118th St.	\$ 0.1	0.2	O	T-4
ST20-3	120th Ave. NE Road Improvement, Totem Lake Blvd. to NE 132 St.	\$ 0.8	0.5	O,NM	T-4
ST20-4	124th Ave. NE Rd. Improvement, NE 116th St. to NE 124th St. (5 ln)	\$ 1.1	1.8	E	T-4
ST20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 ln)	\$ 4.8	1.9	E	T-4
ST20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE	\$ 5.2	2.8	TP,NM,E	T-4
ST20-7	98th Ave. NE Bridge Replacement at Forbes Creek	\$ 4.1	0.1	TP	T-4
ST20-8	Juanita Dr. Road Improvement, 98th Ave. NE to West City Limits	\$ 1.7	0.2	CIP,TP,NM,	T-4
ST20-9	NE 120th St. Road Extension, Slater Ave. NE to 124th Ave. NE	\$ 1.7	0.2	TP,ETP,E	T-4
ST20-10	NE 126th St. Road Extension, 120th Ave. NE to 132nd Pl. NE	\$ 3.7	0.4	TP,E	T-4
ST20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE	\$ 0.7	0.1	O	T-4
ST20-12	NE 132nd St. Road Improvement, 100th Ave. NE to 116th Ave. NE	\$ 5.1	1	E,NM	T-4
ST20-13	NE 68th St. Corridor Improvement, State St. to I-405	\$ 0.3	0.2	CIP,NM	T-4
ST20-14	Slater Ave. NE Road Improvement, NE 116th St. to NE 124th St.	\$ 2.2	0.6	TP,NM,E	T-4
ST20-15	Various locations, Annual Street Overlay Program	\$ 17.0	--	CIP	T-4
Total		\$ 48.9			

Notes: (1) cost in Millions, (2) Length in Miles (3) C=CIP, NM=Non-motorized, TP Transportation Priority List, E=ETP, O=other

TABLE T-4
Twenty-year Project List

Twenty Year Project List
(all costs in 1997 dollars)

Number	Traffic Improvements	Cost (1)	Length (2)	Source(3)	Goal
TR20-1	116th Way NE/NE 132nd St. Intersection Improvements	\$ 0.6	0.1	TP	T-3,T-4
TR20-2	128th Ln. NE/BNSF RR Crossing Improvements	\$ 0.1	0.1	O	T-4
TR20-3	Kirkland Ave. / 3rd St. Traffic Signal	\$ 0.2	0.1		T-4
TR20-4	NE 124th St. HOV Queue By-pass @ I-405, east to southbound	\$ 0.2	0.1	TP,E	T-3,T-4
TR20-5	NE 124th St. Intelligent Trans. System (ITS)	\$ 2.8	-	O	T-3,T-4
TR20-6	NE 85th St. / 128th Ave. NE Traffic Signal	\$ 0.3	0.1	NM,TP	T-4
TR20-7	NE 85th St. HOV Queue By-pass @ I-405, east to southbound	\$ 0.2	0.1	TP,E	T-3,T-4
TR20-8	Various locations Annual Transit Improvements	\$ 4.0			T-3,T-4
TR20-9	Possible Additional Queue by-pass and HOV facilities:	\$ 10.3			T-3,T-4
	Lk. Wash. Blvd. northbound , Lakeview Dr. to 2nd Ave. HOV				
	NE 116th St./ I-405 queue by-pass eastbound to southbound				
	NE 85th St./ I-405 queue by-pass westbound to northbound				
	NE 70th St./ I-405 queue by-pass				
	Lk. Wash Blvd. /SR520 queue by-pass southbound to westbound				
	NE 116th St. eastbound HOV lane conv. 98th Ave. NE to I-405				
	NE 124th St. westbound HOV lane conv. 132nd Ave. NE to I-405				
	NE 68th/70th St. eastbound HOV lane const. 108th Ave. NE to I-405				
	NE 70th St. westbound HOV lane conv. 132nd Ave. NE to I-405				
	124 Ave. NE HOV lane conv. NE 85th to NE 116th St.				
TR20-10	Various locations Intersection improvements	\$ 5.3			
	Total	\$ 24.0			
	List Total	\$89.6			

Notes: (1) cost in Millions, (2) Length in Miles (3) C=CIP, NM=Non-motorized, TP Transportation Priority List, E=ETP, O=other
c:\data\excel\20yrlist.xls/dg

**TABLE T-5
Project Descriptions for the
Twenty-year Project List**

- NM20-1 Sidewalk**
Location: 111th Place, NE 60th Street to NE 62nd Street.
Description: Installation of curb, gutter, sidewalk and planter strip on north side. Funded CIP project NM 0021, scheduled for completion in 2003.
- NM20-2 Non-motorized facilities**
Location: 116th Ave. NE from NE 67th St. to south City Limits
Description: Widen road to provide a paved five foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Funded CIP project NM 0009, scheduled for 2000.
- NM20-3 Bicycle Lane**
Location: 132nd Avenue NE/NE 120th Street, NE 85th Street to Slater Avenue NE.
Description: Construction of a five foot class two bicycle lanes north and southbound. Funded CIP project NM 0020 scheduled for completion in 2000.
- NM20-4 Bicycle/Pedestrian Facility**
Location: 18th Avenue/NE 100th Street, 6th Street to 111th Avenue NE
Description: Installation of path along the described corridor.
- NM20-5 Sidewalk**
Location: 93rd Ave. NE Sidewalk, Juanita Drive to NE 124th Street.
Description: Installation of curb, gutter, sidewalk and planter strip. Funded CIP project NM 0032 scheduled for completion in 2003.
- NM20-6 Bicycle Connection**
Location: 98th Avenue. NE, Forbes Creek Drive to NE 116th Street.
Description: Completion of the bicycle connection between the Market St. lanes and both Juanita Drive and NE 116th Bicycle lanes.
- NM20-7 Non-motorized Trail**
Location: BNSF right-of-way, NE 38th Street to 6th Street South
Description: 10-12 foot wide two-way bike/pedestrian asphalt trail.
- NM20-7a Non-motorized Trail**
Location: BNSF right-of-way, 6th Street South to Northeast City Limits
Description: 10-12 foot wide two-way bike/pedestrian asphalt trail.
- NM20-8 Sidewalk**
Location: Kirkland Avenue, BNSF to I-405
Description: Install curb, gutter and sidewalk along the north side. Improve storm drainage and culvert crossing of unnamed tributary to Lake Washington. Funded CIP project NM 0002, scheduled for 2002.
- NM20-9 Pedestrian Overpass**
Location: NE 100th Street, 117th Avenue NE to Slater Avenue NE; across I-405
Description: Pedestrian/Bicycle bridge approximately 8 feet wide, 400 feet long, with approaches on each end. Possible emergency vehicle access. Funded CIP project NM 0009, scheduled for 1998.

- NM20-10** Bike Lane
Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE
Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE.
- NM20-11** Sidewalk
Location: NE 100th Street, Slater Avenue NE to 124th Avenue NE
Description: Install curb, gutter, planter strip, and sidewalk on the north side of NE 100th Street. Funded CIP project NM 0010, scheduled for 1998.
- NM20-12** Pedestrian Overpass
Location: NE 128th Street, NE 116th Way to Totem Lake Boulevard; across I-405
Description: Pedestrian/Bicycle bridge approximately 8 feet wide, with approaches on each end. Possible emergency vehicle access. Funded CIP project NM 0023 scheduled for completion in 2000.
- NM20-13** Sidewalk
Location: NE 73rd St. 124th Avenue NE to 132nd Avenue NE
Description: Installation of curb, gutter, sidewalk and storm drainage.
- NM20-14** Sidewalk
Location: NE 75th Street, 116th Avenue NE to 120th Avenue NE.
Description: Installation of curb, gutter, sidewalk and storm drainage along the north side.
- NM20-15** Pedestrian Overpass
Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405
Description: Pedestrian/Bicycle bridge approximately 8 feet wide, with approaches on each end. Unfunded CIP project NM 0030.
- NM20-16** Sidewalk
Location: NE 90 Street. Sidewalk, Slater Avenue. NE to 124th Avenue NE
Description: Installation of curb and gutter and sidewalk along the north side. Funded CIP project NM 0026 scheduled for completion in 2003.
- NM20-17** Sidewalk
Location: NE 95th Street, 124th Avenue NE to 130th Avenue NE
Description: Half street improvements along the north side to include sidewalk, curb, gutter and storm drainage and minor widening. Funded CIP project NM 0003, scheduled for 2002.
- NM20-18** Sidewalk
Location: Slater Avenue NE, NE 120th Street to NE 124th Street.
Description: Minor widening and realignment, installation of curb, gutter and sidewalk along the north side. Include right hand turn lane north to east bound at the intersection of Slater with NE 124th Street. Funded CIP project NM 0019 scheduled for completion in 1998.
- NM20-19** Sidewalk
Location: Spinney Homestead Park, NE 100th St. from 111th Avenue NE to I 405
Description: Installation of curb, gutter, sidewalk and storm drainage along the north side.
- NM20-20** Crosswalk Upgrades
Location: Various
Description: Pedestrian crossing improvements. Projects are combined and funded every three years under CIP NM 0012

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- NM20-21 Annual Improvements**
Location: Various
Description: Continue to prioritize and install pedestrian and bicycle improvements to meet the adopted level of service.
- ST20-1 Roadway Extension**
Location: 118th Avenue NE, NE 128th Street to NE 130th Street
Description: Extend 2 lane roadway, including non-motorized facilities, storm drainage and landscaping.
- ST20-2 Roadway Extension**
Location: 119th Avenue NE, NE 116th Street to NE 118th Street
Description: Extend 2 lane roadway, including non-motorized facilities, storm drainage and landscaping
- ST20-3 Roadway Improvement**
Location: 120th Avenue NE, Totem Lake Boulevard to NE 132nd Street
Description: Reconstruct from the existing 3 lane section to 5 lanes.
- ST20-4 Roadway Improvement**
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to 5 lanes, from existing 3 lanes.
- ST20-5 Roadway Improvement**
Location: 124th Avenue NE, NE 85th Street to NE 116th Street
Description: Widen to 3 lanes, construct bicycle lanes, curb and gutter, sidewalk , storm drainage and landscaping.
- ST20-6 Roadway Improvement**
Location: 132nd Avenue NE/NE 120th Street NE, NE 70th Street to Slater Avenue
Description: Widen to 3 lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. From 70th Street to 85th Street, remove parking and restripe. From 85th Street to Slater, widen as needed. Unfunded CIP project ST 0056.
- ST20-7 Bridge Replacement**
Location: 98th Avenue NE at Forbes Creek
Description: Reconstruct the Market Street Bridge across Forbes Creek/Valley to meet seismic requirements.
- ST20-8 Roadway Improvements**
Location: Juanita Drive, 98th Avenue NE to West City Limits
Description: Widen to 3 lanes with bike lanes, install a traffic signal at NE 97th Street, and reconfigure park entrance. Existing 2 lane section., scheduled for completion by 1999.
- ST20-9 Roadway Extension**
Location: NE 120th Street, from Slater Avenue NE to 124th Avenue NE.
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0057
- ST20-10 Roadway Extension**
Location: NE 126th Street, from 120th Avenue NE to 132nd Place NE.
Description: Construct 2/3 lanes as needed with pedestrian bicycle facilities. Unfunded CIP project ST 0052.
- ST20-11 Roadway Extension**
Location: NE 130th Street, Totem Lake to 120th Avenue NE
Description: Extend 2-lane roadway including non-motorized facilities, storm drainage and landscaping

- ST20-12** Roadway Improvement
Location: NE 132nd Street, 100th Avenue NE to 116th Avenue NE
Description: Widen to a uniform 3 lane section with bike lanes. Currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Widen where needed to provide center left turn lane and bike lanes throughout.
- ST20-13** Corridor Improvement
Location: NE 68th Street, State Street to I-405
Description: Reconstruct /repair existing facilities and where possible replace with current non-motorized concepts for the corridor. Funded CIP project ST 0053, scheduled for completion in 1998.
- ST20-14** Roadway Improvement
Location: Slater Avenue, NE 116th Street to NE 124th Street
Description: Widen to 3 lanes with bike lanes, curb and gutter, sidewalks and link with the extension of NE 120 Street to 124th Avenue NE. Unfunded CIP project ST 0031.
- ST20-15** Annual Street Overlay Program
Location: Various sites throughout the City based on Pavement Management Program.
Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.
- TR20-1** Intersection Improvements
Location: 116th Way NE and NE 132nd Street.
Description: Widen west and south legs of intersection to allow for a east to south separate turn lane. The improvements will be designed to facilitate bus movements. Includes enhancement of crosswalk. Funded CIP project TR 0052, scheduled for completion in 1998.
- TR20-2** BNSF Railroad Crossing
Location: NE 128th Street and BNSF Railroad.
Description: Install activated lights and gates to control vehicular traffic across the tracks. Funded CIP project TR 0059, scheduled for completion in 1998.
- TR20-3** Traffic Signal
Location: Kirkland Avenue and 3rd Street.
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004, scheduled for completion in 2003.
- TR20-4** HOV Queue By-pass
Location: NE 124th Street. and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Funded CIP project TR 0057, scheduled for completion in 2001.
- TR20-5** ITS System
Location: NE 124th Street, from 100th Avenue NE to SR 202.
Description: Develop and Intelligent Transportation Management System for this corridor. Possible elements include Bus preemption, Queue by-passes, HOV treatments, signal coordination. Funded CIP project TR 0058, scheduled for completion in 2000.
- TR20-6** Traffic Signal
Location: NE 85th Street and 128th Avenue NE.
Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0060, scheduled for completion in 2002.

TR20-7 HOV Queue By-pass**Location:** NE 85th Street and I-405, east to southbound**Description:** Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp.**TR20-8** Annual Transit Improvements**Location:** Various**Description:** Transit improvements such as bike racks, bus shelters, sidewalks, bus stop enhancement.**TR20-9** Transit and Carpool Mobility**Location:** Various**Description:** Various projects throughout the City, including queue by-pass lanes and HOV lanes on arterials.**TR20-10** Signals or Signal Improvements**Location:** Various**Description:** New signals and signal improvements that are not included in other projects are as follows:

1. Central Way and Park Place Center
2. Kirkland Avenue/Lake Street. S
3. Lake Street S./2nd Avenue S
4. Market Street/Central Way
5. Market Street/7th Avenue NE
6. Market Street/15th Avenue
7. 3rd Street/Kirkland Avenue
8. 6th Street/Kirkland Way
9. 6th Street/Post Office
10. NE 53rd Street/108th Avenue NE
11. NE 60th Street/116th Avenue NE
12. NE 60th Street/132nd Avenue NE
13. NE 64th Street/Lake Washington Blvd.
14. NE 68th Street/ State Street
15. NE 70th Street/120th Avenue or 122nd Avenue NE
16. NE 80th Street/132nd Avenue NE
17. NE 85th Street/114th Avenue NE
18. NE 85th Street/124th Avenue NE
19. NE 85th Street/128th Avenue NE
20. NE 85th Street/132nd Avenue NE
21. NE 85th Street/Kirkland Way/ 114th Avenue NE
22. NE 100th Street/132nd Avenue NE
23. NE 112th Street/120th Avenue NE
24. NE 112th Street/124th Avenue NE
25. NE 116th Street/118th Avenue NE
26. NE 116th Street/124th Avenue NE
27. NE 116th Street/Slater Avenue NE
28. NE 124th Street/100th Avenue NE
29. NE 124th Street/Slater Avenue NE
30. NE 126th Street/132nd Place NE
31. NE 128th Street/ Totem Lake Boulevard
32. NE 132nd Street/100th Avenue NE
33. NE 132nd Street/116th Way NE
34. NE 132nd Street/124th Avenue NE
35. NE 132nd Street/Totem Lake Boulevard

