ORDINANCE NO. 0-3974*

AN ORDINANCE OF THE CITY OF KIRKLAND AND ITS SUMMARY ORDINANCE RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. IV-02-1.

WHEREAS, the Growth Management Act (GMA, RCW 36.70A.215) mandates that the City of Kirkland reviews, and if needed, revises its Comprehensive Plan pursuant to RCW 36.70A.130; and

WHEREAS, the City Council in September 2002 did review the City's Review and Evaluation Report that identified revisions made and revisions needed to the Comprehensive Plan to be consistent with the GMA. The City did send the evaluation report, dated September 2002, to the Washington State Department of Community, Trade and Economic Development; and

WHEREAS, the City did analyze its housing and employment capacities and did determine that it can meet its 2022 targets for the most recent ten-year forecast by the Office of Financial Management and as allocated by the King County Growth Management Planning Council; and

WHEREAS, in compliance with the GMA and the Buildable Lands Program pursuant to RCW 36.70A.215, the City has determined the actual density of housing development, and has determined that such development to be consistent with the Comprehensive Plan; and

WHEREAS, the City in revising the Comprehensive Plan established procedures and schedules for early and continuous public participation pursuant to RCW 36.70A.130 (2) and RCW 35A.63.070; and

WHEREAS, the City broadly disseminated public participation information with notices in the local newspaper and on the City's web site and cable channel, by placing flyers in a local newspaper and by mailing notices to interested parties; and

WHEREAS, the City held an extensive two month community outreach program called "Community Conversations – Kirkland 2022" to obtain community goals and values before revising the Comprehensive Plan; and

WHEREAS, the City held 43 study sessions and one open house, including meetings with the Planning Commission, Transportation Commission, Houghton Community Council and Park Board; and

WHEREAS, the City did issue a revised Comprehensive Plan on July 1, 2004; and

WHEREAS, the Planning Commission held a public hearing on July 22, 2004, including a joint hearing with the Transportation Commission on the Transportation Element, and a follow-up meeting on August 26, 2004 to consider the comments received and to prepare its recommendation to the City

Council. The Houghton Community Council held a public courtesy hearing on July 19, 2004 and two follow-up meetings on August 23, 2004 and September 29, 2004 to consider the comments received and to prepare its recommendation to the City Council. The Transportation Commission did hold a follow-up meeting on August 25, 2004 to consider the comments received and to prepare its recommendation to the City Council. The City Council conducted a series of study sessions prior to adoption; and

WHEREAS, as part of the Comprehensive Plan revision process the City did receive and process a Private Amendment Request, submitted by Sedorco Property Partnership and assigned Planning and Community Development File No. ZON04-00016, on which the City Council will take final action no later than February 28, 2005; and

WHEREAS, the revised Comprehensive Plan adopted pursuant to the GMA must be coordinated with the comprehensive plans of King County and other Cities which have common borders with Kirkland or which share related regional issues; and

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

Section 1. Declarations.

A. Pursuant to the State Environmental Policies Act (SEPA) a scoped Draft Environmental Impact State (DEIS) was prepared and issued on July 1, 2004. The DEIS analyzed the 2022 growth targets for housing and employment along with the revisions to the Comprehensive Plan for the purpose of disclosing possible environmental impacts. The Responsible SEPA Official held a public hearing on the DEIS on July 22, 2004. The Final Environmental Impact Statement (EIS) was issued on October 15, 2004.

B. The City provided copies of the Draft Comprehensive Plan, the DEIS and the Final EIS to surrounding jurisdictions, King County, the Puget Sound Regional Council and Washington State Department of Community, Trade and Economic Development.

C. The Comprehensive Plan is consistent with the King County Countywide Planning Policies, the Multicounty Planning Policies and the GMA.

D. The revised plan was transmitted to Washington State Department of Community, Trade and Economic Development on July 1, 2004, which is at least 60 days prior to adoption.

Section 2. Adoption of the Comprehensive Plan: That certain revised city-wide chapter elements, land use map and other figures, appendices and subarea neighborhood maps of the Comprehensive Plan along with a new Human Services Element which has been filed with the City Clerk and which bears the date of December 14, 2004, is hereby adopted as the City of Kirkland's Comprehensive Plan. The City Council declares that the adoption of this revised Comprehensive Plan is intended to satisfy the mandates of Chapter 36.70A RCW (GMA) and also to be the adoption of the City of Kirkland's Comprehensive Plan pursuant to Chapter 35A.63 RCW (relating to land use planning and zoning).

Section 3. Text amended: The Comprehensive Plan, Ordinance 3481 as amended, are amended by this reference and as set forth in Attachment A.

Section 4. Severability: 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 5. Houghton Community Council: To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, said plan shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 6. Effective Date: Except as provided in Section 6, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

Section 7. Ordinance Copy: 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 open meeting this 14 day of December, 2004.

SIGNED IN AUTHENTICATION THEREOF this 14th day of December, 2004.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 0-3974*

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. IV-02-1.

Section 1. Addresses issuance and distribution of the Draft and Final Environmental Impact Statement; consistency of the revised Comprehensive Plan with the King County Countywide Planning Policies, the Multicounty Planning Policies and the GMA; and transmittal of the Plan to the Washington State Department of Community, Trade and Economic Development at least 60 days prior to adoption.

Section 2. States that the revised Comprehensive Plan is intended to satisfy the mandates of Chapter 36.70A RCW (GMA) and to be the adoption of the City of Kirkland's Comprehensive Plan pursuant to Chapter 35A.63 RCW.

Section 3. Amends the Comprehensive Plan as set forth in Attachment A.

Section 4. Addresses severability.

Section 5. Establishes that this ordinance will be effective within the disapproval jurisdiction of the Houghton community upon approval by the Houghton Community Council, or upon failure of said Community Council to disapprove this ordinance within 60 days of its passage.

Section 6. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017, Kirkland Municipal Code and establishes the effective date as five days after publication of said summary.

Section 7. Directs the City Clerk, to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

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 in open meeting on the 14th day of December, 2004.

I certify that the foregoing is a summary of Ordinance 3974* approved by the Kirkland City Council for summary publication.

Attest:

City Clerk

# I. INTRODUCTION

## A. ABOUT KIRKLAND

### *HISTORICAL PERSPECTIVE*

The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb-tah-byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Small pox, brought by fur traders in the 1830s, eliminated much of the Native American civilization. However, survivors and their descendents continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on salmon for food, died off. With most of their food sources gone, the Native American population in Kirkland declined dramatically.

The first Euro-American settlers in what is now Kirkland arrived at Pleasant (Yarrow) Bay and Juanita Bay in the late 1860's. By the early 1880's, additional homesteaders had settled on the shore of Lake Washington between these two bays. Inland growth was slow because the land beyond the shoreline was densely forested and few decent roads for overland travel existed. By 1888 the population along the shoreline between Houghton and Juanita Bay was approximately 200. The settlement at Pleasant Bay was renamed Houghton in 1880 in honor of Mr. and Mrs. William Houghton of Boston, who donated a bell to the community's first church.

Early homesteaders relied on farming, logging, boating/shipping, hunting, and fishing for survival. Logging mills were established at both Houghton and Juanita Bay as early as 1875. The promise of industrialization for Kirkland came in 1888 with the discovery of iron ore deposits near Snoqualmie Pass and the arrival of Peter Kirk, an English steel industrialist. Kirkland was slated to become the center of a steel industry the "Pittsburgh of the West." Platting of the Kirkland townsite, planning and construction of the steel mill near Forbes Lake on Rose Hill, and development of a business and residential community proceeded through the year 1893. The financial panic of 1893 put an end to Kirk's industrialist dreams before the steel mill could open. Kirkland became a virtual ghost town, and a subsistence economy again arose as the lifeblood of the remaining inhabitants.

Kirkland began to grow and prosper, along with Seattle and the Puget Sound region, at the time of the

**ATTACHMENT A**

Klondike gold rush. In 1910, Burke and Farrar, Inc., Seattle real estate dealers, acquired many of the vacant tracts that had been platted in the 1890s. They created new subdivisions and aggressively promoted Kirkland. Ferry service between Seattle and Kirkland operated 18 hours a day. The population grew from 392 people at incorporation in 1905 to 532 by 1910 and to 1,354 by 1920. Logging and farming remained the primary occupations in Kirkland, but the town was also becoming a bedroom community for workers who commuted by ferry to Seattle.

The Klondike gold rush was also a boon for Houghton. The Alaska-Yukon Exposition of 1909, held in Seattle, prompted the Anderson Steamboat Company, located at the future site of the Lake Washington Shipyards, to build several ships to ferry passengers to the Exposition. Employment at the Steamboat Company increased from 30 to 100 men. World War I and the construction of the Lake Washington Ship Canal brought further expansion of the shipyard and employment increased to 400. By the outbreak of World War II, the Anderson Steamboat Company had become the Lake Washington Shipyards. After the attack on Pearl Harbor, defense contracts allowed the shipyard to quadruple in size and employment exceeded 8,000. The Kirkland-Houghton area became an industrial metropolis virtually overnight. By 1944, an estimated 13,000 to 14,000 people were served by the Kirkland Post Office.

The rapid growth associated with the war effort came at a cost. By the end of the war, many residents felt the loss of a sense of small town community and stability. In addition, serious environmental concerns surrounded the growth of the shipyards and the population. An inadequate septic system threatened water supplies and lake beaches, while an oil spill at the shipyards in 1946 fouled the beaches and killed wildlife along the eastern shore of Lake Washington. The shipyards closed at the end of 1946 and, to avoid future industrialization of their waterfront, Houghton moved to incorporate in 1947 and zoned the waterfront for residential uses.

Following World War II, the automobile and better roads opened up the Eastside to development. Improvements in regional transportation linkages have had the greatest impact on Kirkland's growth since the demise of Peter Kirk's steel-mill dream, when Kirkland was considered "the townsite waiting for a town." Access to Kirkland, which began with the ferry system across Lake Washington, was improved later with the completion of the Lacey V. Murrow floating bridge in 1940, the opening of the State Route 520 bridge across Lake Washington in 1963, and the construction of Interstate 405 in the 1960s. Kirkland continued to grow as a bedroom community as subdivision development spread rapidly east of Lake Washington. Commercial development also grew following the war, providing retail services to the new suburban communities.

Acquistion of Kirkland's renowned waterfront park system started many years ago with the vision and determination of community leaders and City officials. Waverly Park and Kiwanis Park were Kirkland's first waterfront parks dating back to the 1920's. A portion of Marina Park was given to the City in 1937 and then the remaining park land was purchased from King County in 1939. Houghton Beach was deeded to the City of Houghton from King County in 1954, came into the City as part of the 1968 Houghton annexation. Then it was expanded in 1966 and again in 1971. In the early 1970s, Marsh Park was donated by Louis Marsh, and Dave Brink Park was purchased; and subsequent land purchases expanded both parks. The Juanita Golf Course was purchased in 1976 and redeveloped as Juanita Bay Park with further park expansion in 1984. Yarrow Bay Park Wetlands were dedicated to the City as part of the Yarrow Village development project. The latest waterfront park to come under City ownership is Juanita Beach Park, which was

transferred to the City from King County in 2002.

In 1968, just over 20 years after its initial incorporation, the town of Houghton consolidated with the town of Kirkland. The 1970 population of the new City of Kirkland was 15,070. Since that time, the City has continued to grow in geographic size and population. For example, the 1989 annexations of Rose Hill and ~~South~~ Juanita added just over four square miles of land and 16,000 people to the City. In recent years, Kirkland and other Eastside cities have grown beyond bedroom communities, becoming commercial and employment centers in their own right.

Since 1980, major retail, office and mixed use developments have been built in many areas of the city, including Park Place, Yarrow Bay Office Park, Kirkland 405-Corporate Center, Juanita Village, and Carillon Point built on the former site of the Lake Washington Shipyards. City Hall moved from Central Way and 3rd to its current location at 1st and 5th Avenue to provide expanded services in response to years of growth. Downtown Kirkland intensified with mid-rise buildings around the perimeter. Housing, art galleries, restaurants and specialty shops joined existing office and basic retail uses. The Downtown civic hub came alive with the addition of a library, senior center, teen center and performing art theatre bordering on Peter Kirk Park. Many new multi-family complexes were built near the commercial centers and along arterial streets while redevelopment of single-family neighborhoods resulted in traditional subdivisions and innovative developments offering a variety of housing choices. Evergreen Health Care has expanded, giving Kirkland a strong array of medical services. Lake Washington Technical College and Northwest University also have expanded, giving Kirkland a strong educational presence. Lake Washington School District remodeled or reconstructed most of its schools. The City also made major investments in capital facilities for roads, bike lanes and sidewalk construction, sewer improvements and park purchases. This was also a period of time when neighborhood associations, business organizations and community groups were established to work on issues of interest and to form partnerships for improving the quality of life in Kirkland.

Kirkland today has come a long way from Peter Kirk's vision as the center of the steel industry and the "Pittsburgh of the West."

*Portions ~~C~~condensed from: Harvey, David W. Historic Context Statement and Historic Survey: City of Kirkland Washington. Unpublished manuscript, March 1992, on file, Kirkland Department of Planning and Community Development.*

## ***Community Profile***

An update to the Community Profile was completed in 2002 and includes relevant Kirkland data about demographics, housing, economics, land use and capacity. This data was compiled from a variety of sources, primarily from the U.S. Census Bureau, Washington State Office of Financial Management, Puget Sound Regional Council, and the City of Kirkland Finance Department.

### POPULATION

With an estimated city population of 45,790 as of April 1, 2002, Kirkland's population has steadily grown

~~increased~~ at an average annual rate of 1.1% since 1990. This increase represents a combination of new births and people moving into Kirkland. By the year 2022, it is expected that Kirkland's population will grow to more than 54,790~~57,600~~ persons - 8,773~~11,800~~ more than live in Kirkland ~~today~~ in 2003.

~~The following t~~Table I-1 below shows how Kirkland's population has grown over time and what the projected population is expected to be over the next twenty years.

**Table I-1: Kirkland Growth Trends**

| Year | Population | Population Increase | Land Area Increase |
|---|---|---|---|
| - | - | - | - |
| 1910 | 532 | - | - |
| 1920 | 1,354 | 155% | 0% |
| 1930 | 1,714 | 27% | 2% |
| 1940 | 2,048 | 19% | 0% |
| 1950 | 4,713 | 130% | 112% |
| 1960 | 6,025 | 28% | 6% |
| 1970[1] | 15,070 | 150% | 170% |
| 1980 | 18,785 | 25% | 16% |
| 1990[2] | 40,052 | 113% | 67% |
| 2000 | 45,054 | 12% | 0% |
| 2010[3] | 49,327~~50,830~~ | 9.5% ~~13%~~ | 0% |
| 2012 | 50,256 | - | - |
| 2020[3] | 53,898~~56,507~~ | 9.3% ~~11%~~ | 0% |
| 2022[3] | 54,790 | - | - |
| 2030[3] | 58,287~~62,086~~ | 8.1 %~~10%~~ | 0% |

1 Includes consolidation with the City of Houghton in 1968, which included 1.91 square miles.

2 Includes annexations of Rose Hill and Juanita in 1988.

*Source : Office of Financial Management*

3 City of Kirkland Planning Department Projections. Growth trends do not reflect Potential Annexations.

Kirkland's population has continued to age over the past decade. The Kirkland median age has increased from 32.8 in 1990 to 36.1 in 2000. Similarly, the percentage of the population under 18 years old has decreased from 20.7 percent in 1990 to 18.5 percent in 2000, while the percentage of the population 65 and older has increased-from 9.6 to 10.2 percent.

## Household Income

Median household income and poverty status are two measures that indicate economic well-being. As indicated in Table I-2 below, Kirkland's median household income in 1999 was $60,332, which is 13.5 percent higher than King County's median of $53,157. In 2000, 31 percent of the City's households were considered low to moderate income (80 percent or less of the county median income). Poverty is still present within the City. The 2000 Census reported that 5.3 percent of all individuals in Kirkland fell below federal poverty thresholds compared to 8.4 percent for King County as a whole.

**TABLE I-2**

**1999 Household Income**

| | King County | Kirkland | Seattle | Bellevue | Redmond | Bothell |
|---|---|---|---|---|---|---|
| Median Household Income | $53,157 | $60,332 | $45,736 | $62,338 | $66,735 | $59,264 |
| < $10,000 | 6.4% | 4.5% | 8.9% | 4.3% | 3.3% | 4.8% |
| $10,000 to $14,999 | 4.2% | 2.6% | 5.6% | 3.4% | 2.6% | 3.1% |
| $15,000 to $24,999 | 9.3% | 6.3% | 11.2% | 7.2% | 5.2% | 8.3% |
| $25,000 to $34,999 | 10.9% | 9.4% | 12.3% | 8.6% | 9.5% | 11.4% |
| $35,000 to $49,999 | 15.6% | 16.3% | 15.9% | 15.2% | 13.8% | 14.4% |
| $50,000 to $74,999 | 21.2% | 23.1% | 18.9% | 20.4% | 22.4% | 23.7% |
| $75,000 to $99,999 | 13.6% | 15.6% | 11.4% | 14.5% | 16.6% | 16.9% |
| $100,000 to $149,999 | 11.5% | 13.3% | 9.4% | 14.7% | 16.3% | 13.0% |
| $150,000 to $199,999 | 3.4% | 3.7% | 2.9% | 5.4% | 5.4% | 2.5% |
| $200,000 or more | 3.8% | 5.2% | 3.5% | 6.4% | 4.9% | 1.9% |

*Source: US Census Bureau*

## HOUSING

Changes in the population characteristics have implications for the average household size. In recent decades, Kirkland and other jurisdictions throughout King County have experienced a decrease in the average household size. In Kirkland, the average household size declined from 2.28 persons per household in 1990 to 2.13 persons per household in 2000. These decreases reflect national trends, including: people living longer, fewer children being born, a rise in single-parent households, and an increase in the number of single-occupant households. The decline is expected to continue, to an average of 2.06 persons per Kirkland household by 2020. Population growth in the future will result in more housing units per capita and different types of housing to accommodate changing needs.

Decreasing household size is reflected in Kirkland's housing growth over the past decade. The City's

housing stock grew from 18,061 units in 1990 to 21,939 units in 2000 -- a 21.5 percent increase between 1990 and 2000. The population grew by only about 12.5 percent during that same time period. The balance between single and multifamily housing in Kirkland also continued to widen in the last decade. As of 2003, there are 10,006 single-family units and 11,315 multi-family units in Kirkland. This represents a 3% decrease in the percentage of single-family units from 50.1 percent in 1990 to 47 percent in 2003 and a 3.3% increase in the percentage of multi-family units from 49.9 percent in 1990 to 53.2 percent in 2003. Throughout King County, the multifamily housing stock increased faster than the single-family stock during the 1990s.

Table I-3 below compares Kirkland owner occupied and renter occupied with King County and other eastside cities for 2000. In both cases, Kirkland falls within the median range.

**TABLE I-3**

## Percent Owner-Occupied Units vs. Renter-Occupied Units

| | Owner-occupied Units | % | Rental-occupied Units | % |
|---|---|---|---|---|
| | 2000 | | 2000 | |
| King County | 425,436 | 59.8% | 285,480 | 40.2% |
| Kirkland | 11,813 | 57.0% | 8,923 | 43.0% |
| Seattle | 125,165 | 48.4% | 133,334 | 51.6% |
| Bellevue | 28,189 | 61.5% | 17,647 | 38.5% |
| Redmond | 10,520 | 55.1% | 8,582 | 44.9% |
| Bothell | 8,105 | 68.0% | 3,818 | 32.0% |

*Source: US Census Bureau*

### EMPLOYMENT

Kirkland provided approximately 32,384 jobs in 2000 based on City of Kirkland estimates. When calculating the employment percentages, PSRC uses those jobs that are reported to the State as covered by unemployment insurance. Although a percentage is given for those jobs in the construction and resource trades, they are not included in the total employment percentages because they are typically reported to a central location, but the actual work may be located several miles outside the reported jurisdiction.

The highest percentage of all jobs reported within the City of Kirkland, including those jobs in the construction and resources sector reported to the Washington State Employment Security Department, were reported in the finance, insurance, real estate and services sector (35.6.%). The remaining jobs were divided

among the following sectors: 24.1% wholesale; communications, transportation and utilities; 22.4% retail; 7.6% education; 6.6% manufacturing; and 3.7% government.

In Table I-4 below, total jobs performed in 2000 are listed by sector for Kirkland. However, the construction and natural resource sector is not included in Table I-4 because the jobs are transient and may not actually occur in Kirkland. The City of Kirkland estimates for jobs in 2000 are used instead of the Puget Sound Regional Council (PSRC) estimates because errors were found in the PSRC information suggesting significant overestimation.

**Table I-4: Kirkland Jobs - 2000**

| | (1) | (2) |
|---|---|---|
| • Finance, Insurance, Real Estate, and Services | 11,529 | 35.6% |
| • Wholesale trade, Transportation, Communication, and Utilities | 7,805 | 24.1% |
| • Retail | 7,254 | 22.4% |
| • Education | 2,461 | 7.6% |
| • Manufacturing | 2,137 | 6.6% |
| • Government | 1,198 | 3.7% |
| Total | 32,384 | 100% |

*Sources: (1) City of Kirkland (2) PSRC 2000*

The 2000 Census reported that 28,347 (75.2%) of Kirkland's residents 16 years and over are employed. This is slightly higher than the 70.1% employment of the King County population. The majority of these jobs span several sectors: professional (16.7%), education and health care (14.2%), transportation, warehousing and utilities (13.2%), and manufacturing (11%). In Kirkland, the jobs to housing ratio is 62% (35,512 ÷ 21,939) compared with 66% (742,237 ÷ 1,118,347) in King County.

In 2003, the largest employers in Kirkland represent a wide range of business ventures, including Evergreen Healthcare Center, Kenworth Truck Co., City of Kirkland, Larry's Market, Costco Wholesale, and Fred Meyer.

As described in Table I-6 below, in 2000, Kirkland ranked second out the five local cities whose residents worked outside the city with 77% of its total workforce traveling to other cities to work. Not surprisingly, Seattle ranked first with 73% of its residents working within its city limits.

## Table I-6
## Place of Work

| | Kirkland | | Bellevue | | Bothell | | Redmond | | Seattle | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 2000 | % | 2000 | % | 2000 | % | 2000 | % | 2000 | % |
| Worked in place of residence | 6,211 | 23.0% | 21,634 | 38.3% | 3,125 | 19.3% | 10,433 | 40.7% | 233,600 | 73.8% |
| Worked outside place of residence | 20,849 | 77.0% | 34,840 | 61.7% | 13,038 | 80.7% | 15,205 | 59.3% | 82,893 | 26.2% |
| Total Workforce (16 years and over): | 27,060 | | 56,474 | | 16,163 | | 25,638 | | 316,493 | |

*Source: US Census Bureau*

### EXISTING LAND USE

There are approximately 7,000 gross acres or 10.9 square miles of land in Kirkland. The developable land use base, which excludes all existing public rights-of-way, totals 5,200 net acres of land in Kirkland. The City maintains an inventory of the land use base which classifies the land according to the uses and the zones that occur on the various parcels.

Table I-7 below describes the type of land uses in Kirkland. 62% of the land contains existing residential uses. Since 1991, lands containing residential uses have increased 13%. As of 2001, the Highlands neighborhood has the highest percentage of residential uses and the Totem Lake neighborhood has the lowest percentage of residential uses.

**Table I-7: Kirkland Land Use - 2000**

| Land Use/ Zoning Category | Land Use as % of Total Acres |
|---|---|
| Single Family | 49% |
| Multi-Family | 13% |
| Institutions | 9% |
| Park/Open Space | 8% |
| Commercial | 6% |
| Vacant | 6% |
| Office | 4% |
| Industrial | 4% |
| Utilities | 1% |
| Total | 100% |

*Source: City of Kirkland – Land Use Inventory*

23% of the developable land use base is developed with non-residential uses (excludes residential, park/open space and utilities). Kirkland has approximately 11,145,000 square feet of existing floor area dedicated to non-residential uses. Of that developed total, 4,500,000 (40%) are office uses, 3,445,000 (31%) are commercial uses, and 3,200,000 (29%) are industrial uses. The Totem Lake neighborhood has the greatest percent of commercial and industrial uses and the Lakeview Neighborhood has the greatest percent of office uses.

## Targets and Capacity Analysis

Counties and cities must plan for household and employment growth targets as determined by the State. In the case of Kirkland, the King County Growth Management Council works with the local cities to agree on each city's share of the growth targets. The term "household" refers to an occupied unit, whereas the term "housing units" includes occupied households and vacant units.

Each year, the City of Kirkland forecasts capacity for residential and non-residential development. Capacity is, simply, an estimate of possible future development. To calculate capacity, the City takes into account a number of factors. Vacant properties, and those properties considered more likely to redevelop, are built to the maximum allowed by the current zoning. The totals are reduced to take into account current market factors, environmentally sensitive areas, right-of-way needs and public developments, such as parks and schools. The results are summarized as capacity housing units for residential development and capacity square footage for non-residential development.

Residential capacity as of July 2003, for total housing units in Kirkland under the current Zoning and Comprehensive Plan, has been calculated at approximately 28,000 units. 45% of these units would be multi-family and (55%) would be single-family units. Kirkland currently has approximately 11,900 multi-family and 10,200- single-family units, based on January 2003 King County Assessor's data.

As of July 2003, Kirkland has the capacity for an additional 19,760 employees and an additional 5,500,000 square feet of non-residential floor area. The Moss Bay, Totem Lake, Lakeview, and South Rose Hill neighborhoods have the greatest capacity for additional employees and new commercial floor area. In 2003, Kirkland had approximately 11,700,000 square feet of floor area and 34,800 employees.

Table I-8 below shows the 2000 existing household units and jobs, the total number of household units and jobs by 2022 based on the assigned growth targets and the 2000 available capacity for household units and jobs. Based on certain assumptions for the 2000 available capacity, Kirkland will be able to accommodate its assigned 2022 growth targets.

TABLE I-8
Comparison of Growth Targets and Available Capacity

| | **2000 Existing[1]** | **2022 Growth Targets[2]** | **Available Capacity[3]** |
|---|---|---|---|
| **Housing Units** | 21,831 | 27,,311<br>(at 5,480 new households) | 28,751 |
| **Employment** | 32,384 | 41,184<br>(at 8,800 new jobs) | 54,565 |

Sources
1. 2000 housing units: Office of Financial Management (OFM). "Households" are occupied units, whereas "housing units" include households (occupied) and vacant units
2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates as of June 2004.

## B. About the Comprehensive Plan

### *Why are we Planning?*

In 1977, Kirkland adopted a new Comprehensive Plan establishing broad goals and policies for community growth and very specific plans for each neighborhood in the City. That plan, originally called the Land Use Policy Plan, has served Kirkland well. Since its adoption, the Plan has been actively used and updated to reflect changing circumstances. The previous Comprehensive Plan has contributed to a pattern and character of development that makes Kirkland a very desirable place to work, live, and play.

Kirkland and the Puget Sound region, however, have changed significantly since 1977. Since the original

plan was adopted, the City has not had the opportunity to reexamine the entire plan in a thorough, systematic manner. Passage of the 1990/ 1991 Growth Management Act (GMA) provided such an opportunity. The GMA requires jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, achievable, and affordable. The 1995 and 2004 ~~This~~ updates of the Comprehensive Plan and annual amendments reflects Kirkland's intention to both meet the requirements of GMA as well as create a plan that reflects our best understanding of the many issues and opportunities currently facing the City.

## *What is a Comprehensive Plan?*

The Comprehensive Plan establishes a vision, goals and policies, and implementation strategies for managing growth within the City's Planning Area over the next 20 years (see Figure I-2). The Vision Statement in the plan is a reflection of the values of the community – how Kirkland should evolve with changing times. The goals identify more specifically the end result Kirkland is aiming for; policies address how to get there. All regulations pertaining to development (such as the Zoning Code, Subdivision Ordinance, and Shoreline Master Program) must be consistent with the Comprehensive Plan. The end result will be a community that has grown along the lines anticipated by the Comprehensive Plan.

## *How was the plan prepared?*

Planning and preparation for ~~this~~ the 1995 update began in the fall of 1991 with a Community Growth Forum. At about the same time, the City Council appointed a citizen advisory committee known as the Growth Management Commission (GMC). This group was charged with the mission of recommending to the City Council an updated Comprehensive Plan consistent with the requirements of the Growth Management Act.

Through 1992 and 1993, the City worked with the GMC and the public in a variety of ~~workshops, open houses, study sessions, and other~~ forums to identify critical issues facing Kirkland and to consider the community's vision for the future. This work culminated in the identification of three growth patterns for review and analysis in a 1994 Draft Environmental Impact Statement. The technical analysis of the 1994 Draft EIS, together with the broad policy direction established by the community vision statement, provided the basis for the policy direction in ~~this~~ the 1995 Plan.

Between 1995 and 2004, the City made annual updates to the Comprehensive Plan. These updates included changes to the Transportation and Capital Facilities Elements, incorporating new GMA legislation, making minor corrections and considering private amendment requests.

Work on the 2004 Plan began in 2002 with a detailed evaluation report to the State to determine changes that were needed to meet the requirements of recent Growth Management Act (GMA) legislation and to plan for the next 20 years (2022). Update of the Plan began with a dynamic visioning process called "Community Conversations – Kirkland 2022" where citizens from all sectors of the community were asked to provide the City with their preferred future for Kirkland over the next 20 years. The Planning Commission was responsible for recommending an updated Comprehensive Plan to the City Council consistent with the GMA, reflective of the community's vision and anticipating needed changes over the next 20 years. The Planning Commission used the responses from the "Community Conversations" visioning process, commonly held principles of smart growth and ideas from the various study sessions held between 2003 and 2004 as a basis for the draft changes to the 2004 Plan.

A scoped Draft Environmental Impact Statement (DEIS) was prepared for the 2004 draft Comprehensive Plan. Topics covered in the DEIS included natural resources, land use patterns, relationship to plans and policies, population, housing, employment and transportation.

Throughout the planning process to prepare and amend the Plan and to prepare the DEIS, the City actively encouraged and facilitated public participation using a variety of forums and involving several City boards and commissions, including the Kirkland Planning Commission, the Houghton Community Council, the Transportation Commission and the Park Board.

~~Throughout this planning process, the City has actively encouraged and facilitated public participation. Please see Appendix E for a complete description of the City's public outreach efforts.~~

**Figure I-2: City of Kirkland Planning Area**

**(no change to figure)**

## C. Guide to the Comprehensive Plan

The Comprehensive Plan is comprised of two major parts. The first part contains a vision statement, framework goals, and a series of plan elements that apply Citywide. The second part contains plans for each of the City's 13 neighborhoods (see Figure I-3).

All of the Comprehensive Plan Elements contain goals, policies, and narrative. Goals generally describe a desired end that the community is striving to attain, and policies are principles that reflect the City's intent. Explanatory text accompanies most of the goals and policies. This discussion provides background information on the topic or provides further clarification or interpretation of the goal or policy statement. The appendices are attached to provide additional background information.

### *Citywide Elements*

Two key parts of the Citywide portion of the Plan are the Vision Statement and the Framework Goals. The Vision Statement is a reflection of the values of the community and establishes the character of community that the Plan is oriented toward. The Framework Goals represent the fundamental principles guiding growth and development and establish a foundation for the Plan. The remaining elements are:

- Community Character
- Natural Environment
- Land Use
- Housing
- Economic Development
- Transportation
- Parks and Recreation
- Public Utilities
- Public Services
- Human Services
- Capital Facilities
- Implementation Strategies

***Neighborhood Plans***

The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the Citywide Elements apply to each neighborhood.

It is intended that each neighborhood plan be consistent with the Citywide Elements. However, because ~~all~~ most of the neighborhood plans were adopted prior to the 1995~~this p~~Plan update and all were adopted prior to the 2004 Plan, portions of some of the neighborhood plans may contain inconsistencies. Where this is the case, the conflicting portions of the Citywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.

The Neighborhood Plans contain policy statements and narrative discussion, as well as a series of maps. The 13 Neighborhood Plans can be found in Chapter XV. The maps describe land use, natural elements, open space and parks, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the maps and the narrative, the narrative will provide more explicit policy direction.

II.A.

# A. VISION STATEMENT

The Vision Statement is a verbal snapshot of Kirkland in the year 2022 ~~2012~~. It summarizes the desired character and characteristics of our community. It ~~and~~ provides the ultimate goals for ~~all of~~ our community planning and development efforts.

