ORDINANCE NO. 3738

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING CERTAIN SECTIONS AND PROVISIONS OF 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, February 26, 1999, December 21, 1999 and January 19, 2000, and bearing Kirkland Department of Planning and Community Development File Nos. IV-98-44, IV-95-104, and IV-99-1, respectively; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on January 28, 1999, and February 5, 1999 (File IV-98-44); October 21, 1999 (File IV-95-104); and October 28, 1999 and November 18, 1999 (File IV-99-1) public hearings on the amendment proposals and considered the comments received at the hearings; 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 197-11-600(4); and there was an appeal to the Hearing Examiner and it was denied on December 27, 1999; 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;

NOW, THEREFORE, the City Council of the City of Kirkland do ordain 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. Acknowledgements:

- Text amendment to the Acknowledgements page as shown in Exhibit A-1 attached to this ordinance and incorporated by reference.

- There is adopted a new 1999 Plan Amendment Acknowledgements page as shown in Exhibit A-2 attached to this ordinance and incorporated by reference.

B. Table of Contents:

- Text amendment to Table of Contents as shown in Exhibit B attached to this ordinance and incorporated by reference.

C. List of Tables:

- Text amendments to List of Tables as shown in Exhibit C attached to this ordinance and incorporated by reference.

D. List of Figures:

- Text amendments to List of Figures as shown in Exhibit D attached to this ordinance and incorporated by reference.

E. Section I. Introduction:

- The preexisting Figure I-2 is repealed. There is adopted a new Figure I-2 City of Kirkland Planning Area as shown in Exhibit E attached to this ordinance and incorporated by reference.

F. Element V. Natural Environment:

- Section V.A: The preexisting chapter is repealed. There is adopted a new chapter as shown in Exhibit F-1 attached to this ordinance and incorporated by reference.

- There is adopted a new Figure NE-1: Sensitive Areas Map as shown in Exhibit F-2 attached to this ordinance and incorporated by reference.

G. 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 G-1 attached to this ordinance and incorporated by reference. Changes include redesignation of 9729 NE 122nd Place from High to Medium Density Residential; redesignation of 11615 108th Avenue NE owned by City of Kirkland and 2 sites owned by King County in Conifer Ridge and Evergreen Place No. 2 from Low Density Residential to Park/Open Space; redesignation of a portion of the Aspen Creek Apartment property (11101 123rd Lane NE) from Office to Medium Density Residential; redesignation of Lakeview Estates (11703 – 11739 NE 80th Street) from Medium to Low Density Residential; redesignation of FCIII (between Northup Way and NE 38th Street) from Commercial to Office; and redesignation of that portion of PLA 6B north of 7th Avenue South from Office to Office/ Multi-Family. Changes also include designation of open streams, streams in culverts, wetlands, flood plains, and lakes.

- Section VI.C: Text amendment to Land Use Map and Definitions as shown in Exhibit G-2 attached to this ordinance and incorporated by reference.

H. Element IX: Transportation:

- Section VI.D: Text amendment to the Transportation Facility Plan as shown in Exhibit H-1 attached to this ordinance and incorporated by reference.

- Tables T-4 and T-5: The pre-existing Tables T-4: Twenty-Year Project List; and T-5: Project Descriptions for the Twenty-Year Project List are hereby repealed. New Table T-4: Project Descriptions for the 2012 Transportation Project List is hereby adopted as shown in Exhibit H-2 attached to this ordinance and incorporated by reference.

- Figure T-6: The pre-existing Figure T-6: Twenty-year Transportation Facility Plan is hereby repealed. There is adopted a new Figure T-6: 2012 Transportation Project List Facility Plan as shown in Exhibit H-3 attached to this ordinance and incorporated by reference.

I. Element X. Parks, Recreation, and Open Space

- Section X.A: Text amendment to Parks, Recreation, and Open Space Introduction as shown in Exhibit I-1 attached to this ordinance and incorporated by reference.

- Section X.C: Text amendments to Parks, Recreation and Open Space Goals and Policies as shown in Exhibit I-2 attached to this ordinance and incorporated by reference.

- Tables PR-1 and PR-2: Text amendments to Tables PR-1: Park and Open Space Levels of Service and PR-2: Recreation Space Levels of Service as shown in Exhibit I-2 attached to this ordinance and incorporated by reference.

J. Element XIII: Capital Facilities:

- Section XII.A: Text amendment to Capital Facilities Introduction as shown in Exhibit J-1 attached to this ordinance and incorporated by reference.

- Section XIII.B: Text amendment to Capital Facilities Goals and Policies as shown in Exhibit J-2 attached to this ordinance and incorporated by reference.

- Table CF-6: Text amendments to Tables CF-6: Public Facilities Acceptable Level of Service as shown in Exhibit J-2 attached to this ordinance and incorporated by reference.

- Table CF-7: The pre-existing Table CF-7: Park, Recreation, and Open Space Desired Level of Service is hereby repealed as shown in Exhibit J-2 attached to this ordinance and incorporated by reference.

- Section XIII.C: Amendment to Capital Facilities Plan 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-9 CFP: Transportation Projects; CF 10 CFP: 2012 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 J-3 through J-8 attached to this ordinance and incorporated by reference.

K. Element XIV: Implementation Strategies:

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

L. Section XV.A: Lakeview Neighborhood Plan: The pre-existing Figure L-1 Lakeview Land Use is repealed. There is adopted L-1 Lakeview Land Use as shown in Exhibit L attached to this ordinance and incorporated by reference.

M. Section XV.D: Central Neighborhood Plan:

- Sections XV.D.3.C and E: Text amendments to Central Neighborhood Downtown Plan Urban Design and Circulation as shown in Exhibit M-1 attached to this ordinance and incorporated by reference.

- Section XV.D.4.A Text Amendment to Central Neighborhood Perimeter Areas Living Environment as shown in Exhibit M-2 attached to this ordinance and incorporated by reference.

N. 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 N-1 attached to this ordinance and incorporated by reference.

- Section XV.F.4.A: Text amendment to North Rose Hill Neighborhood Living Environment as shown in Exhibit N-2 attached to this ordinance and incorporated by reference.

O. Section XV.G: South Rose Hill Neighborhood Plan:

- Figure SRH-3: The pre-existing Figure SRH-3 South Rose Hill Land Use is repealed. There is adopted Figure SRH-3 Land Use as shown in Exhibit O attached to this ordinance and incorporated by reference.

P. Section XV.I: North /South Juanita Neighborhood Plan:

- Figure J-2: The pre-existing Figure J-2 Juanita Land Use is repealed. There is adopted Figure J-2 Juanita Land Use as shown in Exhibit P-1 attached to this ordinance and incorporated by reference.

- Sections XV.I.8.B and D: Text amendment to North/South Juanita Neighborhood Juanita Business District Land Use and Urban Design as shown in Exhibit P-2 attached to this ordinance and incorporated by reference.

- Figure J-7: Boundary line change to Figure J-7: Juanita Business District Land Use Areas as shown in Exhibit P-2 attached to this ordinance and incorporated by reference.

- Figure J-8: Text amendment to Figure J-8: Juanita Business District Land Use Matrix as shown in Exhibit P-2 attached to this ordinance and incorporated by reference.

Q. Appendix B – Community Profile:

- Appendix Figure B-10: The pre-existing Appendix Figure B-10 Puget Power - Existing and Proposed Facilities is repealed. A new Appendix Figure B-10 Puget Sound Energy - Existing and Proposed Electrical Facilities is adopted as shown in Exhibit Q-1 attached to this ordinance and incorporated by reference.

- Appendix Figure B-11: The pre-existing Appendix Figure B-11 Washington Natural Gas – Existing and Proposed Facilities is hereby repealed. A new Appendix Figure B-11 Puget Sound Energy – Existing and Proposed Gas Facilities is adopted as shown in Exhibit Q-2 attached to this ordinance and incorporated by reference.

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 7th day of March, 2000.

SIGNED IN AUTHENTICATION thereof this 7th day of March, 2000.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

• ACKNOWLEDGMENTS •

CITY COUNCIL

Terrence L. Ellis, City Manager
Dave Russell, Mayor
Sants Contreras
Debbie Eddy
Nona Ganz
Michaele Muse
Robert Pantley
Larry Springer

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Dennis Welch
T. J. Woosley

PLANNING DEPARTMENT

Eric Shields, AICP, Director
Lauri Anderson, AICP
Margaret Bouniol, AICP
Dorian Collins, AICP
Nancy Cox, AICP
Jonathan Dong, AICP
Kathy Joyner
Betty Kalan
Joan Lieberman-Brill, AICP
Jeremy McMahan, AICP
Dawn Nelson, AICP
Nicolle Osborn
Angela Ruggeri, AICP
Janice Soloff, AICP
Paul Stewart, AICP
Teresa Swan
Judd Tuberg
Patrice Young, AICP

SPECIAL THANKS TO

Public Works Department
Jim Arndt, Director
Gary Sund
David Godfrey
Iris Cabrera

Parks and Community Services Department
Lynn Stokesbary, Director
Marc Connolly

Administration and Finance Department
Tom Anderson, Director
Marilynne Beard

Fire/Building Department
Tom M. Fieldstead, Director/Fire Chief

Police Department
Jon Hartley, Interim Police Chief

Cover Design, Jon Regala
Document Layout, Carla Mitchell

Exhibit A-1

• ACKNOWLEDGMENTS •

1999 ANNUAL PLAN AMENDMENT

CITY COUNCIL

Dave Asher
Larry Springer, Mayor
Joyce Buchanan
Sants Contreras, Deputy Mayor
Tom Dillon
Nona Ganz
Joan McBride

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Eric Shields, AICP, Director
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Prins Cowin
Nancy Cox, AICP
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Jon Regala
Susan Robison
Angela Ruggeri, AICP
Craig Salzman
Janice Soloff, AICP
Paul Stewart, AICP, Deputy Director
Theresa Stricker
Teresa Swan
Judd Tuberg
Patrice Young, AICP

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Public Works Department
- Jim Arndt, Director
- Iris Cabrera
- David Godfrey
- Rob Jammerman
- Ray Steiger

Parks and Community Services Department
- Barry Russell, Director
- Marc Connelly

Finance Department
- Marilynne Beard, Director
- Sandi Hendricks

Fire/Building Department
- Jeff Blake, Director/Fire Chief
- Sue Baer
- Rex Lindquist

Exhibit A-2

TABLE OF CONTENTS

0-3738

4. Highlands Neighborhood XV.J-22
   a. Introduction XV.J-22
   b. Natural Elements XV.J-22
   c. Living Environment XV.J-24
   d. Economic Activities XV.J-25
   e. Open Space/Parks XV.J-25
   f. Public Services/Facilities XV.J-26
5. Shoreline Area XV.J-28
   a. Introduction XV.J-29
   b. Natural Elements XV.J-32
   c. Living Environment XV.J-32
   d. Open Space/Parks XV.J-33
   e. Public Services/Facilities XV.J-34

K. NORTHSHORE

1. Overview XV.K-1
2. Finn Hill Area XV.K-4
   a. Introduction XV.K-4
   b. Natural Elements XV.K-4
   c. Living Environment XV.K-9
   d. Economic Activities XV.K-11
   e. Open Space/Parks XV.K-11
   f. Public Services/Facilities XV.K-13
3. Juanita Area XV.K-15
   a. Introduction XV.K-15
   b. Natural Elements XV.K-15
   c. Living Environment XV.K-20
   d. Economic Activities XV.K-22
   e. Open Space/Parks XV.K-22
   f. Public Services/Facilities XV.K-23
4. Kingsgate Area XV.K-26
   a. Introduction XV.K-26
   b. Natural Elements XV.K-26
   c. Living Environment XV.K-31
   d. Economic Activities XV.K-31
   e. Open Space/Parks XV.K-32
   f. Public Services/Facilities XV.K-33

APPENDICES

A. Plan Consistency A-1
B. Community Profile and Plan Background B-1
C. Historic Resources and Community Landmarks C-1
D. Level of Service Methodology D-1
E. Public Process E-1
F. Glossary F-1
~~G. Design Principles, Pedestrian-Oriented Business Districts G-1~~
G H. Residential Densities and Comparable Zones G H-1
H I. Design Principles, Residential Development H I-1

Exhibit B

LIST OF TABLES

0-3738

INTRODUCTION

Table I-1	Kirkland Growth Trends	I-2

ECONOMIC DEVELOPMENT

Table ED-1	Housing and Employment Targets and Capacity	VIII-2
Table ED-2	Kirkland Sales and Establishments	VIII-6
Table ED-3	Tax Contribution By Industry Sector 1994-1996	VIII-15

TRANSPORTATION

Table T-1	Metro Routes in Kirkland	IX-8
Table T-2	~~Peak-Hour Vehicular Level of Service~~ Maximum Allowed Subarea Average V/C Average Volume/Capacity (V/C) ~~Ratio~~ of Signalized Intersections	IX-18
Table T-3	Maximum Number of Intersections ~~Exceeding~~ the 2012 Allowed to Exceed Subarea Average V/C ~~Ratio During the Peak-Hour~~	IX-18
Table T-4	~~Twenty-Year Project List~~	IX-24
~~Table T-5~~	Project Descriptions for the Twenty-Year Project List	IX-26

PARKS, RECREATION, AND OPEN SPACE

Table PR-1	Park and Open Space Levels of Service	X-6
Table PR-2	Recreation Space Levels of Service	X-7

UTILITIES

Table U-1	Sewer, Water, and Stormwater Level of Service	XI-3

CAPITAL FACILITIES

Table CF-1	Sample Level of Service Measurements	XIII-3
Table CF-2	Sewer and Water Level of Service	XIII-8
Table CF-3	~~Vehicular Level of Service~~ Maximum Allowed Subarea Average V/C	XIII-8
Table CF-4	Maximum Number of Intersections ~~Exceeding~~ the 2012 Allowed to Exceed Subarea Average V/C ~~Ratio During the Peak-Hour~~	XIII-8
Table CF-5	Transit Level of Service Targets P.M. Peak-Hour Work Trips	XIII-8
Table CF-6	Public Facilities Acceptable Level of Service	XIII-9
~~Table CF-7~~	~~Park, Recreation, and Open Space Desired Level of Service~~	XIII-9
Table CF-87	Functional Plans	XIII-14
Table CF-88	Public Facility Providers	XIII-16
Table CF-10 89	Capital Facilities Plan: Transportation Projects	XIII-19
Table CF-11A	Capital Facilities Plan: Utility Projects	XIII-20
Table CF-11B	Capital Facilities Plan: Stormwater Projects	XIII-21
Table CF-12	Capital Facilities Plan: Parks Projects	XIII-22
Table CF-13	Capital Facilities Plan: Fire and Building Department Projects	XIII-24

Table CF 10 2012 Transportation Project List

Exhibit C

LIST OF FIGURES

NATURAL ENVIRONMENT

Figure NE-1	Sensitive Areas Map	NE-___

INTRODUCTION

Figure I-1	Kirkland and Surrounding Area	I-3
Figure I-2	City of Kirkland Planning Area	I-6
Figure I-3	City of Kirkland Neighborhoods	I-8

LAND USE

Figure LU-1	Comprehensive Plan Land Use Map	VI-3
Figure LU-2	Commercial Development Areas	VI-12

ECONOMIC DEVELOPMENT

Figure ED-1	Sales By SIC Sector 1995	VIII-7
Figure ED-2	Sales By Neighborhood 1995	VIII-10

TRANSPORTATION

Figure T-1	Street Functional Classification	IX-2
Figure T-2	Existing Bicycle System	IX-3
Figure T-3	Existing Sidewalks	IX-5
Figure T-4	Transit Service	IX-7
Figure T-5	Transportation Subareas	IX-17
Figure T-6	Twenty-year Transportation Facility Plan	IX-33
Figure T-7	Potential Pedestrian System	IX-35
Figure T-8	Potential Bicycle System	IX-37
Figure T-9	Signalized Intersections	IX-39

NEIGHBORHOOD PLANS

LAKEVIEW

Figure L-1	Lakeview Land Use	XV.A-2
Figure L-2	Lakeview Circulation	XV.A-16
Figure L-3	Lakeview - The Image of the City	XV.A-19
Figure L-4	Lakeview Gateway	XV.A-21

CENTRAL HOUGHTON

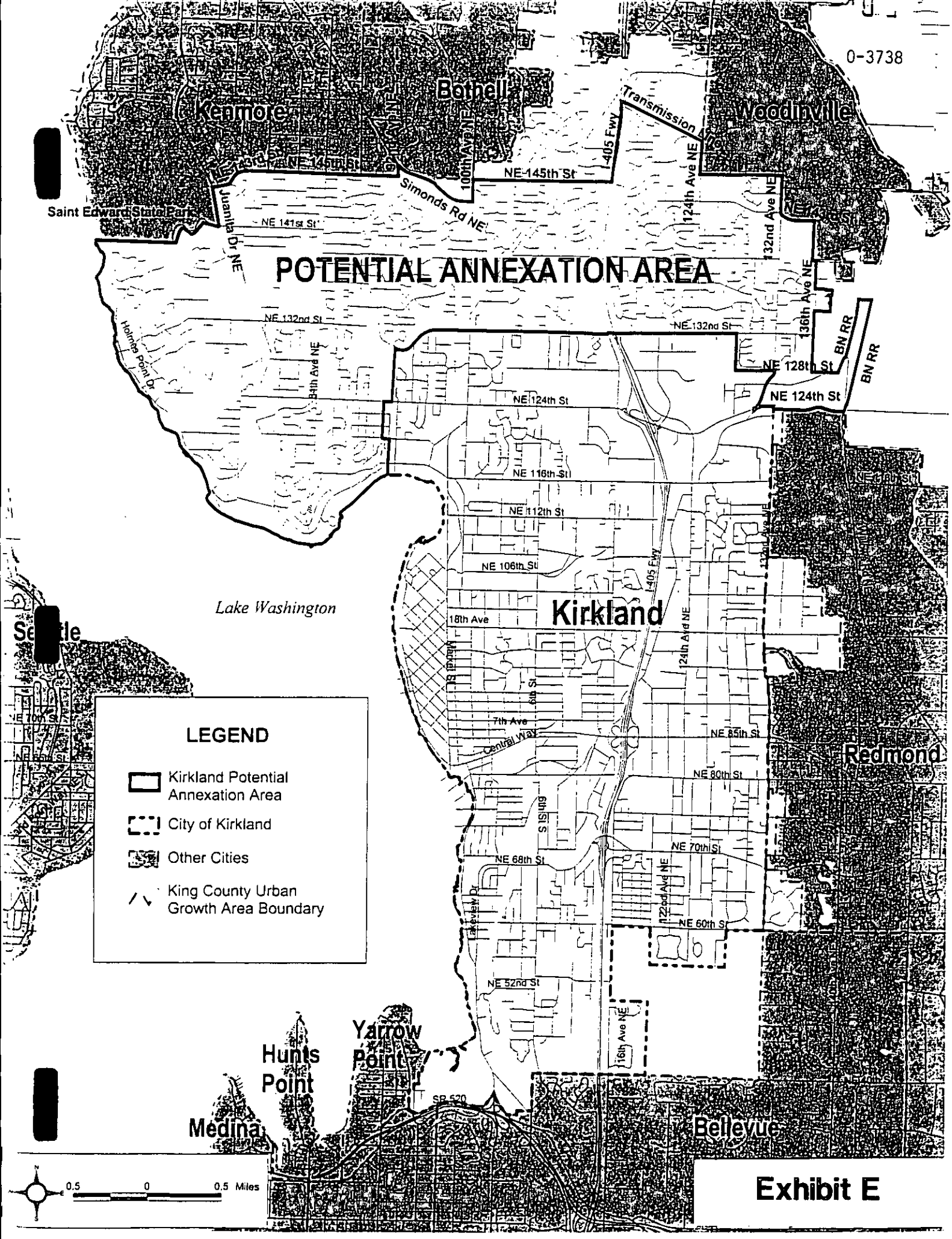
Figure CH-1	Central Houghton Land Use	XV.B-2
Figure CH-2	Central Houghton Circulation	XV.B-7
Figure CH-3	Central Houghton - The Image of the City	XV.B-11
Figure CH-4	Central Houghton Gateway	XV.B-13

CENTRAL

Figure C-1	Central Area Boundaries	XV.D-2
Figure C-2	Central Area Land Use	XV.D-3
Figure C-3	Downtown Land Use Districts	XV.D-5

O-3738

Exhibit D


0-3738
POTENTIAL ANNEXATION AREA
Kenmore
Bothell
Woodinville
Kirkland
Redmond
Bellevue
Medina
Hunts Point
Yarrow Point
Lake Washington
Saint Edward State Park
NE 145th St
NE 141st St
Simonds Rd NE
Juanita Dr NE
100th Ave NE
124th Ave NE
132nd Ave NE
136th Ave NE
I-405 Fwy
Transmission Line
BN RR
NE 132nd St
NE 128th St
NE 124th St
NE 116th St
NE 112th St
NE 106th St
18th Ave
Market St
6th St
7th Ave
Central Way
NE 85th St
NE 80th St
NE 70th St
NE 68th St
NE 60th St
NE 52nd St
Lakeview Dr
16th Ave NE
SR 520
LEGEND
Kirkland Potential Annexation Area
City of Kirkland
Other Cities
King County Urban Growth Area Boundary
0.5 0 0.5 Miles
Exhibit E

0-3738

V. NATURAL ENVIRONMENT

CHARTING A FUTURE COURSE

Exhibit F-1

◆ RELATIONSHIP TO THE FRAMEWORK GOALS ◆

The Natural Environment Element highlights the following Framework Goals:

✓ **FG-1 Maintain and enhance Kirkland's unique character.**

FG-2 Maintain vibrant residential neighborhoods, with housing for a diversity of income groups, age groups, and lifestyles.