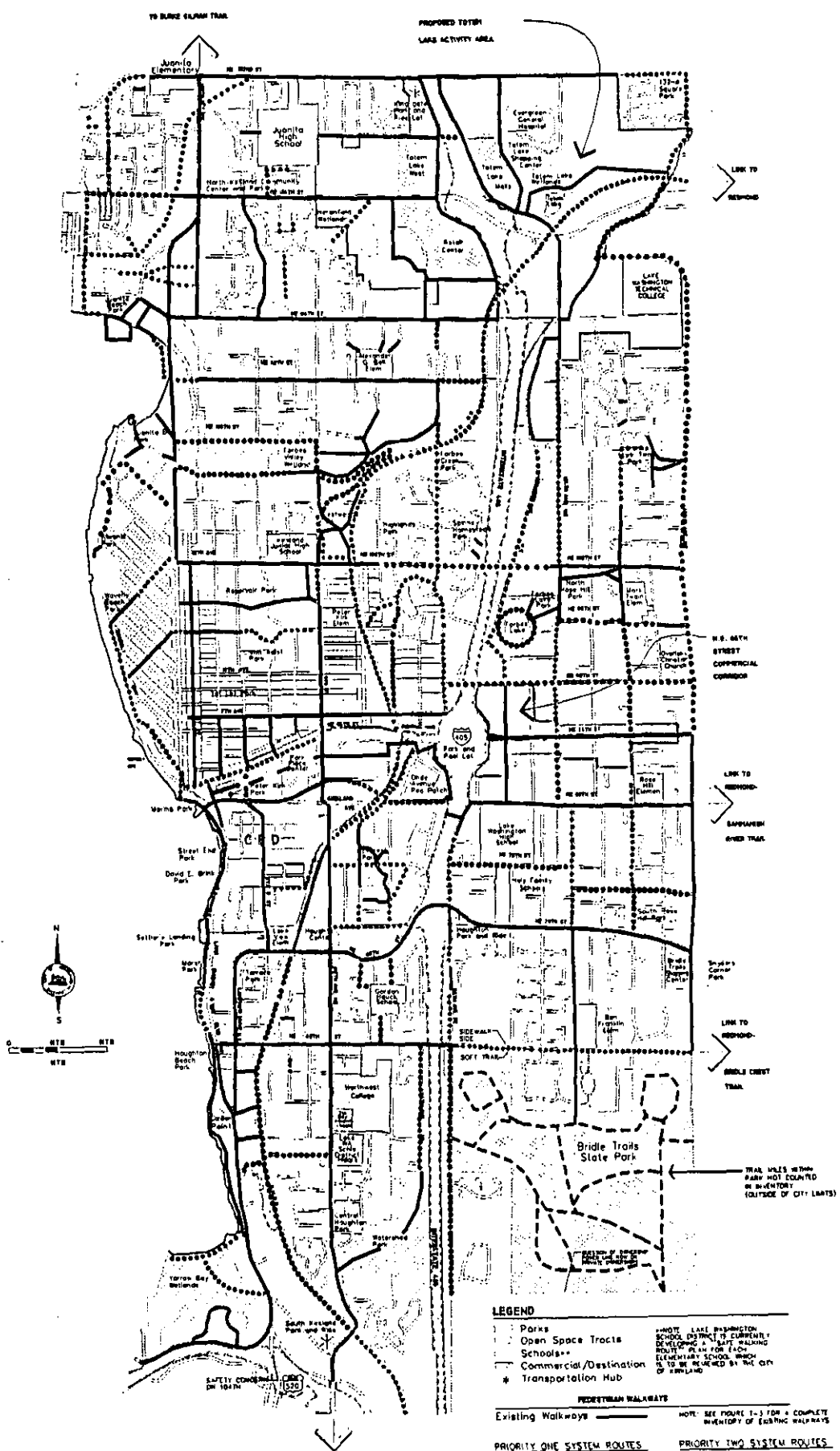


EXHIBIT F

S. Worthy & Assoc. DRH P1

June 29, 1995

Appendix Figure C-2: Potential Pedestrian System

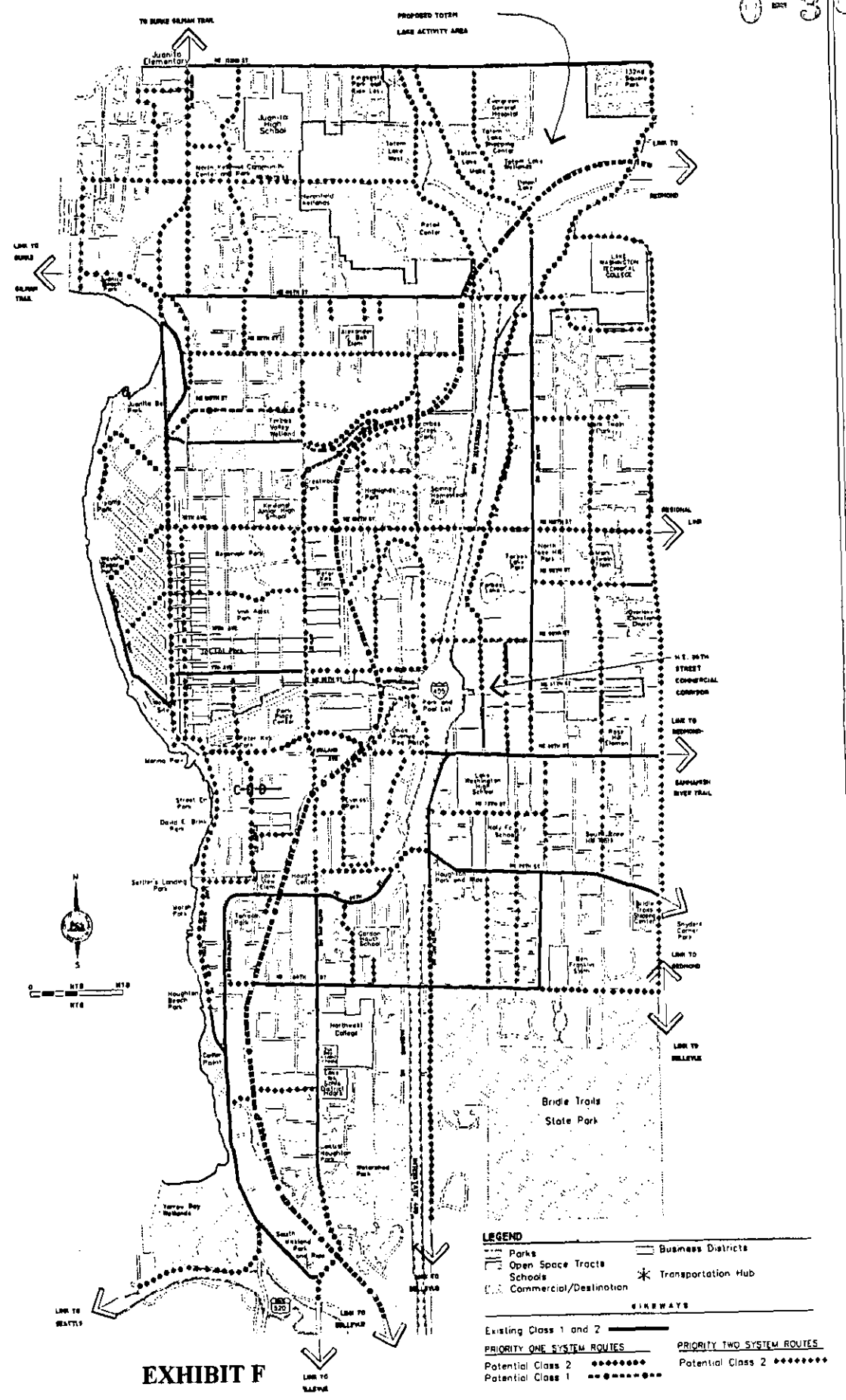
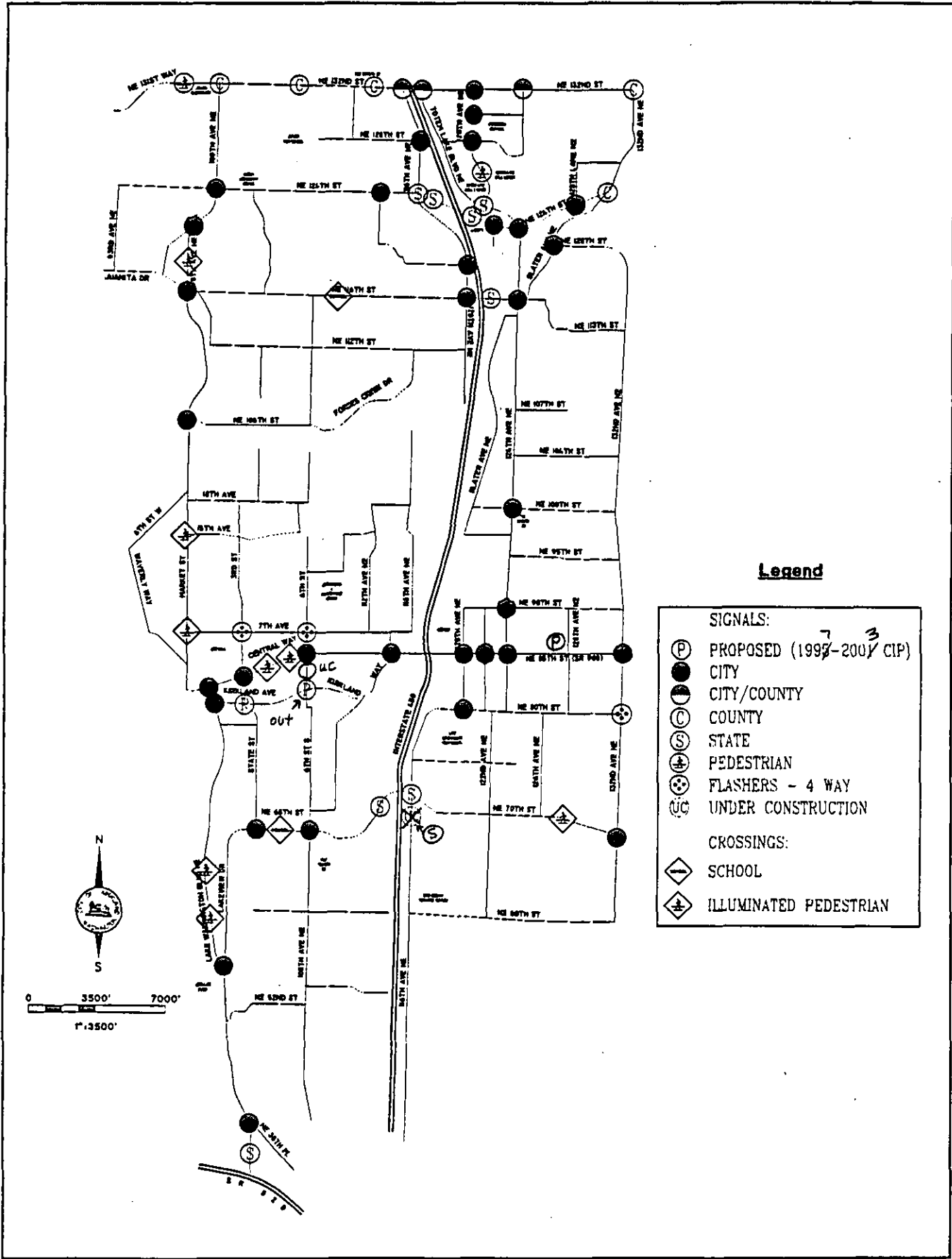


EXHIBIT F

Appendix Figure C-3: Potential Bicycle System



T-9
 Appendix Figure ~~C-4~~: Signalized Intersections

A. INTRODUCTION

Kirkland's existing utility infrastructure is generally adequate to meet the growth needs of the City for many years. The primary focus of the City in the coming years will be to continue to update existing systems to increase efficiency and to avoid maintenance problems associated with older facilities. Each utility function presents a unique problem. For water, Kirkland faces regional supply issues that require regional solutions. For sewer, the City must consider how to service areas on septic systems as those areas become more urbanized. For stormwater, the City is challenged to manage a growing system to handle increased urbanization while maintaining and enhancing water quality.

For non-City-managed utilities, the City faces the challenge of facilitating system improvements and new technologies while minimizing the impacts associated with above-ground utility installations.

EXISTING CONDITIONS

The City of Kirkland currently provides the following utility services:

- ◆ **Water** - All areas of the City except those north of NE 116th Street who are served by the Northshore Utility District.
- ◆ **Sewer** - All areas of the City south of NE 116th Street. The Northshore Utility District provides sewer service to most areas north of NE 116th Street.
- ◆ **Storm Water** - The City ~~does not currently have a formal surface water utility department.~~ *has a storm* Existing storm water services are provided to all areas of the City within the public rights-of-way. These systems convey storm water conveyed from various on-site private systems.
- ◆ **Solid Waste** - Curbside solid waste and recycling for all single-family and multifamily

residents and some commercial customers under a contract with Waste Management Sno-King.

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

- ◆ **Northshore Utility District** - water and sewer services to northern portions of the City and Kirkland's growth areas.

Sound Energy

- ◆ **Puget [^]Power** - transmits and distributes electric power in a nine-county area, including Kirkland and *much of King County and natural gas*

- ~~◆ **Washington Natural Gas** - natural gas to the region.~~

- ◆ **Telecommunications** -

GTE Communications - telephone service and certain related special services are provided by GTE Northwest.

Several companies provide wireless communication services
~~US West and Cellular One Communication~~
~~cellular communications to Kirkland.~~

- ◆ ~~Viacom Cable TV~~ ^{TV} ~~are available in~~ _^ cable services _^ to the Kirkland area.

RELATIONSHIP TO OTHER ELEMENTS

The Utilities Element supports other elements of the Comprehensive Plan by establishing policies for provision of efficient urban services to serve anticipated growth and development. This Element supports an infrastructure for servicing existing development and areas targeted for growth by the Land Use Element. The telecommunications policies will help implement the policies of the Land Use and Transportation Elements by facilitating the movement of information as an alternative to the historic commuter/work relationship. Finally, utility policies provide direction to the goals and policies of the Capital Facilities Element.

Policy U-1.6: Minimize adverse impacts on adjacent land uses through careful placement of telecommunication cellular facilities and other above-ground utility installations. Site facilities on existing buildings and co-locate facilities on a single support structure whenever possible. Use visual mitigation techniques to help blend the facility into its surroundings. Utilize existing structures for cellular communication facilities where feasible.

Above ground utility installations, such as power substations and wireless communication facilities cellular antennae, are necessary to continue to provide efficient service. Impacts of these installations need to be considered when reviewing the facilities and measures should be taken to mitigate specific impacts.

Alternatives should be reviewed by the City and the utility or provider to evaluate the installation on a systemwide basis to and weigh the impacts of various options against the benefits. An eExamples may include is wireless cellular installations communication facilities, where the benefits of one large installation monopoly should be weighed against the advantages of multiple smaller, less impactful installations.

Locating facilities on existing buildings is often less visually noticeable than building separate support structures. When support structures are necessary, they should be designed to support more than one facility to help reduce visual clutter. Screening, painting facilities to match the background, or locating facilities among trees or as part of the architecture of a building can visually mitigate the impact of the facilities, as well.

11/17/97 revised
cpa/polu-1.6

Section XI . C

XIII. CAPITAL FACILITIES

0-360

Policy CF-1.3: Encourage public amenities and facilities which serve as catalysts for beneficial development.

3
Framework Goal 3 strives to promote a healthy economy. Certain public facilities, such as parks, utility lines, and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities.

Policy CF-1.4: Protect public health and environmental quality through the appropriate design and installation of public facilities and through responsible maintenance and operating procedures.

As the Vision Statement and Framework Goal 4 describe, another high priority for Kirkland residents is protecting the environment and prominent natural features, such as vegetation and hillsides. By designing, installing, and maintaining public facilities that are protective of the natural environment, the City can take the leadership in preserving the sensitive areas in Kirkland.

Policy CF-1.5: Promote conservation of energy, water, and other natural resources in the location and design of public facilities and utilities.

Through the location and design of public facilities and utilities, the City can achieve conservation of energy, water, and other natural resources. One example is preserving natural drainage systems rather than relying on piped storm systems. Another example is locating facilities convenient to the population served.

RESPONSES TO GROWTH

The Growth Management Act requires that the City both accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires the City to ensure that the public facilities and services necessary to support development are available for

occupancy and use without decreasing the adopted level of service standards. This is a complicated and delicate balance to achieve.

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

Policy CF-2.1: Establish land use patterns that minimize the demand for facilities for transportation, water, sewer, surface water management, solid waste, police, and fire protection.

Land use patterns, including density location and type and mix of uses, affect the demands on all public facilities and the level of services provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Policy CF-2.2: Make efficient and cost-effective use of existing public facilities, including such techniques as:

- ◆ Conservation
- ◆ Demand management and improved scheduling
- ◆ Shared use of public facilities

The City can be cost effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage. Reducing demand is a cost-effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling can also add to the efficient and cost-effective use of facilities.

XIII. CAPITAL FACILITIES

0-3600

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.~~ *must*

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) Are used to reasonably benefit the new development, and
- (d) Are not for existing deficiencies.

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

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

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.

Utilize the
~~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

XIII. CAPITAL FACILITIES

0-3603

stormwater utilities are established under RCW 35.67 and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

Policy CF-5.5: Match revenue sources to capital projects on the basis of sound fiscal policies.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) length of financing should not exceed use of the City's borrowing capacity, (d) efficient use of the City's borrowing capacity, and (e) maximize use of grants and other non-local revenues.

Policy CF-5.6: Arrange for financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is provided for in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One large source of revenue that is available at the discretion of the City Council is councilmanic bonds. The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

Policy CF-5.7: Revise the financing plan in the event that revenue sources for capital improvements which require voter approval in a referendum are not approved.

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.

Policy CF-5.8: Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Facilities should not be built if the provider cannot afford to operate and maintain them.

Policy CF-5.9: Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including the extension of water and sewer lines as needed to serve the development proposal.

transportation facilities, parks, or

New development should contribute some of the cost of facilities needed by the development. The contribution may be in the form of improvements (i.e., extension of utility lines) or in cash.

Policy CF-5.10: Ensure that developers provide the additional capital facilities required by their development through the actual installation of facilities at time of development and/or a contractual agreement to contribute to install the facilities upon determination of need by the City.

Developer obligations can be fulfilled at the time of development, or deferred until the City determines that facilities are needed.

Policy CF-5.11: Where appropriate, the City may use the following techniques to facilitate the installation of public facilities needed to service new development:

- ◆ Local improvement districts;
- ◆ Latecomer fees to reimburse developers for excess capacity created by public facilities they install or pay for.

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build (or pay for) entire facilities (i.e., a new road) to serve their development, but they may recoup some of the cost from other subsequent development ("latecomers") that use the same facility.

XIII. CAPITAL FACILITIES

0-2603

CONSISTENCY WITH OTHER PLANS

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

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

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

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

Table CF-8
Functional Plans

City of Kirkland 1991 Fire Protection Master Plan
City of Kirkland 1984 Comprehensive Water Plan
City of Kirkland 1993 Comprehensive Sewer Plan
City of Kirkland 1993-1998 and 1994-1999 Capital Improvement Programs ¹⁹⁹⁷ ₁₉₉₈₋₂₀₀₃
City of Kirkland Capital Facility Requirements, February 3, 1993
City of Kirkland Revenue Sources, February 5, 1993
Draft Stormwater Master Plan
Transportation Planning Study: Phase I Report, March, 1993
Nonmotorized Transportation Plan
Lake Washington School District Capital Facilities Plan
King County Solid Waste Division 1992 Comprehensive Solid Waste Management Plan
Northshore Utility District 1993 Comprehensive Water Plan
Northshore Utility District 1990 Sewer and Water Plan Maps
Parks, Recreation and Open Space Plan

Policy CF-6.1: In the event of any inconsistency between the City's Comprehensive Plan and a functional plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table C-8 above lists the City's major functional plans. As functional plans are updated, they may result in proposed revisions to the Comprehensive Plan.