The Vision Statement is an outgrowth of a community visioning process that occurred in 1992 and then again in 2002. The process in 1992 involved a series of community workshops in which approximately 250 Kirkland citizens worked to articulate commonly held desires for the Kirkland of the future. In 2002, the City sponsored an outreach program called "Community Conversations – Kirkland 2022." The program centered around a video produced by the City about Kirkland's past, present and future with three questions focusing on a preferred future vision. Nearly 1,000 people participated in one of the 51 conversations held by a wide range of groups in the community to discuss their preferred future in 20 years. In addition, individuals participated by viewing the video program on the City's cable channel or on the City's internet web site and responding to the questions by mail or email to the City. The responses from all three formats were summarized into major themes reflecting commonly held desires and formed the basis for the Vision Statement. The community visioning program was awarded the Puget Sound Regional Council's 2020 Vision Award for its high level of innovation, creativity and success.

~~The process involved a series of community workshops in which approximately two hundred Kirkland citizens, representing a wide range of professions and interests, systematically worked to articulate commonly held desires for the Kirkland of the future. The draft Vision Statement that emerged from that process has since been modified to reflect additional public involvement and the work of the Growth Management Commission in preparing the Comprehensive Plan.~~

The Vision Statement is intended to set a direction instead ~~be realistic yet is more than~~ of being a mere prediction. Rather than describing the features of Kirkland as we think they are likely to be, it expresses what we would like our community to become and believe we can achieve. It acknowledges past and current trends and Kirkland's relationship to external factors, but also assumes an ability to shape the future in a positive way. The Vision Statement, therefore, is optimistic, affirming and enhancing the best of our attributes; past and existing ~~attributes~~, and aspiring for those we ~~now lack but~~ hope to have.

## *A VISION FOR KIRKLAND*

Kirkland in 2022 is an attractive, vibrant, and inviting place to live, work and visit. Our lakefront community, with its long shoreline, provides views and access to the lake and is a destination place for residents and visitors. Kirkland is a community with a small-town feel, retaining its sense of history while adjusting gracefully to changes in the 21st Century.

The city is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions and provide

enrichment opportunities for an increasingly diverse population. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character which is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing types. Our residential areas are well maintained with single family and multi family homes and include traditional subdivisions, waterfront-oriented neighborhoods, urban villages and an equestrian community. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kirkland's economy is strong and diverse. A healthy mix of businesses provides valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive and integral to the fabric of the city. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kirkland because of our innovative and entrepreneurial spirit and because they're regarded as valued members of the community.

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

Totem Lake Urban Center is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses as well as a regional medical center surrounded by related services. It is a compact mixed use urban village with extensive pedestrian and transit-oriented amenities, higher intensity residential development, public gathering places and cultural activities.

We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved; and new development has occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without over burdening our neighborhood streets. The city is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the city. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The city has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or man-made disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or

walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-around activities for all ages. Public access to our waterfront is provided by an unparalleled and still expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the city. The water and air are clean. We consider community stewardship of the environment to be very important.

Kirkland in 2022 is a delightful place to call home.

# II.B. VISION/FRAMEWORK GOALS

## Introduction

The Framework Goals express the fundamental principles for guiding growth and development in Kirkland over the 20-year horizon of the Comprehensive Plan. They are based on and provide an extension of the aspirations and values embodied in the Vision Statement. By nature they are forward looking and future oriented. Even so, they were developed with a keen awareness of Kirkland's history and a strong appreciation for the high quality of life which that history has given us. The Framework Goals address a wide range of topics and form the foundation for the goals and policies contained in other elements of the Comprehensive Plan. Although all of the Framework Goals broadly apply to all Comprehensive Plan elements, some of the Framework Goals are more applicable to some elements than others. Each element identifies the Framework Goals that are particularly relevant to that element.

All Framework Goals are intended to be achievable. They are not prioritized to give importance to some goals over others. Tradeoffs among goals will be necessary as they are applied to particular circumstances; but over time, it is intended that an appropriate balance will be achieved.

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

**Discussion:** To those who come to Kirkland to live, work, shop, or play~~recreate~~, Kirkland is a unique and special place. Each of the City's neighborhoods and business districts has its own distinctive identity. A prime goal is to protect and improve those qualities that make our neighborhoods and our business districts so attractive. Some of the important characteristics are ~~qualities are intangible, but aspects such as~~ a small-town feel; strong sense of place; waterfront orientation; long shoreline with public views and access; pedestrian and transit friendly business districts;, a human-scale downtown; a thriving urban center, numerous and diverse parks; neighborhoods with a variety of housing types, styles, and ages; abundant open space; historic structures; and a network of bike and pedestrian paths, ~~are mentioned as being important.~~ The Comprehensive Plan must seek to support these and any other features which significantly contribute to the City's desired character.

### *FG-2 Support a strong sense of community*

**Discussion:** Kirkland is far more than a product of its physical features. We have a strong sense of community supported by friendly and helpful people, a network of neighborhood, business, homeowners and civic associations, good schools and recreational opportunities. A wide range of human services and enrichment opportunities are available to encourage a stable and healthy community. New ideas are respected and shared to improve the quality of life in Kirkland and the region. Parks, outdoor markets, festivals, community events and neighborhood retail districts foster good will and provide an opportunity for people to mingle and converse. Continued support of these attributes is important.

### *FG-3 ~~FG-2~~ Maintain vibrant and stable residential neighborhoods and mixed use development, with housing for a diversity of income, age, and lifestyles.*

**Discussion:** Maintaining vibrant and safe ~~City~~ neighborhoods as desirable places to live is a high priority. Part of the appeal of existing neighborhoods is their diversity, in terms of

# II. VISION/FRAMEWORK GOALS

housing types, size, style, history, maturity, and affordability. An essential part of this diversity is maintaining the integrity of existing single-family neighborhoods. We have experienced changes in ~~to~~ the composition of our population. These changes include an aging population, smaller households, racial and ethnic diversity and a broader range of household income. At the same time, Kirkland has experienced rising housing costs, making it increasingly difficult to provide low- and moderate-cost housing. To meet the needs of Kirkland's changing population, we must encourage creative approaches to providing suitable housing by establishing varied and flexible development standards and initiating programs which maintain or create housing to meet specific needs. Mmixed use and transit-oriented ~~developments and~~ neighborhood-~~oriented~~ retail are encouraged and integrated with~~into~~ our neighborhoods. ~~Apartments and condominiums located in or adjacent the business districts and near transportation services.~~

***FG-4 Promote a strong and diverse economy.***

**Discussion:** Kirkland's economy provides a variety of employment opportunities, a broad range of goods and services, and a strong tax base. We are fortunate to have a diversity of successful business sectors, including retail services, offices, industrial and high technology companies, medical and educational institutions, and home-based businesses. A large number of creative and innovative entrepreneurs are attracted to Kirkland by our many cultural, recreational and civic activities and our beautiful setting. Numerous commercial districts offer distinctive business locations. Our historic downtown is an attractive lakeside pedestrian-oriented district. Our largest commercial area, Totem Lake is a vibrant regional retail and employment center. Other significant business nodes are located in Rose Hill, Juanita, Houghton, Yarrow Bay and Bridle Trails. These districts are integrated into the fabric of the community in a manner that respects and complements the character of our neighborhoods and the quality of the natural environment.

To protect and strengthen our economy, public and private interests must work together to create a climate that allows existing businesses to prosper and attract new businesses compatible with Kirkland's economic goals and character.

~~***FG-3 Promote a healthy economy.***~~

~~**Discussion:** Kirkland is a city with numerous and diverse business districts. Of these Downtown Kirkland is civic, cultural, entertainment center and has the most dominant role an in contributing to the City's identity. Totem Lake is the major center of employment retail trade. Other nodes of significant employment or retail activity occur along NE 85th Street, and along Lake Washington Boulevard at the intersection with SR-520, and at Carillon Point. Smaller business districts are located within the Juanita, Houghton, Bridle Trails, and Market/Norkirk/Highlands Neighborhoods. Enhancing the economic vitality of these business districts is important because it provides employment opportunities, and generates income for City residents. A healthy economy also is an essential prerequisite to establishing a tax base capable~~

# II. VISION/FRAMEWORK GOALS

~~of funding the public services and facilities needed to achieve other community goals. Strategies for economic development should be devised with these ends in mind.~~

***FG-5 ~~FG-4~~ Protect and preserve environmentally sensitive areas ~~and prominent natural features~~, and ~~maintain a~~ healthy environment.***

**Discussion:** In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of circumstance ~~good fortune~~ and conscious action, have been preserved in a natural state. Features such as wetlands, ~~and~~ streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. Vegetation preservation throughout the city, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem, and prevent erosion. ~~But a~~ Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment. Maintaining clean air and water provides the community with a healthy environment. Efforts to maintain significant sensitive areas, ~~and~~ natural features, the urban forest and vegetation, clean air and water through active community stewardship is critical to our quality of life. ~~should continue.~~

***FG-6 ~~FG-5~~ Identify, protect and preserve the City's historic resources, and enhance the identity of those areas and neighborhoods in which they exist.***

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

***FG-7 Encourage low impact development and sustainable building practices.***

**Discussion:** As Kirkland develops and rebuilds, we have an opportunity to create a healthier and more environmentally sensitive community and to save energy and building costs. Low impact development practices strive to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable building practices cover all aspects of development, including site preparation and layout, material selection and building construction, operation and maintenance.

Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality and efficiency are improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include

# II. VISION/FRAMEWORK GOALS

integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes.

Kirkland encourages many of these practices through our sensitive area ordinance, projects to restore our natural systems, recycling programs and public education.

***FG-8 ~~FG-6~~ Maintain and enhance Kirkland's strong physical, visual, and perceptual linkages to Lake Washington.***

**Discussion:** Kirkland's history, identity and character are strongly associated with its proximity and orientation to Lake Washington. The City is famous ~~famed~~ for its system of waterfront parks, which provide a broad range of passive and active recreational activities and environmental protection. Complementing the parks is a ~~growing~~ system of ~~waterfront~~ shoreline trails that has been, installed as lakefront properties develop or redevelop. West-facing slopes have afforded lake and territorial views ~~of the lake and territory beyond~~ from public spaces within many neighborhoods. ~~The Central Business District~~ Downtown Kirkland strongly ~~emphasizes and~~ benefits from its adjacency to Moss Bay. Linkages to the lake in the Juanita and Yarrow Bay business districts are limited with existing development blocking most of the shoreline. Opportunities should be pursued to increase public access to the lake in these districts. Maintaining and improving these linkages to the lake, requiring paths to complete the shoreline trail system and continuing to obtain waterfront parks where feasible are ~~is an~~ important. ~~part of Kirkland's desired future.~~

***FG-9 ~~FG-7~~ Provide safety and accessibility for those who use ~~pedestrians, bicycle~~alternative modes of transportation ~~accessibility~~ within and between neighborhoods, public spaces, and business districts and to regional facilities.***

**Discussion:** An important part of Kirkland's existing character is its safety and accessibility for pedestrian, ~~bicycle~~ bicyclists and other alternative modes of transportation ~~accessibility,~~ particularly along the ~~southern~~ waterfront, in the Downtown area, along the major streets, to schools and public places and in many ~~and in some older~~ neighborhoods ~~near the Downtown~~. Improving accessibility, however, is a goal throughout the City. To meet this goal, we need a completely connected system of pathways for pedestrian, ~~bike~~bicyclists and alternative mode users that is safe and convenient. Such pathways can take a variety of forms, ranging from concrete sidewalks, bike lanes, bridges to unimproved trails. The need for pedestrian pathways and bike lanes are especially important ~~in and near~~ to the most common destinations, such as schools, parks, public buildings, ~~public~~ transportation, and business districts. Also important in fostering pedestrian and bike accessibility are land use patterns, site designs, and building designs which encourage and facilitate access for pedestrians, ~~bike~~ bicyclists and other users~~access~~. The paths should also be designed to provide public spaces where people socialize and should connect to the regional pedestrian and bicycle trail systems.

# II. VISION/FRAMEWORK GOALS

***FG-10 ~~FG-8~~ Create a transportation system that allows the mobility of people and goods by providing a variety of transportation options.***

**Discussion:** The increase in employment, housing and total population ~~Development~~ both within Kirkland and throughout the region~~, together with dispersed low-density land use patterns,~~ ~~have~~ has increased the use of our roads. Historically, t~~T~~here is also a dependence on ~~has been a substantial increase in~~ car ownership and the number of miles most people drive alone each week. At the same time, road building has been slowed because of insufficient funds, an unwillingness to disrupt established neighborhoods, and doubts about the effectiveness of road building to solve congestion.

~~All of this suggests that t~~There will be no single or simple solution to the congestion problems that decrease our mobility. Greater emphasis than in the past is placed on providing viable alternatives to driving, or at least driving alone. Although some road widening ~~will~~may be necessary, mobility options should include better transit, more car pooling, greater pedestrian, bicycle and other modes of mobility, better street connections, and~~as well as~~ land use strategies which reduce the need to drive, such as mixing uses and locating shops and services close to home. In addition, because Kirkland's transportation system is but a small part of a complex regional network, it is necessary for our transportation planning to be closely coordinated with neighboring jurisdictions and regional plans.

The street system and transit centers provide an opportunity to add to our sense of community. These facilities should be people-friendly ~~have people-oriented ambiance~~ and provide public spaces where people socialize.

***FG-11 ~~FG-9~~ Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.***

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

# II. VISION/FRAMEWORK GOALS

***FG-12 Ensure public safety.***

**Discussion:** Police and fire protection are essential to the community's quality of life. Prompt response times with appropriate resources are critical. The City operated municipal court is convenient and cost effective. The City also has a central role in emergency preparedness and responding to natural and man-made disasters. Plans should be in place and well-coordinated with local hospitals, schools, communication systems and other jurisdictions.

***FG-13 ~~FG-10~~ Maintain existing adopted levels of service for important public facilities.***

**Discussion:** Facilities and services for transportation, police and fire protection, ~~Public facilities providing~~ water supply, sanitary sewer ~~service~~, and surface water ~~stormwater~~ control ~~and quality~~, ~~fire protection, and police protection typically do not have as high a profile as parks or transportation facilities; yet these facilities~~ are essential for the day-to-day functioning of the City. ~~With the exception of storm water,~~ The levels of service now provided by these facilities are generally satisfactory. Maintaining the adopted level for these services as growth occurs is a high priority, and construction of required capital facilities must be phased accordingly. Similarly, some localized deficiencies exist in the sanitary sewer and water supply systems~~, and these~~ that will require correction. Where possible, we should continue to improve all of these facilities and services above the minimum adopted level of service to preserve our quality of life and the environment. The City should also explore additional ways to fund needed improvements, such as through grants, special property tax levies and/or impact fees. In planning for public facilities, the interrelationship of Kirkland's facilities to regional systems must be recognized.

***FG-14 ~~FG-11~~ Plan for a fair share of regional growth, consistent with state and regional goals to minimize low-density sprawl and direct growth to urban areas.***

**Discussion:** Although Kirkland is a unique and special place, it is not isolated. ~~Where once Kirkland was a small settlement seemingly far distant from the major population and employment center in Seattle, it is now located near the center of~~ Kirkland is part of a large and growing metropolitan area. Regional planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. Consequently, Kirkland must accommodate a fair share of such growth. To do so, ~~new~~ development in Kirkland must use land efficiently. Fortunately, Kirkland's development pattern is already well established and has accommodated compact developments at many locations. Accepting a fair share of regional growth, therefore, will not require fundamental shifts in the City's overall pattern or character of development. Even so, careful attention must be paid to ensure that growth is accommodated in a manner that complements rather than detracts from Kirkland's unique character while being consistent with state and regional goals to minimize low-density sprawl and direct growth to urban areas.

# II. VISION/FRAMEWORK GOALS

***FG-15 Solve regional problems that affect Kirkland through regional coordination and partnerships.***

**Discussion:** Many challenges facing Kirkland and other local communities may only be solved through regional planning, funding and action. Transportation, affordable housing, employment, and natural resource management are just a few of the issues that need regional coordination. A city by city approach often results in impacts on neighboring communities. Inter-local cooperation, consistent standards and regulations between jurisdictions and regional planning and implementation are important to solving these regional issues.

***FG-16 ~~FG-12~~ Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.***

**Discussion:** Kirkland's future will be determined by a myriad of independent actions taken by individuals and groups who live, work, shop, and play~~recreate~~ here. Planning for the future offers the opportunity for all community members to cooperatively identify a vision for the City's future and to coordinate their actions in achieving that vision. If such planning is to have meaning, however, a broad base of credibility and responsibility must be established. To ensure that this occurs, the City should actively encourage community participation from all sectors of the City in the ongoing preparation and amendment of plans and implementing actions. This involvement should also include community outreach educational programs to inform and solicit ideas. For development decisions, the City should actively encourage collaboration and consensus with the community, stakeholders and developers to assure predictable and timely results.

***FG-17 ~~FG-13~~ Establish development regulations which are fair and predictable.***

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

# III. GENERAL

## A. PLAN APPLICABILITY AND CONSISTENCY

The Comprehensive Plan serves as the guiding policy document to attain the City's vision of the future over the next 20 years or longer. This means that decisions and actions in the present are based on the adopted plan. One of the central tenets of the Growth Management Act is to require consistency in planning.

Consistency is determined in a number of ways. The following represent those areas where "consistency" must be achieved:

- The Comprehensive Plan must comply with the Growth Management Act.
- The Plan is to be consistent with the regional plan - the ~~M~~multicounty ~~P~~planning ~~P~~policies adopted by the Puget Sound Regional Council.
- It must be consistent with the adopted Countywide Planning Policies as well as coordinated with the plans of adjacent jurisdictions.
- State agencies and local governments must comply with the Comprehensive Plan.
- The various elements of the Comprehensive Plan must be internally consistent.

The City's legislative and administrative actions and decisions must be in compliance with the adopted plan. To accomplish this a number of tasks ~~things~~ need to be completed ~~occur~~. The Implementation Measures noted in Chapter XIV list those steps. As the City updates the plan, ~~The City will need to revise~~ some of its ~~zoning and~~ development regulations may need to be revised to be consistent with and to implement the plan. The Zoning Map needs to be updated to be consistent with and implement the Comprehensive Plan. ~~reflect the land use changes identified on the Land Use Map~~.

The City has used the Comprehensive Plan as the policy basis for decisions, particularly for determinations under the State Environmental Policy Act (SEPA). With this revised Comprehensive Plan adopted under the Growth Management Act, the City ~~should~~ has strived to integrate SEPA into the zoning permit review process rather than having a separate environmental review process. The development regulations should provide clear and predictable guidance for issuing development permits and making SEPA determinations. However, where the regulations are not clear and/or discretion is to be exercised in making those development decisions, the Comprehensive Plan is to be used as the policy basis for those decisions.

The Comprehensive Plan will also be used to guide the City in developing its Capital Improvement Program and in the preparation or update of the various functional plans and programs.

The ~~N~~neighborhood ~~P~~plans will also require updating to comply with the Comprehensive Plan Elements. A number of ~~N~~neighborhood ~~P~~plans have recently been revised (for example, ~~South Juanita or the downtown area~~ Totem Lake, North Rose Hill and NE 85th Street) ~~and these may need minimum amendments~~ while other neighborhood plans have not been amended since adoption of the 1977 Plan (for example, Market, Norkirk and Highlands). ~~Others, such as Totem Lake, will need more substantive changes~~. It is the intent of the City to phase these updates over time. In the interim, if there are conflicts or inconsistencies between the Comprehensive Plan Elements and a ~~N~~neighborhood ~~P~~plan, the Plan Element goals and policies will apply.

The Comprehensive Plan is intended to apply, where appropriate, to the Kirkland Planning Area which is also designated as the ~~Interim~~ Potential Annexation Area (see Figure I-2). The City has worked with King County on their Northshore Plan for this area and is in general agreement with that plan. However, updates to Kirkland's and King County's Comprehensive Plans, as well as the ~~N~~neighborhood ~~P~~plans for the Planning Area, will probably result in the need to amend the Northshore Plan. At the time of annexation, ~~As part of its neighborhood planning process~~, the City will need to update the plans for ~~the~~ Kingsgate, ~~North~~ Juanita and Finn Hill.

The goals of the General Element are as folows:

**Goal GP-1: Cooperate and coordinate with all levels of government to achieve effective, efficient, and responsive governance for Kirkland's citizens.**

**Goal GP-2: To promote active community participation in all levels of planning decisions.**

~~THE CITY INTENDS TO DEVELOP AN ANNEXATION ELEMENT AND TO DEFINE THE POTENTIAL ANNEXATION AREA WITH KING COUNTY AND THE CITIES OF BOTHELL, REDMOND, AND WOODINVILLE.~~

## B. INTERGOVERNMENTAL COORDINATION

***Goal GP-1: Cooperate and coordinate with all levels of government to achieve effective, efficient, and responsive governance for Kirkland's citizens.***

***Policy GP-1.1: Prepare the Comprehensive Plan and development regulations in conformance with Vision 2020 and with the Countywide Planning Policies for King County.***

Vision 2020 is the long-range growth and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties. The Countywide Planning Policies are required by the Growth Management Act to establish a framework to ensure that the city and county comprehensive plans are consistent.

***Policy GP-1.2: Actively participate with other jurisdictions in planning for issues of***

***common regional or subregional interest.***

There are a number of formal and informal planning and coordination forums that the City participates in, including the Eastside Transportation Partnership ~~Program~~, the countywide technical forums and committees, and regional boards. The City should continue to be actively involved in these issues.

***Policy GP-1.3: Work with adjacent jurisdictions and other governmental agencies to better coordinate on planning activities and development decisions.***

While GMA requires that the comprehensive plans of adjacent jurisdictions be consistent, the City shouldcontinue to coordinate with Eastside cities and King County on a number of planning activities such as housing (ARCH), transportation (traffic modeling, transit, and commute trip reduction), and land use.

The City should also seek ways to improve coordination and communication with affected agencies to avoid duplication of effort, increase efficiency, and gain a better understanding of mutual issues. This can be accomplished through such techniques as interlocal agreements and joint meetings and by providing opportunities for notification, review, and comment on major plans, programs, or development projects.

***Policy GP-1.4: Acknowledge the King County Comprehensive Plan and the Northshore Community Plan as the plans currently governing Kirkland's Potential Annexation Area.***

While these plans have been adopted by King County, at some point in the future, the City intends to update the Neighborhood Plans for the City's Planning Area (unincorporated King County) and prepare an Aannexation strategy for timing, fiscal impacts and phasing in services. ~~Element.~~ The City should work with King County to incorporate the goals and policies into the County's plans for this area. This will ensure that this area is consistent with the City's plan if and when it is annexed.

***Policy GP-1.5: Communicate Kirkland's land use policies and regulations to the King County Assessor's Office in order to ensure that assessment decisions do not conflict with land use decisions.***

As land use decisions are made, the City needs to coordinate with the Assessor's Office. This will ensure that they have the most accurate and up-to- date information regarding the City's land use.

## C. Citizen Participation

The Growth Management Act establishes that cities shall establish procedures providing for early and continuous public participation in the development and amendment of comprehensive plans and regulations that implement these plans. The Comprehensive Plan has involved community input and should continue to reflect the priorities and values of its residents and the business community.

***Goal GP-2: To promote active community participation in all levels of planning decisions.***

***Policy GP-2.1: Encourage public participation at the appropriate level in all planning processes and facilitate open communication between applicants and neighbors prior to***

***development actions.***

There are a number of opportunities for public involvement in the planning process whether it involves the Comprehensive Plan, the adoption of development regulations, or in the review of development permits. Public participation early on in the process can reduce conflicts and result in more responsive decisions.

It is critical that the public be involved in the early stages of the planning process particularly in the development and adoption of the City's Comprehensive Plan and development regulations. The goals and policies of the Comprehensive Plan and the standards and requirements in the zoning and subdivision regulations provide the basis for individual review of development applications or the construction of public facilities. At the time of permit review, many of the basic land use issues have already been determined. Citizen input should focus on development standards and other site-specific issues.

***Policy GP-2.2: Utilize a broad range of public involvement techniques and community forums to ensure that opportunities exist for all public views to be heard.***

Kirkland has utilized a number of techniques and procedures to ensure a wide range of participatory public involvement at the appropriate level. Some examples that are being used today and should continue are:

- Mailing and posting of notices to parties that may be affected by planning decisions;
- Early neighborhood meetings by applicants for development permits;
- Using citizen advisory commissions and focus groups to oversee the planning process;
- Using a broad range of media to inform citizens of planning activities;
- Holding public workshops, ~~and hosting~~ open houses, community conversations and discussion groups;
- Providing opportunities for reconsideration or appeal of decisions; and
- Notifying neighborhood, condomimum and business associations.

In the future, other techniques should be explored as appropriate to ensure strong public involvement.

***Policy GP-2.3: Work closely with community groups, neighborhoods, business organizations, and service clubs.***

The City encourages the formation of neighborhood associations. These types of organizations are an important part of the community's identity and character. The City should look for opportunities to involve these groups in decisions that affect them.

***Policy GP-2.4: Encourage active citizen participation in the planning and design of public facilities, particularly in affected neighborhoods, communities, and business areas.***

Many of the decisions on public facilities have significant issues that need to be addressed such as access, safety, environmental concerns, neighborhood character, and economic impacts. In the planning and design of public facilities it is important to have a process that facilitates public involvement by all parties.

## D. PLAN AMENDMENT

### *AMENDMENT PROCESS*

The Growth Management Act specifies that the Comprehensive Plan and Land Use Plan Map can only be amended once a year except in emergencies. Section 365-195-630 of the Washington Administrative Code states that all amendments in any year be considered concurrently so that the cumulative effect of the various proposals can be ascertained. The intent of this requirement is to ensure that piecemeal or individual amendments do not erode the integrity of the plan and are integrated and consistent with the balance of the Plan. The Zoning Code contains the process for an emergency amendment.

Amendments are initiated in twothree ways: by the City~~, as a result of amendments of the Growth Management Act or the Countywide Planning Policies,~~ or by a citizen or community group~~individual request~~. A formal process to amend the plan, consistent with the requirements of the Growth Management Act, has been established. The process for the City-initiated and citizen-initiated amendments include opportunities for public involvement and community participation. The Kirkland Planning Commission takes the lead role as the City's citizen representative body responsible for conducting the public hearing and transmitting a recommendation to the City Council. The Houghton Community Council, Kirkland Transportation Commission and Park Board also take public comment for amendment proposals within their jurisdiction and transmit recommendations to the Planning Commission and to the City Council. The Zoning Code contains the process for reviewing and deciding upon a proposal to amend the Comprehensive Plan.

For citizen-initiated proposals, the City has a formal application process and an established deadline for submitting an application to be considered in the next round of City-initiated plan amendments. The City has a two step process for citizen-initiated plan amendments: first a threshold determination and then a study and final decision on the proposed amendments. For City-initiated plan amendments, the City has only a one step: the study and final decision on the proposed amendments. The Zoning Code contains the criteria for evaluating a proposal to amend the Comprehensive Plan.

The City reviews the Comprehensive Plan on an annual basis to update the Transportation and Capital Facilities Elements or any other element for any needed changes, to respond to amendments to the Growth Management Act and other State legislation or countywide planning policies, to correct any inconsistencies in the Plan and with the development regulations and any recently adopted functional plan, and to update general information. The City establishes a schedule for amending the neighborhood plans and reviews the

schedule each year as part of the Planning Department's work program. In addition, the City considers citizen-initiated amendment requests generally on a bi-annual basis and incorporates these into the annual plan amendment process. Citizen amendment requests may either be for general amendments or for a change to the land use map and/or text change relating to a specific property or a general area.

~~A subsequent phase of plan amendments should include the optional plan elements. The City will also need to review and assess its level of service standards for capital facilities annually. This should take place in the spring of each calendar year prior to adopting the Capital Improvement Program. Private requests for general amendments, or amendments in conjunction with zoning permits, will need to be incorporated into the plan amendment process.A formal application process to amend the plan within the requirements of the Growth Management Act~~

~~needs to be established. This process will include opportunities for public involvement and citizen participation. The Kirkland Planning Commission is the City's citizen representative body that is responsible for conducting the public hearing process and transmitting a recommendation to the City Council. The general process is described below.~~

~~A procedure for amending the plan should be developed. Neighborhood Plan updates or other recommended plan amendments would be identified by City staff (City initiated amendments). Amendments related to capital facilities or level of service standards will also be initiated by the City and would need to be coordinated with the annual Capital Improvement Program.~~

~~The amendment process should also provide for citizen initiated requests. Generally these will be requests to amend the land use map. A time frame for these type of requests should be established with a defined date for submittal in order to be processed in the next round of plan amendments. The application should include the nature of the request and the type of information needed to properly review the request.~~

~~The Planning Commission prepares a recommendation to the City Council for a threshold review of each amendment. Following the review the City Council may decide that:~~

~~The proposal does not have merit and shall not be given further consideration; or~~

~~The proposal has merit and shall be considered by the Planning Commission at a public hearing; or~~

~~The proposal has merit but should be incorporated into another plan amendment proposal or scheduled for a subsequent amendment phase.~~

~~The Planning Commission may choose to hold a public workshop or study session on the proposed amendment(s). The Planning Department prepares a staff report and recommendation on the amendment(s) which is transmitted to the Planning Commission. The Planning Commission holds a public hearing(s) on the amendment(s) and transmits a report to the City Council.~~

~~The City Council considers the proposed amendment(s) and the Planning Commission report and takes action on the amendment(s).~~

~~Evaluation Criteria~~

~~As the community grows and evolves, the City needs to be responsive to these changes. Amendments will be needed to keep the plan abreast with legal requirements, community values, and changing circumstances. Major policy changes should be based on the City's values and vision statement as well as overall community benefits.~~

~~Proposed amendments to the Comprehensive Plan may need to be accompanied by revisions to the City's development regulations, modifications to the Capital Improvement Program, and updates to the functional plans~~

~~The following criteria will be used to evaluate proposed amendments to the Comprehensive Plan.~~

- ~~The amendment must be consistent with the Growth Management Act.~~
- ~~The amendment must be consistent with the Countywide Planning Policies.~~
- ~~The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.~~
- ~~The amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.~~

# IV. COMMUNITY CHARACTER

## A. INTRODUCTION

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

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

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

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

### B. COMMUNITY CHARACTER CONCEPT

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

The goals of the Community Character Element include:

- Support for Kirkland's Sense of Community: This goal supports the actions necessary to create a strong social fabric which is strengthened by diversity, involved citizens, and strong community organizations.

- Promote Preservation and Enhancement of our Historic Identity: This goal acknowledges the importance of the City's historic resources and provides a framework which supports their

interpretation, protection, and preservation.

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

- Work to Strengthen Kirkland's Built and Natural Environment: This goal acknowledges the role that the physical environment plays in creating a community and provides the framework for supporting the aesthetic quality of the community, individual neighborhoods, and public spaces.

## C. Community Character Goals and Policies

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

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

**Goal CC-3: Accommodate change within the Kirkland community and the region in a way that maintains Kirkland's livability and beauty.**

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

### *SENSE OF COMMUNITY*

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

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

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

***Policy CC-1.1: Support diversity in our population.***

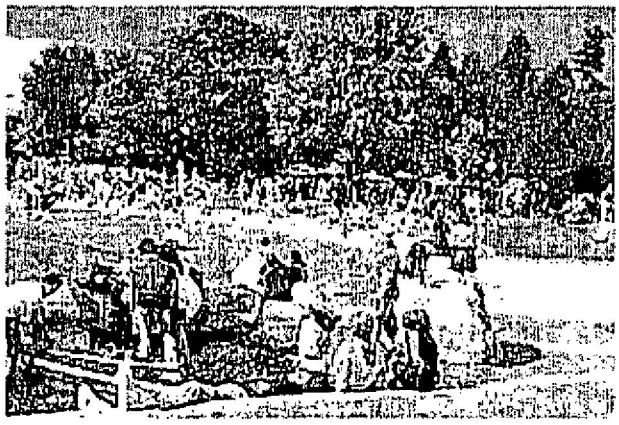
Local and regional demographic trends indicate that Kirkland's population is becoming more diverse. An increased variety in ethnic, cultural, age, and income groups presents both challenges and opportunities, and provides the foundation for an interesting and healthy community. Kirkland should support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

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

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

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

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



***Festival at Marina Park***

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

Places where people can gather and interact are an important part of building community. They provide comfortable areas where people can come together. Some, including parks, community centers, streets, and sidewalks, are developed and maintained by the City. Others, such as cafes, theaters, pedestrian friendly shopping districts, fascades, building entrances and plazas, should be encouraged by the City through development regulations.

Community events such as outdoor markets, celebrations, fairs, and annual festivals also provide a sense of community, history, and continuity. The City should encourage these events.

