

ORDINANCE NO. 3671

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 those certain reports and recommendations of the Planning Commission dated, May 21, 1998, and November 9, 1998, and recommendation of the Hearing Examiner dated February 28, 1998, and bearing Kirkland Department of Planning and Community Development File Nos. IV-97-97, IV-97-86, and III-IV-95-30, respectively; and

WHEREAS, prior to making the recommendation, the Hearing Examiner, following notice thereof as required by RCW 35A.63.070, held on December 16, 1997 and February 12, 1998 (File III-IV-95-30), public hearings on the amendment proposal and considered the comments received at the hearings; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on April 9, 1998 (File IV-97-97); April 23, 1998, and October 8, 1998 (File IV-97-86), public hearings on the amendment proposals and considered the comments received at the hearings; and

WHEREAS, the City Council passed Resolution No. 4144 on August 11, 1998, expressing the intent to adopt text as set forth in File IV-97-97 for the Utility Element of the Comprehensive Plan; and passed Resolution No. 4128 on May 19, 1998, expressing the intent to adopt map amendments as set forth in File III-IV-95-30 for Northwest College parcels; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendation a SEPA Adoption of and Addendum to Existing Environmental Documents and Determination of Nonsignificance (DNS) issued by the responsible official pursuant to WAC 197-11-00(4); and

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

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, are amended to read as follows:

A. Element VI. Land Use:

- Figure LU-1 – Comprehensive Plan Land Use Map: The pre-existing Figure LU-1 is repealed. There is adopted a new Figure LU-1 Comprehensive Plan Land Use Map as shown in Exhibit A-1 attached to this ordinance and by this reference incorporated herein. Changes include redesignation of state-owned land (located east of the Burlington Northern Railroad at NE 85th Street), to Industrial, Office, and Medium Density Residential; redesignation of 10 City-owned sites from Residential to Park/Open Space; redesignation of two parcels associated with the Northwest College from Low Density Residential to Institutions; redesignation of 6401 132nd Avenue NE from Low Density Residential to Medium Density Residential; redesignation of 134 Cedar Street, 1120, 1204, 1212 and 1140 Kirkland Avenue from Low Density Residential to Medium Density Residential; and redesignation of 1866 Slater Avenue NE from High Density Residential to Office/Multi-Family.
- Section VI.A: Text amendment to Introduction as shown in Exhibit A-2 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 A-3 attached to this ordinance and by this reference incorporated herein.

B. Element IX. Transportation:

- Section IX.C: Text amendment to Transportation Goals and Policies as shown in Exhibit B attached to this ordinance and by this reference incorporated herein.

C. Element XI. Utilities:

- Section XI.C: The pre-existing Policy U-1.6 is repealed. There is adopted a new Policy U-1.6 text amendment to Utilities Goals and Policies as shown in Exhibit C attached to this ordinance and by this reference incorporated herein.

D. Public Services Element:

- Section XII.A: Text amendment to the Introduction as shown in Exhibit D attached to this ordinance and by reference incorporated herein.

E. Element XIII. Capital Facilities:

- Section XIII.B: Text amendment to Capital Facilities Goals and Policies as shown in Exhibit E-1 attached to this ordinance and by this reference incorporated herein.
- Tables CF-10 CFP, CF-11-A CFP, CF-11B CFP, CF-12 CFP, CF-13 CFP: The pre-existing Tables CF-10 CFP: Transportation Projects; CF-11A CFP: Utility Projects; CF-11B CFP: Stormwater 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; CF 12 CFP: Parks Projects; and CF-13 CFP: Fire and Building Department Projects are hereby adopted as shown in Exhibits E-2 through E-6 attached to this ordinance and by this reference incorporated herein.

F. Element XIV. Implementation Strategies:

- Table IS-1: Text amendments to Table IS-1: Implementation Tasks as shown in Exhibit F attached to this ordinance and by this reference incorporated herein.

G. Section XV.B.2: Central Houghton Neighborhood Plan: The pre-existing Figure CH-1 Central Houghton Land Use is repealed. There is adopted CH-1 Central Houghton Land Use as shown in Exhibit G attached to this ordinance and by this reference incorporated herein.

H. Section XV.C.2: Bridle Trails Neighborhood Plan: The pre-existing Figure BT-1 Bridle Trails Land Use is repealed. There is adopted BT-1 Bridle Trails Land Use as shown in Exhibit H attached to this ordinance and by this reference incorporated herein.

I. Section XV.E: Everest Neighborhood Plan:

- Figure E-1: The pre-existing Figure E-1 Everest Land Use is repealed. There is adopted Figure E-1 Everest Land Use as shown in Exhibit I-1 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 I-2 attached to this ordinance and by this reference incorporated herein.

J. Section XV.F: North Rose Hill Neighborhood Plan:

- Figure NRH-4: The pre-existing Figure NRH-4 North Rose Hill Land Use is repealed. There is adopted Figure NRH-4 North Rose Hill Land Use as shown in

Exhibit J-1 attached to this ordinance and by this reference incorporated herein.

- Section XV.F.4: Text amendment to North Rose Hill Neighborhood Living Environment as shown in Exhibit J-2 attached to this ordinance and by this reference incorporated herein.
- Section XV.F.5: Text amendment to North Rose Hill Neighborhood Economic Activities as shown in Exhibit J-3 attached to this ordinance and by this reference incorporated herein.
- Section XV.F.6: Text amendment to PLA17 as shown in Exhibit J-4 attached to this ordinance and by this reference incorporated herein.

K. Appendix B – Community Profile:

- Table B-2: Text amendment to Appendix Table B-2 Comparison of Land Use Targets and Available Capacity as shown in Exhibit K-1 attached to this ordinance and by this reference incorporated herein.
- Appendix B: Text amendments to Appendix B Land Use and Development Pattern as shown in Exhibit K-1 attached to this ordinance and by this reference incorporated herein.
- Appendix Figure B-8: The pre-existing Appendix Figure B-8 Northshore Water System is repealed. A new Appendix Figure B-8 Northshore Water System is adopted as shown in Exhibit K-2 attached to this ordinance and by this reference incorporated herein.
- Appendix Figure B-9: The pre-existing Appendix Figure B-9 Northshore Sewer System is hereby repealed. A new Appendix Figure B-9 Northshore Sewer System is adopted as shown in Exhibit K-3 attached to this ordinance and by this reference incorporated herein.
- Appendix Figure B-13: Text amendment to Figure B-13 School District Facilities as shown in Exhibit K-4 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.

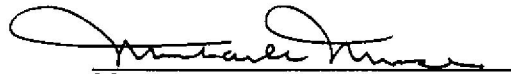
Section 3. To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, it shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the community council to disapprove this ordinance within 60 days of its passage.

Section 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.

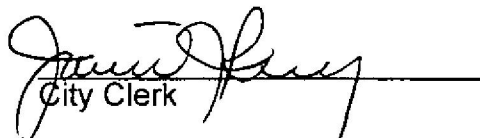
Section 5. A complete copy of this ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in regular, open meeting this 8th day of December, 1998.


SIGNED IN AUTHENTICATION thereof this 8th day of December, 1998.

