ORDINANCE NO. 3808

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 and Houghton Community Council recommendations 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 October 25, 2001, and of the Houghton Community Council dated, September 12, 2001 and October 22, 2001, and bearing Kirkland Department of Planning and Community Development File No.IV-01-1; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on July 12, 2001, August 9, 2001 and October 25, 2001 public hearings on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, prior to making said recommendations the Houghton Community Council, following notice thereof, held on July 23, 2001, September 10, 2001 and October 22, 2001, courtesy hearings on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policies Act there has accompanied the legislative proposal and recommendations a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600(4); and

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

NOW, THEREFORE, the City Council of the City of Kirkland do ordain as follows:

Section 1. The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, are amended to read as follows:

A. Table of Contents:
Text amendments to Table of Contents as shown in Exhibit A attached to this ordinance and incorporated by reference.

B. List of Figures:
Text amendments to List of Figures 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. Section IX. Transportation Element:
Text amendments to Transportation Element as shown in Exhibit D attached to this ordinance and incorporated by reference.

E. Section X. Park, Recreation, and Open Space Element:
Text amendments to Park, Recreation, and Open Space Element as shown in Exhibit E attached to this ordinance and incorporated by reference.

F. Section XIII. Capital Facilities Element:
Text amendments to Capital Facilities Element as shown in Exhibit F attached to this ordinance and incorporated by reference.

G. Section XIV. Implementation Strategies Element:
Text amendments to Implementation Strategies Element as shown in Exhibit G attached to this ordinance and incorporated by reference.

H. Section XV.A. Lakeview Neighborhood Plan:
Text amendments to Lakeview Neighborhood Plan as shown in Exhibit H attached to this ordinance and incorporated by reference.

I. Section XV.C. Bridle Trails Neighborhood Plan:
Text amendments to Bridle Trails Neighborhood Plan as shown in Exhibit I attached to this ordinance and incorporated by reference.

J. Appendix A – Plan Consistency:
Text amendments to Appendix A – Plan Consistency as shown in Exhibit J attached to this ordinance and incorporated by reference.

K. Appendix D – Level of Service Methodology:
Text amendments to Appendices D – Level of Service Methodology as shown in Exhibit K attached to this ordinance and incorporated by reference.

L. Appendix F – Glossary:
Text amendments to Appendices F - Glossary as shown in Exhibit L 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 the subject matter of this ordinance, pursuant to Ordinance 2001, is subject to the disapproval jurisdiction of the Houghton Community Council, this ordinance shall become effective within the Houghton Community Municipal Corporation only upon approval of the Houghton Community Council or the failure of said Community Council to disapprove this ordinance within 60 days of the date of the passage of this ordinance.

Section 4. Except as provided in Section 3, 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 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 11th day of December, 2001.

SIGNED IN AUTHENTICATION THEREOF this 11th day of December, 2001.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

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 types?
- Will it make the site more accessible, interestin and safer for the public's use?

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

Renovation

One of the most important things that must be done a park system is to keep it in good conditic Practicing preventative maintenance and improvi parks and facilities on a scheduled basis maintai user satisfaction, protects the public's investme and is part of maintaining the community's positi image. Parks and facilities which are not regula maintained and improved result in higher incide vandalism and other unwanted activities and sec... problems.

There are several key factors that influence the ne 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 t system was first developed are in need of renovati now, and others will have to be renovated in t future to extend their usefulness to the public. T City's recent renovation work to the restroor docks, and other facilities has proven to stabilize reduce maintenance and operation costs throu improved design and use of better materials.

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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 standards to determine the need for parks.

Table PR-1
Park and Open Space Levels of Service

Facility	Standard
Neighborhood Parks	~~1.3~~ acres/1,000 persons
Community Parks	~~2.6~~ acres/1,000 persons
Nature Parks	5.7 acres/1,000 persons

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~~ are required to meet the standards for ~~Acceptable~~ Level of Service found in Table PR-1.

RECREATION

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

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

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

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

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

At present, Kirkland has one ~~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.

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Policy PR-2.2: Ensure that recreation facilities are provided using the following standard to determine the need for recreation facilities.

Table PR-2
Recreation Space Levels of Service

Facility (Non-Athletic)	Standard
Indoor Recreation Space	700 sq. ft./ 1,000 persons
Add: Indoor (Athletic) Recreation Space	500 sq ft/1,000 persons

~~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 Level of Service found in Table PR-2.

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 intrusions into neighborhoods can be kept to minimum.

Policy PR-2.4: Coordinate with neighboring citi King County, and Lake Washington School Distr in the planning and provision of recreati activities and facilities.

Partnership with Lake Washington Scho District

For years, the City has enjoyed a cooperati relationship with the Lake Washington Scho District in the use of their indoor facilities for variety of organized recreation and sports activiti The use of these facilities has enabled the City provide a much higher level of service than wou otherwise have been possible. The City reciprocat with priority use of its facilities for school activiti and by providing scheduling services for outdo facilities.

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

The school system is a major partner in the provisi of the City's park and recreation services in terms open space acreage and recreation facilities. The continues to be high demand and insufficient sup for facilities such as practice and game fiel Increase in population growth will aggravate t situation. Conditions will not improve with effective partnerships between sports organizatio the City, the School District, and subregio providers of recreation.

To ensure that School District facilities will contin to be available for City-sponsored recreati programs, in ~~1991~~ 2000 the City and School Distr

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X. PARKS, RECREATION, AND OPEN SPACE

entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities and joint development of capital projects.

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 B.E.S.T. 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 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.

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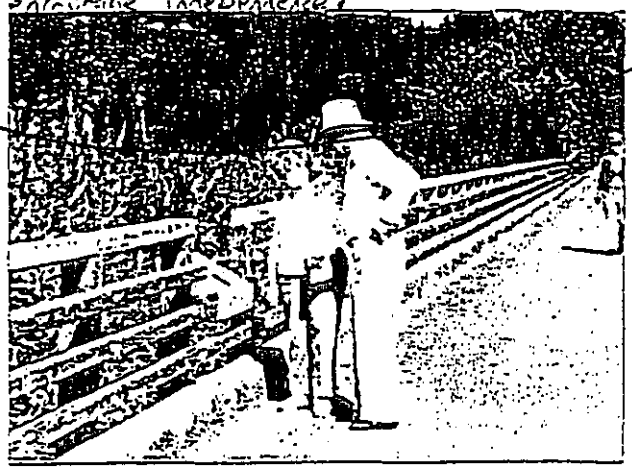
Policy PR-2.6: Enhance the quality of life for the older adult population by providing opportunities to engage in social, recreational, educational, nutritional, and health programs designed to promote independence.



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:

- Lifelong learning ~~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 recr providers in serving Kirkland citizens with speci needs.

NATURAL RESOURCES CONSERVATION

Goal PR-3: Protect and preserve natur resource areas.

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

Bodies of water in Kirkland, other than Lal Washington, include Forbes Lake, Forbes Cree Juanita Creek, Cochran Springs Creek, Yarro Creek, Everest Creek, Totem Lake, and numero smaller streams and tributaries. These resc provide valuable habitat for wildlife and contribute water quality. Totem Lake Park is owned by t King County Conservation District. Importa portions of Forbes Lake, Forbes Creek, Cochr Springs Creek, Yarrow Creek, and Everest Creek a under City ownership.

Open space corridors serve many importa functions, including recreation, fish and wildli habitat, and the connection of individual features th comprise a natural system (e.g., wetlands linked by stream within a watershed). Kirkland's open spa corridors are composed of parks and other public owned land, along with sensitive areas and th buffers.

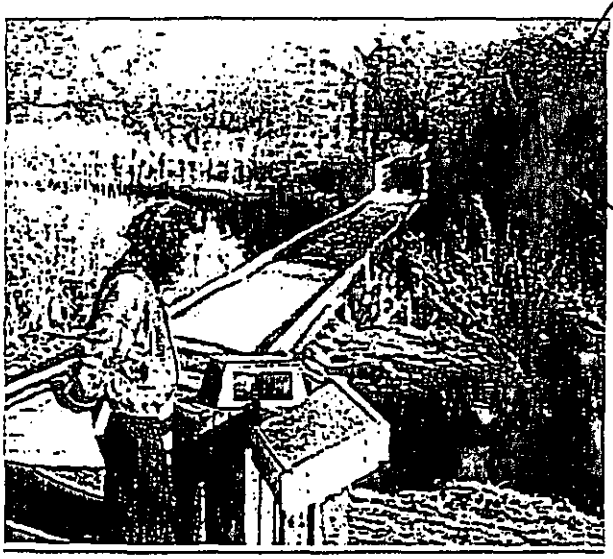
Policy PR-3.1: Work cooperatively with numerc resource management agencies and citizens to c for streams, enhance and protect wetlands, impr wildlife habitat, and provide limited public access

Recognized impacts associated with an e increasing urban population include the l privately owned open spaces, an increas

ornamental and invasive plants which threaten 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.

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

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

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City of Kirkland Park System

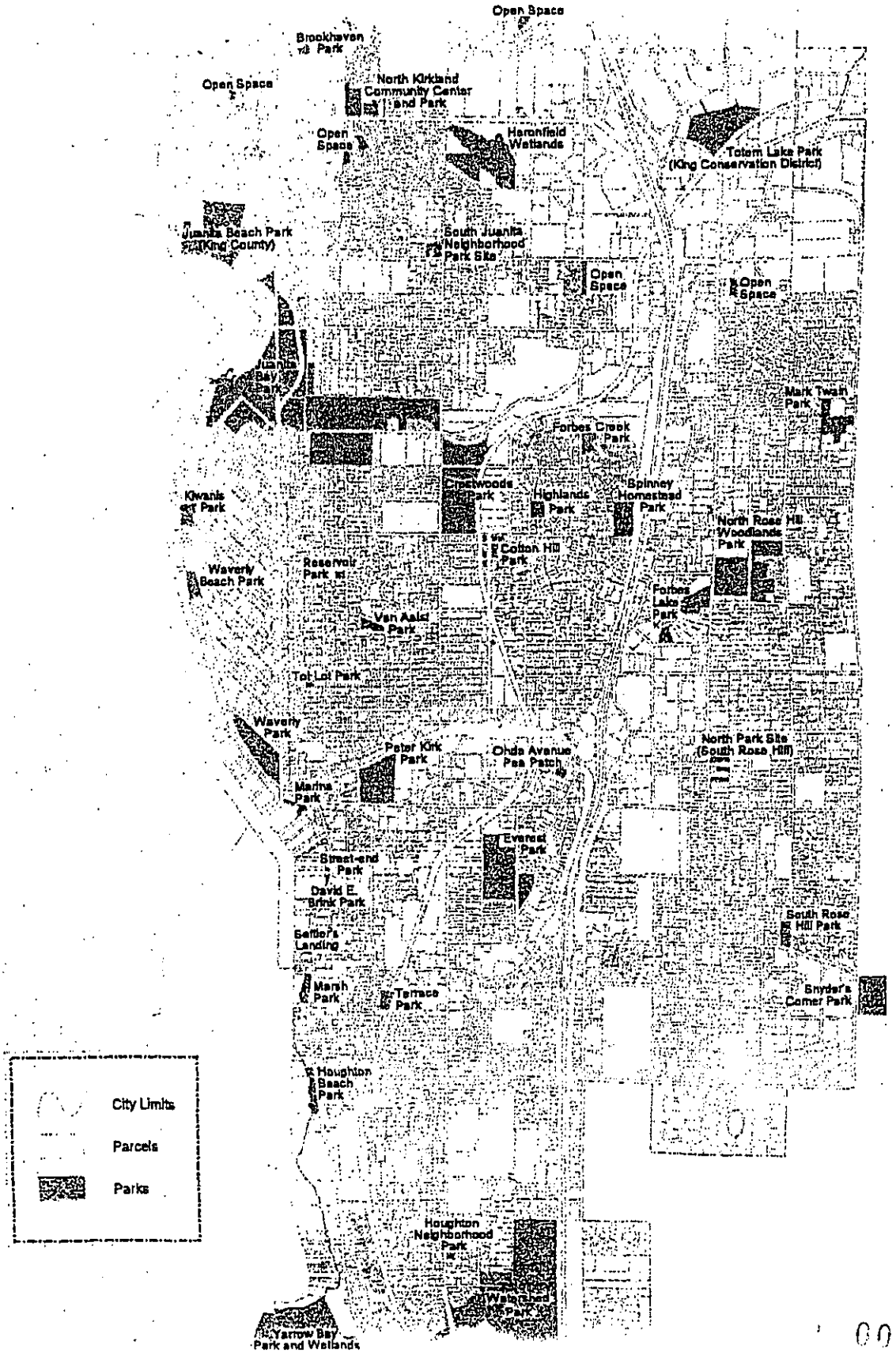

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Figure X-1

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City of Kirkland Park System

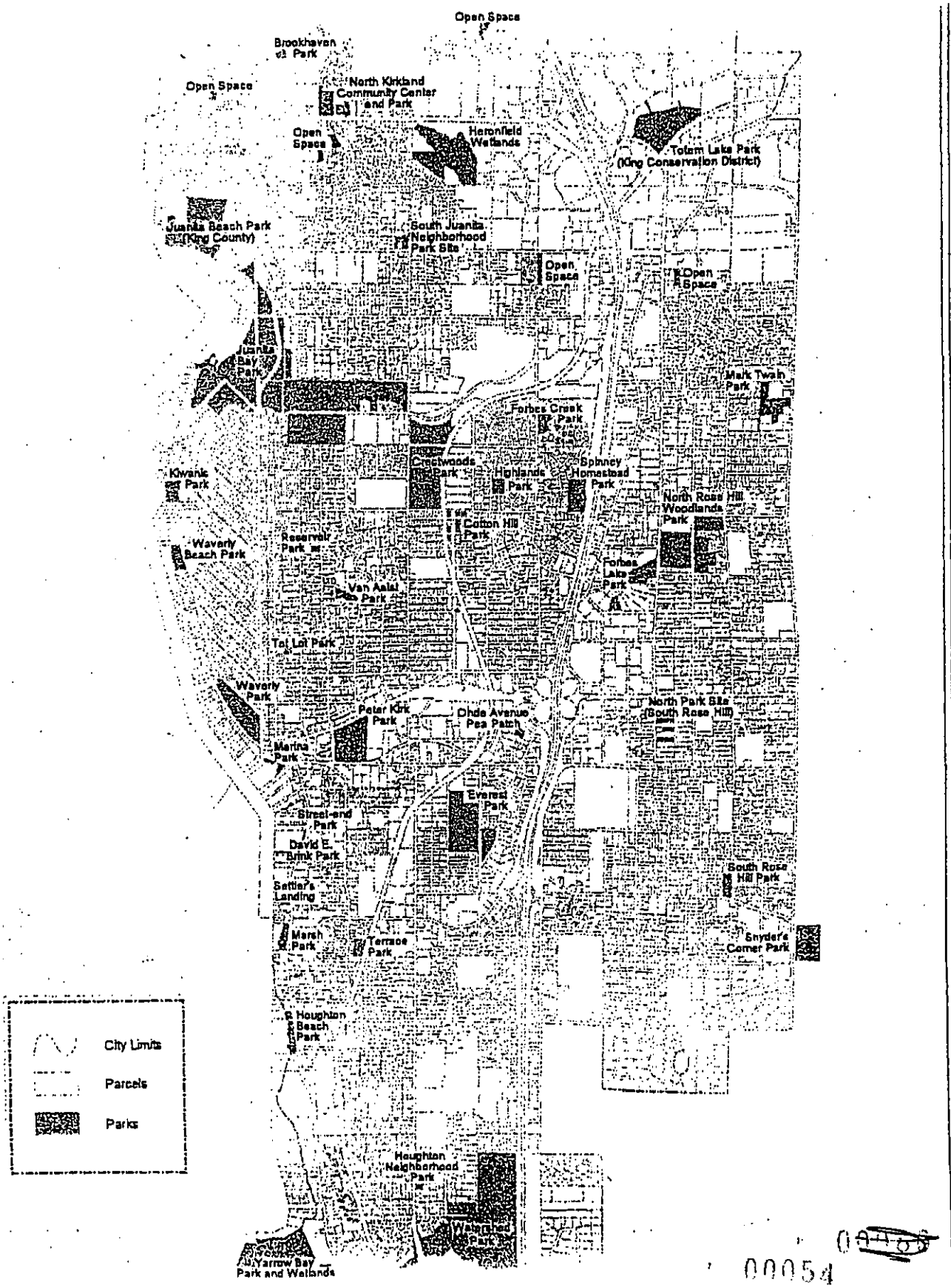

Figure X-1

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New page X-11

XIII. CAPITAL FACILITIES

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

TRANSPORTATION

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

* For New CF-3 and CF-4, see New T-2 and T-3 in Transportation Commission memo 5/6/01

Table CF-3
Maximum Allowed Subarea Average V/C*

Subarea	Maximum Allowed Average V/C
Southwest	0.99
Northwest	1.10
Northeast	0.92
East	1.14

*See Transportation Element for definition of V/C ratio and further explanation of the vehicular Level of Service Standard.

See Attached New Tables

Table CF-4
Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C

Subarea	Maximum Number of Intersections Allowed to Exceed 2012 Subarea Average	2012 Subarea Average
Southwest	4	1.05
Northwest	2	1.20
Northeast	7	1.05
East	2	1.25

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

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

TRANSIT

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

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

Subarea	% SOV / % HOV (work trips)		
	1997	2001	2012
Southwest	86/14	80/20	70/30
Northwest	81/19	75/25	70/30
Northeast	89/11	80/20	70/30
East	86/14	85/15	80/20

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 standard found in Table CF-6. However, mitigation, impact fees, or

Exhibit F

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~~Table CF-3~~

~~Maximum Allowed Subarea Average V/C~~

~~Subarea~~	~~Maximum Allowed Average V/C~~
~~Southwest~~	~~0.88~~
~~Northwest~~	~~1.10~~
~~Northeast~~	~~0.92~~
~~East~~	~~1.14~~

~~Table CF-4~~

~~Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C~~

~~Subarea~~	~~Maximum Number of Intersections Allowed to Exceed 2012 Subarea Average~~	~~2012 Subarea Average~~
~~Southwest~~	~~4~~	~~1.05~~
~~Northwest~~	~~2~~	~~1.20~~
~~Northeast~~	~~7~~	~~1.05~~
~~East~~	~~2~~	~~1.25~~

Table CF-3

Forecast Average V/C Ratios and Maximum Allowed Subarea Average V/C ratio for System Intersections

Use as Maximum Allowed Average V/C after January 1 →	*2002*	*2003*	*2004*	*2005*	*2006*
Forecast for year →	2007	2008	2009	2010	2011
Subarea	Average V/C ratio				
Southwest	1.00	1.02	1.03	1.05	1.07
Northwest	1.16	1.18	1.20	1.23	1.25
Northeast	0.97	1.00	1.03	1.07	1.10
East	1.05	1.07	1.09	1.10	1.12

CF4

Table CF-4 Current and Forecasted Subarea Average LOS for System Intersections

Subarea Average V/C Ratio			
Subarea	*Current Traffic Count*	*Current Traffic Plus Projects approved but not yet built (2004)*	*2012*
Southwest	0.86	0.94	1.09
Northwest	0.97	1.09	1.27
Northeast	0.75	0.87	1.13
East	0.87	1.00	1.14

New tables
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XIII. CAPITAL FACILITIES

other developer contributions may be required to meet the standards found in Table CF-6 for Level of Service.