FG-3 Promote a healthy economy.

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

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

✓ FG-6 Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.

FG-7 Foster pedestrian accessibility within and between neighborhoods, public spaces, and business districts.

FG-8 Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.

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

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

✓ 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.

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

✓ **FG-13 Establish development regulations that are fair and predictable.**

V. NATURAL ENVIRONMENT

A. INTRODUCTION

Natural systems serve many essential biological, hydrological, and geological functions that significantly affect life and property in Kirkland. Features such as wetlands and streams provide habitat for fish and wildlife, flood control, and groundwater recharge, as well as surface and groundwater transport, storage, and filtering. Vegetation, too, is essential to fish and wildlife habitat, and also helps to support soil stability, prevents erosion, moderates temperature, produces oxygen, and absorbs significant amounts of water, thereby reducing runoff and flooding. Soils with healthy structure and organic content, such as those found in natural wooded areas, absorb, store, and transport water, effectively supporting vegetation, slope integrity, and reducing flooding and erosion. Clean air is essential to life. In addition to these functions, the natural environment provides many valuable amenities such as scenic landscape, community identity, open space, and opportunities for recreation, culture, and education. Kirkland's citizens recognize and often comment upon the important role the natural environment plays in the qualify of life.

Maintaining these valuable natural systems within Kirkland is a crucial, but complex undertaking. Effective management of the natural environment must begin with the understanding that natural features are components of systems which are, in turn, interdependent upon other natural systems that range beyond the City's borders. The Washington State Growth Management Act and Federal Endangered Species Act underscore this approach and prescribe additional requirements. Accordingly, Kirkland manages the interrelated natural systems:

- jointly with other agencies and the affected Federally recognized tribes to ensure coordinated and consistent actions among the jurisdictions sharing an ecosystem (e.g., a watershed),
- comprehensively, by coordinating natural systems information and practices across City departments, and
- scientifically, by applying the best available science to system-wide inventories and analyses to formulate policies and development standards.

Additionally, Kirkland's desire and duty to protect natural resources must be balanced with the City's obligations to:

- accommodate future growth, and
- provide a development process that is timely, predictable, and equitable to developers and residents alike.

V. NATURAL ENVIRONMENT

Success in balancing these complex, and often conflicting concerns depends in large part upon the provision of extensive opportunities for public participation during the formulation of policies, programs, and regulations relating to the natural environment.

As an urban community with a considerable legacy of environmental resources, Kirkland continues its long standing effort to balance multiple concerns. The City's natural resources include eight drainage basins – some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington. Large portions of the City contain steep slopes and mature vegetation. Future growth will generally be infill within Kirkland's well-established, compact land use pattern. Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth while protecting and enhancing natural systems on public and private lands.

B. THE NATURAL ENVIRONMENT CONCEPT

The fundamental goal of the Natural Environment Element is to protect natural systems and features from the potentially negative impacts of nearby development and to protect life and property from certain environmental hazards. To accomplish this, the Element:

- recognizes the importance of environmental quality and supports standards to maintain or improve it.
- supports regulation of activities in sensitive and hazard areas in order to ensure high environmental quality and to avoid risks or actual damage to life and property.
- promotes system-wide management of environmental resources. Supports inter-agency coordination among jurisdictions sharing an ecosystem.
- supports the acquisition of comprehensive technical data and the application of best available science as essential tools for natural systems management.
- acknowledges the importance of informing the public of the locations, functions, and needs of Kirkland's natural resources.

C. NATURAL ENVIRONMENT GOALS AND POLICIES

ENVIRONMENTAL QUALITY

GOAL NE-1. PROTECT NATURAL SYSTEMS AND FEATURES FROM THE POTENTIALLY NEGATIVE IMPACTS OF HUMAN ACTIVITIES, INCLUDING, BUT NOT LIMITED TO, LAND DEVELOPMENT.

Policy NE-1.1: Use a system-wide approach to effectively manage environmental resources. Coordinate land use planning and management of natural systems with affected state, regional, and local agencies as well as affected federally recognized Tribes.

V. NATURAL ENVIRONMENT

Environmental resources – such as streams, soils, and trees – are not isolated features, but rather components of ecosystems that go beyond a development site and, indeed, beyond our City boundaries. Therefore, a system-wide approach is necessary for effective management of environmental resources. Too, recognition of the interdependence of one type of natural system upon another is essential. For this reason, a comprehensive approach to the management of natural resources is most effective.

Responsibility for management of these ecosystems falls to many agencies at many levels of government, including King County, State resource agencies, and watershed planning bodies. Kirkland and its planning area lie within the Usual and Accustomed Treaty Area of the Muckleshoot Indian Tribe. Joint coordination and planning with all affected agencies is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

Policy NE-1.2: Manage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.

Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County. The largest source of air pollution in Kirkland is motor vehicle use. The City helps reduce vehicle emissions and improves regional air quality by implementing the State Commute Trip Reduction Law, and utilizing State Environmental Policy Act (SEPA) authority to require large employers to reduce Single Occupancy Vehicle (SOV) commute trips. Incentives are provided to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their SOV trip reduction targets. In addition, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency.

Vegetation, serves many important functions, including oxygen production, provision of fish and wildlife habitat, filtration of stormwater runoff, erosion reduction, hillside and stream bank stabilization, moderation of temperature, and interception of rainfall that would otherwise become surface runoff. Of special importance are significant stands of native evergreen trees and sensitive area buffers appropriately vegetated with native plants. Vegetation also serves an aesthetic function by providing scenic beauty. For these reasons, Kirkland promotes the planting of street trees, parking area landscaping, vegetative screening, and other plantings in public and private spaces, as well as the preservation of native vegetation in hazard areas, sensitive areas, and their buffers. Needless removal or destruction of vegetation should not be allowed. In cases where development necessitates plant removal, every effort should be made to expeditiously replant equivalent and appropriate vegetation.

The availability of clean water is essential to the survival of vegetation, fish, animals, and humans in our ecosystem. Water quality is degraded when indiscriminate modifications to wetlands, watercourses, small

bodies of water, subsurface drainage, or associated natural areas occur, disrupting basin functions. In addition to water quality degradation, such actions, including the installation of street and storm water conveyance systems, can result in flooding, decreases in groundwater quantity, sedimentation, erosion, uneven settlement, or drainage problems. Land surface modifications and other development activity should be regulated to avoid these problems. Regulation may result in strict limitations on development activity.

Geologic and soils information indicates that landslides are highly probable in some steep slope areas, regardless of development activity. These areas have been designated as "unstable slopes." Landslides may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation corridors. For these reasons, development should be regulated where landslides are likely. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development.

According to recent earthquake hazard evaluation studies of the Puget Sound area, possible damage to structures on some unstable slopes or wetland areas can be caused by low-intensity tremors. This is especially true when hillsides composed of clay and/or organic materials are saturated with water. Slopes with grades of 15 percent or steeper are also subject to seismic hazards. Low-intensity earth tremors could cause liquefaction and damage development in wetland areas composed of organic or alluvial materials. In hillside and wetland areas described above, structures and supporting facilities should be regulated and designed to minimize hazards associated with earthquakes.

Because of the many problems caused by adverse impacts to natural vegetation, water, or soils/geologic systems, developers should provide site-specific environmental information to identify possible on- and off-site methods for mitigating impacts, the City should be indemnified from damages resulting from development in sensitive or hazard areas, and land surface modification of undeveloped property should be prohibited unless a development application has been approved. Protective measures should also include techniques to ensure perpetual preservation of sensitive areas and their buffers, as well as certain hazard areas.

Policy NE-1.3: Regulate development of land along Lake Washington to:

- **Preserve the resources and ecology of the water and shorelines;**
- **Avoid natural hazards;**
- **Promote visual and physical access to the water; and**
- **Preserve navigation rights**

V. NATURAL ENVIRONMENT

Adopted pursuant to the Washington State Shoreline Management Act of 1971, Kirkland's Shoreline Master Program (SMP) designates all parcels along Lake Washington as Shoreline Environments. The detailed regulations in Kirkland's SMP implement this policy.

Policy NE-1.4: Require site restoration if land surface modification violates adopted policy or development does not ensue within a reasonable period of time.

Land surface modifications that violate the intent of the Goals and Policies should be corrected through site restoration. Developers should be required to restore the affected sites to a state which approximates the conditions that existed prior to the unwarranted modification. At the very least, developers should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

Policy NE-1.5: Make available to property owners, prospective property owners and the general public information concerning natural systems and associated regulations

By sharing information with property owners, future owners, and the general public, the City can better serve the interests of both the environment and people. In order to provide a degree of consumer protection, the City should make available to property owners and prospective property owners data which is based on the current best available science, as well as information regarding known natural resources and potential natural hazards.

Kirkland can promote public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can support the provision of resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. It can also increase awareness by promoting public access to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails, and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers. Too, the City can inform developers and property owners about natural resource regulations, such as the need to preserve sensitive areas, their buffers, and some hazard areas in perpetuity.

NATURAL WATER SYSTEMS

GOAL NE-2: MANAGE THE NATURAL AND BUILT ENVIRONMENTS TO ACHIEVE NO NET LOSS OF THE FUNCTIONS AND VALUES OF EACH DRAINAGE BASIN; AND, WHERE POSSIBLE, TO ENHANCE AND RESTORE FUNCTIONS, VALUES, AND FEATURES. RETAIN LAKES, PONDS, WETLANDS, AND STREAMS AND THEIR CORRIDORS SUBSTANTIALLY IN THEIR NATURAL CONDITION.

Policy NE-2.1: Using a watershed-based approach, apply best available science in formulating regulations, incentives, and programs to maintain and, to the degree possible, improve the quality of Kirkland's water resources.

Kirkland's Streams, Wetlands, and Wildlife Study (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine Primary and Secondary Basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin. Figure NE-1 indicates general locations of known sensitive areas and drainage basin boundaries.

Policy NE-2.2: Protect surface water functions by preserving and enhancing natural drainage systems wherever possible.

Urban development, through addition of impervious surface and removal of vegetation, increases the volume and flow rate of surface water runoff. If uncontrolled, this increases the peak flow and decreases summer baseflow in stream channels. Property damage and loss of human life can result if stream channels are not large enough to contain the increased flows, or if development has encroached on the natural floodplain of the stream. In addition, frequent high flows can cause excessive erosion and can destroy the complex channel structure that provides food and habitat for fish and other aquatic life. Steps to limit this damage include:

- recognizing that in-fill development will occur, strive to minimize the creation of new impervious surfaces

- maximize the use of existing and new vegetation for rainfall interception

- install detention/infiltration facilities at new or re-developing sites. When new impervious surface is added, or existing impervious surface is altered, install detention or infiltration facilities to control the peak flow and volume of surface water runoff. On-site control can supplement the natural system by temporarily storing peak buildups of water and slowly releasing it over a period of time. Such storage facilities could be in the form of retention ponds, holding basins, or rooftop impoundments for the slow release of water.

- implement programs and projects to remedy flooding and habitat destruction caused by uncontrolled flows from past development. Using a basin planning process and a watershed perspective, identify projects and programs to reduce flood frequency, address/prevent erosion problems, and restore/enhance fish habitat.

V. NATURAL ENVIRONMENT

In May 1994, specific data and some techniques for storm water management were compiled in Kirkland's *Surface Water Master Plan.*

The use of natural drainage systems is preferable to further reliance on piped storm sewer networks whenever possible. However, as discussed above, many natural watercourses may be unable to accommodate unusually large storms or increased runoff from development. In such cases, the natural stream system should be preserved and enhanced by stabilizing the banks of watercourses and/or creating small impoundments to reduce erosion as water flows through the drainage system. In making these improvements, the use of natural materials is preferred.

Supplements to the natural drainage system, such as structural devices, including curbs and gutters and grass-lined swales, may also be necessary to further preserve natural drainage patterns. Supplements are justified when they can carry surface waters that would otherwise cause severe damage to elements of the natural drainage system. The use of natural materials, such as a grass-lined swale, in these supplementary systems is preferred over man-made structural devices, such as curbs and gutters.

In addition, preserve the natural drainage system by:

- prohibiting non-essential development activity in and around watercourses. Preserving the natural drainage system to the greatest extent feasible and prohibiting non-essential structures, land modifications, or impervious surfaces in the drainage system will assist in ensuring unimpeded flow, maximal stream storage capacity, and optimal natural functioning within the drainage area, and

- prohibiting the dumping of refuse in or next to any open watercourse or wetlands. Dumped refuse can contaminate surface and subsurface water and can physically block stream flows.

Policy NE-2.3: Comprehensively manage activities that may adversely impact surface and ground water quality or quantity.

Increases in impervious surface resulting from development result in decreases in ground water recharge. This, in turn, results in a decline in baseflows and subsequent loss of habitat that impacts fish and wildlife populations.

Urban runoff often contains pollutants such as gasoline, oil, sediment, heavy metals, herbicides, and other contaminants. These materials degrade the quality of water in our streams and lakes. Steps to limit contamination include:

V. NATURAL ENVIRONMENT

- Provide education to businesses and residents about the role that each individual plays in maintaining and improving water quality. It is much easier and cheaper to control pollution at its source that it is to clean polluted stormwater. Demonstrate ways that each person can control pollution at its source.

- Require projects to provide water quality treatment facilities if they propose to alter or increase significant quantities of impervious surface that generate pollution..

- Preserve and enhance sensitive area buffers to maximize natural filtration of contaminants.

Policy NE-2.4: Preserve the natural flood storage function of 100 Year Floodplains. Emphasize non-structural methods in planning for flood prevention and damage reduction.

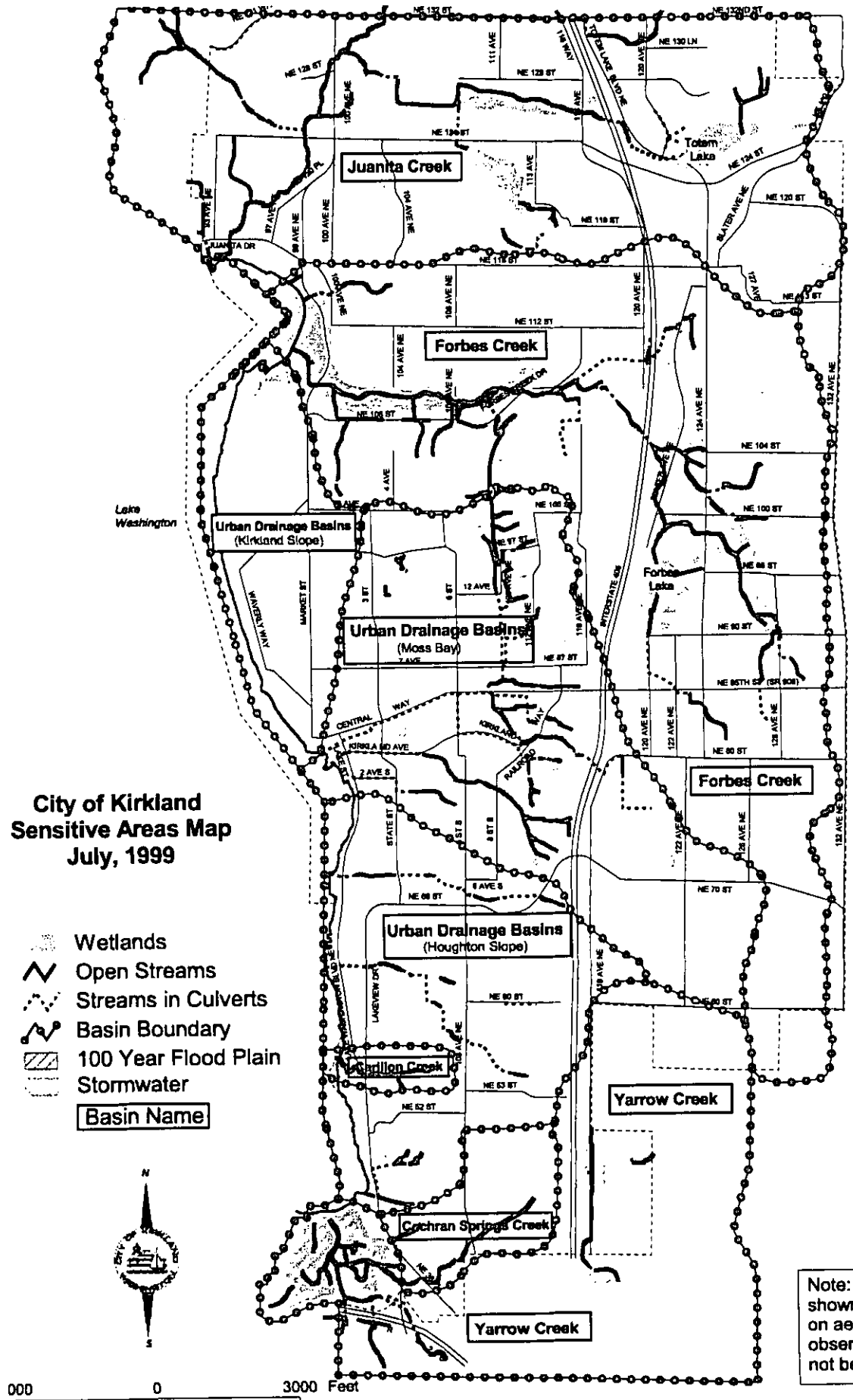
Floodplains are lands adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains naturally store flood water, protect water quality, and are valuable for recreation and wildlife habitat. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards to life and property.

GOAL NE-3: MANAGE THE NATURAL AND BUILT ENVIRONMENTS TO PROTECT AND, WHERE POSSIBLE, TO ENHANCE AND RESTORE VEGETATION.

Study of the urban forest and the functions and values of vegetative features and systems should be undertaken in order to update and expand City policies related to vegetation. In the interim, see Policy 1.2 and accompanying text.

GOAL NE-4: MANAGE THE NATURAL AND BUILT ENVIRONMENT TO MAINTAIN OR IMPROVE SOILS/GEOLOGIC RESOURCES AND TO MINIMIZE RISK TO LIFE AND PROPERTY.