Table CF-10
Capital Facilities Plan: Transportation Projects

1998-2003 CAPITAL FACILITIES PLAN

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
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	800,000	600,000	600,000	600,000	600,000	600,000	3,800,000
Local	Impact Fees							0
Local	Carryover	799,000						799,000
External	ISTEA	778,000						778,000
External	UATA	124,000	894,000					1,018,000
External	TIA							0
External	PPF	95,000						95,000
External	Other Agencies	2,967,000	200,000					3,167,000
Total Sources		7,013,000	3,144,000	2,050,000	2,050,000	2,050,000	2,050,000	18,357,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
ST 0006	Annual Street Overlay Program	850,000	850,000	850,000	850,000	850,000	850,000	5,100,000
ST 0030*	Juanita Dr. Road Improvements	155,000	1,525,000					1,680,000
ST 0053*	NE 68th St. Corridor Improvement	330,000						330,000
NM 0009*	118th Ave. NE Non-Motorized Facilities			1,707,000				1,707,000
NM 0002	Kirkland Ave. Sidewalk					343,000		343,000
NM 0003*	NE 95th St. Sidewalk					429,000		429,000
NM 0009*	NE 100th St. Bicycle/Ped Overpass	1,114,000						1,114,000
NM 0010*	NE 100th St. Sidewalk	218,000						218,000
NM 0012	Various locations, Crosswalk Upgrades		51,000			51,000		102,000
NM 0019	Slater Ave NE Sidewalk	319,000						319,000
NM 0020	132nd Ave NE/NE 120th St Bike Lane		211,000	663,000				874,000
NM 0021*	111th Place NE Sidewalk						98,000	98,000
NM 0022	98th Ave NE Bicycle Connection		137,000					137,000
NM 0023*	NE 128th St. Bicycle/Ped Overpass		320,000	1,007,000				1,327,000
NM 0026*	NE 90th St. Sidewalk						322,000	322,000
NM 0032	93rd Ave. NE Sidewalk						200,000	200,000
TR 0004*	Kirkland Ave./ 3rd St. Traffic Signal						178,000	178,000
TR 0052	116th Way NE/NE 132nd St. Intersect. Imps.	550,000						550,000
TR 0056*	NE 85th St. HOV Queue By-Pass					208,000		208,000
TR 0057*	NE 124th St. HOV Queue By-Pass			75,000	127,000			202,000
TR 0058*	NE 124th St. Intelligent Trans. System (ITS)	2,600,000	200,000					2,800,000
TR 0059	128th Ln NE/BNSF RR Crossing Imps.	148,000						148,000
TR 0060	NE 85th St./128th Ave. NE Traffic Signal					254,000		254,000
Total Funded Transportation Projects		6,284,000	3,294,000	4,302,000	977,000	2,135,000	1,648,000	18,640,000
SURPLUS/(DEFICIT) of Resources		729,000	-150,000	-2,252,000	1,073,000	-85,000	402,000	-283,000

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

EXHIBIT H

**Table CF-11-A
Capital Facilities Plan: Utility Projects**

1998-2003 CAPITAL FACILITIES PLAN

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	760,000	760,000	760,000	760,000	760,000	760,000	4,560,000
Local	Connection Charges	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Total Sources		1,260,000	1,260,000	1,260,000	1,260,000	1,260,000	1,260,000	7,560,000

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
SS 0026	Sewer Line Replacement-Waverly Wy				117,000	740,000		857,000
SS 0027	Sewer Line Replacement-Lakefront	268,000	842,000					1,110,000
SS 0045	Sewer Line Replacement-Central Wy (West)			517,000				517,000
SS 0047	Lift Station Improvmt/Force Main Reroute - Juanita	228,000						228,000
SS 0049*	Sewer Line Replacement-Lk Ave W. (South)		619,000					619,000
SS 0051	Sewer Line Replacement-6th St S.				251,000			251,000
SS 0053	Lift Station Replacement-Waverly Beach Park			285,000				285,000
WA 0005*	Watermain Replacement-100th Ave NE/NE 110th St.	178,000						178,000
WA 0048	Watermain Replacement-1st St	106,000						106,000
WA 0049	Watermain Replacement-13th Ave West	93,000						93,000
WA 0050	Watermain Replacement-11th Ave West	238,000						238,000
WA 0051	Watermain Replacement-7th Ave/114th Ave NE				515,000			515,000
WA 0052	Watermain Replacement-108th Ave NE					537,000	422,000	959,000
WA 0053	Watermain Replacement-NE 94th St	73,000						73,000
WA 0054	Watermain Replacement-NE 113th Place			198,000				198,000
WA 0055	Watermain Replacement-NE 112th Pl/103rd Ave NE			56,000	116,000			172,000
WA 0056	Watermain Replacement-7th Ave West			238,000				238,000
WA 0066	South Reservoir Inlet/Outlet Meter Additions				148,000			148,000
Total Funded Utility Projects		1,184,000	1,461,000	1,294,000	1,147,000	1,277,000	422,000	6,785,000

SURPLUS/(DEFICIT) of Resources	76,000	-201,000	-34,000	113,000	-17,000	838,000	775,000
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* -Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail)

**Table CF-11-B
Capital Facilities Plan: Stormwater Projects**

1998-2001 CAPITAL FACILITIES PLAN

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
Local	Stormwater Service Fee	280,000	280,000	280,000	280,000	280,000	280,000	1,680,000
External	FEMA	70,000						70,000
Total Sources		350,000	280,000	280,000	280,000	280,000	280,000	1,750,000

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>Six-Year Total</i>
SD 0015*	Creek Realignmt - Juanita Creek/NE 129th Pl	91,000						91,000
SD 0017*	Culvert Replacemt-Juanita Creek/NE 124th St		194,000					194,000
SD 0018*	Culvert Replacemt-Juanita Creek/NE 120th St	109,000						109,000
SD 0022*	Flow Diversion-NE 63rd St		125,000	261,000	470,000			856,000
SD 0025*	Flood Storage Model/Expansion-NE 95th St					155,000	345,000	500,000
Total Funded Stormwater Projects		200,000	319,000	261,000	470,000	155,000	345,000	1,750,000
SURPLUS/(DEFICIT) of Resources		150,000	-39,000	19,000	-190,000	125,000	-65,000	0

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

**Table CF-12
Capital Facilities Plan: Parks Projects**

SOURCES OF FUNDS

Revenue Type	Revenue Source	1998	1999	2000	2001	2002	2003	Six-Year Total
Local	Real Estate Excise Tax	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
Local	Reserves	86,500						86,500
Local	Fee-In-Lieu	13,500	13,500	13,500	13,500	13,500	13,500	81,000
Local	General Obligation Bonds	383,800						383,800
Total Sources		1,083,800						4,151,300

USES OF FUNDS**Funded Projects**

Project Number	Project Title	1998	1999	2000	2001	2002	2003	Six-Year Total
PK 0006*	Waterfront Parks Shoreline Restoration					66,000		66,000
PK 0043A*	Forbes Valley Trail Development						100,000	100,000
PK 0049	Open Space and Park Land Acquisition Grant Match Program	100,000						100,000
PK 0066*	Park Play Area Enhancements	100,000	100,000	100,000		90,000	100,000	490,000
PK 0067A*	Neighborhood Park Acquisition Program	300,000	240,000	240,000	340,000		200,000	1,320,000
PK 0070	Neighborhood Park Restrooms		60,000	60,000	60,000			180,000
PK 0073	Crestwoods Park Fields Renovation					244,000		244,000
PK 0079	B.E.S.T. School Site Park Development	383,800						383,800
PK ????	Project (to be announced)	200,000	200,000	200,000	0	200,000	200,000	1,000,000
Total Funded Parks Projects		1,083,800	600,000	600,000	400,000	600,000	600,000	3,883,800

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

XIV. IMPLEMENTATION STRATEGIES

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- ◆ Participation in multicounty organizations such as the Puget Sound Regional Council (PSRC) and the Regional Transit Authority (RTA).

Citizen Involvement and Education. Implementation also depends upon keeping the lines of communication open between City government and its citizens. The Comprehensive Plan will only be successful if it is understood and embraced by the public and if it is regularly revised to reflect evolving community aspirations and concerns.

Budgeting. Governmental expenditures play an essential role in implementation. The City's annual operating budget allocates resources for personnel and supplies need to carry out implementation measures; and the annual Capital Improvement Program targets the resources for transportation facilities, parks, utilities, and other public facilities necessary to implement the Plan.

B. IMPLEMENTATION TASKS

Table IS-1, below, lists specific tasks which are needed to fully implement the Comprehensive Plan. The tasks are organized to correspond to the elements they are primarily intended to implement. The list also distinguishes one-time projects from ongoing activities. In addition, projects ~~which require expeditious completion to fully comply with the Growth Management Act~~ are noted in the right hand column (**), as are second priority projects which are also important in assuring the Plan's success (*).

with highest priority

While the list in Table IS-1 is intended to be complete, other additional or alternative tasks may be identified at a later time. Also, while the tasks listed are specific as to the methods to be used, the outcomes indicated are somewhat general, leaving latitude for a variety of alternative techniques to be considered when the task is undertaken.

Table IS-1
IMPLEMENTATION TASKS

TASK	PRIORITY
GENERAL ELEMENT	
Projects	
G.1. Establish a process for annually updating the Comprehensive Plan.	---
<u>Ongoing</u>	
G.2. Annually update the Comprehensive Plan.	
COMMUNITY CHARACTER ELEMENT	
<u>Projects</u> (see next page)	
CC.1. Revise the Community Character Element to:	---
◆ Develop policies pertaining to the "Sense of Community" goal;	
◆ Refine policies pertaining to the "Historic Preservation" goal;	
◆ Refine policies pertaining to the "Urban Design" goal.	
CC.2. Develop an historic preservation program.	
CC.3. Establish design guidelines for new development, as appropriate.	



Projects

~~CC.1. Revise the Community Character Element to:~~

- ~~• Develop policies pertaining to the "Sense of Community" goal;~~
- ~~• Refine policies pertaining to the "Historic Preservation" goal;~~
- ~~• Refine policies pertaining to the "Urban Design" goal.~~

~~CC.2. Develop an historic preservation program~~

~~CC.3. Establish design guidelines for new development, as appropriate.~~

CC.1. Review and update Zoning Code Chapter 100: Signs.

CC.2. Review Zoning Code regulations for protection of existing landscaping and trees.

CC.3. Develop a street tree program for the City that includes:

- A plan for specific trees to be planted in different areas of the City.**
- A tree maintenance program.**
- The use of an arborist when necessary.**

CC.4. Develop a list of quality-of-life indicators.

CC.5. Establish incentives to private owners for preservation, restoration, redevelopment and use of significant historic buildings and sites.

- Consider public improvements for historic districts to help encourage preservation.**

Ongoing

CC.6. Measure public opinion of the quality of life indicators periodically.

CC.7. Consider design principles for new structures that respect the scale, massing and design of existing adjacent buildings and the neighborhood context, when the neighborhood plans are updated.

CC.8. Incorporate historic preservation into neighborhood plans as they are updated including:

- A list of each neighborhood's historic structures and sites.**
- Design principles for areas where historic structures are clustered.**

C. CAPITAL FACILITIES PLAN

Introduction

The following tables list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and fire. In each table, the projects are grouped into one or more of the three categories:

- ◆ Funded projects
- ◆ Utility funded projects
- ◆ Bond projects

Each capital improvement project is named, and the cost for each of the next six fiscal years is shown. All cost data is in current dollars - no inflation factor has been applied. Costs will be revised as part of the annual review and update of the Comprehensive Plan together with the Capital Improvement Program.

The funded projects for Transportation and Utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

The projects are a reflection of the policy direction within the text of this element.

Projects

Stormwater and **FUNDED PROJECTS - TRANSPORTATION, UTILITIES, PARKS, AND FIRE**

Tables CF-10 through CF-¹²~~11~~ have a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts are based on data from two support documents: "Revenue Sources for Capital Facilities (February 5, 1993)," and "Capital Improvement ~~Program, 1995-2000.~~" ^{the} In some instances, forecasts have been updated from the source documents.

Additional funding is needed for the grant portion of the Transportation projects for which the City must provide a matching fund. The City should use one or more of the funding sources found in Policy CF-5.3.

When the Comprehensive Plan is annually updated, the projects within the Capital Facilities Plan may be changed.

BOND FUNDED PROJECTS - PARKS

In Table CF-12, ^{several} ~~five~~ of the park projects are dependent on voter-approved bonds. These projects should be shown in the Capital Facilities Plan with the understanding that their funding is contingent upon bond approval.

XIV. IMPLEMENTATION STRATEGIES

7 9606

TASK	PRIORITY
NATURAL ENVIRONMENT ELEMENT	
<u>Projects</u>	
NE.1. Revise the Natural Environment Element.	*
NE.2. Amend Zoning Code environmentally sensitive areas regulations.	**
LAND USE ELEMENT	
<u>Projects</u>	
LU.1. Rezone land as <i>Complete the rezoning</i> necessary for consistency with the Comprehensive Plan land use map.	**
LU.2. Amend Zoning Code business district development standards to: <ul style="list-style-type: none"> ◆ Tailor regulations to the provisions of the Comprehensive Plan for each business district; ◆ Promote non-SOV transportation modes; ◆ Consider design guidelines. 	**
LU.3. Prepare detailed plans for the following business districts: <ul style="list-style-type: none"> ◆ NE 85th Street; ◆ Totem Lake. 	* *
LU.4. <i>Prepare a master plan for Downtown Kirkland public property.</i> LU.4.5. Refine open space network maps, identify missing links, and develop preservation techniques.	* *
LU.6. Amend the Zoning Code as appropriate to establish standards for residential markets.	*
LU.7. Review institutional uses and revise land use map as appropriate to reflect those uses.	*
LU.7.8. Review development regulations and administrative procedures and revise as appropriate to streamline development review procedures.	*
LU.8.9. Develop a system for monitoring development capacity.	**
LU.9.10. Work with other jurisdictions to develop mutually acceptable criteria for siting regional facilities.	**
<u>Ongoing</u>	
LU.11. Monitor and update information concerning: <ul style="list-style-type: none"> ◆ Development capacity; ◆ Development trends; ◆ Demographics. 	*

XIV. IMPLEMENTATION STRATEGIES 0-3600

TASK	PRIORITY
HOUSING ELEMENT	
<u>Projects</u>	
H.1. Amend the Zoning Code to allow and establish standards for accessory dwelling units.	---
¹ H.2. Amend residential development standards in the Zoning Code and Subdivision Ordinance to: <ul style="list-style-type: none"> ◆ Promote/allow compact development; ◆ Improve housing affordability; ◆ Increase site design flexibility; ◆ Address issues of neighborhood compatibility, scale, and design; and ◆ Ensure equal access to housing for all people (group homes, congregate care housing, etc.). 	**
² H.3. Work with other jurisdictions to develop a regional housing finance strategy.	
³ H.4. Develop a system for monitoring: <ul style="list-style-type: none"> ◆ Construction and demolition of affordable housing; ◆ Creation of accessory units and associated rent levels. 	**
⁴ H.5. Adopt a housing strategy plan and work program at least every five years, which outlines housing strategies that will be considered in order to address the City's housing needs and goals.	
<u>Ongoing</u>	
⁵ H.6. Inventory potentially surplus property for possible use for affordable housing; report to state annually.	
⁶ H.7. Monitor and update information concerning: <ul style="list-style-type: none"> ◆ Construction and demolition of affordable housing; ◆ Creation of accessory units and associated rent levels. 	
⁷ H.8. Continue to work with ARCH to fund low income and special needs housing projects.	
ECONOMIC DEVELOPMENT ELEMENT	
<u>Projects</u>	
ED.1. Prepare a new Economic Development Element.	---

XIV. IMPLEMENTATION STRATEGIES

TASK	PRIORITY	
<p>ECONOMIC DEVELOPMENT ELEMENT</p> <p><u>Projects</u></p> <p>ED.1. Develop a system of economic indicators to monitor the Kirkland economy:</p> <ul style="list-style-type: none"> • Employment growth • Wage rates • Tax revenue • Land capacity • Housing diversity options <p>ED.2. Amend the Zoning Code relating to Light Industrial areas and Home Occupations.</p> <p>ED.3. Adopt an Economic Development Action Plan.</p> <p><u>Ongoing</u></p> <p>ED.4. Monitor and update information concerning economic indicators.</p>		

XIV. IMPLEMENTATION STRATEGIES

0-3600

TASK	PRIORITY
TRANSPORTATION ELEMENT	
<u>Projects</u>	
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:	
◆ 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.	
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.	
T.7. Develop a system for monitoring:	—
◆ Traffic movement;	
◆ Transportation mode splits;	
◆ Levels of service.	
T.8. Develop transportation related strategies to improve air quality.	
T.9. Undertake a pedestrian and bicycle safety study for the NE 68th Street corridor between I-405 and State Street.	
<u>Ongoing</u>	
T.10. Annually update the Transportation Element of the Comprehensive Plan as appropriate to:	
◆ Revise mode split targets;	
◆ Revise levels of service standards;	
◆ Identify transportation needs to implement the Land Use Element and update the 20-year list of transportation projects.	

XIV. IMPLEMENTATION STRATEGIES

0-3600

	TASK	PRIORITY
	TRANSPORTATION ELEMENT, <i>Continued</i>	
7	T.11. Regularly update the Nonmotorized Transportation Plan.	
8	T.12. Continue the Neighborhood Traffic Control Program.	
9	T.13. Continue the annual street overlay program.	
10	T.14. Maintain and periodically update the BKR transportation model.	
11	T.15. Work cooperatively with other local governments to address regional transportation issues: <ul style="list-style-type: none"> ◆ Continue participation in the Eastside Transportation Program; ◆ Work with the Regional Transit Authority to develop a regional transit system which serves Kirkland; ◆ Work with the King County Department of Metropolitan Services to improve transit service to and within Kirkland; ◆ Secure interlocal agreements with adjacent jurisdictions for mutual review and mitigation of transportation impacts. 	
12	T.16. Work cooperatively with employers to implement programs to reduce the use of single-occupant vehicles and number of miles traveled in compliance with the Commute Trip Reduction Act.	
13	T.17. Identify projects potentially eligible for state grants and submit grant applications.	
14	T.18. Monitor and update information concerning: <ul style="list-style-type: none"> ◆ Traffic movement; ◆ Transportation mode splits; ◆ Levels of service. 	
	(new) T.15 Update Transportation Project Criteria used to evaluate projects for the Capital Improvement Program.	
	PARKS AND RECREATION ELEMENT	
	Projects	
	PR.1. Revise the Parks and Recreation Element.	
	UTILITIES ELEMENT	
	Projects	
	U.1. Review and amend procedures for forming local improvement districts to extend sanitary sewer lines in order to facilitate such LIDs in areas where there is a concentration of failing or older septic systems.	
	U.2. Adopt development standards for the siting and development of cellular communication facilities.	
	<u>Ongoing</u>	
U.3.	Regularly update functional utility plans for City managed utilities.	



XIV. IMPLEMENTATION STRATEGIES

0-3600

TASK	PRIORITY
UTILITIES ELEMENT, <i>Continued</i>	
² U.4. Review utility plans for non-City managed utilities and work with non-City managed utilities to insure their plans are not inconsistent with the Comprehensive Plan.	↘ delete line
³ U.5. Work with utilities to encourage pruning of trees to direct growth away from utility lines and encourage the phased replacement of vegetation interfering with utility lines.	
PUBLIC SERVICES ELEMENT	
PS.1. Develop a process to coordinate with non-City service providers.	
PS.2. Develop a process for public review of public facilities.	
CAPITAL FACILITIES ELEMENT	
<u>Projects</u>	
CF.1. Develop a concurrency management system.	***
CF.2. Consider the following new revenue sources for capital facilities and implement as appropriate: <ul style="list-style-type: none"> ◆ Impact fees; ◆ Second 1/4% Real Estate Excise Tax; ◆ Voter-approved bond issues; ◆ Formation of a stormwater utility. 	*
² CF.3. Develop interlocal agreements with King County to coordinate the planning for and development of capital facilities within the unincorporated Planning Area.	
CF.4. Develop a process and criteria for evaluating, selecting, and financing capital projects listed in the Capital Facilities Element.	*
<u>Ongoing</u>	
³ CF.5. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability.	
⁴ CF.6. Annually update the Capital Improvement Program consistent with the Capital Facilities Element.	
NEIGHBORHOOD PLANS	
<u>Ongoing</u>	
NP.1. Regularly review neighborhood plans and amend as appropriate.	*

XIV. IMPLEMENTATION STRATEGIES 0-3600

TASK	PRIORITY
<p>OTHER ELEMENTS</p> <p>Consider preparing other Comprehensive Plan Elements:</p> <ul style="list-style-type: none">◆ Annexation;◆ Human Services;◆ Community Design.	

3. LIVING ENVIRONMENT

Low-density residential uses are to be maintained.

The residential developments east of I-405 are relatively new with the exception of a few older homes. The major policy direction for this area is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre) and conform with existing development.

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

In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, shall reflect and support the character and equestrian use of the neighborhood.

Eight dwelling units per acre density allowed in the interchange according to standards.

A density of up to eight dwelling units per acre should be permitted in the southeast quadrant of the I-405/NE 70th Street interchange east of the future park and ride lot and west of existing single-family residential development. Such density should be allowed, however, only when the following performance standards are achieved:

- (1) The site (identified in the Land Use Map in Figure BT-1) is developed as a whole under a Planned Unit Development, with clustering or common-wall housing.
- (2) The existing natural vegetation is maintained to the greatest possible extent.