  
\_\_\_\_\_  
Mayor

Attest:

  
\_\_\_\_\_  
City Clerk

Approved as to Form:

  
\_\_\_\_\_  
City Attorney

# CITY OF KIRKLAND COMPREHENSIVE LAND USE PLAN MAP

O-3671

Department of Planning and Community Development

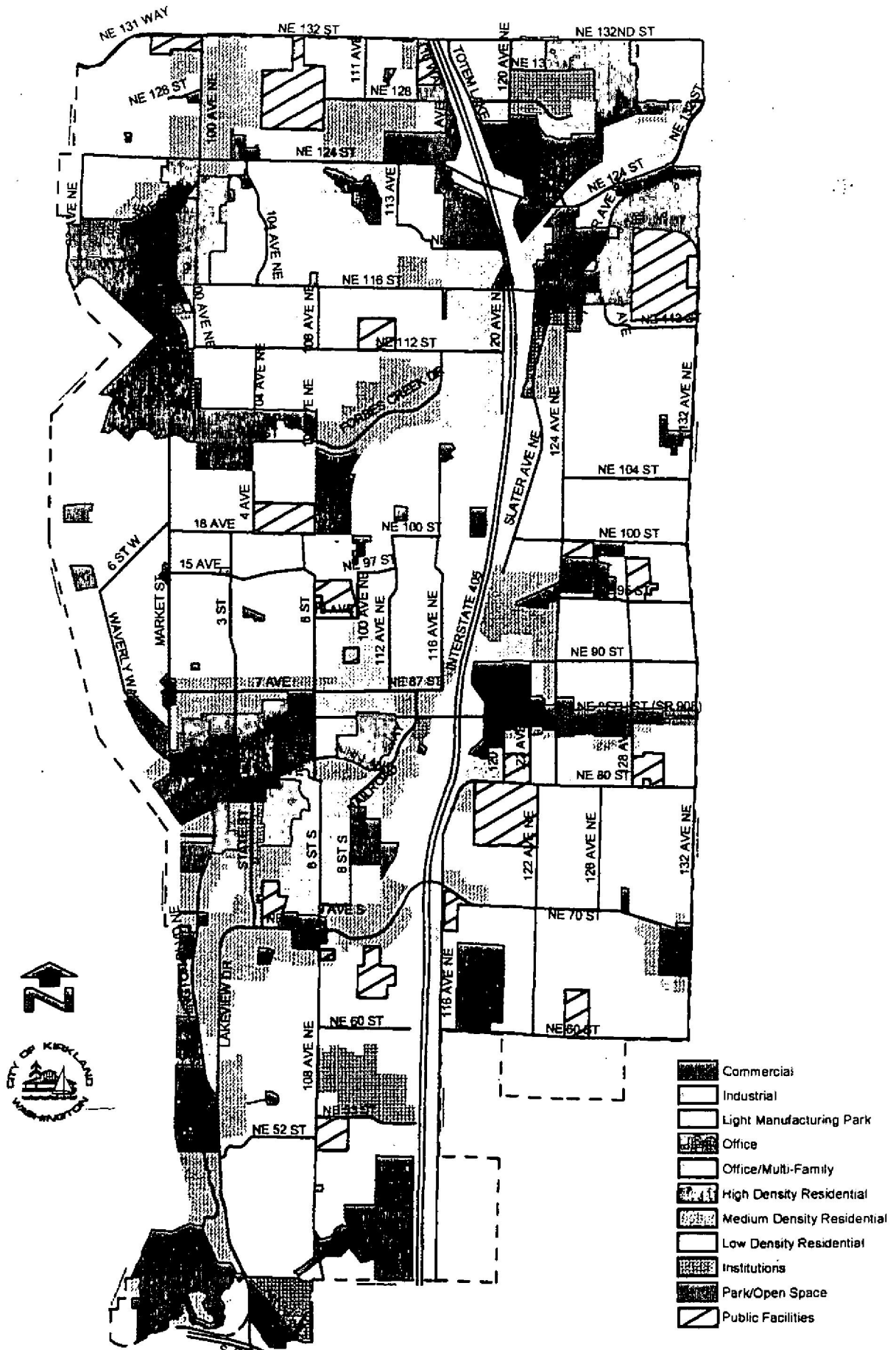


EXHIBIT A

Growth management concerns identified in this element, such as preservation of community character, relationship to the natural environment, and adequate public services are amplified in the Community Character, Natural Environment, Parks and Recreation, Capital Facilities, Utilities, and Public Services Elements.

Finally, the Land Use Element's discussion of commercial development areas is strongly tied to the Economic Development Element. Kirkland's goal "to <sup>strengthen the unique role and economic</sup> ~~promote a strong local economy and vital~~ <sup>welfare</sup> ~~of each of Kirkland's business, commercial and industrial~~ districts" (Economic Development Goal 1) is echoed in the Land Use Element.

ED-3

## B. THE LAND USE CONCEPT

The fundamental goal of the Land Use Element is to maintain the community's character and quality of life, while accommodating growth and minimizing traffic congestion and service delivery costs. To accomplish this, the Element:

- ◆ Identifies the values which must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well-designed, and responsive both to the natural and physical environment.
- ◆ Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial development areas - called "centers" or "villages" in other communities - allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial districts. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community.
- ◆ Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing, and generally limit new development in single-family areas to detached housing. Higher-density residential areas

continue to be located near commercial centers and transportation hubs.

- ◆ Supports a range of employment opportunities in the City and sets out standards for vibrant commercial areas. Opportunities for new growth are provided in the core of the Activity Area at Totem Lake. Downtown Kirkland continues to be a major Activity Area. Other existing commercial districts in the City are maintained and strengthened. While not encouraging heavy industry, goals and policies work to preserve opportunities for higher-paying primary jobs to locate in the City.
- ◆ Encourages preservation of an open space network, including environmentally sensitive areas, recreational facilities, and the shoreline; and
- ◆ Acknowledges the City's regional role in working with other jurisdictions and the County to site regional facilities.

## C. LAND USE MAP AND DEFINITIONS

While the Land Use Element goals and policies set forth general standards for locating land uses, the Comprehensive Plan Land Use Map (Figure LU-1) indicates, geographically, where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. In most cases, each land use category shown on the Comprehensive Plan Land Use Map can be reflected by a variety of zoning districts. For example, commercial land uses may be implemented by Commercial Business (BC), Freeway Commercial (FC), Neighborhood Business (BN), or other zoning categories allowing such uses. Low-density residential may be implemented by any zone from RS-7.2 (single-family with a minimum lot size of 7200 square feet) to RS-35 (single-family with a minimum lot size of 35,000 square feet).



## VI. LAND USE

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.

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.

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, and high technology.

*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.





*Policy T-7.3. Emphasize transportation investments in high-occupancy vehicle, transit, and nonmotorized improvements that provide alternatives to single-occupant vehicles.*

In order to meet goals for creating a multimodal transportation system, investments must be made in the effective modes which have historically been overlooked.

**COORDINATION**

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

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

*Goal T-8. Actively work to identify, review, and resolve interjurisdictional transportation concerns in or affecting the Kirkland Planning Area.*

*Policy T-8.1. Participate in the Eastside Transportation Program (ETP) Partnership.*

The ETP is an organization of elected officials and staff representing Eastside and nearby jurisdictions. The City of Kirkland is represented on the ETP and actively participates in its activities. ETP has an adopted plan which sets forth its goals and lists projects. The ETP Plan has been endorsed by the Kirkland City Council and is a source of some of the projects in the Kirkland Comprehensive Plan. ETP is a key component of Kirkland's efforts toward interjurisdictional coordination.

*Policy T-8.2. Participate in the planning, design, funding, and development of a regional high-capacity transit system as a travel option for regional passenger travel.*

A regional system will greatly influence Kirkland's pattern of development, character, and mobility. For this reason it is important for the City to be actively involved in the decisions which will shape the system. We need to ensure that it will be developed in a way that is consistent with our land use and transportation plans.

*Policy T-8.3. Coordinate transportation plans with the transportation and land use plans of neighboring jurisdictions and special districts, as appropriate, to identify opportunities to maximize benefits while minimizing financial expense.*

Kirkland is already actively coordinating with Bellevue and Redmond through the use of a shared computerized transportation model. ETP is another forum which is useful for coordinating plans. Beyond current activities, however, this policy is directing the City to look for new opportunities for coordination. An example may be working with the school district to use school buses when they are not in use for local transit needs.