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

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



*Water Bearers at David E. Brink Park*

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

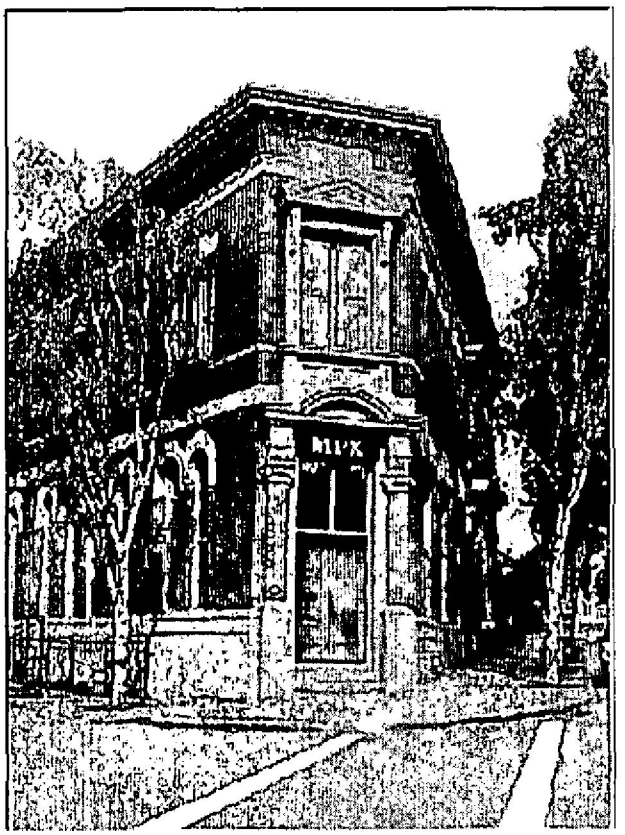
Cultural activities are more than just amenities; they are also an expression of identity for both the community as a whole and the individuals within. Kirkland has a growing reputation as a center for the arts in the Puget Sound region. Under the guidance of the City's Cultural Council, ~~T~~the City has a public arts program, which includes donations and loans from private citizens as well as City-owned pieces. These pieces of sculpture and other art objects are displayed around Kirkland and at City Hall. The City can further promote the public arts program by incorporating art into new City facilities and earmarking 1% of major capital improvement project funds toward the arts.

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

## *HISTORIC RESOURCES*

Historic resources provide a way to connect with the City's past and, thereforeas ~~such, provide~~ providing a sense of continuity and permanence to an increasingly mobile society. Recognition and preservation of historic resources are essential to the long-term maintenance of the City's character. The key is the commitment of the community to the identification, maintenance, renovation, and reuse of buildings and sites important to our history. These resources may represent architectural styles or development patterns such as small lots typical of specific periods in the past. They may also represent places associated with notable historic persons or important events.

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



*The Joshua Sears Building*

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

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

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

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

- Retain historic buildings by finding a compatible use that requires minimal alteration.

- Design new projects to sensitively incorporate the historic building on its original site, if the proposed development project encompasses an area larger than the site of the historic resource.
- Retain and repair the architectural features that distinguish a building as an historic resource.
- Restore architectural or landscape/streetscape features that have been destroyed.
- Move historic buildings to a location that will provide an environment similar to the original location.
- Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

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

Although age is an important factor in determining a structure's historical significance (a minimum of 50 years for the National Register and 40 years for King County and local registers), other factors, such as the integrity of the building, architecture, location and relationship to notable persons or events of the past, also are important.

~~Appendix C.~~ Table C-1 identifies the Historic Resources and Community Landmarks of Kirkland, ~~includes historic properties recognized by the City.~~

The City of Kirkland recognizes the historic properties on List A and List B in Table C-1. Land use permits involving these properties are subject to environmental review under the City's local SEPA regulations. Also, any proposed changes to those historic properties under List A are subject to review under the National and State Registers' review process. In addition, any proposed changes to those historic properties noted with a footnote (*) are subject to review under the Kirkland Landmark Commission's review process. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council.

**TABLE CC-1**

**Historic Resources and Community Landmarks**

**List A: Properties Recognized on the National and State Registers of Historic Places and by the City as Community Landmarks**

| Building or Site | Address | Architectural Style | Date Built | Person/Event | Neighborhood |
|---|---|---|---|---|---|
| Loomis House | 304 8th Ave. W. | Queen Anne | 1889 | KL&IC | Market |
| Sears Building | 701 Market St. | Italianate | 1891 | Sears, KL&IC | Market |
| Campbell Building | 702 Market St. | | 1891 | Brooks | Market |
| * Peter Kirk Building | 620 Market St. | Romanesque Revival | 1891 | Kirk, KL&IC | Market |
| Trueblood House | 127 7th Ave. | Italianate | 1889 | Trueblood | Norkirk |
| Kirkland Woman's Club | 407 1st St. | Vernacular | 1925 | Founders 5 | Norkirk |
| Marsh Mansion | 6610 Lake Wash. Blvd. | French Ecl Revival | 1929 | Marsh | Lakeview |
| Kellett/Harris House | 526 10th Ave. W. | Queen Anne | 1889 | Kellett | Market |

**List B: Properties Designated by the City as Community Landmarks**

| Building or Site | Address | Architectural Style | Date Built | Person/Event | Neighborhood |
|---|---|---|---|---|---|
| Newberry House | 519 1st St. | Vernacular | 1909 | Newberry | Norkirk |
| Nettleton/Green Funeral | 400 State St. | Colonial Revival | 1914 | Nettleton | Moss Bay |
| Kirkland Cannery | 640 8th Ave. | Vernacular | 1935 | WPA Bldg | Norkirk |
| Landry House | 8016 126th Ave. NE | Bungalow | 1904 | | South Rose Hill |
| Tompkins/Bucklin House | 202 5th Ave. W. | Vernacular | 1889 | Tompkins | Market |
| Burr House | 508 8th Ave. W. | Bungalow/Prairie | 1920 | Burr | Market |
| Sutthoff House (moved) | 4120 Lake Wash. Blvd. | Georgian Revival | 1903 | Hospital | Lakeview |
| Shumway Mansion (moved) | 11410 100th Ave. NE | Craftsman/Shingle | 1909 | Shumways | South Juanita |
| French House (moved) | 4130 Lake Wash. Blvd. | Vernacular | 1874 | French | Lakeview |
| Snyder/Moody House | 514 10th Ave. W. | Vernacular | 1889 | KL&IC | Market |
| McLaughlin House | 400 7th Ave. W. | | 1889 | KL&IC | Market |
| American Legion Hall | 138 5th Ave. | Vernacular | 1931 | Am Legion | Norkirk |
| Larson/Higgins House | 424 8th Ave. W. | | 1889 | KL&IC | Market |
| Hitter House | 428 10th Ave. W. | Queen Anne | 1889 | KL&IC | Market |
| Cedarmere/Norman House | 630 11th Ave. W. | Am Foursquare | 1895 | | Market |
| Dorr Forbes House | 11829 97th Ave. NE | Vernacular | 1906 | Forbes | South Juanita |
| Brooks Building | 609 Market St. | Vernacular Comm | 1904 | Brooks | Market |

| | | | | | |
|---|---|---|---|---|---|
| Williams Building | 101 Lake St. S. | Vernacular Comm | 1930 | | Moss Bay |
| Webb Building | 89 Kirkland Ave. | Vernacular Comm | 1930 | | Moss Bay |
| 5th Brick Building | 720 1/2 Market St. | Vernacular Comm | 1891 | | Market |
| Shumway Site | 510-528 Lake St. S. | site only | | Shumways | Lakeview |
| Lake WA Shipyards Site | Lake Wash. Blvd./ Carillon Point | site only | | Anderson/WW | Lakeview |
| Lake House Site | 10127 NE 59th St. | site only | | Hotel | Lakeview |
| *First Church of Christ Scientist (moved) | 203 Market St. | Neoclassical | 1923 | Best example of this style | Market |
| Malm House | 12656-100th Ave NE | Tutor Revival | 1929 | | North Juanita |

*Footnotes:*

- The Kirkland Landmark Commission recognizes these properties as community landmarks.
- KL&LC is the Kirkland Land Improvement Company

The City recognizes its historic resources in the following priority:

1. Properties recognized on the National and State Registers of Historic Places.

2. Properties recognized by the Kirkland Landmark Commission.

~~2~~ 3. Properties designated by the City as Community Landmarks.

~~3~~ 4.. Properties designated by the City as providing historical context.

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



Marsh Mansion along Lake Washington Boulevard NE

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

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

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

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

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

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

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

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

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

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

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

## *ACCOMMODATING CHANGE*

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

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

***Goal CC-3: Accommodate change within the Kirkland community and the region in a way that maintains Kirkland's livability and beauty.***

***Policy CC 3.1:Identify and monitor specific indicators of quality-of-life for Kirkland residents.***

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

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

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

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

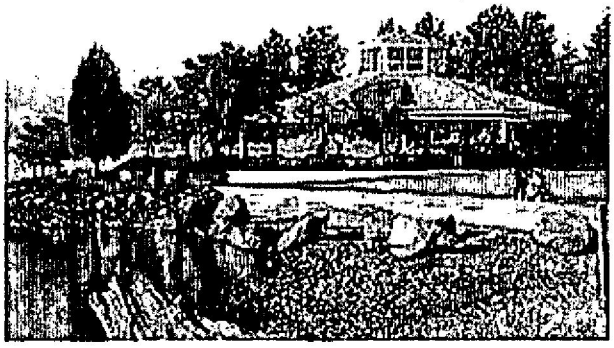
The City's policies and regulations should recognize and work with these changes as they unfold, while

maintaining the qualities and features which make Kirkland unique.

## *BUILT AND NATURAL ENVIRONMENT*

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

As the built environment continues to change and densify, these design principles along with development regulations are used to maintain the quality of life in the community. Neighborhood identity, building design, protected public views, and mitigated impacts, such as noise and lighting, are some of the important factors that maintain and even improve this quality of life.



The Marina Park Pavilion in Downtown Kirkland

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

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

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

***Policy CC-4.2: Prohibit gated developments.***

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



***Kirkland City Hall***

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

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

***Policy CC-4.4 Allow <u>Support</u> home occupations that have characteristics appropriate to residential neighborhoods.***

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

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

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

Private views are not protected, except where specifically mentioned in some of the neighborhood plan chapters of the Comprehensive Plan and in the City's development regulations.

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

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

Landscaping can improve the community character. Vegetated roofs add to the greenscape. Street trees provide a consistent, unifying appearance, particularly in areas with varying building design and materials, and signage. However, street trees planted along rights-of-way that offer local and territorial views should be of a variety that will minimize view blockage as trees mature.

Several neighborhoods contain unique natural features, including significant stands of trees and individual notable trees ~~natural vegetation~~, unique landforms, wetlands, watersheds, woodlands, and scenic open space. In many cases, development activities, including structures or facilities designed to correct other environmental problems, may damage these natural amenity areas. Wherever possible, unique natural features should be preserved or rehabilitated. Should areas with unique natural features be incorporated into new development or rehabilitated, great care should be taken to ensure these areas are not damaged or adversely altered. The intent of this policy is not to prohibit development but to regulate development activities to ensure they maintain the inherent values of the natural landscape.

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

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

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

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

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

Commercial signs identify businesses and advertise goods and services. Although they may be larger and more visually prominent than public information signs, their placement and design should also respect the community's visual character and identity. By their nature, commercial signs are prominent in the landscape and thus should receive as much design consideration as other site development components. Signs should be located on the same lot or property as the use, building, or event with which the sign is associated.

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



***The corner of Central Way and Lake Street***

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

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

streets and make them more inviting. The City should continue to maintain and enhance these public areas.

***Policy CC-4.11: Minimize impacts from noise, lighting, glare and odor***

As the community becomes more urban with mixed uses and denser development, impacts, such as noise, lighting, glare and odor, may occur. The City should have development regulations and urban design principles to reduce, and in some cases, prohibit these impacts. Site design, building orientation, landscape buffers, solid screen fencing, acoustical sound walls, directional lighting and limitation on business hours of operation are some of the techniques that may be used.

***Policy CC-~~4.11~~ 12: Support multimodal transportation options.***

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

# V. NATURAL ENVIRONMENT

## A. INTRODUCTION

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

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

- jJointly with other agencies and the affected Federally recognized tribes to ensure coordinated and consistent actions among the jurisdictions sharing an ecosystem (e.g., a watershed);~~,~~
- eComprehensively, by coordinating natural systems information and practices across City departments;~~, and~~
- sScientifically, by applying the best available science to system-wide inventories and analyses to formulate policies and development standards to protect the functions and values of critical areas; and~~.~~
- Conscientiously, to give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries through salmonid habitat conservation.

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

- aAccommodate future growth~~,~~ and
- pProvide a development process that is timely, predictable, and equitable to developers and residents alike.

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

As an urban community with a considerable legacy of environmental resources, Kirkland continues its long standing effort to balance multiple concerns. The City's natural resources include ~~eight~~ nine drainage basins – some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure NE-1). Large portions of the City contain steep slopes and mature vegetation (see Figures NE-2, NE-3, and NE-4). Future growth will generally be infill within Kirkland's well-established, compact land use pattern (see Figure NE-5). Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth while protecting and enhancing natural systems on public and private lands.

A variety of tools are needed to effectively manage the natural environment, because natural systems traverse private and public property lines as well as jurisdictional boundaries. These tools include:

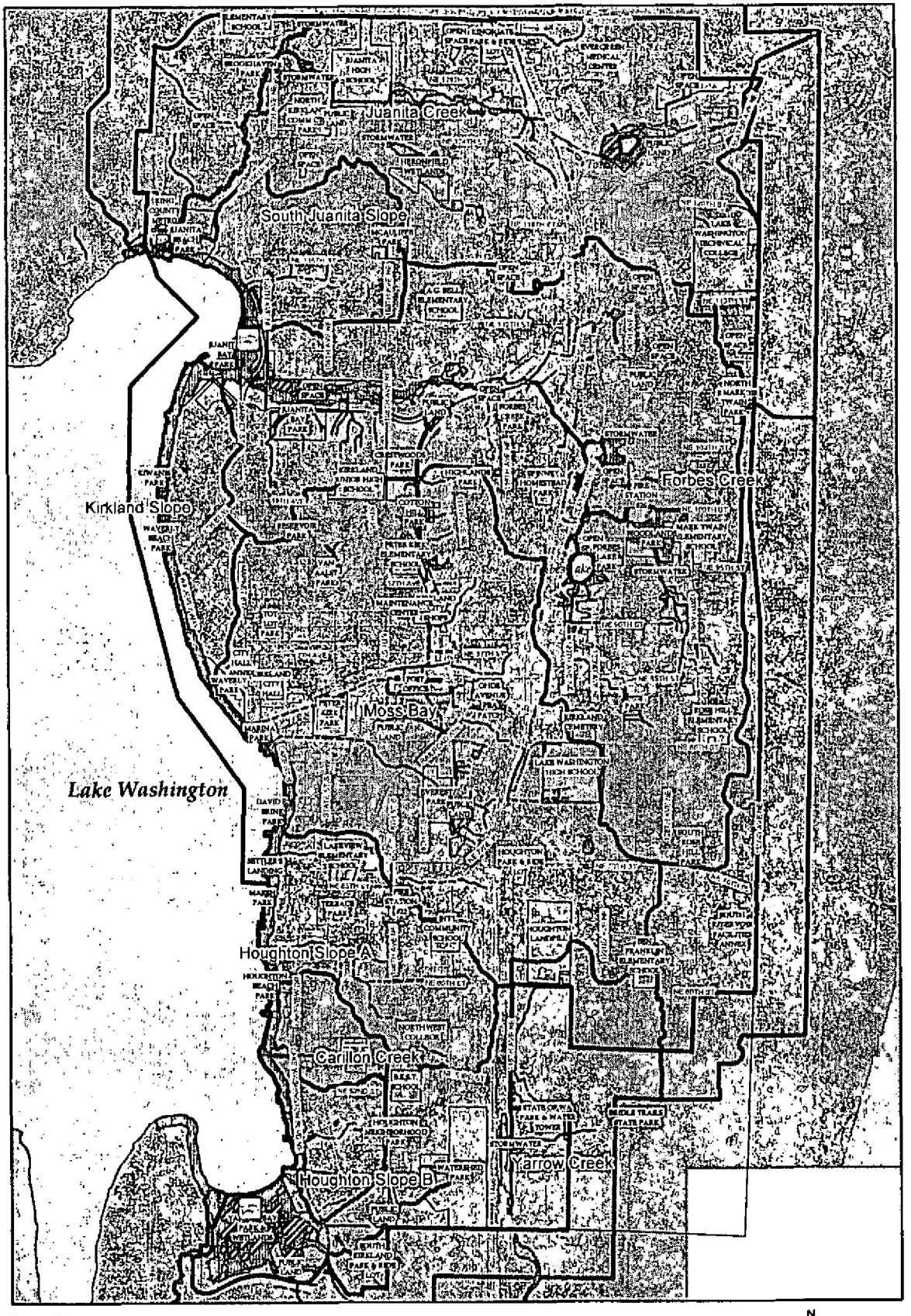
- Programs and practices used by the City to maintain land for which it is responsible, such as parks, open space, and rights of way;
- Public education and involvement to cultivate a culture of stewardship;
- Incentives to foster sound practices by Kirkland residents, businesses, and institutions;
- Acquisition of the most ecologically valuable sites by the City when feasible; and
- Regulations accompanied by effective enforcement.

Of these, public involvement and education should be emphasized, due to the considerable cumulative impact of the actions and choices of individuals, institutions, and businesses in Kirkland.

The reader may wish to refer to Kirkland's Natural Resource Management Plan for additional discussion of issues related to the natural environment. The Natural Resource Management Plan is a reference document intended to facilitate coordinated, comprehensive management of Kirkland's urban forest, water, earth, and air resources. The guiding principles and implementing strategies set forth in the Natural Resource Management Plan do not have the legal status of the Comprehensive Plan or development regulations. Rather, it serves as an informational resource when considering new City practices, programs, and regulations that will implement the goals and policies in the Kirkland Comprehensive Plan.

## B. The Natural Environment Concept

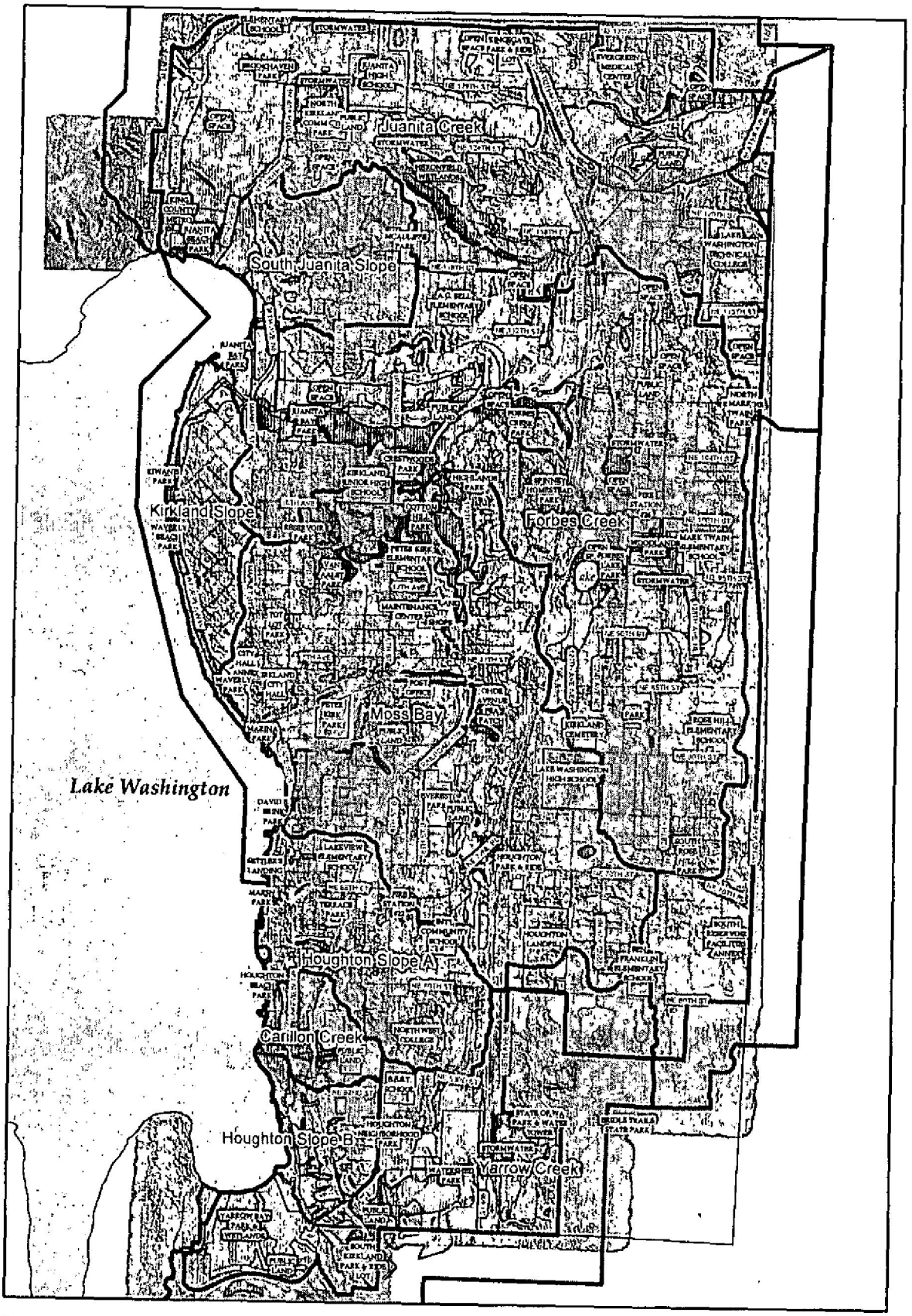
The fundamental goal of the Natural Environment Element is to protect natural systems and features from the potentially negative impacts of nearby




City of Kirkland Comprehensive Plan
7/2004 Draft

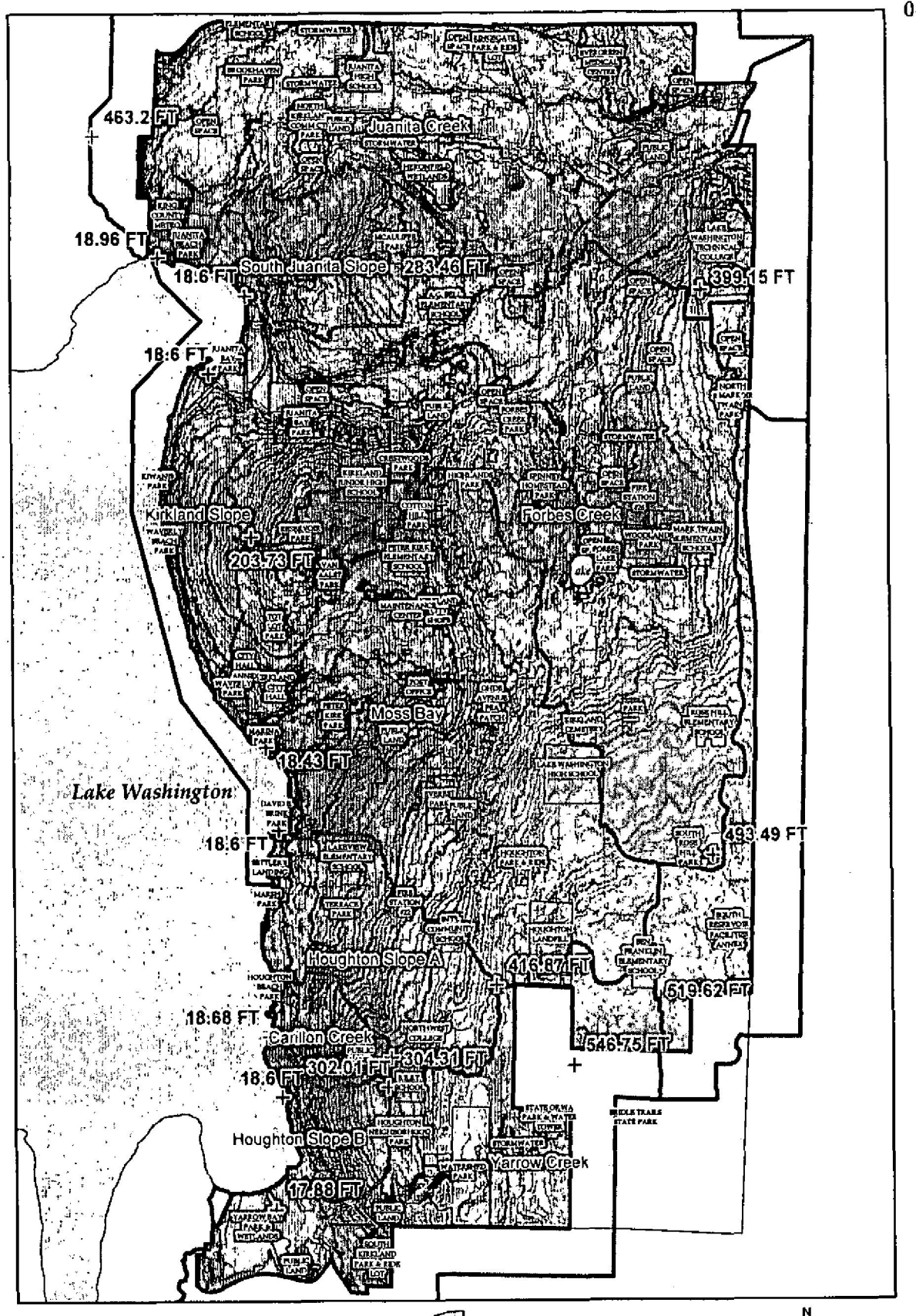
## Figure NE-1: Sensitive Areas

3 – NE




City of Kirkland Comprehensive Plan
7/2004 Draft

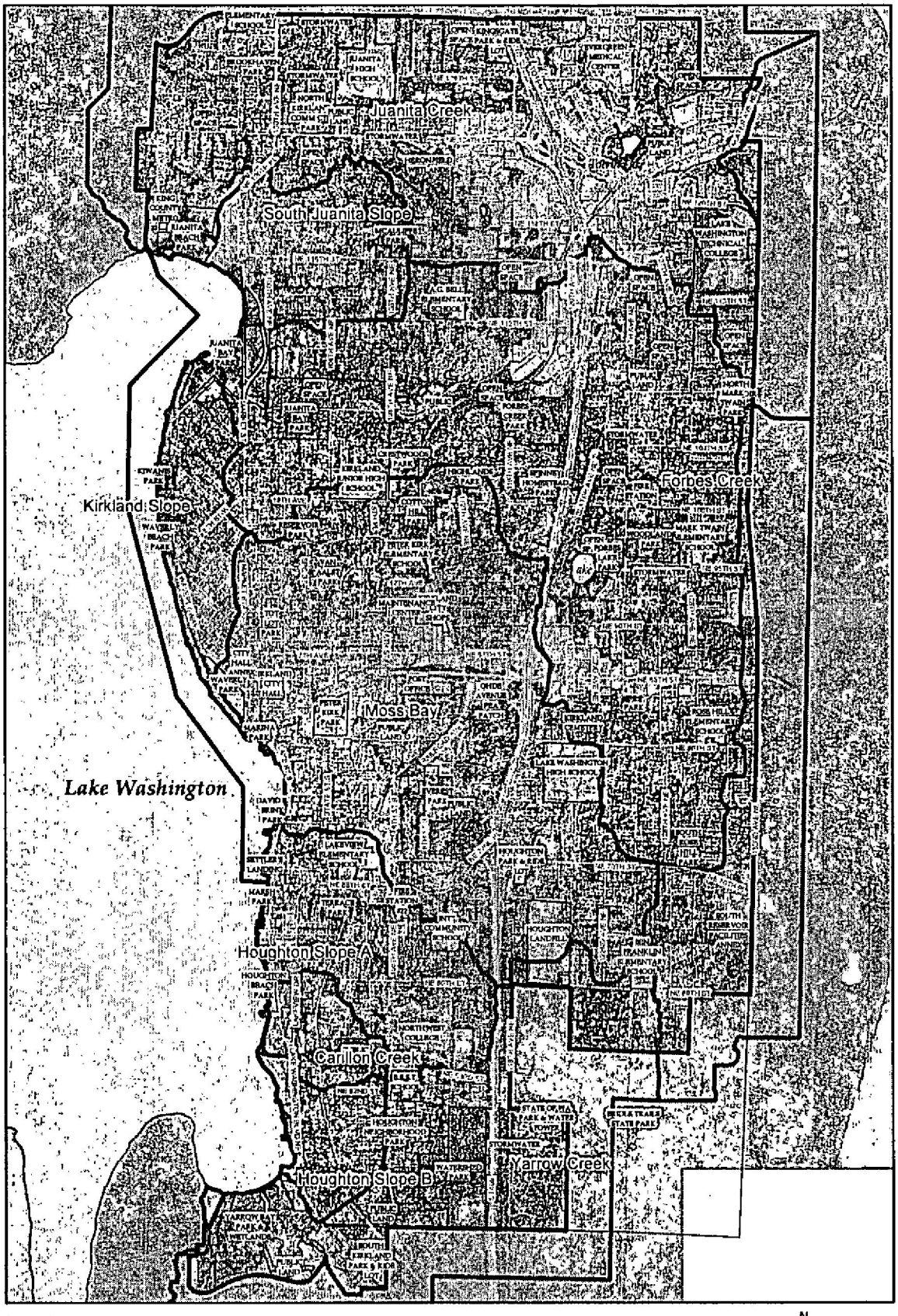
## Figure NE-2: Landslide and Seismic Hazard Areas




City of Kirkland Comprehensive Plan
7/2004 Draft

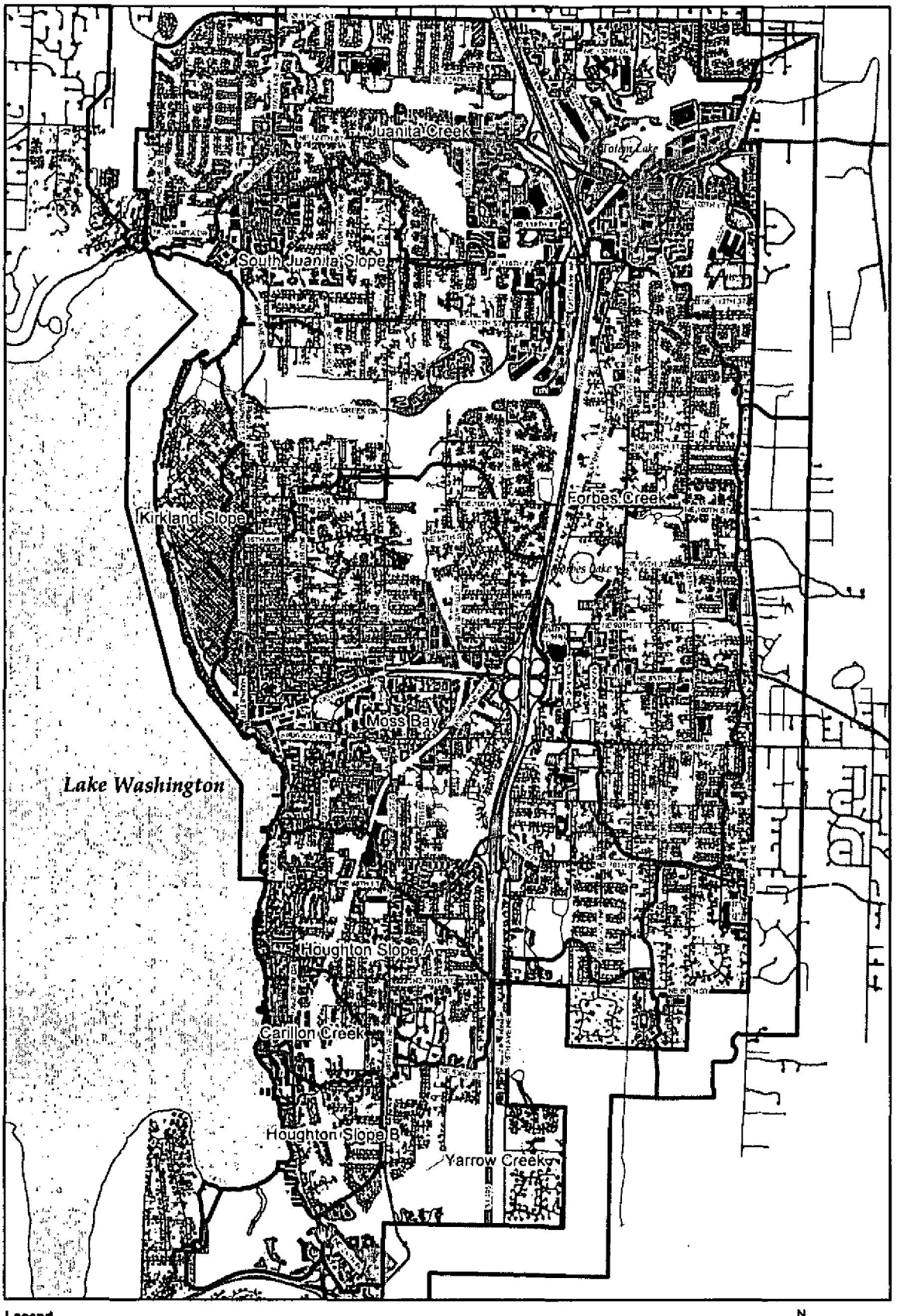
**Figure NE-3: Topography**

5-NE




City of Kirkland Comprehensive Plan
7/2004 Draft

**Figure NE-4: Tree Canopy**




City of Kirkland Comprehensive Plan
7/2004 Draft

## Figure NE-5: Impervious Surfaces

7-NE

development and to protect life and property from certain environmental hazards. To accomplish this, the Element:

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

## C. Natural Environment Goals and Policies

Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, *including, but not limited to, land development.*

Goal NE-2: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and, where possible, to enhance and restore functions, values, and features. Retain lakes, ponds, wetlands, and streams and their corridors substantially in their natural condition.