- (3) Access is primarily through 117th Avenue NE and NE 67th Street to 116th Avenue NE with limited access via NE 70th Street.
- (4) The scale of all buildings is in accord with the scale of adjoining single-family development.
- (5) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family areas and along the abutting arterials.
- (6) Parking areas are aggregated and visually landscaped from the surrounding single-family areas.

Medium density should be permitted on lands west and south of the Bridle Trails commercial center.

Existing vacant land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center. Such development should be subject to the following performance standards:

- (1) The scale of all buildings is in accord with the scale of adjoining single-family development.
- (2) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family development.
- (3) South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.
- (4) The existing natural vegetative cover is maintained to the greatest extent possible.
- (5) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the

XV.D. CENTRAL NEIGHBORHOOD

4. PERIMETER AREAS

0-3606

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

Development along the shoreline is discussed.

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

B. ECONOMIC ACTIVITIES

Economic Activities in the Central Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure C-2.

Economic Activities in Planned Area 5 are discussed.

While Planned Area 5 has been developed largely in multifamily uses, several offices – including the United States Post Office – serving the Greater Kirkland area, are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Living Environment section of this chapter.

Limited economic activities presently exist in State Street area.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial

development has occurred near the railroad. The Living Environment Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Land on east side of Lake Street South is generally not suitable for commercial development.









Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Street South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location, therefore, should be allowed to remain.

Industrial activities east of the railroad tracks described.

The strip of land located east of the railroad tracks, south of Central Way and west of Kirkland Way, contains an existing light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas. In addition, the number and size of signs should be strictly limited, with only wall- and ground-mounted signs permitted. Pole signs, such as the one currently located in this gateway area, are inappropriate. ← (insert)

Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

0-3606

-  Residential Low density
-  Residential Medium and high density
-  3 Maximum allowable dwelling unit density
-  Office
-  Commercial
-  Industrial
-  Office/Multi-family
-  Park



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

Published in 1989 by the City of Kirkland, WA
Cartography by Rainier Mapping, Tacoma, WA

May 1977 (Ordinance 2346)
May 1988 (Ordinance 3095)

Figure E-1: Everest Land Use

EXHIBIT L

City of Kirkland Comprehensive Plan

XV.E-2

EVEREST NEIGHBORHOOD PLAN

PAGE XV. E-4

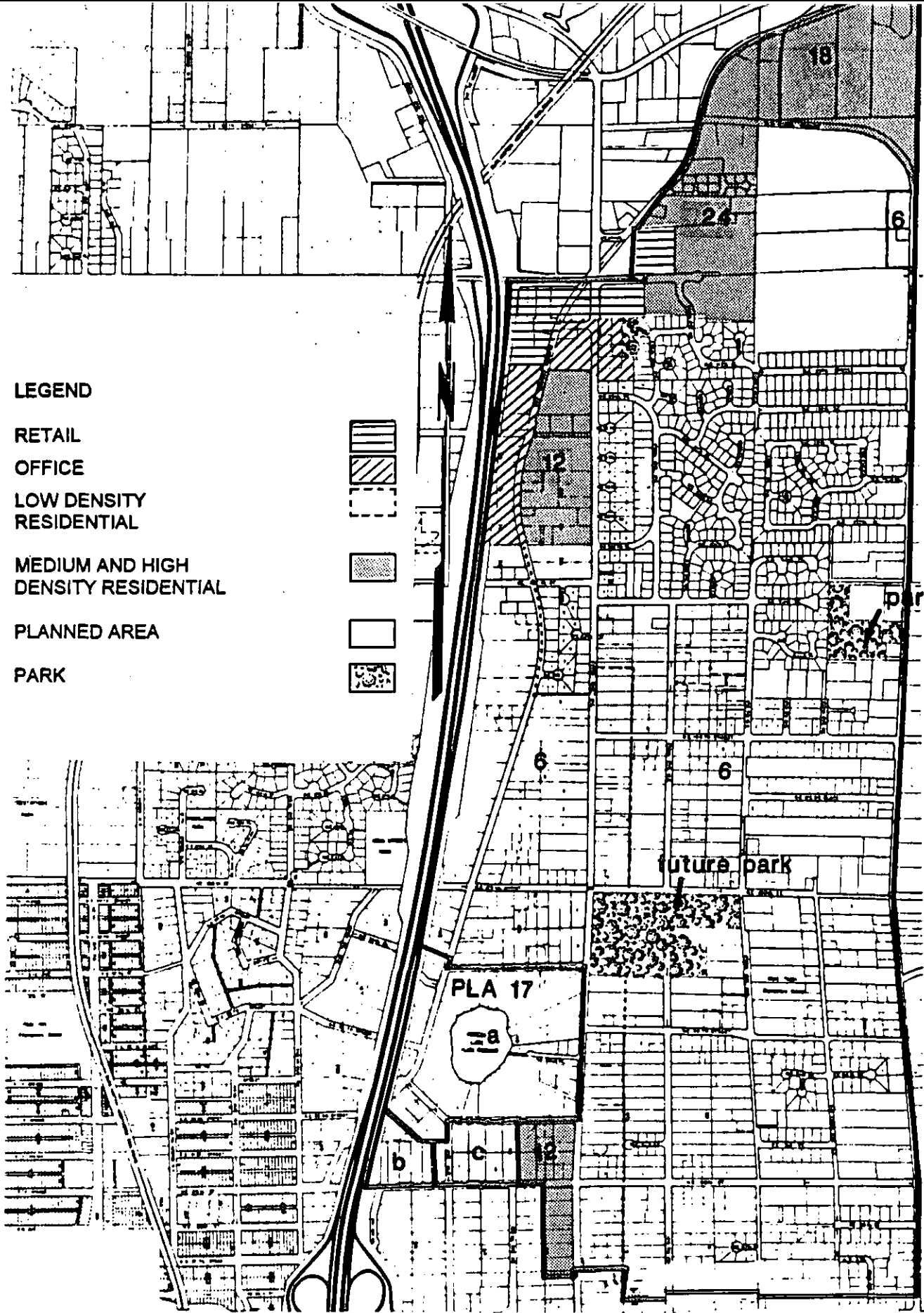
Section XV. E. 3

Future multifamily is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.

Future multifamily in this area shall not extend further to the east than presently existing multifamily development (see Figure E-1). Medium density (nine dwelling units per acre) is appropriate for the land east of Cedar Street. For the two parcels east of Cedar Street and south of the multifamily development and Ohde Pea Patch, the following standards should apply:

- (1) The development pattern should be consistent with the existing subdivision along Second Avenue. Detached units rather than attached or stacked units should be developed.
- (2) Vehicular and pedestrian access should be taken from an extension of Second Avenue connecting through to Cedar Street.
- (3) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravines on the north and south sides of these two lots.
- (4) The ravines should be protected in perpetuity with greenbelt easements.
- (5) Reduced building setbacks from Second Avenue, as extended, should be considered in order to keep building footprints away from the ravines.

The land west of Cedar Street and the single parcel to the east of Cedar Street on the south side of Ohde Avenue, are appropriate for multifamily development at up to 12 dwelling units per acre, because this land is more removed from the single family areas to the east and south by a City park and a large ravine, and these parcels have direct access onto Kirkland Way or Cedar Street.



LEGEND

RETAIL

OFFICE

LOW DENSITY
RESIDENTIAL

MEDIUM AND HIGH
DENSITY RESIDENTIAL

PLANNED AREA

PARK



Figure NRH-4: North Rose Hill Land Use

XV.F. NORTH ROSE HILL NEIGHBORHOOD - 3606

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

- (6) Vehicular connection through this subarea to NE 90th Street 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 F-3 and F-4, and F-17 and F-18.

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

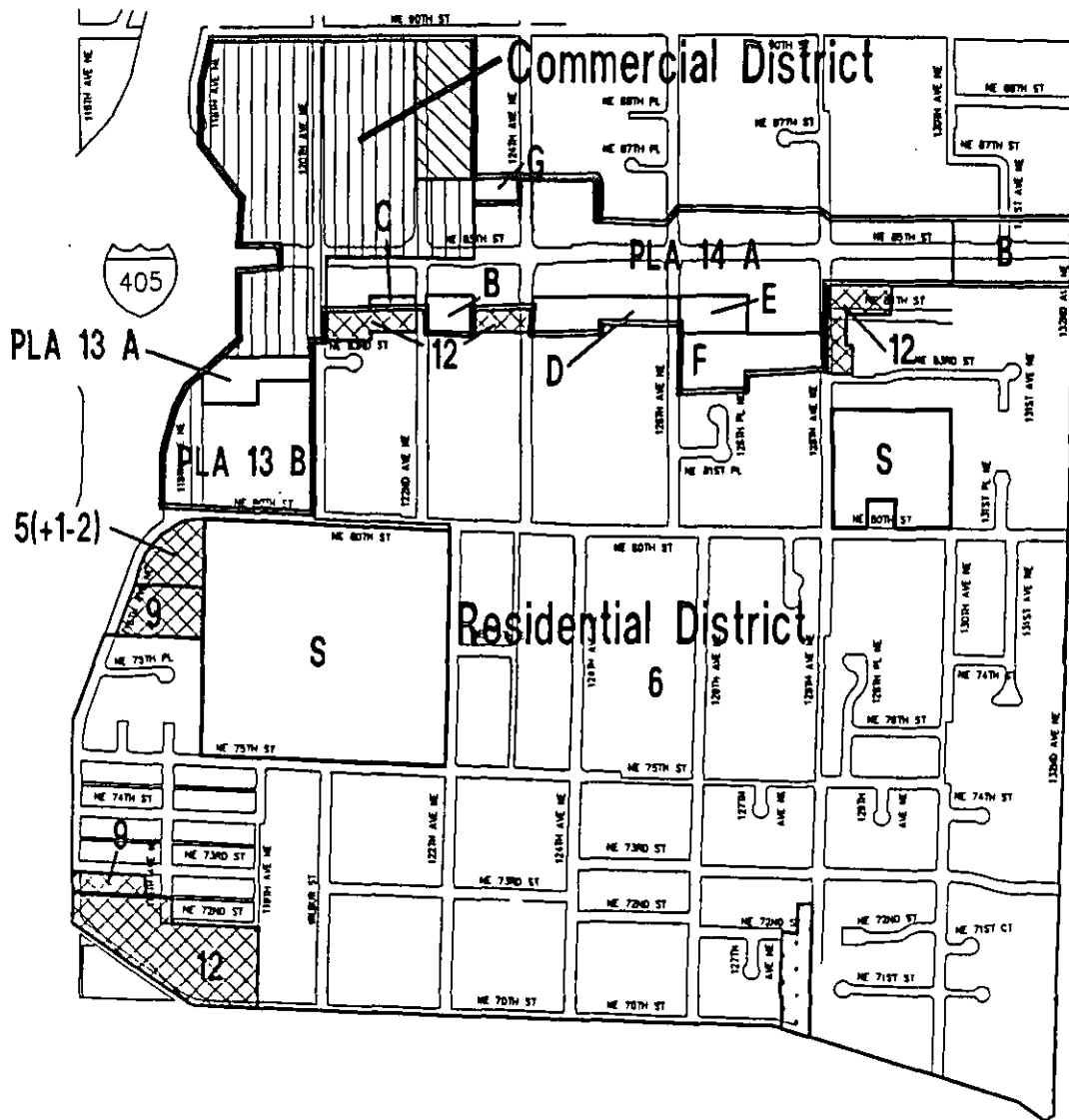
A portion of the Forbes Lake wetland is a Subarea B includes the land adjacent to NE 90th Street. Notable features in this subarea include the ~~Rose Hill Presbyterian Church and a portion of the Forbes Lake wetland.~~ Geographically, this subarea is oriented toward the commercial activity south of NE 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) All vehicular access should be from NE 90th Street.
- (3) Future development should observe the standards established for development near wetland areas, discussed on pages F-3 and F-4.

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 pages F-3 and F-4. 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.










-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  COMMERCIAL
-  BUSINESS PARK
-  PLANNED AREA
-  SCHOOLS
-  PARKS



Figure SRH-3: South Rose Hill Land Use



XV.G. SOUTH ROSE HILL NEIGHBORHOOD

9606

to areas designated for residential development should be subject to the following standards:

- (1) Vehicular access points located on north-south side streets should be set back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street.

driveway should be allowed for access to commercial property on the east side of 124th Avenue NE.

- (2) In order to minimize visual impacts to adjacent residential uses, structures should be residential in scale and character.

- (3) Structures, parking areas, driveways, and outdoor storage areas should be set back from adjacent residential properties.

- (4) A heavily landscaped buffer strip at least 15 feet in width planted with a double row of coniferous trees and shrubs should be located along any boundary with residential properties or along streets separating commercial development from residential properties.

- (5) Existing significant trees and vegetation within the buffer should be retained. This landscaped area should be precluded from further development in perpetuity by the creation of a greenbelt protective easement.

(new)

(6) Sources of noise and light should be kept to a minimum and directed away from adjacent residential

Subarea B consists of the properties lying east of approximately 130th Avenue NE with direct adjacency to NE 85th Street. This area primarily consists of single-family residential structures that have been converted to offices.

Commercial uses in Subarea B should continue to be limited to offices. On-street parking should be minimized.

In order to provide a transition from commercial development to residential development east of 132nd Avenue NE in Redmond, commercial uses within Subarea B should continue to be limited to offices. In order to minimize the impacts of future

office development, all development should be subject to the standards specified for Subarea A, west of 130th and the standards found on pages G-9 and G-10. In addition, development should be subject to the following standard:

On-street parking to serve office uses along 131st Avenue NE should be minimized to reduce impacts to residential uses to the north.

Subarea C should allow medium-density (12 dwelling units/acre) residential, subject to standards of adjoining areas. Office uses may also be permitted.

Subarea C consists of a transitional area, lying between Subarea A and land designated for medium-density residential use (see Figure SRH-3). It lies south of Kirkland Court on the west side of 122nd Avenue NE. Residential development in Subarea C should be permitted at the same density (12 dwelling units per acre) and subject to the same standards as the adjacent medium-density residential areas in both the North Rose Hill and South Rose Hill Neighborhoods. In addition, Subarea C should be permitted to develop with office uses, subject to the same standards as development in Subarea A.

properties.

Commercial development in Subarea D is permitted only if developed in conjunction with Subarea A, subject to standards. If joint development doesn't occur, medium-density residential should be allowed.

Subarea D is an area of predominantly undeveloped land located between 124th and 126th Avenue NE, south of Key Bank. Subarea (A) adjoins Subarea D to the north. Along the southern boundary of Subarea D is an area designated for low-density residential development in the residential district. Subarea D is also located adjacent to Subarea E which is designated for commercial or high-density residential uses. If developed in conjunction with adjacent properties in Subarea A, properties in Subarea D should be permitted to develop with

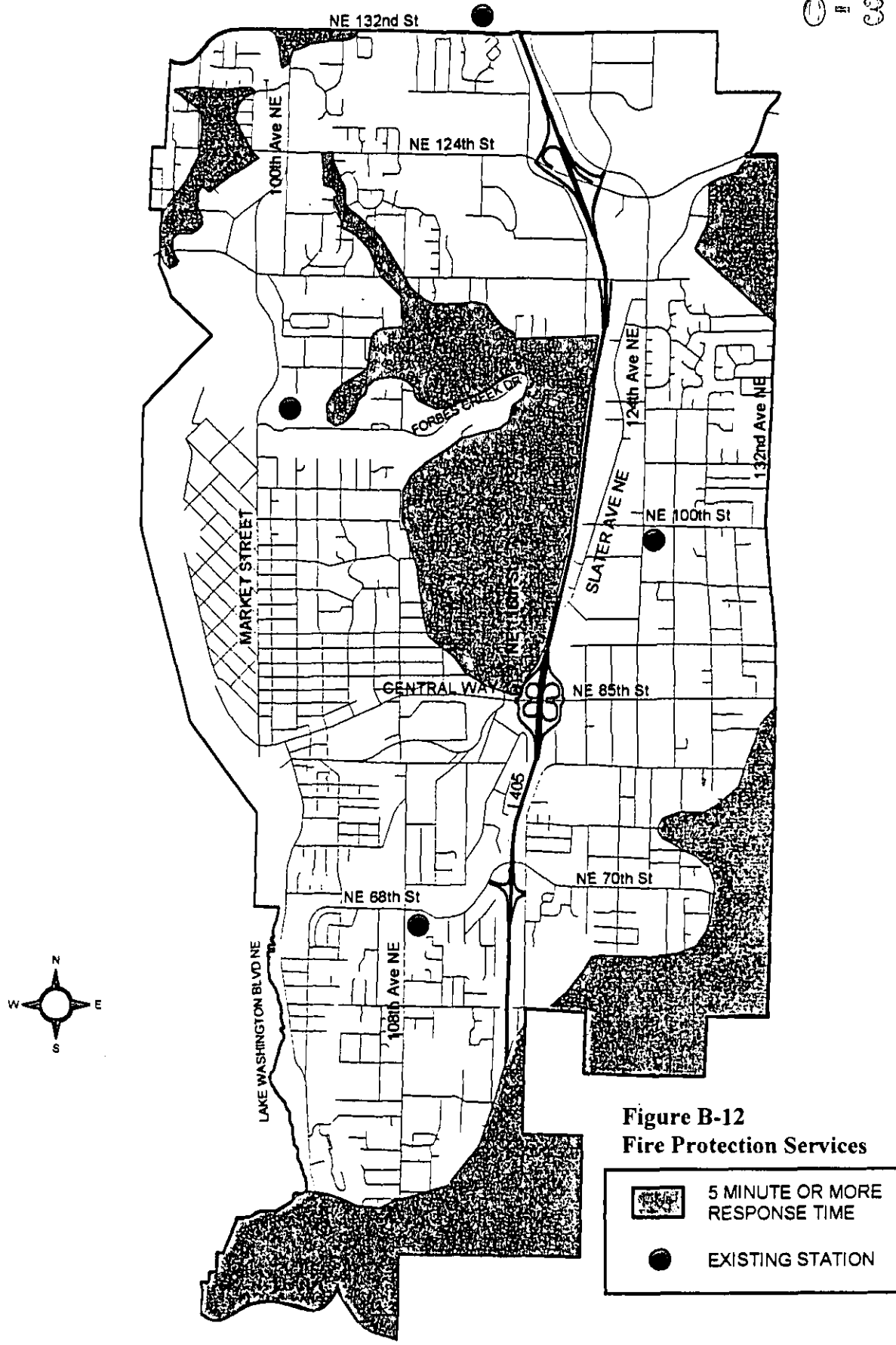


EXHIBIT O

APPENDIX C

HISTORIC RESOURCES AND COMMUNITY LANDMARKS

LIST A: PROPERTIES RECOGNIZED ON THE NATIONAL AND STATE REGISTERS OF HISTORIC PLACES

Building or Site	Address	Architectural	Date Built	Person / Event	Neighbor
		Style			
Loomis House	304 - 8th Ave. W.	Queen Anne	1889	KL&IC	West/Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	West/Market
Campbell Bldg.	700 Market St.		1891	Brooks	West/Market
Peter Kirk Bldg.	620 Market St.	Romanesque Rev.	1891	Kirk, KL&IC	West/Market
Trueblood Home	127 - 7th St.	Italianate	1889	Trueblood	Norkirk
Kirkland Woman's Club	407 - 1st St.	Vernacular	1925	Founders -5	Norkirk
Marsh Mansion	6604 Lake WA Blvd.	French Ec. Rev.	1929	Marsh	Lakeview
Kellett/Harris House	528-10th Ave. W.	Queen Anne	1889	Kellett	West/Market