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

Table CF-6
Six-Year Public Facilities 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~~ acres/1,000 persons 2.06
Community parks	~~1.6~~ acres/1,000 persons 2.01
Nature parks	5.7 acres/1,000 persons
Indoor recreation space	700 sq. ft./1,000 persons
Bicycle ~~trails~~ lanes and paths	~~1.5 miles/1,000 persons~~ 41.5 miles
Pedestrian sidewalks and trails	~~2.9 miles/1,000 persons~~ 105.7 miles
~~Pedestrian pathways/ trails~~	~~0.3 miles/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)

Policy CF-3.5: Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

CONCURRENCY

Goal CF-4: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with the development, based on the City's adopted level of service standards.

Policy CF-4.1: Evaluate new development to ensure that it will not cause the level of service of water, sewer, or transportation facilities to decline below the adopted standards.

All development permits should be subject to the concurrency requirement, except those that have no or minimal impacts. The City should not exempt development from concurrency, thus maintaining equal treatment for all potential developments, and ensuring that no development will be allowed to create unacceptable levels of service for water, sewer, and transportation.

Policy CF-4.2: Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

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XIII. CAPITAL FACILITIES

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

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

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

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

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

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

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

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

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

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

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

- Gas Tax
- Vehicle License Tax
- Sales Tax
- Utility Connection Charges
- Real Estate Excise Tax
- Interest Income
- Debt ~~00239~~
- Impact Fee for Roads and Parks

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XIII. CAPITAL FACILITIES

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

- ~~*Impact Fees for roads*~~
- ~~*Impact Fees or Fee In Lieu Program for parks*~~
- ~~*Impact Fees for schools*~~

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

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

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

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

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

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

Impact fees can only be imposed for system improvements which:

(a) Reasonably relate to the new development,

(b) Do not exceed a proportionate share of the costs related to the new development,

(c) Are used to reasonably benefit the new development, and

(d) Are not for existing deficiencies.

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

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

Each year the Lake Washington School District completes a Six-Year Capital Facilities Plan which sets forth projected enrollment and facility needs in the school district. In addition, the District has completed a long-range capital facilities plan through the year 2012. It is the policy of the School Board to identify the impacts of residential developments upon the facility requirements of the District and to seek mitigation of such impacts. One method to finance such facilities is through impact fees.

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

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

XIII. CAPITAL FACILITIES

CONSISTENCY WITH OTHER PLANS

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

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

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

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

Table CF-8
Functional Plans

City of Kirkland ~~1991~~ Fire Protection Master Plan
City of Kirkland ~~1987~~ Comprehensive Water Plan
City of Kirkland ~~1993~~ Comprehensive Sewer Plan
City of Kirkland ~~1998-2003~~ Capital Improvement Programs 2000-2005
~~City of Kirkland Capital Facility Requirements, February 3, 1993~~
~~City of Kirkland Revenue Sources, February 5, 1993~~
~~Draft~~ Stormwater Master Plan
Transportation Planning Study: Phase I Report, March, 1993
Nonmotorized Transportation Plan
Lake Washington School District Capital Facilities Plan
King County Solid Waste Division ~~1992~~ Comprehensive Solid Waste Management Plan
Northshore Utility District ~~1983~~ Comprehensive Water Plan
Northshore Utility District ~~1989~~ Sewer and Water Plan Maps
Parks, Recreation and Open Space Plan

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

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

Dowtown Strategic Plan

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XIII. CAPITAL FACILITIES

Table CF-8
Public Facility Providers

Public Facility	Before Annexation	After Annexation
Fire protection/EMS	Fire District	Kirkland
Law enforcement	King County	Kirkland
Library	Library District	Library District
Parks and Recreation a. Local b. Regional	 King County King County	 Kirkland King County
Roads a. Local roads b. Sidewalks c. Bike/Ped. Trails d. State	 King County King County King County Washington State	 Kirkland Kirkland Kirkland Washington State
Transit	King County	King County
Sanitary Sewer	Districts	Kirkland
Potable Water	Districts	Kirkland
Stormwater	King County	Kirkland
Schools	Districts	Districts
Solid Waste a. Disposal b. Collection	 King County King County (contract)	 King County Kirkland (contract)
General government offices	King County	Kirkland

C. CAPITAL FACILITIES PLAN

Introduction

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

- Funded projects
- Utility funded projects
- Bond projects

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

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

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XIII. CAPITAL FACILITIES

See attached sheet

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

Projects

FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, AND PARKS

Tables CF-9, CF-11A, CF-11B, CF-12 and CF-13 have a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

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

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

and Capital Improvement Program are,

When the Comprehensive Plan ~~is annually~~ updated, the projects within the Capital Facilities Plan ~~may~~ should be changed. to match these documents.

BOND FUNDED PROJECTS – PARKS

NEW Sub-Section

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

Transportation

→ Funded Versus Unfunded Project ←

~~Future~~ Review of the Capital Facilities Plan

~~In the past,~~ The City ~~has used~~ uses a variety of criteria to evaluate capital facility projects. These criteria ~~may or may not~~ reflect current Comprehensive Plan priorities and are ~~not~~ consistent throughout all of the capital facility projects. ~~Therefore, within one year of adoption of the Comprehensive Plan, the City should:~~

- ~~Establish a committee with the charge to~~ develop criteria for ranking and selecting all capital projects. At the minimum, the criteria should address:
  - ~~Relationship of projects to Comprehensive~~ Plan policies
  - ~~Relationship of projects to level of service~~ requirements
  - ~~Ability to use projects to leverage funds~~
  - ~~Recommendations from functional plans~~
  - ~~Consistency of projects with fiscal policies~~
  - Alternative funding opportunities
  - ~~Ease of doing projects/cost of doing projects~~
- ~~Review progress on alternative approaches to~~ transportation LOS measurement.

~~These criteria and revised transportation LOS measurements would be used to review and evaluate the Capital Facilities Projects list on an annual basis.~~

Table CF-9, CF-10, and Table T-4, Figures T-6 through T located in the Transportation Element are interrelated. Th together comprise the overall transportation system and netwo for the city.

Improvement all 2012 Project

Table CF-10 contains a list of ~~unfunded~~ transportation. When t Capital ~~Facilities~~ Program and the Capital Facilities Element updated, some of these projects are then funded and shifted Table CF-9, the list of funded projects. Tables CF-9 and CF-10 divided into three sections: 1) Non-Motorized; 2) Str Improvements; and 3) Traffic Improvements (which inclu transit projects). Projects are grouped under these broad categor for ease of reference.

Table T-4, Project Descriptions for the 2012 Transportation Proj List, is located in the Transportation Element and contains narrative description and more information about each proj listed in Table CF-10. Also located in the Transportation Elem is Figure T-6, a map showing the projects in CF-10, Figures and T-8, maps of the Potential Pedestrian and Potential Bicy Systems and Figures T-9, a map of the existing signali intersections.

The criteria utilized for prioritization of projects are specific to a given category of project and are summarized in the following documents:

Non-motorized: Prioritized by the Transportation Project Criteria that were developed by the 1996 (1998) Citizen ad-hoc committee.

Street/Traffic: Prioritized based on needed Level of Service improvements in each of the City's four sub areas as modelled by the Bellevue/Kirkland/Redmond model.

Sanitary Sewer: 1993 Sanitary Sewer Comp Plan

Water: 1998 Water Comp Plan

Surface Water: 1994 surface water Comp Plan

Parks Projects: 2001 Comprehesive Park, Open Space and Recreation Plan

Fire & Building: Fire Protection Master Plan

Table CF - ~~20~~ 9
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2002	2003	2004	2005	2006	2007	Six Year Total
Local	Gas Tax	325,000	325,000	325,000	325,000	325,000		1,625,000
Local	Sales Tax	345,000	195,000	715,000	71,000	40,000	139,000	1,505,000
Local	Motor Vehicle License Fees			400,000			325,000	725,000
Local	Real Estate Excise Tax	397,000	1,000,000	1,100,000	1,000,000	1,000,000	1,000,000	5,497,000
Local	Impact Fees	-	50,000	450,000	1,800,000	600,000	700,000	3,600,000
Local	Reserves	378,000	78,000	850,000	50,000	330,000	600,000	2,286,000
External	HES Grant	193,000	97,000					290,000
External	Safety Grant	50,000	25,000	75,000				150,000
External	Other Agencies	80,000	175,000	500,000	200,000	250,000	1,725,000	2,930,000
External	Private		602,000	1,075,000				1,677,000
Total Sources		1,768,000	2,547,000	5,490,000	3,446,000	2,545,000	4,489,000	20,285,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2002	2003	2004	2005	2006	2007	Six Year Total
ST 0057	NE 120th Street Roadway Extension				1,530,000	830,000	1,445,000	3,805,000
ST 0059	124th Ave NE (north section) Roadway Improvements					650,000	1,780,000	2,430,000
ST 0060	118th Ave NE Roadway Extension				1,200,000	350,000		1,550,000
ST 0063	120th Ave NE Roadway Improvements						549,000	549,000
ST 0066	Norkirk Neighborhood Improvements		200,000					200,000
ST 0067	Non-Capacity Improvement Projects			100,000	100,000	105,000	303,000	608,000
ST 0068	NE 52nd St Railroad Crossing Improvements	65,000						65,000
ST 0069	NE 128th St @ I-405 Overpass (Sound Transit)	300,000	700,000	3,000,000				4,000,000
NM 0002	Kirkland Avenue Sidewalk		112,000	300,000				412,000
NM 0003	NE 95th Street Sidewalk	65,000	458,000					523,000
NM 0009	NE 100th St/I-405 Ped/Bike Overpass	288,000						288,000
NM 0012	Crosswalk Upgrades			70,000		70,000		140,000
NM 0032	93rd Avenue NE Sidewalk						322,000	322,000
NM 0034	Spinney Homestead Park/NE 100th Sidewalk				200,000	342,000		542,000
NM 0037	130th Avenue NE Sidewalk				200,000	198,000		398,000
NM 0039	School Walk Route Improvements (Phase 1)	650,000						650,000
NM 0040	13th Avenue Sidewalk			50,000	216,000			266,000
TR 0060	NE 85th Street/128th Avenue NE Signal	100,000	45,000	195,000				340,000
TR 0065	6th Street/Kirkland Way Traffic Signal		340,000					340,000
TR 0067	Kirkland Way/BNSFRR Abutment/Intrsctn Improvements						90,000	90,000
TR 0070	NE 124th St/124th Ave NE Intersection Improvements	100,000	400,000	1,775,000				2,275,000
TR 0071	NE 116th St/124th Ave NE Intersection Improvements	200,000	292,000					492,000
Total Funded Transportation Projects		1,768,000	2,547,000	5,490,000	3,446,000	2,545,000	4,489,000	20,285,000

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

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TABLE CF-10
2012 Transportation Project List

Comp Plan Number	Project Description	Total Cost[1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees may fund	Source Doc. [3]	Comp Plan Goal
	Non-Motorized						
NM20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	$ 0.5		NM 0034		C, NM, SWRC	T-2
NM20-2	116th Ave. NE Non-Motor Facilities, NE 67th St. to S. City Limits	$ 2.5				C, NM, E	T-2
NM20-3	13th Ave. Sidewalk	$ 0.3		NM 0040		C, NM, SWRC	T-2
NM20-4	Crestwoods Park/BNSFRR Ped/Bike facility	$ 0.9				C, NM	T-2
NM20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	$ 0.3		NM 0032		C, NM	T-2
NM20-6	NE 52nd St. Sidewalk	$ 0.7				C, NM	T-2
NM20-7	Cross Kirkland Trail	$ 3.4				C, NM, E	T-2, T-8
NM20-8	Kirkland Ave. Sidewalk, BNSF to I-405	$ 0.5		NM 0002		C, NM	T-2
NM20-9	NE 100th St. Bicycle/Pedestrian Overpass Across I-405	$ 3.4		NM 0009		C, NM	T-2,T-4
NM20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	$ 0.2				C, NM	T-2
NM20-11	School Walk Route Improvements (Phase I)	$ 1.1		NM 0039		C, NM, SWRC	T-2
NM20-12	School Walk Route Improvements (Phase II)	$ 5.0				NM, SWRC	T-2
NM20-13	NE 73rd St. Sidewalk, 126th Ave. NE to 132nd Ave. NE	$ 0.8				C, NM, SWRC	T-2
NM20-14	130th Ave. NE Sidewalk	$ 0.4		NM 0037		C, NM, SWRC	T-2
NM20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	$ 2.9				C, NM	T-2
NM20-16	NE 90th St. Sidewalk, Slater Ave. NE to 128th Ave. NE	$ 0.9				C, NM	T-2
NM20-17	NE 95th St. Sidewalk, 124th Ave. NE to 130th Ave. NE	$ 0.7		NM 0003		C, NM, SWRC	T-2
NM20-18	Forbes Valley Pedestrian Facility	$ 0.3				C, NM	T-2
NM20-19	NE 126th St Pedestrian/Bicycle Facility	TBD				TL	T-2
NM20-20	Crosswalk Upgrades (various locations)	$ 0.4		NM 0012		C, NM	T-2
NM20-21	Annual Pedestrian Improvements (various locations)	$ 34.5				NM	T-2
NM20-22	Annual Bicycle Improvements (various locations)	$ 2.4				NM	T-2
	SUBTOTAL	$62.1					
	Street						
ST20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 ln)	$ 1.6	X	ST 0060	$	C	T-4
ST20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 ln)	$ 2.6				C	T-4
ST20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln)	$ 4.7	X	ST 0063	$	C	T-4
ST20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln)	$ 2.8	X	ST 0059	$	C	T-4
ST20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 ln)	$ 14.6				C, E	T-4
ST20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 ln)	$ 12.1				C	T-4
ST20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 ln)	$ 4.4				C	T-4
ST20-8	NE 128th St./I-405 Overpass – Sound Transit (4 ln)	$ 4.0		ST 0069	$	C, TL	T-4, T-8
ST20-9	NE 120th St. Road Extension, Slater Ave. NE to 124th Ave. NE (3 ln)	$ 3.8	X	ST 0057	$	C, E	T-4
ST20-10	120th Ave. NE Traffic Calming, Totem Lake Blvd. to NE 128th St. (2 ln)	TBD				TL	T-4
ST20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 ln)	$ 4.7				C	T-4
ST20-12	NE 132nd St. Road Improvement, 100th Ave. NE to 116th Ave. NE (3 ln)	$ 0.6	X			C, E, TL (5 ln)	T-4, T-8
ST20-13	Norkirk Neighborhood Improvements	$ 0.4		ST 0066		C	T-6
ST20-14	Non-capacity Improvement Projects (various locations)	$ 0.6		ST 0067		C	T-6
ST20-15	NE 52nd Street Railroad crossing improvements	$ 0.1		ST 0068		C	T-4
ST20-16	Annual Street Preservation Program (various locations)	$ 9.2		ST 0006		C	T-4
	SUBTOTAL	$ 66.2					

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Notes:(1) 2001 cost in Millions; (2)Used to determine impact fee rate;(3) C=CIP, NM=Non-Capacity list, E=Eastside Transportation Partnership, SWRC=School Walk Route Committee, TL= Totem Lake Plan

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XIII. CAPITAL FACILITIES

TABLE CF-10
2012 Transportation Project List

Comp Plan Number	Project Description	Total Cost[1]	Basis for Impact Fees[2]	CFP Project Number	Impact Fees may fund	Source Doc.[3]	Comp Plan Goal
	Traffic/Intersection						
TR20-1	Kirkland Ave/3rd St. Traffic Signal	$ 0.3	X			C	T-4
TR20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	$ 2.9		TR 0067		C, NM	T-4, T-2
TR20-3	6th Street/Kirkland Way Traffic Signal	$ 0.3	X	TR 0065	$	C	T-4
TR20-4	NE 124th St./124th Ave NE Intersection Improvements	$ 2.3		TR 0070	$	C	T-4
TR20-5	NE 124th St. HOV Queue By-pass @ I-405, east to southbound	$ 0.7	X			C	T-4
TR20-6	NE 116th St./124th Ave NE Intersection Improvements	$ 0.5		TR 0071	$	C	T-4
TR20-7	NE 85th St. / 128th Ave. NE Traffic Signal	$ 0.3		TR 0060		C, NM	T-4, T-2
TR20-8	NE 85th St. HOV Queue By-pass @ I-405, east to southbound	$ 0.3	X			C	T-4
TR20-9	Lk. Wash Blvd. /SR520 queue by-pass southbound to westbound	$ 2.9				C	T-4
	SUBTOTAL	$ 10.5					
TR20-10	**Possible Additional Queue by-pass and HOV facilities:**						
1	Lk. Wash. Blvd. northbound , Lakeview Dr. to 2nd Ave. HOV	$ 4.5				P20	T-4
2	NE 116th St./ I-405 queue by-pass eastbound to southbound	$ 3.1	X			P20	T-4
3	NE 116th St. eastbound HOV lane conv. 98th Ave. NE to I-405	$ 4.8				P20	T-4
4	NE 85th St./ I-405 queue by-pass westbound to northbound	$ 0.8	X			P20	T-4
5	124 Ave. NE HOV lane conv. NE 85th to NE 116th St.	$ 15.0				P20	T-4
6	NE 70th St./ I-405 queue by-pass	$ 0.7	X			P20	T-4
7	NE 68th/70th St. eastbound HOV lane const. 108th Ave. NE to I-405	$ 1.7				P20	T-4
8	NE 124th St. westbound HOV lane conv. 132nd Ave. NE to I-405	$ 3.9	X			P20	T-4
9	NE 70th St. westbound HOV lane conv. 132nd Ave. NE to I-405	$ 7.6				P20	T-4
10	NE 124th St. / I-405 WB to NB	$ 0.5				E	T-4
	SUBTOTAL	$ 42.6					
TR20-11	**Various locations Intersection Improvements:**						
1	Central Way and Park Place Center	$ 0.3				P20	T-4
2	Kirkland Avenue/Lake Street S	$ 0.3				P20	T-4
3	Lake Street S./2nd Avenue S	$ 0.3				P20	T-4
4	Market Street/Central Way	$ 0.3				P20	T-4
5	Market Street/7th Avenue NE	$ 0.3				P20	T-4
6	Market Street/15th Avenue	$ 0.3				P20	T-4
7	NE 53rd Street/108th Avenue NE	$ 0.3				P20	T-4
8	NE 60th Street/116th Avenue NE	$ 0.3				P20	T-4
9	NE 60th Street/132nd Avenue NE	$ 0.3				P20	T-4
10	NE 64th Street/Lake Washington Blvd.	$ 0.3				P20	T-4
11	NE 70th Street/120th Avenue or 122nd Avenue NE	$ 0.3				P20	T-4
12	NE 80th Street/132nd Avenue NE	$ 0.3				P20	T-4
13	NE 85th Street/114th Avenue NE	$ 0.4				P20	T-4
14	NE 85th Street/132nd Avenue NE Add WB RT lane	$ 0.4	X			P20	T-4
15	NE 100th Street/132nd Avenue NE	$ 0.3				P20	T-4
16	NE 112th Street/120th Avenue NE	$ 0.3				P20	T-4
17	NE 112th Street/124th Avenue NE	$ 0.3				P20	T-4
18	NE 116th Street/118th Street NE	$ 0.3				P20	T-4
19	NE 116th Street/124th Avenue NE Xtend NB TR	$ 0.2				P20	T-4
20	NE 126th Street/132nd Place NE	$ 0.3				P20	T-4

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Notes: (1) 2001 cost in Millions; (2)Used to determine impact fee rate;(3) C=CIP, NM=Non-Capacity list, E=Eastside Transportation Partnership, SWRC=School Walk Route Committee, TL= Totem Lake Plan