Study of the City's soils and geology should be undertaken in order to update and expand City policies related to these systems. In the interim, see Policy 1.2 and accompanying text.



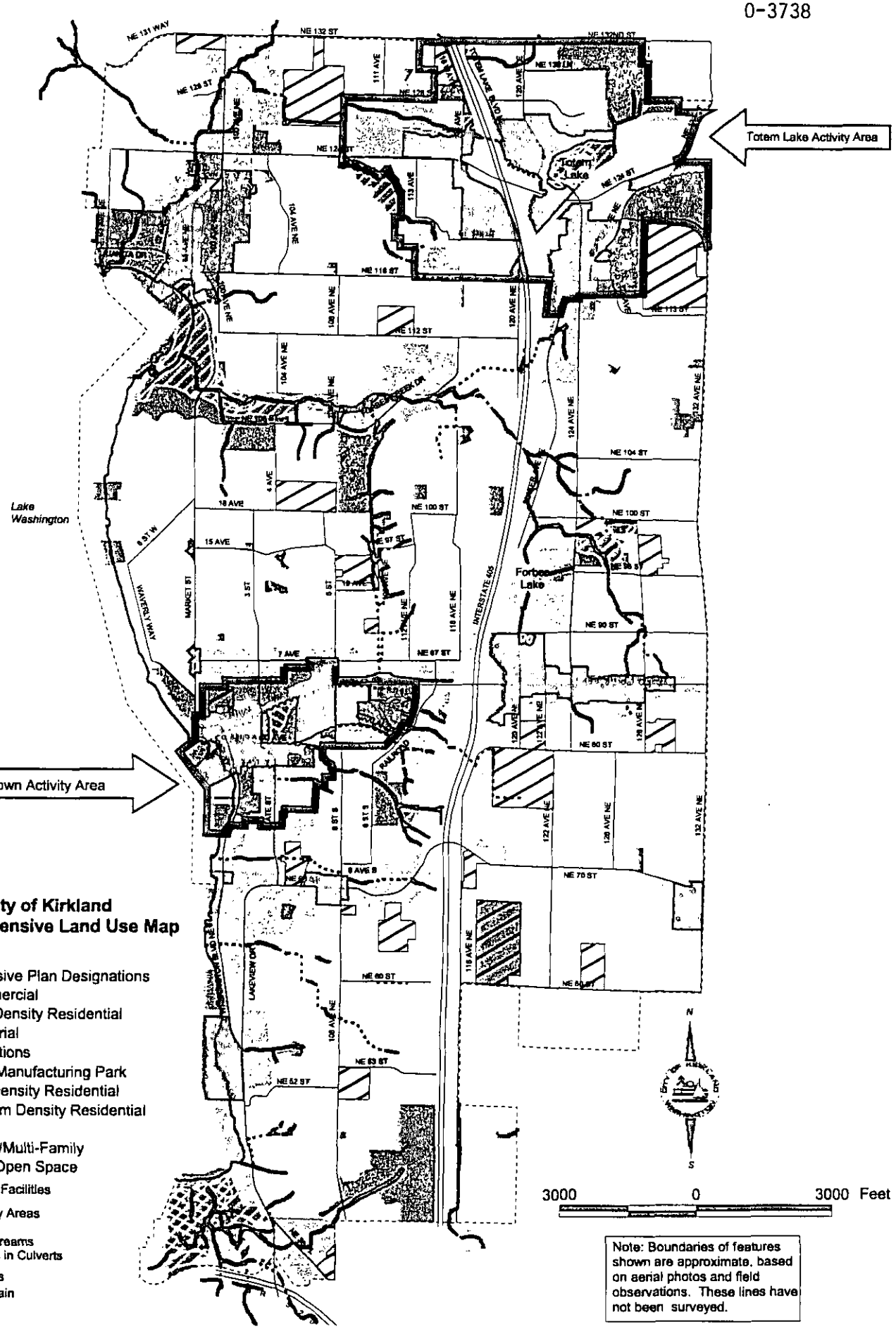
City of Kirkland
Sensitive Areas Map
July, 1999

- Wetlands
- Open Streams
- Streams in Culverts
- Basin Boundary
- 100 Year Flood Plain
- Stormwater
- Basin Name

Note: Boundaries of features shown are approximate, based on aerial photos and field observations. These lines have not been surveyed.

Exhibit F-2

0-3738



City of Kirkland
Comprehensive Land Use Map

Comprehensive Plan Designations
- Commercial
- High Density Residential
- Industrial
- Institutions
- Light Manufacturing Park
- Low Density Residential
- Medium Density Residential
- Office
- Office/Multi-Family
- Park/Open Space
- Public Facilities
- Activity Areas

Open Streams
Streams in Culverts
Wetlands
Flood Plain
Lake

Note: Boundaries of features shown are approximate, based on aerial photos and field observations. These lines have not been surveyed.

Exhibit G-1

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 strengthen the unique role and economic success of each of Kirkland's business districts" (Economic Development Goal ED-3) is echoed in the Land Use Element.

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).

Exhibit G-2

Land use can be affected by regulations that protect Sensitive Areas and their buffers. The Comprehensive Plan Land Use Map depicts the approximate locations of known Sensitive Areas which include streams, minor lakes, wetlands, and 100 year flood plains.

Policy T-8.5. Coordinate parking policies with adjacent jurisdictions.

Parking policies also tend to affect adjacent jurisdictions. For example, if a major office complex charges employees for parking, then potential tenants may rent space in the closest office complex in the adjacent city where it is free. Paid parking has shown to be one of the strongest incentives available to get commuters out of single-occupant vehicles. Parking policies coordinated among jurisdictions will tend to "level the playing field" and work to support multimodal transportation goals.

Policy T-8.6. Cooperate with adjacent jurisdictions to develop a regional network of facilities for nonmotorized transportation.

Bicyclists and pedestrians, like vehicular traffic, have needs which cross city boundaries. The best regional nonmotorized system is one which is carefully coordinated to provide the most convenient and safe routes to major destinations.

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

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

D. TRANSPORTATION FACILITY PLAN

This section contains one table ~~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~~ The 2012 Transportation Project List is located in the Capital Facilities Element as Table CF-10B. 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, whether the basis for impact fee, CFP project number, whether impact fee could fund, indication that project is dependent on outcome of Totem Lake study, ~~length,~~ source and supporting goal are noted for each project. Table T-~~4~~ 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.~~ CF-10B, located in the Capital Facilities Element. Figures T-7 and T-8 show both the existing and proposed system and, therefore, display the total potential non-motorized transportation system.

Figure T-9 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.~~ CF-10B, located in the Capital Facilities Element.

Exhibit H-1

TABLE T-~~5~~ 4
Project Descriptions for the
2012 Transportation 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 2000

NM20-2 Non-motorized Facilities
Location: 116th Avenue NE from NE 67th Street 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. Unfunded CIP project NM 0009.

NM20-3 Bike Lane
Location: 132nd Avenue NE/NE 120th Street, NE 85th Street to Slater Avenue NE
Description: Construction of a five-foot class two-bicycle lane north and southbound. Funded CIP project NM 0020 scheduled for completion in 2000.

NM20-4 Pedestrian/Bicycle Facility
Location: 18th Avenue/NE 100th Street, 6th Street to 111th Avenue NE across BNSFRR right-of-way
Description: Installation of path along the described corridor. Unfunded CIP project NM 0031.

NM20-5 Sidewalk
Location: 93rd Avenue 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 2005.

NM20-6 Sidewalk
Location: NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE
Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

NM20-7 Non-motorized Facilities
Location: BNSF right-of-way, between south and north City Limits.
Description: 10-12 foot wide two-way bike/pedestrian asphalt trail. Unfunded CIP project NM 0024.

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 completion in 2003.

Exhibit H-2

NM20-9 Pedestrian/Bicycle/Emergency Vehicle Bridge
Location: NE 100th Street, 117th Avenue NE to Slater Avenue NE, across I-405
Description: Pedestrian/Bicycle bridge approximately 18 feet wide, 400 feet long, with approaches on each end. Includes emergency vehicle access. Funded CIP project NM 0009, scheduled for construction in 2000.

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. Unfunded CIP project NM 0036.

NM20-11 Sidewalk
Location: NE 112th Street, 104th Avenue NE to 120th Avenue NE
Description: Install curb, gutter, planter strip, and sidewalk on the south side of NE 112th Street. Funded CIP project NM 0039, scheduled for completion in 2002.

NM 20-12 Pedestrian/Bicycle Bridge
Location: NE 128th Street, NE 116th Way to Totem Lake Boulevard, across I-405.
Description: Pedestrian/Bicycle bridge approximately eight feet wide, with approaches on each end. Unfunded CIP project NM 0023.

NM20-13 Sidewalk
Location: NE 73rd Street, 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. Funded CIP project NM 0035, scheduled for 2000.

NM20-15 Pedestrian/Bicycle Bridge
Location: NE 90th Street, 116th Avenue NE to Slater Avenue, across I-405
Description: Pedestrian/Bicycle bridge approximately eight feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16 Sidewalk
Location: NE 90th Street, Slater Avenue NE to 124th Avenue NE
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

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 completion in 2002.

NM20-18 Sidewalk
Location: 8th Street South / 9th Avenue South
Description: Installation of curb, gutter and sidewalk along the south side of 9th Avenue South from 6th Street South to 8th Street South and then along the east side of 8th Street South to Everest Park. Funded CIP project NM 0038, scheduled for completion in 2001.

NM20-19 Sidewalk
Location: Spinney Homestead Park, NE 100th Street from 111th Avenue NE to I-405
Description: Installation of curb, gutter, sidewalk and storm drainage along the north side. Funded CIP project NM 0034, scheduled for completion 2004.

NM20-20 Sidewalk
Location: 13th Avenue, Van Aalst Park to 6th Street
Description: Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0040, scheduled for completion in 2003.

NM20-21 Sidewalk
Location: 130th Avenue NE, NE 95th Street to NE 100th Street
Description: Install sidewalk along west side of 130th Avenue NE. Funded CIP project NM 0037, scheduled for completion in 2005.

NM20-22 Trail/Sidewalk
Location: Forbes Valley
Description: Improve Trail/Sidewalk system connecting the NE 100th Street Trail, Crestwoods Park, Juanita Bay Park, and Juanita Beach Park. Funded CIP project PK 0043, scheduled for completion in 2005.

NM20-23 Crosswalk Upgrades
Location: Various
Description: Pedestrian crossing improvements. Projects are combined and funded every three years under CIP project NM 0012.

NM20-24 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 116th Street to NE 118th Street
Description: Extend two-lane roadway, including non-motorized facilities, storm drainage and landscaping. Funded CIP project ST 0060, scheduled for completion in 2002.

ST20-2 Roadway Extension
Location: 119th Avenue NE, NE 128th Street to NE 130th Street
Description: Extend two-lane roadway, including non-motorized facilities, storm drainage and landscaping. Funded CIP project ST 0061, scheduled for completion in 2002.

ST20-3 Roadway Widening
Location: 120th Avenue NE, Totem Lake Boulevard to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes. Funded CIP project ST 0063, scheduled to begin design in 2004.

ST20-4 Roadway Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes. Funded CIP project ST 0059, scheduled for completion in 2003.

ST20-5 Roadway Widening
Location: 124th Avenue NE, NE 85th Street to NE 116th Street
Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Roadway Widening
Location: 132nd Avenue NE/NE 120th Street NE
Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. 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. Unfunded CIP project ST 0055.

ST20-8 Roadway Widening
Location: Juanita Drive, 98th Avenue NE to West City Limits
Description: Widen to three lanes with bike lanes, install a traffic signal at NE 97th Street, and reconfigure park entrance. Funded CIP project ST 0030, scheduled for completion in 2000.

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. Funded CIP project ST 0057, scheduled for completion in 2003.

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. Funded CIP project ST 0052, scheduled to begin design in 2004.

ST20-11 Roadway Extension
Location: NE 130th Street, Totem Lake to 120th Avenue NE
Description: Extend two-lane roadway including non-motorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.

ST20-12 Roadway Widening
Location: NE 132nd Street, 100th Avenue NE to 116th Avenue NE
Description: Widen to a uniform three-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. Unfunded CIP project ST 0058; will require King County participation.

ST20-13 Roadway Widening
Location: Slater Avenue, NE 116th Street to NE 124th Street
Description: Widen to three lanes with bike lanes, curb and gutter, sidewalks and link with the extension of NE 120th Street to 124th Avenue NE. Funded CIP project ST 0031, scheduled for completion in 2000.

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 Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks.

TR20-2 Intersection Improvement
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Funded CIP project TR 0067, scheduled to begin design in 2005.

TR20-3 Traffic Signal
Location: 6th Street / Kirkland Way
Description: Construct new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065, scheduled for completion in 2002.

TR20-4 Intersection Improvement
Location: 6th Street / Central Way
Description: Add northbound 6th Street to eastbound Central way right-turn lane at intersection. Funded CIP project TR 0066, scheduled for completion in 2000.

TR20-5 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 2003.

TR20-6 Intersection Improvement
Location: NE 85th Street / 124th Avenue NE
Description: Add westbound NE 85th Street to northbound 124th Avenue NE right-turn lane. Funded CIP project TR 0062, scheduled for completion in 2001.

TR20-7 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 2004.

TR20-8 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. Funded CIP project TR 0056, scheduled for completion in 2003.

TR20-9 Intersection Improvement
Location: NE 132nd Street / 100th Avenue NE
Description: Add northbound 100th Avenue NE to eastbound NE 132nd Street right-turn lane. Funded CIP project TR 0064, scheduled for completion in 2001.

TR20-10 Intersection Improvement
Location: Lake Washington Boulevard at Northup Way
Description: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Funded CIP project TR 0068, scheduled to begin design in 2005.

TR20-11 Intersection Improvement
Location: NE 68th Street / State Street
Description: Add westbound NE 68th Street to northbound State Street right-turn lane. Funded CIP project TR 0061, scheduled for completion 2001.

TR20-12 Intersection Improvement
Location: NE 124th Street / 100th Avenue NE
Description: Add northbound 100th Avenue NE to eastbound NE 124th Street right-turn lane. Funded CIP project TR 0063, scheduled for completion in 2001.

TR20-13 Possible Additional Queue By-pass and HOV Facilities
Location: Various
Description: Intersection Improvements or HOV lanes that are not included in other projects are as follows:

1. Lake Washington Boulevard northbound, Lakeview Drive to 2nd Avenue HOV
2. NE 116th Street/I-405 queue by-pass eastbound to southbound
3. NE 116th Street eastbound HOV lane conv. 98th Avenue NE to I-405
4. NE 85th Street/I-405 queue by-pass westbound to northbound
5. 124th Avenue NE HOV lane conv. NE 85th to 116th Street
6. NE 70th Street/I-405 queue by-pass
7. NE 68th/70th Street eastbound HOV lane const. 108th Avenue NE to I-405
8. NE 124th Street westbound HOV lane conv. 132nd Avenue NE to I-405
9. NE 70th Street westbound HOV lane conv. 132nd Avenue NE to I-405
10. NE 124th Street/I-405 westbound to northbound

TR20-14 Intersection Improvements
Location: Various
Description: New signals or signal improvements that are not included in other projects are as follows:

1. Central Way and Park Place Center
2. Kirkland Avenue/Lake Street South
3. Lake Street South/2nd Avenue South
4. Market Street/Central Way
5. Market Street/7th Avenue NE
6. Market Street/15th Avenue
7. NE 53rd Street/108th Avenue NE
8. NE 60th Street/116th Avenue NE
9. NE 60th Street/132nd Avenue NE
10. NE 64th Street/Lake Washington Boulevard
11. NE 70th Street/120th Avenue or 122nd Avenue NE
12. NE 80th Street/132nd Avenue NE
13. NE 85th Street/114th Avenue NE (add WB right lane)
14. NE 85th Street/132nd Avenue NE
15. NE 100th Street/132nd Avenue NE
16. NE 112th Street/120th Avenue NE
17. NE 112th Street/124th Avenue NE
18. NE 116th Street/118th Avenue NE
19. NE 116th Street/124th Avenue NE (extend NB through and right)
20. NE 126th Street/132nd Place NE
21. NE 128th Street/Totem Lake Boulevard
22. NE 132nd Street/124th Avenue NE
23. NE 132nd Street/Totem Lake Boulevard
24. Market Street/Forbes Creek Drive

0-3738

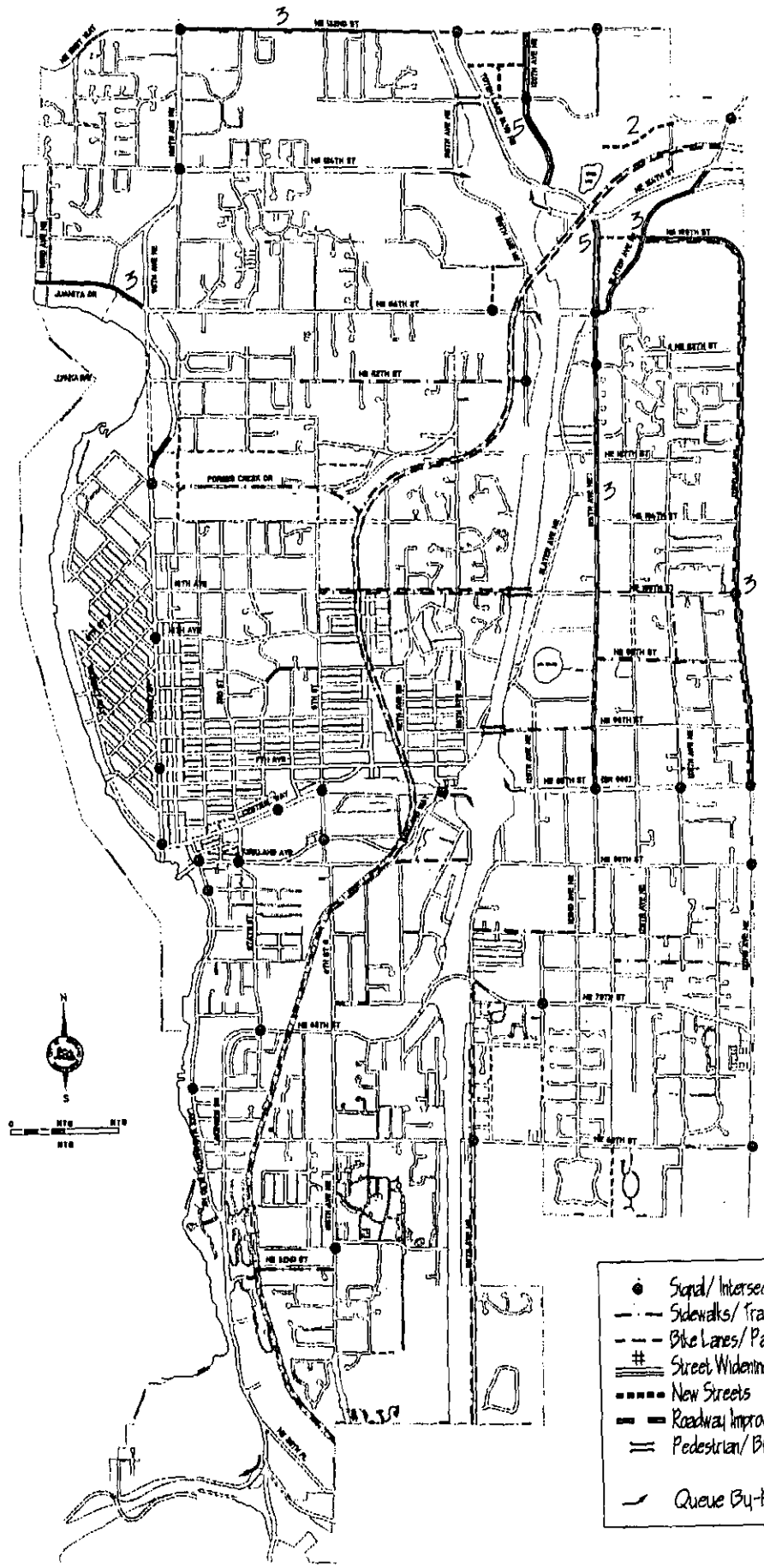


Exhibit H-3

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Figure T-6

2012 TRANSPORTATION PROJECT LIST

Page

X. PARKS, RECREATION, AND OPEN SPACE

A. INTRODUCTION

"Puddle Jumpers" sculpture at Marina Park

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

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

Looking at current City parks and recreation services through the year 2012, the following important issues and opportunities face Kirkland:

(1) Acquiring and developing additional parkland in areas of the City where parkland and recreational opportunities are deficient, by providing miniparks, neighborhood parks, community parks, and open space.