LIST B: PROPERTIES DESIGNATED BY THE CITY AS COMMUNITY LANDMARKS

Building or Site	Address	Architectural	Date Built	Person / Event	Neighbor
		Style			
Rev Newberry House	519 - 1st St.	Vernacular	1909	Rev & Mrs.	Norkirk
Nettleton/Green Funeral	400 State Street	Colonial Revival	1914	Nettleton	Central
Kirkland Cannery	640 - 8th Avenue	Vernacular	1936	WPA Bldg	Norkirk
Landy House	8016-126th Ave NE	Bungalow/Craftsman	1904		S. Rose Hill
Tompkins/Bucklin House	202-5th Ave. W.	Vernacular	1889	Tompkins	West/Market
Burr House	308-8th Ave. W.	Bungalow/Prairie	1920	Burr	West/Market
Sulthoff House (moved)	4120 Lake WA Blvd	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410-99th Pl. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved)	4130 Lake WA Blvd	Vernacular	1874	French	Lakeview
Snyder/ Moody House	514-10th Ave. W.	Vernacular	1889	KL&IC	West/Market
McLaughlin Home	400-7th Ave. W.	?	1889	KL&IC	West/Market
American Legion Hall	138-5th Ave.	Vernacular	1931	Am Legion	Norkirk
Larson/Higgins Home	424-8th Ave. W.		1889	KL&IC	West/Market
Hilfer Home	428-10th Ave. W.	Queen Anne	1889	KL&IC	West/Market
Cedamere/Norman House	630-11th Ave. W.	Am. Foursquare	1895		West/Market
Dorr Forbes House (KC)	11829-97th NE	Vernacular	1906	Forbes -both	Juanita
Brooks Building (Retail)	609 Market Street	Vernacular Comm.	1904	Brooks	West/Market
Williams Building	101 Lake St. S.	Vernacular Comm.	1930		Central
Webb Building	89 Kirkland Way	Vernacular Comm.	1930		Central
5th Brick Building on Market	720 1/2 Market St.	Vernacular Comm.	1891		West/Market
Shumway Site	525 Lake St. S.				Lakeview
Lake Washington Shipyards	Lake Washington Blvd			Anderson/WW	Lakeview
Lake House	10127 NE 59th St.			Hotel	Lakeview

APPENDIX F - GLOSSARY

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Accessory Dwelling Unit: A second housing unit located on a single-family lot. Typically, an accessory dwelling is a separate apartment with kitchen, sleeping, and bathroom facilities created within an existing single-family home or on land containing one home. May be referred to as "mother-in-law" or accessory apartment.

Activity Areas: Locations that contain a high concentration of commercial land uses and adjacent and intermingled higher-density residential uses served by a transit center. Activity Areas are distinguishable from Neighborhood Centers by their larger size and function as significant focal points for the local and regional community.

Adequate Capital Facilities: Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums.

Arterial (Minor): A roadway providing movement along significant corridors of traffic flow. Traffic volumes, speeds, and trip lengths are high, although usually not as great as those associated with principal arterials.

Arterial (Principal): A roadway providing movement along a major corridor of traffic flow. Traffic volumes, speeds, and trip lengths are high, usually greater than those associated with minor arterials.

Available Capital Facilities: Facilities or services that are in place or a financial commitment that is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years, ~~from the time of development.~~

Buffer: Any structural, earth, or vegetative form ~~that is~~ located along a boundary for the purpose of minimizing visual and noise impacts. Buffers may include, but are not limited to, berms, high shrubs, dense stands of trees, trellises, or fences.

Business Park: A place of business activity that consists of the following types of mutually compatible and often functionally related uses: (1) professional, research and design, and business offices; (2) the sale of commodities at a wholesale level; (3) the manufacture of small-scale articles such as electronic equipment; and (4) associated warehousing. Uses within the business park designation have similar characteristics. They are primarily conducted indoors and do not involve frequent on- or off-site movement of people or goods. Hours of operation ^{typically} are limited to weekdays. Business park uses do not require large signs, customer parking facilities, or other elements which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.

Capacity (Capital Facility): The measure of ^{a public facility:} the ability to provide a level of service, ~~on a public facility.~~ specified

Capital Budget: The portion of each local government's budget ~~which reflects~~ capital improvements for a fiscal year. set aside to finance within

Capital Facility: A public facility that is classified as a fixed asset, has an estimated cost of \$50,000 or more (except land), and typically has a useful life of ten years or more (except certain types of equipment).

Capital Improvement: Physical ⁱⁿ assets constructed or purchased to provide, improve, or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multiyear financing.

Clustered Development: The grouping or attaching of buildings in such a manner as to achieve larger aggregations of open space than would normally be possible from lot-by-lot development at a given density. Clustered development may involve single-family residences and common-wall methods of construction, as opposed to the more traditional pattern of detached dwelling units with minimum setback requirements.

APPENDIX F - GLOSSARY

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capable of handling

Collector: A roadway providing service which is of relative moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

Commercial: May include retail, office, and/or multifamily uses, depending on the location. Retail uses are those which provide goods and/or services directly to the consumer, including service uses not usually allowed within an office use. Commercial areas can range in size and function from small residential markets serving the immediate neighborhood to regional draws such as the activity areas at Totem Lake and Downtown.

Commercial Corridor: A series of detached, auto-oriented commercial establishments usually located along a major street, each with its own parking facilities and primary access on the major street.

Commercial Districts: Smaller activity areas which contain a greater percentage of office development than either major activity areas or neighborhood centers. Commercial districts serve a subregional market, as well as the local community. Commercial districts may include such uses as offices, limited retail, multifamily housing, hotels, restaurants, and small-scale service businesses.

Community Facility: A use which serves the public and is generally of a public service, noncommercial nature. Such use shall include: food banks, clothing banks, and other nonprofit social service organizations; nonprofit recreational facilities; and nonprofit performing arts centers.

Comprehensive Plan: A generalized coordinated policy statement of the governing body of a county or city that is adopted pursuant to the Growth Management Act.

Concurrency: Adequate capital facilities are available when the impacts of development occur. This definition includes the two concepts of "adequate capital facilities" and "available capital facilities" as defined above.

Congregate Care: Long-term housing in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities.

Consistency: That no feature of a plan or regulation is incompatible with any other feature of a plan or regulation. Consistency is indicative of a capacity for orderly integration or operation with other elements in a system.

Coordination: Consultation and cooperation among jurisdictions.

Contiguous Development: Development of areas immediately adjacent to one another.

Cultural Resources: Elements of the physical environment that are evidence of human activity and occupation. Cultural resources include: (a) historic resources which are elements of the built environment typically 50 years of age and older, and may be buildings, structures, sites, objects, and districts; (b) archaeological resources consisting of remains of the human environment at or below the ground surface such as habitation sites; and (c) traditional cultural properties consisting of places or sites of human activities which are of significance to the traditions or ceremonies of a culture. Traditional cultural properties do not necessarily have a man-made component and may consist of an entirely natural setting.

Density: A measure of the intensity of development, generally expressed in terms of dwelling units per acre. It can also be expressed in terms of population density (i.e., people per acre). Density is useful for establishing a balance between potential local service use and service capacities.

be permitted
Density Bonus: A greater number of units than would otherwise occur on a site under existing zoning, in exchange for provision of a public benefit.

APPENDIX F - GLOSSARY

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Development: The construction or exterior alteration of one or more structures, or a change in the type of intensity of land use, or the dividing of land, or any project of a permanent or temporary nature requiring land modification.

use

Domestic Water System: Any system providing a supply of potable water for the intended use of a development which is deemed adequate pursuant to RCW 19.27.097.

Eastside Transportation Program (ETP): An organization of elected and appointed officials from Eastside communities and other affected jurisdictions.

Environmental Impact Statement: A detailed statement regarding proposed actions having a significant effect on the quality of the environment (see RCW Chapter 43.21C.030(c) for further definition).

Environmentally Sensitive or "Critical" Areas: Include the following areas and ecosystems: (a) wetlands, streams, and minor lakes; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

Fee-in-Lieu: The payment of money in place of dedicating land and/or easements as required by adopted regulations.

Identified

Financial Commitment: ~~That~~ sources of public or private funds or combinations thereof ~~have been identified~~ which will be sufficient to finance capital facilities necessary to support development ~~and that there is~~ assurance that such funds will be timely put to that end.

Geologically Hazardous Areas: Areas that, because of their susceptibility to erosion, sliding, earthquake, or other geological events, may have limited suitability for the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Goal: The long-term end toward which programs or activities are ultimately directed.

Growth Management: A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

High Capacity Transit (HCT): Bus or rail transit.

High-Density Residential: Detached, attached, or stacked residential uses at 15 or more dwelling units per acre.

Household: Includes all the persons who occupy a group of rooms or a single room constituting a housing unit.

HOV: High-occupancy vehicles, including buses, vanpools, carpools, and automobiles with three or more occupants. In some cases, HOV may be defined to include ~~automobiles~~ vehicles with two or more occupants.

HOV Lanes: Roadway lanes on freeways or arterials ~~that are~~ designated with a diamond ^{symbol} for use by HOV ~~to allow these vehicles to gain a time savings over travel by~~ single-occupant vehicles. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities); may be designated to be in effect during certain hours (such as peak commuting periods); and may allow vehicles with as few as two occupants ~~or as many as four or more~~ occupants.

HOV Priority Improvements: Improvements that give HOVs priority over non-HOVs, including interchange queue-jump (bypass) lanes, signal priority to HOVs at metered freeway on-ramps or at intersections with arterial HOV lanes, and priority treatment for HOVs at parking lots.

which may permit reduced travel time compared with

APPENDIX F - GLOSSARY

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Impact Fee: A fee levied by a local government on new development so that the new development pays its proportionate share of the cost of new or expanded facilities required to service that development.

public

Impervious Surface: A surface which prevents (or severely restricts) the passage of water through it, such as asphalt, concrete, roofs, and other similar materials or surfaces.

Industrial: Uses predominantly connected with manufacturing, assembly, processing, wholesaling, warehousing, and distribution of products.

Infill Development: Use of vacant or undeveloped land in already developed neighborhoods. Often includes smaller lot size and/or smaller unit sites.

Infrastructure: ~~These~~ man-made structures which serve the common needs of the population, such as: sewage disposal systems, potable water systems, solid waste disposal sites or retention areas, stormwater systems, utilities, bridges, and roadways.

Institutions: Schools, churches, colleges, hospitals, governmental facilities, and public utilities for which special zoning districts are appropriate.

Intensity: A measure of land use activity based on density, use, mass, size, and/or impact.

Land Development Regulations: Any controls placed on development or land use activities by a county or city, including, but not limited to, zoning ordinances, subdivision ordinances, rezoning, building codes, sign regulations, binding site plan ordinances, or any other regulations controlling the development of land.

Level of Service (LOS): An indicator of the quantity or quality of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. LOS means an established minimum capacity of capital facilities or services provided by capital facilities that must be provided per unit of demand or other appropriate measure of need.

Light Manufacturing Park: Places of business activity that include light manufacturing, high technology enterprises, warehousing, wholesale activities, and limited retail and office uses. Light manufacturing park uses do not require large signs or customer parking facilities and do not involve activities which create significant off-site noise, light or glare, odors, smoke, water quality degradation, visual blight, or similar impacts.

Local Improvement District: A contractual arrangement whereby citizens within the specified district join together and are mutually assessed for neighborhood improvements.

Local Road: A roadway ^{providing service} ~~providing service which is~~ of relatively low traffic volume, short average trip length, or minimal through traffic movements.

Low-Density Residential: Detached or attached single-family residential uses from one to seven dwelling units per acre. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.

Low-Income Households: Those with incomes up to 50 percent of the median King County income for the same family size.

APPENDIX F - GLOSSARY

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Manufactured Housing: A manufactured building or major portion of a building designed for long-term residential use. It is designed and constructed for transportation to a site for installation and occupancy when connected to required utilities.

Medium-Density Residential: Detached, attached, or stacked residential uses at 8 to 14 dwelling units per acre.

Mode Split: The statistical breakdown of travel by alternate modes, usually expressed as a percentage of travel by single-occupant automobile, carpool, transit, etc. Mode-split goals are used to help people in the public and private sectors make appropriate land use and transportation decisions.

Moderate-Income Households: Those with incomes 50 to 80 percent of the median King County income for the same family size.

Multifamily: Residential use of land where a dwelling unit provides shelter for two or more families, or where attached dwelling units exist at a density which exceeds the density limitations associated with single-family zoning classifications.

Multimodal Transportation: Means of transport by multiple ways or methods, including automobiles, public transit, walking, bicycling, and ride-sharing.

Neighborhood Centers: Areas of commercial activity dispensing commodities primarily to the neighborhood. A supermarket may be a major tenant; other stores may include a drug store, variety, hardware, barber, beauty shop, laundry, dry cleaning, and other local retail enterprises. These centers provide facilities to serve the everyday needs of the neighborhood. Residential uses may be located on upper stories of commercial buildings in the center.

Office: Uses providing services other than production, distribution, or sale or repair of goods or commodities. Depending on the location, these uses may range from single-story, residential scale buildings to multistory buildings and/or multibuilding complexes.

Office/Multifamily: Areas where both office and medium- or high-density residential uses are allowed. Uses may be allowed individually or within the same building.

Owner: Any person or entity, including a cooperative or a public housing authority [PHA], having the legal rights to sell, lease, or sublease any form of real property.

Parks/Open Space: Natural or landscaped areas used to meet active or passive recreational needs, protect environmentally sensitive areas, and/or preserve natural landforms and scenic views.

Planning Period: The 20-year period following the adoption of a comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Policy: The way in which programs and activities are conducted to achieve an identified goal.

Primary jobs: Jobs which produce goods and services that bring income into the community.

Public Facilities: Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, fire stations, library, and schools. These physical structures are owned or operated by a public entity which provides or supports a public service.

Public Services: Include fire protection and suppression, emergency medical services, law enforcement, public health, library, solid waste, education, recreation, environmental protection, and other governmental services.

APPENDIX F - GLOSSARY

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Queue Bypass Lane: A lane provided for the movement of certain vehicles, typically transit or HOV₂ which allows those vehicles to bypass queues at a traffic signal.

Regional Facilities: Public capital facilities of a countywide or statewide nature, such as wastewater treatment plants, airports, or in-patient treatment facilities. These facilities may be privately owned but regulated by public entities.

Regional Transportation Plan: The transportation plan for the regionally designated transportation system which is produced by the Regional Transportation Planning Organization.

Regional Transportation Planning Organization (RTPO): The voluntary organization conforming to RCW 47.80.020, consisting of local governments within a region containing one or more counties which have common transportation interests.

Resident Population: Inhabitants counted in the same manner utilized by the U.S. Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Residential Markets: Individual stores or very small, mixed-use buildings/centers focused on local pedestrian traffic. Residential scale and design are critical to integrate these uses into the residential area. Uses may include corner grocery stores, small service businesses (social service outlets, daycares), laundromats, and small coffee shops or community gathering places.

Right-of-Way: Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Runoff: The overland or subsurface flow of water.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Single-Family: Residential use of land where dwelling units provide shelter and living accommodations for one family according to the following distinctions:

Detached Single-Family - Dwelling units which are physically separated, by setbacks, from other dwelling units.

Attached Single-Family - Dwelling units which are physically connected by means of one or more common walls; and where each dwelling unit has its own exterior entrance; and where residential units are not stacked above or below one another; and where density and height limitations associated with single-family zoning classifications are met.

Single-Room Occupancy (SRO) Hotels: Typically a small room with a sink and a closet. Occupant shares bathroom, shower, and kitchen with other rooms.

Solid Waste Handling Facility: Any facility for the transfer or ultimate disposal of solid waste, including landfills and municipal incinerators.

Townhouse: Attached dwelling units (that is, having one or more walls in common) with each unit having its own exterior entrance.

Transition Areas: Neighborhoods or tracts of land where land use patterns have not yet been firmly established, or where the existing mix of land uses is undergoing change.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Transportation Level of Service Standards: A measure which describes the operational condition of the travel stream, usually in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

Transportation System Management (TSM): Low capital expenditures to increase the capacity of the transportation network. TSM strategies include, but are not limited to, signalization, channelization, and bus turnouts.

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work-hour changes, ride-sharing options, parking policies, and telecommuting.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land having urban growth located on it, or to land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

Urban Growth Area: Those areas designated by a county pursuant to RCW 36.70A.110.

Urban Governmental Services: ~~Includes those~~ governmental services historically and typically delivered by cities including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with nonurban areas.

Urban Separators: Permanent low-density lands which protect environmentally sensitive areas and create open space corridors within and between urban areas.

Utilities: Facilities serving the public by means of a network of wires or pipes, and structures ancillary thereto. Included are systems for the delivery of natural gas, electricity, telecommunications services, water, and the disposal of sewage.

Visioning: A process of citizen involvement to determine values and ideals for the future of a community and to transform those values and ideals into manageable and feasible community goals.

Wetland: Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities. However, wetlands include those artificial wetlands intentionally created from nonwetland areas to mitigate conversion of wetlands.

Zoning: The demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (commercial, industrial, residential) and the location, bulk, height, shape, and coverage of structures within each zone.

APPENDIX G

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

INTRODUCTION **G-3**

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- ◆ Introduction
 - ◆ Sidewalk Width – Movement Zone
 - ◆ Sidewalk Width – Curb Zone
 - ◆ Sidewalk Width – The Storefront Activity Zone
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 - ◆ "Pedestrian-Friendly" Building Fronts
 - ◆ Upper-Story Activities Overlooking Street
 - ◆ Lighting from Buildings
 - ◆ Pedestrian-Oriented Plazas
 - ◆ Blank Walls
- ◆ *Pedestrian Connections*

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- ◆ Pathway Width
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- ◆ Circulation Within Parking Lots
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APPENDIX G

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

INTRODUCTION

This appendix includes a series of Design Principles that are the policy component of the Design Guidelines. The Design Principles are not requirements. They serve as policy statements, provide background information, and present a rationale for the Design Regulations found in the Zoning Code. As such, they will be used, when necessary, to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing examples of the Design Regulations' intent.