Goal NE-3: Manage the natural and built environments to protect and, where possible, to enhance and restore vegetation.

Goal NE-4: Manage the natural and built environment to maintain or improve soils/ geologic resources and to minimize risk to life and property.

Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change

## MANAGING THE NATURAL ENVIRONMENT ~~ENVIRONMENTAL QUALITY~~

***Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, including, but not limited to, land development.***

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

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

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

***Policy NE-1.2: Concentrate efforts in areas that will yield the greatest benefits.***

City projects, programs, practices, and regulations related to the natural environment should be focused to yield maximum ecological benefit for the time and money involved. Application of this policy will involve selecting the most effective management tool for a desired outcome (see Policy NE-1.3); allocating staff and financial resources for greatest results; and determining which natural features are most important to protect or restore.

***Policy NE-1.23: Use a variety of techniques to mManage activities affecting air, vegetation, water, and the land to maintain or improve environmental quality, to preserve fish and wildlife habitat, to prevent degradation or loss of natural features and functions, and to minimize risks to life and property.***

The systems and features of the natural environment are considered to be community assets that significantly affect the quality of life in Kirkland. In public rights-of-way, City parks, and on other City-owned land, current technology, knowledge, and industry standards should be proactively used to practice and model sound stewardship practices. For resources on private property, the City should use a combination of public education and involvement, acquisition of prime natural resource areas, and incentives to promote stewardship, as well as regulations combined with effective enforcement.

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

~~Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County. The largest source of air pollution in Kirkland is motor vehicle use. The City helps reduce~~

vehicle emissions and improves regional air quality by implementing the State Commute Trip Reduction Law, and utilizing State Environmental Policy Act (SEPA) authority to require large employers to reduce Single Occupancy Vehicle (SOV) commute trips. Incentives are provided to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their SOV trip reduction targets. In addition, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency.

Vegetation serves many important functions, including oxygen production, provision of fish and wildlife habitat, filtration of stormwater runoff, erosion reduction, hillside and stream bank stabilization, moderation of temperature, and

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

The availability of clean water is essential to the survival of vegetation, fish, animals, and humans in our ecosystem. Water quality is degraded when indiscriminate modifications to wetlands, watercourses, small bodies of water, subsurface drainage, or associated natural areas occur, disrupting basin functions. In addition to water quality degradation, such actions, including the installation of street and storm water conveyance systems, can result in flooding, decreases in groundwater quantity, sedimentation, erosion, uneven settlement, or drainage problems. Land surface modifications and other development activity should be regulated to avoid these problems. Regulation may result in strict limitations on development activity.

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

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

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

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

~~- ***Preserve the resources and ecology of the water and shorelines;***~~

~~- ***Avoid natural hazards;***~~

~~- ***Promote visual and physical access to the water; and***~~

~~- ***Preserve navigation rights.***~~

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

***Policy NE-1.4: Proactively pursue restoration or enhancement of the natural environment. In addition, r~~Require site restoration if land surface modification violates adopted policy or development does not ensue within a reasonable period of time.***

The City should look for and act upon opportunities to restore or enhance natural features and systems wherever significant environmental benefits will be realized cost effectively. Too, ~~L~~land surface modifications that violate the intent of the Goals and Policies should be corrected through site restoration. Developers and property owners should be required to restore the affected sites to a state which approximates the conditions that existed prior to the unwarranted modification. At the very least, developers should be required to restore the site to a safe condition and re-vegetate areas where vegetation has been removed.

***Policy NE-1.5: ~~Make~~ Provide to all stakeholders information concerning natural systems and associated programs and regulations.~~available to property owners, prospective property owners and the general public, information concerning natural systems and associated regulations.~~ Work toward creating a culture of stewardship by fostering programs that support sound practices, such as low impact development and sustainable building techniques. Model good stewardship techniques in managing trees, streams, wetlands, shorelines and other natural features and systems in the public realm.***

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

Kirkland can promote public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can support the provision of resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. For example, the City should work with residents, businesses, builders, and the development community to promote low impact development and sustainable building practices. Low impact development techniques minimize surface water runoff by reducing impervious surface and by using landscaping and premeable materials or retaining mature vegetation to absorb water close to the source. Sustainable building practices, such as use of recycled building materials, water reuse, and alternative heating and cooling systems, can lower construction and maintenance costs as well as benefit the environment.

The City should promote and model these practices and others, including purchasing energy efficient and renewable technology products and services whenever feasible, by maintaining model sensitive area buffers, using current arboricultural techniques for public trees, and by linking Kirkland stakeholders to

information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

ItThe City can also increase awareness by allowing access where appropriate~~promoting public access~~ to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails, and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers. ~~Also, the City can inform developers and property owners about natural resource regulations, such as the need to preserve sensitive areas, their buffers, and some hazard areas in perpetuity.~~

***Policy NE-1.6: Strive to minimize human impacts on habitat areas.***

The presence and activities of humans can impact habitat in a variety of ways. City policies and regulations strive to ensure that those impacts are avoided, if possible, or at least mitigated. In addition to physical alterations of natural resources, less obvious impacts, such as those from noise and light, should be minimized.

## *NATURAL WATER SYSTEMS*

***Goal NE-2: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and, where possible, to enhance and restore functions, values, and features. Retain lakes, ponds, wetlands, and streams and their corridors substantially in their natural condition.***

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

*Kirkland's Streams, Wetlands, and Wildlife Study* (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine Primary and Secondary Basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin. The inventory was updated in 2003, with the production of the Natural Resource Management Plan. Figure NE-1 indicates general locations of known sensitive areas and drainage basin boundaries. This study will be supplemented by technical information from the Water Resource Inventory Area (WRIA) 8 Salmon Conservation Planning effort and the City's updated Surface Water Master Plan, which is scheduled to be completed in 2004.

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

Urban development, through addition of impervious surface and removal of vegetation, increases the volume and rate and decreases the quality of stormwater ~~flow rate of surface water~~ runoff. This often results in flooding that threatens safety and property, and results in damage to the aquatic environment. Water quality is reduced when flooding causes erosion, and when water is not filtered through soils and vegetation prior to entering streams and lakes. ~~If uncontrolled, this increases the peak flow and decreases summer baseflow in stream channels. Property damage and loss of human life can result if stream channels are not large enough to contain the increased flows, or if development has encroached on the natural floodplain of the stream. In addition, frequent high flows can cause excessive erosion and can destroy the complex channel structure that provides food and habitat for fish and other aquatic life.~~ Steps to limit this damage include:

- ~~recognizing that in fill development will occur, strive to m~~Minimize ~~the~~ creation of new impervious surfaces;
- ~~m~~Maximize ~~the~~ use of ~~existing and new vegetation for rainfall interception~~ soils and vegetation in slowing and filtering runoff;
- ~~i~~Install ~~detention/infiltration~~ structural flow control facilities at new or re-developing sites where appropriate to mimic the pre-development hydrologic regime; ~~When new impervious surface is added, or existing impervious surface is altered, install detention or infiltration facilities to control the peak flow and volume of surface water runoff. On site control can supplement the natural system by temporarily storing peak buildups of water and slowly releasing it over a period of time. Such storage facilities could be in the form of retention ponds, holding basins, or rooftop impoundments for the slow release of water.~~
- Prohibit non-essential development activity in and around watercourses. Preserve the natural drainage system to the greatest extent feasible and prohibit non-essential structures, land modifications, or impervious surfaces in the drainage system to assist in ensuring unimpeded flow, maximal stream storage capacity, and optimal natural functioning within the drainage area; and
- ~~i~~Implement programs and projects to remedy flooding and habitat destruction caused by uncontrolled flows from past development. Using a basin planning process and a watershed perspective, identify projects and programs to reduce flood frequency, address/prevent erosion problems, and restore/enhance fish habitat.

~~In May 1994, specific data and some techniques for storm water management were compiled in Kirkland's~~ Specific information on the technical and programmatic aspects of surface water management will be contained in the City's *Surface Water Master Plan*, which is scheduled to be completed in 2004.

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

~~Supplements to the natural drainage system, such as structural devices, including curbs and gutters and grass lined swales, may also be necessary to further preserve natural drainage patterns. Supplements are justified when they can carry surface waters that would otherwise cause severe damage to elements of the~~

~~natural drainage system. The use of natural materials, such as a grass-lined swale, in these supplementary systems is preferred over man-made structural devices, such as curbs and gutters.~~

~~In addition, preserve the natural drainage system by:~~

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

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

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

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

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

- Prohibit the dumping of refuse or pollutants in or next to any open watercourse or wetlands or into the storm drainage system. Dumped refuse and pollutants can contaminate surface and subsurface water and can physically block stream flows;

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

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

- Preserve and enhance sensitive area buffers to maximize natural filtration of contaminants. Pursue opportunities to improve buffer viability by improving maintenance of buffer vegetation.

***Policy NE-2.4: Improve management of stormwater runoff from impervious surfaces by employing low impact development practices where feasible through City projects, incentive programs, and development standards.***

As land is developed, the loss of vegetation, the compaction of soils, and the transformation of land to impervious surface all combine to cause stormwater runoff to degrade many streams, wetlands and associated habitat; to increase flooding, and to make many properties wetter. Low impact development practices, miminize impervious surfaces, and use vegetated and/or pervious areas to treat and infiltrate stormwater. Such practices can include incentives or standards for landscaped rain gardens, permeable pavement, narrower roads, vegetated rooftops, rain barrels, impervious surface restrictions, downspout disconnection programs, "green" buildings, street edge alternatives and good soil management.

***Policy NE-2.45: Preserve the natural flood storage function of 100-Year Floodplains. Emphasize non- structural methods in planning for flood prevention and damage reduction.***

Floodplains are lands adjacent to lakes, rivers, and streams that are subject to periodic flooding. Floodplains naturally store flood water, protect water quality, and are valuable for recreation and wildlife habitat. New development or land modification in 100-year floodplains should be designed to maintain natural flood storage functions and minimize hazards to life and property. (see Figure NE-1)

***Policy NE-2.6: Regulate development of land along the shoreline of Lake Washington to:***

- ***Preserve the resources and ecology of the water and shorelines;***
- ***Avoid natural hazards;***
- ***Promote visual and physical access to the water;***
- ***Preserve navigation rights; and***
- ***Minimize the creation of armored shorelines, and explore incentives and opportunities to restore natural shoreline features and habitat.***

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: loss of native shoreline vegetation, altered hydrology, invasive exotic plants, poor water quality, and poor sediment quality. Finding and acting on opportunities to restore properly functioning shoreline conditions where possible will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP), adopted pursuant to the Washington State Shoreline Management Act of 1971, designates all parcels along Lake Washington as Shoreline Environments. The detailed regulations in Kirkland's SMP implement this policy. Pursuant to Washington state requirements, Kirkland's Shoreline Master Program will be updated by December 1, 2009.

***Policy NE-2.7: Support regional watershed conservation efforts***

The federal listing of Puget Sound wild Chinook salmon as a threatened species in 1999, has focused attention on salmon. In addition to the economic, recreational, and cultural value of salmon, they are also a widely accepted indicator of the level of our region's environmental health, because their survival requires that they migrate throughout the watershed – from freshwater headwaters to the marine environment and back again. The decline of salmon points to the need to improve the quality of habitat in the watersheds that drain to Puget Sound.

In the Lake Washington/Cedar River/Lake Sammamish Watershed, Kirkland has joined with 26 other local jurisdictions to sign an interlocal agreement to fund a joint planning effort to conserve salmon habitat in the shared watershed. It is anticipated that the resulting watershed conservation plan, developed through a multi-jurisdictional, multi-stakeholder process with a scientific basis, will be implemented by the participating local governments in the watershed as they update their policies, regulations, and programs (e.g. capital facilities and road management practices), for critical areas, shorelines, drainage, and clearing/grading to be consistent with the conservation plan.

Completion of the Lake Washington/Cedar River/Lake Sammamish watershed conservation plan is scheduled for June 2004. Once finished, that plan will be joined with the conservation plans of several neighboring watersheds in 2005 to form a Puget Sound-wide conservation plan for a coordinated approach to restoring the wild Chinook salmon of Puget Sound.

## VEGETATION

**Goal NE-3: Manage the natural and built environments to protect and, where possible, to enhance and restore vegetation.**

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

### Policy NE-3.1: Work toward increasing Kirkland's tree cover to 40%.

In 2003, Kirkland's overall tree cover was estimated to be 32% (see Figure NE-4: Tree Canopy). Significant improvements in storm water management and air quality could be realized if the average tree cover were to be increased to 40%[1]. To approach measurable economic and ecologic benefits, Kirkland's regulations, programs, and public outreach should aim toward increasing the City's tree canopy long term, to the extent feasible when balancing other City goals. In order to track progress, it will be important to complete, then monitor and maintain the inventory of public trees, as well as to periodically assess the canopy City-wide. As land develops, care should be taken to preserve and protect trees and other natural resources of value whenever feasible.

### Policy NE-3.2: Preserve healthy mature native vegetation whenever feasible.

Healthy mature native vegetation contributes numerous ecological benefits to the community, including oxygen production, provision of fish and wildlife habitat, filtration of stormwater runoff, erosion reduction, hillside and stream bank stabilization, moderation of temperature, interception of rainfall that would otherwise become surface runoff, and scenic beauty. Of special importance are significant stands of native evergreen trees and sensitive area buffers appropriately vegetated with native plants. Needless removal or destruction of such vegetation should not be allowed. In cases where development necessitates plant removal, every effort should be made to expeditiously replant equivalent and appropriate vegetation.

Preservation of native vegetation requires that noxious and invasive plant species in the native landscape and in environmentally sensitive areas and their buffers be effectively managed. Otherwise, non-native monoculture displaces the diverse habitat necessary to nourish, protect, and support native fish and wildlife. The City should work toward ensuring that noxious and invasive plant species are controlled on public and private property.

### Policy NE-3.3: Ensure that regulations, incentives, and programs maximize the potential benefits of landscaping.

Trees and plants contribute to an overall sense of community and can bring aesthetic, environmental, and economic benefits. Besides the obvious advantages of adding summer shade, seasonal color, texture, and human scale; certain plants may be used to screen adjacent land uses and activities, define views, and unify and organize disparate site elements. Plants can play a significant role in modifying the climate of the immediate vicinity and moderating daily temperatures. They improve air quality by absorbing pollutants,

[1] Regional Ecosystem Analysis: Puget Sound Metropolitan Area – Calculating the Value of Nature, 1998, by American Forests, www.americanforests.org

thereby reducing unpleasant odors and filtering impurities. Foliage can reduce reflection or glare from the sun, street lights or vehicle lights, making an area more hospitable and safe. Too, dense foliage can absorb and disperse sound energy. Economic benefits can be realized through energy savings by arranging plants around buildings for an insulating effect from extreme temperatures and to deflect wind, and by attracting customers by increasing visual appeal. The City's landscaping requirements should be updated to maximize potential benefits and to reflect current knowledge, technology, and industry standards.

## *SOILS AND GEOLOGY*

***Goal NE-4: Manage the natural and built environment to maintain or improve soils/ geologic resources and to minimize risk to life and property.***

### *Policy NE-4.1: Introduce standards and programs to promote sound soil management practices.*

Healthy soil provides nutrients to support vegetation, habitat for subsurface organisms, and it absorbs, cleans, stores, and conveys water, thereby improving water quality and moderating water quantity. Mismanagement or neglect of soil can result in increased flooding, loss of vegetation, sedimentation of watercourses, erosion, and landslides – all of which degrade habitat for humans as well as for other species. Although the City has standards to address soil erosion, additional standards and programs are needed so that valuable topsoil will be conserved and reused and soil for required plantings will be amended as appropriate.

### *Policy NE-4.2: Consider updating policies and regulations for geologic hazard areas in light of the new watershed conservation plan, once it has been completed.*

For many years, Kirkland has regulated and mapped geologic hazard areas (see Figure NE-2), based on available geologic and soils information. Landslides are highly probable in some steep slope areas, regardless of development activity. These areas have been designated as "unstable slopes." Landslides may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation corridors. For these reasons, development is regulated where landslides are likely. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development.

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

The watershed conservation planning effort discussed in Policy NE-2.7 is expected to produce recommendations for managing geologic hazard areas based on newly available scientific studies specific to our watershed. Kirkland's programs and regulations relating to geologic hazard areas, clearing and grading, vegetation, and critical areas should be evaluated and possibly updated to achieve consistency with the

watershed conservation plan, once it has been completed.

***Policy NE-4.3: Retain vegetation where needed to stabilize slopes.***

Significant vegetation as cover on hazard slopes can be important, because plants intercept precipitation reducing peak flow, runoff, and erosion; which all can impact water quality and slope stabilization. Vegetated ravines also provide habitat linkages for wildlife. Avoiding disturbance of steep slopes and their vegetative cover should be a high priority for the City. An increased effort to establish Natural Growth Protection Easements in such areas will be key.

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

## *Air*

***Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change.***

Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County. The largest source of air pollution in Kirkland is motor vehicle use. Motor vehicles are also widely believed to contribute to climate change, also known as global warming. The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan provided additional guidance for systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. In addition, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction targets. In addition, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. Lastly, for the many important functions trees serve, including improving air quality, the City supports street tree planting througout the city and retention of existing trees on private property.

# VI. LAND USE ELEMENT

## A. INTRODUCTION

Kirkland's existing pattern of land use has served the City well for many years. Over the next 20 years, the real challenge for the community will be how to preserve existing community character in the face of continued population and employment growth.

Kirkland is part of a regional and interrelated pattern of land uses. Most land in the City is devoted to housing, and the majority of Kirkland residents commute to other communities to work. ~~Kirkland's commercial areas provide shopping and employment opportunities both for local residents and for those who live in other communities. Kirkland is also a city of neighborhoods – each with its own mix of population, housing, commercial opportunities, and visual features which help form its unique character.~~

The following Table LU-1 shows the percent of land uses based on the City's total land area in 2001:

TABLE LU-1

2001 - Land Use by Percent of the City's Total Land Area

| Land Use | Percent |
|---|---|
| Residential | 63 |
| Institutional | 9 |
| Parks | 8 |
| Commercial | 5 |
| Office | 4 |
| Industrial | 4 |
| Vacant | 6 |
| Utilities | 1 |

Source: City of Kirkland "*Community Profile*"

Kirkland is also a balanced community, providing shops, services and employment both for local residents and for those who live in other communities. In fact, in 2000 Kirkland's ratio of jobs to households was very close to the same as exists in King County, illustrating that Kirkland had its fair share of jobs. Table LU-2 below shows the job to household ratios for 2000 and 2022 at growth targets.

**TABLE LU-2**
**Jobs to Household Ratio**

| | 2000 | 2022 @ Growth Targets |
|---|---|---|
| **Kirkland** | 1.40 | 1.44 |
| **King County** | 1.42 | 1.50 |

Source: 2001 King County Annual Growth Report

Kirkland is also a city of neighborhoods – each with its own mix of population, housing, commercial opportunities, and visual features which help form its unique character. The City's residential neighborhoods are generally strong and well established. They are also diverse in housing type, size, style, history, maturity and affordablity. The city-wide residential density increased between 1991 and 2001 from an average of 6.9 to 7.16 dwelling units per residential used acre. More mixed use residential/commercial centers have developed, including Juanita Village and Downtown Kirkland.

The commercial areas are healthy, offer a broad range of goods and services, and provide a strong tax base to help fund public services and facilities. Kirkland has a diverse economic base with several retail centers, mixed use retail/office districts, a regional health care center, auto dealerships, business parks, industrial complexes and home based businesses.

More information on existing land uses can be found in the City's *Community Profile* document available in the Planning Department at Kirkland City Hall.

Between 2003 and 2022, ~~In the coming years~~, the City will grow by nearly 9,6979~~,000~~ new residents and 8,800 jobs, resulting in increased needs for housing, commercial floorspace, and public services. Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council has determined that Kirkland must plan to accommodate 5,480 new households and 8,800 new jobs over the next 20 years. These increases in households and jobs are referred to as "growth targets." The term "households" refers to occupied units.

A regional trend toward smaller household sizes across all age groups will mean that the City's housing supply will have to grow at an even faster rate than the population, and that the type and size of housing units may need to adjust.

~~A larger proportion of elderly residents will focus new attention on the special housing and transportation needs of this group. Land use relationships which support transit and provide shops and services closer to home will be important for those with decreased mobility.~~

While continued increases in services-sector employment may provide more opportunities for Kirkland residents to work and shop in their community, it may also mean lower wages – impacting housing affordability.

Future growth will raise other issues relating to land use: special needs housing, increased traffic congestion, diminished natural resources and challenges to locate regional facilities. A larger proportion of elderly residents will focus new attention on the special housing and transportation needs of this group. Land use relationships which support transit and provide shops and services closer to home will be important for those with decreased mobility. And, with growth not only in Kirkland, but throughout the Puget Sound region, the community will continue to suffer from the problems of traffic congestion, diminishing natural resources, and the need to find locations for new regional facilities. Regional solutions will be needed to solve these problems.

Issues which must be addressed by the Land Use Element include:

- How to plan for the 2022 household and employment growth targets established by the King County Growth Management Planning Council.
- How to manage the new growth to protect the residential character of the community, while allowing for new and innovative development that responds to changing household needs.
- How to preserve a diversity of employment opportunities and maintain viable commercial areas.
- How to use the pattern of land use to minimize traffic congestion and protect local air quality.
- How to maintain a land use pattern that can be efficiently and effectively served by public services and utilities.
- How to protect Kirkland's environmentally sensitive areas, open space corridors, drainage basins, steep sloopes, and shoreline as new housing units and commercial floorspace are developed.
- How to respond to the regional responsibility to help site new regional facilities.

The Land Use Element works together with the other elements of the Comprehensive Plan to answer these questions. While the Land Use Element addresses accommodating growth and sets out general residential siting criteria, the Housing Element more specifically addresses issues of neighborhood character, affordability, and special needs housing.

The Transportation Element identifies the improvements needed to support the land use pattern established by the Land Use Element.

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

Finally, the Land Use Element's discussion of commercial ~~development~~ areas is strongly tied to the Economic Development Element. Kirkland's goal "to strengthen the unique role and economic success of ~~each of~~ Kirkland's commercial areas~~business districts~~" (Economic Development Goal ED-3) is echoed in the Land Use Element.

## B. The Land Use Concept

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

- Seeks a balanced and complete community with shops, services and employment close to home; numerous civic activities and entertainment options; high-quality educational facilities; numerous parks; and a variety of housing choices.

- Identifies the values which must be weighed in managing growth. Goals and policies promote a land use pattern that is orderly, compact, well- designed, and responsive both to the natural and physical environment.

- Proposes a land use pattern that supports a multimodal transportation system and results in more efficient service delivery. Placing urban neighborhoods around commercial ~~development~~ areas – called "centers" or "villages" in other communities – allows residents to walk or bicycle to corner stores or neighborhood centers, and then connect by transit to other commercial ~~districts~~areas. High-capacity transit could connect and serve larger commercial areas, both inside and outside of the community.

- Protects existing residential neighborhoods. Goals and policies support a stable nucleus of single-family housing and more housing options. ~~generally limit new development in single-family areas to detached housing~~. Higher-density residential areas continue to be located near commercial centers and transportation hubs.

- Supports a range of employment opportunities in the City and sets out standards for vibrant commercial areas. Opportunities for new growth are provided in the ~~core of the Activity Area at~~ Totem Lake Center and Downtown Kirkland ~~continues to be a major Activity Area~~. Other existing commercial areas~~districts~~ in the City are maintained and strengthened. While not encouraging heavy industry, goals and policies work to preserve opportunities for higher-paying ~~primary~~ jobs to locate in the City.

- Encourages preservation of an open space network, including environmentally sensitive areas, recreational facilities, and the shoreline; and

- Acknowledges the City's regional role in working with other jurisdictions and the County to site regional facilities.

## C. Land Use Map and Definitions

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

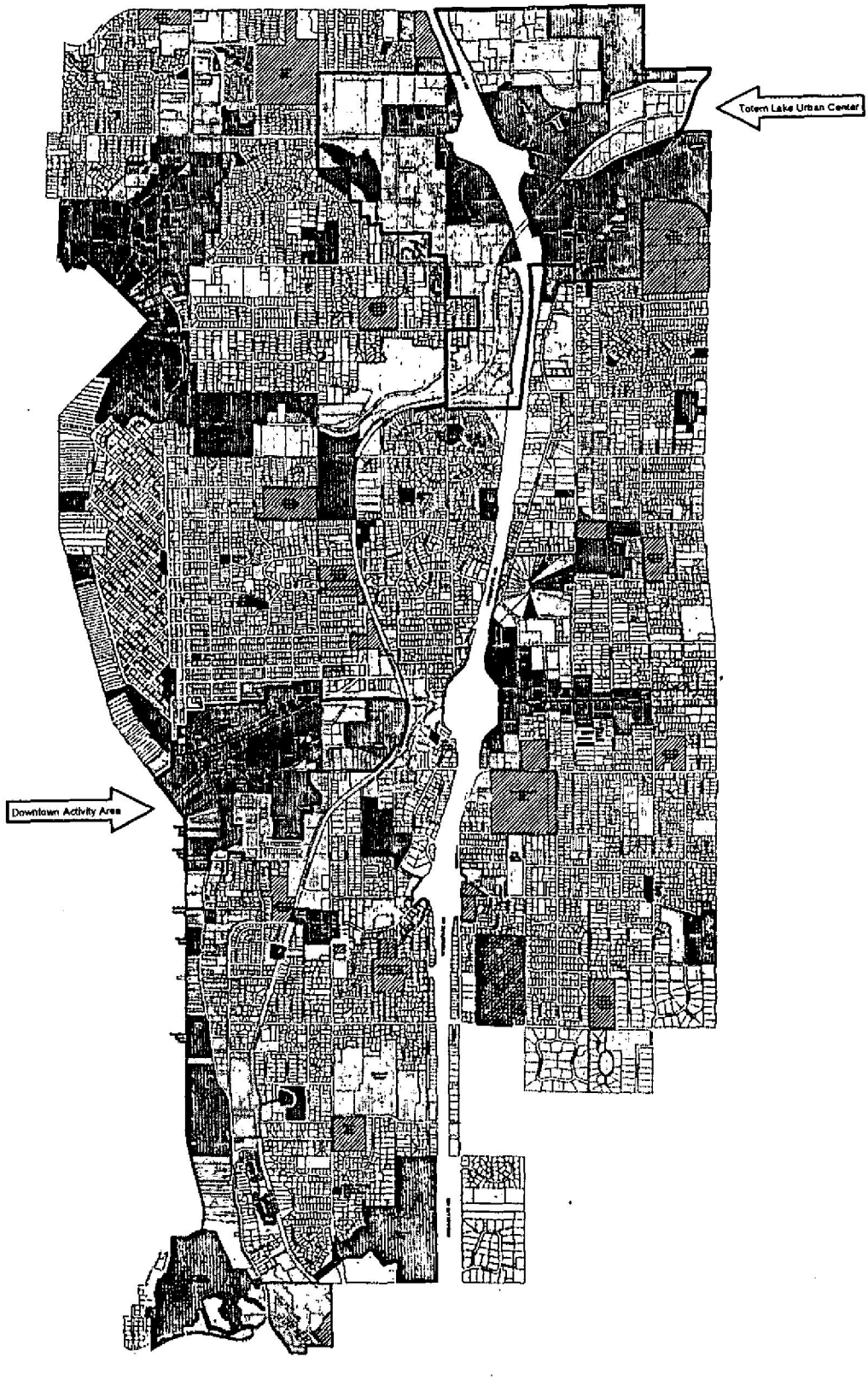
The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The Comprehensive Plan Land Use Map contains land use designations reflecting the predominate use allowed in each area. These designations are reflected in a broad variety of zoning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

Land use can be affected by regulations that protect Ssensitive Aareas and their buffers and limit development on seismic and landslide hazard areas. The Sensitive Areas Map in the Comprehensive Plan ~~Land Use Map~~ depicts the approximate locations of known sSensitive Aareas which include streams, minor lakes, wetlands, drainage basins, and 100-year flood plains. The geological map in the Comprehensive Plan notes the approximate locations of seismic and landslide hazard areas.

**Figure LU-1: Comprehensive Plan Land Use Map**

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

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




**Legend**

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Public Facility
- Activity Area/Urban Center
- Tax Parcel Boundary
- Amended Land Use Area

N

1,700 850 0 1,700 Feet

Scale 1" = 3,400 Feet

Produced by the City of Kirkland.
(c) 2004, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

City of Kirkland Comprehensive Plan
11/2004 Draft

## Amended Figure LU-1: Comprehensive Land Use Map

5a - LU

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

~~In these cases, the Comprehensive Plan Land Use Map prevails over the Neighborhood Plan Map.~~

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

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

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

*Medium-Density Residential* - detached residential uses at 10 to 14 dwelling units per acre and ~~,~~ attached~~,~~ or stacked residential uses at 8 to 14 dwelling units per acre.

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

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

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

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

*Industrial* - uses predominantly connected with manufacturing, assembly, processing, wholesaling,

warehousing, distribution of products, and high technology.

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

*Institutions* - existing uses such as educational facilities ~~schools~~ and hospitals for which special planning districts have been developed.

*Public Facilities* - existing public uses such as schools and government facilities.

*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.

Table LU-3 ~~Appendix H below~~ provides a range of ~~additional information on converting~~ residential densities described in the Comprehensive Plan with comparable zoning classifications~~to zoning~~.

TABLE LU-3

Residential Densities and Comparable Zones

| General Residential Densities | Residential Densities as specified in Comprehensive Plan in units per net acres (d/a) | Comparable Zoning Classification |
|---|---|---|
| LOW DENSITY | Up to 1 d/a | RS – 35,000 |
| | Up to 3 d/a | RS – 12,500 |
| | 4-5 d/a | RS - 8,500<br>RS - 7,200 |
| | 6-7 d/a | RS - 7,200 |
| | 8-9 d/a<br>~~Where 1-2 d/a would be permitted in addition to the underlying density~~ | RS-5000<br>~~Same as applicable low density zone, but would be processed as PUD~~ |
| MEDIUM DENSITY | 8-9 d/a | ~~RS~~ RM - 5000 |
| | 10 – 14 d/a | RM - 3600 |
| HIGH DENSITY | 15 – 18 d/a | RM - 2400 |
| | 19 – 24 d/a | RM - 1800 |

Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or afforable housing programs.

## D. LAND USE GOALS AND POLICIES

**Goal LU-1. Manage community growth and redevelopment to ensure:**

**Goal LU-2. Promote a compact land use pattern in Kirkland to:**

- **Support a multimodal transportation system;**
- **Minimize energy and service costs;**
- **Conserve land, water, and natural resources; and**
- **~~Ensure enough properly zoned~~ Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment targets.**

**Goal LU-3. Provide a land use pattern that promotes mobility and access to goods and services.**

**Goal LU-4. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.**

**Goal LU-5. Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.**

**Goal LU-6. Provide opportunities for a variety of employment.**

**Goal LU-7. Establish a coordinated and connected system of open space throughout the City that:**

- **Preserves natural systems,**
- **Protects wildlife habitat and corridors,**
- **Provides land for recreation, and**
- **Preserves natural landforms and scenic areas.**

**Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities. ~~Develop criteria and processes for siting regional and community facilities.~~**

### *Growth Management*

By managing and shaping growth in ways that reflect community values, new growth will complement, rather than detract from, existing development. Community values, however, require balance: maintaining existing residential character may not always be supportive of facilitating infill development, or supporting a

multimodal transportation system. The viability of some commercial and industrial districts and the ability to achieve compact growth may be impacted by the presence of environmentally sensitive areas. Achieving a balanced and complete community with a full range of shops, services and employment to complement and support the residents while reducing dependence on the transportation system is important to the quality of life. The challenge is to weigh these sometimes conflicting community values and strike a balance. In the

long run, and over the breadth of development in Kirkland, then, all values are achieved.