*Policy T-8.4. Pursue interlocal agreements which will require development within neighboring jurisdictions to mitigate significant impacts on Kirkland's transportation system, and require development within Kirkland to mitigate significant impacts on the transportation systems of neighboring jurisdictions.*

Traffic, and its impacts, is not affected by city limits. Development close to city boundaries will generate traffic which may impact intersections or streets in adjoining cities. Interlocal agreements are legally binding documents spelling out how two adjoining cities will handle mitigation of impacts in these cases.

Called the Mobility Action Priorities (MAP)

The Kirkland MAP projects are already identified in the Transportation Facility Plan.



**COMPREHENSIVE PLAN AMENDMENT****Policy U-1.6**

**Minimize impacts of personal wireless services, telecommunication facilities and towers on adjacent land uses through careful siting and design. Facilitate the approval of facilities that meet certain standards relating to location and configuration.**

In order to minimize potential impacts, personal wireless services facilities should be located to the extent possible in non-residential areas. They should be encouraged to be located in areas where the impact of the facilities will be minimal on residential areas such as in industrial or some commercial areas. In general, there should be a preference for more, smaller facilities located on existing structures, such as buildings or electrical transmission towers, or for co-locating on existing towers. When new facilities are required, carriers should be required to use techniques to disguise or camouflage the facilities, and associated equipment shelters, so that they fit in with the surroundings.

In recognition of the important role telecommunications plays in facilitating business and personal communication, the City should enable carriers to quickly and efficiently site and configure facilities in ways that meet our standards. One of the best ways is to provide faster permit review for the locations and types of facilities the City wants to encourage.

Also recognizing changing technology and flux in the industry, the City should ensure that abandoned facilities are removed promptly. The burden of removing the facilities should fall to the property owner or operator of the facility and not the City.

Wireless/complan2

## A. INTRODUCTION

### PROBLEM STATEMENT

Kirkland's level of public services has generally been adequate. Deficiencies that have occurred in the past have been due to growth, both in population and business activity and as the result of annexations. These deficiencies can be avoided by incorporating planning for specific services more completely into the general planning process.

Historically, individual service providers have prepared master plans based on assumptions of growth from a variety of sources. The intent of the Public Services Element is to serve as an umbrella for these individual master plans and help establish a consistent set of growth assumptions based on the Land Use and Housing Elements of the Comprehensive Plan.

Each provider will still face unique challenges in meeting the expected demands. For fire and police services, the primary challenge is in maintaining an appropriate level of service as growth occurs and the demand for services outpaces that growth. For the School District, a major challenge is in finding ways to be flexible and responsive to fluctuating demand for services. The County must find solutions to capacity problems with existing and new transfer stations.

As an urban area, Kirkland has an established infrastructure for the efficient provision of public services. The policies of the Public Services Element anticipate no changes in appropriate service providers and no new districts.

### EXISTING CONDITIONS

The City currently provides the following public services which are addressed in this element:

**Fire Protection and Emergency Medical Services** - emergency fire and medical services and

participation in regional specialized response for hazardous materials.

**Police Protection** - traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; conflict resolution; detective investigations; crime prevention; Drug Abuse Resistance Education (DARE); record-keeping; jail services; internal and external training; and a 911 dispatch center that serves as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with Redmond and Bellevue.

The following non-City-managed public services are also addressed in the element:

**Lake Washington School District No. 414** - six elementary schools, two junior high schools, two senior high schools, and three special schools. ~~In addition, the LWSD administration building is located in Kirkland.~~

**King County Solid Waste Division** - operates the Houghton Transfer Station in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills Regional Landfill. Also responsible for monitoring and maintenance of the inactive Houghton Landfill north of the transfer station. The Houghton Transfer Station also provides a recycling center available to the public.

**King County Library System** - library services to Kirkland with a 15,000-square-foot resource library.

### RELATIONSHIP TO OTHER ELEMENTS

The Public Services Element supports the Land Use Element by establishing policies to ensure that public services are adequate to support anticipated growth. In addition, this element establishes policies for the coordination of funding, concurrency, and level of service requirements set forth in the Capital Facilities Element.



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

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

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

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

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

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

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

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

Impact fees can only be imposed for system improvements which:

- (a) Reasonably relate to the new development,
- (b) Do not exceed a proportionate share of the costs related to the new development,
- (c) 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 2016. 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. 2012

**Policy CF-5.4: Consider establishing 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

**Table CF - 10**  
**Capital Facilities Plan: Transportation Projects**

1998-2001 CAPITAL FACILITIES PLAN (REVISED 8/11/98)

**SOURCES OF FUNDS**

Revenue Type	Revenue Source	1998	1999	2000	2001	2002	2003	Six-Year Total
Local	Gas Tax	185,000	185,000	185,000	185,000	165,000	165,000	990,000
Local	Vehicle License Fee	70,000	8,000	325,000	325,000	325,000	325,000	1,378,000
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	1,400,000	800,000	800,000	600,000	800,000	4,600,000
Local	Impact Fees							0
Local	Carryover	2,348,100						2,348,100
External	ISTEA	838,000						838,000
External	UATA	124,000	1,294,000	1,370,400				2,788,400
External	TIA							0
External	PPP							0
External	Other Agencies	2,887,000	253,000					3,220,000
<b>Total Sources</b>		<b>8,112,100</b>	<b>3,918,000</b>	<b>3,260,400</b>	<b>1,890,000</b>	<b>1,890,000</b>	<b>1,890,000</b>	<b>20,960,500</b>

**USES OF FUNDS**

**Funded Projects**

Project Number	Project Title	1998	1999	2000	2001	2002	2003	Six-Year Total
ST 0006	Annual Street Overlay Program	1,825,000	850,000	850,000	850,000	850,000	850,000	5,875,000
ST 0030	Juanita Dr. Road Improvements	155,000	1,525,000					1,680,000
ST 0031	Slater Ave NE		500,000	1,713,000				2,213,000
ST 0053	NE 68th St. Corridor Improvement	550,000						550,000
NM 0009	116th 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	425,000	1,460,000					1,885,000
NM 0010	NE 100th St. Sidewalk	218,000						218,000
NM 0012	Various locations, Crosswalk Upgrades	211,500	51,000			51,000		313,500
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 0028	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.	450,000						450,000
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.	231,000						231,000
TR 0060	NE 85th St./128th Ave. NE Traffic Signal					254,000		254,000
<b>Total Funded Transportation Projects</b>		<b>8,485,500</b>	<b>5,254,000</b>	<b>6,015,000</b>	<b>977,000</b>	<b>2,135,000</b>	<b>1,648,000</b>	<b>22,494,500</b>
<b>SURPLUS/(DEFICIT) of Resources</b>		<b>1,646,600</b>	<b>-1,336,000</b>	<b>-2,754,600</b>	<b>913,000</b>	<b>243,000</b>	<b>242,000</b>	<b>-1,534,000</b>

**EXHIBIT E-2**

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

1998-2001 CAPITAL FACILITIES PLAN (REVISED 8/11/98)

**SOURCES OF FUNDS**

Category Type	Revenue Source	1998	1999	2000	2001	2002	2003	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	1,852,500	1,852,500	1,852,500	1,852,500	1,852,500	1,852,500	11,115,000
Local	Connection Charges	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Local	Reserves	50,000	450,000					500,000
External	Other Agencies				63,000			63,000
<b>Total Sources</b>		<b>2,402,500</b>	<b>2,802,500</b>	<b>2,352,500</b>	<b>2,415,500</b>	<b>2,352,500</b>	<b>2,352,500</b>	<b>14,678,000</b>