To clarify, Design Guidelines have two components:

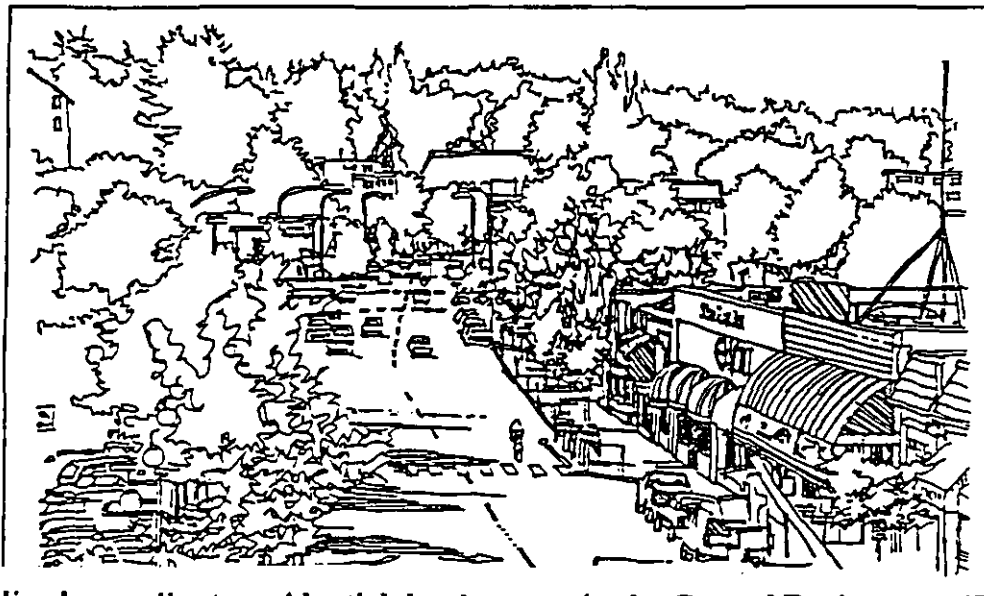
- ◆ Design Principles - adopted in the Comprehensive Plan
- ◆ Design Regulations - adopted in the Zoning Code

Most of the concepts presented in the Design Principles are applicable to any pedestrian-oriented business district. "Special Considerations" have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the principle.

The Design Regulations in the Zoning Code are specific to the zone in which the pedestrian-oriented business district is located.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



*This appendix also applies to residential development in the Central Business District (CBD) and the Juanita Business District (JBD) and to mixed use development throughout the City.

APPENDIX G

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

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Pedestrian Connections

Issue

The ability to walk directly into a commercial center from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety.

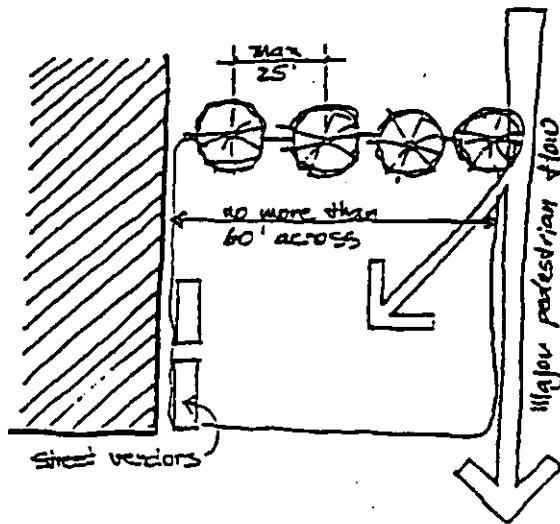
Discussion

Well defined, direct pedestrian connections from the building to the public sidewalk are not always available in commercial centers. The connection between the internal pedestrian system on the site and the public sidewalk is often interrupted by landscaping or an automobile driveway.

Properly located landscaping can be used along with special paving to help define pedestrian links through the site.

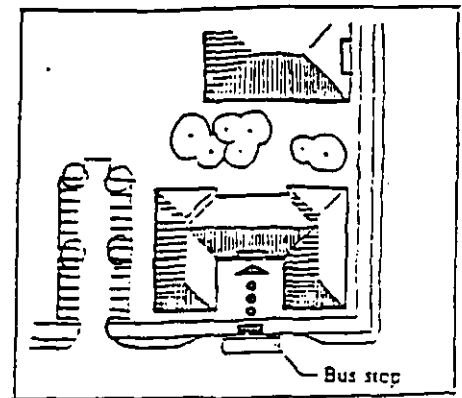
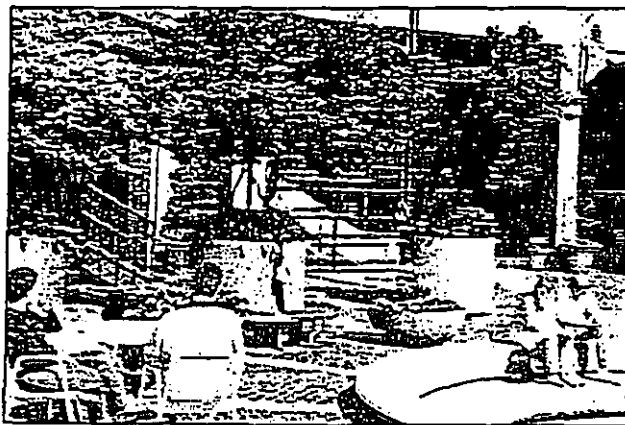
Principle

Commercial developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.



Principle

Successful pedestrian-oriented plazas are generally located in sunny areas along a well-traveled pedestrian route. Plazas must provide plenty of sitting areas and amenities and give people a sense of enclosure and safety.



DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

**Blank Walls****Issue**

Blank walls create imposing and dull visual barriers. On the other hand, blank walls are ready "canvases" for art, murals, and landscaping.

Discussion

Blank walls on street fronts. Blank walls on retail frontage deaden the surrounding space and break the retail continuity of the block. Blank walls should be avoided on street front elevations. ~~Blank walls may be a development necessity, however~~ The adverse impact of a blank wall on the pedestrian streetscape can be mitigated through art, landscaping, street vendors, signs, kiosks, bus stops, or seating. Design guidelines in New York, San Francisco, and Bellevue recommend that ground floor retail with pedestrian-oriented displays be the primary uses in commercial districts. This approach is meant to restore and maintain vitality on the street via continuous rows of retail establishments.

Blank walls perpendicular to street fronts. In some cases fire walls require the intrusion of a flat, unadorned surface. These conditions merit landscaping or artistic treatment. Examples of such treatment include installing trellises for vines and plant material, providing landscaped planting beds that screen at least 50 percent of the wall, incorporating decorative tile or masonry, or providing artwork (mural, sculpture, relief) on the wall.

Principle

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be treated with landscaping, art, or other architectural treatments.

PUBLIC IMPROVEMENTS AND SITE FEATURES

Introduction

Site features and pedestrian amenities such as lighting, benches, paving, waste receptacles, and other site elements are an important aspect of a pedestrian-oriented business district's character. If these features are design-coordinated and high quality, they can help to unify and upgrade the district's visual character. Development of a master plan for public spaces can provide a coordinated approach to their installation throughout the district.

The principles in this section apply primarily to elements associated with street right-of-ways, public parks, and required *major pedestrian pathways*. Although the standards do not apply to

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

Lake Street and other pedestrian-oriented streets with narrow sidewalks: Flowering pear trees might be a good option since they have tight narrow shapes, attractive flowers, and dark green foliage. Photinia standards might be another option since they are small and have bright red evergreen foliage.

Special Considerations for Juanita Business District

Street trees in the business district should be upgraded with varieties that will not block views of businesses or the lake.

Some preliminary ideas for a street tree planting plan are:

98th Avenue NE: Limb up existing maples and add flowering pear trees (flowers and good fall color) along the curb.

Juanita Drive: Choose street trees that will screen large buildings but still allow views to the lake (flowering pears for example).

97th Avenue NE/120th Place NE: Plant trees to screen parking lots and service entrances. Possibilities are zelkova (elm-like with good fall color) or flowering pears.

Public Improvements and Site Features**Issue and Discussion**

The quality and character of public improvements and site features such as street and park lights, benches, planters, waste receptacles, pavement materials, and public signs are critical components of a city's image. Standards for public improvements and site features, along with a master plan for public spaces, will assist in the development of a coordinated streetscape that will

unify the variety of private development, ~~in the downtown.~~ Successful standards help assure high quality, low maintenance site features, and simplify the purchase and replacement of features for parks and public works departments.

Since public improvement standards have long-term implications for the community, relevant City departments must be involved in their development to make sure all concerns are met. Standards should permit some flexibility and address technical issues such as cost, availability, handicapped accessibility, and durability.

***Principle***

The Department of Planning and Community Development, along with other City departments, should develop a set of public improvement and site feature standards for use in pedestrian-oriented business districts. The standards can be the same or unique for each district. A master plan for public spaces within a district should be adopted to coordinate placement of the features and otherwise carry out the Comprehensive Plan.

Special Consideration for Downtown Kirkland and the Juanita Business District

The City of Kirkland should work with interested groups to design a public sign system for gateways, pathways, information kiosks, etc., with a signature color palette and identifying logo.

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS**PARKING LOT
LOCATION AND DESIGN**

and neighboring properties. This provision is made to encourage parking lot development in less visible locations.

On the following pages, urban design principles are presented that outline design information, concepts, and solutions associated with parking lot development. They serve as a conceptual basis for the regulations in the Zoning Code.

Introduction

In pedestrian-oriented business districts, improperly located and poorly designed parking lots can destroy the ambiance and qualities that attract people to the district in the first place. This section contains principles to direct development of parking facilities. ~~Overall, parking facilities to serve downtown should be encouraged.~~ The number of required stalls is specified in the Kirkland Zoning Code. The principles in this section deal with:

- ◆ Parking lot location – Parking in front of buildings is discouraged, and combined lots that serve more than one business or use are encouraged.
- ◆ Parking lot entrances – The number of entries is addressed.
- ◆ Parking lot circulation and pedestrian access – Clear internal vehicular and pedestrian circulation is required, especially in large parking lots.
- ◆ Parking garages – Parking garages provide convenient, less intrusive parking. Yet, garages can themselves be intrusive since they are often large monolithic structures with little refinement, interest, or activity. The guidelines for parking garages are intended to make them fit into the scale and character of pedestrian-oriented districts.
- ◆ Parking Lot Landscaping – Parking lot landscaping should be more extensive if the lot has to be in a location that is visible from a street or public park than if the lot is located at the rear of the site hidden away from streets

Parking Locations and Entrances**Issue**

Parking lots can detract from the pedestrian and visual character of a commercial area. The adverse impacts of parking lots can be mitigated through sensitive design, location, and configuration.

Discussion

The ingress and egress of vehicles in parking lots disrupts pedestrian movement and through traffic – especially near intersections. Moreover, busy streets are a safety hazard. Parking lots that are accessed by a single curb cut reduce potential conflict and use land more efficiently. Also, combining the parking lots of individual stores into a large parking network makes it easier for patrons to find convenient parking stalls.

Parking lots should be encouraged in rear or side yards. The parking lot at Wendy's restaurant on Central Way is an example of this configuration.

The City of Seattle limits parking lot access on pedestrian-oriented streets such as Broadway on Capitol Hill.

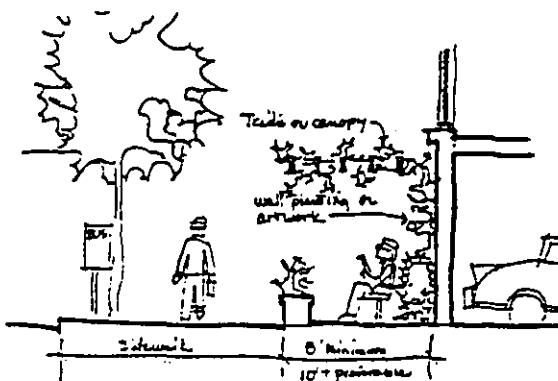
DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

Discussion

There are several ways to mitigate the visual impacts of parking garages in the urban environment. A garage in a pedestrian area can contain a pedestrian-oriented retail use in the ground floor area of the garage adjacent to the street. Cafes, newsstands, or other small shops can fit well within the typical parking garage, requiring the space equivalent to only one 20' bay of parking.

Also, parking garages can be set back to provide space for a small landscaped plaza with a seating area. Moreover, the wall of the garage behind the plaza can be used as a canvas for landscaping or artwork. Also, the plaza could be covered with a glass canopy or trellis. The plaza should face south to receive sunlight. A plaza of this type is ideal for bus stops or street vendors.

In non-pedestrian areas, dense landscaping around the perimeter of parking garages can help screen their bulk. Strict standards for minimum landscaping around garages should be developed.



Principle

The intrusive qualities of parking garages must be mitigated. In pedestrian areas, ground-level retail uses or appropriate pedestrian spaces should be required. Also, extensive landscaping should be required near residential areas and in high

visibility locations. On hillsides and near residential areas the stepping back or terracing of upper stories should be considered to reduce scale.

Special Consideration for Downtown Kirkland

Garages built on Downtown Kirkland's perimeter slopes, near residential areas, or near the waterfront can fit less obtrusively into the landscape when terraced. Treatment of the facade of the parking structure can be just as effective in mitigating the visual impacts of parking garages as pedestrian-oriented businesses, plazas, or landscaped setbacks at the ground level.

SCALE

Introduction

When architects talk about a building's "scale," they generally mean the perceived size of the building relative to an individual person or its surroundings. The term "human scale" is used to indicate a building's size relative to a person, but the actual size of a building or room is often not as important as its perceived size. Architects use a variety of design techniques to give a space or structure the desired effect; whether it be to make a room either more intimate or spacious, or a building either more or less imposing. Frank Lloyd Wright, for example, used wide overhangs and horizontal rooflines to make his prairie-style houses appear lower and longer, better fitting into the flat, midwestern landscape. Unless the objective is to produce a grandiose or imposing building, architects generally try to give a building a "good human scale," meaning that the building is of a size and proportion that feels comfortable. For most ~~downtown~~ buildings, the objective is to attract customers and visitors by designing comfortable, inviting buildings.

Commercial

APPENDIX G

DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

0-3600

Generally, people feel more comfortable in a space where they can clearly understand the size of the building by visual clues or proportions. For example, because we know from experience the size of typical doors, windows, railings, etc., using traditionally-sized elements such as these provides a sense of a building's size. Greek temples that feature columns, but not conventional doors, windows, or other elements, do not give a sense of human scale (although the Greeks subtly modified the properties and siting of their temples to achieve the desired scale). The principles in this section describe a variety of techniques to give a comfortable human scale by providing building elements that help individuals relate to the building.

"Architectural scale" means the size of a building relative to the buildings or elements around it. When the buildings in a neighborhood are about the same size and proportion, we say they are "in scale." It is important that buildings have generally the same architectural scale so that a few buildings do not overpower the others. The exception to this rule is an important civic or cultural building that has a prominent role in the community. For example, nobody accuses a beautiful cathedral in a medieval European town of being "out of scale." Because the Comprehensive Plan encourages a variety of different uses and building heights, such as in Downtown Kirkland, the buildings' sizes will vary widely. To achieve a more harmonious relationship between the buildings and a more consistent character, design techniques should be used to break the volume of large buildings down into smaller units. Several principles ~~and~~ ~~regulations~~ in this section are directed toward achieving a consistent scale within districts.

The following principles illustrate some design techniques to give buildings a "sense of scale." The regulations in the Zoning Code related to scale require that project architects address the issues of human and architectural scale while providing a wide range of options to do so.

Fenestration Patterns

Issue

The size, location, and number of windows in an urban setting creates a sense of interest that relies on a subtle mixture of correct ratios, proportions, and patterns. Excess window glazing on a storefront provides little visual contrast; blank walls are dull and monotonous. The correct window-to-wall ratio and a mix of fenestration patterns can create an enjoyable and cohesive urban character on both pedestrian- and automobile-oriented streets.

Many local contemporary buildings have "ribbon windows" (continuous horizontal bands of glass) or "window walls" (glass over the entire surface). Although effective in many settings, these window types do little to indicate the scale of the building and do not necessarily complement the architecture of small-scaled buildings. Breaking large expanses or strips of glass with mullions or other devices can help to give the building a more identifiable scale.

Discussion

According to an old architectural cliché, windows are a building's eyes. We look to windows for visual clues as to the size and function of the building. If the window areas are divided into units that we associate with small-scale commercial buildings, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass. But on the ground floor where transparency is vital to pedestrian qualities, this device may be counterproductive.

Patterns of fenestration should vary depending on whether the street is pedestrian- or automobile-

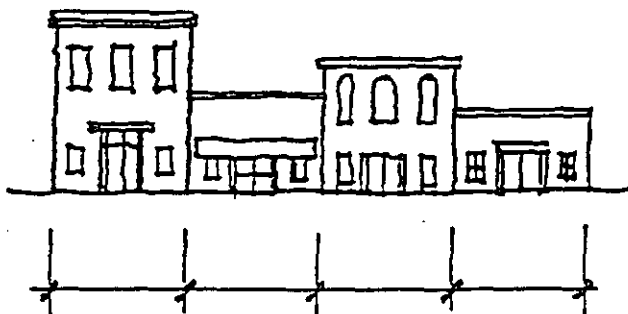
Building Modulation - Vertical

Issue

Vertical building modulation is the vertical articulation or division of an imposing building facade through architectural features, setbacks, or varying rooflines. Vertical modulation adds variety and visual relief to long stretches of development on the streetscape. By altering an elevation vertically, a large building will appear to be more of an aggregation of smaller buildings. Vertical modulation is well-suited for residential development and sites with steep topography.

Discussion

Urban design guidelines should address vertical modulation in order to eliminate monotonous facades. Vertical modulation may take the form of balcony setbacks, varied rooflines, bay windows, protruding structures, or vertical circulation elements - the technique used must be integral to the architecture.



Vertical modulation in urban setting.

Vertical modulation is important primarily in neighborhoods where topography demands a stepping down of structures. The vertical modulation of a large development project in a residential area can make the project appear to be more in scale with the existing neighborhood. Long facades can be vertically modulated to better conform to the layout and development pattern of

single-family houses. The vertical modulation of buildings on steep slopes also provides terraced development rather than one single building block, thereby better reflecting the existing terrain.

Principle

Vertical building modulation should be used to add variety and to make large buildings appear to be an aggregation of smaller buildings.



This building uses both horizontal and vertical modulation to add interest and reduce its visual bulk.

Building Modulation - Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of an imposing building facade through setbacks, awnings, balconies, roof decks, eaves, and banding of contrasting materials. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

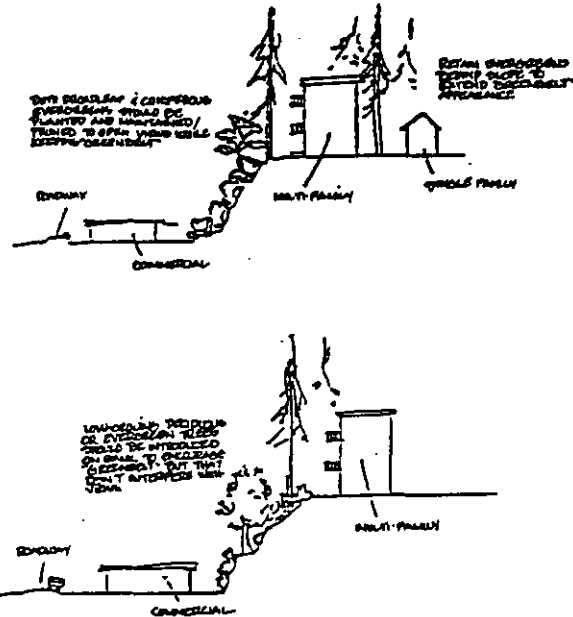
Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.