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XIII. CAPITAL FACILITIES

TABLE CF-10
2012 Transportation Project List

Comp Plan Number	Project Description	Total Cost[1]	Basis for Impact Fees [2]	CFP Project Number	Impact Fees may fund	Source Doc. [3]	Comp Plan Goal
21	NE 128th Street/ Totem Lake Boulevard	$ 0.3				P20	T-4
22	NE 132nd Street/124th Avenue NE	$ 0.2				P20	T-4
23	NE 132nd Street/Totem Lake Boulevard	$ 0.2				P20	T-4
24	Market Street and Forbes Creek Drive	$ 0.2				P20	T-4
	SUBTOTAL	$ 7.0					

2012 TRANSPORTATION PROJECT LIST TOTAL ⟶ $ 188.4

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Notes:(1) 2001 cost in Millions; (2)Used to determine impact fee rate;(3) C=CIP, NM=Non-Capacity list, E=Eastside Transportation Partnership, SWRC=School Walk Route Committee, TL= Totem Lake Plan

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Table CF - 11A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2002	2003	2004	2005	2006	2007	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	1,982,000	1,965,580	1,803,150	2,118,000	1,985,000	2,004,000	11,857,730
Local	Reserves		500,000		500,000		500,000	1,500,000
External	Public Works Trust Fund Loan	1,121,000	1,093,420	561,850				2,776,270
Total Sources		3,103,000	3,559,000	2,365,000	2,618,000	1,985,000	2,504,000	16,134,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2002	2003	2004	2005	2006	2007	Six-Year Total
WA 0051	7th Ave/114th Ave NE Watermain Replacement				102,000	536,000		638,000
WA 0054	NE 113th Pl Watermain Replacement				236,000			236,000
WA 0055	NE 112th Pl/103rd Ave NE Watermain Replacement				205,000			205,000
WA 0056	7th Ave W Watermain Replacement			285,000				285,000
WA 0058	NE 75th St/130th Ave NE Watermain Replacement					340,000	260,000	600,000
WA 0059	101st Ave NE Watermain Replacement				103,000			103,000
WA 0060	10th Avenue Watermain Replacement						190,000	190,000
WA 0061	Central Way Watermain Replacement	280,000	360,000					640,000
WA 0065	Supply Station #2 Improvements			120,000				120,000
WA 0074	7th Avenue Watermain Replacement	164,000						164,000
WA 0075	2nd Street Watermain Replacement	146,000						146,000
WA 0077	NE 119th Street Watermain Replacement						284,000	284,000
WA 0078	NE 85th St/132nd Ave NE- Watermain Replacement	150,000	980,000	752,000				1,882,000
WA 0079	6th Avenue - Watermain Replacement	92,000						92,000
WA 0080	1st Street - Watermain Replacement			130,000				130,000
WA 0083	3rd Street- Watermain Replacement				182,000			182,000
WA 0084	Lake Avenue West - Watermain Replacement	250,000						250,000
WA 0085	20th Avenue West - Watermain Replacement				206,000			206,000
WA 0086	5th Avenue - Watermain Replacement	221,000						221,000
SS 0021	NE 90th Street Lift Station Elimination						670,000	670,000
SS 0045	Central Way (West) Sewer Line Replacement	20,000	250,000	389,000				659,000
SS 0046	Market Street - Sewer Line Replacement						600,000	600,000
SS 0047	Juanita Lift Station Improvements and Evaluation	1,600,000	1,119,000					2,719,000
SS 0048	7th St W Sewer Line Replacement					729,000		729,000
SS 0050	NE 80th St Sewer Line Replacement				584,000	380,000		964,000
SS 0053	Waverly Beach Park Lift Station Improv. & Evaluation	110,000						110,000
SS 0054	Telemetry Upgrades	50,000						50,000
SS 0055	Infiltration & Intrusion Reduction Pgm/Pipeline Repl		200,000	400,000	500,000			1,100,000
SS 0056	Emergency Sewer Construction Program		500,000		500,000		500,000	1,500,000
SS 0059	Central Way (East) Sewer Main Replacement	20,000	150,000	289,000				459,000
Total Funded Utility Projects		3,103,000	3,559,000	2,365,000	2,618,000	1,985,000	2,504,000	16,134,000
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

00068

~~00249~~ ~~00958~~

XIII-22

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

SOURCES OF FUNDS

Revenue Type	Revenue Source	2002	2003	2004	2005	2006	2007	Six Year Total
Local	Stormwater Service Fees	837,200	480,000	851,000	633,000	1,336,000	880,000	5,017,200
External	King Conservation District	148,800						148,800
Total Sources		986,000	480,000	851,000	633,000	1,336,000	880,000	5,166,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2002	2003	2004	2005	2006	2007	Six Year Total
SD 0017	Juanita Creek/NE 124th St Culvert Replacement	240,000						240,000
SD 0020	Kirkland Ave/Slater Ave Drainage System Realignment	137,000						137,000
SD 0022	NE 63rd Street Drainage Diversion				133,000	309,000	457,000	899,000
SD 0025	NE 85th Street Detention and Sediment Control				84,000	368,000	73,000	525,000
SD 0029	Totem Lake Water Quality Treatment	259,000						259,000
SD 0030	Juanita Creek @ NE 129th Place Culvert Realignment				66,000	309,000		375,000
SD 0033	NE 90th Street/120th Ave NE Sediment Control		60,000	321,000				381,000
SD 0036	Surfacewater Sediment Pond Reclamation		70,000	180,000				250,000
SD 0037	Annual Streambed Stabilization Program	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000
Total Funded Surface Water Utility Projects		986,000	480,000	851,000	633,000	1,336,000	880,000	5,166,000

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

00069

~~00250~~ [redacted] XIII-23

Table CF - 12
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2002	2003	2004	2005	2006	2007	Six-Year Total
Local	Real Estate Excise Tax	570,000	735,000	770,000	435,000	710,000	610,000	3,830,000
Local	Reserve	100,000						100,000
Local	Park Impact Fees	80,000	40,000	40,000	40,000	40,000		240,000
Total Sources		750,000	775,000	810,000	475,000	750,000	610,000	4,170,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2002	2003	2004	2005	2006	2007	Six-Year Total
PK 0049	Open Space and Park Land Acq Grant Match Program	100,000						100,000
PK 0056	Forbes Lake Park Development			50,000		400,000		450,000
PK 0073	Crestwoods Park Fields Renovation	25,000	275,000					300,000
PK 0078 300	Kirkland Junior High Playfields Improvements			250,000				250,000
PK 0078 400	Rose Hill Elementary Playfields Improvements		200,000					200,000
PK 0078 500	Juanita Elementary Playfields Improvements			175,000				175,000
PK 0084	South Rose Hill Park Acquisitions	250,000			275,000			525,000
PK 0085	Forbes Lake Property Acquisitions	350,000						350,000
PK 0086	Totem Lake Neighborhood Park Acquisition			335,000				335,000
PK 0087	Waverly Beach Park Renovation				50,000		610,000	660,000
PK 0089	Ben Franklin Elementary School Park Development	25,000	300,000					325,000
PK 0098	Neighborhood Park Land Acquisition				150,000	350,000		500,000
Total Funded Parks Projects		750,000	775,000	810,000	475,000	750,000	610,000	4,170,000

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

00070 ~~00251~~

XIII-24

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

SOURCES OF FUNDS

Revenue Type	Revenue Source	2002	2003	2004	2005	2006	2007	Six Year Total
Local	Interest Income	184,690	265,650		182,500			632,840
Local	Reserve	262,800						262,800
External	Fire District #41	165,510	65,810		67,500			298,820
Total Sources		613,000	331,460	-	250,000	-	-	1,194,460

USES OF FUNDS

Funded Projects

Project Number	Project Title	2002	2003	2004	2005	2006	2007	Six Year Total
PS 0032	Training Tower-N Rose Hill Fire Station				250,000			250,000
PS 0045	Fire Engine - Forbes Creek Fire Station #21	360,000						360,000
PS 0048	Juanita/Totem Lake Fire St #27 Upgrade	253,000						253,000
PS 0051	Self-Contained Breathing Apparatus (SCBA)		214,500					214,500
PS 0052	Public Information Displays		116,960					116,960
Total Funded Fire and Building Projects		613,000	331,460	-	250,000	-	-	1,194,460
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

00071 ~~00252~~

~~CAL51~~

XIII-25

XIV. IMPLEMENTATION STRATEGIES

TASK	PRIORITY
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.	*
LAND USE ELEMENT	
Projects	
~~LU.1. Complete the rezoning necessary for consistency with the Comprehensive Plan land use map.~~	~~**~~
1 LU.2. Amend Zoning Code business district development standards to: ◆ Tailor regulations to the provisions of the Comprehensive Plan for each business district; ◆ Consider design guidelines.	
2 Prepare zoning regulations consistent with the revised NE 85th Street subarea plan ~~LU.3. Prepare detailed plans for the following business districts:~~	
~~◆ NE 85th Street;~~	~~**~~
~~◆ Totem Lake.~~ 3 Prepare zoning regulations consistent with the revised Totem Lake Neighborhood plan	~~**~~
LU.4. Prepare a master plan for Downtown Kirkland public property.	
LU.5. 4 Refine open space network maps, identify missing links, and develop preservation techniques.	
LU.6. Amend the Zoning Code as appropriate to establish standards for residential markets.	*
LU.7. Review institutional uses and revise land use map as appropriate to reflect those uses.	
~~LU.8. Review institutional uses and revise land use map as appropriate to reflect those uses.~~	~~*~~
~~LU.9. Review institutional uses and revise land use map as appropriate to reflect those uses.~~	~~**~~
~~LU.10. Review institutional uses and revise land use map as appropriate to reflect those uses.~~	
Ongoing	
LU.11. Monitor and update information concerning: ◆ Development capacity; ◆ Development trends; ◆ Demographics.	

Implement the Downtown Strategic Plan

Exhibit G

00072

XIV. IMPLEMENTATION STRATEGIES

TASK	PRIORITY
HOUSING ELEMENT	
Projects	
H.1. Amend residential development standards in the Zoning Code and Subdivision Ordinance to:	**
◆ Promote/allow ~~compact~~ Compact development;	
◆ Improve housing affordability;	
◆ Increase site design flexibility;	
◆ Address issues of neighborhood compatibility, scale, and design; and	
◆ Ensure equal access to housing for all people (group homes, congregate care housing, etc.).	
H.2. Work with other jurisdictions to develop a regional housing finance strategy.	
H.3. Develop a system for monitoring:	**
◆ Construction and demolition of affordable housing;	
◆ Creation of accessory units and associated rent levels.	
H.4. Adopt a housing strategy plan and work program at least every five years, which outlines housing strategies that will be considered in order to address the City's housing needs and goals.	
Ongoing	
H.5. Inventory potentially surplus property for possible use for affordable housing; report to state annually.	
H.6. Monitor and update information concerning:	
◆ Construction and demolition of affordable housing;	
◆ Creation of accessory units and associated rent levels.	
H.7. Continue to work with ARCH to fund low income and special needs housing projects.	
ECONOMIC DEVELOPMENT ELEMENT	
Projects	
ED.1. Develop a system of economic indicators to monitor the Kirkland economy:	
◆ Employment growth	
◆ Wage rates	
◆ Tax revenue	
◆ Housing diversity options	
~~ED.2. Amend the Zoning Code relating to Light Industrial areas and Home Occupations.~~	
~~ED.3. Adopt an Economic Development Action Plan.~~	
Ongoing	
ED.4. Monitor and update information concerning economic indicators.	

00073

XIV. IMPLEMENTATION STRATEGIES

TASK	PRIORITY
TRANSPORTATION ELEMENT	
Projects	
T.1. Undertake transportation studies to identify measures which ~~will~~ would further promote a multimodal transportation system. Amend the Transportation Element as appropriate. Stuides should address:	
◆ Alternative approaches for transportation levels of service (coordinate with studies being conducted by the Department of Transportation);	*
◆ Methods to improve arterial mobility for buses and other high occupancy vehicles;	*
◆ Improved local transit service. (Prepare a Transit Service Plan in cooperation with the King County Department of Metropolitan Services);	*
◆ Truck freight mobility;	
◆ Transportation system management measures.	
~~T.2. Review and revise the Nonmotorized Transportation Plan.~~	
T.3 2. Undertake a study of parking requirements, charges, and programs. Amend development regulations or program operations as appropriate.	**
T.4 3. Develop a comprehensive street tree plan.	
Ongoing	
T.5 4. Annually update the Transportation Element of the Comprehensive Plan as appropriate to:	
◆ Revise mode split targets;	
◆ Revise levels of service standards;	
◆ Identify transportation needs to implement the Land Use Element and update the 20-year list of transportation projects.	
T.6 5. Regularly update the Nonmotorized Transportation Plan.	
T.7 6. Continue the Neighborhood Traffic Control Program.	
T.8 7. Continue the annual street overlay program.	
T.9 8. Maintain and periodically update the BKR transportation model.	
T.10 9. Work cooperatively with other local governments to address regional transportation issues:	
◆ Continue participation in the Eastside Transportation Program;	
◆ Work with the Regional Transit Authority to develop a regional transit system which serves Kirkland;	
◆ Work with the King County Department of Metropolitan Services to improve transit service to and within Kirkland;	
◆ Secure interlocal agreements with adjacent jurisdictions for mutual review and mitigation of transportation impacts.	
T.11 10. Work cooperatively with employers to implement programs to reduce the use of single-occupant vehicles and number of miles traveled in compliance with the Commute Trip Reduction Act.	
T.12 11. Identify projects potentially eligible for state grants and submit grant applications.	

XIV. IMPLEMENTATION STRATEGIES

TASK	PRIORITY
T.13. Monitor and update information concerning: ◆ Traffic movement; ◆ Transportation mode splits; ◆ Levels of service. T.14. Update Transportation Project criteria used to evaluate projects for the Capital Improvement Program.	
UTILITIES ELEMENT Ongoing U.1. Regularly update functional utility plans for City managed utilities. U.2. Review utility plans for non-City managed utilities and work with non-City managed utilities to insure their plans are not inconsistent with the Comprehensive Plan.	
U.3. Work with utilities to encourage pruning of trees to direct growth away from utility lines and encourage the phased replacement of vegetation interfering with utility lines.	
PUBLIC SERVICES ELEMENT PS.1. Develop a process to coordinate with non-City service providers. PS.2. Develop a process for public review of public facilities.	
CAPITAL FACILITIES ELEMENT Projects CF.1. Consider the following new revenue sources for capital facilities and implement as appropriate: ~~◆ Impact fees;~~ ◆ Voter-approved bond issues. CF.2. Develop interlocal agreements with King County to coordinate the planning for and development of capital facilities within the unincorporated Planning Area. Ongoing CF.3. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability. CF.4. Annually update the Capital Improvement Program consistent with the Capital Facilities Element.	*
NEIGHBORHOOD PLANS Ongoing NP.1. Regularly review neighborhood plans and amend as appropriate.	*
OTHER ELEMENTS Consider preparing other Comprehensive Plan Elements: ◆ Annexation; ◆ Human Services.	

00075

XV.A. LAKEVIEW NEIGHBORHOOD

see attached sheet

(1) See new language

Subarea B is suitable for multifamily, hotel/motel, and limited marina use.

Subarea B is fully developed with multifamily residential. Because of its adjacency to existing single-family and multifamily uses on the east and north, development of Subarea B to office or other similar nonresidential uses would not be desirable. Use of existing multifamily units for overnight lodging, however, would be acceptable provided that the site development maintains its residential character and that accessory restaurants, retail, or similar uses are not allowed.

Subarea B should include public use areas.

Because of its adjacency to Lake Washington and Yarrow Bay wetlands, development in Subarea B should also include a public trail along its entire perimeter as well as other areas suitable for passive public use.

PLANNED AREA 15: OLD SHIPYARDS

Subarea A is described.

Planned Area 15 comprises approximately 31 acres lying on both sides of Lake Washington Boulevard. Most of the Planned Area is under common ownership. The area west of the Boulevard is located adjacent to Lake Washington and has been designated as Subarea A. The topography of Subarea A is unique to the shoreline. The depth of the area between Lake Washington Boulevard and the lake is substantially greater than the areas to the north and south. Much of Subarea A is more than 200 feet from the high waterline and, therefore, is not subject to the Shoreline Master Program. In addition, Lake Washington Boulevard rises to its highest elevation above the lake adjacent to the southern portion of Subarea A.

~~For many years, Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Today, the primary use is as a training facility for the Seattle Seahawks professional football team; the majority of the area, however, is now vacant.~~

Subarea B is described.

The area east of Lake Washington Boulevard and Lakeview Drive has been designated as Subarea B. Slopes in this area may be environmentally sensitive.

Although most of Subarea B is undeveloped, there are three single-family homes and a large apartment complex which terraces up the slope and bisects the area.

The primary objectives for development in PLA 15 are to maximize public access, use, and visual access to the lake and to maintain the natural characteristics and amenities of the Houghton Slope.

The primary objectives for development in Planned Area 15 are to maximize public access to and use of the waterfront, to maximize visual access to the lake for the public from Lake Washington Boulevard, and to minimize encroachment of development on the natural characteristics and amenities of the Houghton Slope. In addition, development should occur in such a manner that impacts to existing development in the vicinity are minimized. Impacts of particular concern include view obstruction, traffic volume and movement, noise and glare from uses of higher intensity, and compatibility of building scale. While the potential public benefits from development in Planned Area 15 are considerable and should not be diminished in importance, these benefits should be achieved in a manner that offers property owners in Planned Area 15 reasonable development opportunities and effective incentives to provide the desired public benefits. Policies to achieve these objectives are described below.

Exhibit H

XV.A. LAKEVIEW NEIGHBORHOOD

Subarea B should be developed with residential uses at a density of three to seven dwellings per acre. Dwelling units may be transferred from Subarea A subject to conditions.

Subarea B, east of Lake Washington Boulevard, should be developed exclusively with residential uses at a base density of three to seven dwelling units per acre. Within this specified density range, actual permitted density should be determined by the degree of compliance with the policies for development on the Houghton Slope as discussed on pages A-5 and A-6. Unit count which is proposed to be transferred from Subarea A may be permitted over and above seven dwelling units per acre if it is demonstrated that the resulting increased unit count will maintain compliance with these policies. However, in no case should dwelling units be developed within the steep ravine located near the middle of Subarea B.

In order to minimize the developed area on the slope, increased building height should be considered.

In order to minimize the developed area on the slope, increased building height in Subarea B should be considered. Where increased building height is proposed, it should be demonstrated that taller buildings will not significantly impair views from existing development to the east of Planned Area 15.

Traffic impacts to Lake Washington Boulevard should be considered. Access points should be limited.

A major consideration in the design of Planned Area 15 should be the impact of traffic on Lake Washington Boulevard. On- or off-site improvements, including signalization, channelization, and lane reconfiguration, should be required as necessary to mitigate identified traffic impacts. In order to minimize disruption of traffic flow, the number of access points to Planned Area 15 should be strictly limited and controlled. West of the Boulevard, the primary point of access should be located at the intersection of Lake Washington Boulevard and Lakeview Drive. East of the Boulevard, more than one primary point of access may be necessary due to the divided ownership pattern. Nevertheless, the number of access points should be kept to the smallest possible number.

(2) New paragraph here - see attached sheet

Planned Area 15 should be developed as a single unit. Development should be subject to approval of a Master Plan.

Public and private development opportunities in Planned Area 15 can best be achieved with a coordinated and planned approach to development. To this end, a Master Development Plan should be submitted for public review and City approval as a prerequisite to any development. The Master Plan should encompass all properties under common ownership within and adjacent to Planned Area 15, setting forth the major features of all future development. Subsequent to Master Plan adoption, development may be proposed and approved by the City as a single unit or in phases, provided that each phase is reviewed to ensure Master Plan compliance.