(2) Providing additional pedestrian and bicycle trails and linkages between parks, open spaces, and neighborhoods.

(3) Developing facilities such as restrooms and additional benches in new and existing parks.

(4) Meeting City indoor recreation needs for fitness, athletics, recreation classes, and meeting space.

(5) Enhancing and expanding recreational opportunities at existing waterfront parks.

(6) Providing ongoing renovation and maintenance of parks and facilities.

(7) Continuing and enhancing "partnerships" with the Lake Washington School District, King County, and neighboring cities in the mutual use and development of parks and recreation facilities.

(8) Providing diverse and affordable recreation programs to meet citizen needs and interests, particularly those of youth, teens, senior citizens and residents with special needs, and complement programs offered by other recreation providers in the community.

(9) Maintaining and beautifying public grounds and other visually prominent areas.

Exhibit I-1

X. Parks, Recreation, and Open Space

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

Existing Conditions

The existing City-owned park system contains 412 acres, of which approximately 152 acres are developed. Much of the developed park system consists of 12 waterfront parks, 11 neighborhood parks, and 7 community parks. The balance of the City's park acreage can be classified as natural/open space areas and under-developed community and neighborhood parkland. and 4 nature parks.

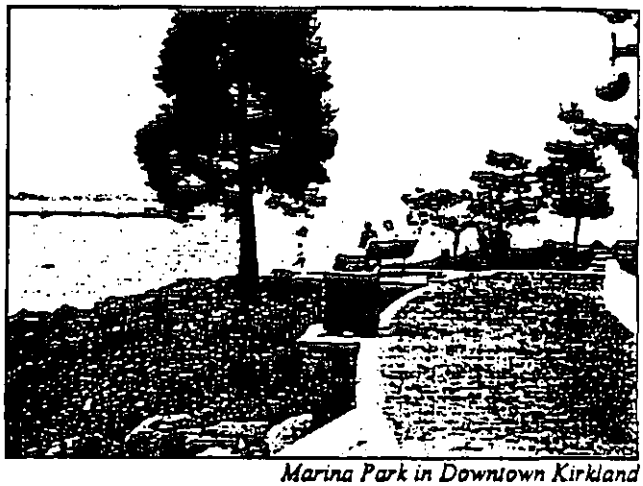
A detailed inventory and classification of existing parks, open space, and recreational facilities is contained in the parks functional plan, titled Kirkland's Comprehensive Park, Open Space, and Recreation Plan. That inventory is adopted as background for this Element as though set forth herein.

Waterfront Parks

(two of which are classified officially as nature parks)

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

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



Marina Park in Downtown Kirkland

Natural Park Areas

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

Community Parks

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

X. Parks, Recreation, and Open Space

While a surplus of acreage for neighborhood park land exists in Kirkland, there still remains neighborhoods that are underserved.

Mini and Neighborhood Parks

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

Relationship to Other Elements

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

Relationship to Park, Recreation, and Open Space Comprehensive Plan

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

B. Parks, Recreation, and Open Space Concept

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

C. Parks, Recreation, and Open Space Goals and Policies

Parks and Open Space

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

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

(1) To contribute to the overall quality of life for Kirkland residents by providing facilities and programs for both active and passive recreation.

(2) To improve the aesthetics of the City, including ornamental plantings and other beautification efforts.

X. Parks, Recreation, and Open Space

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

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

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

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

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

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

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

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

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

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

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

As the City's park system matures and requires periodic renovation, emphasis should be placed on

developing improved methods of conserving energy, using better equipment and innovative practices, and designing park areas in such a manner as to reduce long-term maintenance and operating expenses.

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

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

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

Acquisition

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

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

Development

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

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

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

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

Renovation

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

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

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

Many of the parks and facilities acquired when the system was first developed are in need of

X. Parks, Recreation, and Open Space

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

Financing

The City's Capital Improvement Program (CIP) and Capital Facilities Plan contain capital project needs and funding sources for parks projects. Capital project financing comes from a variety of sources including current operating funds, reserve funds, grants, private sector support, and voter-approved general obligation bonds. Additional funding sources should be explored to finance the Comprehensive Park, Open Space, and Recreation Plan.

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

Table PR-1
Park and Open Space Levels of Service

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

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

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

Recreation

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

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

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

The City plays both a primary and supportive role in recreation. In certain instances, the City's role is to provide facilities and coordination, while in other cases, the City assumes a direct operating role. For example, the City's role in youth baseball and soccer is to provide, schedule, and maintain ballfields within the City's park system, while the City assumes direct responsibility for offering recreation programs and services to the elderly.

X. PARKS, RECREATION, AND OPEN SPACE

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

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

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

Table PR-2
Recreation Space Levels of Service

Facility	~~Acceptable~~ Standard	~~Desired Standard~~
~~Community Centers~~ Indoor Recreation Space	~~540~~ 700 sq. ft./ 1,000 persons	~~700 sq. ft./~~ 1,000

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

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

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

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

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

X. Parks, Recreation, and Open Space

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

Partnership with Lake Washington School District

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

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

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

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

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

The City should continue efforts to cooperate with the Lake Washington School District on a park facility located south of the ~~School District Administration Building~~. Best Alternative High School.

Partnership with King County

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

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

Another important component in "partnering" with King County is acquiring local park sites in the

X. Parks, Recreation, and Open Space

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

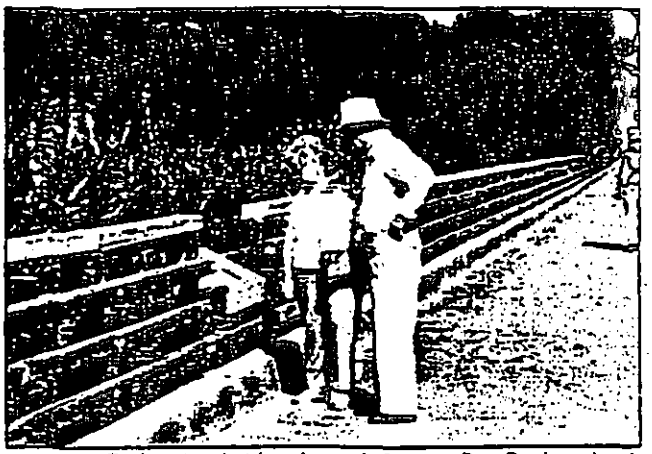
*Policy PR-2.5: **Provide Kirkland citizens of all ages and abilities the opportunity to participate in diverse, challenging, and high-quality recreation programs that are both accessible and affordable.***

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

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

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

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



Pedestrian bridge through Juanita Bay Park wetlands

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

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

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

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

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

Natural Resources

~~HABITAT~~ CONSERVATION

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

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

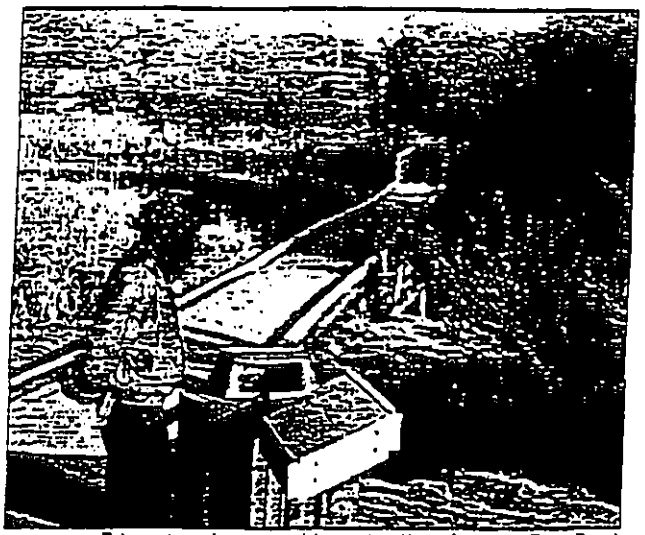
Bodies of water in Kirkland, other than Lake Washington, include Forbes Lake, Forbes Creek, Juanita Creek, Cochran Springs Greek, Yarrow Creek, Everest Creek, Totem Lake, and numerous smaller streams and tributaries. These resources provide valuable habitat for wildlife and contribute to water quality.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

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

Recognized impacts associated with an ever increasing urban population include privately owned open space, environmental and invasive native vegetative communities, and an increase in competitive pressure upon native wildlife by nonnative species and domestic pets.

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

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



Educational sign and boardwalk at Juanita Bay Park

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

parks and other publicly owned land, along with

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

Open space corridors serve many important functions, including recreation, fish and wildlife habitat, and the connection of individual features that comprise a natural system (e.g., wetlands linked by a stream within a watershed). Kirkland's open space corridors are composed of sensitive areas and their buffers.

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

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

Relationship to Other Elements

The Capital Facilities Plan is the element that ensures that many of the goals and policies in the other elements can be financially achieved. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements (such as sewer, water drainage, etc.).

All of the funded projects noted in the Transportation Element and on the 2012 Transportation Project List are reflected in the Capital Facilities Element for the six-year planning period – whether they are transit and corridors, bike and pedestrian connections, or street and signal improvements. The Capital Facilities Element includes the identified projects to implement the goals and policies and includes the cost for the projects and the funding sources.

The Capital Facilities Element is supported by the Public Utilities, Public Services and Parks, Recreation and Open Space Elements. Each of these provided the policy direction, and the Capital Facilities Element incorporated the level of service standards and funding plan to pay for and construct the physical improvements.

B. CAPITAL FACILITIES GOALS AND POLICIES

CAPITAL FACILITIES FOR QUALITY OF LIFE

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, parks, and other facilities are a physical reflection of community values. The City has had a good track record in providing capital improvements. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs.

Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.

Policy CF-1.1: Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

Policy CF-1.2: Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.

As the Vision Statement and Framework Goal 1 describe, a high priority for Kirkland residents is maintaining and enhancing Kirkland's strong sense of community and neighborhood identity. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Exhibit J-1

XIII. CAPITAL FACILITIES

The mode split goals are intended to measure how successful we are in providing travel options or reducing demand for single-occupant vehicles. The targets have been incorporated into the City's traffic model in order to determine vehicular level of service. Please refer to the Transportation Element and Introduction, Setting The Standards For Levels Of Service, in this Element for further discussion.

OTHER PUBLIC FACILITIES

The "concurrency" requirement does not apply to the facilities listed in Table CF-6. New development will not be denied based on the standards found in Table CF-6 ~~, and CF-7~~. However mitigation, impact fees, or other developer contributions may be required to meet the standards found in Table CF-6 for ~~Acceptable~~ Level of Service. ~~The City will strive to achieve the standards found in Table CF-7 for Desired Level of Service through grants, bonds, city funding, and other available sources~~.

Policy CF-3.4: Use the following level of service standards to determine the need for public facilities:

Table CF-6
Public Facilities ~~Acceptable~~ Level of Service

Facility	Standard
Surface water management	24-hour event, 100-year detention with 2 cubic feet per second per acre release rate
Fire and EMS	1 fire station/14,200 persons
Neighborhood parks 1.3	~~1.2~~ acres/1,000 persons
Community parks 1.6	~~1.4~~ acres/1,000 persons
~~Community center~~ 700	~~540~~ sq. ft./1,000 persons
Bicycle trails	1.5 miles/1,000 persons
Pedestrian sidewalks	2.9 miles/1,000 persons
Pedestrian pathways/trails	0.3 miles/1,000 persons

Indoor Recreation Space

Nature Parks 5.7 acres/1,000 persons

These public facilities are a basic part of Kirkland. Although they are not tied directly to concurrency requirements, they are important to the City's functioning and should remain adequate as growth occurs. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other factors which should be considered are:

- Community goals and values
- System connections (trails, sidewalks, and pathways)
- Location and proximity to population served
- Response time (for fire and EMS)

~~*DESIRED LEVELS OF SERVICE*~~

Policy CF-3.5: ~~Strive to achieve~~ the following desired level of ~~service~~ standards for park and recreational ~~facilities~~ and open space preservation:

~~Table CF-7~~
Park, Recreation, and Open Space
Desired Level of Service

Facility	Standard
Neighborhood parks	1.3 acres/1,000 persons
Community park	1.6 acres/1,000 persons
Nature parks	5.7 acres/1,000 persons
Community center	700 sq. ft./1,000 persons
Waterfront park	220 lin. ft./1,000 persons

~~These LOS standards reflect the priority Kirkland residents have placed on these facilities which are an integral part of Kirkland's community identity. In the future, the City should aggressively seek out opportunities to reach these desired standards where possible.~~

Exhibit J-2

Table CF - 9
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2000	2001	2002	2003	2004	2005	Six-Year Total
Local	Gas Tax	325,000	-	325,000	-	-	450,000	1,100,000
Local	Sales Tax	770,000	-	672,000	-	-	770,000	2,212,000
Local	Real Estate Excise Tax	800,000	55,800	800,000	79,000	189,500	455,000	2,379,300
Local	Impact Fees	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	6,600,000
Local	Carryover	3,707,015						3,707,015
Local	Reserves	240,120	431,880	350,000	450,000	38,000	195,000	1,705,000
External	UATA	2,527,860						2,527,860
External	King County	98,000						98,000
External	TEA-21	281,880	355,320					637,200
External	Lake Washington School District	325,000						325,000
External	Other Agencies	100,000		838,000	1,050,000	614,500	455,000	3,057,500
External	Private	59,000		102,000				161,000
Total Sources		10,333,875	1,943,000	4,187,000	2,679,000	1,942,000	3,425,000	24,509,875

USES OF FUNDS

Funded Projects

Project Number	Project Title	2000	2001	2002	2003	2004	2005	Six-Year Total
ST 0030	Juanita Drive Roadway Improvements	2,828,675						2,828,675
ST 0031	Slater Ave NE Roadway Improvements	3,525,400						3,525,400
ST 0052	NE 126th Street Roadway Extension					100,000	650,000	750,000
ST 0057	NE 120th Street Roadway Extension			780,000	1,000,000			1,780,000
ST 0059	124th Ave NE (north section) Roadway Improvements			500,000	660,000			1,160,000
ST 0060	118th Ave NE Roadway Extension		400,000	775,000				1,175,000
ST 0061	119th Ave NE Roadway Extension		50,000	720,000				770,000
ST 0063	120th Ave NE Roadway Improvements					1,000,000	2,000,000	3,000,000
NM 0002	Kirkland Avenue Sidewalk			100,000	264,000			364,000
NM 0003	NE 95th Street Sidewalk		210,000	245,000				455,000
NM 0009	NE 100th St/I-405 Ped/Bike Overpass	2,039,800						2,039,800
NM 0012	Crosswalk Upgrades		60,000		70,000			130,000
NM 0020	132nd Ave NE/NE 120th St Bike Lane	663,000						663,000
NM 0021	111th Place NE Sidewalk	155,000						155,000
NM 0032	93rd Avenue NE Sidewalk					160,000	115,000	275,000
NM 0034	Spinney Homestead Park/NE 100th Sidewalk				40,000	320,000		360,000
NM 0035	NE 75th Street Sidewalk	500,000						500,000
NM 0037	130th Avenue NE Sidewalk						250,000	250,000
NM 0038	8th Street South/9th Avenue South Sidewalk		165,000					165,000
NM 0039	NE 112th Street Sidewalk (south side)		400,000	650,000				1,050,000
NM 0040	13th Avenue Sidewalk				300,000			300,000
TR 0056	NE 85th St HOV Queue Bypass				214,000			214,000
TR 0057	NE 124th St HOV Queue Bypass			77,000	131,000			208,000
TR 0060	NE 85th Street/128th Avenue NE Signal					362,000		362,000
TR 0061	NE 68th St/State St Intersection Improvements	102,000	198,000					300,000
TR 0062	NE 85th St/124th Ave Intersection Improvements	219,000	146,000					365,000
TR 0063	NE 124th St/100th Ave Intersection Improvements	126,000	169,000					295,000
TR 0064	NE 132nd St/100th Ave Intersection Improvements	75,000	145,000					220,000
TR 0065	6th Street/Kirkland Way New Traffic Signal			340,000				340,000
TR 0066	6th Street/Central Way Intersection Improvements	100,000						100,000
TR 0067	Kirkland Way/BNSFRR Abutment/Intrsctn Improvmnts						60,000	60,000
TR 0068	Lake Washington Blvd HOV Queue Bypass						350,000	350,000
Total Funded Transportation Projects		10,333,875	1,943,000	4,187,000	2,679,000	1,942,000	3,425,000	24,509,875

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

Exhibit J-3

Table CF-10
Capital Facilities Plan: 2012 Transportation Projects

Comp Plan Number	Project Description	Total Cost [1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees May Fund	Totem Lake Study [3]	Source Doc. [4]	Comp Plan Goal
	Non-Motorized							
NM20-1	111th Place NE Sidewalk, NE 60th St to NE 62nd St	$ 0.2		NM0021			C, NM	T-2
NM20-2	116th Ave NE Non-Motor Facilities, NE 67th St to S City Limits	$ 1.9					C, NM, E	T-2
NM20-3	132nd Ave NE/NE 120th St Bike Ln, NE 85th St to Slater Ave NE	$ 0.6		NM0020			C, NM	T-2
NM20-4	Crestwoods Park/BNSFRR Ped/Bike Facility	$ 0.8					C, NM	T-2
NM20-5	93rd Ave NE Sidewalk, Juanita Dr to NE 124th St	$ 0.3		NM0032			C, NM	T-2
NM20-6	NE 52nd St Sidewalk	$ 0.5					C, NM	T-2
NM20-7	Cross Kirkland Trail	$ 3.4				X	C, NM, E	T-2
NM20-8	Kirkland Ave Sidewalk, BNSF to I-405	$ 0.4		NM0002			C, NM	T-2
NM20-9	NE 100th St Bicycle/Pedestrian overpass Across I-405	$ 1.4		NM0009			C, NM	T-2
NM20-10	NE 100th St Bike Lane, NE 124th St to 132nd Ave NE	$ 0.1					C, NM	T-2
NM20-11	NE 112th St Sidewalk	$ 1.1		NM0039			C, NM	T-2
NM20-12	NE 128th St Bicycle/Pedestrian overpass Across I-405	$ 1.4				X	C, NM, E	T-2
NM20-13	NE 73rd St Sidewalk, 124th Ave NE to 132nd Ave NE	$ 0.2					C, NM	T-2
NM20-14	NE 75th St Sidewalk, 116th Ave NE to 120th Ave NE	$ 0.4		NM0035			C, NM	T-2
NM20-15	NE 90th St Bicycle/Pedestrian Overpass Across I-405	$ 1.4					C, NM	T-2
NM20-16	NE 90th St Sidewalk, Slater Ave NE to 124th Ave NE	$ 0.3					C, NM	T-2
NM20-17	NE 95th St Sidewalk, 124th Ave NE to 130th Ave NE	$ 0.5		NM0003			C, NM	T-2
NM20-18	8th St S/9th Ave S Sidewalk	$ 0.2		NM0038			C, NM	T-2
NM20-19	Spinney Homestead/NE 100th Sidewalk, 111th Ave NE to I-40513th Ave Sidewalk	$ 0.4		NM0034			C, NM	T-2
NM20-20	13th Ave Sidewalk	$ 0.3		NM0040			C, NM	T-2
NM20-21	130th Ave Sidewalk	$ 0.3		NM0037			C, NM	T-2
NM20-22	Forbes Valley Trail	$ 0.3		PK0043			C, NM	T-2
NM20-23	Various Locations: Crosswalk Upgrades	$ 0.3		NM0012			C, NM	T-2
NM20-24	Various Locations: Annual Improvements	$ 3.4					C, NM	T-2
	SUBTOTAL	**$ 20.1**						