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DESIGN PRINCIPLES: PEDESTRIAN-ORIENTED BUSINESS DISTRICTS

0-3603



upland properties from unsightly views of rooftops.

Special Consideration for Downtown Kirkland

Using and enhancing existing wooded slopes is especially important to Kirkland's natural setting. The hillsides surrounding Downtown Kirkland can provide a "ring of green." As vegetation ascends the slope it provides a "greenbelt" effect. The proper maintenance or enhancement of such slopes need not disrupt view corridors of upland properties.

Special Consideration for Juanita Business District

The views of wooded hillsides surrounding the Juanita Business District are a local asset that can be used to upgrade the area's visual impact.

Principles

Vegetation on slopes should be preserved and maintained as a buffer using native vegetation wherever possible.

New multifamily and single-family residential developments on slopes should be required to retain about 30 percent of the site in wooded open space and inventoried significant trees. Tree removal or enhancement can be determined by the use and site design.

Property owners of lowlands should be sensitive to upland uses and enhance hillsides to maintain existing views. Deciduous trees should be restricted to small varieties; coniferous evergreens should be thinned-out or limbed-up to allow for views from adjoining properties.

In developments above view slopes, coniferous evergreens should be incorporated into the site back from the slope to give continuity with the wooded slope. The back sides of commercial lots at the base of hillsides should be planted to screen

Height Measurement on Hillsides

Issue

Maintaining views and enhancing natural land forms is important to the design character of ~~Downtown~~ Kirkland. The scale relationships of built forms to their terrain should minimize visual barriers to views and lessen the impact on surrounding neighborhoods. In order to promote responsible design, building height restrictions should permit a development envelope that conforms to the terrain. Terracing, the stepping down of horizontal elements, is an effective way to develop hillsides and maintain views.

Discussion

The visual character of a landscape should be reflected in the buildings. Buildings that do not conform to steep inclines detract from the natural features of the site and should be avoided. In contrast, buildings that use the terrain as an opportunity for variation in the built form easily fit

APPENDIX I: DESIGN PRINCIPLES RESIDENTIAL DEVELOPMENT

I. INTRODUCTION

This appendix includes general design principles for **both** single family and multifamily residential development throughout the City. *Principles for residential development in the Central Business District (CBD) and Juanita Business District (JBD), and for mixed use development throughout the City can be found in Appendix G: Design Principles: Pedestrian-Oriented Business Districts.*

These design principles are policy statements, not regulations. Their main purpose is to provide examples of good design. Not all of these principles will result in design regulations. In the instances where they do, the principles will provide the background information for the design regulations found in the Zoning Code. When necessary, the principles can be used to interpret the design regulations and provide examples of their intent. Zoning Code regulations relating to single family residential development will be limited in order to provide for freedom of design.

The purpose of these design principles is to encourage residential development that creates livable residential communities and reinforces the positive qualities of the City's existing neighborhoods.

II. SITE PLANNING AND RELATIONSHIP TO THE STREET

INTRODUCTION

Good site design creates developments that respond in a positive way to both the conditions of the site and the context of the surrounding neighborhood. The location of structures and their relationship to the street, incorporation of open space within the development, landscaping, preservation of existing vegetation, and the layout of the parking areas are all part of what makes a development successful. These elements also determine if the development will be a positive addition to the neighborhood.

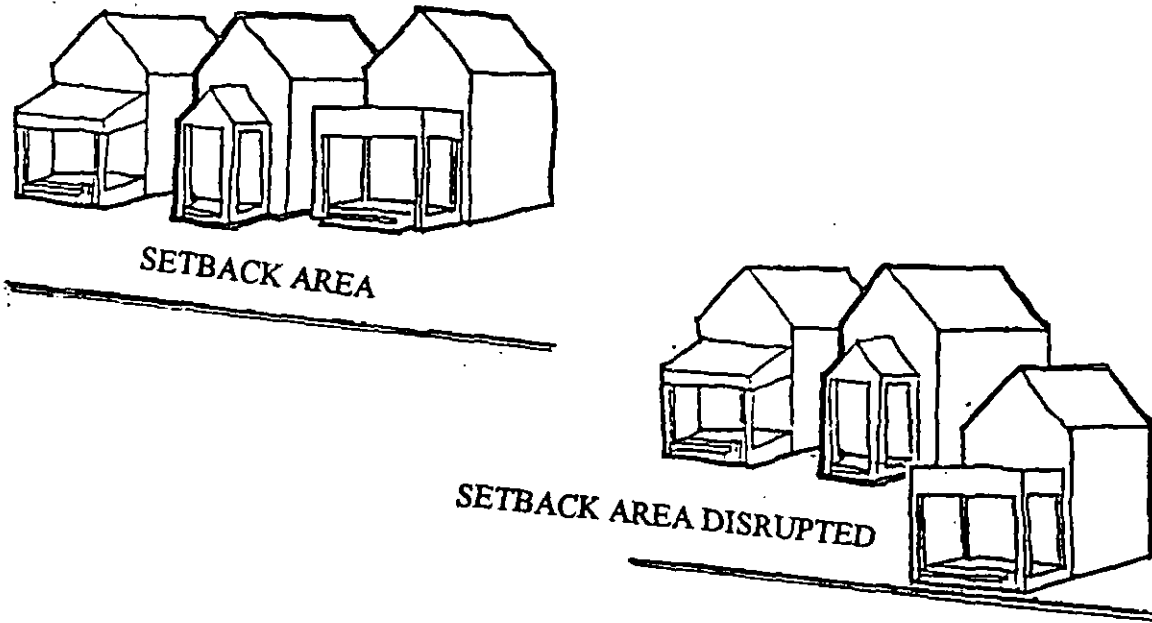
BUILDING SETBACKS

Issue

Building setbacks establish a pattern along the street and provide a semi-private space for residents.

Discussion

The setbacks of residences along the street create a rhythm, which adds to the atmosphere of the streetscape. If the setback area between the right-of-way and the residence is designed properly, it will provide a buffer zone for the residents, while still allowing for social interaction with passersby. If a building is set too close to the right-of-way, it can disrupt this buffer zone.



Principle

New buildings should be setback from the right-of-way to provide semi-private areas for residents and open space along the street.

ENTRIES

Issue

Distinct entryways provide a transition between the street and the inside of the residence.

Discussion

The front yard and entryway act as a visual and physical transition leading to the private area of the residence. This semi-private space provides a welcoming spot for guests, a secure area for those who live there, a visible connection between the neighborhood and the residence, and fosters community interaction.

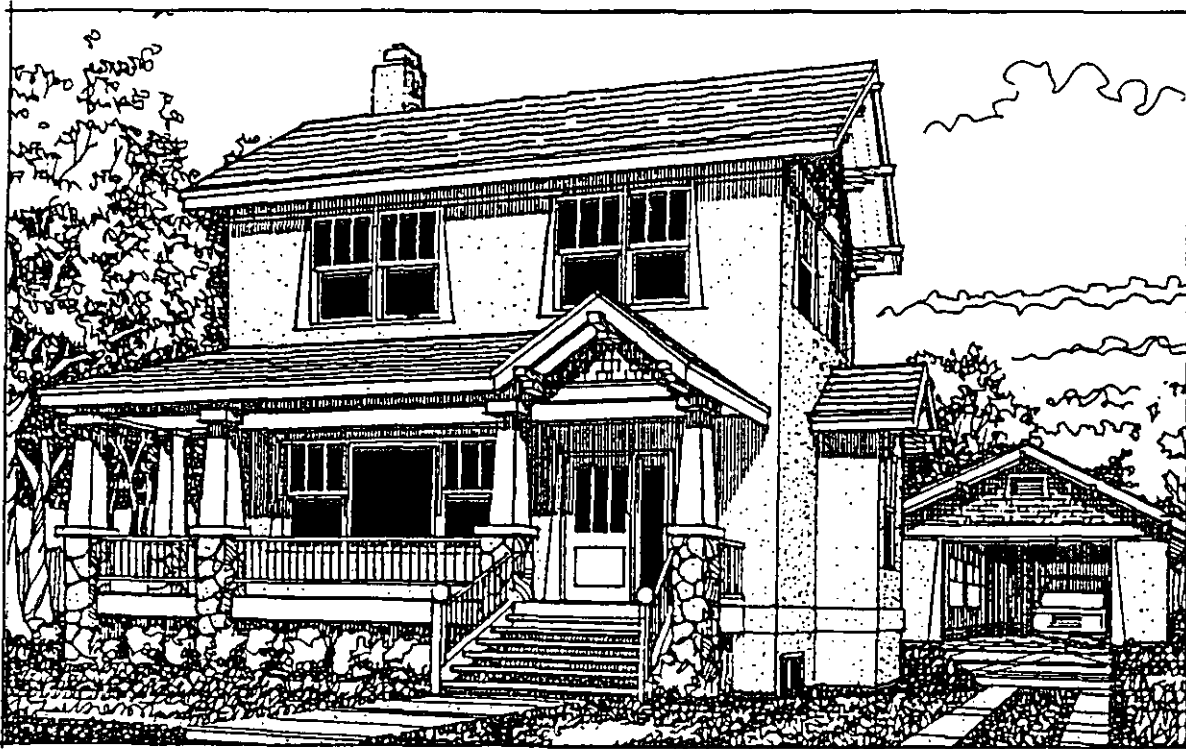
EXHIBIT S

The entrance to a residence, or some indication of it, should be visible from the street and should not have to compete with the driveway or garage to be noticed. Since the entry area is as much a part of the semi-private space of the yard as of the private area of the house, it should be allowed to intrude into a portion of the front setback yard.

Principles

Entrances should be located on the front facades of residences and should be clearly visible from the street.

Covered entries and porches should be allowed to project into a portion of front setback yards.



PEDESTRIAN CONNECTIONS

Issue

Well defined, direct pedestrian connections from the building to the street are necessary for multi-family residential developments.

Discussion

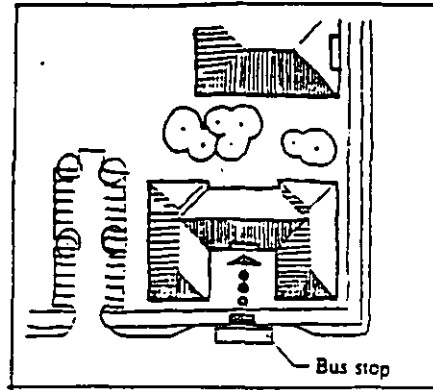
The ability to walk into a multi-family residential development from the public sidewalk or a bus stop is essential to both pedestrian and vehicular safety. Direct pedestrian

EXHIBIT S

connections that are defined by the use of paving and landscaping provide an important link between the building and the street.

Principles

Multi-family developments should have well defined, safe pedestrian walkways that minimize distances from the public sidewalk and transit facilities to the internal pedestrian system and building entrances.



BLANK WALLS

Issue

Blank walls detract from the visual character of buildings.

Discussion

Blank walls detract from their surroundings when they occur on the street front elevations of buildings and pedestrian areas. In situations where a blank wall is a development necessity; the adverse impact on streets, parks, and pedestrian areas can be mitigated through landscaping, seating, or architectural treatment.

Examples of such treatment include installing trellises for plants, providing landscaped planting beds to screen the wall, and incorporating decorative tile or masonry into the wall design.

Principles

Blank walls should be avoided near sidewalks, parks, and pedestrian areas. Where unavoidable, blank walls should be enhanced with landscaping or architectural treatments.

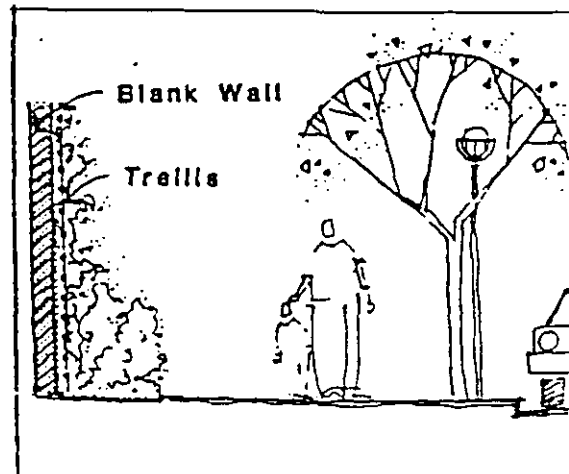


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INFILL**Issue**

Infill development can be designed to protect neighbors' privacy.

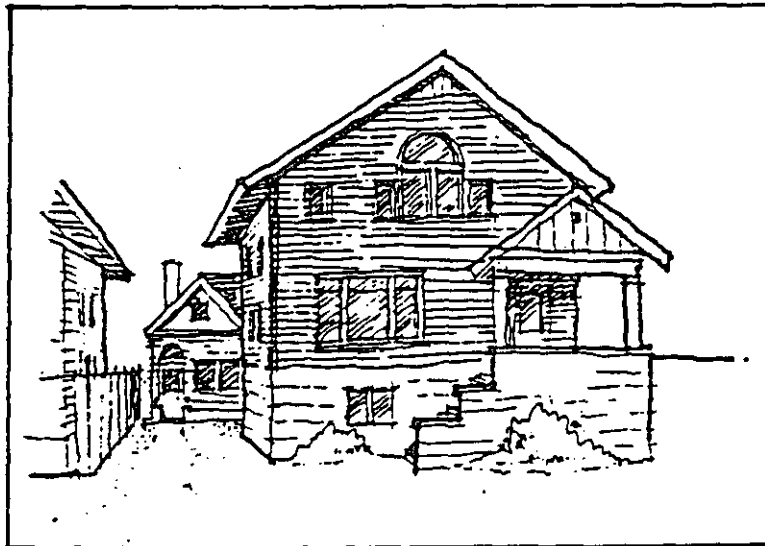
Discussion

Infill development can have adverse effects upon neighboring properties if the location and nature of existing development on adjacent lots is not taken into account. Window location, driveway screening, and siting of new buildings are important design issues when trying to protect the privacy of the users of both outdoor and indoor space on adjacent lots.

Principles

Infill development should be designed to minimize the disruption of privacy for indoor and outdoor activities on adjacent properties.

Rear lot driveways should be screened with a fence or landscaping unless the driveway is shared by the affected development.

**ACCESSORY STRUCTURES****Issue**

The design and location of accessory structures can impact the character of the site and the neighborhood.

Discussion

Accessory structures can be designed in a way that will be in character with the primary residential structure on the site. The size and location of an accessory structure such as an accessory dwelling unit, detached garage or storage shed, and the location of the entrance to an accessory dwelling unit, all determine the extent the structure will impact the

neighborhood. An accessory dwelling unit in a single family zone should be designed to maintain the single family look of the primary house on the lot.

Principles

The size and design of accessory structures should make them unobtrusive and consistent with the character of the primary structure and the neighborhood.

III. PARKING LOCATION AND DESIGN

INTRODUCTION

Parking is an important part of a residential development. Parking lot location, entrances and circulation, pedestrian safety, landscaping, and parking garage design are all considerations when developing a residential project. Improperly located and poorly designed parking areas can overwhelm the positive aspects of a residential project and make it a detriment to the neighborhood where it is located.

PARKING LOCATIONS, ENTRANCES AND LANDSCAPING

Issue

Parking lots can have negative impacts on the visual character and pedestrian orientation of residential developments.

Discussion

Parking lots are typically unsightly and require vast quantities of space, but the adverse impacts of parking lots can be mitigated through sensitive design. It is best to locate lots to the back or side of buildings. Large parking lots can be broken up into smaller lots to serve residents more conveniently and allow for natural surveillance. When this is not possible, landscaping can be used to break up and screen the parking areas as long as clear lines of sight are maintained to increase safety.

Parking lot entrances disrupt pedestrian movement and through-traffic on the adjoining street. Potential conflict is reduced and land is used more efficiently if parking lots are accessed by a limited number of entrances.

Perimeter landscaping that forms a screen can separate parking lots from adjacent uses or the public rights-of-way. Trees along the edges of and within parking lots can effectively soften an otherwise barren space.

Interior plantings can be consolidated to provide islands of greenery or be planted at regular intervals. Use of drought-tolerant plants can improve the likelihood that the landscaping will survive and remain attractive.

Principles

Locate parking areas to the side, to the rear, or within structures whenever possible. Multiple, scattered, small parking areas that are away from the street are also desirable. When large paved areas are necessary, existing vegetation, topography, or new landscaping should be used to break them up internally and screen them from adjacent properties.

Locate parking areas to allow natural surveillance by maintaining clear lines of sight for those who park there and for occupants of nearby buildings within the development.

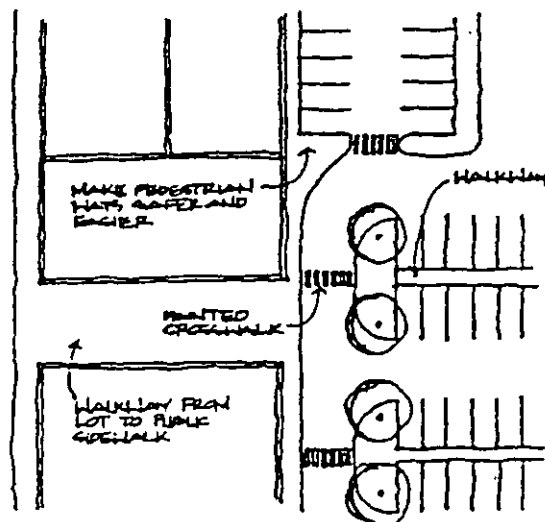
Minimize the number of driveways and encourage combined parking lot entrances.

Integrate parking lots into the surrounding community and the site by creatively using landscaping to reduce their visual impact. Require less landscaping if existing vegetation is preserved or if the lot is hidden from view.

PEDESTRIAN CIRCULATION WITHIN PARKING AREAS

Issue

Safe circulation patterns within parking areas are necessary for pedestrians.



Discussion

Good pedestrian circulation is a critical element of parking lot design. All parking lots need a clear path from the sidewalk to the building entrance. Large lots also require circulation routes from stalls to building entrances. A separate pedestrian area in front of

the main building entrance provides a safe stopping point before entering the building. Where appropriate, pedestrian access to adjacent properties can also be made available.

Principle

Parking lot design should provide clear and well organized routes for pedestrians.



GARAGES AND CARPORTS

Issue

Garages and carports are often unsightly and do not blend with residential development.

Discussion

Single family garages and carports often dominate the streetscape and detract from the pedestrian orientation of the neighborhood. This can also be true of poorly designed parking garages and carports for multifamily developments.

If alleys are used for access, street character is improved by eliminating driveways and street facing garages. The neighborhood becomes more comfortable for pedestrians when sidewalks are uninterrupted by driveways and front yards are free of driveways, garages and parked cars.

Architectural elements and landscaping can help screen carports and the bulk of multifamily parking garages. They can also help provide the appearance of a solid base if an open air garage is on the first floor of the building. If garage entrances are minimized, they will not dominate the street frontage of a building.