(3)

Delete Section
Replace with new section
See attached sheet

Development elsewhere along the shoreline is discussed.

Existing development elsewhere on the shoreline is primarily residential. As discussed in the Shoreline Master Program, residential uses should continue to be permitted along the shoreline. Outside of Planned Areas 2, 3, and 15 and the Yarrow Slough Slope, which are discussed above, multifamily uses should be permitted at medium densities (12 dwelling units per acre). This is a lowering of densities at which multifamily developments have taken place in the past, but is consistent with the density of apartment development on the east side of Lake Washington Boulevard, west of Lakeview Drive. Past densities have created severe ingress

00077

REVISED COMPREHENSIVE PLAN LANGUAGE FOR PLA 15

(1) 1.) *Page XV. A-8 (top of right side of page)*

For many years, much of Subarea A was the site of the Lake Washington Shipyards, which ceased production in the late 1940s. Then the site was used as the Seattle Seahawks professional football team's training facility until the late 1980s. Now it is the site of the Carillon Point mixed use center, containing office, retail, hotel, restaurant, marina and residential uses.

South of Carillon Point is the Yarrow Bay Marina containing over-water covered moorage facilities, dry dock boat storage, boat launch, boat sales and service, a pump-out facility and an accessory office building. The marina has been in existence since the 1950's.

(2) 2.) *Page XV. A-10 (right side, top of column, new 2nd paragraph)*

The properties within Subarea A and south of Carillon Point should be limited to one access point onto Lake Washington Boulevard. A transportation demand management plan and a vehicle circulation and pedestrian safety plan with provisions for safe pedestrian and vehicular access to and from Lake Washington Boulevard should be provided for any new development..

(3) 3.) *Page XV.A-10 (right side, mid way down, replaces old section on PLA 15)*

Carillon Point is developed as a mixed use Master Plan, subject to an approved Master Plan.

Carillon Point has been designed and constructed as a coordinated and planned development. As a prerequisite to any construction, the development went through an extensive public review and City approval process. Any future major change to the development should be reviewed to ensure Master Plan compliance.

The existing marina in Subarea A and south of Carillon Point should be retained.

The existing marina development in Subarea A and south of Carillon Point provides water-dependent uses and an opportunity for waterfront public use areas. Any future redevelopment of this site should include retaining the marina. Office and multi-family are appropriate uses for the upland portion of the site, provided that any new use is integrated and planned around the marina. A view corridor from Lake Washington Boulevard to the water should be provided across the southern portion of the site. Vegetation height and placement of parking and loading areas should be limited to protect the view corridor.

Wilcox Amendment

XV.C. BRIDLE TRAILS NEIGHBORHOOD O-3808

Note: The Bridle Trails Neighborhood Plan had its last major update in 1986. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

Vision statement

1. INTRODUCTION

The low-density residential character of the neighborhood should be maintained.

The Bridle Trails Neighborhood can be characterized as a predominantly single-family area with large open spaces. The primary policy direction for this neighborhood is to maintain the low-density residential character with some areas containing large lots capable of keeping horses.

Discussion of format for the analysis of the Bridle Trails Neighborhood.

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-1. These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Bridle Trails Neighborhood has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Environmentally sensitive slopes are identified. Slope stability analysis should be required and development regulated accordingly.

An environmentally sensitive and potentially hazardous slope in the Bridle Trails Neighborhood occurs mostly on publicly owned land in the State Park and the transfer station site. No severe problems appear to exist for many types of park development, although some areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities. Residential development is possible on this slope south of the State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood. Structures should not be located near streams where such structures may cause damage by flooding or impeding water flows.

Exhibit I

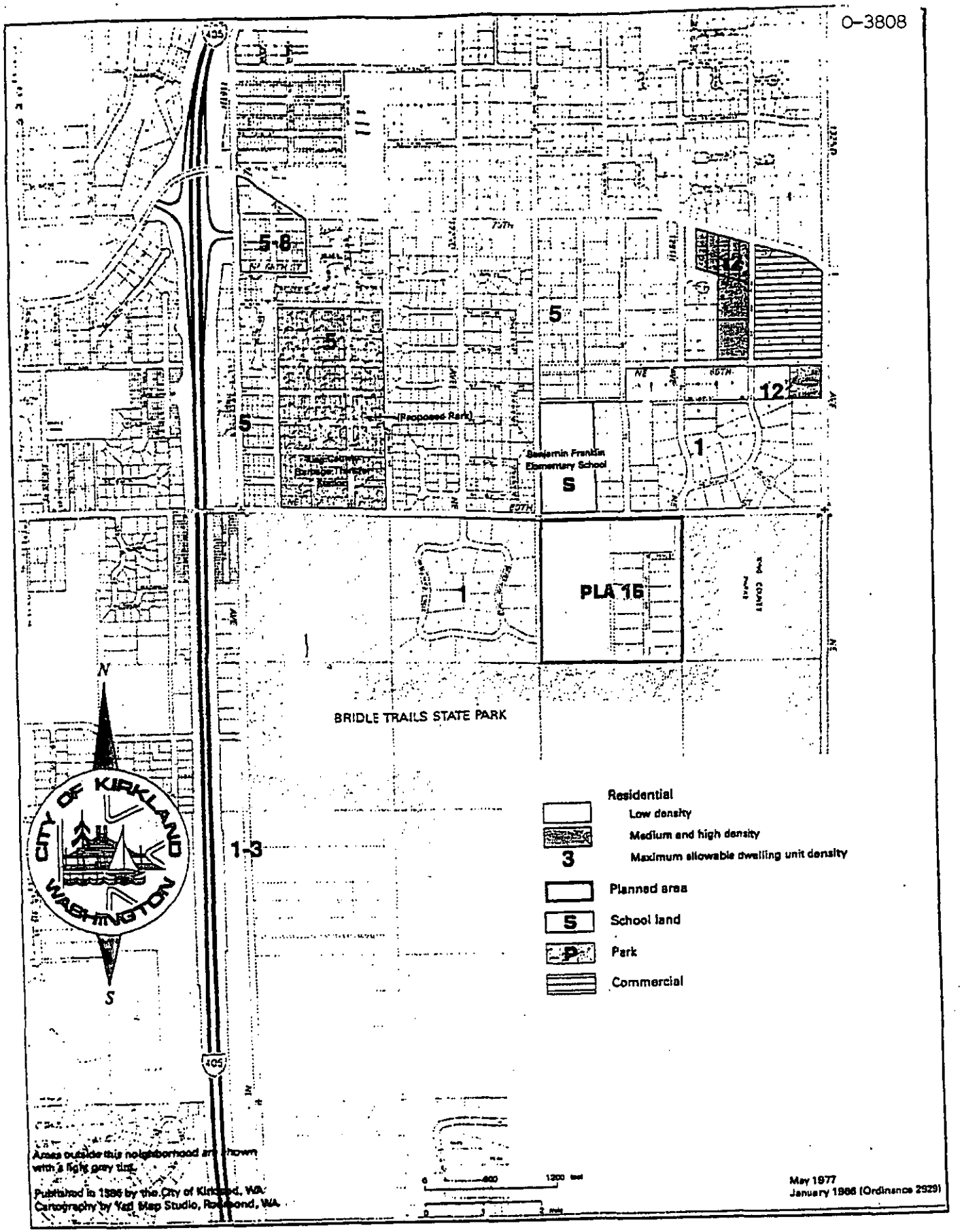

Figure BT-1: Bridle Trails Land Use

00080

3. LIVING ENVIRONMENT

Low-density residential uses are to be maintained.

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

and south of NE 70th Street

some

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

consistent with Kirkland's NON Motorized Plan.

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

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

Delete

See new section #1.) next page

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

~~(1) The site (identified in the Land Use Map in Figure BT-1) is developed as a whole under a Planned Unit Development, with clustering or common-wall housing.~~

~~(2) The existing natural vegetation is maintained to the greatest possible extent.~~

~~(3) Access is primarily through 117th Avenue NE and NE 67th Street to 116th Avenue NE with limited access via NE 70th Street.~~

~~(4) The scale of all buildings is in accord with the scale of adjoining single-family development.~~

~~(5) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family areas and along the abutting arterials.~~

~~(6) Parking areas are aggregated and visually landscaped from the surrounding single-family areas.~~

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

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

(1) The scale of all buildings is in accord with the scale of adjoining single-family development.

(2) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family development.

* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and,

00081

BRIDLE TRAILS NEIGHBORHOOD - NEW COMPREHENSIVE PLAN LANGUAGE

1.) FOR PAGE XV. C-3

Clustered or common-wall housing at up to eight dwelling units per acre is allowed on the south side of NE 70th Street and east of the park and ride lot subject to standards.

The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. Medium density of up to eight dwelling units per acre is allowed, subject to the following standards:

therefore, should not be construed to be in conflict with the intent of this Plan.

(3) The existing natural vegetative cover is maintained to the greatest extent possible.

(4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd NE and not west or south towards the adjoining single-family development.

(5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.

City's water tower and adminstrative

~~*Water District #1 facility should be permitted to remain.*~~

The City's ~~Water District #1 has a~~ are water tower and administrative building located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The ~~water district~~ facility should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the ~~water district~~ facility should be permitted if adequate setbacks and buffering are provided and if future buildings are compatible in scale and in design with adjoining single-family development.

an

City's

City's

Bridlewood Circle and Silver Spurs Ranch should remain at a very low residential density.

Bridlewood Circle and ~~the unincorporated~~ Silver Spurs areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

Southwest of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains ~~a mixture of undeveloped lands,~~ low-density residential development (one to three dwelling units per acre) and large stable facilities. ~~Some of this area is within the city limits, and the remainder is unincorporated. The unincorporated area, which extends southerly to the city limits of the City of Bellevue (at approximately NE 40th Street), is a logical extension of the City of Kirkland.~~ Existing equestrian access to Bridle Trails State Park from this area should be preserved.

Problems with utilities and traffic are discussed for the area.

Present utility service levels throughout this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either ~~Water District No. #1~~ the City of Kirkland or the City of Bellevue. In all instances (water and sewer services) developer extensions should be a condition of development with the potential of a latecomer agreement to charge benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher-density residential uses would increase traffic volumes, noise, and hazards in the area committed to low-density residences.

Higher-density residential development should not be permitted in the area.

Based upon the above considerations, development in this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre). In addition, the existing stable facilities should be encouraged to remain,

and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

Noise impacts adjacent to the Interstate should be minimized.

Bordering the Bridle Trails Neighborhood on the west, I-405 creates noise impacts on adjacent land uses. All developments, particularly residential, adjacent to the Interstate should seek to reduce these noise impacts. Residential developments of two dwelling units or more should be required to protect against noise through site, building, and landscaping design or construction techniques.

4. PLANNED AREA 16

Central Park Area is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, commonly referred to as Central Park, contains a mix of commercial equestrian stables and an indoor arena, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse. The Central Park Area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the equestrian park. The planned area designation will permit the application of special development procedures and standards to allow for full development of the area while maintaining the equestrian character. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the park and its uses by the general public.

Very-low-density development should be maintained, and commercial equestrian facilities should be permitted in the Central Park Area.

To be compatible with nearby residential density and the adjacent equestrian park permitted development should include very-low-density residential (one dwelling unit per acre) and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities. Private and commercial equestrian stables and arena buildings should be permitted if the following performance standards are met:

equestrian

(1) To the extent possible, commercial buildings are placed below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.

(2) Parking areas are aggregated and visually screened from adjoining single-family development.

(3) Facilities are designed and maintained in a manner compatible with nearby residential uses.

Existing equestrian access to Bridle Trails State Park from this area should be preserv

Slightly more than one dwelling unit per acre should be permitted in the planned area subject to standards.

To encourage a more creative development and still be in character with the surrounding very-low-density equestrian-oriented residential development, low-density residential uses (slightly more than one dwelling unit per acre, but no less than a minimum lot size of 26,000 square feet) should be permitted in the planned area if the following performance standards are met:

(1) A master plan for a development of at least 16 contiguous acres is reviewed through a public hearing process.

(2) Each residential lot contains an area of sufficient size and location for a horse paddock area, exclusive of any residential and equestrian structures.

(3) Each residential lot is designed to allow truck access for equestrian services, such as hay delivery and manure disposal.

(4) A public equestrian access trail with appropriate identification signs is provided between NE 60th Street and the Bridle Trails State and King County Parks.

(5) A coordinated vehicular and pedestrian system is provided for the property and the surrounding area.

(6) An equestrian facility, available to the public, is provided on the property.

Expansion of the existing Central Park Tennis Club along NE 60th Street should be permitted.

The existing Central Park Tennis Club has been compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

(1) Development is reviewed through a public hearing process.

(2) To the extent possible, commercial buildings are placed below existing grade, have large setbacks, and are screened by vegetated earthen berms.

(3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.

(4) Parking areas are aggregated and visually screened from adjoining single-family development.

(5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.

5. ECONOMIC ACTIVITIES

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood and should not be expanded.

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. Some of the 12 acres is undeveloped which allows for some commercial expansion. To mitigate impacts for the adjoining residential areas, future development should be subject to the following performance standards:

(1) The scale of all buildings is in accord with the scale of adjoining residential development.

(2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.

(3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.

(4) Parking areas are aggregated, landscaped, and visually screened from adjoining residential development.

(5) The number and size of signs are minimized to avoid a cluttered, intensive commercial

appearance. A comprehensive sign program should be implemented.

Also, commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood. More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.

Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.

Property on the west side of 116th Avenue NE, across from the park and ride lot, is suitable for office and/or medium-density residential development, subject to the following standards:

(1) Building height, bulk, and modulation, window treatments, and roofline design should reflect the scale and character of single-family development to the south and east.

(2) To preserve a vegetated setback along 116th Avenue NE, surface parking should be limited to the northern, western, or southern portions of the site, and should not be located between buildings and 116th Avenue NE.

(3) Significant trees on the site should be retained to the maximum extent possible.

(4) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east and south.

Commercial recreation facilities should be permitted to expand.

The other major economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails King County Park and the Bridlewood Circle area. In addition, commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-6).

6. OPEN SPACE/PARKS

Bridle Trails Parks serve both local and regional open space/park needs.

Bridle Trails State and County Parks comprise a 480-acre facility that provides primarily equestria recreational facilities on a regional scale. In addition, the parks serve a broader public interest as they are used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. These parks should remain essentially as a large wooded open space.

Recreational opportunities exist, but a need for a neighborhood park is unmet.

There are presently no parks in the Bridle Trails Neighborhood which contain a playground facility. Acquisition and development of a neighborhood park with playground facilities should be sought.

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~~*The Houghton Transfer site should be studied for park potential.*~~

~~The Houghton Transfer site is partially developed with a baseball field, soccer field, and tennis courts. This facility, of approximately 25 acres in size, should be carefully studied by the City for its future potential as a way to fulfill park or other needs for the Bridle Trails Neighborhood. After such evaluation, the City may wish to consider acquisition from or joint park development with King County.~~

Delete See New Section #2 on new page

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-2.

7. PUBLIC SERVICES/FACILITIES

Storm runoff should be limited. The natural drainage system should be maintained or restored.

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition. Storm runoff from developed sites should be limited to predevelopment levels.

Undergrounding of utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of utilities should be actively encouraged (see Public Services/Facilities, Community Goals and Policies chapters).

Modifications to major roadways in the Bridle Trails area are listed.

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-2).

(1) NE 60th Street and 122nd Avenue NE are collector arterials.

NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be maintenance or improvements to pedestrian/bicycle/equestrian trails, especially on NE 60th Street and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize adverse impacts associated with vehicles utilizing this facility.

(2) NE 70th Street should be designated as a secondary arterial.

NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to this traffic corridor should include

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BRIDLE TRAILS NEIGHBORHOOD - NEW COMPREHENSIVE PLAN LANGUAGE

For Page XV. C-8

Impacts from the King County Transfer Station and sports fields should be minimized.

North of NE 60th Street and east of 116th Ave NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a land fill. The sports fields are self- contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use.

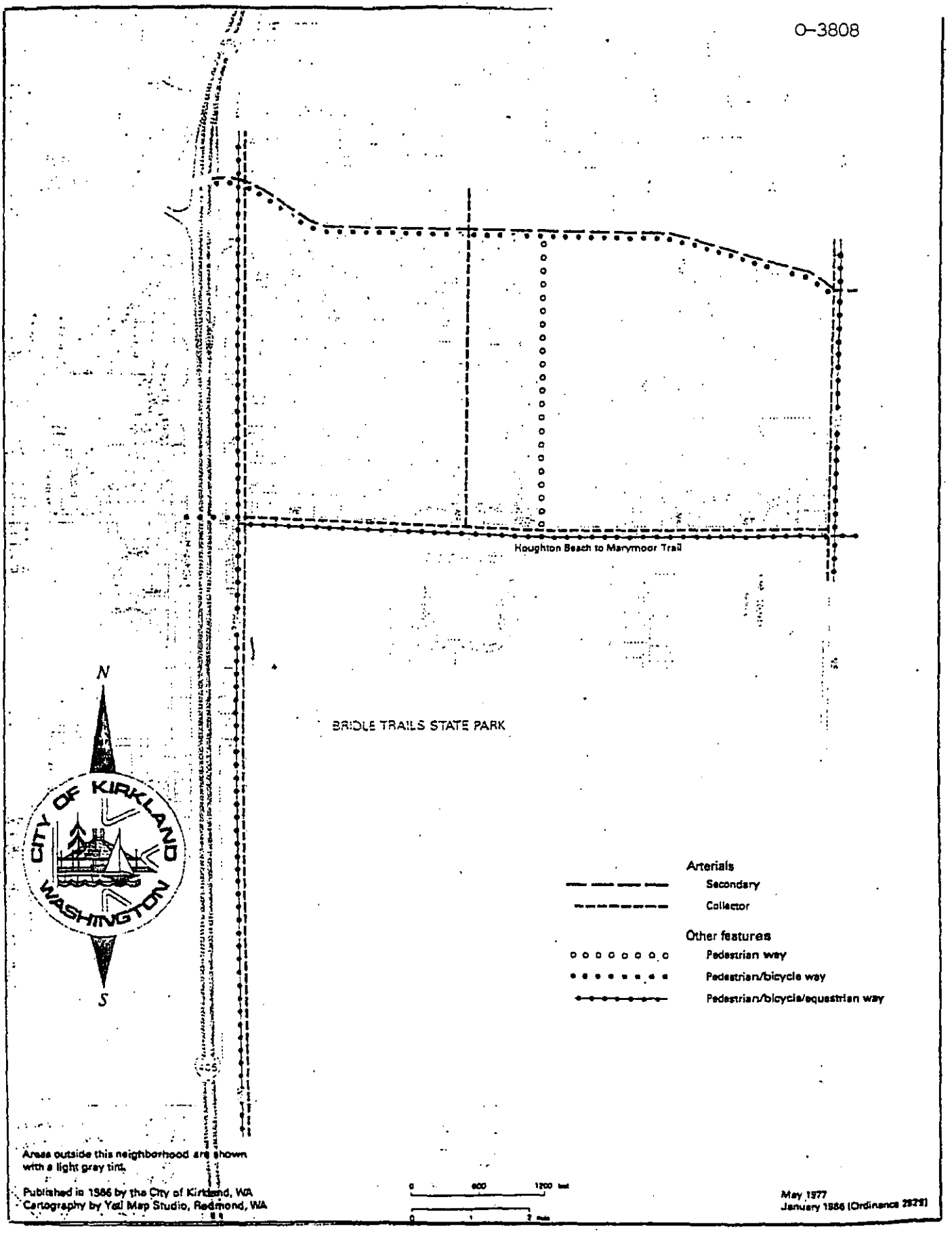

Figure BT-2: Bridle Trails Circulation

a three-lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.