Notes:
[1] '99 cost in Millions
[2] Project used to determine impact fee rate
[3] Project implementation is dependent upon outcome of Totem Lake study
[4] C-CIP, NM-Non-Motorized list, E-Eastside Transportation Partnership, P20=Previous 20-year list

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Exhibit J-4

Table CF-10
Capital Facilities Plan: 2012 Transportation Projects

Comp Plan Number	Project Description	Total Cost [1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees May Fund	Totem Lake Study [3]	Source Doc. [4]	Comp Plan Goal
	Traffic Intersection							
TR20-1	Kirkland Ave/3rd St Traffic Signal	$ 0.2	X				C	T-4
TR20-2	Kirkland Way/BNSFRR Aubtment/Intersection Improvements	$ 4.0		TR0067			C, NM	T-4, T-2
TR20-3	6th Street/Kirkland Way Traffic Signal	$ 0.3	X	TR0065	$		C	T-4
TR20-4	6th Street/Central Way NB RT lane	$ 0.1	X	TR0066	$		C	T-4
TR20-5	NE 124th St HOV Queue By-pass @ I-405, east to southbound	$ 0.2	X	TR0057	$	X	C	T-4
TR20-6	NE 85th St/124th Ave NE Add WB RT lane	$ 0.4	X	TR0062	$		C	T-4
TR20-7	NE 85th St/128th Ave NE Traffic Signal	$ 0.4		TR0060			C, NM	T-4, T-2
NM20-8	NE 85th St HOV Queue By-pass @ I-405, east to southbound	$ 0.2	X	TR0056	$		C	T-4
TR20-9	NE 132nd St/100th Ave NE Add NB RT lane	$ 0.2	X	ST0064	$		C	T-4
TR20-10	Lk Wash Blvd/SR520 queue by-pass southbound to westbound	$ 0.8	X	TR0068	$		C	T-4
TR20-11	NE 68th ST/State Street Add WB RT lane	$ 0.3	X	TR0061	$		C	T-4
TR20-12	NE 124th ST/100th Ave NE Add NB RT lane	$ 0.3	X	TR0063	$		C	T-4
	SUBTOTAL	**$ 7.4**						

Notes:
[1] '99 cost in Millions
[2] Project used to determine impact fee rate
[3] Project implementation is dependent upon outcome of Totem Lake study
[4] C-CIP, NM-Non-Motorized list, E-Eastside Transportation Partnership, P20=Previous 20-year list

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Table CF-1C
Capital Facilities Plan: 2012 Transportation Projects

Comp Plan Number	Project Description	Total Cost [1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees May Fund	Totem Lake Study [3]	Source Doc. [4]	Comp Plan Goal
TR20-13	**Possible Additional Queue by-pass and HOV facilities:**							
1	Lk Wash Blvd northbound, lakeview Dr to 2nd Ave HOV						P20	T-4
2	NE 116th St/I-405 queue by-pass eastbound to southbound	$ 1.9	X				P20	T-4
3	NE 116th St eastbound HOV lane conv 98th Ave NE to I-405						P20	T-4
4	NE 85th St/I-405 queue by-pass westbound to orthbound	$ 0.4	X				P20	T-4
5	124th Ave NE HOV lane conv NE 85th to NE 116th St						P20	T-4
6	NE 70th St/I-405 queue by-pass	$ 0.4	X				P20	T-4
7	NE 68th/70th St eastbound HOV lane const 108th Ave NE to I-405						P20	T-4
8	NE 124th St westbound HOV lane conv 132nd Ave NE to I-405	$ 0.4	X			X	P20	T-4
9	NE 70th St westbound Hov lane conv 132nd Ave NE to I-405						P20	T-4
10	NE 124th St/I-405 WB to NB					X	E	T-4
	SUBTOTAL	**$ 3.1**						

Notes:
[1] '99 cost in Millions
[2] Project used to determine impact fee rate
[3] *Project implementation is dependent upon outcome of Totem Lake study*
[4] C-CIP, NM-Non-Motorized list, E-Eastside Transportation Partnership, P20=Previous 20-year list

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Table CF-10
Capital Facilities Plan: 2012 Transportation Projects

Comp Plan Number	Project Description	Total Cost [1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees May Fund	Totem Lake Study [3]	Source Doc. [4]	Comp Plan Goal
TR20-14	**Various Loctions Intersection Improvements:**							
1	Central Way and Parkplace Ctr	$ 0.3					P20	T-4
2	Kirkland Ave/Lake St S	$ 0.3					P20	T-4
3	Lake St S/2nd Ave S	$ 0.3					P20	T-4
4	Market St/Central Way	$ 0.3					P20	T-4
5	Market St/7th Ave NE	$ 0.3					P20	T-4
6	Market St/15th Ave	$ 0.3					P20	T-4
7	NE 53rd St/108th Ave NE	$ 0.3					P20	T-4
8	NE 60th St/116th Ave NE	$ 0.3					P20	T-4
9	NE 60th St/132nd Ave NE	$ 0.3					P20	T-4
10	NE 64th St/Lake Wash Blvd	$ 0.3					P20	T-4
11	NE 70th St/120th Ave or 122 Ave NE	$ 0.3					P20	T-4
12	NE 80th St/132nd Ave NE	$ 0.3					P20	T-4
13	NE 85th St/114th Ave NE	$ 0.4					P20	T-4
14	NE 85th St/132nd Ave NE Add WB Rt In	$ 0.4	X				P20	T-4
15	NE 100th St/132nd Ave NE	$ 0.3					P20	T-4
16	NE 112th St/120th Ave NE	$ 0.3					P20	T-4
17	NE 112th St/124th Ave NE	$ 0.3					P20	T-4
18	NE 116th St/118th St NE	$ 0.3				X	P20	T-4
19	Ne 116th St/124th Ave NE Xtend NB TR	$ 0.2				X	P20	T-4
20	NE 126th St/132nd Pl NE	$ 0.3				X	P20	T-4
21	NE 128th St/Totem Lake Blvd	$ 0.3				X	P20	T-4
22	NE 132nd St/124th Ave NE	$ 0.2				X	P20	T-4
23	NE 132nd St/Totem Lake Blvd	$ 0.2				X	P20	T-4
24	Market St and Forbes Cr Dr	$ 0.2					P20	T-4
	SUBTOTAL	**$ 7.0**						
2012 TRANSPORTATION PROJECT LIST TOTAL		**$ 83.4**						

Notes:
[1] '99 cost in Millions
[2] Project used to determine impact fee rate
[3] Project implementation is dependent upon outcome of Totem Lake study
[4] C-CIP, NM-Non-Motorized list, E-Eastside Transportation Partnership, P20=Previous 20-year list

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Table CF - 11A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2000	2001	2002	2003	2004	2005	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	2,155,000	1,536,000	737,600	463,000	489,000	597,000	5,977,600
Local	Connection Charges	600,000	600,000	600,000	600,000	600,000	600,000	3,600,000
External	Public Works Trust Fund Loan		322,000	512,400	500,000		500,000	1,834,400
External	Utility Revenue Bonds			708,000	1,050,000	1,221,000	936,000	3,915,000
External	Other Agencies	132,000	147,000					279,000
Total Sources		2,887,000	2,605,000	2,558,000	2,613,000	2,310,000	2,633,000	15,606,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2000	2001	2002	2003	2004	2005	Six-Year Total
WA 0021	Watermain Replacement - 18th Avenue		317,000					317,000
WA 0051	Watermain Replacement - 7th Ave/114th Ave NE			95,000	457,000			552,000
WA 0054	Watermain Replacement - NE 113th Pl					204,000		204,000
WA 0055	Watermain Replacement - NE 112th Pl/103rd Ave NE					177,000		177,000
WA 0056	Watermain Replacement - 7th Ave W					245,000		245,000
WA 0057	Watermain Replacement - 116th Ave NE					190,000	929,000	1,119,000
WA 0058	Watermain Replacement - NE 75th St/130th Ave NE			85,000	432,000			517,000
WA 0059	Watermain Replacement - 101st Ave NE			88,000				88,000
WA 0060	Watermain Replacement - 10th Avenue				174,000			174,000
WA 0061	Watermain Replacement - Central Way		115,000	555,000				670,000
WA 0062	Pump Station Replacement - 650 Pressure Zone	276,000	613,000					889,000
WA 0066	South Reservoir Inlet/Outlet Meter Addition	156,000						156,000
WA 0069	Watermain Replacement - 3rd Street South	90,000						90,000
WA 0070	Watermain Replacement - 2nd St S/1st Ave S	88,000						88,000
WA 0071	Watermain Replacement - 20th Place West	76,000						76,000
WA 0072	Watermain Replacement - 108th Place NE	63,000						63,000
WA 0073	Watermain Replacement - Waverly Way	241,000						241,000
WA 0074	Watermain Replacement - 7th Avenue						142,000	142,000
WA 0075	Watermain Replacement - 2nd Street						126,000	126,000
WA 0076	Watermain Replacement - 6th Avenue					273,000		273,000
WA 0077	Watermain Replacement - NE 119th Street			245,000				245,000
SS 0021	NE 90th Street Lift Station Elimination				650,000			650,000
SS 0026	Sewer Line Replacement - Waverly Way	200,000	800,000					1,000,000
SS 0045	Sewer Line Replacement - Central Way (West)		300,000	417,000				717,000
SS 0047	Juanita Lift Station Improvements and Evaluation	178,000						178,000
SS 0048	Sewer Line Replacement - 7th St W			708,000				708,000
SS 0049	Sewer Line Replacement - Lake Ave W (South)	615,000						615,000
SS 0050	Sewer Line Replacement - NE 80th St						936,000	936,000
SS 0053	Waverly Beach Park Lift Station Improv. & Evaluation	302,000						302,000
SS 0054	Telemetry Upgrades			50,000				50,000
SS 0055	Infiltration & Intrusion Reduction Pgm/Pipeline Repl	500,000			400,000	500,000		1,400,000
SS 0056	Emergency Sewer Construction Program		300,000		500,000		500,000	1,300,000
SS 0058	Park Lane Alley Sewer Main Replacement	102,000						102,000
SS 0059	Central Way (East) Sewer Main Replacement		160,000	315,000				475,000
SS 0060	Trend Lift Station Elimination					721,000		721,000
Total Funded Utility Projects		2,887,000	2,605,000	2,558,000	2,613,000	2,310,000	2,633,000	15,606,000

SURPLUS (DEFICIT) of Resources	-	-	-	-

Exhibit J-5

Table CF - 11B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
Local	Stormwater Service Fees	597,000	583,000	580,000	583,000	593,000	528,000	3,464,000
External	King Conservation District	52,000						52,000
Total Sources		649,000	583,000	580,000	583,000	593,000	528,000	3,516,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
SD 0017	Culvert Replacement - Juanita Creek/NE 124th St	363,000						363,000
SD 0020	Kirkland Ave/Slater Ave Drainage System Realignment				127,000			127,000
SD 0021	NE 35tn Street Culvert Ennancement	50,000	173,000					223,000
SD 0022	NE 63rd Street Drainage Diversion				130,000	290,000	436,000	856,000
SD 0024	Central Way Bridge Storm Drain System Improvements				56,000			56,000
SD 0025	NE 85th Street Detention and Sediment Control		80,000	350,000	70,000			500,000
SD 0027	104th/105th Pl NE Storm Drain System Improvements						92,000	92,000
SD 0029	Totem Lake Water Quality Treatment		40,000	230,000				270,000
SD 0030	Juanita Creek @ NE 129th Place Culvert Realignment	63,000	290,000					353,000
SD 0031	Dredging – Lake Washington Stormwater Outfalls				140,000			140,000
SD 0033	NE 90th Street/120th Ave NE Sediment Control				60,000	303,000		363,000
SD 0034	NE 63rd Street Ravine Stabilization	73,000						73,000
SD 0035	Juanita Creek Basin Stabilization Project	100,000						100,000
Total Funded Surface Water Utility Projects		649,000	583,000	580,000	583,000	593,000	528,000	3,516,000

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

Exhibit J-6

Table CF - 12
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
Local	Real Estate Excise Tax	234,500	498,500	566,500	341,500	366,500	305,500	2,313,000
Local	Reserve	100,000						100,000
Local	Park Impact Fees	233,500	233,500	233,500	233,500	233,500	233,500	1,401,000
Debt	Limited Tax General Obligation Bonds	1,214,664						1,214,664
External	Private	301,000						301,000
Total Sources		2,083,664	732,000	800,000	575,000	600,000	539,000	5,329,664

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
PK 0043	Forbes Valley Trail Development						316,000	316,000
PK 0049	Open Space and Pk Land Acq Grant Match Program	100,000						100,000
PK 0070	Neighborhood Park Restrooms	60,000	60,000					120,000
PK 0073	Crestwoods Park Fields Renovation			235,000	10,000			245,000
PK 0076	Teen Center	1,515,664						1,515,664
PK 0078 100	Lakeview Elementary School Playfields Improvements		160,000					160,000
PK 0078 200	Lake Washington High School Playfields Improvements		80,000					80,000
PK 0078 300	Kirkland Junior High Playfields Improvements				200,000			200,000
PK 0083	South Juanita Park Site Development	36,000	325,000					361,000
PK 0084	South Rose Hill Park Acquisitions	272,000	107,000	230,000			223,000	832,000
PK 0085	Forbes Lake Property Acquisitions			335,000		600,000		935,000
PK 0086	Totem Lake Neighborhood Park Acquisition				365,000			365,000
PK 0088	B.E.S.T. High School Gym Improvements	100,000						100,000
Total Funded Parks Projects		2,083,664	732,000	800,000	575,000	600,000	539,000	5,329,664

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

Exhibit J-7

00225

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

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
Local	Interest Income	109,500	131,400	184,690			189,070	614,660
External	Fire District #41	40,500	48,600	68,310			69,930	227,340
Total Sources		150,000	180,000	253,000	-	-	259,000	842,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*Six-Year Total*
PS 0032	Training Tower-N Rose Hill Fire Station						259,000	259,000
PS 0048	Juanita/Totem Lake Fire St #27 Upgrade			253,000				253,000
PS 0049	Apparatus Bay Exhaust Fans	150,000						150,000
PS 0050	Automatic Vehicle Locators (AVLs)		180,000					180,000
Total Funded Fire and Building Projects		150,000	180,000	253,000	-	-	259,000	842,000
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

Exhibit J-8

00229

XIV. IMPLEMENTATION STRATEGIES (P. XIV-4)

TASK		PRIORITY
NATURAL ENVIRONMENT ELEMENT		
Projects		
~~NE.1.~~	~~Revise the Natural Environment Element~~	~~*~~
~~NE.2.~~	~~Amend Zoning Code environmentally sensitive areas regulations~~	~~**~~
NE.1.	Prepare a plan for the comprehensive management of natural resource systems.	**
NE.2.	Amend the Comprehensive Plan and Zoning Code to add and improve goals, policies, and regulations regarding the following natural systems:	
	◆ vegetation, emphasizing management of the urban forest;	**
	◆ soils and geology	*
NE.3.	Continue to comprehensively address recovery of species that are officially listed as threatened or endangered. Specifically:	**
	◆ Coordinate with other jurisdictions, agencies, and affected Federally Recognized Tribes.	**
	◆ Assess and amend the Comprehensive Plan, City codes, resource management practices, and other City activities as needed for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements.	**
	◆ Promote removal of fish barriers.	
	◆ Amend the Zoning Code to specify criteria and procedures for handling clearing and grading violations in Sensitive Areas and their buffers.	**
	◆ Study and implement methods to preserve and, where feasible, increase pervious surface in Kirkland.	**

Exhibit K

NE.4.	Review Kirkland Municipal Code, Zoning Code Definitions Chapter, and Comprehensive Plan to identify inconsistencies in natural systems terminology.	*
NE.5.	Transfer data on Geologic Hazard Areas from 1992 aerial photos to the City's GIS system.	
NE.6.	Develop a program to increase public awareness.	
	◆ publicize practices that help/harm the environment	**
	◆ utilize volunteers for resource monitoring, restoration, and enhancement	**
	◆ design standard environmental markers, interpretive signs, and brochures for production and distribution by the City and developers.	
NE.7.	Establish a program which identifies priorities and funding sources for sensitive areas acquisition, restoration, and education.	**
Ongoing NE.8.	Continue to monitor information concerning innovative techniques for resource management, including:	
	◆ adaptive management of Sensitive Areas	**
	◆ mitigation banking	
	◆ transfer of development rights	
	◆ funding sensitive areas acquisition, restoration, and education through innovative techniques	
	◆ other non-regulatory protection measures	
	Identify for further study those techniques that have potential for successful implementation in Kirkland.	
NE.9.	Continue to approach natural resource management comprehensively through interdepartmental coordination.	*

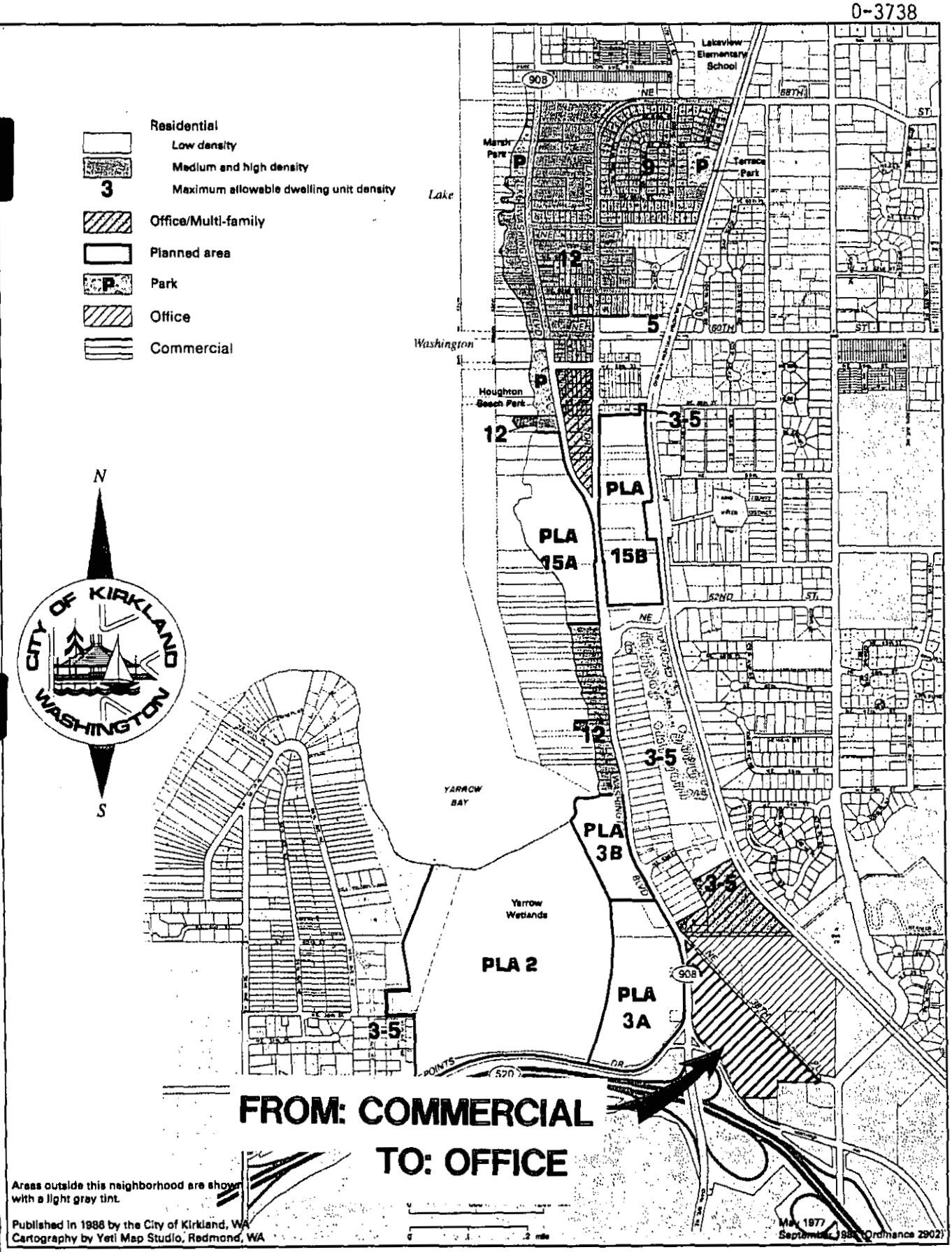


Figure L-1: Lakeview Land Use

SOUTH CORE FRAME

Retail, office, and office/multifamily mixed-use projects are suitable for the South Core Frame.