Principles

Attached garages should not dominate the building front.

The roof forms and materials used for carports should match the residential structures that they are associated with.

Garages should derive access from alleys, where possible.

Architectural elements and landscaping should be used to break up the bulk of parking garages; visually connect multifamily parking garages to the ground; and to screen multifamily carports.

IV. SCALE

INTRODUCTION

The scale of a building is the perceived size of that building relative to a person or the building's surroundings. The term "human scale" is used to indicate a building's perceived size relative to a person, and the term "architectural scale" refers to the size of the building relative to the buildings or elements around it.

Although the actual size of a building makes a difference, the building's perceived size is also important. There are a variety of design techniques that can be used to give a building a human scale, meaning that the size of the building will be perceived as being of a proportion to which individuals can relate.

When the buildings in a neighborhood are all about the same size and proportion they are said to be in scale with the neighborhood (i.e. architectural scale). Larger buildings can more effectively fit with smaller ones if their form is composed of smaller elements which relate to the surrounding buildings.

The following principles illustrate design techniques to help new development blend into existing neighborhoods. For a more detailed description of building scale see Appendix G: Design Principles: Pedestrian-Oriented Business Districts.

SIZE RELATIONSHIP OF HOUSE TO LOT

Issue

Large houses on small lots look out of proportion.

Discussion

Kirkland has an established pattern of house size to lot size. When large residences cover more lot area than is normally seen in this established pattern, they appear incompatible with their neighbors and disrupt the streetscape. In some situations, this can be mitigated by preserving adjacent open space.

Principle

The size of new residences should maintain a reasonable proportion of building to lot size that fits the established pattern of development in Kirkland.

BUILDING MODULATION

Issue

Building modulation can be used to improve human and architectural scale..

Discussion

Vertical building modulation is the vertical division of a building facade through architectural features, terracing, or differing rooflines. By altering an elevation vertically, a larger building will appear to be more of an aggregation of smaller buildings.

Horizontal building modulation is the horizontal division of a building facade through the use of methods such as setbacks, balconies, eaves, and banding of contrasting materials. Elevations that are modulated appear less massive than those with sheer, flat surfaces.

Facade modulation and pitched roof help reduce the apparent bulk of this building.

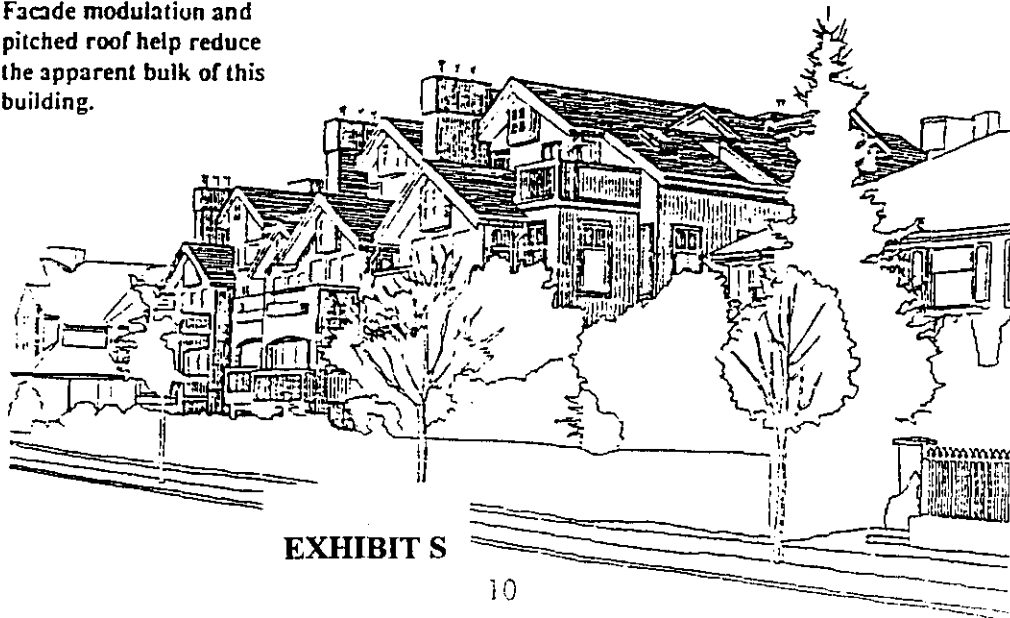


EXHIBIT S

Principle

Building modulation should be used to reduce the perceived mass and height of buildings.

ROOF FORMS

Issue

Sloped roofs and flat roofs with parapets or cornice treatments are on many of Kirkland's historic homes and are representative of the City's residential character.

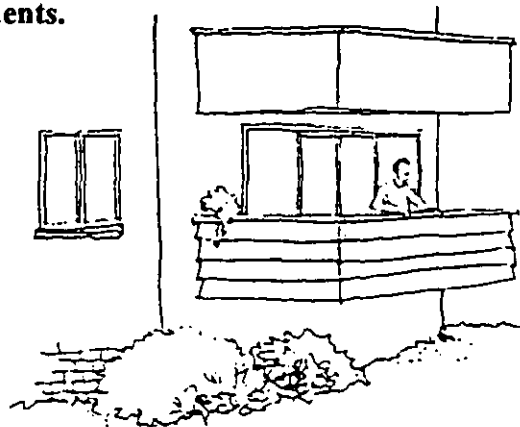
Discussion

Rooflines are a critical element in the image of a structure since they create the visual edge or top of the building. The type of roof style used can affect the buildings individuality, interest, and human scale. Sloped roofs can be a desirable element since they convey a residential image and represent historic Kirkland residences to many people. Flat roofs, with detailing such as cornice or parapet treatments, can also add interest and vertical articulation.

These roof forms can help newer buildings to fit in to existing Kirkland neighborhoods.

Principle

Moderate to steeply pitched roofs should be encouraged. When flat roofs are used, they should include parapets or cornice treatments.



ARCHITECTURAL ELEMENTS

Issue

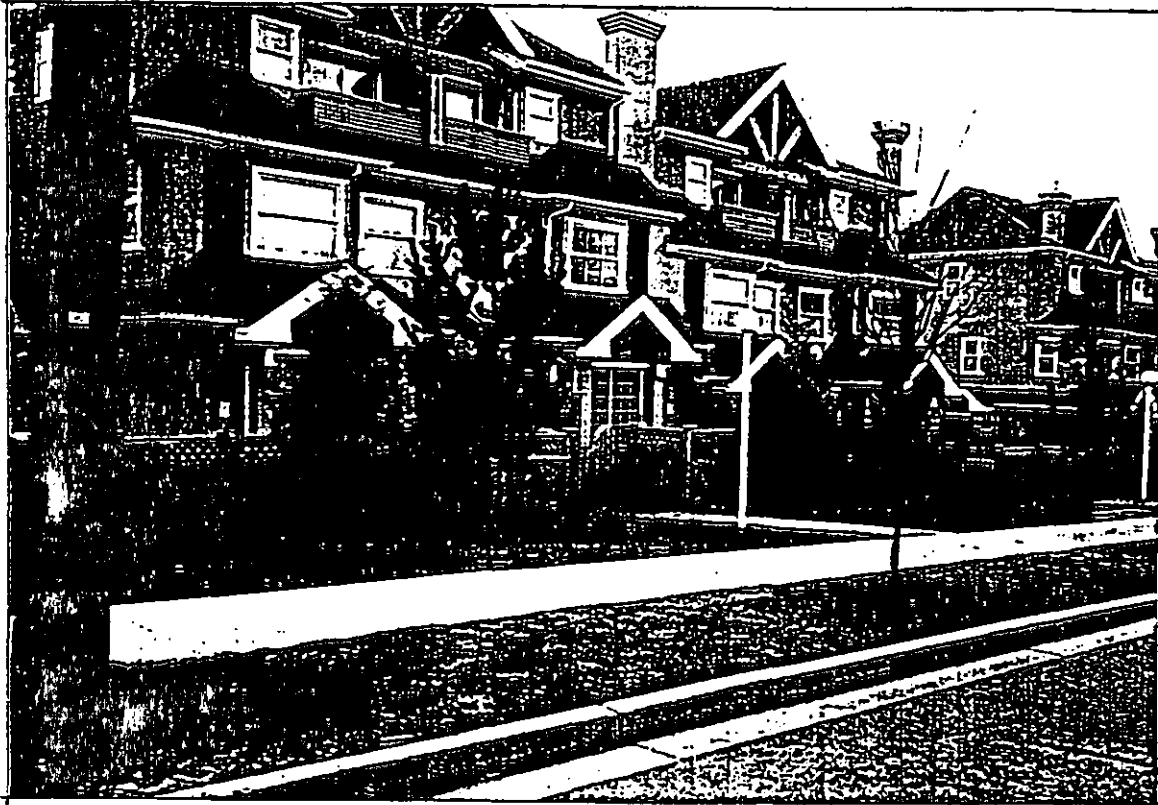
Architectural elements such as balconies and bay windows can help an individual relate to a building by giving it a human scale.

Discussion

Elements in a building facade can create a distinct character, for example, bay windows suggest housing. These special elements can be used to give a building a human scale and enhance its surroundings. Requirements for specific architectural features may be overly

regulatory, but some features that can be reasonably incorporated into residential buildings include balconies, bay windows, roof decks, trellises, cornices and prominent chimneys.

Upper-story architectural elements such as balconies, roof decks, and bay windows also improve the relationship between the upper-story living areas and the street or open space below. This relationship provides a people oriented quality and adds additional security at night.



Principle

The use of architectural building elements such as balconies, roof decks, bay windows, trellises, cornices and prominent chimneys should be encouraged.

WINDOW PATTERNS

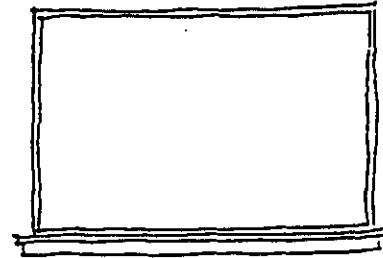
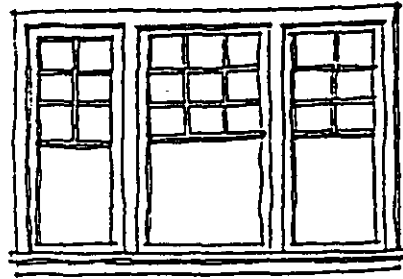
Issue

Large windows detract from the human scale of a building.

Discussion

The size, location, and number of windows creates interest and can help provide a human scale to large buildings. We look to windows for visual clues as to the size and function of the building. If window areas are divided into units that we can associate with small-

scale residences, then we will be better able to judge the building's size relative to our own bodies. Breaking window areas into units of about 35 square feet or less with each window unit separated by a visible mullion or other element at least 6 inches wide would accomplish this goal. Another successful approach is multiple-paned windows with visible mullions separating several smaller panes of glass.



Principle

three window grouping

large picture window

Large walls of windows should be discouraged and architectural detailing at window jambs, sills, and heads should be emphasized.

V. BUILDING MATERIAL, COLOR AND DETAIL

INTRODUCTION

From a distance, the most noticeable building qualities are the overall form and color of a building. Details, such as texture of materials, quality of finishes, and small decorative elements, become more apparent close-up. Kirkland features a variety of materials and colors, which provide a stimulating streetscape. The following design principles are intended to support this variety.



EXHIBIT S

BUILDING MATERIALS AND COLOR

Issue

Materials and color can add to or detract from a building's exterior appearance, the streetscape, and the community's identity.

Discussion

There are a variety of materials and colors used in Kirkland, which help to bolster a sense of place and community identity. The selection and use of these exterior colors and materials are key ingredients in determining how a building will look. Some materials such as stone, brick, stained or painted wood and tile can give a sense of permanence or provide texture and scale that will help a new building fit better in its surroundings. Other materials such as mirrored glass and cinderblocks can have negative impacts.

Principle

Construct building exteriors from high quality and durable materials that are attractive when viewed from a distance or up close. Materials that suggest permanence, or have texture and pattern, are encouraged.

Natural colors of brick, stone, and tile; and stained or painted wood are desirable.

The materials and colors chosen for new buildings should be compatible with those of existing neighboring buildings.

LIGHTING

Issue

Attractive lighting can be designed to provide security without producing glare on neighboring properties.

Discussion

All building entries and parking areas require lighting for security and to provide an inviting space. However, security lights on building facades or in outdoor areas can be overpowering to neighboring properties unless they are properly located or designed. Well-placed lights with light sources that are hidden by fixtures maintain sufficient lighting levels for security and safety purposes, but do not produce glare.

Principles

Lighting should be adequate to provide security for building entries, parking lots, pedestrian areas and walkways. Light sources should be hidden by fixtures and not produce glare on neighboring properties.

SCREENING OF DUMPSTERS, UTILITIES AND MECHANICAL EQUIPMENT

Issue

Service elements can be screened or located so that they are not visible from the street and adjacent properties.

Discussion

Unsightly service elements, such as dumpsters, utility meters and rooftop mechanical equipment can detract from the appearance of residential projects and create hazards for pedestrians, bicyclists and automobiles.

These service elements are best located away from the street front and adjacent properties when possible. When such elements cannot be located away from the street front, they can be situated away from pedestrian paths and screened from view.

Principle

Locate service elements for multifamily residential development so that they are not visible from the street, pedestrian paths, or adjacent properties when possible, or screen them from view.

VI. LANDSCAPE DESIGN AND SITE ELEMENTS

INTRODUCTION

An important aspect of any building is its physical setting. The natural features of a place are key to residents' and visitors' perception. This section lays out principles that serve to merge the design of structures and places with the natural environment. It discusses the concepts behind new landscaping as well as the maintenance and protection of existing natural features.

EXHIBIT S



VISUAL QUALITY OF LANDSCAPES

Issue

There is an important relationship between landscaping, site design and architecture.

Discussion

A well designed site has a strong relationship between natural vegetation, new landscaping and architecture. The plant materials add to a building's richness, while the building points to the architectural qualities of the landscaping. Foliage can soften the hard edges and improve the visual quality of the built environment. It can also be used to screen elements on- or off-site that are not visual assets. Drought-tolerant plants can be used to ensure a natural, long lasting and low maintenance landscape design.

Principles

The placement and amount of landscaping for new and existing developments should compliment the architecture on the site. Large, mature plantings should be used to mitigate the scale of large structures.

When possible, significant natural vegetation should be preserved and incorporated into the site design, and drought-tolerant plants should be used when new landscaping is required.

OPEN SPACE

Issue

Residential projects can be designed to maximize open space.

Discussion

Well organized outdoor spaces are created by the grouping and orientation of buildings and building elements. These outdoor spaces can provide buffering, preservation of natural areas, and active and passive recreation space. They can also provide for important hydrologic functions, and preserve or enhance views.



Principles

Site residential projects to maximize opportunities for creating usable, attractive, well integrated open space.

Site recreational areas to allow for natural observation by the residents of the development.

RETAINING WALLS

Issue

Retaining walls can have a negative impact on adjacent properties.

Discussion

Retaining walls are often necessary when developing a residential site.

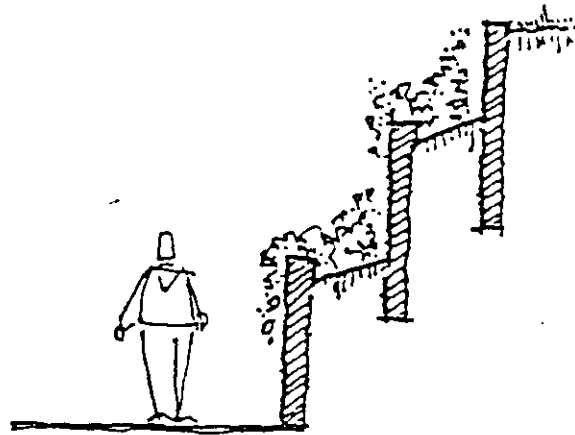
The following are examples of techniques that can help reduce the impact of retaining walls on adjacent properties:

EXHIBIT S

- Terracing and landscaping the retaining wall.
- Substituting a stone wall, rockery, modular masonry or other special material in place of a concrete retaining wall.
- Locating hanging plant materials above and climbing plant material below the retaining wall.
- Installing trellises for vines.
- Putting a landscaped planting bed that screens at least half of the wall.

Principles

Avoid retaining walls that extend higher than eye level (about 5') when possible. Where high retaining walls are unavoidable, terrace the wall so that no single run is higher than eye level, and design them to reduce the impact on pedestrians and neighboring properties.



PUBLICATION SUMMARY
OF ORDINANCE NO. 3606

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

SECTION 1. Amends the following specific portions of
the text and graphics of the Comprehensive Plan as follows:

- A. Amends specified text of the Table of Contents, List of Figures, and List of Tables
- B. Amends specified text of the Framework Goals.
- C. Repeals existing Community Character Element and adopts a new one.
- D. Repeals existing Figure LU-1 the Comprehensive Plan Land Use Map and adopts a new one, and amends specified text in Land Use Element.
- E. Repeals existing Economic Development Element and adopts a new one.
- F. Repeals existing Figure T-4 Transit Service and adopts a new one. Amends specified text in the Transportation element. Adds a new Section IX.D Transportation Facility Plan to the Transportation Element.
- G. Amends specified text of the Utilities Element.
- H. Repeals Tables CF-10, CF-11, CF-12, and CF-13 and replaces them with CF-10, CF-11A, CF-11B, and CF-12. Amends specified text of the Capital Facilities Element.
- I. Amends specified text to the Implementation Strategies Element and Table IS-1 Implementation Tasks.
- J. Amends specified text in the Bridle Trails Neighborhood Plan.
- K. Amends specified text in the Central Neighborhood Plan.
- L. Repeals Figure E-1 and replaces it with a new one. Amends specified text in the Everest Neighborhood Plan.
- M. Repeals Figure NRH-4 and replaces it with a new one. Amends specified text in the North Rose Hill Neighborhood Plan.
- N. Repeals Figure SRH-3 South Rose Hill Land Use and replaces it with a new one. Amends specified text in the South Rose Hill Neighborhood Plan.
- O. Repeals Figure B-12 Fire Protection Services and replaces it with a new one.

- P. Repeals existing Appendix C Transportation List and Maps and replaces it with a new Appendix C Historic Resources and Community Landmarks.
- Q. Repeals Appendix F Glossary and replaces it with a new one.
- R. Amends specified text in Appendix G Design Principles: Pedestrian Oriented Business Districts.
- S. Creates new Appendix I Design Principles: Residential Development.

SECTION 2. Provides a severability clause for the ordinance.

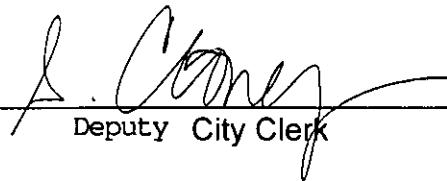
SECTION 3. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 4. 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.

SECTION 5. Provides that the City Clerk shall forward a certified copy of this ordinance to the King County Department of Assessment.

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 18th day of December, 1997.

I certify that the foregoing is a summary of Ordinance 3606 approved by the Kirkland City Council for summary publication.



Deputy City Clerk