(3) 116th Avenue NE should remain as a collector arterial.

One-hundred-sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of this arterial are single-family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a pedestrian/ bicycle/equestrian trail separated from traffic should be included.

The State Highway Department should seek to mitigate existing and possible future impacts of I-405.

The Interstate highway borders this area on the west and creates severe noise impacts on adjacent uses. If the State Highway Department makes further improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way and an extensive program of berm or other noise deflector construction.

Impacts from the Houghton

~~***East Kirkland Park and Ride lot proposed for NE 70th Street/116th Avenue NE.***~~ Should be minimized.

has

The State Department of Transportation ~~is proposing~~ a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~The proposed park and ride~~ facility should be carefully designed to protect the adjacent residences to the east and south. Points of access should be minimized to avoid congestion and safety problems. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

Any future expansion of the

Bicycle and pedestrian paths are planned for this area.

Within the Bridle Trails Neighborhood, the path system shown in Figure BT-2 does not include all existing and future sidewalks and paths but merely the major elements. A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the surrounding residences and the school and should be improved with public signing provided to designate the path.

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

Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single-family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed.

8. URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-3).

'Edges' and 'visual landmarks' are discussed.

The neighborhood's western border is vividly and effectively provided by a 'hard edge' – Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails Commercial Center, and the high voltage power lines. The dominant visual landmark of the wooded park creates a 'soft edge' which in turn reflects and reinforces the wooded and equestrian image of the neighborhood. This image is quite apparent from the major 'pathways' through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The high voltage power lines run north and south and 124th Ave NE, an unopend right-of-way, dividing the neighborhood in half and are used as a point of reference.

'Major view' is discussed.

A major view in this neighborhood is identified on Figure BT-3 - Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the ~~Olympic~~ Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I-405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility lines.

APPENDIX A - PLAN CONSISTENCY

- *Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;*

- *Identification of system expansion needs and transportation system management needs to meet current and future demands;*

- *Finance, including:*

  - *An analysis of funding capability to judge needs against probable funding resources;*

  - *A multiyear financing plan based on the needs identified in the comprehensive plan;*

  - *If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;*

- *Intergovernmental coordination efforts;*

- *Demand-management strategies.*

The Transportation Element addresses these GMA requirements. The Capital Facilities Element includes some of the finance discussion.

To Be Revised - See Transportation Commission memo

State Transportation Plans and Policies

The State has the responsibility for planning, maintaining and improving two critical transportation facilities in Kirkland, Interstate 405 and State Route 908 (NE 85th Street from I-405 eastward into Redmond).

The Washington Statewide Multimodal Transportation Plan for state highways, ferries, and state-owned airports identifies proposed solutions to statewide mobility deficiencies. This plan is consistent with plans developed by the Puget Sound Regional Council.

The Appendix to the Statewide Plan identifies improvements to two key state facilities within the Kirkland Planning Area, I-405 and SR-908 (NE 85th Street):

- *The I-405 improvements include high-occupancy vehicle (HOV) lanes, transportation system management projects (such as ramp metering), and expanded park and ride facilities. This corridor is recommended for further study, including coordination with regional high-capacity transit planning.*

- *The SR-908 improvement includes HOV enhancements (queue bypass), arterial HOV lanes, and bicycle facilities. This corridor is recommended for further study.*

Once local comprehensive plans are complete, there will be a regionally coordinated process to make changes to either the State's Multimodal Plan or to local plans. Once completed, the Multimodal Plan will form the basis for investments to the state system over the next 20 years.

See new Table A-1 and A-2

Vision 2020, Multicounty Planning Policies and the Regional Transportation Plan

Vision 2020's primary transportation goal is as follows:

- *Strategically invest in a variety of mobility options and demand management to support the regional system of central places (well defined, concentrated centers for employment growth located on the regional rapid transit system).*

Exhibit J

Changes to Appendix A, S_.e Transportation Plans and Policies

Delete existing text

Proposed text:

State law requires that certain information about state facilities be provided in local Comprehensive Plans. The information does not represent a standard that must be met, but rather a disclosure of the status of State facilities now and in the future. Much of the required information is contained in Table A-1 and A-2. Also, Figure T-1 in the Transportation Element maps State facilities in Kirkland. There are two State facilities in Kirkland, SR 908 and I-405. SR 908 runs from just west of I-405 to 132nd Avenue, a distance of 0.99 miles. It is an urban principal arterial and is not designated as a Highway of Strategic Significance. From the southern border to the northern border of Kirkland, I-405 is 5.07 miles in length and is an Urban Interstate as well as a Highway of Strategic Significance.

A corridor study for the entire I-4-05 corridor is currently underway. A programmatic EIS is scheduled to be completed in 2001, with further analysis of the alternates occurring in 2002, pending state funding.

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new text for A-11

Table A-1 Description of State Facilities in Kirkland

State Route		Posted Speed Limit	Number of Lanes	PM Peak Hour Two-way Traffic Volumes			LOS V/C Ratio		
I-405				*Roadway Capacity*	*Existing 2000 PM Peak Hour*	*Forecasted 2012 Traffic Volumes*	*WSDOT Standard*	*Existing 2000*	*Future 2012*
From	To								
NE 39th St	NE 70th St.	60	7	11743	11710	12774	D-mitigate	1.00	1.09
NE 70th St.	NE 85th St.	60	6	11985	11770	12840	D-mitigate	0.98	1.07
NE 85th St.	NE 116th St.	60	6	11985	11735	12802	D-mitigate	0.98	1.07
NE 116th St.	NE 124th St.	60	6	11985	7768	11193	D-mitigate	0.65	0.93
NE 124th St.	NE 132nd St.	60	6	11985	9228	11052	D-mitigate	0.77	0.92
SR-908 (NE 85th St.)									
From	To								
SB-405 Ramp	NB-405 Ramp	35	5	8236	3695	4750	D-mitigate	0.89	1.14
NB-405 Ramp	120th Ave NE	35	5	5608	3280	4591	D-mitigate	0.79	1.10
120th Ave NE	122nd Ave NE	35	5	5608	3299	3846	D-mitigate	1.03	1.20
122nd Ave NE	124th Ave NE	35	5	5608	3082	3653	D-mitigate	0.96	1.14
124th Ave NE	126th Ave NE	35	5	5608	2943	3842	D-mitigate	0.92	1.20
126th Ave NE	128th Ave NE	35	5	5608	3113	3781	D-mitigate	0.97	1.18
128th Ave NE	132nd Ave NE	35	5	5608	3106	3950	D-mitigate	0.97	1.23

Table A-2 Description of State Controlled Intersections

State Route Signalized Intersections	PM Peak Hour Traffic Volumes		PM Peak Hour LOS		Planned Improvement Projects
	Existing 2000	*Future 2012*	*Existing 2000*	*Future 2012*	
I-405					
116th Ave NE/NB Ramp	2222	2494	1.07	1.19	None
NE 72nd Place/SB Ramp	2239	2509	0.83	0.93	HOV Queue By-pass
NE 116th St/NB Ramp	2379	3758	0.78	1.08	None
NE 124th St/NB Ramp	3721	4182	0.56	0.70	HOV Queue By-pass
NE 124th St/SB Ramp	4363	5150	0.61	0.97	HOV Queue By-pass
Totem Lake Blvd/120th Ave NE	2815	3366	0.77	0.95	None
SR-908					
NE 85th St/114th Ave NE	3989	4049	1.13	1.39	Signal Interconnect
NE 85th St/120th Ave NE	4243	5445	.82	1.28	Signal Interconnect, Add 2nd NB left-turn lane
NE 85th St/122nd Ave NE	3567	4156	.74	0.83	Signal Interconnect
NE 85th St/124th Ave NE	4082	4899	.93	1.15	Signal Interconnect
NE 85th St/132nd Ave NE	4199	3321	1.19	1.41	Signal Interconnect, Add NB Right-turn Lane

APPENDIX D - LEVEL OF SERVICE METHODOLOGY

THE GROWTH MANAGEMENT ACT

The Growth Management Act (GMA) requires the Capital Facilities Element (CFE) to identify public facilities that will be needed during the six years following adoption of the comprehensive plan. As required by GMA, the Capital Facilities Element must include the following:

- An inventory of existing capital facilities owned by public entities, showing the location and capacities of the capital facilities.
- A forecast of future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Plan Element, and financing plan within the Capital Facilities Plan Element are coordinated and consistent.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as concurrency (also called "adequate public facilities"). In Kirkland, concurrency requires:

(1) facilities to serve the development to be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time); and

(2) such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFE.

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). This is noted in Goal 12 which states:

> *Public facilities and services. Ensure that those public facilities and services necessary to support development are available for occupancy and use without decreasing current service levels below locally established minimum standards.*

After the CFE is completed and adopted as part of the comprehensive plan, the City must adopt development regulations to implement the plan. The development regulations will provide detailed rules and procedures for implementing the requirements of the plan, including concurrency management procedures that will ensure sufficient public facility capacity is available for each proposed development.

~~Each year the Capital Facilities Element of the Comprehensive Plan must be updated.~~ The ~~annual~~ update should be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CFE in the City's annual budget.

The level of service standards adopted in this element were based on an extensive inventory of capital facilities and the forecasted need based on growth. A six-year plan is included which identifies the projects as well as the costs and funding sources. Policies within the plan ensure that there are several options to choose from if the probable funding falls short of meeting the needs.

The Capital Facilities Element of the Comprehensive Plan must be updated on a regular basis. The update should occur in conjunction with review of the City's six-year Capital Improvement Program and budget.

Exhibit K

APPENDIX D - LEVEL OF SERVICE METHODOLOGY

BACKGROUND

Approaches to Developing a Capital Facilities Plan

There are traditional and nontraditional approaches to developing capital facilities plans. Two traditional approaches (also used to develop CIPs) are: (1) needs-driven; and, (2) revenue-driven.

- *Needs-driven:* First develop needed capital projects, then try to finance them. This approach often results in a "wish list" of projects that have no funding.

- *Revenue-driven:* First determine financial capacity, then develop capital projects that do not exceed available revenue. This approach is also called "financially constrained."

Because of the nontraditional requirements of capital facilities planning under the GMA, the traditional approaches to developing capital improvements can cause problems. The needs-driven approach may exceed the City's capacity to pay for the projects. If the City cannot pay for the facilities needed to achieve the level of service standards that it adopted, the City must deny or defer development in order to comply with the concurrency requirement.

The revenue-driven approach may limit the City to capital projects that provide a lower level of service than the community desires. The City may be willing to raise more revenue if it knows that the financial constraints of existing revenues limit the levels of service.

The City chose a hybrid that overcomes these problems: a scenario-driven approach.

- *Scenario-driven:* Develop two or more scenarios using different assumptions about needs (levels of service) and revenues. Use the scenarios to identify the best combination of level of service and financing plan.

The development of multiple scenarios allows the community and decision-makers to review more than one version of the City's future. Each version is a choice. Typically, the most desirable choices are often the most expensive, and the most affordable choices are often not as appealing.

The same is true with the City's CFP: the highest levels of service usually provide the best quality of life, but the greatest cost (and the greatest risk of denying development if the cost is not paid), while the lowest cost may result in a less desirable quality of life. The scenario-driven approach enables the City to balance its desire for high levels of service with its willingness and ability to pay for those levels of service.

Other advantages of the approach include:

- Helping the City analyze which approach achieves the best balance among GMA goals;

- Helping prepare analyses required by SEPA (State Environmental Policy Act); and

- Evaluating scenarios for the Land Use Element.

The City used the scenario-driven approach in determining its level of service standard for its public facilities. Levels of service are described below as well as the process to establish the level of service.

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APPENDIX D - LEVEL OF SERVICE METHODOLOGY

Method for Using Levels of Service

The GMA requires the Capital Facilities Element to be based on standards for service levels that are measurable and financially feasible for the six fiscal years following adoption of the plan.

There are two questions that must be answered in order to meet the GMA requirements:

(1) What is the quantity of public facilities that will be required by the end of the sixth year?

(2) Is it financially feasible to provide the quantity of facilities that are required by the end of the sixth year?

The answer to each question can be calculated by using objective data and formulas. Each type of public facility is examined separately (i.e., roads are examined separately from parks). The costs of all the types of facilities are then added together in order to determine the overall financial feasibility of the CFE. One of the CFE support documents, "Capital Facilities Requirements," contains the results of the use of this method to answer the two questions for the City of Kirkland.

If the standards are feasible at the preliminary level, a detailed list of projects may be prepared. If, however, the answer indicates that a standard of service is not financially feasible, six options are available to the City:

(1) Reduce the standard of service, which will reduce the cost, or

(2) Increase revenues to pay for the proposed standard of service (higher rates for existing revenues, and/or new sources of revenue), or

(3) Reduce the average cost of the public facility (i.e., alternative technology or alternative ownership or financing), thus reducing the total cost, and possibly the quality, or

(4) Reduce the demand by restricting population (i.e., revise the Land Use Element), which may cause growth to occur in other jurisdictions, or

(5) Reduce the demand by reducing consumption (i.e., transportation demand management techniques, recycling solid waste, water conservation, etc.) which may cost more money initially, but may save money later, or

(6) Any combination of Options 1-5.

Setting the Standards for Levels of Service

Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the CFE is to influence the selection of the level of service standards. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard. This process is generally described below. More detail can be found in the Capital Facilities Requirements report.

Selection of a specific level of service to be the "adopted standard" was accomplished by a ten-step process:

(1) The "current" actual level of service was calculated through an inventory of capital facilities.

(2) Departmental service providers were given national standards or guidelines and examples of local LOS from other local governments.

APPENDIX D - LEVEL OF SERVICE METHODOLOGY

(3) Departmental service providers researched local standards from City studies, master plans, ordinances, and development regulations.

(4) Department service providers recommended standards for the City's CFP.

(5) The first draft of the Capital Facilities Requirements support document forecasted needed capacity and approximate costs of two levels of service (e.g., the actual LOS, and the department's recommended LOS).

(6) The City Council reviewed and commented on the first draft Capital Facilities Requirements report.

(7) The Growth Management Commission reviewed and commented on level of service alternatives.

(8) Departmental service providers prepared specific capital improvements projects.

(9) The capital improvement project requests were compared to the Council's preferred LOS.

(10) The first draft CFP was prepared using the projects that supported the Council's preferred LOS. The LOS in the first draft CFP serves as the basis of capital projects, their costs, and a financing plan necessary to pay for the costs.

The final standards for levels of service are adopted in the CFP. The adopted standards (1) determine the need for capital improvements projects, and (2) if required for concurrency are the benchmark for testing the adequacy of public facilities for each proposed development. The adopted standards can be amended, if necessary, ~~once each year~~ as part of the ~~annual~~ amendment of the Comprehensive Plan.

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APPENDIX F - GLOSSARY

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

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

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

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

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

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

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

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

Capacity (Capital Facility): The measure of a public facility's ability to provide a specified level of service.

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

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

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

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

APPENDIX F - GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

Local Road: A roadway serving relatively low traffic volume, short average trip length, or minimal through traffic movements.

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

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

To Be Revised * See attached sheet

APPENDIX F - GLOSSARY

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

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

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

To be revised see attached sheet

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

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

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

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

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

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

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

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

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

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

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

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

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

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Revision to Pages F-4 and F-5

ow Income Household One or more adults and their dependents whose income does not exceed fifty percent (50%) of the median household income for the Seattle Metropolitan Statistical Area, adjusted for household size, as published by the United States Department of Housing and Urban Development.

Moderate Income Household - One or more adults and their dependents whose income exceeds fifty percent (50%), but does not exceed eighty percent (80%), of the median household income for the Seattle Metropolitan Statistical Area, adjusted for household size, as published by the United States Department of Housing and Urban Development.

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IX. TRANSPORTATION

A. INTRODUCTION

PROBLEM STATEMENT

By the year 2020, the congested portions of the Puget Sound region's freeway and arterial network will be far more extensive than they are today and the delays experienced by users will be much longer. Kirkland shares the region's dilemma. Our transportation system is not isolated, but is integrally connected with a system of federal, state, and county transportation systems and the systems of adjacent jurisdictions. Kirkland experiences peak-hour congestion primarily in its highly commercial areas (Totem Lake, NE 85th Street, and Downtown).

There are many causes of increased congestion including I-405 and SR 520, neither of which is able to handle the volume to which it is subjected. This has resulted in significant congestion on Kirkland streets and is a problem about which Kirkland by itself does not control. Reflecting national trends, annual vehicle miles traveled in the Puget Sound region have continued to grow at a faster rate than population and employment. Also, congestion is getting worse because of an increase in the proportion of adults who work and who drive alone to work. Access into, through, and out of Kirkland is physically limited because of several significant features such as the lake on the west, Bridle Trails State Park and SR 520 on the south, and I-405 through the middle running north and south. For environmental and financial reasons, and reasons related to maintenance of community character, road building has not kept pace with demand. Shared Use Path and Bike Lane

There are few realistic transportation alternatives to driving alone for most people. The transit system is largely outside of Kirkland's control; it is defined by the King County Department of Metropolitan Services (Metro) and is characterized by infrequent, Seattle-oriented service. At this point, Kirkland's bicycle and pedestrian network is not continuous or is recreational in nature. It lacks safe links between transit, commercial centers, schools, and our neighborhoods.

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

EXISTING CONDITIONS

The City of Kirkland has established a system of street classification based on intended street function. The purpose of these classifications is to allow appropriate design and maintenance standards to be applied as well as for state and federal funding purposes. Figure T-1 displays the existing street system (except for local streets) overlain with the street functional classifications. There are four functional classes: principal arterial, minor arterial, collector, and ~~local~~. There are 145 miles of streets in Kirkland, the majority of which (~~63~~ 68 percent) are ~~local~~ neighborhood access.

Principal arterials connect Kirkland with other regional locations such as Bellevue and Redmond. Minor arterials provide connections between principal arterials and serve as key circulation routes within Kirkland. Collectors distribute traffic from arterials to local streets. ~~Local~~ streets give access to individual properties and connect to collectors.

Kirkland has a total of ~~33~~ 41 miles of bicycle ~~lanes~~ facilities within the street network. Figure T-2 displays existing ~~Class I and II~~ facilities. The former vehicle bridge in Juanita Bay Park is the only ~~Class I~~ facility (route for the exclusive use of nonmotorized transportation) in Kirkland. There are approximately ~~15~~ 23 miles of ~~Class II~~ facilities, which are striped lanes alongside vehicle lanes on a street. The remaining 18 miles are ~~Class IV~~ facilities, which are designated bicycle routes without signs or striping on residential streets. Kirkland has no designated ~~Class III~~ facilities (which are signed only).