The South Core Frame immediately abuts the southern boundary of the core area. This area is suitable for retail, office, and office/multifamily mixed use projects.

Public parking may be provided in the South Core Frame

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking "transferred" from the core or funded by "fee-in-lieu" or other municipal source.

The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core. The vacation of 1st Avenue South, west of 2nd Street South, and 1st Street South should be considered as a means of concentrating more intensive development to the west.

Mitigation measures to reduce impacts on single-family residences may be required.

As this area lies just north of an established single-family neighborhood, mitigation measures may be required to minimize the impacts of any new nonresidential development on these single-family homes. These measures may include the restriction of vehicle access to projects within the South Core Frame to nonresidential streets. Public improvements, such as physical barriers to restrict traffic flow in these areas, may be considered. The architectural massing of projects in this area should be modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. URBAN DESIGN

The urban design of Downtown Kirkland consists of many disparate elements which, together, define its identity and "sense of place." This document provides policy guidelines for the design of private development and a master plan for the development of the public framework of streets, pedestrian pathways, public facilities, parks, public buildings, and other public improvements (see Figure C-4).

The following discussion is organized into three sections:

A. Downtown Design Guidelines and ~~Administrative~~ Design Review;

B. Building Height and Design Districts; and

C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND ~~ADMINISTRATIVE~~ DESIGN REVIEW

Mechanics of ~~Administrative~~ Design Review are described.

~~ADOPTED IN SECTION 3.30 OF THE KIRKLAND MUNICIPAL CODE~~

The booklet entitled "~~Downtown~~ Design Guidelines," which is ~~Appendix G to this document~~, contains policy guidelines and concepts for private development in Downtown Kirkland. The booklet includes an explanation of the mechanics of ~~the Administrative~~ Design Review process to be used for all new development and major renovations in the Downtown area. Discretion to deny or condition a design proposal is based on specific ~~Downtown~~ Design Guidelines ~~(DDGs)~~ adopted by the City Council and administered by the ~~Planning Director~~. ~~Administrative~~ Design Review enables the City to apply the ~~DDGs~~ in a consistent, predictable, and effective manner

~~DESIGN BOARD~~ AND

ATTACHMENT

Exhibit M-1

0-3738

The ~~DDGs~~ are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown's visual and historic character. This is to be achieved by injecting into each project's creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown's overall pattern. The ~~DDGs~~ would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.

The ~~Administrative~~ Design Review Process enables the City to require new development to implement the policy guidance contained in the ~~DDGs~~, the Master Plan for Downtown, and to protect and enhance the area's urban design assets. A more complete description of how ~~Administrative~~ Design Review should operate is found in ~~Appendix G~~.

BUILDING HEIGHT AND DESIGN DISTRICTS

Figure C-5 identifies eight height and design districts within Downtown Kirkland. The boundaries of these districts are determined primarily by the topographical characteristics of the land and the area's proximity to other noncommercial uses.

Design District 1

Maximum building height in Design District 1 is between two and four stories.

This district is bordered by Lake Street, Central Way, 3rd Street, and generally 1st Avenue South. When combined with District 2, this area corresponds to the core area as shown in Figure C-3.

The maximum building height in this area should be between two and four stories with no minimum setback from property lines. Stories above the second story should be set back from the street. To preserve the existing human scale of this area, development over two stories requires review and approval by the ~~City Council~~ based on the priorities set forth in this plan. Buildings should be limited to two stories along all of Lake Street south to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately setback from the street. A continuous three story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 east of Main Street and south of Kirkland Avenue provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. Along the south side of the Design District, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

Design considerations of particular importance in this area are those related to pedestrian scale and orientation. Building design at the street wall should contribute to a lively, attractive, and safe pedestrian streetscape. This should be achieved by the judicious placement of windows, multiple entrances, canopies, awnings, courtyards, arcades, and other pedestrian amenities. Service areas, surface parking, and blank facades should be located away from the street wall.

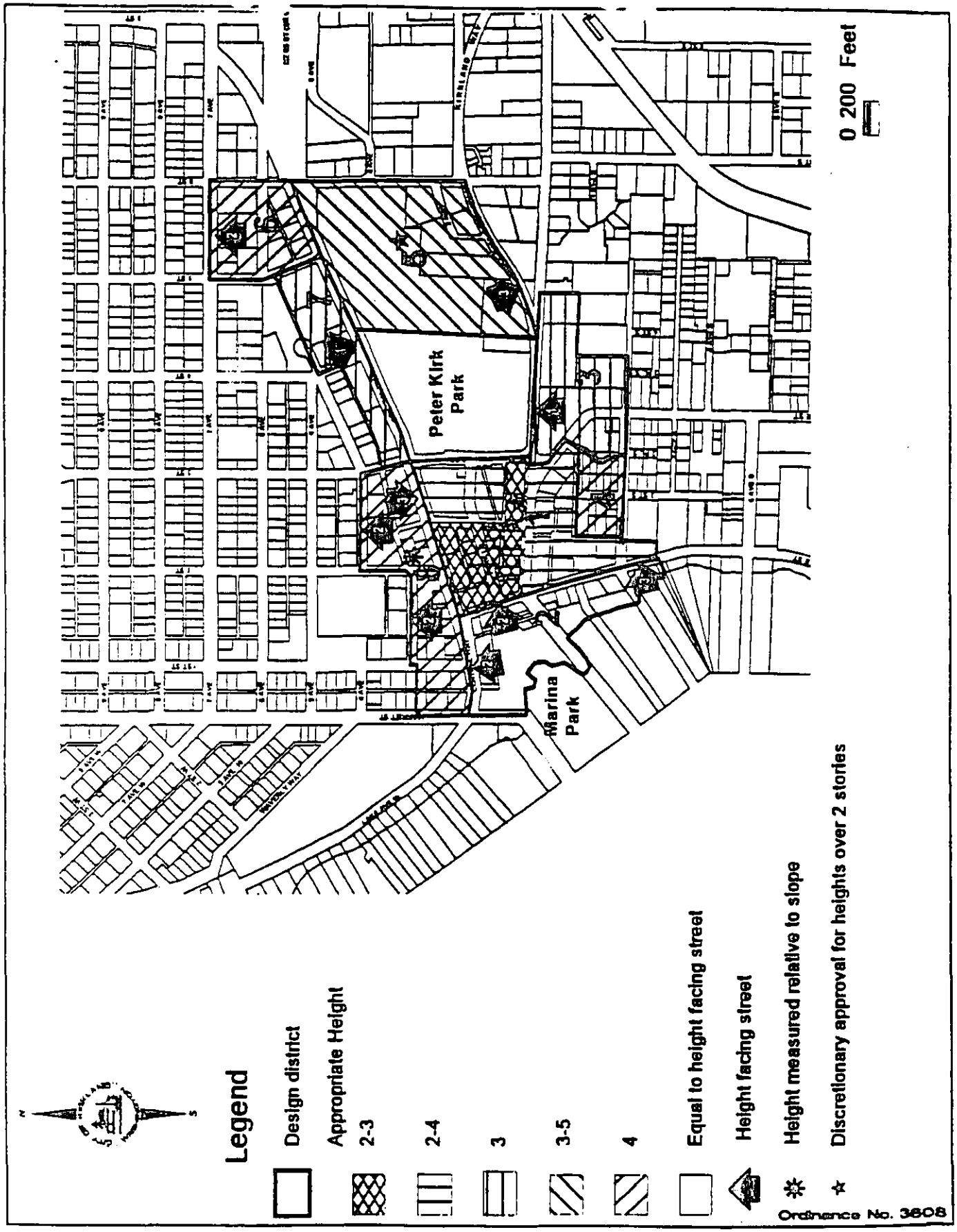


Figure C-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the Lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the Lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the ~~City Council~~ Design Review Board for both design and public benefit considerations. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the ~~City Council~~ Design Review Board to ensure an effective transition along the street and properties to the south.

As in District 1, pedestrian orientation is an equally important design consideration in District 2. In addition, ~~DDGs~~ Improvements related to the visual or physical linkage between building in this area and the lake to the west should be incorporated in building design.

The public parking lot located near Marina Park at the base of Market Street is well suited for a parking structure of several levels, due to its topography. Incentives should be developed to encourage the use of this site for additional public parking.

Design Districts 3 and 7

Maximum building height is three stories in Design Districts 3 and 7.

These districts are east of 3rd Street, north of Central Way, and south of Peter Kirk Park. Maximum building height should be 3 stories, with a minimum front yard setback of 20 feet and maximum lot coverage of 80 percent. Lower portions of projects with a pedestrian orientation should be allowed to encroach into the setbacks to stimulate pedestrian activity and links to eastern portions of the Downtown. Street trees and ground cover are appropriate along Kirkland Avenue and Central Way. By keeping structures in this area relatively low-rise and set back from the street, views from upland residences can be preserved and the openness around Peter Kirk Park enhanced.

In Design District 3, the restriction of access points to nonresidential streets may be necessary in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south.

Design District 4

Maximum building height to be four stories.

This district is located south of 1st Avenue South, east of 1st Street South. Land in this area is appropriate for developments of four stories in height.

The method for calculating building height should be modified for this area as described in the discussion of height calculation for structures in District 8. The opportunity to take advantage of substantial grade changes with terraced building forms also exists in the western half of District 4.

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of

development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

Building heights of two to five stories are appropriate in Design District 5.

This district lies at the east side of Downtown between Central Way and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed ~~through a City Council process~~ for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Facades facing Central Way, Kirkland Way, and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped-back significantly. Buildings over three stories in height should generally reduce building mass above the 3rd story.

Buildings fronting Peter Kirk Park and the Performance Center should be well modulated, both vertically and horizontally, to ease the transition to this important public space. Buildings should not turn their backs onto the park with service access, blank walls, etc.. Landscaping and pedestrian linkages should be used to create an effective transition.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 6

Maximum building heights of two to four stories are appropriate for Design District 6.

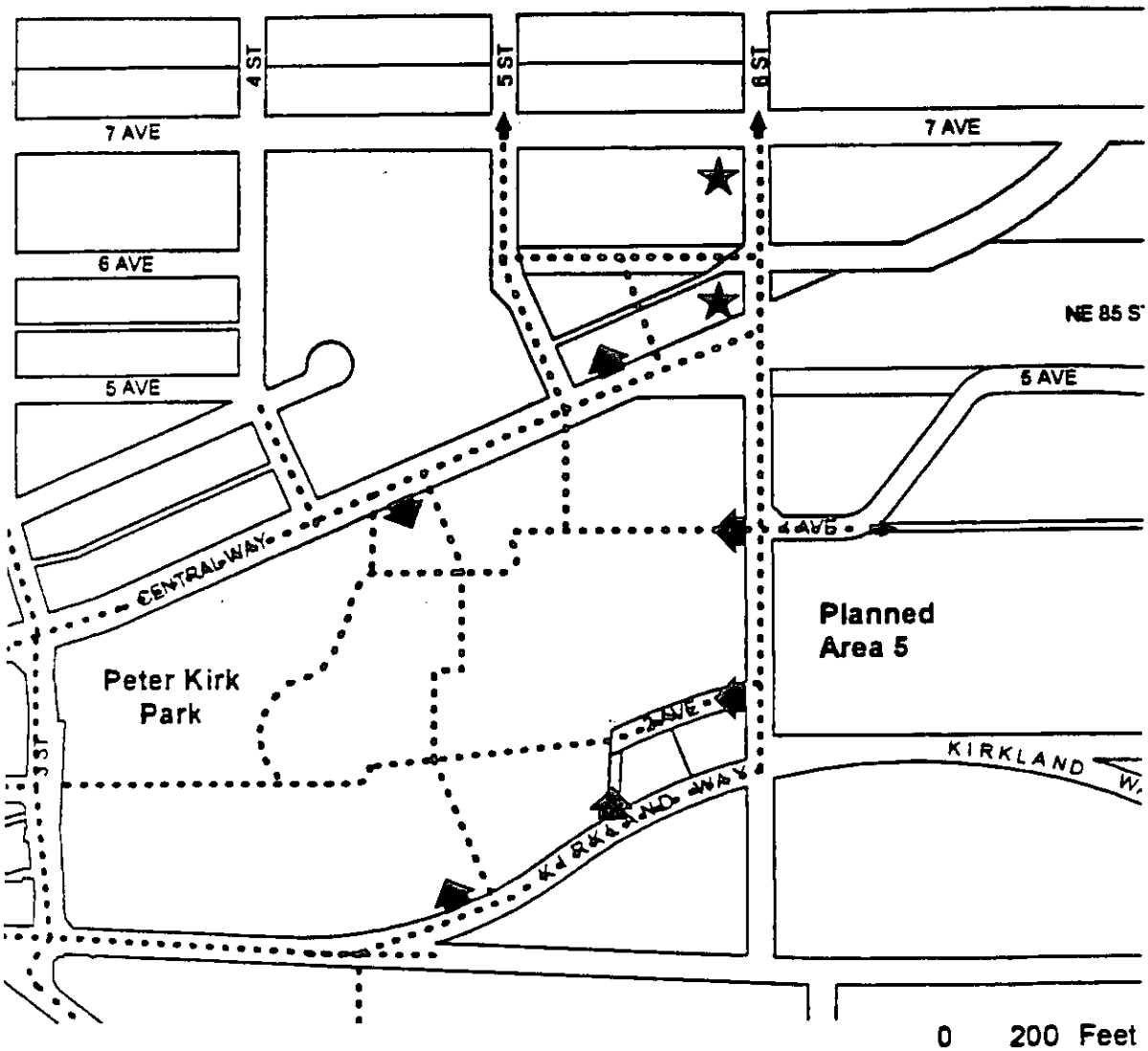
This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document. Figure C-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

BY THE DESIGN REVIEW BOARD

Safe, convenient, and attractive pedestrian connections across the district should be provided. This path should be designed under a covered enclosure or arcade along the storefronts in this area. Visual interest and pedestrian scale of these storefronts will contribute to the appeal of this walkway to the pedestrian. A connection of this pathway to Central Way should be made, with a continuation of the overhead enclosure to unify this pedestrian route.

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. New development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

A substantial building setback or mitigating design such as the site configuration on the south side of Central Way is necessary in order to preserve openness at this important gateway site. The northeast and southeast corners of this block should be set aside and landscaped to provide public open spaces or miniparks at these gateways. Side-yard setbacks, however, should be minimal to reduce the appearance of a building surrounded by a parking area.



Ordinance No. 3608

Figure C-6: Design Districts 5 and 6 - Circulation and Gateways

pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

Brick crosswalks have been installed at 3rd Street and Park Lane in conjunction with the METRO transit center facility. The expansion of the use of brick for crosswalks throughout the Downtown should be considered. In any case, additional restriping of crosswalks in the Downtown area should be actively pursued.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in Figure C-4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way. Elevated crosswalks should be considered among the alternatives reviewed for pedestrian access across Central Way. Disadvantages to elevated crosswalks which should be considered are potential view blockage and the loss of on-street pedestrian traffic.

The portion of the Park Walk Promenade spanning Peter Kirk Park was installed by the City during renovation of the park facilities. The walk serves the Senior Center and library, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops.

Figure C-4 illustrates pedestrian system improvements for the two major routes which are intended to serve several purposes. These projects would improve the safety, convenience, and attractiveness of foot traffic in the Downtown, provide shelter from the weather, and create a unifying element highlighting the presence of a pedestrian linkage.

An elevated boardwalk should be constructed west of buildings on Lake Street to enhance pedestrian access and provide visual interest (see Figure C-4).

The Lakefront Boardwalk shown on the Downtown Master Plan would be an elevated public structure located along the west side of buildings on Lake Street, extending between Central Way and 2nd Avenue South. The boardwalk could either be built at one time, or in stages, providing pedestrian access along only a portion of its length, and still constitute an enhancement of the waterfront pathway system. In addition to its contribution to the pedestrian circulation system, the boardwalk would provide visual and ambient interest to the retail shops it abuts. The structure should create an arcade for lower level storefronts and a deck for upper level shops, expanding their opportunities for customer exposure and access.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.

VEHICULAR

Automobiles and public transit are the modes of transportation which move people in and out of the Downtown, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation. A primary circulation goal should be to emphasize pedestrian circulation within the Downtown, while facilitating vehicle access into and out of the Downtown.

~~*Lake Street and Central Way should be taken off the state highway system.*~~ *Alternate transit*

Routes should be considered

~~Lake Street and Central Way should be taken off the state highway system and the~~ Lake Street ~~portion~~ designated to function as a major pedestrian pathway. The objectives for land use and pedestrian circulation should be seriously considered during any plans for traffic and roadway improvements on Lake Washington Boulevard. The goal to discourage commuter traffic on the boulevard should not be viewed independently from the need to retain vehicle access for tourists, shoppers, and employees to the Downtown.

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles. Future plans for Lake Street and Lake Washington Boulevard may include the diversion of cars from the Downtown area, and 6th Street would provide the most appropriate north/south alternative route. The existence of commercial development on this street renders it more appropriate than State Street to handle substantial commuter traffic.

The use of public transportation to the Downtown should be encouraged.

Third Street has been designed for the pedestrian and public transit user, with the METRO transit center located on this street. The use of public transportation as an alternative for people who work or shop in the Downtown should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the core area.

The number of vehicular curb cuts in the Downtown area should be limited. Both traffic flow in the streets and pedestrian flow on the sidewalks are disrupted where driveways occur. In the core frame in particular, the placement of driveways should not encourage vehicles moving to and from commercial areas to travel through residential districts.

PARKING

The core area is a pedestrian-oriented district, and the maintenance and enhancement of this quality should be a high priority. Nevertheless, it should be recognized that pedestrians most often arrive in the core via an automobile which must be parked within easy walking distance of shops and services. To this end, as discussed elsewhere in this chapter, private projects which include a substantial amount of surplus parking stalls in their projects should be encouraged to locate these parking stalls in the core frame.

The Downtown area contains a variety of parking opportunities. Four public parking lots exist in the Downtown area, at the west side of Peter Kirk Park, the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street. These lots are shown on the Downtown Master Plan (Figure C-4).

Public parking to be a permitted use on private properties north and south of the core area.

Other sites that would be appropriate for public parking include the north and south slope of the Downtown as shown in Figure C-4. Public parking in these areas would help to serve core-area businesses, while not detracting from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as the Market Street-End lot and the Peter Kirk lot would adapt well to structured parking due to the topography in the immediate vicinity of these lots.