***Goal LU-1. Manage community growth and redevelopment to ensure:***

***An orderly pattern of land use;***
***A balanced and complete community;***
***Maintenance and improvement of the City's existing character; and***
***Protection of environmentally sensitive areas.***

***Policy LU-1.1. Tailor development regulations to fit unique circumstances.***

Traditionally, development regulations have attempted to avert conflict by segregating development types into districts with relatively uniform development characteristics such as permitted uses or height. In many areas of Kirkland, this approach is a reasonable and effective method for regulating development.

In other parts of Kirkland, it may be possible and desirable to have several different types of development located relatively close to each other. Such a blending of development types could help reduce dependence on the automobile and provide greater opportunities for innovative mixed use development. In these areas, development regulations may need to be specially developed to address the district's unique characteristics.

Special development regulations may also be necessary to take account of other factors influencing and shaping new growth.

***Policy LU-1.2. Create logical boundaries between land use districts that take into account such considerations as existing land uses, access, property lines, topographic conditions, and natural features.***

Boundaries between land use districts should make sense. Where features such as roads or parcel lines cannot be used to identify boundaries, natural features, such as streams or topographical changes, can form distinct edges. Allowed uses should be compatible with adjacent land use districts through physical improvements and/or design elements.

***Policy LU-1.3. Encourage attractive site and building design that is compatible in scale and in character with existing or planned development.***

Attractive site and building design can create a cohesive and functional development that reflects local character and fits well with surrounding uses. In parts of the City where the community vision has not yet been realized, however, new development should not necessarily look to surrounding uses for design ideas. Instead, the Comprehensive or Neighborhood Plan should be used to provide guidance on desirable characteristics.

***Policy LU-1.4. Create an effective transition between different land uses and housing types.***

Some of the most sensitive lands to plan ~~for~~ are the transition areas between different types of uses. Uses along the boundary of a commercial area may generate impacts on nearby residential uses. Maintaining privacy may be an issue when mixing residential densities. Residential uses in too close a proximity to industrial development may set up nearly unresolvable conflicts with regard to noise and traffic.

Building and site design can act to minimize such conflicts. Buffers, such as fences, berms, or vegetation, located along the boundary of two unlike uses can minimize visual and noise impacts. Buildings might also serve a buffering purpose to the extent that they serve as screens or insulation.

Organization of uses on a site may also ease a transition. For example, on a site including both office and retail uses that adjoins a residential neighborhood, it may be more appropriate to locate the offices closest to the neighbors. In general, office uses have lesser impacts in close proximity to homes than do other commercial land uses.

Within many of the City's commercial areas, mixing of land uses is encouraged to bring shops, services and offices in close proximity to residential uses. These areas provide an immediate market for the commercial services, and convenient shopping and employment opportunities to the residences while also reducing the need to drive.

***Policy LU-1.5. Regulate land use and development in environmentally sensitive areas to ensure environmental quality and avoid unnecessary public and private costs.***



*The Park at Forbes Creek Apartments*

Development in natural constraint areas may increase health and safety risks and create other unnecessary costs associated with hazards like landslides, flooding, uneven settlement, erosion, and disrupted subsurface drainage. Public and private costs are also incurred from development in areas with natural amenities or which perform utilitarian or biological functions. The purpose of this policy is to regulate, and in some cases restrict, development activity to ensure a high standard of environmental quality, and to prevent undue costs to property owners, neighbors, and the City.

***Goal LU-2. Promote a compact land use pattern in Kirkland to:***

- ***Support a multimodal transportation system;***
- ***Minimize energy and service costs;***
- ***Conserve land, water, and natural resources; and***
- ***~~Ensure enough properly zoned~~ Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year population and employment targets.***

***Policy LU-2.1. Support a range of development densities in Kirkland, recognizing environmental constraints and community character.***

The Countywide Planning Policies establish two broad categories of lands: urban and rural. Urban lands are those which are inside the Urban Growth Area, ranging from the suburban densities of much of the Eastside to the very high urban densities found in downtown Seattle. The Countywide Planning Policies identify all of Kirkland as an urban area.

~~Currently, the City has an average residential density of 6.9 dwelling units per residentially developed acre that is close to the minimum recommended for transit-supportive land uses. However, there remain areas in the City where environmental protection or preservation of unique land uses necessitate lower land use densities.~~

***Policy LU-2.2. Use land efficiently, facilitate infill development or redevelopment, and, where appropriate, preserve options for future development.***

As with any natural resource, land can be used either efficiently or inefficiently. The intent of this policy is to ensure that Kirkland's land is used in the most efficient manner possible.

Some land in or adjacent to developed areas has been skipped over as development shifted to outlying

areas. In some cases, natural constraints or other factors may have rendered the land unsuitable for development. It is not the intent of this policy to encourage development in environmentally sensitive areas or preclude the use of undeveloped land for open space. However, infill development is encouraged when environmental protection is ensured.

Redevelopment of existing development (for example, converting a parking lot to a new building with structured parking) may also occur as land use plans change. As in all cases, however, the benefits to be achieved under this policy must be weighed against the values expressed in other policies of this Plan such values as historic preservation and maintenance of existing affordable housing.

This policy also extends the notion of "recycling" to land use. As with other natural resources, land can be developed in a way that permits the land to be used again. For example, in cases where a property owner wishes to retain a large lot for personal use, but subdivide the rest of the property, the option for future subdivision of the large lot should be preserved, if possible.

***Policy LU-2.3. Ensure an adequate supply of housing units and commercial floorspace to meet the required growth targets through efficient use of land ~~for projected growth.~~***

As growth occurs, the need for new housing units and commercial floorspace will increase. Kirkland is required to accommodate growth targets for houshold units and employment established by the King County Growth Management Planning Council as mandated by the Growth Management Act. The community must balance this need with the desire to retain existing community character and with the City's ability to provide infrastructure and public services to serve the new growth. The City should monitor its existing residential and nonresidential capacity to determine how fast and where new growth is occurring and whether Kirkland can accommodate the required growth targets. Available capacity is a calculation of likely development potential in the foreseeable future based on certain assumptions and factors and assumed to cover a 20-year time horizon. Table LU-4 below shows that the City can accommodate the 2022 growth targets with its available capacity.

TABLE LU-4
Comparison of Growth Targets and Available Capacity

| | **2000 Existing[1]** | **2022 Growth Targets[2]** | **Available Capacity[3]** |
|---|---|---|---|
| **Housing Units** | 21,831 | 27,311<br>(at 5,480 new households) | 28,900 |
| **Employment** | 32,384 | 41,184<br>(at 8,800 new jobs) | 54,600 |

Sources
1. 2000 housing units: Office of Financial Management (OFM)
2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King County Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates.

## *Land Use/Transportation Linkage*

Land use/transportation linkage policies address the relationship between the land use pattern and a multimodal transportation system. Separation of jobs and housing means longer commute trips generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity would provide transportation options making walking or bicycling more feasible.

Site design standards also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and alternative transportation modes when planning new development. The special needs of industrial development are also addressed.

### *Goal LU-3. Provide a land use pattern that promotes mobility and access to goods and services.*

### *Policy LU-3.1. Provide employment opportunities and shops and services within walking or bicycling distance of home.*

Kirkland presently has a fairly complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy attempts to further strengthen the relationship between urban neighborhoods and commercial development areas.



Juanita Village as a mixed use center

***Policy LU-3.2. Encourage residential development within commercial areas~~business districts~~.***

Residential development which is incorporated into commercial areas~~business districts~~ can provide benefits for businesses and residents alike. Housing within commercial areas~~business districts~~ provides the opportunity for people to live close to shops, services, and places of employment. Conversely, residents living within commercial areas~~business districts~~ create a localized market for nearby goods and services, provide increased security, and help to create a "sense of community" for those districts.

Residential development within commercial areas~~business districts~~ should be compatible with and complementary to business activity. Residential use should not displace existing or potential commercial use.

***Policy LU-3.3. Consider housing, offices, ~~small-scale~~ shops, and services at or near the park and ride lots.***

Park and ride facilities ~~lots~~ provide a potential location for offices, shops, and services serving two sets of customers: nearby residents and transit riders. In addition, housing at these facilities supports transit use. However, the design of these facilities would have to be carefully considered to ensure protection of the surrounding neighborhood. The City should work with Metropolitan King County to develop standards for housing, offices, shops and services at these facilities~~lots~~.

***Policy LU-3.4. Provide easy access for industrial development from arterials or freeways. Recognize the potential importance of proximity to rail lines in industrial siting. Avoid industrial access through residential areas.***

Because of the heavy truck traffic generally associated with these uses, industrial development should not route traffic through residential neighborhoods. Instead, industrial areas should depend on transportation routes which link them directly to arterials, in close proximity to freeway interchange areas.

Industrial users may also need service by rail, and, in fact, most of Kirkland's industrial areas are located near the Burlington Northern railroad tracks. Access to rail lines should be preserved for major industrial areas.

***Policy LU-3.5. Incorporate features in new development projects which support transit and nonmotorized travel as alternatives to the single-occupant vehicle.***

Site design can play an important role in encouraging use of alternative transportation modes. Locations of buildings and bus stops on a site, for example, can mean the difference between having transit users walk long distances through the rain or being dropped off at the door. Something as simple as the provision of covered bicycle racks may encourage a would-be cyclist.

***Policy LU-3.6. Encourage vehicular and nonmotorized connections between adjacent properties.***

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving. Vehicle connections between adjacent properties reduces congestion on streets, number of turning movements and gasoline

consumption. Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Fences or impenetrable landscape buffers may prevent pedestrian connection to the business next door or force long detours out to the sidewalk and then back into the adjoining property. The intent of this policy is to encourage connections and to avoid such unintentional barriers to easy access.

### *Residential Land Uses*

Most of the land in Kirkland is developed with housing of some type whether detached single-family homes, townhouses, or other attached or stacked units. ~~The Land Use Element recognizes that~~ Preservation and protection of these residential neighborhoods is an important goal. Kirkland will continue to be primarily a residential community and that preservation and protection of residential neighborhoods is an important goal.

The notion of preserving community character is one that is explored more fully in the Housing Element and the Neighborhood Plans, where careful review of the features that make a neighborhood unique are identified. In the Land Use Element, the general notion of protection of community character is promoted. However, this Element also acknowledges that the community will be growing and that a balance must be struck between providing more housing units and preserving the neighborhoods as they are today.

Several of the most important housing issues - affordability, special needs housing, and accessory units - are not addressed in this Element. They are discussed, instead, in the Housing Element.

***Goal LU-4. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.***

***Policy LU-4.1. Maintain and enhance Kirkland's single-family residential character.***

The community vision, as described in the Vision Statement of this Plan, is that Kirkland's residential areas are diverse~~still mostly traditional detached homes~~ with a variety of housing choices including single family detached, attached, stacked, cottage, carriage styles and accessory dwelling units.

***Policy LU-4.2. Locate the most dense residential areas close to shops and services and transportation hubs.***

Denser residential areas such as apartments and condominiums should continue to be sited close to or within commercial areas and transportation hubs to increase the viability of the multimodal transportation system.

***Policy LU-4.3. Continue to allow for new residential growth throughout the community, consistent with the basic pattern of land use in the City.***

Although the Land Use Element states that opportunities for new housing units should be dispersed throughout the community, significantly greater densities are not targeted for low-density neighborhoods. Instead, infill development is expected in these areas based on availablity of developable land, while higher densities are clustered near existing commerical areas~~business districts~~.

***Policy LU-4.4. Consider neighborhood character and integrity when determining the extent and type of land use changes.***

Protection of community character is a theme woven throughout the Land Use Element. Community character is most clearly expressed through the Neighborhood Plans. It is the intent of this policy to direct specific consideration of the unique characteristics of neighborhoods, as described in the Neighborhood Plans, before committing to major area-wide residential land use changes.

## *Commercial Land Uses*

Commercial land uses are a critical part of the Kirkland community. They provide shopping and service opportunities for Kirkland residents, and also create employment within the City. The tax revenues generated by business help fund the capital facilities and public services that residents enjoy.

In return, the quality of life in the City's neighborhoods provides a main attraction for both businesses and their patrons. The proximity to Lake Washington, the fine system of parks, the availability of a regional medical center with good medical care, top notch educational facilities ~~schools~~, the environmental ethic of the community, and quality infrastructure attract outsiders to Kirkland and make the City a good place to do business for employers, employees, and customers.

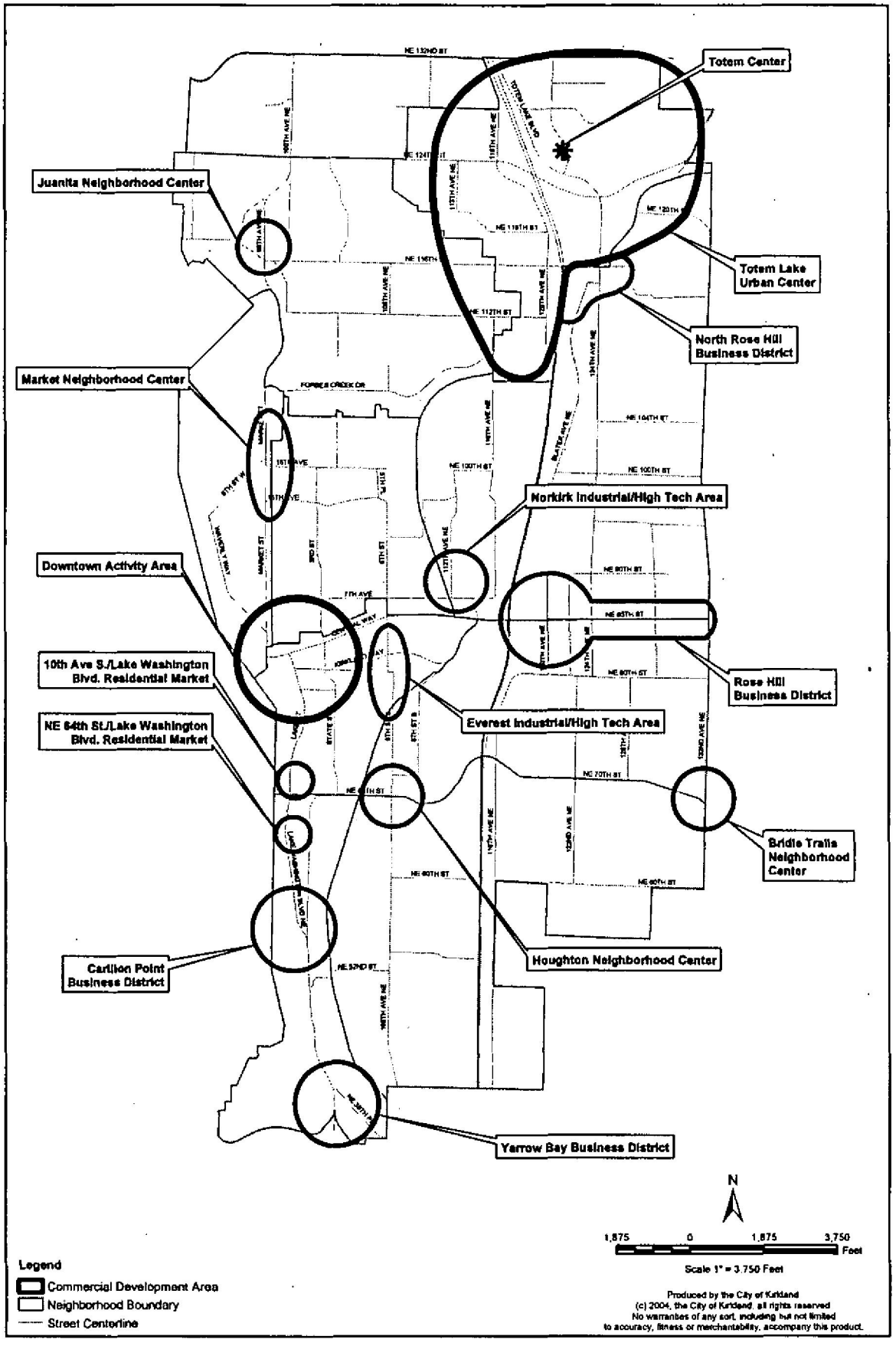
Problems that the community faces – traffic congestion, particularly – create concerns for commercial land uses. Ease of ~~goods~~ transporting goods and adequate parking are especially important. An underlying premise of the Land Use Element, expressed in the Vision Statement, is that, in the future, residents of the City will not drive as much as they do presently to minimize traffic congestion and reduce parking needs. To that end, the Element attempts to promote commercial land use patterns that support alternative transportation modes and locate housing in commercial areas where appropriate.

Along with the need to provide new housing units for future residents, the City will need to designate adequate land area for commercial uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

Currently, a hierarchy of "commercial development areas" exists in the City, based primarily on size and relationship to the regional market and transportation system (see Figure LU-2 Commercial Areas).

Some of Kirkland's commercial areas serve primarily the surrounding neighborhood, others have a subregional or regional draw. Most of the larger commercial areas~~, Activity Areas and Commercial Districts,~~ are centered around major intersections. They depend on principal arterials, the freeway, or the railroad for goods transport and for bringing in workers or customers. Smaller commercial areas, Neighborhood Centers, for example, have a more localized draw. Residents depend on their neighborhood grocery store, dry cleaners, bank, etc., for everyday needs.

The Land Use Element provides general direction for development standards in commercial areas and describes the future of specific commercial areas in Kirkland. The following terms are used in the discussion of commercial land uses:




City of Kirkland Comprehensive Plan
7/2004 Draft

Amended **Figure LU-2: Commercial Areas**

17a-LU

Urban Center

An Urban Center is a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system.

Activity Areas

An Activity Areas is an area of moderate commercial and residential concentration that functions as a focal point for the community ~~are locations that contain a high concentration of commercial land uses and adjacent and intermingled higher density residential uses~~ and is 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.~~

Business~~Commercial~~ Districts

~~Commercial Districts are smaller activity areas which contain a greater percentage of office development than either major activity areas or neighborhood centers.~~ A Business~~Commercial~~ Districts is an area that serves the subregional market, as well as the local community. ~~Commercial Districts include such uses as offices, limited retail, multifamily housing, hotels, restaurants, and small scale service businesses.~~ These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses.

~~Commercial Corridors~~

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

Neighborhood Centers

A Neighborhood Centers is an ~~are~~ 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.

Residential Markets

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

Light Industrial/High Technology Area

A Light Industrial/High Technology areas serves both the local and regional markets and may include office, light manufacturing, high technology, wholesale trade, storage facilities and limited retail.

***Goal LU-5. Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.***

***Policy LU-5.1. Reflect the following principles in development standards and land use plans for commercial areas:***

Urban Design

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

Access

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

Each commercial area has its own unique attributes, although generalized development guidelines which work to preserve community character and support a multimodal transportation system are described in the

above policies. Particular emphasis is placed on improving pedestrian accessibility in commercial areas~~business districts~~.

These policies recognize that urban design is important, and that well-designed commercial areas, in partnership with Kirkland's residential neighborhoods, will project a positive community image.

Good urban commercial design complements and enhances adjacent residential areas.

***Policy LU-5.2. Maintain and strengthen existing commercial areas by focusing economic development within them and establishing development guidelines.***

The intent of this policy is that future economic development be concentrated in existing commercial areas. This concentration can help to maintain and strengthen these areas and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.

Intensification, rather than expansion of the boundaries of existing commercial areas into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the private automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.

***Policy LU-5.2 5.3. Maintain and enhance Kirkland's Central Business District (CBD) as a regional Activity Area, reflecting the following principles in development standards and land use plans:***

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

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

***Policy LU-5.3 5.4. Support Totem Lake's development as an Urban Center ~~regional Activity Area~~ with a diverse pattern of land uses.***

- ***-Recognize Totem Center, the area around Totem Lake Mall and Evergreen Healthcare Medical Center ~~Hospital~~ as the "core" district where the highest densities and intensities of land use are focused.***
- ***Create a compact area to support a the planned transit center and promote pedestrian***

***activity.***

- ***Encourage uses which will provide both daytime and evening activities.***

- ***– Provide sufficient public open space and recreational opportunities.***

- **–Enhance the natural condition and function of Totem Lake.** ~~***Maintain or restore Totem Lake, itself, as a large open space.***~~

- ***–Affirm or create a "sense of identity place" for the Totem Lake Urban Center Activity Area.***

- **–Provide an interconnected street system for pedestrian and vehicular access.**

Totem Lake is a major center of employment and trade for the city. In 2003, the neighborhood had the most land devoted to commercial, industrial and office uses in the City, and the second-highest residential densities per residentially-developed acre. The Totem Lake Neighborhood is also home to the City's largest employer, Evergreen Healthcare Medical Center , The boundaries of the Totem Lake Urban Center generally correspond to the neighborhood boundaries, with a relatively small addition at the Center's east border, where a multifamily area in the North Rose Hill neighborhood is included~~In 1991, the area had the most developed office, retail, and industrial acreage in the City, and the highest residential densities per residentially developed acre. Totem Lake also has a relatively high percentage of single-occupant vehicle use.~~

These policies above are designed to reinforce Totem Lake's important commercial role, but also to set a new direction for development in the Totem Center core of the Totem Lake Urban Center~~Activity Area~~. The Totem Center boundaries encompass the Totem Lake Mall, the Evergreen Healthcare Medical Center, and the mixed-use areas west and north of the hospital campus. Increases in residential and commercial densities in Totem Center ~~the Totem Lake core~~ will serve two purposes - providing new housing units for the growth expected in Kirkland over the next 20 years, and developing ~~a~~ higher intensity and a more compact land use pattern that encourages pedestrian use and provides additional support for transit. By the year 2022, it is expected that 11% of the city's housing growth and 42% of the city's employment growth will have occurred within the Totem Lake Neighborhood.

Totem Center ~~This new district~~ may serve as the focus for the diverse land uses in the overall Urban Center ~~Activity Area~~, and to provide the area with a recognizable heart ~~center~~ providing ~~which provides~~ a sense of identity to ~~for~~ the Totem Lake neighborhood. The larger Totem Lake Urban Center is poised to achieve many of the goals of growth management, including an efficient transportation system with transit and the pedestrian and bicycle access called for in this plan, as well as a compact, mixed-use development pattern. Designated densities in the Totem Lake Urban Center are sufficient to accommodate an increased share of the region's growth, and its needs for housing, jobs, health care and other services, along with cultural and recreational activities. Regional investment in additional transportation infrastructure will support Totem Lake Urban Center in achieving these goals.

~~Totem Lake may be considered for future designation as an Urban Center. More study is needed to determine whether or not this designation is feasible or desirable. Design, adoption, and phasing of the Regional Transit System Master Plan will play an important part in helping make this decision.~~

***Policy LU-5.5 Enhance and strengthen the commercial viability of the Rose Hill Business District by implementing the NE 85th Street Subarea Plan.***

The Rose Hill Business District is a commercial corridor located along NE 85th Street connecting Redmond with I-405 and Kirkland. The business district's role is one of serving both the local market in Kirkland, particularly the North and South Rose Hill Neighborhoods, and a broader sub-regional area due to direct freeway access. The NE 85th Street Subarea Plan set a new direction for the corridor with the goal of transforming the current strip center development pattern into more mixed use development by implementing the following principles in development standards and transportation improvements:

- Land use policies encourage taller buildings located near the I-405 freeway interchange with lower buildings toward the east portion of the corridor and adjacent to residential areas to the north and south.

- New design standards will create an attractive commercial area by encouraging buildings to be oriented to the sidewalk with parking to the side or rear, enhance pedestrian orientation, and create effective buffers and transitions between commercial uses and adjacent residential uses.

- New street improvements such as new sidewalks, lighting and street trees will revitalize the district and increase pedestrian circulation and safety.

- Transportation improvements planned by Sound Transit and King County along the corridor will improve local and regional transit mobility.

***Policy LU-5.6 Encourage increased residential capacity in the North Rose Hill Business District (NRHBD) to help meet housing needs.***

- Encourage mixed use commercial/residential development.

- Promote a broad range of uses as an extension of the Totem Lake Urban Center.

- Provide a transition to the residential core in the North Rose Hill neighborhood.

The North Rose Hill Business District is a mix of retail, wholesale, and office businesses. Along NE 116th Street and close to I-405, a broad range of uses is encouraged as an extension of the Totem Lake Urban Center. By providing height and/or density incentives for residential uses, the area near the freeway should redevelop over time with mixed use commercial/residential. Further from the freeway and east of the NE 116th Street/124th Avenue NE intersection, commercial uses with a neighborhood orientation are appropriate in recognition of this area's proximity to residential development. Development to the south along Slater Ave NE and 124th Avenue NE should redevelop with stand-alone residential or mixed use office/residential uses as a transition to the residential core of the North Rose Hill neighborhood.

~~***Policy LU-5.4. Maintain and strengthen other existing commercial development areas by focusing economic development within them and establishing development guidelines.***~~

~~This policy states that future economic development should be concentrated in existing commercial districts. This concentration can help to maintain and strengthen these districts and also promote orderly and efficient growth that minimizes impacts and service expansion costs. Concentration also allows businesses to benefit from proximity to each other.~~

~~Intensification, rather than expansion of the boundaries of existing commercial districts into surrounding residential neighborhoods, is desirable. Infilling is preferred, particularly when it would create a denser pattern of development that is focused less on the private automobile and more on the opportunity for multiple transportation modes. Redevelopment may also provide new opportunities, especially in commercial areas where the community vision has changed over time.~~

a ***Policy LU-5.7. Emphasize new office development with a complementary mix of supporting uses in the BusinessCommercial District at the Yarrow Bay ~~Lake Washington Boulevard/SR-520~~ interchange area.***

The Yarrow Bay ~~Lake Washington Boulevard/SR-520~~ interchange area is largely developed with offices and this pattern of land use should continue. However, supporting retail uses, such as office supply stores, restaurants and delis, and print shops, should be encouraged to locate in this area to minimize travel trips by office workers.

~~b. Conduct a land use study of the NE 85th Street corridor to:~~

~~i. ***Assess the feasibility of, and develop policies for, a new compact Commercial District in the northeast quadrant of the interchange with I-405; and***~~

~~ii. ***Consider techniques to integrate the area's regional commercial corridor function with neighborhood needs.***~~

~~Kirkland presently contains a commercial corridor along NE 85th Street. This corridor is already heavily congested during the peak hour, and additional driveways and traffic generated by auto intensive strip retail uses only worsen the problem. Therefore, the Land Use Element recommends that a study be conducted of the entire corridor to determine how and where a new, compact pedestrian district might be sited. It may be that the best location for this district is in the northeast quadrant of the interchange with I-405 an area with the potential for good transit service. The study should also explore the relationship between the regional orientation of the corridor and the area's role as the neighborhood center for the North and South Rose Hill Neighborhoods.~~

c. ***LU-5.8. Promote development within the Bridle Trails, Houghton, and Juanita Neighborhood Centers that becomes part of the neighborhood in the way it looks and in the functions it serves.***

Neighborhood centers provide services to surrounding residential neighborhoods so that residents may shop close to home. They also may function as the focal point for a community. Because of these important ties to their neighborhood, neighborhood centers should develop in ways that provide goods and services needed by the local residents, enhance physical connections to the surrounding neighborhoods, foster good will and provide an opportunity for people to mingle and converse. ~~and support use by local residents.~~

***Policy LU-~~5.5.~~ 5.9. Allow residential markets, subject to the following development and design standards:***

- ***Locate small-scale neighborhood retail and personal services where local economic demand and local citizen acceptance are demonstrated.***
- ***Provide the minimum amount of off-street parking necessary to serve market customers.***
- ***Ensure that building design is compatible with the neighborhood in size, scale, and character.***

The intent of this policy is to permit small individual stores or service businesses in residential areas on a case-by-case basis. These businesses should cater to nearby residents, be oriented to pedestrian traffic, and require very little customer parking. They should be designed and located in a manner that is compatible with adjacent residences and that will not encourage the spread of commercial uses into residential areas. They should be located where local economic demand and neighborhood acceptance can be demonstrated.

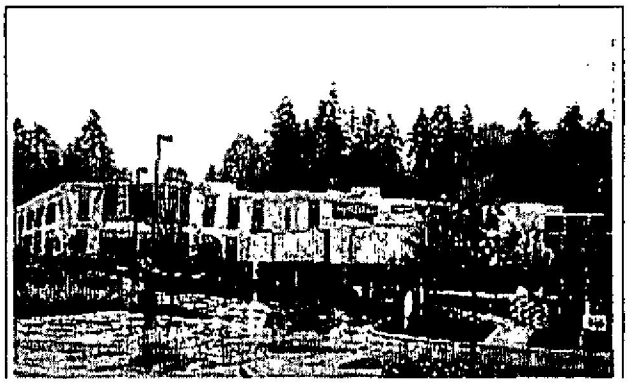
***~~Employment~~***

~~Along with the need to provide new housing units for future residents, the City will need to provide adequate floorspace for new nonresidential uses, some of which may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This, in turn, would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.~~

~~A range of employment types is desirable in the community, including primary jobs or jobs in industry or high technology. These jobs are well-paying and contribute directly to the strength of the local economy.~~

***Goal LU-6. Provide opportunities for a variety of employment.***

***Policy LU-6.1. Provide opportunities for light industrial and high technology uses. ~~Preserve areas zoned for high technology businesses, light manufacturing, and warehousing.~~***



*405 Corporate Center*

While Kirkland is not interested in recruiting heavy industry, the City is supportive of existing industrial enterprises and wants to encourage new high-technology businesses to locate here.

Policies that ~~which~~ encourage residential and retail encroachment in industrial areas drive up the cost of land and promote conflicts which may force displacement of industrial operations. The strategy in the Land Use Element is to ~~protect~~ maintain industrial uses, while acknowledging that, in some parts of the City, ~~formerly~~ industrial lands may be considered for conversion~~have already converted~~ to other land uses.

Recognizing that each industrial area in the City has its own distinct character, the range of uses may vary between districts and may include some nonindustrial uses. Factors which should be taken into account when determining appropriate land uses include existing uses, surrounding uses, the local transportation system, and the effect on maintenance of primary jobs in the local job market.

~~In response to the Countywide Planning Policies' mandate to encourage a mix of uses in business/ office parks, the Land Use Element tries a dual approach: encouraging mixed uses in business/office parks inside commercial development areas, but permitting corporate parks and high-technology campuses to locate in light industrial areas with special development standards.~~

***Policy LU-6.2. Encourage and support locations for businesses providing primary jobs in Kirkland.***

Primary jobs bring dollars into the community and result in a higher per capita income for Kirkland residents. As incomes go up, more money can be spent on goods and services. Housing becomes more affordable and the City's ability to finance public services is increased.

## *Open Space, Recreation and Resource Protection*

Open space is land area free of buildings or other structures which may serve amenity, utilitarian and/ or recreational purposes. Open space also may protect and preserve special natural places such as stream corridors, wetlands, drainage basins and wildlife habitat. As growth continues, the value of open space will increase, providing relief from the urban environment and an opportunity to experience nature inside the City.

The City already owns important areas of open space - including Juanita Bay Park, property along Forbes Creek, Yarrow Bay Park, Watershed Park, and the waterfront parks - that could serve as the foundation for an open space system. Wetland and stream setbacks and buffers provide corridors of open space. Native Growth Protection Easements, held by the City, also preserve, in perpetuity, environmentally sensitive open spaces and habitat.

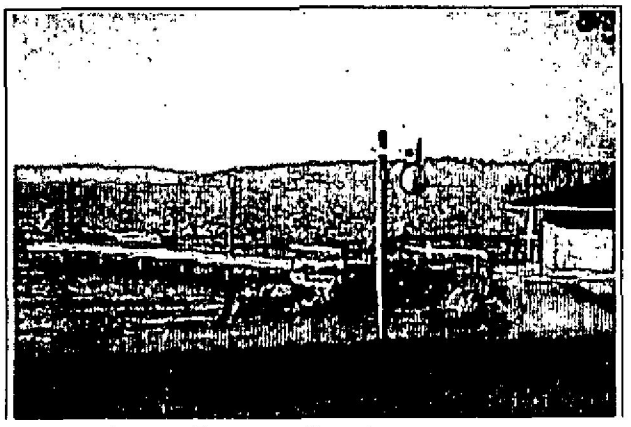
~~Opportunities for bridging gaps in the open space system have yet to be identified, however. Mapping of Native Growth Protection Easements must be completed. Established stream and wetland buffers should be identified.~~

Open space goals and policies are included in the Natural Environment, and Parks and Recreation Elements. The intent of the following goal is to prompt further action to identify and develop a coordinated and connected open space system. The accompanying policies address this process, and also speak to certain specific types of open space, such as view corridors and the shoreline.