Shared Use Path

Bike Lane

Shared Roadway

Signed Shared Roadway

Exhibit D

00009

IX-1

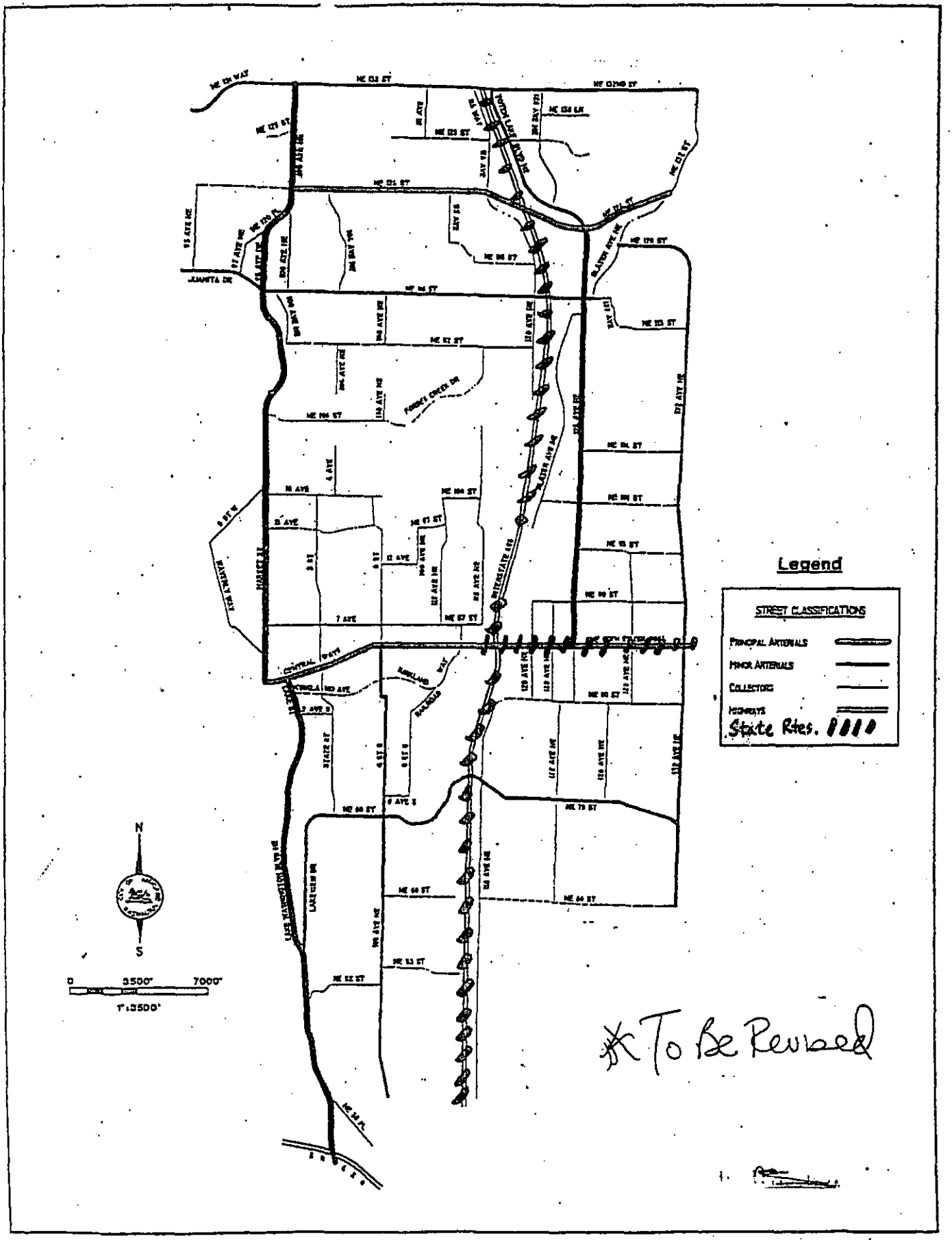

Figure T-1: Street Functional Classifications and State Routes

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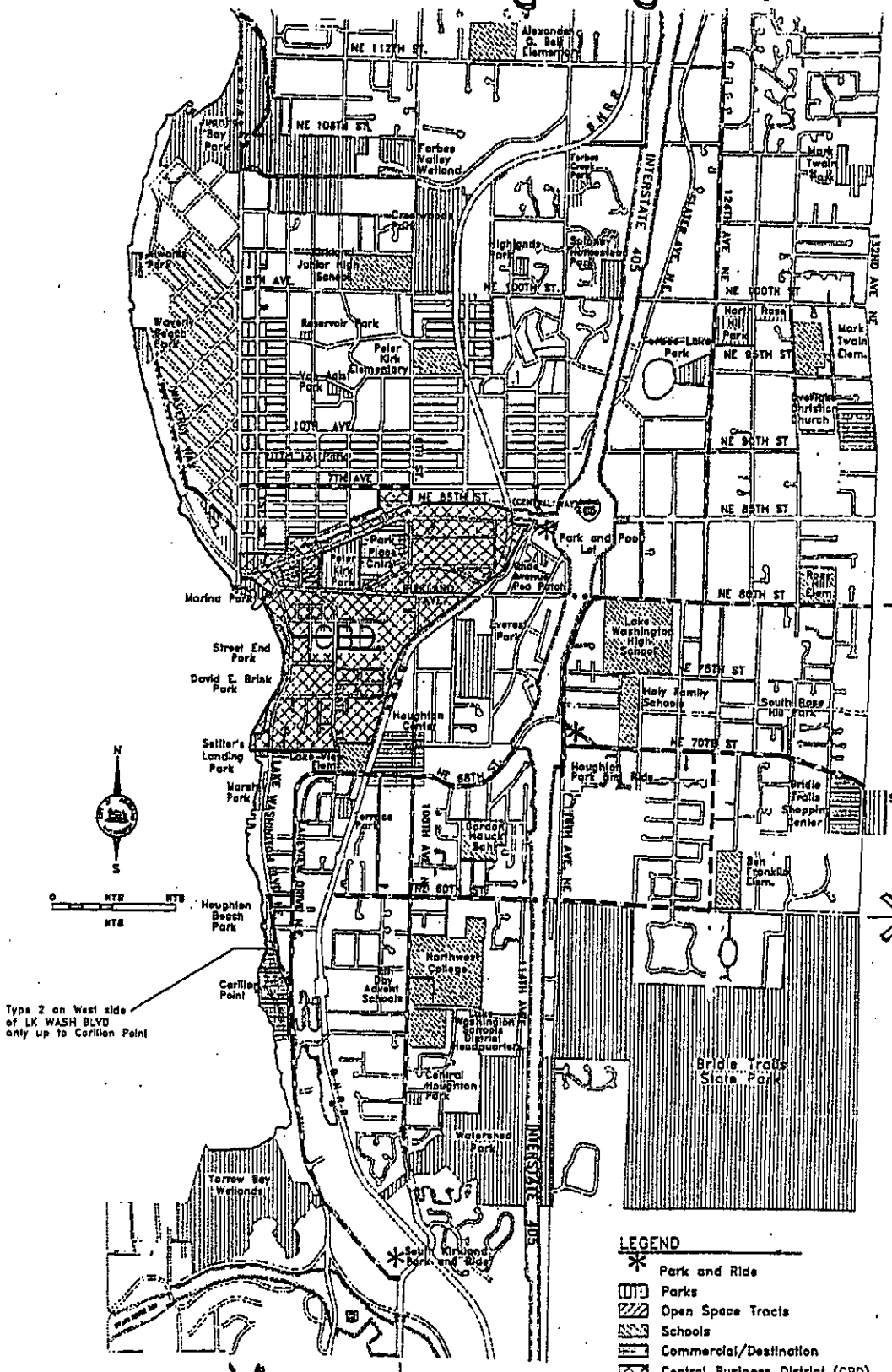
Existing Bicycle System



Ordinance:

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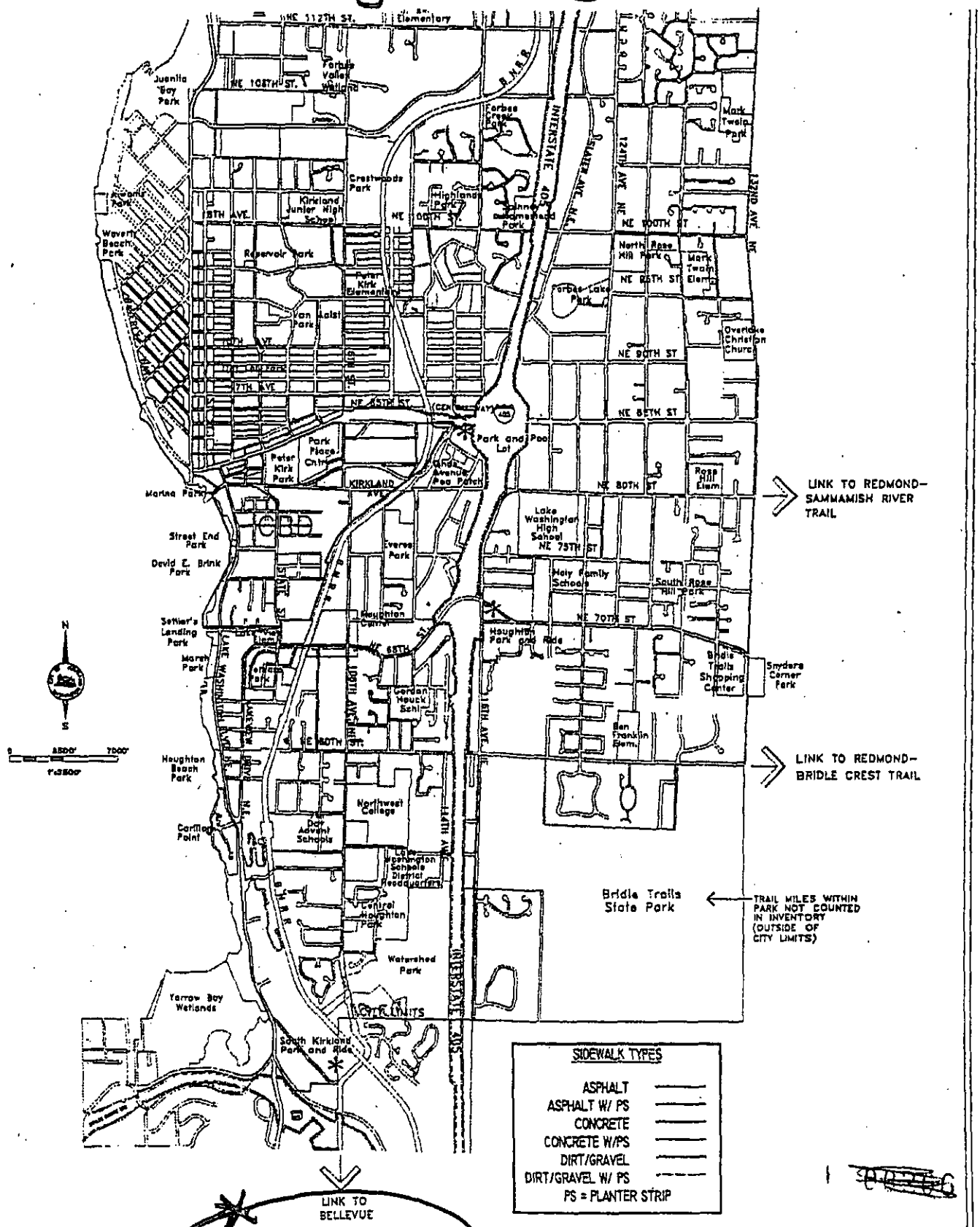
Figure T-2

Page IX-3

00011

Existing Sidewalks



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Being Revised

Figure T-3
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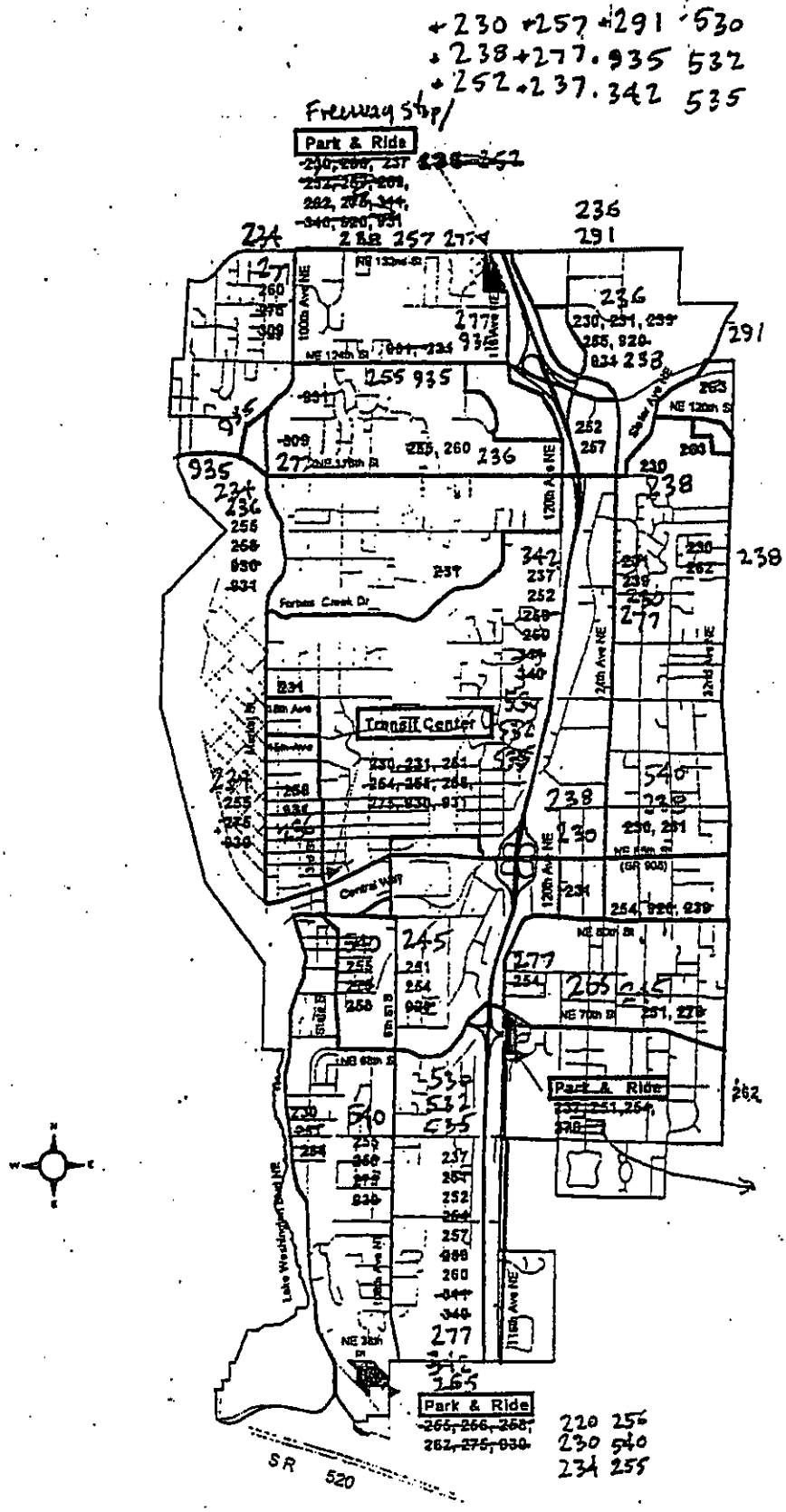

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Figure T-4: Transit Service

IX. TRANSPORTATION

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

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

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

EXISTING AND FUTURE TRAVEL DEMAND

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

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

TABLE T-1
Metro Routes in Kirkland

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

See next

Tab T-1 (continued); Revised Text for Table T-1

238 Kirkland - Totem Lake - Bothell

277 Juanita - Kingsgate - Houghton - U District

291 Kingsgate - Redmond

935 Kenmore - Finn Hill - Totem Lake

342 Shoreline - Bothell - Kingsgate - Houghton - Bellevue - Renton

530/532/535 Everett/Lynnwood/ - Kingsgate - Houghton - Bellevue

236 Kirkland - Juanita - Totem Lake - Woodinville

245 Kirkland - Houghton - Overlake - Factoria

234 Kenmore - Juanita - Kirkland - S Kirkland - Bellevue

540 Redmond - Kirkland - S. Kirkland - U District

265 Redmond - Houghton - Seattle

220 Redmond - S Kirkland - Bellevue

~~00015~~

~~00015~~ IX-8 cont.

IX. TRANSPORTATION

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

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

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

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

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

The location of transit facilities within the overall transportation system needs to be carefully considered so that they will be easily accessible by all modes.

Part of reducing reliance on the single-occupant vehicle is getting people to transit without driving. When designing transit facilities, bicycle racks, ample sidewalks, and nonmotorized connections to neighborhoods need to be considered.

For those that drive, parking or drop-off facilities are important considerations. Ridesharing to transit facilities should be encouraged.

The Americans with Disabilities Act requires convenient access for those with disabilities to new and remodeled facilities. Facility planning should also take into account the access needs of all ages – children, teens, adults, and seniors.

Facilities that are appealing – well lit, comfortable, and clean – may encourage greater use or at least maintain the existing levels of use.

Policy T-3.2. Support the development of regional high-capacity transit serving Kirkland.

Kirkland should support regional transit planning. To do so is consistent with the Growth Management Act, Vision 2020, and the Countywide Planning Policies. Ways Kirkland can support regional transit planning are to actively participate in regional transit discussions, provide land use patterns which will ultimately support a system, and adopt goals and policies which make our position known and are consistent with the needs of a successful regional system.

Policy T-3.3. Base the alignment and location of stations for the future regional high-capacity transit system on Kirkland's transportation and land use plan.

Kirkland should provide input to the appropriate regional bodies to ensure that alignment and station locations are consistent with our land use and transportation plans.

Land Use Policy 5.3 supports creation of a transit center in Totem Lake. LU-5.4 describes creating a compact commercial district in the northeast quadrant of the interchange with I-405 in part because it has good potential for transit service. These policies, and others, should provide the basis for transportation decisions.

00016

IX. TRANSPORTATION

Policy T-5.2. By the year 2012, strive to achieve a mode split of 70 percent single-occupant vehicle (SOV) and 30 percent transit/other mode in the southwestern, northwestern, and northeastern subareas. Achieve a mode split of 80 percent SOV and 20 percent transit/other mode in the eastern subarea.

Signalized intersections in the City were grouped into four geographic subareas shown in Figure T-5. Each subarea includes one or more commercial area where congestion is greatest, and residential areas. The subareas are a tool to analyze vehicular and transit levels of service.

The mode splits described in this policy are the level of service standard for transit. They represent a long-term goal for the City to achieve through providing improved transit accessibility, transportation demand management programs, efficient nonmotorized systems, locating shops and services close to home, and other strategies to get people out of single-occupant vehicles. The standard is expressed in terms of a desired percentage of peak-hour trips by single-occupant vehicles and transit/other mode. The standard is ambitious, although in line with that of adjacent jurisdictions.

Be Revised *

Policy T-5.3. Utilize the peak-hour vehicular level of service standards shown in Tables T-2 and T-3 for the transportation subareas of the City.

This policy establishes a peak-hour level of service (LOS) standard for vehicular traffic based on 2012 land use and road network. It is a two-part standard, based on the ratio of traffic volume to intersection capacity (V/C) for all existing signalized intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212*.

The two tests are as follows:

(1) Maximum Allowed Subarea Average V/C for intersections in each subarea (Table T-2).

(2) Maximum number of intersections allowed to exceed the 2012 subarea average V/C (Table T-3).

TO Be Revised

The LOS standards in Tables T-2 and T-3 were determined through the use of a computerized transportation model shared with Bellevue and Redmond, called the BKR model. The standards are the outcome of land use and transportation network choices which were entered into the model. The values in the tables are based on 1995 as the current year, 2012 as the future year and 2004 as the interim target year. Interim values were established by straight line interpolation between current and future year values.