**USES OF FUNDS**

**Funded Projects**

Project Number	Project Title	1998	1999	2000	2001	2002	2003	Six-Year Total
SS 0021	NE 90th Street Lift Station Elimination						650,000	650,000
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	100,000	228,000					328,000
SS 0048	Sewer Line Replacement-7th St W					708,000		708,000
SS 0049	Sewer Line Replacement-Lk Ave W. (South)		619,000					619,000
SS 0050	Sewer Line Replacement-NE 80th Street				836,000			836,000
SS 0051	Sewer Line Replacement-6th St. S				251,000			251,000
SS 0053	Lift Station Replacement-Waverly Beach Park			285,000				285,000
SS 0054	Telemetry Upgrades			50,000				50,000
SS 0055	Inflow & Infiltration Reduction Program			500,000			1,500,000	2,000,000
SS 0058	Emergency Sewer Construction Program	50,000	450,000					500,000
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 0057	Watermain Replacement - 116th Ave NE			388,000	785,000			1,085,000
WA 0058	Watermain Repl - NE 75th St/130th Ave NE						502,000	502,000
WA 0001	Watermain Replacement - Control Way			670,000				670,000
WA 0002	Pressure Station Repl - 650 Pressure Zone						863,000	863,000
WA 0084	South Reservoir Recasting		325,000					325,000
WA 0086	South Reservoir Inlet/Outlet Meter Additions				148,000			148,000
<b>Total Funded Utility Projects</b>		<b>1,106,000</b>	<b>2,464,000</b>	<b>2,814,000</b>	<b>2,868,000</b>	<b>1,985,000</b>	<b>3,937,000</b>	<b>15,174,000</b>
<b>SURPLUS/(DEFICIT) of Resources</b>		<b>1,296,500</b>	<b>338,500</b>	<b>-461,500</b>	<b>-452,500</b>	<b>367,500</b>	<b>-1,584,500</b>	<b>-496,000</b>

**EXHIBIT E-3**

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

O-3671

1998-2001 CAPITAL FACILITIES PLAN (REVISED 8/4/98)

**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	165,000	165,000	165,000	165,000	165,000	165,000	990,000
External	FEMA	70,000	6,000					76,000
<b>Total Sources</b>		<b>235,000</b>	<b>171,000</b>	<b>165,000</b>	<b>165,000</b>	<b>165,000</b>	<b>165,000</b>	<b>1,066,000</b>

**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	44,000	102,000					146,000
SD 0017	Culvert Replacemt-Juanita Creek/NE 124th St			97,000	97,000			194,000
SD 0018	Culvert Replacemt-Juanita Creek/NE 120th St	96,000	43,000					139,000
SD 0022	Flow Diversion-NE 63rd St				125,000	261,000	470,000	856,000
<b>Total Funded Stormwater Projects</b>		<b>140,000</b>	<b>145,000</b>	<b>97,000</b>	<b>222,000</b>	<b>261,000</b>	<b>470,000</b>	<b>1,335,000</b>

<b>SURPLUS/(DEFICIT) of Resources</b>	<b>95,000</b>	<b>26,000</b>	<b>68,000</b>	<b>-57,000</b>	<b>-96,000</b>	<b>-305,000</b>	<b>-269,000</b>
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**EXHIBIT E-4**

# XIII. CAPITAL FACILITIES

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

**1998-2003 CAPITAL FACILITIES PLAN**

**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
<b>Total Sources</b>		<b>1,083,800</b>	<b>613,500</b>	<b>613,500</b>	<b>613,500</b>	<b>613,500</b>	<b>613,500</b>	<b>4,151,300</b>

**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					465,000	100,000	565,000
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	440,000	440,000	340,000		334,000	1,854,000
PK 0070	Neighborhood Park Restrooms		60,000	60,000	60,000			180,000
PK 0073	Crestwoods Park Fields Renovation					245,000		245,000
PK 0076	Teen Center	50,000						50,000
PK 0079	B.E.S.T. School Site Park Development	383,800						383,800
PK 0081	Houghton Landfill Ballfield Access	50,000						50,000
PK 0082	Land Acquisition Opportunity Fund	100,000						100,000
<b>Total Funded Parks Projects</b>		<b>1,083,800</b>	<b>600,000</b>	<b>600,000</b>	<b>400,000</b>	<b>800,000</b>	<b>600,000</b>	<b>3,883,800</b>

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



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

**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	Current Revenue - Interest Income					186,480		186,480
External	Fire District #41					72,520		72,520
<i>Total Sources</i>						259,000		259,000

**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>
PS 0032	Training Tower-N Rose Hill Fire Station					259,000		259,000
<i>Total Funded Fire and Building Projects</i>						259,000		259,000

<i>SURPLUS (DEFICIT) of Resources</i>						-		-
---------------------------------------	--	--	--	--	--	---	--	---

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



EXHIBIT I City of Kirkland Comprehensive Plan

00350

Key -                      1998 Comp Plan Amendment strike through  
                     1997 " " already approved.

EXHIBIT F

Kirkland  
Seventh Day Adventist  
Church

Gordon Hauck  
Center  
S

AMEND LAND USE MAP  
FROM LOW DENSITY  
RESIDENTIAL TO PLA 1

Northwest  
College  
PLA 1

S  
(Proposed Park)

Lake Washington  
School District  
Administration  
Building

Watershed  
P

EXHIBIT G

Vertical text on the right edge of the map, likely a scale or legend, partially obscured and difficult to read.