***Goal LU-7. Establish a coordinated and connected system of open space throughout the City that:***

- ***Preserves natural systems,***
- ***Protects wildlife habitat and corridors,***
- ***Provides land for recreation, and***
- ***Preserves natural landforms and scenic areas.***

***Policy LU-7.1. Preserve and enhance the natural and aesthetic qualities of shoreline areas while allowing reasonable development to meet the needs of the City and its residents.***



*Houghton Beach Park*

Kirkland is extremely fortunate to be located along the shores of Lake Washington. The Lake not only provides valuable recreational and scenic opportunities, it is also a significant source of the City's identity.

***Policy LU-7.2. Promote public access to the shoreline where it is not in conflict with preserving environmentally sensitive areas or protecting significant wildlife habitat.***

Maintaining and improving link~~sages~~ to ~~the~~ Lake Washington are ~~is an~~ important parts of the City's desired future. The Vision Statement says that access to and along the waterfront continues to be a priority. The Totem Lake and Forbes Lake shorelines also offer valuable resources to the community. ~~A pedestrian path was recently developed on King County property around Totem Lake. Pedestrian connections to Forbes Lake are underway.~~

***Policy LU-7.3. Distribute parks and open spaces throughout the City, but particularly focus new facilities in areas of the City facing the greatest population growth, in areas where facilities are deficient, and/or in areas where connections of the open space network could be made.***

The intent of this policy is to establish priorities for open space acquisition or protection.

***Policy LU-7.4. Work with adjacent jurisdictions and state, federal, and tribal governments, to identify and protect open space networks to be preserved within and around Kirkland.***

Preserving open space corridors inside in the City need not conflict with private property rights or preclude the reasonable use of land. To this end, a variety of strategies should be considered that provide opportunities for negotiating "win-win" approaches to preservation and development.

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

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

### ***Essential Public Facilities, Government Facilities~~Regional~~ and Community Facilities***

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

Government facilities are uses consisting of services and facilities operated from any level of government. Community facilities are uses that serve the public and are generally of a pubilc service, noncommerical nature and usually operated by non-profit agencies or organizations. Some government and community facilities are also classified as "essential public facilties" as defined in RCW.36.70A and as discussed below in more detail.

RCW 36.70A.200 states that, "No local comprehensive plan or development regulation may preclude the siting of essential public facilities" and requires that each county and city have "a process for identifying and siting essential public facilities." Essential public facilities are defined in RCW 36. 70A.200 as "those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020." The State Office of Financial Management maintains a list of essential state public facilities and may at any time add facilities to the list.

The intent of the following goal is to acknowledge that different essential public facilities as well as government~~regional~~ and community facilities have different siting needs, depending on their customers and their unique characteristics. Kirkland residents depend on all of these~~both community and regional~~

facilities. For that reason, their location within the City should not ~~automatically~~ be precluded. However, Kirkland is also a well-established community with a strong desire to maintain existing community character. The possible negative impacts of siting these facilities~~a community or regional facility~~ in the City should~~must~~ be mitigated to the maximum extent possible, but mitigation should not be unreasonable to the point of precluding the facilities~~weighed against this widely held community value~~.

***Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.~~Develop criteria and processes for siting regional and community facilities.~~***

***Policy LU-8.1. Work cooperatively with King County, the state and/or other cities to site essential public facilities~~and other cities to develop criteria and processes for siting regional facilities~~.***

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities~~regional facilities~~. ~~In this way, objective criteria which do not favor one community over another can be established.~~ The City should work cooperatively with the state, King County and other cities in the siting of essential public facilities.

***Policy LU-8.2. Consider the following in siting essential public~~regional and community~~ facilities:***

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

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public~~community~~ facilities. ~~These criteria should also be included in the interjurisdictional discussion of regional facility siting.~~

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilties inconsistent with state statutory provisions and the King County Countywide Planning Policies.

***Policy LU-8.3. Design essential public facilities as well as ~~regional~~ government and community facilities to reduce incompatibility with adjacent land uses.***

It may be impossible for some essential public facilities as well as government~~regional~~ and community facilities to be completely compatible with adjacent land uses. The unique nature of their operation and their special siting needs may result in some conflict with surrounding development. However, such incompatibilities should be minimized and these facilities should take responsibility for being good neighbors.

The City's development regulations contain review processes and criteria for siting essential public facilities as well as government and community facilities.

# VII. HOUSING ELEMENT

## A. INTRODUCTION

### *EXISTING CONDITIONS*

Kirkland is a largely residential community, as housing remains the City's predominant land use. About 64 percent of the City's land area is devoted to residential uses. In the early 1990's, about half of the housing in Kirkland was single-family homes. That has dropped to just 45 percent of the City's housing over the past ten years. We have also seen an increase in mixed use developments that combine housing with other uses, such as office and retail. The City has a wide variety of other housing styles including zero lot line, townhomes, multifamily flats, and accessory dwelling units (also known as mother-in-law apartments). Neighborhoods are well established, and are ~~considered~~ one of the City's most desirable assets. Numerous neighborhood associations and homeowner's associations contribute to the livability of the community.

Just as there are a variety of housing types in Kirkland, there are a range of housing densities - ~~Slightly over half of the City's housing is in single-family units. Single-family housing in Kirkland ranges~~ from large residential estates of close to one acre in size near Bridle Trails State Park, to over 100 units per acre in some downtown condominiums and apartments, where the number of units is limited only by the building envelope allowed on the site. ~~small lots of 5,000 square feet or less north of Kirkland City Hall and in small pockets throughout the City.~~

~~Multifamily densities range from relatively low densities, with duplexes on 5,000 square foot lots, to 24 dwelling units per acre in many areas of the City, and to about 48 units per acre in parts of the City where units were built under earlier density provisions. Residential densities can be even higher in Kirkland's downtown, where the number of units are limited only by the building envelope allowed on a site.~~ The City's most dense neighborhoods ~~include~~ are Totem Lake, and Moss Bay, which includes Downtown, ~~and Lakeview. These neighborhoods have a~~ where a high proportion of ~~their total units~~ the housing is ~~as~~ multifamily units.

### *FUTURE NEEDS*

Critical housing needs facing Kirkland ~~over the next 20 years~~ from 2004 to 2022 include the preservation of neighborhood quality, the creation and retention of housing that is affordable, and the provision of housing for residents with special needs.

Kirkland's future will also include the need to accommodate additional growth. The challenge will be to find ways to develop additional housing that is compatible with existing neighborhoods and the environment. While much of the new housing will be located in existing areas of higher densities, other housing will occur in predominantly low-density residential neighborhoods as infill. The Housing Element contains goals and policies designed to promote and protect neighborhood quality as growth occurs.

The City's role in ensuring neighborhood quality will be to provide a compatible mix of land uses in and

around residential areas, and to ensure that the physical elements inherent in a well-designed neighborhood are maintained and established. The Land Use and Housing Elements work together to achieve these goals.

In addition to preserving the character of neighborhoods while providing for growth, Kirkland faces the weighty challenge of supplying housing affordable to all economic segments of the population. The issue of affordable housing reaches most people in a community, since the quality of life in a city is tied, to a large extent, to the ability of its residents to find the kind of housing they desire at a price they can afford.

Affordable housing is generally discussed in two contexts: that of "affordability" in general, or how well the general population can afford a home, and that of "affordable housing," which is defined as housing affordable to all economic segments of the community. Housing is affordable if a household spends no more than 30 percent of monthly income for total housing cost (including costs such as taxes, insurance, and utilities).

In 2000, Aabout one third of the City's residents earn less than 80 percent of median income and face considerable difficulty in affording housing. According to the ~~1994~~ 2003 Kirkland Housing Needs Analysis, prepared by A Regional Coalition for Housing (ARCH), Kirkland's current housing market is most lacking in providing rental housing units priced appropriately for ~~very~~ low-income households (those earning zero to ~~30~~ 50 percent of median income) and ownership housing priced appropriately for median-income households (earning 80-120 percent of median income). Therefore, the Housing Element promotes policies designed to:

- Increase the supply of rental units affordable to low-income households, and
- Increase first-time homeowner opportunities for moderate-income households

In comparison to countywide averages, Kirkland in 2003 is ~~currently~~ home to relatively few persons with special needs. While this may be true for a number of reasons; one reason is likely to be the lack of appropriate housing. A range of strategies to address this problem is contained in the Housing Element.

In the spring of 2000, the City Council appointed a Housing Task Force to examine and make strategy recommendations in five issue areas: market provision of affordable housing, innovative housing styles to increase housing supply and affordability, transit-oriented development, preservation of existing affordable housing, and subsidization of affordable housing. The Task Force's recommendations on these issues are incorporated in the

~~The~~ goals and policies contained in the Housing Element. The goals and policies are interrelated to, and must be balanced with, those included in the other Comprehensive Plan Elements. The location, density, and design of housing ~~promoted~~ is ~~designed~~ intended to serve community objectives such as affordable housing, housing affordability, environmental quality, support for transit, and the effective use of existing public facilities and utilities. Overarching all of these objectives is a need to increase awareness of housing issues in our community.

## B. The Housing Concept

The central goal of the Housing Element is to preserve neighborhood quality while improving housing opportunities for all residents. To accomplish this, the Element:

- Promotes neighborhood quality through the continuation of the existing residential land use pattern, and through the application of standards where infill development occurs to ensure compatibility;
- Provides for diversity in housing types and options to serve all economic segments and those with special housing needs; and
- Supports the creative use of land where greater residential capacity can be achieved, while protecting environmentally sensitive areas.

## C. Housing Goals

**Goal H-1: Maintain and enhance the unique residential character of each City neighborhood.**

**Goal H-2: Promote the creation of affordable housing and provide for a range of housing types and opportunities to meet the needs of all segments of the population**

**Goal H-3: Provide for greater housing capacity and home ownership opportunities.**

## *NEIGHBORHOOD QUALITY*



*North Kirkland Community Center Park*

As the Vision Statement and Framework Goals describe, Kirkland's citizens consider the preservation and enhancement of neighborhoods to be strong community values.

Kirkland encompasses many distinct neighborhoods that can be differentiated on the basis of density, age of structures, size of detached homes or multifamily structures, and a variety of visible features. The City's neighborhoods, with their own unique residential characters, offer a choice of living environments. This diversity adds to the community's ability to meet a wide variety of residential needs.

The following goals and policies are designed to ensure that new development meets the high standards for livability of Kirkland neighborhoods, and that the preferred community character is preserved.

***Goal H-1: Maintain and enhance the unique residential character of each City neighborhood.***

***Policy H-1.1: Retain the character of existing neighborhoods by incorporating neighborhood character and design principles into standards for new development.***

Because change will take place in all neighborhoods between 2004 and 2022, design standards for new development to be incorporated into existing neighborhoods will be important to the preservation of neighborhood quality. Standards should address how new development, particularly when sited on smaller lots or at greater densities than surrounding development, can occur in a manner compatible with existing neighborhood character.

These standards can encourage structures to integrate sensitively with the surrounding area by addressing issues such as scale and bulk, setbacks which reinforce those of surrounding residences, as well as landscape buffers where appropriate.

~~***Policy H-1.2: Retain the character of existing neighborhoods by focusing the greatest increases in residential densities in existing multifamily areas, or to areas immediately***~~

~~***adjacent to commercial centers.***~~

~~Although change will likely take place in all neighborhoods over the next 20 years, the greatest increases in densities should take place where these changes will not alter the character of neighborhoods. Locating density increases in areas well served by public facilities, and where appropriate transitions exist between different land uses will help to maintain high quality living spaces in all neighborhoods.~~

## *HOUSING DIVERSITY*

This Element contains policies designed to address the housing needs of all Kirkland residents, who vary greatly in terms of income and personal need.

### Housing Affordability

The policies strive to improve housing affordability at all income levels, and emphasize a combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques, in order to ensure that the needs of moderate- income and low-income persons are adequately served. Housing for these groups ~~are~~ is least likely to be provided by the private housing market.

Kirkland's population within each of the defined income groups (based on King County median income ~~for a family of four~~) in ~~1990~~ 2000 was as follows:

- Low-income Households: Households making up to 50 percent of median income ($26,500~~24,000~~ or less annually).
  - Percent of Kirkland's population in ~~1990~~2000: ~~16~~ 15 percent
- Moderate Income Households: Households with incomes between 50 percent and 80 percent of median income ($26,501 ~~24,001~~ to $42,500~~38,400~~ annually)
  - Percent of Kirkland's population in ~~1990~~2000: ~~17~~ 16 percent
- Median Income Households: Households with incomes ~~at~~ between 80 percent ~~to~~ and 120 percent of median income ($42,501 ~~38,401~~ to $63,800~~57,600~~ annually)
  - Percent of Kirkland's population in ~~1990~~2000: ~~26~~ 21 percent
- Above Median Income Households: Households with incomes above 120 percent of median income (above $63,800~~57,600~~ annually)
  - Percent of Kirkland's population in ~~1990~~2000: ~~41~~ 48 percent

As these figures show, nearly one third of the City's residents fall within the low- and moderate-income categories. This is about the same proportion as in 1990, although there has been a shift in the upper income categories. In 2000, about seven percent more households earned more than the median income and about five percent fewer households were in the median income category.

In ~~1990~~2000, ~~68~~ 71 percent of Kirkland's lowest- income households, those earning $20,000 per year or less, paid more than 35 percent of their income toward housing costs. It is known that as households

overpay to this extent, they may be forced to forgo other necessities, or be unable to save to buy a home because their housing expenses consume such a large portion of their income.

Typically, the lower the household income, the greater percentage of income is paid to housing costs. The higher percentage of income paid toward housing, the more vulnerable a household is to actually losing their housing if someone in the household loses a job, suffers a medical emergency, or incurs some other major expense. As a result, these households may become homeless, displaced, or reside in overcrowded or substandard housing.

The vast majority of housing affordable to low- and moderate-income families in Kirkland, as in most communities, is ~~multifamily (~~rental ~~or ownership)~~ housing. This housing is typically multifamily. In ~~1990~~2000, ~~almost~~ just over 60 percent of the City's ~~multifamily~~ rental housing was affordable to moderate-income families, ~~and another~~including about ~~20~~ 16 percent that was also affordable to low-income families.

While housing affordability does not appear to be as great a problem among Kirkland's higher-income residents, meeting the needs of the higher economic segments of the population with housing they can afford serves those at the lower levels as well.

For example, potential first-time home buyers earning incomes over 80 percent of median income but less than 100 percent of median, find it difficult to purchase a home in Kirkland without some form of assistance. These groups may be forced to remain in rental housing and to delay home purchases. Increasing rents, in turn, make it even more difficult for them to save down payments, thus further delaying plans for home purchases.

These individuals or families may then displace the lower-income groups in the rental market, by paying higher rents than would otherwise be charged, if appropriate lower-cost housing were available for them in the ownership market. Consequently, the supply of rental housing is restricted and rents are inflated to a point out of reach for the lowest-income families.

The housing needs analysis identified moderate- income first-time home buyers as one of the groups least served by Kirkland's housing market. Greater housing choices and opportunities can be provided for this group, ~~in particular, through smaller lots and more varied low-density housing types.~~

**Special Needs Housing**

Policies aimed at meeting the demand for special needs housing of residents are also included. These approaches generally include providing funding, research, and coordination assistance to social service agencies providing housing to these populations, as well as adding flexibility to the City's land use policies and regulations to provide a greater range of housing options that may meet the demands for special needs housing.

Short-term special needs housing is needed to provide shelters for victims of domestic violence, or transitional housing for homeless families, for example. Long-term housing, with appropriate supportive services, such as single-family homes shared by adults with developmental disabilities, apartments adapted to serve the frail elderly, or efficiency units for the mentally ill are also needed to prevent the cycle of homelessness.

***Goal H-2: Promote the creation of affordable housing and provide for a range of housing types and opportunities to meet the needs of all segments of the population.***

***Policy H-2.1: Strive to meet the targets established and defined in the Countywide policies for low- and moderate-income housing as a percentage of projected net household growth.***

The targets established by the Countywide Planning Policies maintain that housing plans for Kirkland must be designed to provide for:

- Seventeen percent of growth in new households affordable to moderate-income households, and
- Twenty-four percent of growth in new households affordable to low-income households.

These targets have proven to be a challenge to meet. While market conditions and existing plans have been fairly successful in providing ~~for~~ rental housing for moderate-income households, low-income households have not been well served by either the rental or home ownership markets. Policies contained in this Element are designed to provide more and a broader range of housing opportunities for these groups. The City should track its progress toward meeting these goals and consider additional tools or strategies if appropriate progress is not being made.

***Policy H-2.2: Allow the development of accessory dwelling units on single-family lots. Regulatory guidelines should minimize procedural requirements, but should address neighborhood compatibility.***

Accessory units are promoted as a means to achieve affordable housing and increased density in existing neighborhoods by more efficiently using the existing housing stock. Accessory units can help to meet the need for low- and moderate-income housing by opening up surplus space on single-family lots.

Income from these units can help residents in a variety of situations, as well as help to preserve the City's existing housing through supplementing upkeep costs, thereby extending the livability of a dwelling.

~~The 1993 Housing Policy Act mandates that Kirkland allow accessory apartments in single family areas, however standards should be developed which strike a balance between protection of neighborhood character while providing for a simple review process likely to facilitate development of these units.~~ In 1995, Kirkland adopted regulations to allow accessory dwelling units on all single-family properties. Since that time, over 80 accessory units have been approved. These have included units built within existing houses, units built over detached garages, and separate structures.

***Policy H-2.3: Promote the provision of affordable housing by private sector residential developments.***

Special incentives for the development of low- and moderate-income housing should be used as a means to promote the provision of these units by private or nonprofit developers. Kirkland's existing programs which provide density bonuses for affordable housing could be expanded, and other types of incentives also should be explored. Approaches such as expedited permit processing, permit and impact fee waivers, flexible site and development standards, tax exemptions, the allocation of Community Development Block Grant and general funds to write down project costs, inclusionary zoning, and other techniques should be evaluated.

***Policy H-2.4: Provide affordable housing units when increases to development capacity are considered.***

Many rezones and height increases result in increased development capacity. This can result in additional value to property owners and an opportunity to create affordable housing at little or no cost to the owner. The economic value of the increased capacity should be compared to the economic cost of providing affordable units when evaluating if affordable housing should be required.

***Policy H-2.45: Ensure that affordable housing opportunities are not concentrated, but rather are dispersed throughout the City.***

The bulk of housing affordable to low- and moderate-income households is multifamily. Nevertheless, opportunities for affordable housing, and special-needs housing, may occur in single-family neighborhoods through infill, accessory units, or group homes. These housing options should be dispersed throughout the community and integrated into neighborhoods. This distribution will ensure a wider range of housing options for Kirkland residents.

***Policy H-2.56: Streamline the City's development review and approval processes, while ensuring that the integrity of the planning process is not compromised.***

Since time is a critical factor in financing development projects, a reduction in the time needed to receive City approval can result in savings to housing providers. Adding certainty to the development review process will also help to promote residential development.

***Policy H-2.67: Create flexible site and development standards which balance the goals of reduced housing development costs with other community goals.***

Site and development standards affect many direct development costs, such as infrastructure, land, and building costs. Street widths, setbacks, curb and sidewalk requirements, and parking standards are some of the residential standards that may affect costs. Standards that allow alternative approaches to site and building design may provide cost savings. Some combination of a prescriptive standard that is permitted outright and an optional performance standard may be desirable to balance the desire to minimize costs and maintain quality.

***Policy H-2.78: Preserve, maintain, and improve existing affordable housing through assistance to residents and housing providers.***

The City's Housing Repair program supports the preservation of both the owner-occupied and rental housing stock through grants and loans for housing repair and rehabilitation. Community Development Block Grant (CDBG) ~~capital funds~~ and City funds are also allocated to housing providers to acquire and rehabilitate emergency and transitional housing facilities, as well as permanent low- and moderate-income housing development and homeownership programs.

Due to the high land values prevailing in the City, and the resulting difficulty developers face in producing new housing that meets the needs of low- and moderate-income residents, assistance to enable

rehabilitation of existing housing may be one of the most effective strategies to maintain and produce affordable housing in Kirkland. Another benefit of rehabilitation is that it is less likely to change the appearance of neighborhoods.

***Policy H-2.89: Continue to support the acquisition and creation of housing by private or nonprofit organizations, housing authorities, or other social and health service agencies for low- and moderate- income tenants.***

Local resources can be a critical part of developing or preserving affordable housing. Efforts to identify potential opportunities and resources, such as inventorying and possibly donating surplus public property, acquiring land, ~~or~~ contributing Community Development Block Grant (CDBG) funds or City funds, and paying or waiving impact and permit fees and utility and infrastructure costs, can improve the feasibility of affordable housing projects.

This is especially true of housing for individuals and families who cannot afford housing created through the private market. Local resources are often required as a match for other public (county, state, federal) and private funding sources, and therefore work to leverage a significant amount of funding into Kirkland and the region, that would otherwise not be available.

The City can also support affordable housing acquisition and development in indirect ways by working with local lenders to coordinate financing for projects, encouraging private and other public donation of resources, inventorying multifamily residential properties and encouraging preservation of those that are affordable, and working with the State Legislature to provide additional tax relief.

***Policy H-2.910: Ensure that zoning does not unduly restrict group homes or other housing options for persons with special needs.***

Special-needs housing can be provided in a variety of structures, such as single-family homes, group homes, multifamily dwellings, congregate care facilities, or other institutional settings. Flexibility in land use regulations to allow group homes and home- based care represents a significant opportunity available to the City to meet the demand for special needs housing. Barriers to creating these housing options, including extensive special review processes, should be avoided.

***Policy H-2.1011: Encourage and support the development of emergency, transitional, and permanent housing with appropriate on-site services for persons with special needs.***

Sources of emergency and transitional housing include shelters, single-room occupancy hotels (SROs), group homes, congregate care facilities, and many of the other housing options discussed in the Housing Element. The City should continue to make funding available to social service agencies serving these special-needs populations, to facilitate their development and operation.

The City should work cooperatively with nonprofit agencies or the private sector to site special-needs housing, while helping neighbors to understand the role of special-needs housing in the community and the requirements of the Federal Fair Housing Law.

***Policy H-2.1112: Cooperate at a regional level to increase the base of both public and private support necessary to address local housing needs.***

Communities within King County should work together to address ~~their~~ shared housing needs, since housing needs and solutions cross jurisdictional boundaries. They should work cooperatively on a regional housing finance strategy that allows sharing resources to support affordable and special needs housing throughout east King County.

Similarly, ~~E~~efforts to reduce housing costs through streamlining and flexibility in regulation should be coordinated with neighboring jurisdictions. Kirkland lies within a regional housing market, and cost reductions in Kirkland alone will not affect affordability significantly elsewhere in the region. Proactive leadership by Kirkland can encourage participation and action by other cities, thus promoting greater affordability throughout the Eastside. Reducing the percentage of income devoted to housing costs will improve the quality of life for low and moderate income families~~all citizens~~, and enable residents to contribute to other regional goals, such as schools and transit.

***Policy H-2.~~12~~13: Support efforts to achieve a geographic balance in siting special-needs housing throughout the City and region, including support of housing in jurisdictions that serves residents from elsewhere on the Eastside.***

Generally, special-needs housing should be dispersed throughout the region. Funds set aside by Kirkland to provide this type of housing should be considered for projects both in Kirkland and elsewhere on the Eastside. Similarly, projects serving special-needs populations from Bellevue, Redmond, and other east-side communities should be sited in Kirkland when appropriate.

Some clustering of special-needs housing may be appropriate when proximity to public transportation, medical facilities, or other basic services is necessary.

### *HOUSING CAPACITY*

At an average density of 6.~~5~~9 dwelling units per residential acre ~~Citywide~~citywide, Kirkland's residential densities are relatively high for a suburban community. Nevertheless, the City contains many neighborhoods developed at lower densities (three to five ~~to seven~~ dwelling units per acre). In 2003, Kirkland had 22,100 housing units, capacity for a total of 28,000 units, and a 2022 Growth Target of 26,800 units.

As noted in the Housing Diversity section of this Element, greater opportunities for home ownership may be created through smaller lots and more varied housing types. In addition, cost savings are generally associated with smaller lots and revised development standards. The savings obtained through reducing the amount of street, sidewalk, water, sewer, and other utilities needed for each home may be reflected in the initial purchase price as well as ongoing maintenance and services costs to both the home owner and the public.

***Goal H-3: Provide for greater housing capacity and home ownership opportunities.***

***Policy H-3.1: Provide additional capacity for single-family development through allowing ~~minor~~ reductions in lot sizes where surplus land exists on underdeveloped parcels.***

As Kirkland has become more fully developed in recent years, residential development trends have included a shift away from large subdivisions to "infilling" of vacant and underdeveloped lots within existing neighborhoods.

~~Lot size restrictions may reduce the capacity for additional housing in these areas already served by transit and other public utilities and services.~~ ~~Allowing~~ The City already allows slight reductions in the required lot size ~~is~~ as one method to accommodate more housing on existing residential land while helping to avoid suburban sprawl. Further lot size reductions would increase capacity in areas already served by transit and other public utilities and services. This should only be considered where compatibility with surrounding neighborhoods can be ensured through site and building design.

***Policy H-3.2: Allow a broad range of housing and site planning concepts, ~~such as clustered and common-wall housing, zero lot line, and townhouse development~~ in single-family areas ~~where necessary to retain density~~ in order to increase housing supply and choice and reduce ~~housing~~ cost, and where design quality and neighborhood compatibility are ~~assured~~ensured.***

Clustering and ~~unusual~~ innovative housing types may include cottages, compact single-family, zero lot line, clustered and common wall housing. These development styles can allow for more environmentally sensitive site planning by concentrating development on the most buildable portion of a site while preserving natural drainage, vegetation, and other natural features. Similarly, allowing zero lot line or other design innovations in these areas can further help to lower land and development costs.

In addition to environmentally sensitive areas, ~~these~~ innovative housing types may be appropriate on sites throughout the City's single-family neighborhoods. The demographics of our population are changing, with the average number of people living in each housing unit decreasing and the average age increasing. Cottage, compact single-family and common-wall housing can provide more housing on the same land area, in smaller structures that better match the needs of our population. ~~in transition areas, between multifamily uses, and large, single-family lots. Clustering and zero lot line developments can also enable a site to retain significant amounts of open space. Similarly, a buffer from other uses or busy rights-of-way can be provided through allowing development on a site to cluster away from these activities.~~ ~~Often~~In addition, housing affordability can ~~also~~ be improved through reduced construction costs resulting from smaller or common-wall ~~or townhouse~~ development.

In all cases, design standards are important to ensure that new development is integrated sensitively with its neighbors. Greater attention to building and site design, such as building bulk, roofline variation, garage ~~door width~~and parking location, and landscaped buffers can enhance aesthetic appeal and neighborhood compatibility.



*The Park at Forbes Creek Apartments*

***Policy H-3.3: Allow for the maintenance and redevelopment of existing developments that ~~are nonconforming as~~ do not conform to current density standards in planned multifamily areas.***

A number of multifamily structures exist within the City that are built at densities above those planned for their sites. These structures provide a valuable source of close-in, and often affordable housing to Kirkland residents. In order to retain the housing capacity and affordability provided by these units, property owners should be allowed to maintain, remodel, or rebuild these structures, while retaining their existing densities. Restrictions on unit size should be considered as a means to maintain affordability.

*(Note: existing text is deleted in its entirety and replaced with new text below)*

# VIII. ECONOMIC DEVELOPMENT

## A. INTRODUCTION

A healthy economy plays an important role in ensuring that Kirkland remains a vibrant community for living and working. The purpose of the Economic Development Element is to establish the goals and policies for economic growth and vitality that will enhance the City's character and quality of life.

This element describes Kirkland's economic role locally and within the context of the countywide and regional economy. This element also discusses the importance of business retention and recruitment, the types of businesses and jobs to be encouraged, and a summary of the strengths, weaknesses and strategies to address future economic needs of the community.

### What is Economic Development?

Economic development can be defined as public and private initiatives that promote job creation and business retention and recruitment, increase goods and services to residents and businesses, and provide job training programs, all of which contribute to a strong tax base.

### Key issues for the Economic Element are:

- How can Kirkland create a strategy that promotes and guides economic vitality, including local jobs and revenue for public services?

- How can the Kirkland economy become more diversified and what types of businesses should be encouraged to achieve this?

- How can all stakeholders in the community, including businesses, neighborhoods and government, find common ground to develop specific strategies and actions that achieve Kirkland's desired economic future?

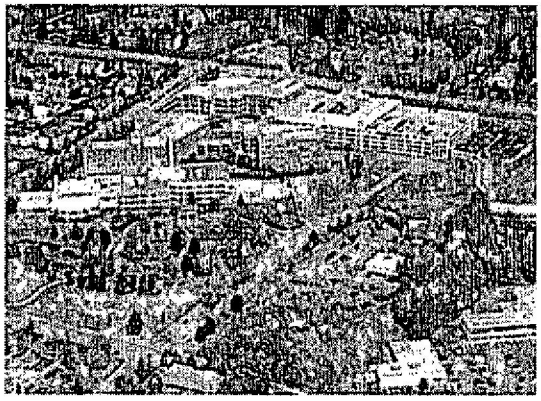
### *EXISTING CONDITIONS*

Kirkland was founded by Peter Kirk, an entrepreneur who envisioned Kirkland as the "Pittsburgh of the West". Instead, Kirkland commerce evolved from a ship building center in the 1940s to a suburb of Seattle throughout the 1960s and 1970s.

Today, Kirkland contains a balance of jobs and housing and is interrelated to other Eastside cities and the Puget Sound region. In 2000, Kirkland contained 22,100 housing units and 32,384 jobs. The median household income in 2000 was $60,332, compared to $53,157 throughout King County. It is estimated that Kirkland's average wage rate is slightly higher than King County's figure, which in 2002, was $25,300 per worker per year.

The majority of Kirkland businesses are in the small to medium size range (50 or fewer employees). Of the 3,460 licensed businesses in 2003, the largest number were in 1) the Service sector (i.e. personal services, contracting services), 2) Professional Offices, 3) Retail, 4) Medical/Dental, 5) Other, 6) Wholesale Trade, and 7) Manufacturing. Kirkland's largest employers represent a broad range of business types including healthcare, government, groceries and housewares, and high technology. (Source: City of Kirkland Business Licenses Division)

Kirkland is a desirable place to do business and has the infrastructure to support businesses. Kirkland is accessible from freeways, water and rail, and is close to major markets, high technology and medical clusters. The cost of doing business is competitive in Kirkland. A range of housing types exists in addition to quality schools, parks and healthcare facilities. Our beautiful waterfront setting and strong community support for recreation, cultural and arts activities also contribute to a positive business environment.



*Evergreen Health Care Center*

## *FUTURE TARGETS, TRENDS AND CAPACITY*

Kirkland is part of a regional, national and international economy. While we can work to attract and retain residents and businesses through policies that promote economic development and a high quality of life, many economic trends are beyond the City's control. Regional and national trends show an increase in service, high-technology, communication, and information technology industries, with continued decline in traditional light industrial companies. Kirkland is consistent with this trend.

The King County Planning Policies have assigned Kirkland and other jurisdictions housing and growth targets. Kirkland is expected to grow in population from 45,054 in 2000, to 55,327 by the year 2022. In 2000, 32,384 people were employed in Kirkland. By the year 2022, Kirkland is targeted for an additional 8,800 jobs for a total employment of 41,184. Fugure ED-1 below shows that the service industry will be the fastest growing sector in Kirkland. (See *2003 Kirkland Community Profile* for additional economic data).

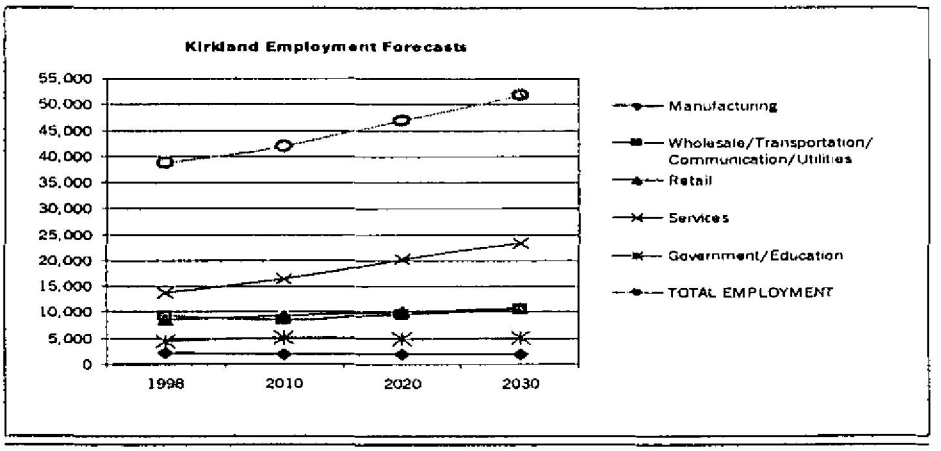



**Figure ED-1: Kirkland Employment Forecasts**
*Source: 2003 Kirkland Community Profile*

Key trends that may have an impact on Kirkland and the regional economy are "globalization" of businesses, changes in demographics, and increased immigration. Businesses can now reach international customers and with the "freeing up" of trade agreements and advances in telecommunications, they can locate virtually anywhere. Consistent with our region, Kirkland's workforce will continually change as the population ages and becomes more ethnically diverse.