The LOS methodology requires both thresholds (V/C and number of intersections) to be satisfied. Traffic from a new development may not cause the average V/C of signalized intersections in a subarea to operate at an LOS lower than the average shown in Table T-2, and may not cause more intersections than the number shown in Table T-3 to exceed the 2012 average. *

The capacity (C) of a signalized intersection is determined by a wide variety of factors, including signal phasing, number of lanes and traffic mix. It is a measure of the maximum number of vehicles that can go through the intersection in a set period of time. The volume (V) is the sum of "critical" volumes that indicate maximum demand at the intersection. The volume to capacity ratio (V/C) is the volume divided by the capacity. For the purpose of the plan, V/C is calculated for the PM peak hour.

A V/C of less than 1.0 means that the volume at the intersection is less than the capacity. If the V/C is equal to 1.0, the intersection's volume and capacity are equal. When the V/C is greater than 1.0, volume has exceeded capacity. As the V/C increases, the congestion at the intersection increases and the level of service gets worse.

Underlying this methodology is the point that the system is not considered failing if the peak-hour is congested. Use of the peak-hour for measuring level of service is standard in the region. This "worst case"

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ATTACHMENT 1 Proposed Comp. Plan Text	
Strikeout version of Existing Text	***Proposed Text***
Policy T-5.3. Utilize the peak-hour vehicular level of service standards shown in Tables T-2 and T-3 for the transportation subareas of the City.	***Policy T-5.3. Utilize the peak-hour vehicular level of service standards shown in Table T-2 for the transportation subareas of the City.***
This policy establishes a peak-hour level of service (LOS) standard for vehicular traffic based on 2012 land use and road network. It is a two-part standard, based on the ratio of traffic volume to intersection capacity (V/C) for all signalized intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212.*	This policy establishes a peak-hour level of service (LOS) standard for vehicular traffic based on 2012 land use and road network. It is a two-part standard, based on the ratio of traffic volume to intersection capacity (V/C) for system signalized intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212.*
The two tests are as follows: 1. ~~Maximum Subarea Average V/C for intersections in each subarea (Table T-2).~~ Maximum Subarea Average V/C for signalized system intersections in each subarea may not exceed the values listed in (Table T-2). 2. ~~Maximum number of intersections allowed to exceed the 2012 subarea average V/C (Table T-3).~~ No signalized system intersection may have a V/C greater than 1.40	The two standards are as follows: 1. Maximum Subarea Average V/C for signalized system intersections in each subarea may not exceed the values listed in (Table T-2). 2. No signalized system intersection may have a V/C greater than 1.40.
The LOS standards ~~in Tables T-2 and T-3 were determined~~were calculated through the use of a computerized transportation model shared with Bellevue and Redmond, called the BKR model. The standards are primarily the outcome of land use and transportation network choices which were entered into the model. Table T-2 is designed to provide standards for the maximum allowed subarea average V/C ratio for the next few years. The first row of the table (italicized) indicates the column which should be used based on when the standard is being applied. Each set of standards is based on a forecast for 6 years in the future. For reference, the second row indicates the year of that forecast allowing Table T-2 to be used to gauge the expected increases in average V/C during the next few years. Forecasts	The LOS standards were calculated through the use of a computerized transportation model shared with Bellevue and Redmond, called the BKR model. The standards are primarily the outcome of land use and transportation network choices which were entered into the model. Table T-2 is designed to provide standards for the maximum allowed subarea average V/C ratio for the next few years. The first row of the table (italicized) indicates the column which should be used based on when the standard is being applied. Each set of standards is based on a forecast for 6 years in the future. For reference, the second row indicates the year of that forecast allowing Table T-2 to be used to gauge the expected increases in average V/C during the next few years. Forecasts are derived by linear interpolation between

New text

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IX-16 Revision (1)

are derived by linear interpolation between forecasts for2004, and 2012. The 2004 value includes forecasted impacts of development which is approved but not yet built as of 2001. Example of how to use Table T-2: A development with a proposed build out year of 2005 is seeking concurrency approval during 2003. What is the appropriate set of standards for subarea average V/C?. Since the project is seeking approval in 2003, the second column of numbers is used (Southwest subarea standard of 1.02, etc.). This set of standards corresponds to a forecast year of 2008. Table T-3 describes subarea average V/C ratios for current traffic counts and for forecast 2004 and 2012 volumes. These numbers are provided for reference. Table T-4 lists intersections that are not system intersections and are therefore not considered in the calculations. ~~The values in the tables are based on 1995 as the current year, 2012 as the future year and 2004 as the interim target year. Interim values were established by straight line interpolation between current and future year values.~~	forecasts for2004, and 2012. The 2004 value includes forecasted impacts of development which is approved but not yet built as of 2001. -Example of how to use Table T-2: A development with a proposed build out year of 2005 is seeking concurrency approval during 2003. What is the appropriate set of standards for subarea average V/C?. Since the project is seeking approval in 2003, the second column of numbers is used (Southwest subarea standard of 1.02, etc.). This set of standards corresponds to a forecast year of 2008. Table T-3 describes subarea average V/C ratios for current traffic counts and for forecast 2004 and 2012 volumes. These numbers are provided for reference. Table T-4 lists intersections that are not system intersections and are therefore not considered in the calculations.
The LOS methodology requires both thresholds (Subarea Average V/C and V/C not to exceed 1.40) ~~(V/C and number of intersections)~~ to be satisfied. Traffic from a new development may not cause the average V/C of system signalized intersections in a subarea to operate at a LOS lower than the average shown in Table T-2, and may not cause ~~more intersections than the number shown in Table T-3 to exceed the 2012 average~~any system signalized intersection to exceed a V/C of 1.40.	The LOS methodology requires both standards (Subarea Average V/C and V/C not to exceed 1.40) to be satisfied. Traffic from a new development may not cause the average V/C of system signalized intersections in a subarea to operate at a LOS lower than the average shown in Table T-2, and may not cause any system signalized intersection to exceed a V/C ratio of 1.40.
The capacity (C) of a signalized intersection is determined by a wide variety of factors, including signal phasing, number of lanes and traffic mix. It is a measure of the maximum number of vehicles that can go through the intersection in a set period of time. The volume (V) is the sum of	The capacity (C) of a signalized intersection is determined by a wide variety of factors, including signal phasing, number of lanes and traffic mix. It is a measure of the maximum number of vehicles that can go through the intersection in a set period of time. The volume (V) is the sum of

New text

TX-16 (2) revisions

"critical" volumes that i[illegible]cate maximum demand at the intersection. The volume to capacity ratio (V/C) is the volume divided by the capacity. For the purpose of the plan, V/C is calculated for the PM peak hour.	"critical" volumes tha[illegible]licate maximum demand at the intersection. The volume to capacity ratio (V/C) is the volume divided by the capacity. For the purpose of the plan, V/C is calculated for the PM peak hour.
A V/C of less than 1.0 means that the volume at the intersection is less than the capacity. If the V/C is equal to 1.0, the intersection's volume and capacity are equal. When the V/C is greater than 1.0, volume has exceeded capacity. As the V/C increases, the congestion at the intersection increases and the level of service gets worse.	A V/C of less than 1.0 means that the volume at the intersection is less than the capacity. If the V/C is equal to 1.0, the intersection's volume and capacity are equal. When the V/C is greater than 1.0, volume has exceeded capacity. As the V/C increases, the congestion at the intersection increases and the level of service gets worse.
Underlying the standards ~~this methodology~~ is the ~~point~~ concept that the system is not considered failing if the peak-hour is congested. Use of the peak-hour for measuring level of service is standard in the region. This "worst case" measure implies that traffic will flow better during the rest of the day. Although very high, ~~this LOS~~the V/C ratios in the standard are ~~is~~ acceptable because there is a limited amount of funding available to improve the situation, and it is not possible to build our way out of congestion even if funds were unlimited. Road widening has quality-of-life impacts that many in the community find unacceptable.	Underlying the standards is the concept that the system is not considered failing if the peak-hour is congested. Use of the peak-hour for measuring level of service is standard in the region. This "worst case" measure implies that traffic will flow better during the rest of the day. Although very high, the V/C ratios in the standard are acceptable because there is a limited amount of funding available to improve the situation, and it is not possible to build our way out of congestion even if funds were unlimited. Road widening has quality-of-life impacts that many in the community find unacceptable.
The standards ~~in Tables T-2 and T-3~~ are based on congestion becoming worse in the future. This ~~shift~~ reflects the proposed network and funding, and an increase in trips ~~(due to projected population increases)~~. The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.	The standards are based on congestion becoming worse in the future. This reflects the proposed network and funding, and an increase in trips. The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.

New text

IX. TRANSPORTATION

measure implies that traffic will flow better during the rest of the day. Although very high, this LOS is acceptable because there is a limited amount of funding available to improve the situation, and it is not possible to build our way out of congestion even if funds were unlimited. Road widening has quality-of-life impacts that many in the community find unacceptable.

The standards in Tables T-2 and T-3 are based on congestion becoming worse in the future. This shift reflects the proposed network and funding, and an increase in trips (due to projected population increases). The need to move to alternative modes becomes all the more clear when we can see the peak-hour vehicular level of service forecasted for the future.

TABLE T-2
Maximum Allowed Subarea Average V/C

Subarea	Maximum Allowed Average V/C
Southwest	0.99
Northwest	1.10
Northeast	0.92
East	1.14

TABLE T-3
Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C

Subarea	Maximum Number of Intersections Allowed to Exceed 2012 Subarea Average	2012 Subarea Average
Southwest	4	1.05
Northwest	2	1.20
Northeast	7	1.05
East	2	1.25

~~Table T-2~~

~~Maximum Allowed Subarea Average V/C~~

~~Subarea~~	~~Maximum Allowed Average V/C~~
~~Southwest~~	~~0.99~~
~~Northwest~~	~~1.10~~
~~Northeast~~	~~0.92~~
~~East~~	~~1.14~~

~~Table T-3~~

~~Maximum Number of Intersections Allowed to Exceed the 2012 Subarea Average V/C~~

~~Subarea~~	~~Maximum Number of Intersections Allowed to Exceed 2012 Subarea Average~~	~~2012 Subarea Average~~
~~Southwest~~	~~4~~	~~1.05~~
~~Northwest~~	~~2~~	~~1.20~~
~~Northeast~~	~~7~~	~~1.05~~
~~East~~	~~2~~	~~1.25~~

TABLE T-2

Forecast Average V/C Ratios and Maximum Allowed Subarea Average V/C ratio for System Intersections

Use as Maximum Allowed Average V/C after January 1 →	2002	*2003*	*2004*	*2005*	*2006*
Forecast for year →	2007	2008	2009	2010	2011
Subarea	Average V/C ratio				
Southwest	0.99	1.00	1.01	1.02	1.03
Northwest	1.16	1.18	1.20	1.23	1.25
Northeast	0.98	1.01	1.04	1.07	1.10
East	1.08	1.09	1.10	1.11	1.13

Table T-3Current and Forecasted Subarea Average LOS for System Intersections

Subarea Average V/C Ratio			
Subarea	***Current Traffic Count***	***Current Traffic Plus Projects approved but not yet built (2004)***	***2012***
Southwest	0.82	0.95	1.05
Northwest	0.97	1.09	1.27
Northeast	0.78	0.90	1.13
East	0.92	1.04	1.14

New tables

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IX. TRANSPORTATION

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

insert here

~~This section contains one table and four maps which are interrelated.~~ Together they comprise the overall transportation system and network for the city. ~~The 2012 Transportation Project List is located in the Capital Facilities Element as Table CF-10. 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. Table CF-10 provides the following information for each transportation project listed:

- Cost;
- Whether the basis for impact fee;
- CFP project number (if funded in CFP)
- Whether impact fees allowed to fund;
- ~~Indication that project is dependent on outcome of Totem Lake study;~~ Indication that project is based on Totem Lake Study
- Source; and
- Supporting goal.

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 CF-10, 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 CF-10, located in the Capital Facilities Element.

1. Table CF-9 and Table CF-10, located in the Capital Facilities Plan, and Table T-4 and Figures T-6 through T-9 located in this section are interrelated.

2. Table CF-9 is a list of funded six-year transportation projects along with a financing plan and Table CF-10 is a list of ~~the unfunded~~ 2012 Transportation Project list. Both tables are divided in three section

00023

TABLE T-4

The following signalized intersections are not system intersections. All other signalized intersections installed prior to August 2001 are system intersections
Lake Street/Kirkland Ave
6th Street/4th Ave
NE 124th Street/120th Pl NE
NE 118th Street/120th Ave NE
NE 128th Street/116th Way NE
120th Ave NE/NE 80th St.
NE 132nd Street/108th Avenue NE
NE 132nd Street/Juanita High School
NE 132nd Street/Juanita Elementary School
120th Ave Pedestrian Signal at Totem Lake Mall

New Table 00024
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IX. TRANSPORTATION

TABLE T-5
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~~ 0001.

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~~ 2007.

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 to 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~~ 2004.

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IX. TRANSPORTATION

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~~. 2001/2002.

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 See next page →
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.~~

NM20-12 Pedestrian/Bicycle Bridge See next page →
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 126th
Location: NE 73rd Street, ~~124th~~ Avenue NE to 132nd Avenue NE
Description: Installation of curb, gutter, sidewalk and storm drainage. Unfunded project.

now NM 20-21, page IX-26
~~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. 10

NM20-16 Sidewalk 128th
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.

00026

Table T-4 Revisions to page IX-25

NM 20-11	Sidewalks School walk routes for each of seven elementary schools. Install various pedestrian improvements. This is Phase I of a program for improving walk routes. Funded CIP project NM-0039.
NM20-12	Sidewalks School walk routes for each of seven elementary schools. Install various pedestrian improvements. This is Phase II of a program for improving walk routes. Unfunded project.

IX. TRANSPORTATION

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.~~ 2003.

NM20-18 Sidewalk
Location: ~~8th Street South/9th Avenue South~~ Forbes Creek Drive from Crestwoods Park to Juanita Beach Park
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~~ Unfunded CIP project NM ~~0038~~ 0041, ~~scheduled for completion in 2001.~~

~~NM20-19~~ 1 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.~~ 2006.

~~NM20-20~~ 3 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.~~ 2005.

~~NM20-21~~ 14 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.~~ 2006.

~~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~~ 20 Crosswalk Upgrades
Location: Various locations throughout City
Description: Pedestrian crossing improvements. Projects are combined and funded every ~~three~~ two years under CIP project NM 0012.

~~NM20-24~~ 21 Pedestrian Annual Improvements
Location: Various locations throughout city
Description: Continue to prioritize and install pedestrian ~~and bicycle~~ improvements to meet the adopted level of service.

00028 ~~00020~~

See next page for NM20-19 and NM20-22

Table T-4 Revisions to page IX-26

NM20-19 Pedestrian/Bicycle Facility
Location: NE 126th St/Totem Lake Way from 120th Ave NE to 132nd Place NE
Descriptions: Installation of paved path along corridor. Unfunded project.

NM20-22 Annual Bicycle Improvements
Locations: Various locations throughout the City
Descriptions: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

IX. TRANSPORTATION

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~~ Unfunded CIP project ST 0061, scheduled for completion in 2002.

ST20-3 Roadway Widening NE 128th St
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.~~ 2007.

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.~~ to begin design in 2006.

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.~~

See next page for ST20-8

00030
~~00054~~

Table T-4 Revisions to page IX-27

ST20-8	Freeway Overpass/Road Widening
Location:	NE 128th St, from 116th Ave to Totem Lake Boulevard over I-405. Project will also extend from Take Lake Boulevard to 120th Ave NE
Descriptions:	Install new overpass and direct access ramps to I-405. Project will also widen existing two-lane roadway to four lanes with new curb, gutter, sidewalk and bike lanes. Participation with Sound transit and Washington State Dept. of Transportation. Funded CIP project ST-0069. Scheduled for completion in 2004.

IX. TRANSPORTATION

ST20-9
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.~~ 2007.

ST20-10
Location: ~~Roadway Extension~~
~~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
Location: Roadway Extension
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
Location: Roadway Widening
NE 132nd Street, 100th Avenue NE to 116th Avenue NE (Note: Totem Lake Plan identifies 5-lane section)
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
Location: ~~Roadway Widening~~
~~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~~ 16
Location: Annual Street ~~Overlay~~ Preservation Program
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.

~~0F226~~

See next page for ST20-10, ST20-13, ST20-14, ST20-15

00032

Table T-4 Revisions to page IX-28

ST20-10 Traffic Calming
Location: 120th Ave NE, from totem Lake Boulevard to NE 128th Street
Description: To be determined. Unfunded project.

ST20-13 Traffic Calming
Location: Various locations throughout Norkirk neighborhood
Description: Install various traffic calming and pedestrian improvement measures in this neighborhood including traffic circles, curbing and speed bumps. Funded CIP project ST 0066, scheduled for completion in 2003.

ST20-14 Non-capacity Improvements
Location: Various locations throughout the city
Description: Improvements identified as components of various planning level efforts for Downtown Strategic Plan, NE 85th Street Corridor Study, school walk routes, and Totem Lake. Funded CIP project ST-0067.

ST20-15 Railroad crossing
Location: NE 52nd St @ BNSFRRxing
Description: Reconstruct/realign vertical and horizontal curves at rail crossing. Funded CIP project ST0068 scheduled for completion in 2002.

IX. TRANSPORTATION

TR20-1
Location: Traffic Signal
Description: Kirkland Avenue and Third Street
Construct a new signal at this intersection, including controlled pedestrian crosswalks. Unfunded CIP project TR-0004.

TR20-2
Location: Intersection Improvement
Description: Kirkland Way Underpass at BNSFRR crossing
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.~~ 2007.

TR20-3
Location: Traffic Signal
Description: 6th Street/Kirkland Way
Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065, scheduled for completion in ~~2002.~~ 2003.

TR20-4
Location: Intersection Improvement
Description: ~~6th Street/Central Way~~
~~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
Location: HOV Queue By-pass
Description: NE 124th Street and I-405, east to southbound
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.~~ Unfunded

TR20-6
Location: Intersection Improvement
Description: ~~NE 85th Street/124th Avenue NE~~
~~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
Location: Traffic Signal
Description: NE 85th Street and 128th Avenue NE
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
Location: HOV Queue By-pass
Description: NE 85th Street and I-405, east to southbound
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.~~ Unfunded

00034

See next page for TR 20-4 and TR20-6

Table T-4 Revisions to page IX-29

TR20-4 Intersection Improvement
Location: NE 124th Street/124th Ave NE
Description: At completion, intersection will have two northbound left turn lanes, two southbound left turn lanes, new BNSFRRxing. Funded CIP project TR 0070, scheduled for completion 2004.

TR20-6 Intersection Improvement
Location: NE 116th St/124th Ave NE
Description: At completion, intersection will have two southbound thru lanes.Funded CIP project TR 0071, scheduled for completion in 2003.

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TR20-9
Location: Intersection Improvement
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 9
Location: Intersection Improvement
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
Location: Intersection Improvement
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
Location: Intersection Improvement
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.