The fee-in-lieu of parking alternative allows developers in the core area to contribute to a fund instead of providing required parking on site. The City's authority to spend the monies in this fund should be expanded to include the use of the funds on private property in conjunction with parking facilities being provided by private developers.

as well as with densities permitted along State Street to the north and south. Lands on the ~~west~~ east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South, are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South, contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

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

Exhibit M-2

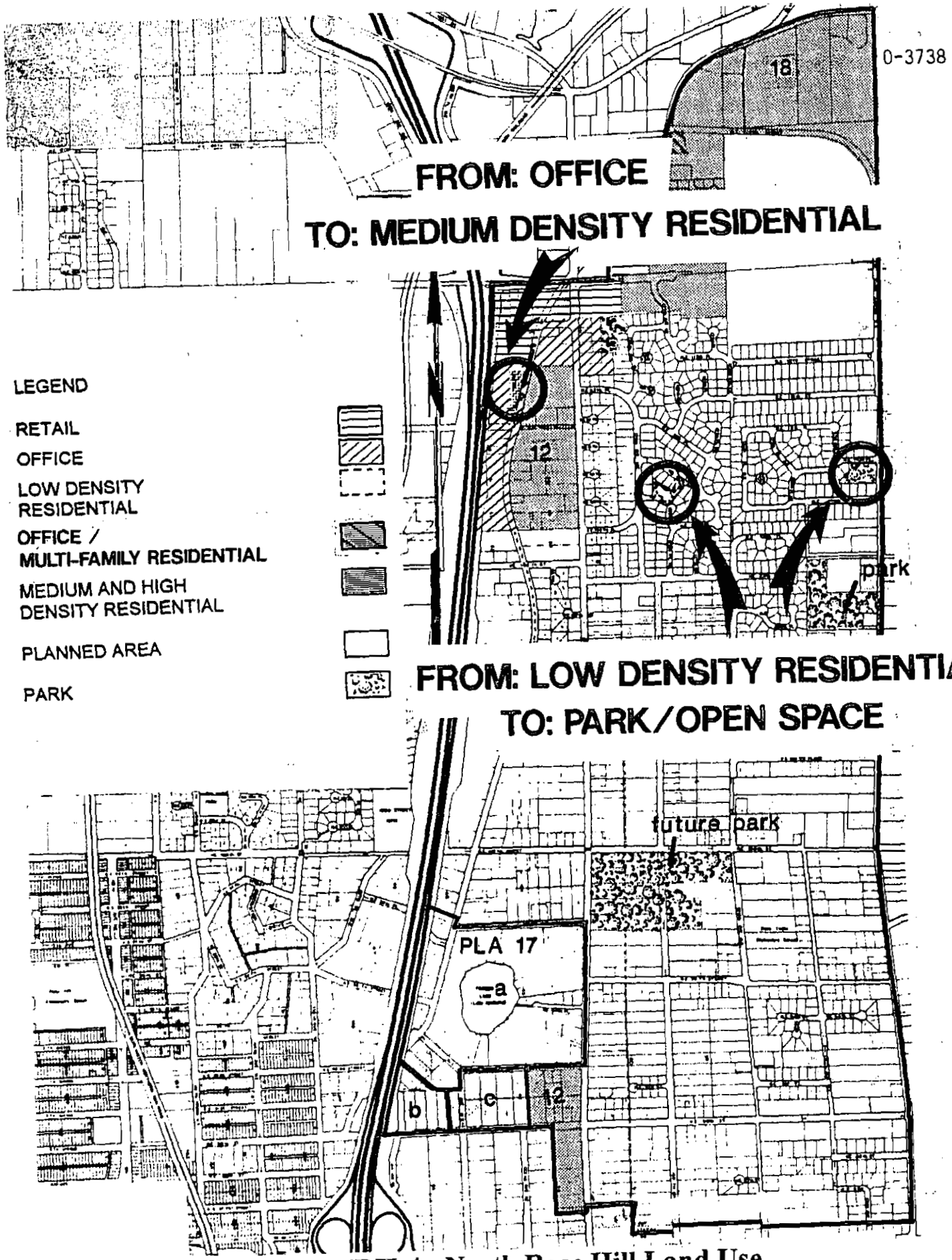


Figure NRH-4: North Rose Hill Land Use

XV.F. North Rose Hill Neighborhood

the Seattle City Light Transmission Easement

Lands located between ~~124th Avenue NE~~ and I-405 face special constrains. Clustered, attached, ~~or stacked~~ dwellings may be permitted in this area, according to standards.

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 or attached residential development, with a maximum density of six units per acre, should be permitted. Development should be subject to the following standards:

(1) Clustered or attached development should be subject to a public review process, such as on a planned unit development or innovative plat basis.

(2) East and west 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.

(3) To reduce the potential for a piecemeal development pattern, a minimum area of two acres should be aggregated for all developments with attached 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 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.

Multifamily development with a maximum density of twelve units per acre should be permitted in the area north of the Kirkland Boys and Girls Club.

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.

Exhibit N-2

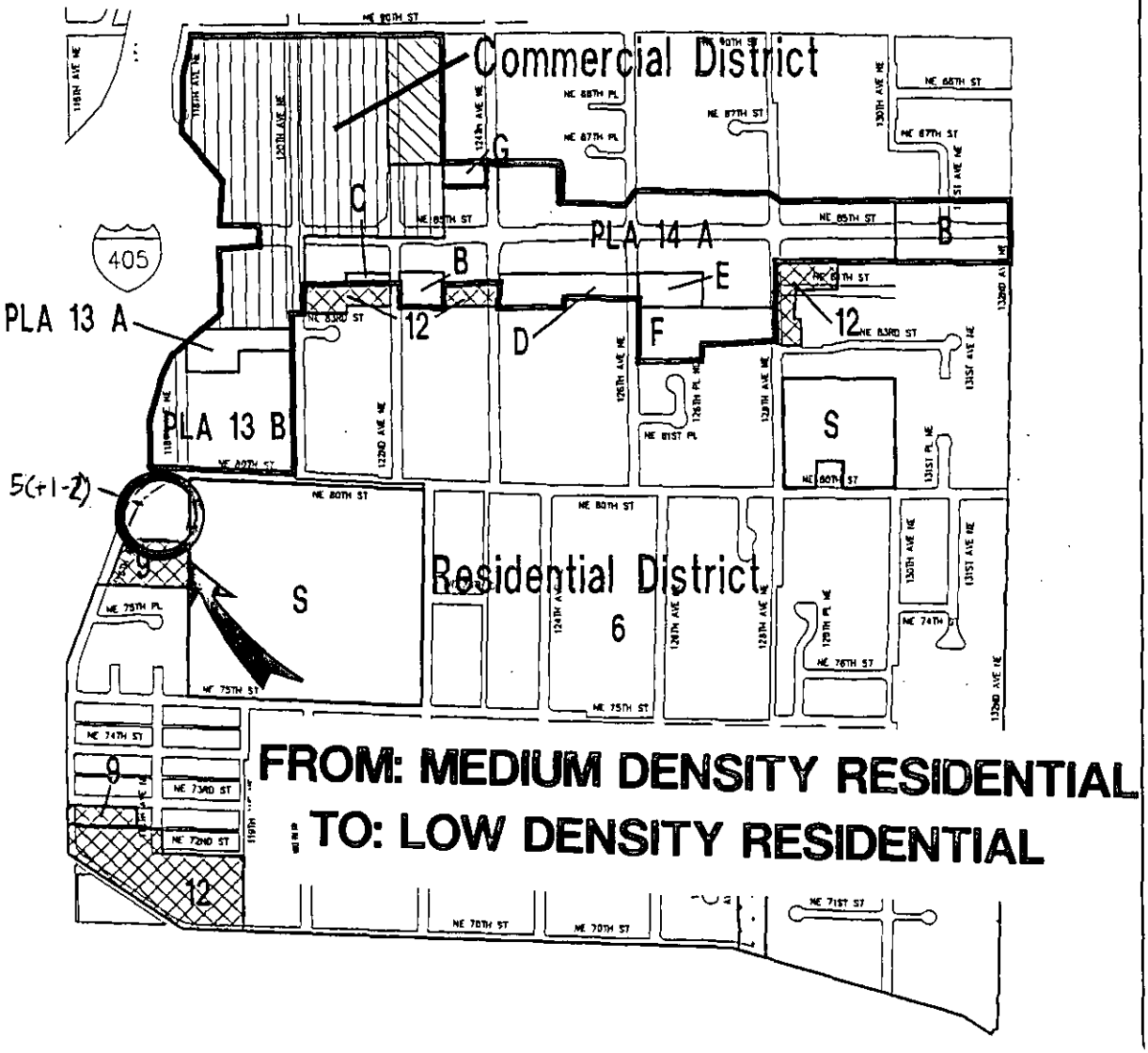
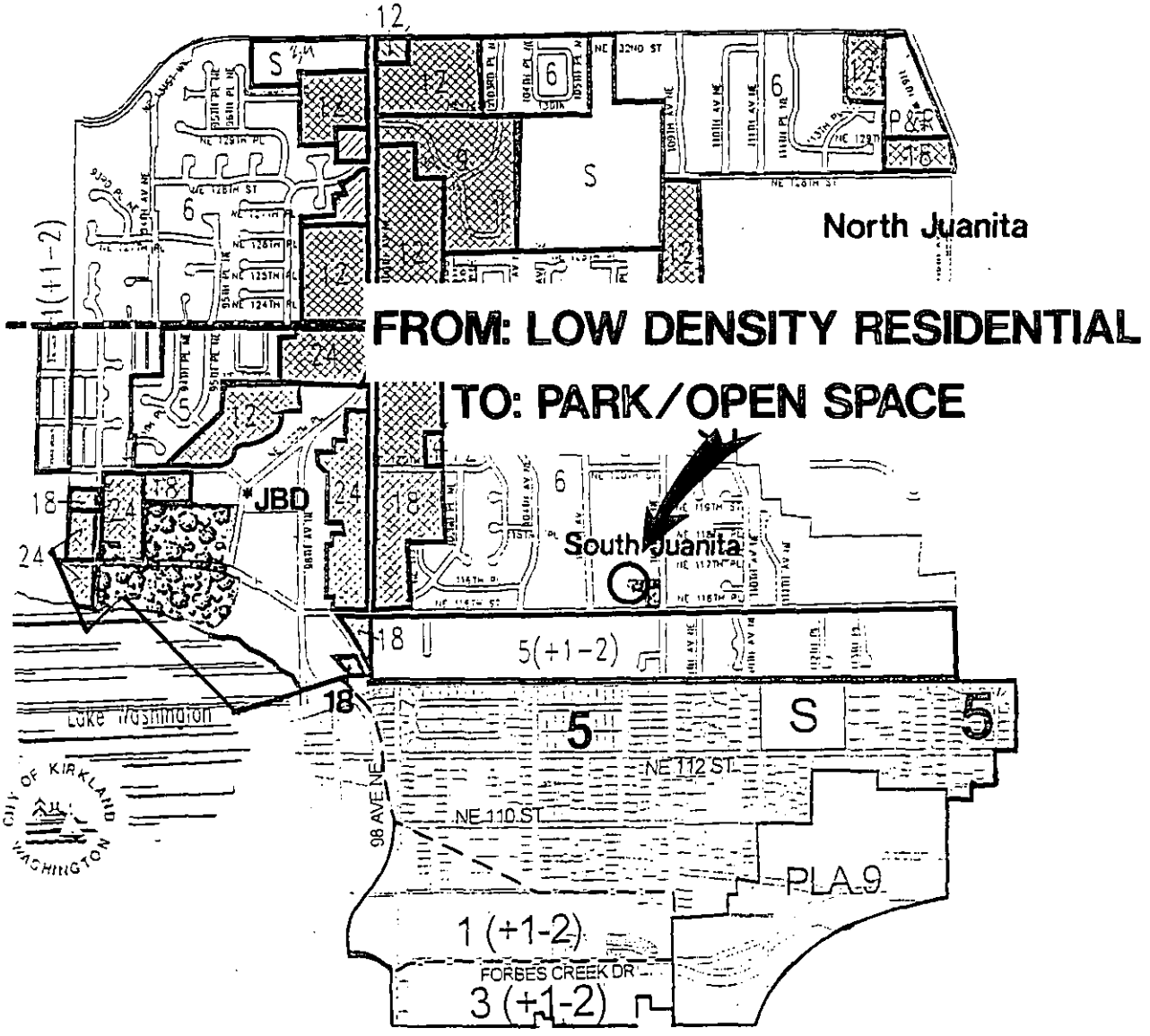


Figure SRH-3: South Rose Hill Land Use



*Please see Figure J-7 for JBD Subareas

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

Figure J-2: Juanita Land Use

Exhibit P-1

Business Development

(1) To serve the Juanita neighborhood's commercial needs as a first priority.

(2) To improve retail sales through organized marketing, improved identity, and a greater spectrum of services.

(3) To attract a variety of new businesses such as clothing, hardware, or recreational retail stores.

(4) To create its own identity distinguishable from the other Kirkland business districts.

Traffic Circulation and Parking

(1) To provide sufficient parking for commercial and recreational activities. Parking management should strive for joint use of parking lots serving businesses on weekdays and recreational users and shoppers on weekends.

(2) To make intersections safer and more efficient.

(3) To establish bicycle facilities.

(4) To have improved METRO service to the district through the establishment of additional transit shelters and stops.

(5) To reduce the negative effects of traffic on pedestrian activity and street qualities where possible.

(6) To consider the possibility of a water taxi connection to Moss Bay, Carillon Point, and other Lake Washington destinations.

Pedestrian Activity Goals

(1) To provide a shoreline trail that connects Juanita Bay Park, Juanita Beach Park, and the business district.

(2) To provide public trails from the surrounding residential areas to the district.

(3) To provide pedestrian amenities such as crosswalks, sidewalks, street trees, and street furniture.

Given these goals and the Juanita Neighborhood Business District Urban Design and Economic Study (December 1989), the following should be implemented in the district.

B. Land Use

Figure J-7 identifies several subdistricts within the Juanita Business District. Figure J-8 indicates the land use for each area in a matrix format. The Juanita Business District (JBD) comprises the commercial core.

Design review should be required in the JBD.

As the matrix indicates, Design Review should be required in the JBD. This process, ~~whereby the Planning Official reviews all development in the JBD two stories and below,~~ ensures that the important concepts described in the following paragraphs and shown in Figures J-8 and J-9 are implemented. In JBD 1, ~~JBD 2, JBD 3, and JBD 6,~~ projects which are proposed to be over two stories should be reviewed through a public hearing process. The Design ~~Principles~~ in ~~Appendix G~~ provide examples of the urban design concepts this plan is seeking to achieve.

Exhibit P-2

Two primary types of development are available in the JBD.

JBD 1

There are two primary types of development available in this subarea: individual parcel development and master-planned mixed use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project would be subject to ~~Administrative~~ Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed Use Development

The second type of development may require assembly of properties (of at least eight acres) to create a master-planned, mixed use project which clusters development to the north part of the subdistrict. If almost the entire area of JBD 1 (eleven acres minimum) is assembled, then a development could be proposed with a maximum height of six stories on the north end stepping down to two stories toward the south end. If only eight acres are assembled, then the maximum height at the north end would be four stories stepping down to two stories toward the south end. Proposals with a minimum of eight acres would be required to have vehicular access off at least two of the following streets: 98th Avenue NE, Juanita Drive, and 97th Avenue NE.

In the master-planned mixed use development, the allowed uses would be retail, office, and multifamily. At least two of these uses would be required for the project to be considered mixed use. Pedestrian-oriented businesses should be located on the ground floor of all buildings; however, some multifamily units could be located on the ground level if they are part of a mixed use development, or if they face 97th Avenue NE. This type of master-planned development should be reviewed at a public hearing and could be approved if it provides a high order of public amenities and urban design.

Design standards are discussed.

The following are (guidelines) design standards for both development types. These are further described in the Design ~~Principles~~ for the business district. Options should be explored for (i) establishing and maintaining the view corridor to the lake shown in Figure J-9, and (ii) establishing and maintaining pedestrian connections across the block. Appropriate types of pedestrian connections include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects East Ridge to Juanita Beach Park.

In addition, the master-planned development must include a plan for the entire development parcel. Individual increments of development must show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Sign systems should be coordinated.

Retail, office, and residential uses should be allowed in JBD 2.

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed use projects. To provide flexibility for developers in

Juanita, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to a maximum of two stories should be ~~subject to Administrative Design Review~~. Buildings up to three stories ~~should be reviewed at a public hearing and~~ could be approved if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through the business district.

A gateway into the business district should be provided in JBD 3.

JBD 3

In this area, office or multifamily uses should be allowed, but restaurants, taverns, or any retail uses should not be allowed. Drive-through facilities should be prohibited. The maximum building height should be three stories. Since access onto 98th Avenue NE is dangerous in this area due to poor sight distances and high traffic volumes, access should be taken from 99th Place NE through East Ridge whenever possible. Additional setbacks and landscaping should be provided along 98th Avenue NE to create an attractive entrance or gateway into the business district.

Retail, office, and residential uses should be allowed in JBD 4.

JBD 4

Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the Shoreline Master Program. Public access along or near the shoreline should be required as described in the Natural Environment section.

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired.

JBD 5

Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical link needed to complete a Juanita Bay Shoreline Trail between Rose Point and the city limits on the west. The trail should be clearly signed for use by the public and maintained properly.

Pedestrian access easements along Juanita Creek should be acquired.

JBD 6

Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood-oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved if reviewed through a public hearing. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the Natural Environment section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern, or neighborhood-oriented retail

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due to its prominent location when entering the district and its proximity to East Ridge.

Pedestrian access between the business district and East Ridge should be improved.

EAST RIDGE

Multifamily residential development should be permitted in this area at the densities established in Figure J-2. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-9; however, consideration for these important connections should be given when any site develops or remodels. The City should also consider acquisition of these easements as a potential Capital Improvement Project.

Another important objective for East Ridge should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district and give it the look of the Northwest.

PARKLANDS

Any future master plan for Juanita Beach Park should incorporate:

(1) Regional park facilities on the Lake Washington side of Juanita Drive, and neighborhood park facilities on the north side.

(2) Parking away from the shoreline and located mostly on the north side of Juanita Drive. Existing lots should be removed from the south side of the park and replaced with a drop-off area and limited parking for special needs. An effective parking management system should be developed.

(3) Signalization of 97th Avenue NE and Juanita Drive to ensure safe pedestrian and vehicular access.

(4) Removal of the chain link fence along Juanita Drive and views opened up to the water. Security for the park should be seriously considered during the planning process.

(5) An improved connection to Juanita Bay Park.

(6) An enhanced and safe connection to the business district across 97th Avenue NE.

(7) Consideration of a nonmotorized boat launch facility.

(8) The Dorr Forbes House as the historical focal point for the neighborhood.

C. CIRCULATION

Figure J-9 graphically portrays circulation concepts for the business district. Policies for specific streets follow.

98th Avenue NE - The current lane configuration of 98th Avenue NE should remain with two traffic lanes in each direction and a center left-turn lane. Streetscape improvements to 98th Avenue NE should include:

(1) Reducing curb cuts/consolidating driveways.

(2) Installing an improved and larger landscaped pedestrian island at or near the existing crosswalk.

(3) Upgrading the street trees and choosing a variety which will not block the views of the businesses.

(4) Installing a bicycle facility.