### *RELATIONSHIP TO OTHER ELEMENTS*

Other Elements of the Comprehensive Plan contribute related goals and policies necessary for a vital local economy. The Land Use Element sets forth the development pattern for the City's commercial areas and targets new employment growth primarily in the Totem Lake Urban Center and Downtown Activity Area. The Housing Element policies promote a sufficient range of housing options, including increasing the amount of "affordable housing" to support a diverse employment base. The Transportation Element supports an efficient circulation system that enables the mobility of people, goods, services, customers and employees to access Kirkland businesses. The Capital Facilities and Utilities Elements ensure that adequate public infrastructure and facilities such as public utilities, telecommunications, and roads are available to support the economic viability of businesses and private development.

## B. ECONOMIC CONCEPT

The following goals and policies provide the framework for a three pronged strategy for the future of the Kirkland economy: the importance of diversifying our tax base, providing job opportunities, and providing goods and services to the community. The challenge will be to provide an economic climate that maintains a healthy economy for jobs and businesses without sacrificing the qualities that make Kirkland a desirable place to live.

To accomplish this, the Economic Development Element:

- Encourages economic growth while maintaining attractive residential neighborhoods and a healthy natural environment.

- Promotes a growing and diverse economy that has a variety of business sectors.
- Promotes a positive business climate so businesses will grow and enhance Kirkland's role in the Eastside and Seattle Metropolitan economy.
- Supports strengthening our retail shopping areas, including specialty retail in the Downtown, destination retail in Totem Lake, providing local goods and services in our neighborhood commercial areas and encourages attractive commercial and mixed use development.

## C. ECONOMIC DEVELOPMENT GOALS AND POLICIES

A healthy economy is an integral part of Kirkland's high quality of life and an important community value. Kirkland's economy allows residents access to job opportunities, goods and services, and provides revenue sources that help to ensure needed public services. Economic development should not compromise residential neighborhoods or the natural environment. Balancing economic development with other community values is an overarching philosophy that should be taken into consideration as the following goals and policies are implemented.

**Economic Development Goals:**

Goal ED-1: Foster a strong and diverse economy consistent with community values, goals and policies.
Goal ED-2: Promote a positive business climate.
Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas.
Goal ED-4: Develop and implement economic development strategies that reflect the role of Kirkland businesses in the regional economy.
Goal ED-5: Provide the infrastructure and public facilities to support economic activity and growth.
Goal ED-6: Foster collaborative partnerships among community interest groups to achieve Kirkland's desired economic goals.
Goal ED-7: Recognize Kirkland's artistic, cultural, historic and recreational resources as important contributors to economic vitality.

***Goal ED-1. Foster a strong and diverse economy consistent with community values, goals and policies.***

***Policy ED-1.1. Work to retain existing businesses and attract new businesses.***

Business retention is a number one priority for Kirkland's economic development efforts. Existing businesses are the foundation of the Kirkland economy and are encouraged to thrive and expand. Businesses contribute to a stable tax base and are integral to the community as many business owners and employees are Kirkland residents. Existing businesses are the best source for business expansion and job growth, as 60-80% of all new jobs typically are created by existing businesses.

Attracting new businesses can help diversify the local economy and strengthen existing businesses. Business recruitment strategies differ for different commercial areas based upon market demand and the desired

character of each district. Opportunities exist in several of our commercial areas for redevelopment to strengthen or intensify commercial development. Ideally, in addition to strengthening retail areas, recruitment efforts should focus on businesses that provide higher paying jobs and draw customers from outside the community to purchase goods and services in Kirkland.



*Juanita Village*

***Policy ED-1:2. Maintain a strong job and wage base.***

Businesses that provide new employment opportunities and high wage rates are important to strengthening the economy. Higher than average wages are preferred to maximize the economic benefits to the community. Employment growth and wage rates are a measure of economic success and therefore should be monitored.

***Policy ED-1:3. Encourage a broad range of businesses that provide goods and services to the community.***

A healthy mix of businesses that provide goods and services for the everyday needs of Kirkland residents and businesses is important for a diverse economy. Businesses that bring customers from outside the city to purchase goods and services bring dollars into the local economy. In Kirkland, businesses in retail sales, service, automobile sales and service, healthcare, and wholesale distribution and manufacturing serve this purpose.

***Policy ED-1:4. Strengthen Kirkland's tax base.***

Business plays an important role in the City's tax base. Taxes are a general purpose revenue source which are used to support basic government services such as public safety and parks maintenance. Sales tax is the largest contributor (25%) to the city's revenue. Retail businesses are the largest generator of sales tax followed by contracting, wholesale, and service businesses. The amount of revenue generated by sales tax fluctuates from year to year due to changes in the economy, buying habits of consumers, and the level of construction taking place in the City.

From a geographic standpoint, in 2003, Totem Lake generated the largest retail sales of the city's total sales tax receipts. Figure ED-2 below shows how all of the key commercial districts and other districts (Houghton,

Juanita, and Bridle Trails) contribute to sales tax revenue. Note that the *Unassigned Other and Contracting* categories comprise the contracting sector, businesses with no physical location in Kirkland and unassigned small businesses in Kirkland. (Source: City of Kirkland Finance Department)

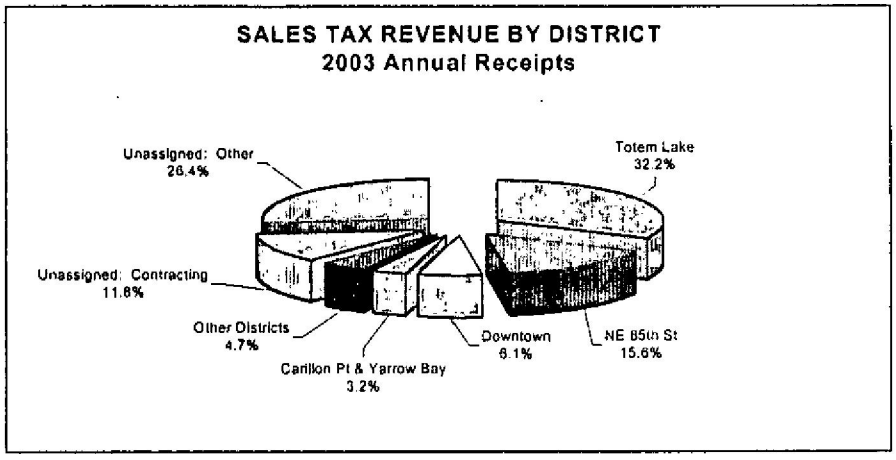



**Figure ED-2: Sales Tax Revenue By District**
*Source: City of Kirkland Finance Department*

In addition to the $11.9 Million (2003) in the General Fund, sales tax is a funding source for transportation related capital projects ($670,000 in 2003) and neighborhood capital projects ($100,000 in 2003).

Operating government with sales tax as a major source of revenue accentuates the importance of having a strong retail sector. Therefore, it is in the community's interest to encourage businesses that contribute to the City's revenue base in order to help provide the needed public services to the community. Fluctuations in the retail sector can, however, have significant impact to the City's primary revenue source and thus city services. Steps should be taken to provide economic balance by maintaining a diversity of retail and other businesses that generate sales tax.

Businesses also make a significant contribution to the City's property tax base.

With the above in mind, economic strategies in Kirkland should strive to achieve:

- A net importation of sales tax (reduce sales leakage to other jurisdictions), and
- A diversity of business sectors that contribute both jobs and revenue such as, high-technology, start-up companies; wholesale, manufacturing, contracting, and businesses involved in the emerging arts, tourism and recreation.

The mix of businesses in the community should be monitored so that business recruitment efforts can adjust to maintaining a diverse tax base.

### *Policy ED-1:5. Encourage clusters of complementary businesses*

Industry clusters are geographic concentrations of mutually supportive businesses. In 2003, the prominent business clusters were in the areas of automobile sales and services, art galleries, healthcare, restaurants, high technology, and furniture sales. Encouraging clustering of complementary businesses helps diversify

our local economy. Businesses can foster a competitive economic advantage by locating near each other to draw consumers, to be near the wholesale distributor or to attract employees. For example, many businesses and professional services involved in the medical field locate near Evergreen Medical Center. In Downtown Kirkland, restaurants, galleries, shops, hotels and performing arts organizations work together to promote the area as a destination. Economic development efforts should strive to develop new business clusters and identify ways to strengthen existing clusters, both locally and within the region.

***Policy ED-1:6. Strive to maintain a balance of jobs and housing.***

Job growth should be accompanied by growth in housing opportunities for workers filling those new jobs. When a significant percentage of the population can both work and live in Kirkland, economic vitality, quality of life and civic involvement are enhanced and transportation problems are mitigated. In 2000, Kirkland's ratio of jobs to housing was approximately 1.5 (similar to the region as a whole). As growth occurs, Kirkland should strive to maintain this balance. As discussed in the Housing Element and the Affordable Housing Strategy, Kirkland should also seek to encourage a variety of housing types including housing that is affordable to a range of income levels.

***Policy ED-1.7. Promote Kirkland as a visitor destination***

Tourism is another economic development tool to help diversify the economy. Visitors from outside the community spend money in local shops, restaurants, stay in hotels, and attend performing arts events. Tourism also creates jobs. Tourism promotion also benefits residents by providing increased amenities, community events and shopping opportunities.

Kirkland's tourism marketing focus is on promoting Kirkland as a cultural arts, eco-tourism and recreation destination. The targeted audiences for tourism promotion are visiting friends and relatives of residents, and business travelers. Kirkland is a unique destination on the Eastside and region because of its beautiful setting, pedestrian-oriented Downtown, art galleries, restaurants, performing arts facilities, retail shops, and parks. The Totem Lake and Juanita areas offer visitors nature and recreational experiences, lodging in close proximity to I-405, and the nearby attractions of Woodinville wineries, breweries, and other East King County destinations.

***Policy ED:1-8. Support home based businesses that are compatible with neighborhood character.***

Home based businesses continue to be a growing trend as telecommunication infrastructure and computers have increased opportunities to allow for integration of home and work. Many of Kirkland's small businesses began as home based businesses and now are a source for new jobs. Home based businesses can also reduce commuter traffic and increase security for neighborhoods while other residents are away at work.

Development standards should be maintained to minimize impacts of home based businesses on residential neighborhoods by limiting the types of activities that are not complementary to residential areas, such as the number of signs; number of employees; parking; truck deliveries and noise, light, outdoor storage, odors and construction activity. Some businesses by their nature are not compatible with residential neighborhoods and, therefore, should be located in commercial or industrial areas.

***Goal ED-2: Promote a positive business climate.***

***Policy ED-2.1. Recognize that businesses are a valued part of the community.***

Businesses play important roles in our community. They contribute a high percentage of public revenue to enable government to provide public services, facilities and community amenities. Our commercial areas contribute to the distinctive character of our city and neighborhoods and provide valuable goods and services to our residents. Kirkland strives to provide a positive business climate by nurturing business success through business retention programs, and values business interests in both community discussions and in making policy decisions.

Kirkland is committed to providing excellent customer service to all sectors of the community. Business customer service needs are distinct from those of other customers and can be a factor in whether or not a business chooses to stay or locate in Kirkland. The City should continue to assess customer service and provide open communication to ensure business needs are being met.

***Policy ED-2.2. Create and maintain a tax and regulatory environment that is reasonable, responsive and timely.***

A business climate that combines a fair and competitive tax environment with a positive regulatory environment contributes to business success. Kirkland has favorable tax rates and user fees compared with other cities in the region. The City should proactively work with businesses and neighborhoods to improve the business climate in our community for everyone's benefit. Businesses are encouraged to work with the City and neighborhood organizations to identify and make recommendations for changes to regulations and improvements to permit processes. Having clear and reasonably fast permit processes in government also contributes to a positive business climate. The City should remove unnecessary barriers to economic development and provide a regulatory environment that allows for flexibility without sacrificing community standards. Improvements to permit processes should be continually made so that permits are handled in a reasonable, responsive and timely manner.

***Policy ED-2.3. Foster a culture of creativity and innovation.***

A business climate that supports the entrepreneurial, creative and innovative spirit of business owners ensures a healthy economic future for Kirkland. Kirkland is unique as a center for such creativity and innovation. It is strong in arts, culture, and amenities for both residents and visitors to enjoy. Kirkland attracts living wage employers, strives to provide the highest quality technology infrastructure, and supports emerging trends in industry sectors such as staggered work times and use of shared business facilities.

***Policy ED-2.4. Consider the economic effects on businesses and the economic benefit to the community when making land use decisions.***

Land use regulations, and the decisions made in the implementation of these regulations, can impact the business community. The City should periodically review its regulations and where appropriate, modify those which unreasonably restrict opportunities for economic development. At the same time, economic

development should conform to the goals, policies and development standards established by the Comprehensive Plan and city codes. It will be necessary to work closely with the Chamber of Commerce, and other business organizations to ensure potential economic impacts of regulations are identified and considered, to meet the intent of this policy.

When considering commercial land use decisions, City decision makers should carefully evaluate the short and long term economic benefits to the community in addition to social, environmental and aesthetic concerns. Economic factors to consider may include such things as the number and type of new jobs created, the types of goods or services provided, and fiscal benefits that businesses will contribute to the community.

***Policy ED-2.5. Support the provision of educational and training opportunities to maintain a skilled work force.***

A vital economy relies on maintaining educational and job-training programs that keep up with business trends. In the future, a factor for business success will be workers' ability to keep up with accelerating changes in the work place, especially in the areas of technology. Kirkland is fortunate to have a high-quality K-12 public school system, a university, a community college and other community education programs. Local, state and federal educational and job training programs are available. Partnerships between educational institutions and the business community, with the City's support, should continue.

***Policy ED-2.6. Establish or support incentives to encourage economic development.***

Providing incentives as a way to attract and retain quality businesses or create new jobs may be necessary to create a positive business environment. Washington State statutes strictly limit the types of incentives that cities may use to attract or retain private business.

Types of incentives that could be explored are:

- public/private development agreements for construction projects
- recruitment strategies that will result in new jobs
- tax deferrals or credits to certain industries
- County sponsored industrial revenue bonds,
- participating in county, state or federally sponsored low interest loans or grants
- installing infrastructure improvements
- use of special taxing districts
- expediting permitting and regulatory incentives

***Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas***

***Policy ED-3:1. Promote economic success within Kirkland's commercial areas.***

The Land Use Element sets forth the general land-use development pattern for Kirkland's commercial areas. Consistent with each Neighborhood Plan there will be opportunities to strengthen commercial area in the types of businesses provided and redevelopment opportunities. Following is a summary of the role of each commercial area.

- Totem Lake's role is an Urban Center that serves as a community and regional center for destination retailing, health care, automobile sales, high technology, light industrial, professional offices and housing.
- Downtown's role is an Activity Area that serves as a community and regional center for professional and government services, specialty retail, tourism, arts and entertainment, neighborhood services and housing.
- The Yarrow Bay and Carillon Point Business Districts provide corporate headquarters, professional offices, professional services, restaurants and housing.
- The Rose Hill Business District along NE 85th Street provides regional and neighborhood services in general retail, automobile sales, high technology, small office parks and housing.
- The North Rose Hill Business District provides both regional and neighborhood services, retail stores and housing.
- The Market, Juanita, Houghton and Bridle Trails Neighborhood Centers provide neighborhood retail stores, professional services, recreation and housing.
- The Everest and Norkirk Industrial Areas provide opportunities for small businesses in light industrial, manufacturing, wholesale, office and high technology.
- The Residential Markets along Lake Washington Blvd. provide convenience commercial goods and services.

***Policy ED-3.2. Encourage businesses to develop and operate in a manner that enhances the character of the community, minimizes impacts on surrounding development, and respects the natural environment.***

As members of the community, businesses should be corporate stewards of the environment as well as good neighbors to adjacent less intensive uses. In some instances, economic activities may create impacts on surrounding development because of the way the business functions or building location and site design. Impacts may include open storage, large structures, poorly maintained grounds, parking lots, signs, exterior lighting, noise, air or water pollution, and pedestrian or vehicular traffic and may be especially noticeable along transition areas of commercial areas.

These adverse visual or other impacts created by economic activities should be minimized through development standards that maintain the character of adjacent development. Development standards should ensure that outdoor storage areas, parking lots, and structures are adequately buffered with landscaping or some other appropriate means, and that on-site debris and waste are removed. Landscaping, both within and around the edges of development, can serve to provide visual screening and separation, as well as help to decrease surface runoff. Additional standards may include noise limitations, appropriate setbacks, open space requirements and building design guidelines. Even with efforts taken by businesses to reduce impacts, residential uses located along commercial area boundary edges may continue to experience some level of unavoidable impact.

***Policy ED-3.3. Encourage infill and redevelopment of existing commercial areas consistent with the role of each commercial area.***

Kirkland's commercial areas have the potential for increasing economic activity by infilling underutilized land or redeveloping without expanding district boundaries. Consistent with the Land Use Element and Neighborhood Plans, commercial areas are encouraged to be intensified where it will result in superior redevelopment. Expansion of commercial area boundaries should be discouraged and considered only when adequate transitional uses or buffer issues can be resolved to reduce potential adverse impacts. To maintain the land use capacity to support the local economy, it will be necessary to encourage full utilization of planned development potential within employment centers, monitor commercial development activity, and maintain efficient infrastructure systems.

***Policy ED-3.4. Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.***

Businesses with attractive site and building design, landscaping, and signs that blend in with the context of the neighborhood or commercial area, show pride in ownership and contribute to the economic success of the commercial area. Commercial area revitalization programs are encouraged. Gateway or unique signage, attractive public spaces, decorative pedestrian lighting and other urban design improvements help promote economic development by creating an inviting environment. Depending on the commercial area, specific design standards tailored to the unique characteristics, and natural features of the neighborhood, may be appropriate. Public and private sector investment and commercial development that adherences to development standards will ensure that Kirkland's positive civic image and character will be maintained.



*Downtown Kirkland*

**Policy ED-3.5. Encourage mixed-use development within commercial areas.**

A mix of uses improves the vitality of commercial areas. Mixed-use residential and commercial development provides the opportunity for residents to live, shop and work in commercial areas. Mixed-use development encourages one-stop shopping when a variety of businesses are located in close proximity to each other and shared parking is provided. Mixed use development, when combined with multi story structures, promotes a more compact and sustainable land use pattern and encourages walking and transit use to reduce dependence on automobiles.

***Goal ED-4: Develop and implement economic development strategies that reflect the role of Kirkland businesses in the regional economy.***

***Policy ED-4.1. Enhance the competitive advantage of Kirkland businesses.***

The City and business organizations should take a proactive role in the region to promote Kirkland as a place to do business. To stay competitive, Kirkland should be aware of and respond to international, national and regional trends, continue to provide excellent government customer service and a positive business climate, and provide sufficient public infrastructure to support economic development opportunities.

***Policy ED-4.2. Collaborate with other cities and agencies to enhance economic growth on the Eastside and region.***

Economic activities are not defined by political boundaries. Kirkland's economy is interrelated with other cities on the Eastside and King County and therefore, it is important to cooperate with other cities and the region toward a common regional economic strategy.

***Goal ED-5: Provide the infrastructure and public facilities to support economic activity and growth.***

***Policy ED-5.1. Build and maintain infrastructure systems for utilities, transportation and telecommunications to optimize service delivery to the business community.***

Providing superior utilities, transportation and telecommunications networks to the community supports business growth and maintains Kirkland's competitive advantage to attract and maintain jobs. Emphasis should be on providing telecommunication and transportation infrastructure in higher density mixed use employment and housing centers such as in the Totem Lake, Downtown and Rose Hill commercial areas.

Funding for infrastructure improvements comes from a combination of private and public sources. The City allocates public funds through capital improvement programs for transportation, sewer and water service and surface water management facilities. The private sector installs needed improvements with new development. The City should explore and encourage innovative and entrepreneurial efforts to provide technology infrastructure and communication services by forming public/private partnerships to facilitate or leverage funds for infrastructure improvements that will increase economic opportunities. The City, through the Capital Facilities and Utilities Elements, should continually assess our capacity and infrastructure needs as they relate to the needs of the business community especially in the area of advanced-technology infrastructure.

***Policy ED-5.2. Create strong circulation linkages to and within commercial areas.***

Improving circulation within commercial areas and connecting neighborhoods to commercial areas with both motorized and non-motorized options, make it easier for customers to access businesses. In some cases, this may require new street connections to break up large blocks or improve circulation. As the city becomes more developed, pedestrian improvements should be encouraged to reduce vehicle congestion. Standards should be in place to minimize the impacts generated by economic activities on pedestrian and vehicular

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

***Policy ED-5.3. Support regional infrastructure initiatives that will enhance economic development opportunities.***

Kirkland participates in regional partnerships to install transportation and telecommunications infrastructure. Partnering regionally keeps Kirkland competitive with other cities from an economic development standpoint, and preserves financial resources for other infrastructure improvements. Partnerships should continue between the City, and other public/private organizations or agencies to support regional infrastructure.

***Goal ED-6: Foster collaborative partnerships among community interest groups to achieve desired economic goals.***

***Policy ED-6:1. Actively work with business organizations and community stakeholders to ensure a prosperous Kirkland economy.***

The City should actively work together with organizations such as Kirkland Downtown on the Lake, Greater Kirkland Chamber of Commerce, Seattle King County Economic Development Council and other organizations to implement business retention, recruitment, tourism promotion and other strategies. Each of these groups plays a role in promoting Kirkland as a place to do business. As representatives on various task forces they can provide a business perspective and assist in policy development. Formation of business associations or community working groups within each commercial areas is encouraged to help develop and implement neighborhood plans, urban design projects, economic development strategies and promotional programs.

***Policy ED-6.2. Support a partnership of diverse community representatives to develop and implement economic development strategies.***

To achieve Kirkland's desired economic future and implement the goals and policies of this element, the City should support a partnership of representatives from residential, neighborhood, business, government, education and faith based organizations. The partnership's role should be one of advocate on behalf of economic development activities. The partnership should focus on community education around the linkage between a strong economy and needed city services, and improving communication between residential and business organizations to resolve potential conflicts between business and other community interests.

***Goal ED-7: Recognize Kirkland's artistic, cultural, historic and recreational resources as important contributors to economic vitality.***

***Policy ED-7.1. Support businesses and organizations involved in the arts, historic preservation and civic activities.***

Businesses and organizations involved in the fine arts, cultural and performing arts, and historic preservation play an important role in diversifying Kirkland's economy, attracting visitors and businesses, and enhancing our distinctive character. Kirkland's hotels, restaurants, shops, galleries, entertainment and performing arts

complement each other to create a vibrant destination for both visitors and residents, producing economic returns to the community. Kirkland is one of the older communities on the Eastside and contains buildings and places of historical significance. An assessment of the economic benefits of Kirkland's art, cultural, historic and recreational resources should be undertaken.

# IX. TRANSPORTATION ELEMENT

## A. Introduction

### Problem Statement

By the year 2020, the congested portions of the Puget Sound region's freeway and arterial network are forecast to be far more extensive than they are today and the delays experienced by users will be much longer. Kirkland's ~~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~~ condition which Kirkland by itself does not control. ~~Reflecting national trends,~~ aAnnual vehicle miles traveled in the Puget Sound region ~~have continued to grow at a faster rate~~ continue to increase at a rate approximately equal to the rate ~~than~~ of the population ~~and employment~~ growth. ~~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.

~~There are few~~ Rrealistic transportation alternatives to driving alone are available 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 Sound Transit,. ~~and is characterized by infrequent, Seattle-oriented service.~~ Local routes have increased in number and in frequency of service over the past 5 years. ~~At this point,~~ Kirkland's ~~bicycle and pedestrian network~~ non-motorized network is also improving though not yet complete ~~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. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the Non-Motorized Transportation Plan. 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*

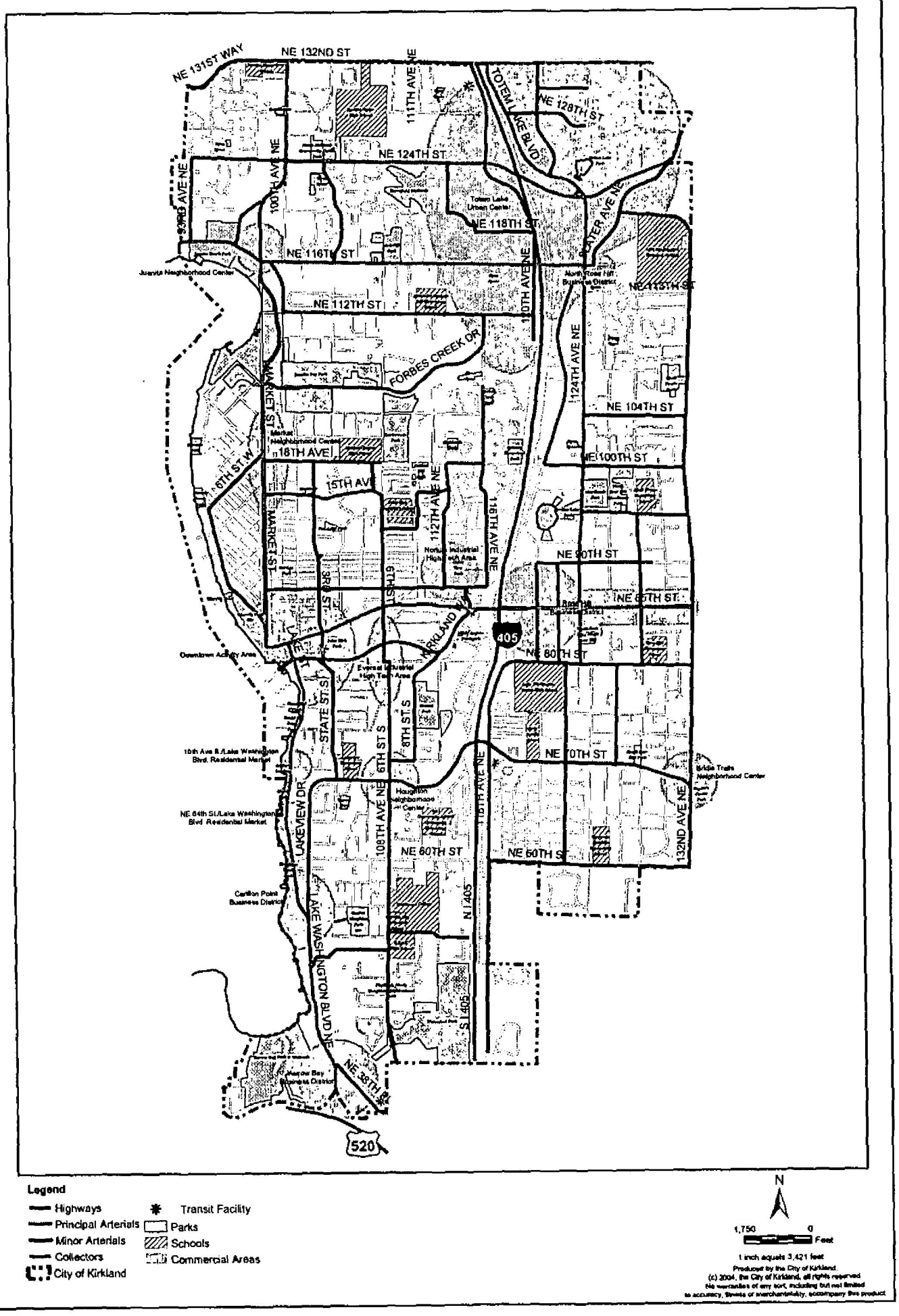
The City of Kirkland has established a system of street classification based on intended street function. The purpose of these classifications is to allow appropriate design and maintenance standards to be applied as well as for state and federal funding purposes. Figure T-1 displays the existing street system (except for local access streets) overlain with the street functional classifications. There are four functional classes: principal arterial, minor arterial, collector, and local ~~neighborhood~~ access. There are ~~145~~ 146 miles of streets in Kirkland, the majority of which (~~68~~ 74 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 ~~Neighborhood~~ access streets give access to individual properties and connect to collectors.

Kirkland has a total of 41 miles of bicycle facilities within the street network. Figure T-2 displays existing shared use path and bike lane facilities. The former vehicle bridge in Juanita Bay Park is the only shared use path facility (route for the exclusive use of non-motorized transportation) in Kirkland. There are approximately ~~23~~ 24.2 miles of bike lane facilities, which are striped lanes alongside vehicle lanes on a street. The remaining ~~18~~ 16.8 miles are composed of 16.4 miles ~~are~~ shared roadway facilities, which are designated bicycle routes without signs or striping on residential streets, and 0.4 miles of non-motorized ~~share use~~ paths for bicycles, pedestrians and other users.