10
TR20-13
Location: Possible Additional Queue By-pass and HOV Facilities
Various
Description: Intersection improvements or HOV lanes that are not included in other projects 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

11
TR20-14
Location: Intersection Improvements
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

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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

00037

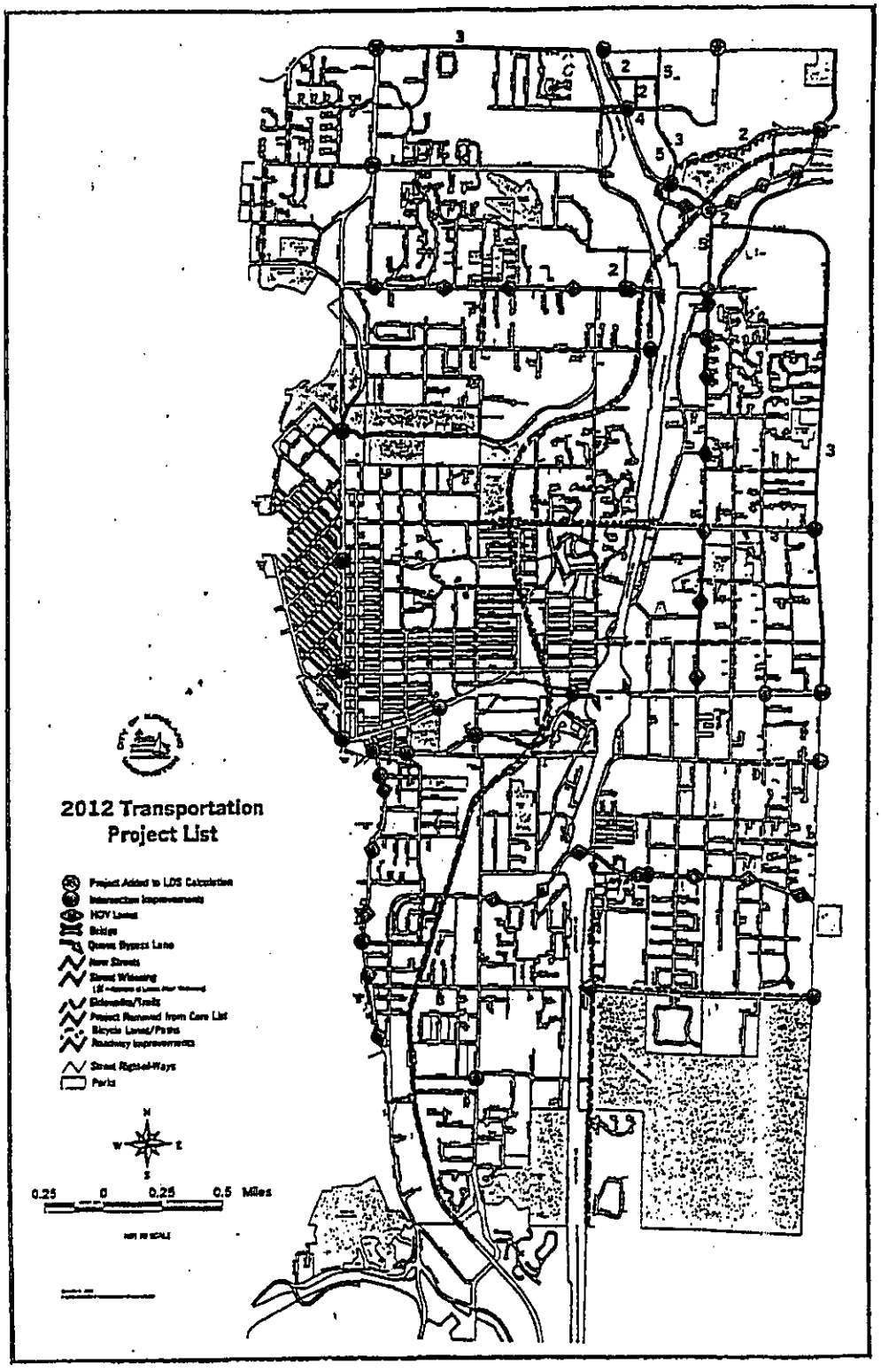
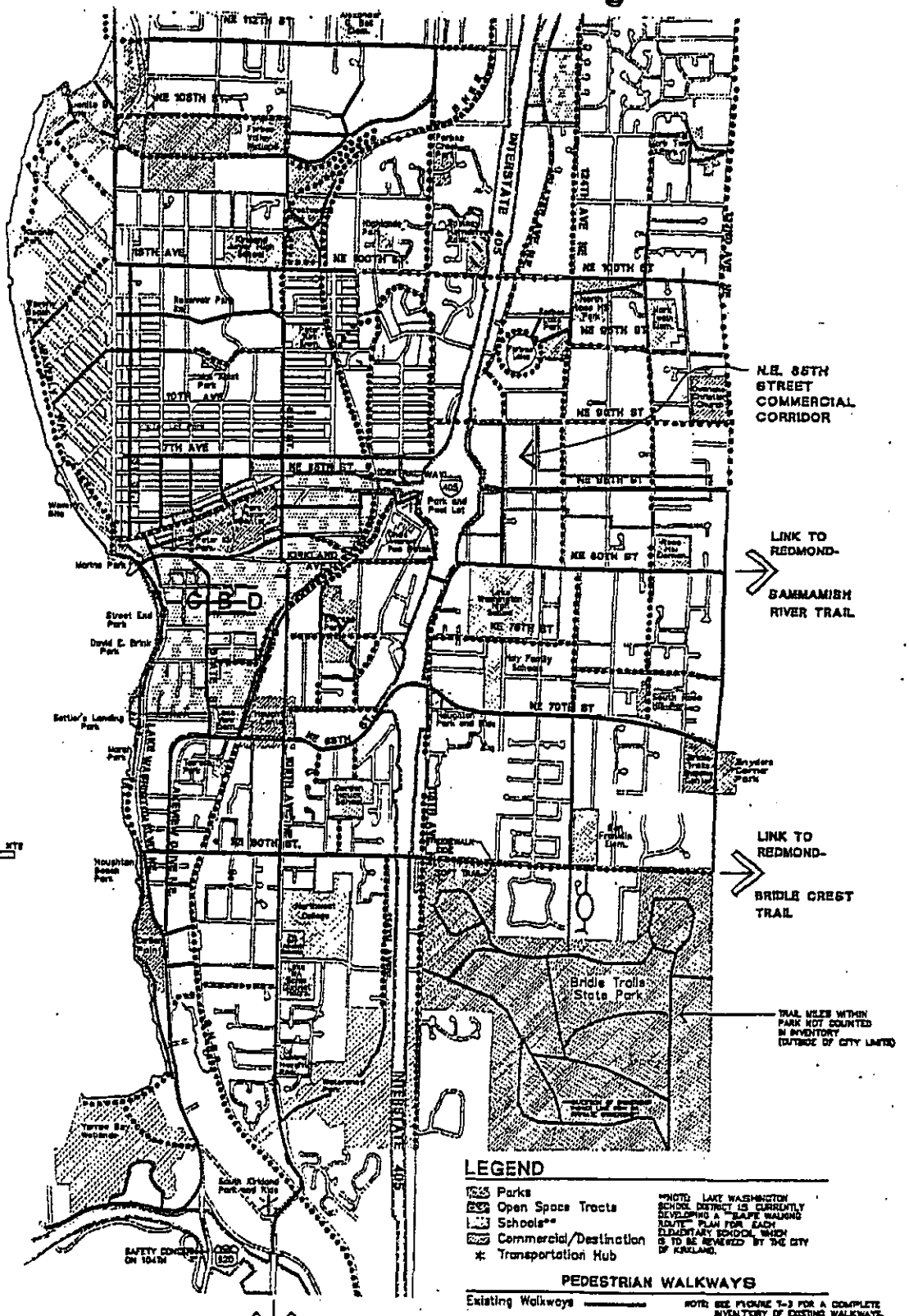


figure T-6

00038

2012 transportation project list

Potential Pedestrian System



To Be Revised

Figure T-7

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June 29, 1995

00039

Potential Bicycle System

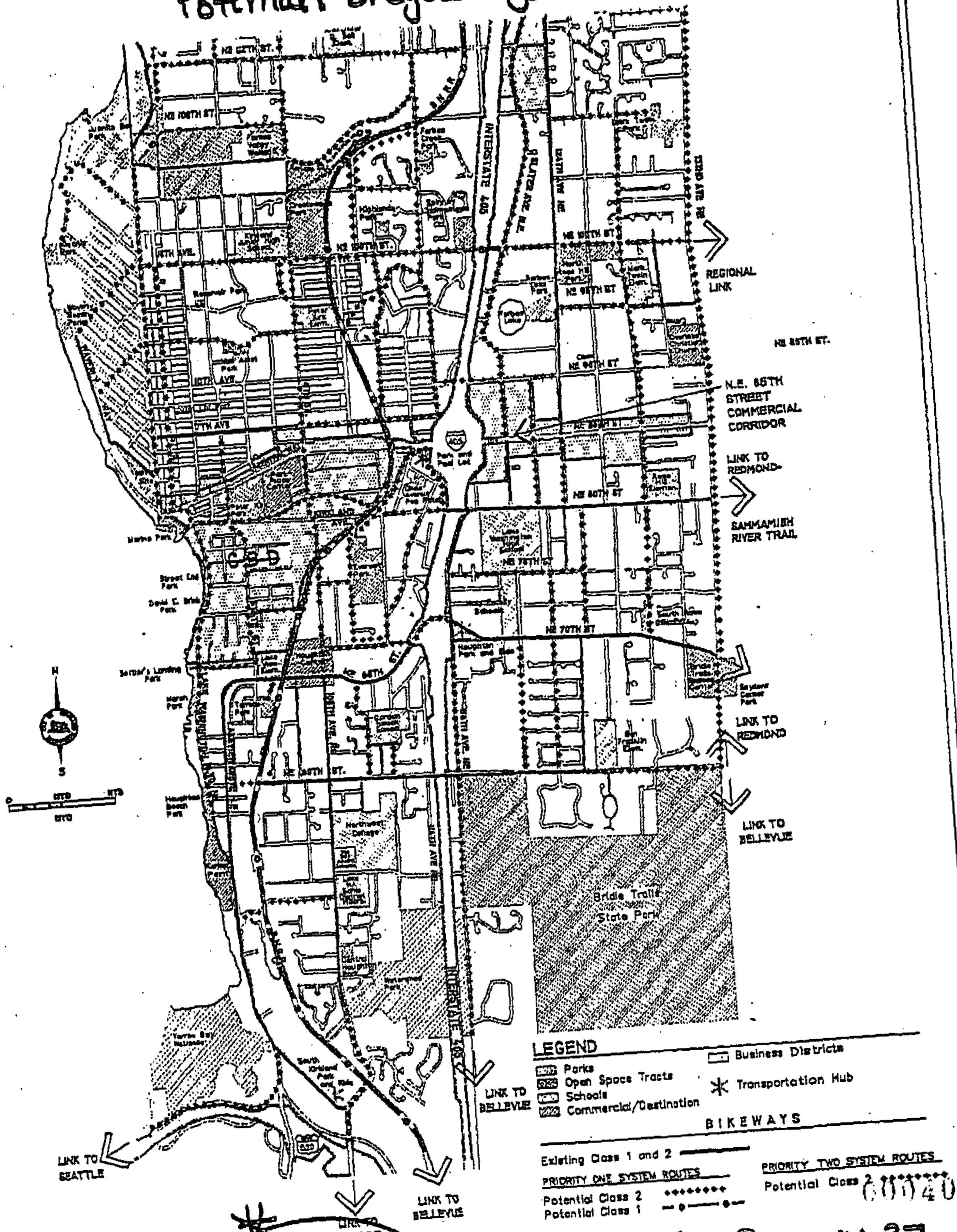

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Figure T-8 Page IX-37

Being Revised

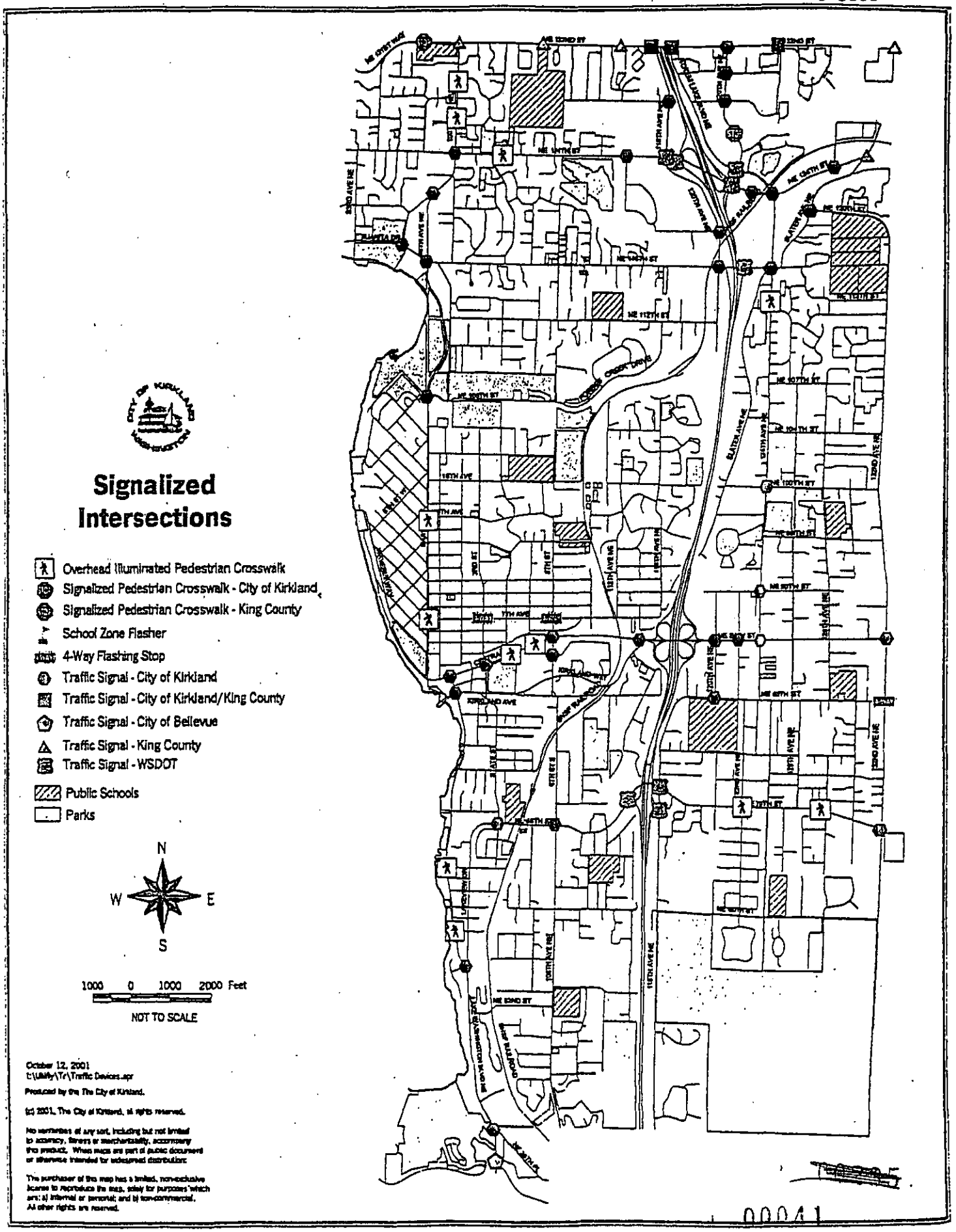


Figure T-9 Signalized Intersections

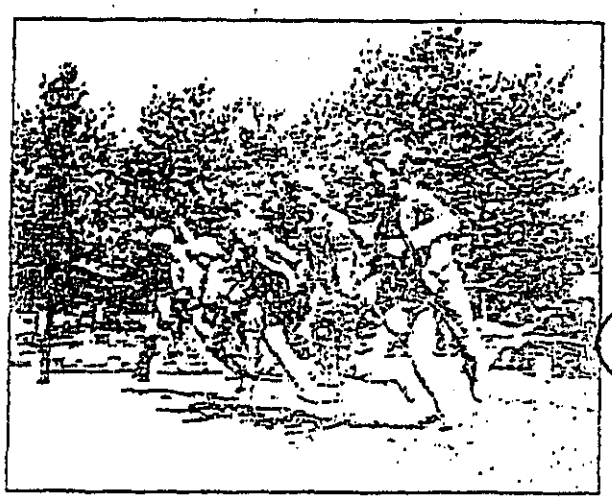
X. Parks, Recreation, and Open Space

Exhibit E

X. Parks, Recreation, and Open Space

O-3808

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 several 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 service 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, including the acquisition of greenways.

(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 maximum use and development of parks and recreation facilities.

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

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

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

X. Parks, Recreation, and Open Space

Existing Conditions

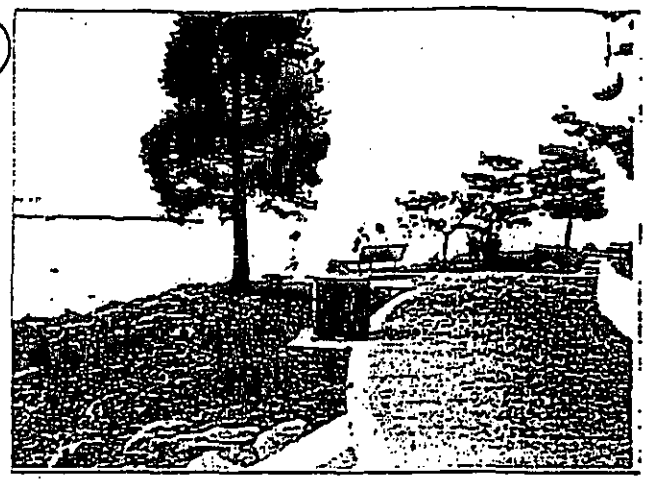
The existing City-owned park system contains ~~413~~ 453 acres, of which ~~approximately 153~~ acres are developed. Much of the developed park system consists of nine waterfront parks, ~~14~~ neighborhood parks, four community parks and four nature parks. The balance of the City's park acreage can be classified as natural/open space areas and under-developed community and neighborhood parkland.

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

Waterfront Parks

Kirkland's waterfront parks are a distinctive part of the City's park system. They bring identity and character to the park system and contribute significantly to Kirkland's charm and quality of life. The 13 waterfront parks (two of which are classified officially as nature 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.

~~Mini and~~ Neighborhood Parks

~~While a surplus of acreage for neighborhood park land exists in Kirkland, there still remains neighborhoods that are underserved.~~ Neighborhood parks serve both limited active and passive recreation

needs of a residential neighborhood within a ~~half~~ quarter-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 2000 ~~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 Elem supports the continued provision of accessible a well-maintained facilities and services for curr and future residents. Levels of service a established for facilities. Policies are established coordination with other service providers to ens efficiencies in utilization of park and recreatio facilities and services. The City will prom environmental conservation and education 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, a redevelop a system of parks, recreati facilities, and open spaces that is attracti safe, functional, and accessible to all segme of the population.

The basis of Kirkland's parks system is the provis of diverse recreation opportunities and experien for all Kirkland residents. Specifically, the o space, parks, park facilities, and recreation progra serve the following purposes:

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

(2) To improve the aesthetics of the C including ornamental plantings and o beautification efforts.

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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,

PUBLICATION SUMMARY
OF ORDINANCE NO. 3808

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).

SECTION 1. Amends the following specific portions of the text and graphics of the Comprehensive Plan as follows:

A. Amends specified text in the Table of Contents.

B. Amends text in the List of Figures.

C. Amends specified text in the List of Tables.

D. Amends specified text, tables and figures in the Transportation Element.

E. Amends specified text and tables and adds a new figure in the Park, Recreation, and Open Space Element.

F. Amends specified text and tables in the Capital Facilities Element.

G. Amends specified text in the Implementation Strategies Element.

H. Amends specified text in the Lakeview Neighborhood Plan.

I. Amends specified text in the Bridle Trails Neighborhood Plan.

J. Amends specified text and a table in the Appendix A – Plan Consistency, Appendix D – Level of Service Methodology and Appendix F – Glossary.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Provides that certain portions are subject to the disapproval jurisdiction of the Houghton Community Council.

SECTION 4. Except as provided in Section 3, 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 11th day of December, 2001.

I certify that the foregoing is a summary of Ordinance 3808 approved by the Kirkland City Council for summary publication.

City Clerk