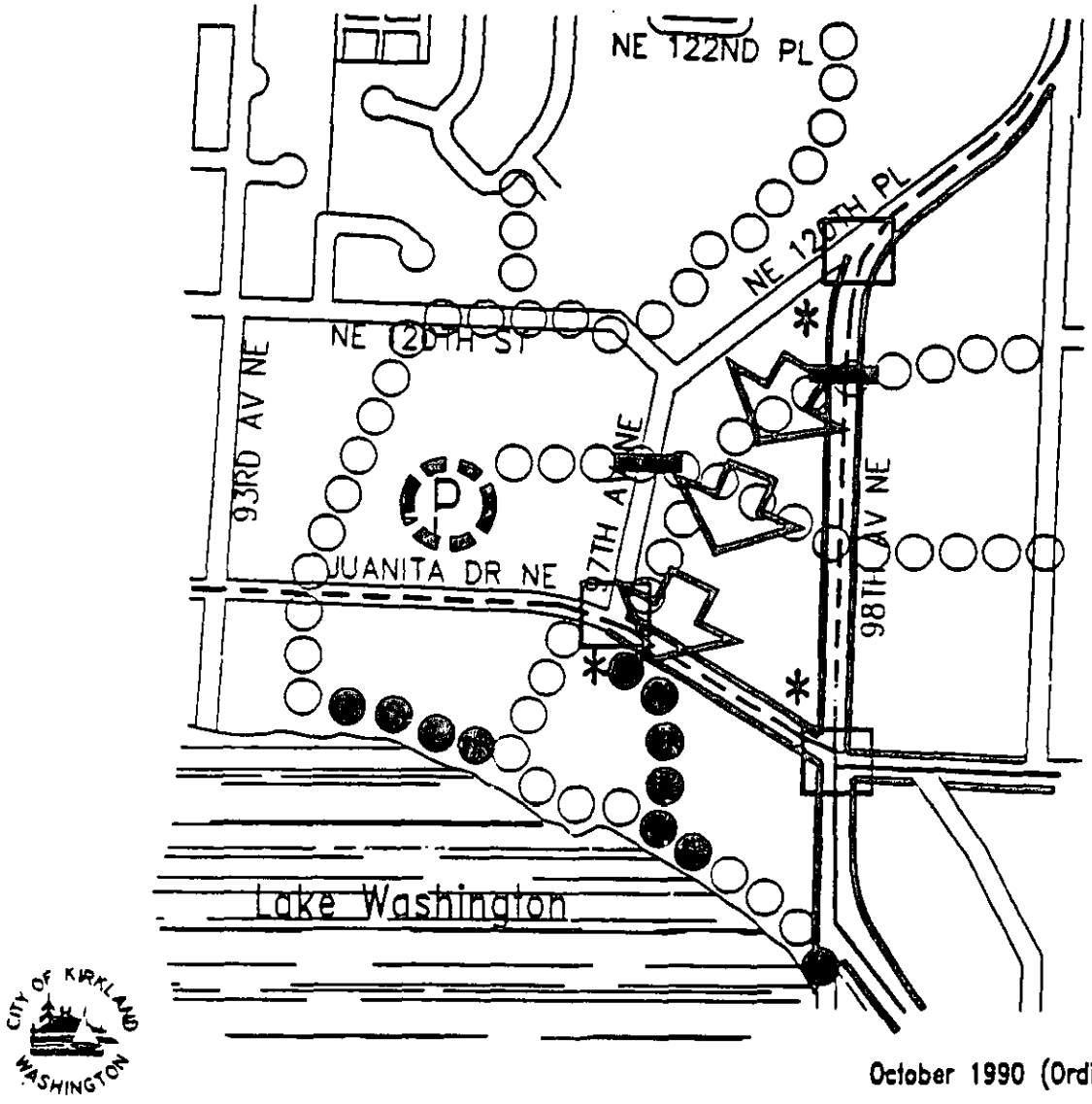


Figure J-9: Juanita Business District Circulation & Urban Design

Note: The recommendation of the consultant for the Juanita Business District Urban Design and Economic Study was to reduce 98th Avenue NE in width by two lanes through the business district, and to use the space for additional on-street parking and wider sidewalks. Consideration of this concept may be more appropriate after planned improvements to Juanita Drive, NE 124th Street, 116th Avenue NE, and the NE 124th Street/I-405 intersection are complete and traffic patterns established. In addition, the implementation of various transportation programs which are currently being studied may impact commuter flows through the business district. Therefore, this idea should be revisited when the Juanita Neighborhood Plan is amended in the future.

Street improvements are recommended that will tie the business district with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the Juanita Business District plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and the north side of Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added as described in the study. The need for a traffic signal at 97th Avenue NE/Juanita Drive has been discussed in the Parklands section. A traffic study should be undertaken to determine the need for a signal at NE 120th Place/98th Avenue NE.

Juanita Drive - Juanita Drive should be improved with the curb, gutter, sidewalks, and street trees. The street trees used should not block views of the lake.

D. URBAN DESIGN

Creation of a neighborhood scale pedestrian district is an underlying goal of redevelopment.

The underlying goal of redevelopment in the business district is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure J-9 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way when following the streets.

View corridors to the lake should be established through new development in the business district. Several buildings in JBD 5 block the view of the lake, but view opportunities are available through Juanita Beach Park, down public streets, or potentially through JBD 4.

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-9. These features should be identity-giving elements which, for example, could reflect Juanita Bay. This is an opportunity to consider and incorporate a new name for the district such as "Juanita Bay Village" which geographically fixes the district.

In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.

8. JUANITA BUSINESS DISTRICT

Design regulation for the JBD ~~are based on Appendix G.~~

Design regulations, ~~based on Comprehensive Plan Appendix G~~, Design ~~Principles~~ for Pedestrian-Oriented Business Districts, are established for the JBD. The regulations will be implemented through a Design Review process in the Zoning Code. The ~~principles~~ include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

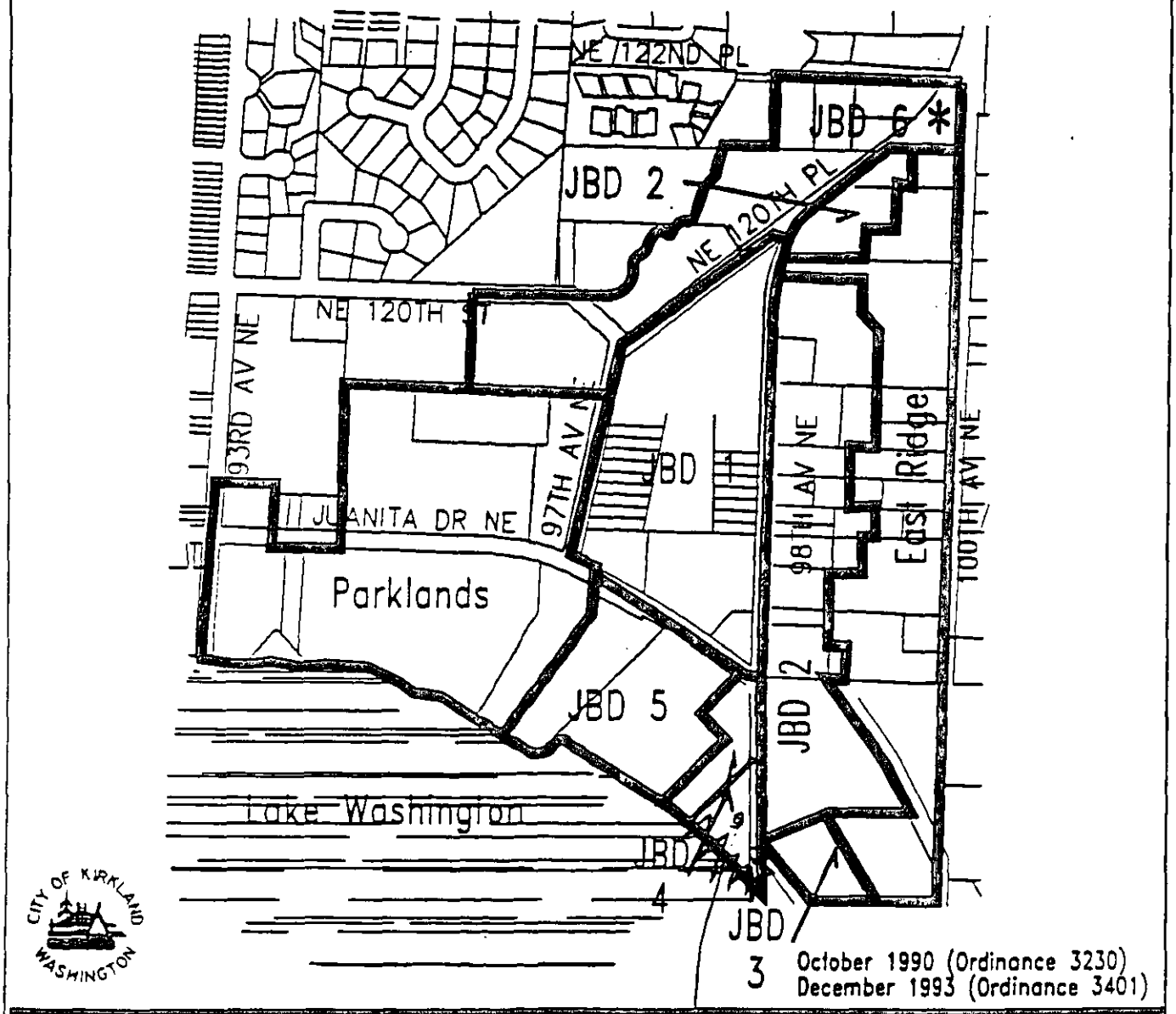


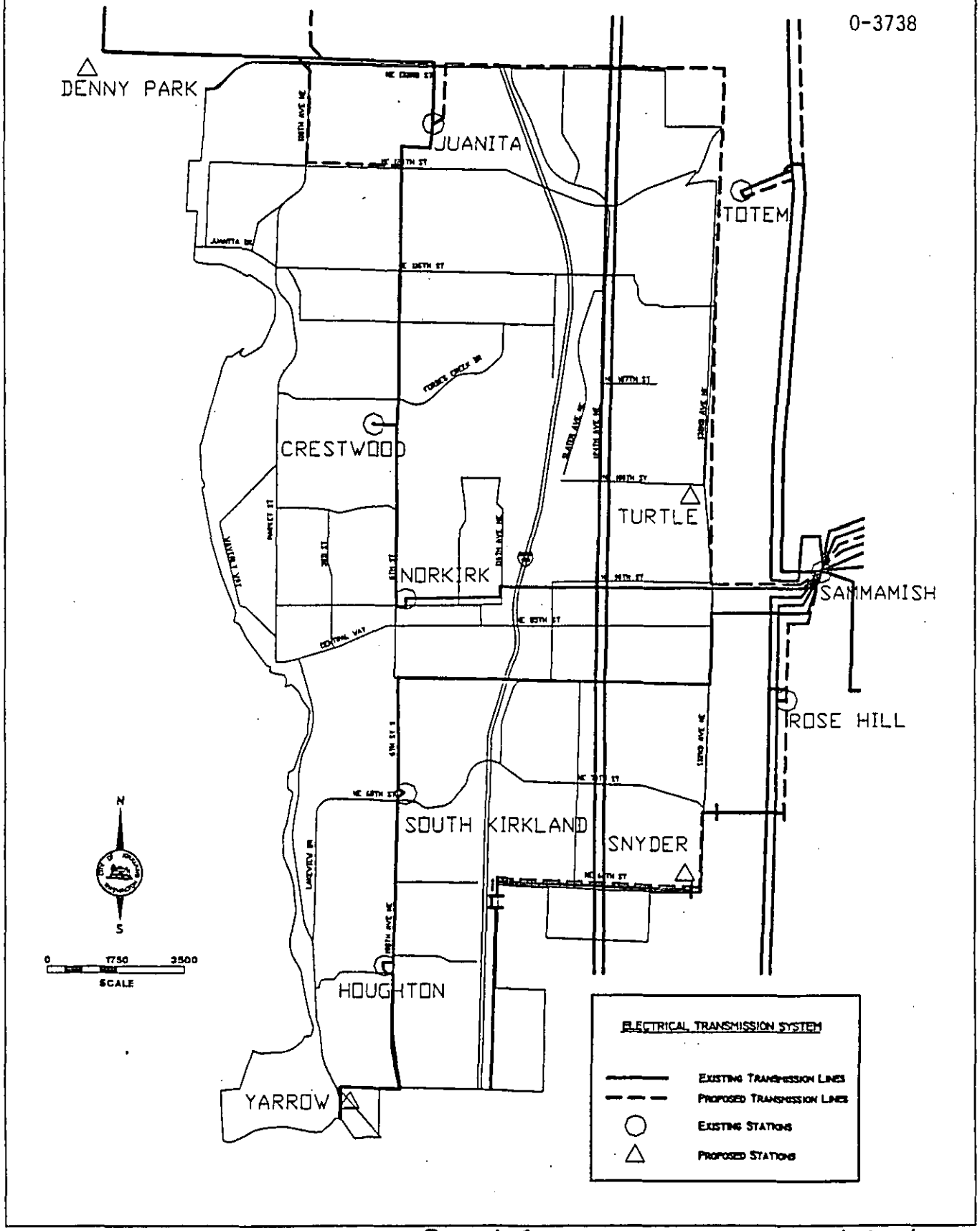
Figure J-7: Juanita Business District Land Use Areas

	JBD 1	JBD 2	JBD 3	JBD 4	JBD 5	JBD 6	East Ridge	Parklands
USES								
Residential	•b	•b	•	•	•	•	•	
Retail	•	•		•c	•d	•d		
Office	•	•	•	•c	•	•		
HEIGHT (Stories)								
Max. Height Permitted Outright	2	2	2	2	2	2	3	1
Max. Height Permitted with ~~Public Hearing~~	a	3	3			3		e
DESIGN REVIEW ~~Special consideration~~	•	•	•	•	•	•		

October 1990 (Ordinance 3230)
December 1993 (Ordinance 3401)

a: Master-planned development allowing more intensive use is encouraged, see text.
b: Allowed on ground floor only if project is mixed use or facing 97th Avenue NE.
c: Not allowed in wetlands.
d: Restaurant, tavern or neighborhood-oriented retail only.
e: To be determined with park masterplan.

Figure J-8: Juanita Business District Land Use Matrix



Appendix Figure B-10: Puget ~~Power~~ Sound Energy - Existing and Proposed Electrical Facilities

Exhibit Q-1

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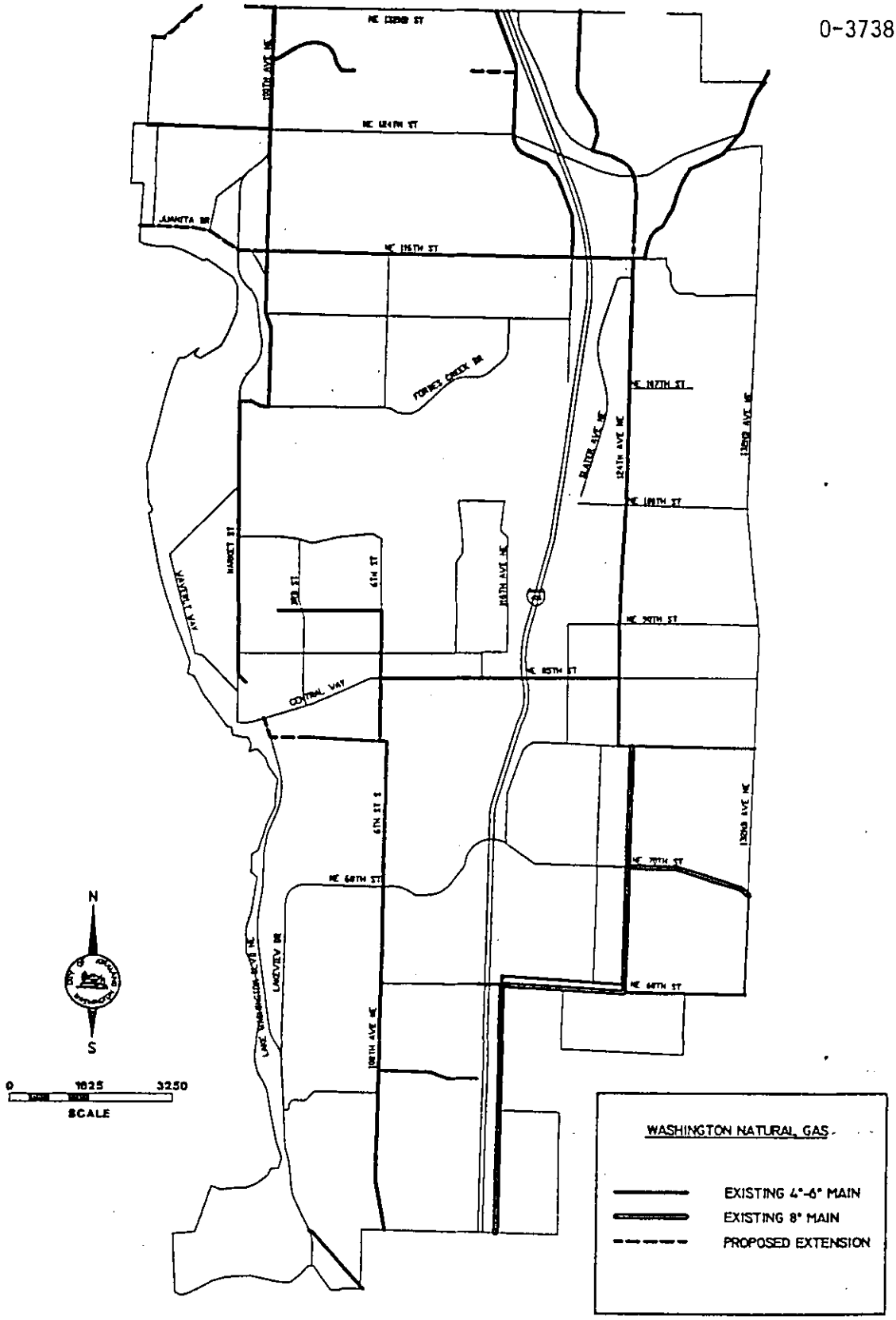

Appendix Figure B-11: ~~Washington Natural Gas~~ Puget Sound Energy - Existing and Proposed Gas Facilities

Exhibit Q-2

PUBLICATION SUMMARY OF
ORDINANCE NO. 3738

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 to the existing Acknowledgment page and adopts a new Acknowledgement page.

B. Amends specified text in the Table of Contents.

C. Amends specified text in the List of Tables.

D. Amends specified text in the List of Figures.

E. Repeals Figure I-2, City of Kirkland Planning Area, and replaces it with a new one.

F. Repeals the Natural Environment Element and replaces it with a new one. Adopts new Figure NE-1, Sensitive Areas Map.

G. Repeals existing Figure LU-1 the Comprehensive Plan Land Use Map and adopts a new one, and amends specified text in Land Use Element.

H. Amends specified text in the Transportation Element. Repeals Tables T-4 and T-5 and replaces T-5 with T-4 Project Descriptions for the 2012 Transportation Project List. Repeals Figure T-6 and replaces it with a new one.

I. Amends specified text in the Parks, Recreation, and Open Space Element. Amends specified text in Tables PR-1 and PR-2.

J. Repeals Tables CF-10, CF-11A, CF-11B, CF-12, and CF-13 and replaces them with CF-9, CF-11A, CF-11B, CF-12 and CF-13. Amends specified text of the Capital Facilities Element. Amends specified text in Table CF-6. Repeals Table CF-7. Adopts Table CF-10B, 2012 Transportation Projects.

K. Amends Table IS-1 Implementation Tasks of the Implementation Strategies Element.

L. Repeals Figure L-1 Lakeview Land Use and replaces it with a new one.

M. Amends specified text in the Central Neighborhood Plan.

N. 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.

O. Repeals Figure SRH-3, South Rose Hill Land Use, and replaces it with a new one.

P. Repeals Figure J-2, Juanita Land Use, and replaces it with a new one. Amends specified text in the North/South Juanita Neighborhood Plan. Amends Figure J-7, Juanita Business District Land Use Area. Amends specified text in Figure J-8, Juanita Business District Land Use Matrix.

Q. Repeals Appendix B – Community Profile Figures B-10 and B-11, Puget Power – Existing and Proposed Facilities and Washington Natural Gas – Existing and Proposed Facilities, and replaces them with new ones.

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 7th day of March, 2000.

I certify that the foregoing is a summary of Ordinance 3738 approved by the Kirkland City Council for summary publication.

City Clerk