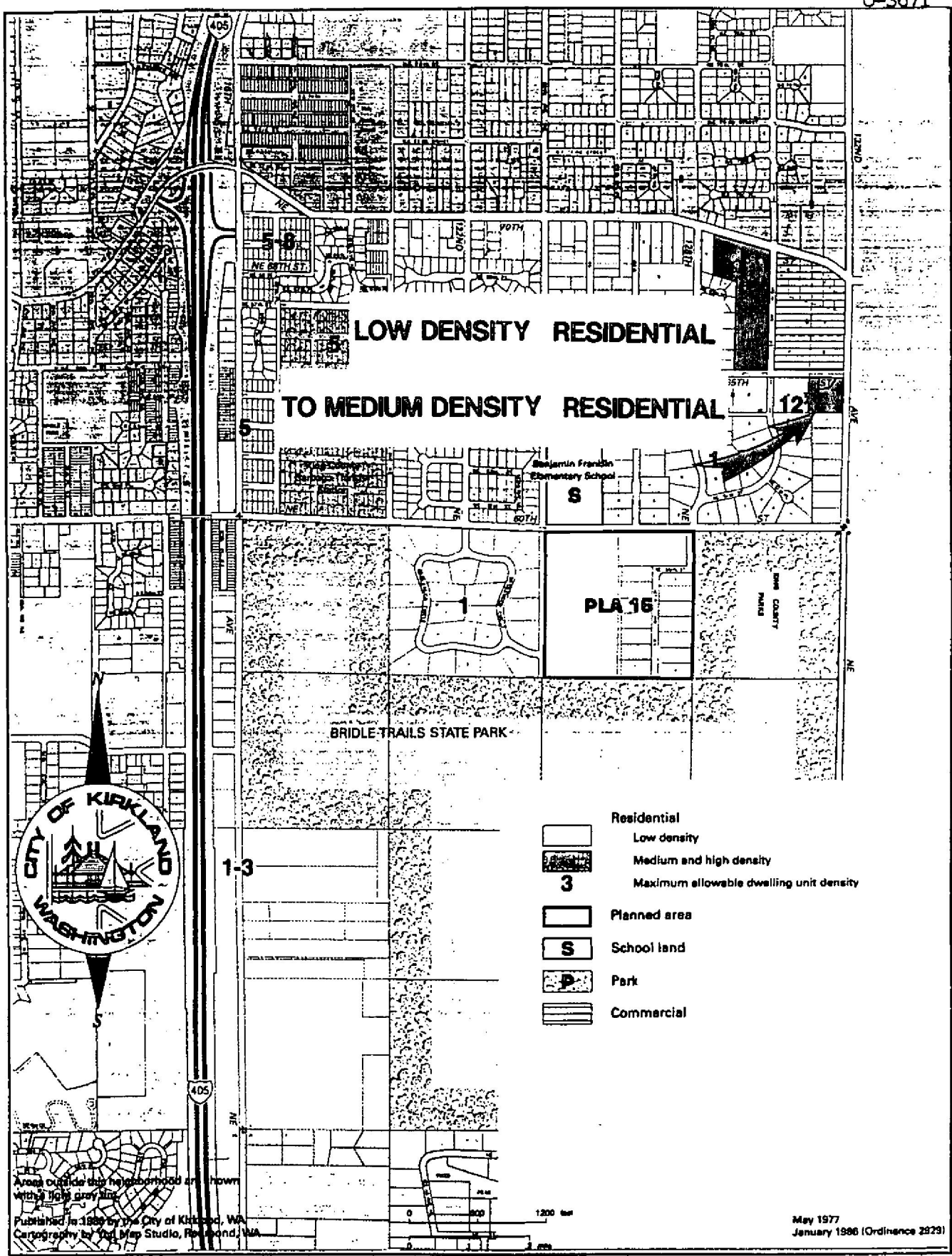


Figure BT-1: Bridle Trails Land Use

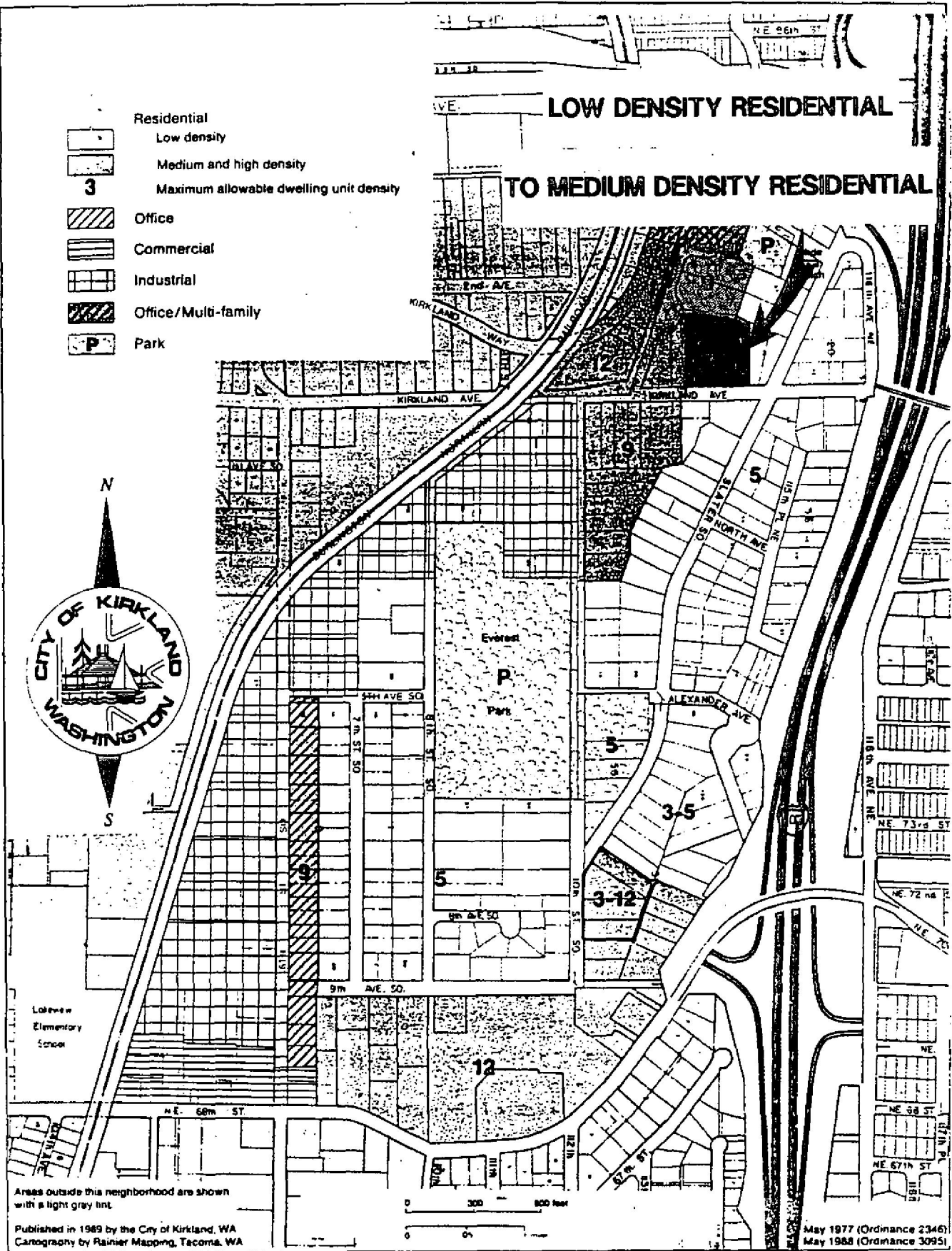


Figure E-1: Everest Land Use

XVE-2

**Proposed Everest Neighborhood Plan Text - page XV.E-4**

"Future multifamily development 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) Reduced building setbacks from Second Avenue, as extended, should be considered in order to keep building footprints away from the ravines.

The land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street can develop at densities up to 9 dwelling units per acre if the following standards are met:

- (1) Detached units rather than attached or stacked units should be developed.
- (2) If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.
- (3) Development should prevent impacts to the ravine.
- (4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
- (5) Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.
- (6) The ravine should be protected in perpetuity with greenbelt easements.
- (7) As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.

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 large ravine, and these parcels have direct access onto Kirkland Way or Cedar Street."

# HIGH DENSITY RESIDENTIAL

# TO OFFICE/MULTI-FAMILY

## LEGEND

RETAIL

OFFICE

LOW DENSITY  
RESIDENTIAL

MEDIUM AND HIGH  
DENSITY RESIDENTIAL

PLANNED AREA

PARK

OFFICE/MULTI-FAMILY

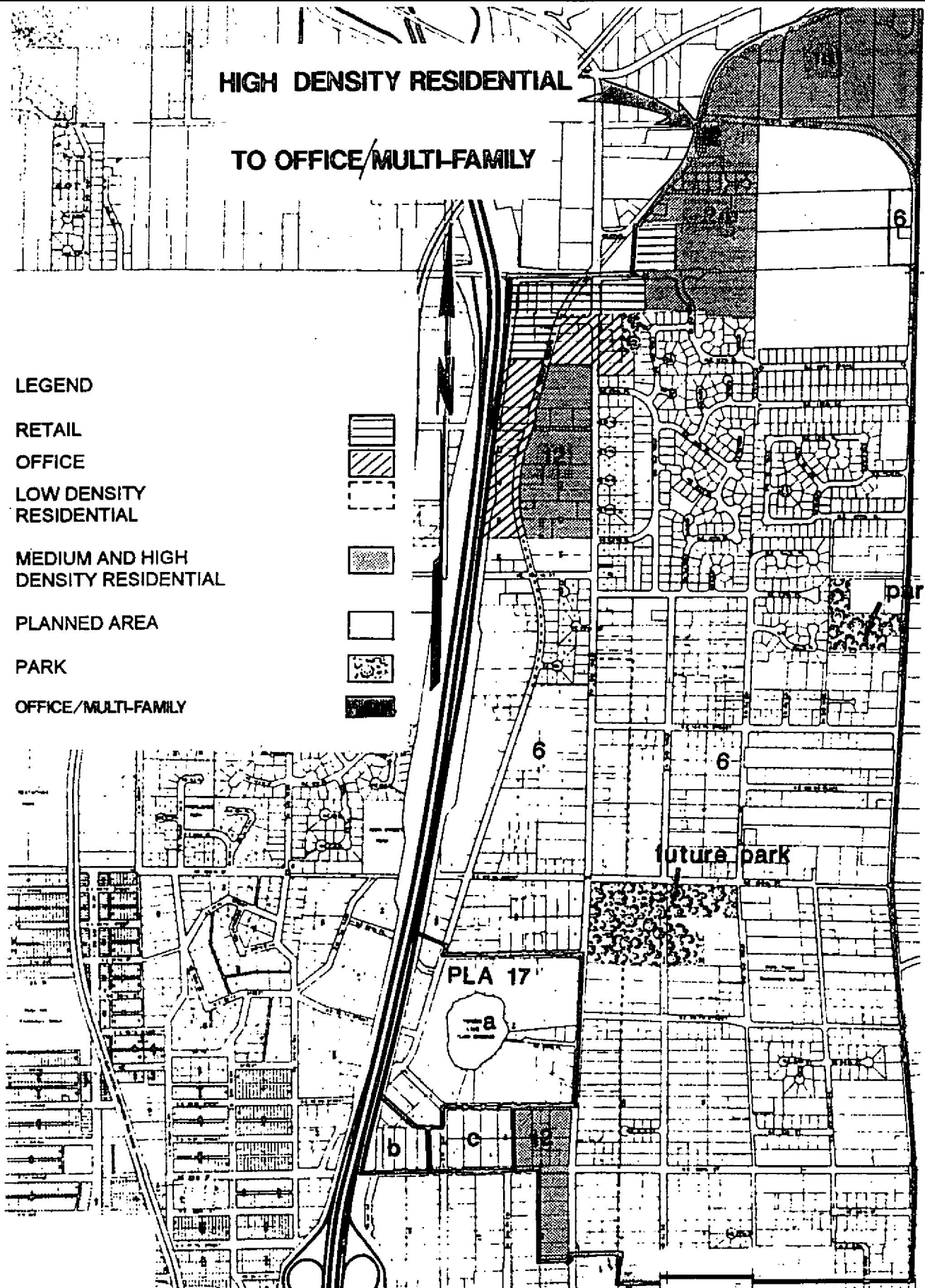
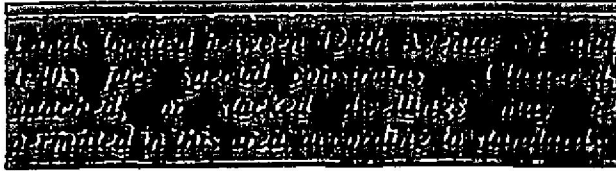


Figure NRH-4: North Rose Hill Land Use

## XV.F. NORTH ROSE HILL NEIGHBORHOOD

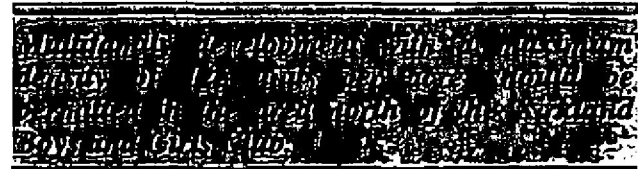


The portion of the neighborhood adjacent to 124th Avenue NE and extending west to I-405, (see Figure NRH-4) faces special constraints. Man-made features, such as 124th Avenue NE, I-405, the Seattle City Light transmission easement, and the proximity of Slater Avenue NE to I-405 may restrict the ability to create a traditional detached residential development pattern. In addition, protection for significant natural features, such as Forbes Creek and associated wetlands, should be provided. To respond to these unique characteristics, clustered, <sup>or</sup> attached, ~~or stacked~~ residential development with a maximum density of six units per acre should be permitted. Development should be subject to the following standards:

- (1) Clustered, <sup>or</sup> attached, ~~or stacked~~ development should be subject to a public review process, such as on a planned unit development or innovative plat basis.
- (2) East <sup>and west</sup> of 124th Avenue NE, future development should complement the established single-family residential neighborhood to the east. Dwelling units may be attached, townhouse style, but may not be stacked. ~~West of 124th Avenue NE, stacked units should be permitted.~~
- (3) To reduce the potential for a piecemeal development pattern, a minimum area of two acres should be aggregated for all developments with attached ~~or stacked~~ dwelling units.
- (4) Dedication of additional east/west street connections, such as the continuation of NE 104th Street west of 124th Avenue NE, or appropriate alternate, may be required. As described on pages F-18 and F-19, these connections will provide improved general

and emergency access to Slater Avenue NE (see Figure NRH-5).

- (5) Adjacent to I-405, on-site improvements, such as berms, landscaping, acoustic walls, and/or other improvements to minimize noise and visual impacts should be considered.
- (6) Protection of established single-family areas, such as the area adjacent to NE 100th Street and Slater Avenue NE should be required. New attached ~~or stacked~~ development should not physically isolate these areas. Building location and landscape design should also protect the single-family residential area.
- (7) If adjacent to wetland areas or to 124th Avenue NE, the standards described on pages F-3 and F-4, and F-17 and F-18 should be observed.



The area between Slater Avenue NE and 124th Avenue NE, north of the Kirkland Redmond Boys and Girls Club and south of NE 115th Place (see Figure NRH-4), is oriented toward nearby commercial services and transportation corridors. This area is also well-located to provide a transition between the Totem Lake commercial center to the north and the North Rose Hill single-family residential core. Accordingly, multifamily development with a maximum density of 12 units per acre should be permitted. Development should be subject to the following development standards:

- (1) To reduce the potential for a piecemeal development pattern, a minimum of two acres should be aggregated for multifamily development.
- (2) Improvement of an east/west right-of-way, such as NE 112th Place or an appropriate



## XV.F. NORTH ROSE HILL NEIGHBORHOOD

- (2) Building design and construction should minimize noise, light, and glare from traffic on I-405 and/or 124th Avenue NE.
- (3) If adjacent to Slater Avenue NE, design of driveways should facilitate future shared driveways. Whenever possible, direct access to NE 116th Street is encouraged.
- (4) If adjacent to wetland areas or 124th Avenue NE, standards established on pages F-3 and F-4, and F-17 and F-18 should be observed.
- (5) If east of 124th Avenue NE:
  - (1) Building height, bulk and modulation, window shape and size, and roofline design should reflect the scale and character of single-family development to the east;
  - (2) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east; and  
*restaurants and taverns*
  - (3) Retail uses are not allowed.

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

### 6. PLANNED AREA 17

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

The area around Forbes Lake, generally bounded by NE 90th Street, I-405, NE 97th Street, and 124th Avenue NE (see Figure NRH-4), has been designated as Planned Area 17. This area contains Forbes Lake, the headwaters of Forbes Creek, and

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

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

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

- (1) Development should be subject to a public review process.
- (2) To reduce the potential for a piecemeal development pattern, a minimum of two acres should be aggregated for multifamily development.
- (3) Building placement and landscape plans should provide views of Forbes Lake from adjacent rights-of-way, particularly 124th Avenue NE and I-405 (see Figure NRH-6).
- (4) West of Forbes Lake, development should provide for the continuation of a bicycle and pedestrian path that generally follows the alignment of Slater Avenue NE and NE 92nd Street and connects to NE 90th Street.
- (5) Adjacent to Forbes Lake, new development should provide for public access to the lake

# XV.F. NORTH ROSE HILL NEIGHBORHOOD

O-3671

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

proposed  
amendment

- (6) Vehicular connection through this subarea to NE 90th Street <sup>is not</sup> 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.

*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:

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

1997  
amendment

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) 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.

- (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.

# APPENDIX B - COMMUNITY PROFILE

Downtown Kirkland and the commercial area at Totem Lake serve as the primary centers of nonresidential activity in the City. Retail, wholesale, and health services are the City's established market niches.

Existing nonresidential development is not very dense. The most nonresidential floor-area square footage is taken up by offices, followed by retail, then industrial uses. The Lakeview neighborhood contains the most office square footage. The Totem Lake neighborhood contains the most retail and industrial square footage.

Nearly 22 percent of the City's land base was vacant or classed as further developable in 1991. The greatest acreage of vacant and further developable land is in the North Rose Hill and Totem Lake neighborhoods.

The most rapidly-growing land use types over the previous decade were institutional (9.2 percent in 1981 to 12.9 percent in 1991) and office (doubling from 1.3 to 2.6 percent over the period). Only industrial and vacant lands declined as a proportion of total uses, with vacant lands declining from 31.5 to 14.4 percent between 1981 and 1991.

Over the coming years, Kirkland will move closer to "buildout," particularly in residential and industrial lands, as the amount of vacant land declines.

### Directions for Future Growth - Targets and Capacity

The King County Countywide Planning Policies have established population and employment targets for the City. It is assumed that if all jurisdictions can meet their targets, the County will be able to accommodate the 20-year population forecast as mandated by GMA.

The 20-year target adopted by King County for dwelling units in Kirkland ranges from 5,594 to 6,663 additional units. In December 1991, the base

on which the additional units are calculated, there were 18,664 dwelling units in the City.

Kirkland's 20-year employment target, adopted by King County, ranges from 7,800 to 9,300 additional jobs. In December 1991, there were 21,864 persons employed within the City.

After reviewing vacant and further developable land, and assuming some redevelopment to higher densities, commercial development capacity in the City has been calculated. Residential capacity has been calculated using average housing densities applied over the entire city. Development capacity is the maximum number of housing units or employment the City could accommodate if every parcel were built out under the Plan.

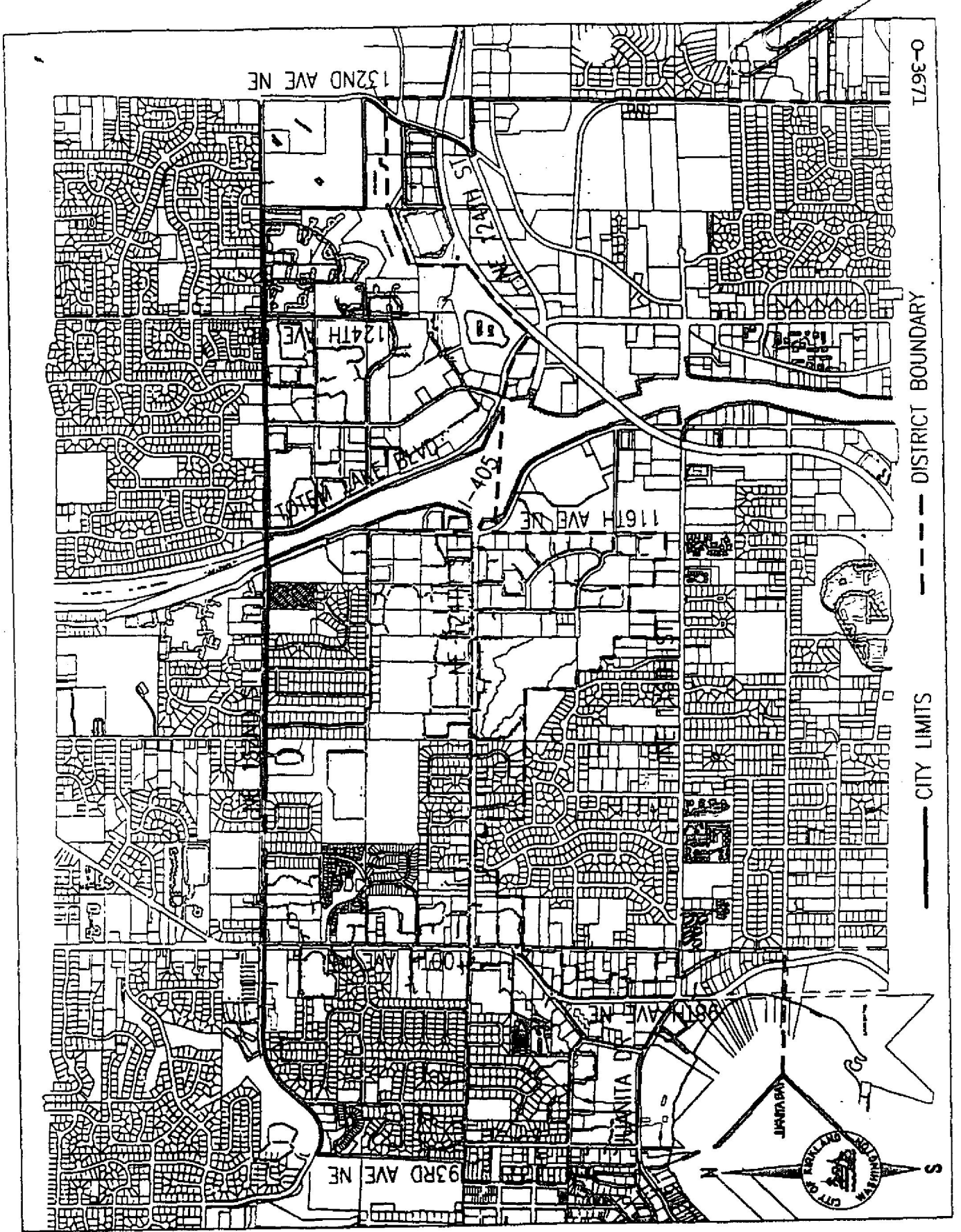
The land base in the capacity calculations is reduced by factors which account for environmentally sensitive areas, rights-of-way, and public lands.

At capacity, the Comprehensive Plan could accommodate <sup>24,400</sup>~~28,000~~ dwelling units - <sup>11,900</sup>~~15,000~~ multifamily units and <sup>12,500</sup>~~13,000~~ single-family units.

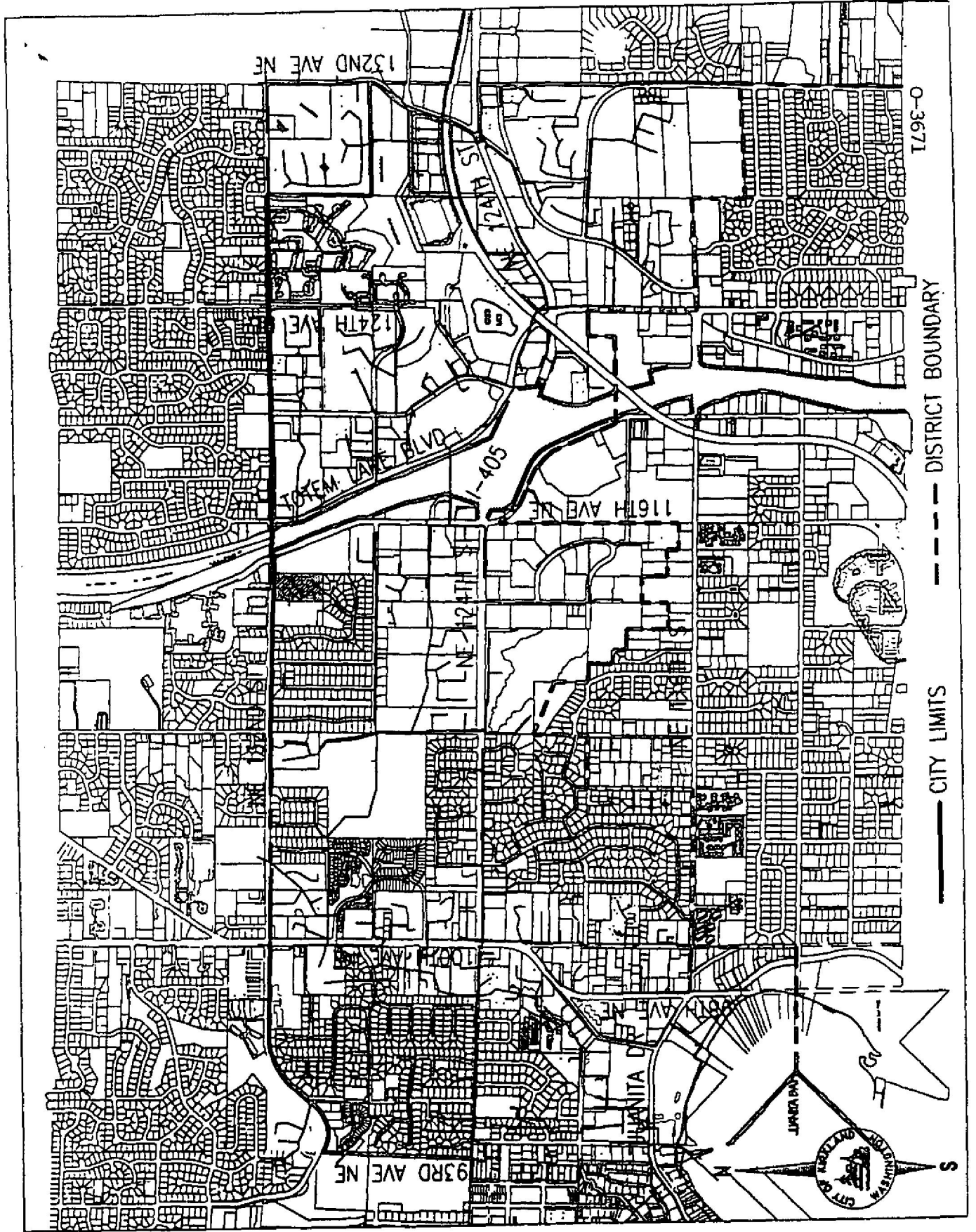
The Plan provides enough capacity to meet the 2012 target. At capacity, the Plan could accommodate 38,600 jobs, well above the countywide target. The following table summarizes the target and capacity information:

**Appendix Table B-2  
Comparison of Land Use Targets  
and Available Capacity**

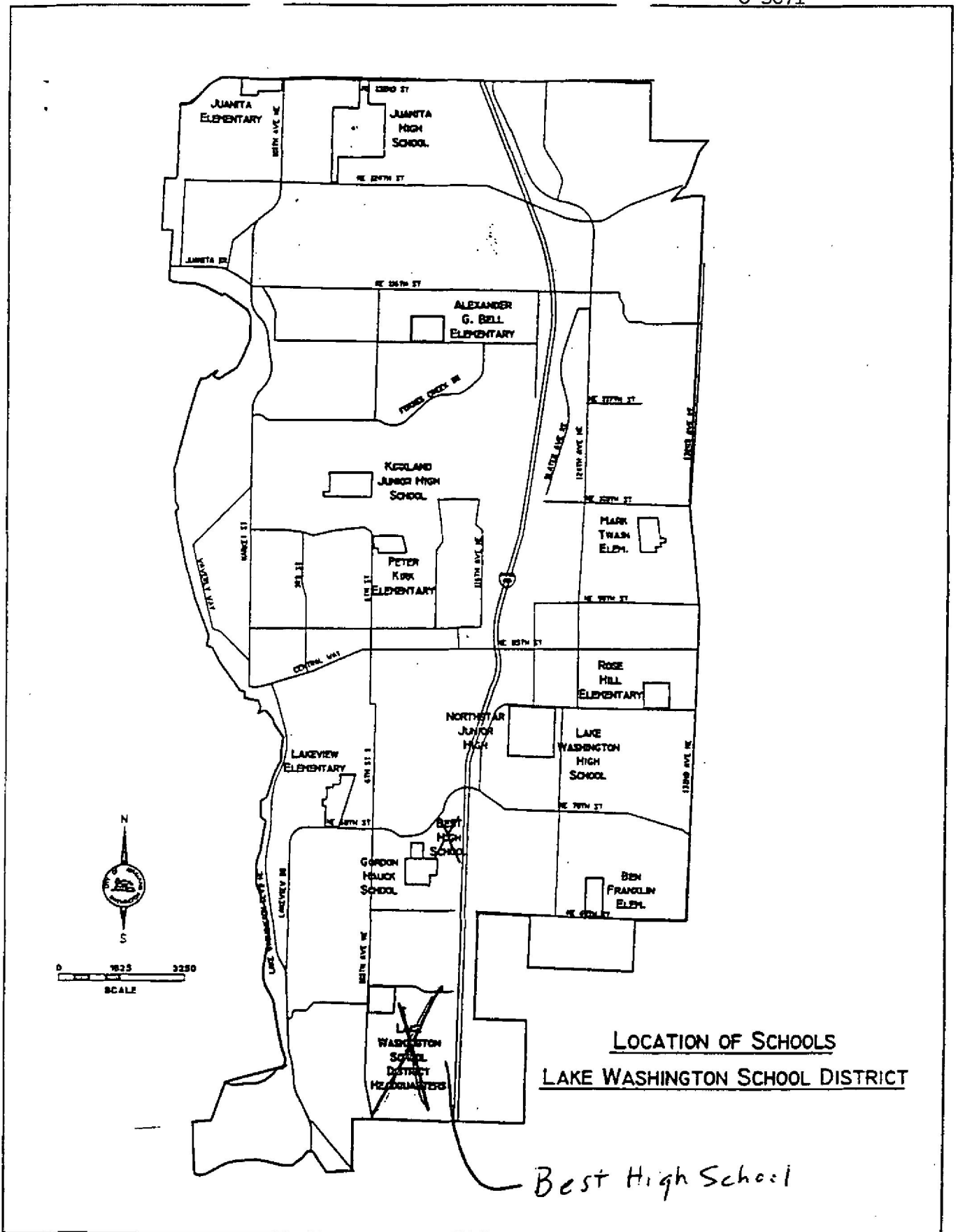
	1991 Existing	2012 Target	Available Capacity
Housing Units	18,664	24,258 to 25,327	24,400 <del>28,000</del>
Employment	21,864	29,664 to 31,164	38,600



Appendix Figure B-8: Northshore Water System



Appendix Figure B-9: Northshore Sewer System



Appendix Figure B-13: School District Facilities

PUBLICATION SUMMARY OF  
ORDINANCE NO. 3671

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. Repeals existing Figure LU-1 the Comprehensive Plan Land Use Map and adopts a new one, and amends specified text in Land Use Element.
- B. Amends specified text in the Transportation Element.
- C. Repeals Policy U-1.6 of the Utilities Element and replaces it with a new one.
- D. Amends specified text in the Public Services Element.
- E. Repeals Tables CF-10, CF-11A, CF-11B, CF-12, and CF-13 and replaces them with CF-10, CF-11A, CF-11B, CF-12 and CF-13. Amends specified text of the Capital Facilities Element.
- F. Amends Table IS-1 Implementation Tasks of the Implementation Strategies Element.
- G. Repeals Figure CH-1 Central Houghton Land Use and replaces it with a new one.
- H. Repeals Figure BT-1 Bridle Trails Land Use and replaces it with a new one.
- I. Repeals Figure E-1 Everest Land Use and replaces it with a new one. Amends specified text in the Everest Neighborhood Plan.
- J. Repeals Figure NRH-4 North Rose Hill Land Use and replaces it with a new one. Amends specified text in the North Rose Hill Neighborhood Plan.
- K. Repeals Appendix B – Community Profile Figures B-8 and B-9 Northshore Water System and Northshore Sewer System and replaces them with new ones. Amends specified text in Appendix B. Amends specified text in Figures B-2 Comparison of Land Use Targets and Available Capacity and B-13 School District Facilities.

SECTION 2. Provides a severability clause for the ordinance.

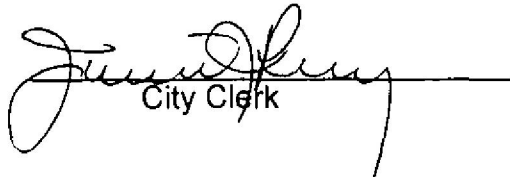
SECTION 3. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

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 8th day of December, 1998.

I certify that the foregoing is a summary of Ordinance 3671 approved by the Kirkland City Council for summary publication.

  
City Clerk