~~Kirkland has no designated signed shared roadway facilities (which are signed only).~~

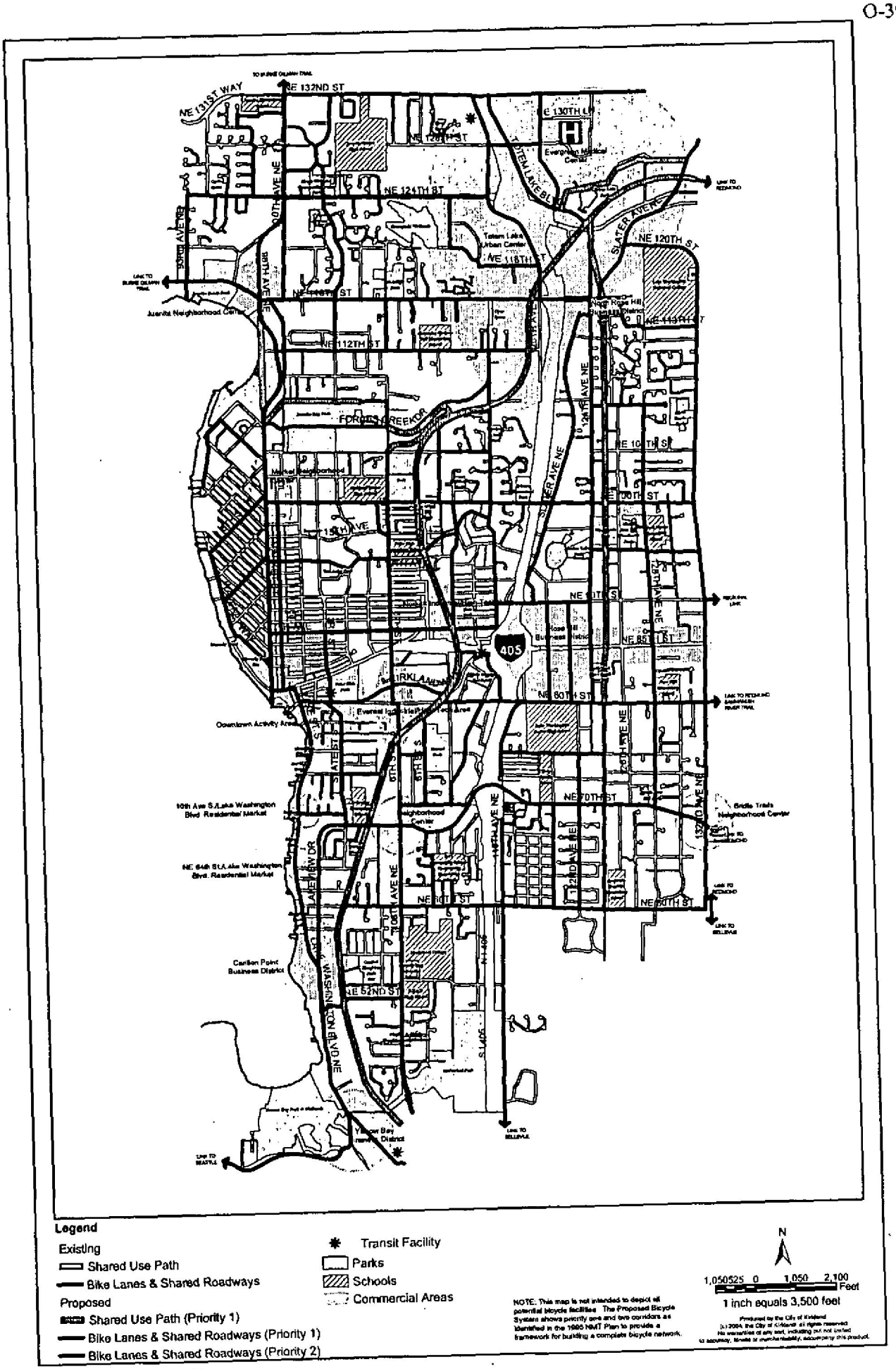
O-3974




City of Kirkland Comprehensive Plan

Amended **Figure T-1: Street Classifications and State Routes**

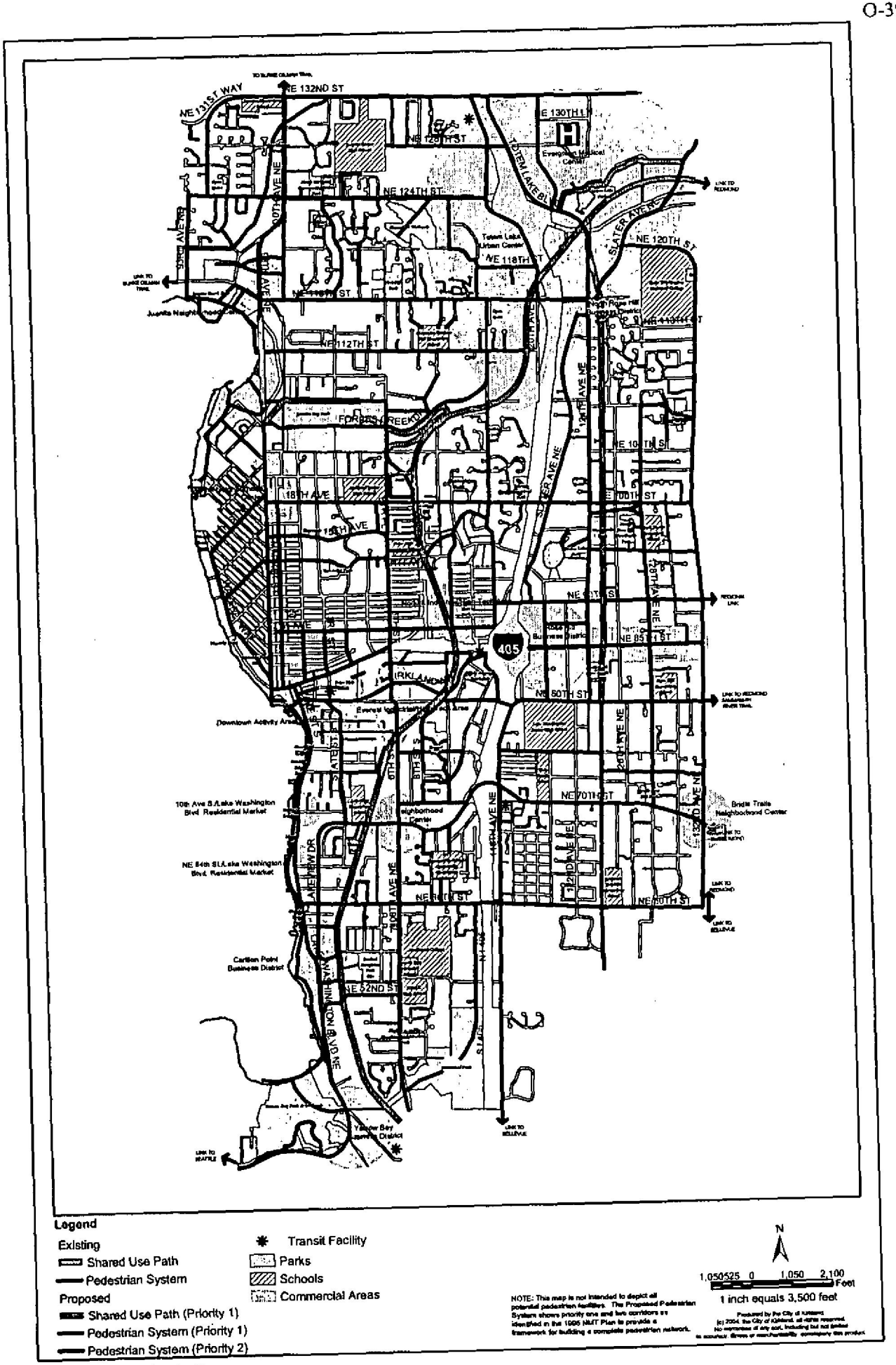
3-15




City of Kirkland Comprehensive Plan

Amended **Figure T-2: Bicycle System - Existing and Proposed**

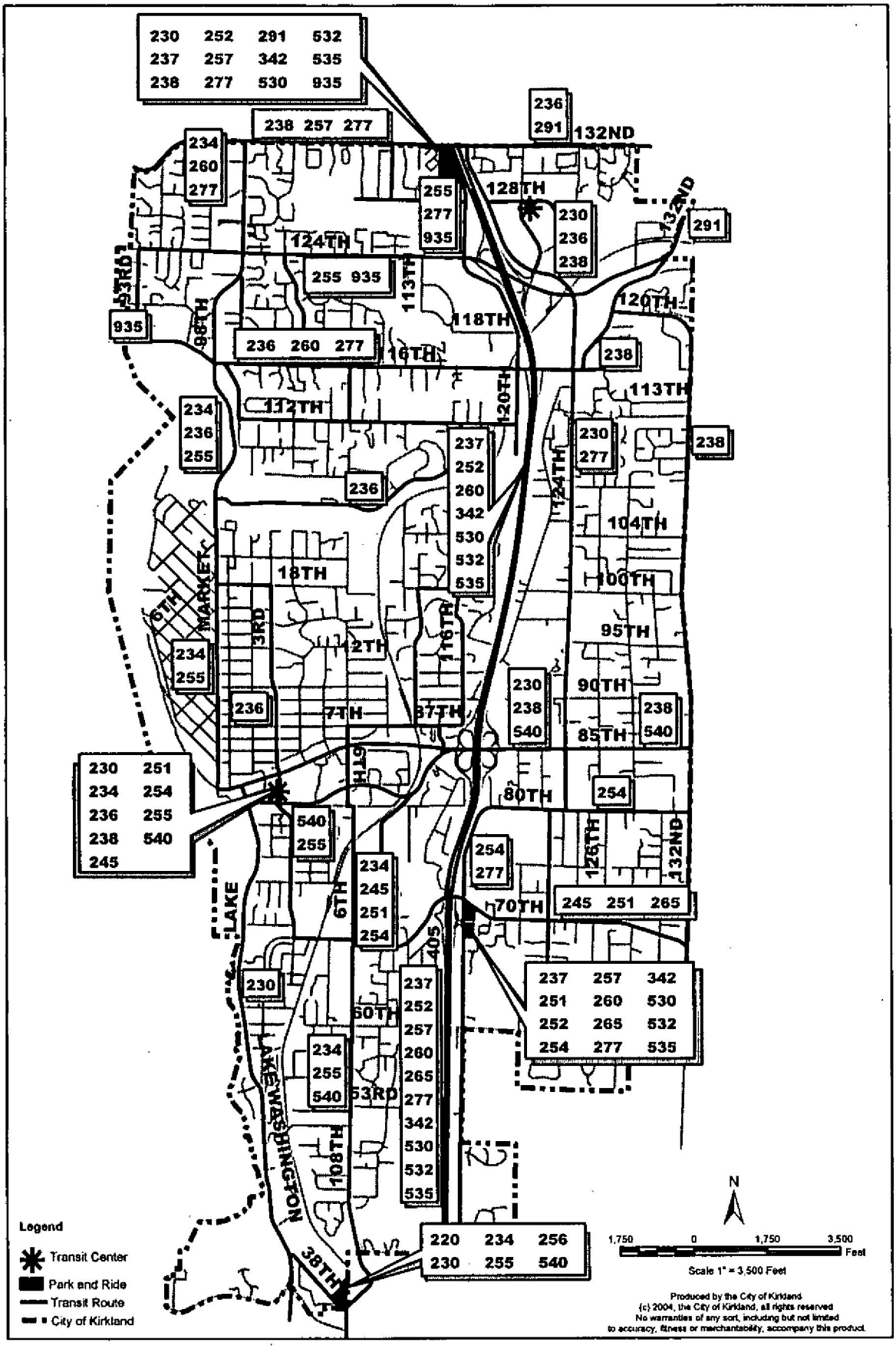
4 JTF






Amended **Figure T-3: Pedestrian System - Existing and Proposed**

5 – TE




City of Kirkland Comprehensive Plan
7/2004 Draft

Amended **Figure T-4: Transit Service**

6-TE

**Figure T-4: Transit Service** (above)

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. Time between buses on the same route during rush hour spans between 15 and 30 minutes, depending on the route. Non-rush hour frequency is generally about 30 minutes between buses, depending on the route. 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 (BNR) 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.~~ The BNR right-of-way provides an important opportunity as a direct access through Kirkland for transit and/or a non-motorized multi-use trail. In the future, if when the BNR right-of-way is developed for transit and/or non-motorized uses, the City should work to provide access points along the right-of-way.

**Table T-1 ~~Metro~~ Transit Routes in Kirkland**

| | |
|---|---|
| | **All Day Service** |
| 230 | Kingsgate Kirkland Bellevue Overlake Redmond |
| 234 | Kenmore Juanita Kirkland S. Kirkland Bellevue |
| 236 | Woodinville Totem Lake Juanita Kirkland |
| 238 | Bothell Finn Hill Kingsgate Rose Hill Kirkland |
| 245 | Kirkland Overlake Bellevue Factoria |
| 251 | Woodinville Redmond Kirkland |
| 254 | Kirkland Rose Hill Redmond |
| 255 | Kingsgate Kirkland Seattle |
| 540 | Redmond Kirkland UW Seattle (Sound Transit) |
| 935 | Northshore Bastyr Kingsgate |
| | **Kirkland @ S. Kirkland Park and Ride Only** |
| 220 | Redmond S. Kirkland Bellevue |
| 256 | Overlake S. Kirkland Seattle |
| | **Peak Commuter Routes** |
| 252 | Evergreen Kingsgate Houghton Seattle |
| 257 | Brickyard Kingsgate Houghton Seattle |
| 260 | Kenmore Juanita Houghton Seattle |
| 265 | Redmond Houghton Seattle |
| 277 | Juanita Kingsgate Houghton UW Seattle |
| 291 | Kingsgate Redmond |
| | **Peak Metro Routes that Serve I-405 Freeway Stations** |
| 237 | Woodinville Kingsgate Houghton Bellevue |
| 342 | Shoreline Bothell BrickYard Houghton Bellevue |
| | **Sound Transit I-405 Service** |
| 530 | Bellevue Houghton Kingsgate Canyon Park Everett ~~Mall~~ Station |
| 532 | Bellevue Houghton Kingsgate Canyon Park Lynnwood |
| 535 | Bellevue Houghton Kingsgate Bothell Canyon Park Everett ~~Mall~~ Station |

### *EXISTING AND FUTURE TRAVEL DEMAND*

Travel within the ~~Planning Area~~ Kirkland 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~~ 76 ~~86~~ percent of work trips. Of the 24 ~~14~~ percent of work trips involving other than single-occupant vehicles, transit carries 5.5 percent ~~less than 5 percent~~ and the rest are in carpools or vanpools (source: 2000 Census). 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~~ forecasts show that overall level of service will become worse in the future when compared to ~~1992~~ 2003 conditions. ~~Planned increases in transit service to accommodate concentrated growth, together with other planned improvements to the system, are expected to minimize congestion at~~. Improvements targeted at congested intersections and continued increases in nonmotorized uses and transit service will help to mitigate congestion somewhat. In general, however, the signalized intersections within the City will continue to remain congested in the future.

### *RELATIONSHIP TO OTHER ELEMENTS*

The Transportation Element is an integral part of the Comprehensive Plan. The Element provides for the mobility of people, goods, and services in a way that supports the goals and policies of other elements. The Transportation Element provides for the transportation system necessary to support the land use (commercial and residential) pattern described in the Land Use and Housing Elements. Specific transportation goals and policies work to maintain and preserve the community's character and natural features presented in the Community Character and Natural Environment Elements while providing for mobility. The Transportation Element strives to support important aspects of the Economic Development Element by enabling goods, services, customers, and employees access to Kirkland businesses. Finally, transportation policies in this Element provide the foundation for the transportation projects identified in the Six-Year Capital Facilities Plan in the Capital Facilities Element.

## B. The Transportation Concept

The Transportation Element seeks to develop and maintain a balanced multimodal transportation system that supports the City's land use plan and integrates with the regional transportation system.

While striving to accomplish this fundamental concept, the Element addresses the transportation problems we face: peak-hour congestion, balancing increased traffic with maintaining neighborhood character, and the limited transportation mode alternatives available.

The goals and policies which follow describe the connection between transportation and land use, establish means to increase travel options, provide for mobility within the system, describe desirable characteristics of transportation facility design, discuss the financial aspects of a transportation system, and finally, encourage coordination with other jurisdictions.

## C. THE TRANSPORTATION GOALS AND POLICIES

**Goal T-1: Establish a transportation system that ~~which~~ supports Kirkland's land use plan.**

**Goal T-2: Develop a system of pedestrian and bicycle routes that forms an interconnected network between local and regional destinations.**

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

**Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.**

**Goal T-5: Establish level of service standards that encourage development of a multimodal transportation system.**

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

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

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

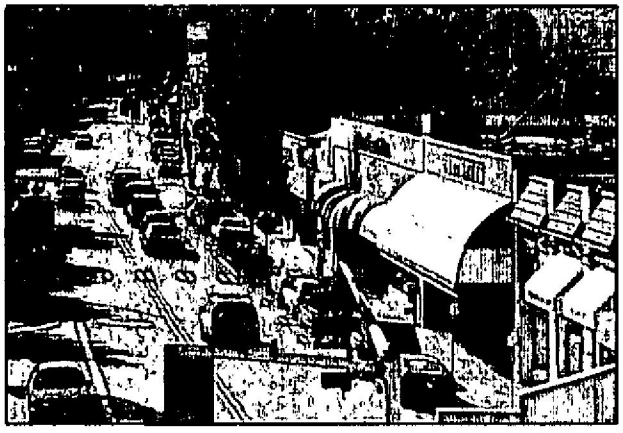
### LINKING TRANSPORTATION AND LAND USE

Streets serve to both connect and separate neighborhoods and activity centers in Kirkland. Through this system of links and barriers, the street system exerts a powerful influence on land use patterns in the City. Although much of the City of Kirkland's street network is already developed, future development will bring changes. Integrating land use and transportation requires ensuring that the transportation facilities which are built serve existing and future commercial, industrial, and residential land uses, and support the land use goals of the City.

***Goal T-1: Establish a transportation system that ~~which~~ supports Kirkland's land use plan.***

***Policy T-1.1:***

Establish a transportation system that provides access by a variety of modes of travel to neighborhoods, the Downtown, Totem Lake, other commercial and industrial areas, and major institutions.



*Downtown Kirkland*

As the Vision Statement and Framework Goal ~~2~~ 9 describe, a high priority for Kirkland residents is providing convenient access to all areas of Kirkland. This access can be provided by transit, cars, bicycles, or walking. It also must accommodate freight traffic to serve our commercial and industrial areas. The intent of this policy is to stress that Kirkland residents need to be able to access places not only by car, but also by other means with safe and reliable connections.

***Policy T-1.2:***

Mitigate adverse impacts of transportation systems and facilities on neighborhoods.

Transportation systems and facilities can have adverse impacts on neighborhoods such as:

- Safety problems due to speeding vehicles and increasing traffic volumes;
- Increased traffic resulting from drivers seeking alternate routes to congested arterials; and/or
- Air and noise pollution.

A combination of the following techniques should be used to avoid these impacts or mitigate them when avoidance is not possible:

- Developing and implementing neighborhood appropriate street design standards which are appropriate for the neighborhood;
- Creating an interconnected system of streets to distribute the traffic load and lessen the burden on any given street;
- Avoiding connections through residential neighborhoods when they will create new routes for commercial/industrial traffic or by-pass routes for I-405; and/or
- ~~Continued~~ Continuing use of the Neighborhood Traffic Control Program to address safety, speed, and/or volume issues.

***Policy T-1.3:***

Establish a street system that promotes and maintains the integrity of neighborhoods.

The street system is more than a circulation route, it is a major land use that exerts a strong influence on vneighborhood integrity. Too often, this influence is seen as disruptive and intrusive. The street system can, however, be a strong positive force in promoting neighborhood integrity. As an example, streets can:

- ~~Provide informal meeting and recreation opportunities;~~
- Allow for local and internal circulation;
- Contribute to a sense of safety and security; ~~and~~
- Have ~~Provide for~~ urban greenery and take advantage of opportunities for scenic views;
- Provide recreational opportunities for bicyclists and pedestrians; and
- Be a place for special events and street block parties.

To promote neighborhood integrity, streets should be classified, designed, and developed in a manner that recognizes and respects the surrounding neighborhood.

***Policy T-1.4:***

Ensure that there is sufficient right-of-way, ~~to maintain a complete transportation system. Require dedication of property when necessary to comply with this plan.~~

~~There are instances when the City will need to require dedication of property to the City for transportation purposes~~ Dedication of land may be required to construct, install or extend the transportation system, such as streets, sidewalks, or bicycle lanes. Dedication may be for, among other purposes, alternative ingress and egress routes, emergency vehicle and police access, safe turning movements, through road connectivity and any other improvement needed to ensure an adequate, safe and efficient transportation system. In addition, dedication may be necessary to comply with the City's adopted street standards and/or to maintain the City's adopted level of service standards for road concurrency.

The City may also relinquish its interest in streets through a street vacation. Once a vacation is approved by the City Council, the property ownership usually reverts back to the abutting property owners. When considering street vacations, the City needs to carefully evaluate the long-term impact of the vacation on the entire transportation system, including pedestrian connections, public views and open space.

## *INCREASING TRAVEL OPTIONS*

Kirkland's vision for transportation promotes the movement of people throughout the City and region by expanding opportunities to use transit, ridesharing, and non-motorized facilities. Increased use of alternatives to the single-occupant vehicle can break the cycle of demand for wider streets while maintaining a high level of accessibility to all areas of the City. Alternate modes of travel reduce energy consumption, air pollution, and noise levels. By encouraging high-occupancy vehicles and other modes of travel, the City may be able to save the capital expense of road construction and maintenance and enhance the environment. For these reasons, the City should pursue all possible alternatives to the single-occupant vehicle.

***Goal T-2: Develop a system of pedestrian and bicycle routes that forms an interconnected network between local and regional destinations.***

***Policy T-2.1:***

Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Kirkland and connect to adjacent communities, regional destinations, and routes.



*Crosswalk in Downtown*

Safety and convenient access are important considerations when prioritizing nonmotorized projects. Currently, there are places in Kirkland thatwhich are unsafe or difficult to access by foot or bicycle. Similarly, there are incomplete regional connections in our existing nonmotorized system.

***Policy T-2.2:***

Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.

Cul-de-sacs and dead-end roads are a common cause of incomplete pedestrian and bicycle networks. Direct and convenient ~~N~~ non-motorized connections on foot or by bicycle between cul-de-sac bulbs ~~or~~ to nearby destinations

~~which currently cannot be reached on foot or by bicycle~~ should be a priority when planning the non-motorized system.

Beyond these connections, however, the City must work to create an overall non-motorized system that gives people a convenient option to driving.

***Policy T-2.3:***

Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance.

Safety considerations should be paramount when planning pedestrian and bicycle routes.

***Policy T-2.4:***

Design streets with features that encourage walking and bicycling.

To promote the non-motorized system and alternative modes to the single-occupant vehicle, ~~future~~ streets should include pedestrian and bicycle facilities.

***Policy T-2.5:***

Maintain a detailed Nonmotorized Transportation Plan (NMTP). ~~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 NMTP is a functional plan that ~~which~~ provides a detailed examination of the existing pedestrian, bicycle, and equestrian systems, criteria for prioritizing improvement, and suggested improvements. The NMTP designates specific City rights-of-way and corridors for improved pedestrian, bicycle and equestrian circulation, and sets design standards for non-motorized facilities.

The Transportation Element lays the fundamental policy basis for the NMTP.

~~Although the NMTP and the Transportation Element were developed separately, t~~ The current NMTP is consistent with the general policy direction of the Transportation Element. The NMTP will need to be updated regularly to incorporate new and 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~~ that are easily accessible from ~~by~~ other modes of transportation, ~~accessible to~~ accommodating those with disabilities, and appealing to pedestrians, and that may contain residential, office, institutional and/or commercial uses where appropriate.

The location of transit facilities within the overall transportation system ~~needs to~~ should 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 use transit rather than drive. ~~without driving.~~ Residential, office and/or commercial developments near transit facilities are helpful in achieving this reduction. When designing transit facilities, bicycle racks, ample sidewalks, and non-motorized connections to neighborhoods should ~~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.

Appealing ~~F~~facilities that are ~~appealing~~ well lit, comfortable, and clean ~~may~~ will 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 and implementation because transit is provided by regional agencies and most transit trips are to destinations outside of Kirkland. ~~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~~ by actively ~~participate~~ participating in regional transit discussions, ~~provide~~ providing land use patterns which will ultimately support a system, and adopting 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~~ Locate the routes and ~~of~~ stations of ~~for~~ the future regional high-capacity transit system to support ~~on~~ Kirkland's transportation and land use plans.

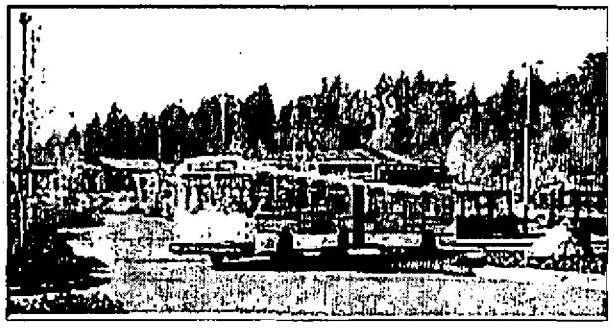
Kirkland should provide input to the appropriate regional bodies to ensure that ~~alignment~~ the locations of high-capacity transit routes and stations ~~locations~~ are consistent with our land use and transportation plans.

The Land Use Element and the Totem Lake Neighborhood Plan ~~Policy 5.3~~ supports creation of a transit center in Totem Lake ~~LU-5.4 describes creating a~~ and a compact commercial district in the northeast quadrant of

the interchange with I-405 and NE 124th Street in part because it has good potential for transit service. These policies, and others, should provide the basis for transportation decisions.

***Policy T-3.4:***

Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with ~~which provides~~ linkages between Kirkland neighborhoods, business districts, and other important local and regional destinations. ~~and the regional transit system.~~



*Park and Ride at NE 70th Place*

Transit service which concentrates on connections within Kirkland and to other Eastside destinations, while maintaining convenient commuter service across the lake, are high priorities. To achieve this, Kirkland should work with the transit providers in making our views known.

### *MAINTAINING MOBILITY*

The Comprehensive Plan promotes a new balance among the various modes of travel through an expansion of transit, ridesharing, walking, and bicycling opportunities on or adjacent to the existing vehicular system. ~~The existing transportation system emphasizes vehicular travel, often at the expense of travel by these other modes.~~

The plan supports the maintenance and enhancement of vehicular capacity on the existing system and recognizes the continued importance of vehicular circulation to local mobility, but not at the expense of other modes of travel

or community character. This strategy is likely to result in higher levels of roadway congestion in specific areas, but provides more travel options for those who choose to use alternative modes of travel.

***Goal T-4: Establish and maintain a roadway network which will efficiently and safely provide for vehicular circulation.***

***Policy T-4.1:***

Promote efficient use of existing right-of-ways through measures such as:

- Intersection improvements;
- Time-of-day parking restrictions along congested arterials;
- Signal timing optimization;

- Added center left-turn lanes; and
- Limiting left turns along congested arterials.

The existing vehicular circulation system in Kirkland is largely complete, and improvements to this system should focus on maximizing the use of existing vehicle lane capacity, rather than physically adding new lane capacity. Road widening solely for general purpose use is generally not preferred.

This policy supports the use of transportation system management strategies to maximize the use of existing rights-of-ways. These are relatively low-cost expenditures – for intersection or signal improvements, for example – which increase the efficiency of the system.

***Policy T-4.2:***

Consider improvements such as queue by-passes, time-of-day parking restrictions, transit signal priority and arterial transit lanes for transit or carpool use that will increase the people-carrying capacity of roadways.

When faced with a limited transportation system and financial resources ~~which are limited~~, it becomes critical to make the best of what we have. One way the City can increase the people-carrying capacity of existing roadways and encourage alternative modes of transportation is by improving mobility for transit or carpools.

~~Lanes on arterial streets dedicated to transit or carpools are not commonly found, yet. King County has studied them, and Metro supports them for transit mobility reasons.~~

In Kirkland and most other cities, transit currently sits in traffic with other vehicles. The benefit of riding transit, consequently, is diminished considerably. Lanes on arterial streets dedicated to transit or carpools are not commonly found as yet. Before Kirkland can build arterial transit lanes or queue by-passes, study is needed to ensure that it is physically possible and will be safe. Another important consideration is the impact of these facilities on community character. Transit mobility will serve Kirkland residents, but the City will

have to balance the desire for transit mobility with negative impacts when making the decision whether or not to proceed.

***Policy T-4.3:***

Maintain a system of arterials, collectors, and local access streets that forms an interconnected network for vehicular circulation.

Traffic spread over a "grid" of streets which is designed appropriate to neighborhood and system needs, flows smoothly. Kirkland has a number of existing cul-de-sacs, which help to create quiet and private residential areas. At the same time, however, cul-de-sacs and dead ends result in uneven traffic distribution and benefit some at the expense of others. Valuable emergency response time can also be lost when connections between arterials are missing. Pedestrian and bicycle traffic is also interrupted. Future street connections should be considered when the City reviews its citywide road network system. ~~While cul-de-sacs will still be appropriate to serve isolated pockets of new development, greater emphasis should be placed on creating an interconnected street network. Study is needed to develop specific criteria for when to establish street connections, recognizing there are often conflicting interests and needs.~~

In addition, future street connections should be studied and determined with each neighborhood plan update. The neighborhood plan study should include looking at efficient and convenient road connections to schools, parks and other public facilities, and commercial centers. Adding bicycle, pedestrian and other non-motorized connections should also be considered.

***Policy T-4.4:***

Minimize bypass ~~spillover~~ traffic and safety impacts on neighborhood streets.

Cut through ~~Spillover~~ traffic onto neighborhood streets from nearby congested arterials or collectors does occur. ~~periodically.~~ The intent of this policy is ~~first~~ to minimize the amount of cut through ~~spillover~~ traffic~~,~~ and ~~next to minimize~~ the impacts of this traffic when it does occur by the use of various forms of traffic calming techniques.

***Policy T-4.5:***

Maintain and improve convenient access for emergency vehicles.

Emergency vehicles need to access sites using the shortest route possible. Providing an interconnected street network is the best way to achieve direct access. ~~travel.~~

One major barrier to direct access ~~travel~~ in Kirkland is I-405. Consideration should be given to providing for emergency vehicle access when new nonmotorized crossings of I-405 are planned.

***Policy T-4.6:***

Ensure adequate access to commercial and industrial sites.

The transportation needs of commercial and industrial uses are important to Kirkland's future. For our economy to prosper, freight, employees, and customers must be able to move to and from businesses. This further supports the need to minimize congestion in the community.

***Policy T-4.7:***

Maintain the road system in a safe and usable form for all modes of travel where possible.

A significant portion of the public's investment in City infrastructure resides in the pavement of City streets. The City must protect this investment through regular road maintenance. The Public Works Department has operated a Pavement Management Program since 1990. The pavement condition of each road has been inventoried to allow for the strategic investment of maintenance funds. Besides pavement maintenance, Public Works has a regular program for pavement marking, storm drain cleaning, street sweeping, sign maintenance, and similar street maintenance.

With current funding levels and repair strategies, the overall condition of City streets is stable. ~~improving.~~ If the level of funding does not stay constant or increase, ~~were to decrease,~~ the overall condition could fall off at a rate from which it would be impossible to recover without a very large investment. A higher level of funding would cause the overall condition to improve. ~~more rapidly~~.

***Policy T-4.8:***

Provide for local vehicular access to arterials, while minimizing conflicts with through traffic.

One problem along some arterials is the high number of driveways or places where vehicles can enter or leave traffic lanes. An excessive number of driveways is a safety concern for pedestrians on sidewalks. Also, traffic flow is unexpectedly interrupted when vehicles turn between intersections. However, properly located and spaced driveways can benefit traffic flow.

The intent of this policy is to permit the minimum number of curb cuts needed to adequately serve abutting uses. The end result will be minimizing conflicts with pedestrian and vehicular traffic.

***Goal T-5: Establish level of service standards that encourage development of a multimodal transportation system.***

***Policy T-5.1:***

Develop an approach for measuring level of service ~~that focuses on the overall capacity of the transportation system to move goods and people. New level of service standards should provide a comprehensive, integrated approach to measuring the motorized and nonmotorized components of the transportation system. Until this system is developed, use~~ based on the standards described below in Policies T-5.2, T-5.3 and T-5.5 ~~T-5.4 below.~~

Developing level of service standards for a transportation system is a difficult task. After much study and discussion, the City decided that an intersection capacity technique was the best choice for Kirkland. ~~There are many factors besides measuring the number of vehicles passing through an intersection that should be considered to measure total system capacity. The City supports the development of a transportation "performance measure" that will consider the following factors:~~

~~(1) Movement of people (as well as, or in lieu of vehicles)~~

~~(2) Movement of freight and goods~~

~~(3) Travel time~~

~~(4) All modes of travel including transit, nonmotorized, as well as automobiles and trucks~~

~~(5) Congestion, including traditional volume/ capacity ratios~~

~~(6) The performance of corridors~~

~~(7) Public perception (i.e., opinion surveys to provide a reality check on objective "measures" of the performance of the transportation system)~~

~~The City acknowledges that a broad based performance measure has not yet been developed, although the State and other jurisdictions are trying to do so. Once success has been achieved in this area, the City can create one to fit Kirkland's needs.~~

~~In the interim, as discussed below, the City is using~~ mMode split (the percentage of single-occupant vehicle use and transit or other mode use) is used as the level of service standard for transit (Policy T-5.2). For vehicular level of service, the City has developed an aggregated roadway level of service measure that ~~which~~ averages the capacity of signalized intersections within a geographic area (Policy T-5.3). Non-motorized level of service is expressed in terms of miles of completed bicycle and pedestrian ~~route~~ facilities and number of complete corridors ~~or sidewalk per population~~ and reflects the desire to create an interconnected system of bicycle and pedestrian routes (Policy T-5.5 ~~T-5.4~~).

~~The intent of Policy T-5.1 is to clarify that the City intends to develop a more comprehensive and integrated method of measuring level of service for all modes than we currently have. The use of the volume/capacity ratio for roads and the other measures for transit and nonmotorized modes should only continue until a better approach is available.~~

***Policy T-5.2:***

By the year ~~2012~~ 2022, strive to achieve a mode split of ~~70~~ 65% percent single-occupant vehicle (SOV) and ~~30~~ 35% percent transit/other mode. ~~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 non-motorized 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.~~

***Policy T-5.3:***

Utilize the peak-hour vehicular level of service standards shown in Table T-2 – a two part standard for the transportation subareas ~~of the City~~ and for individual system intersections.

This policy establishes a peak-hour level of service (LOS) standard for vehicular traffic based on ~~2012~~ 2022 land use and road network. It is a two-part standard, based on the ratio of traffic volume to intersection capacity (V/C) for signalized system ~~signalized~~ intersections. Volume to capacity ratios were determined using the planning method from *Transportation Research Circular 212.*

The two standards are as follows:

(1) Maximum Allowed 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.

*(Note: new Table T-2 below replaces existing Table T-2 in its entirety)*

Table T-2

Maximum Allowed Subarea Average V/C Ratio for System Intersections and Individual Intersection LOS

| *Use as Maximum Allowed Average V/C after January 1* | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|
| Forecast for Year | 2009 | 2010 | 2011 | 2012 | 2013 |
| Subarea | Average V/C Ratio | | | | |
| Southwest | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 |
| Northwest | 0.88 | 0.89 | 0.89 | 0.90 | 0.91 |
| Northeast | 0.86 | 0.87 | 0.87 | 0.88 | 0.89 |
| East | 1.04 | 1.04 | 1.04 | 1.05 | 1.05 |
| Maximum allowed individual system intersection V/C ratio | 1.40 | 1.40 | 1.40 | 1.40 | 1.40 |

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 the outcome of land use and transportation network choices which were entered into the model.

In particular, a network of capacity projects was chosen that could be funded by levels of spending that are consistent with the amount spent on transportation capacity projects in recent years. The network also consists of projects that are in keeping with the community values found elsewhere in this Comprehensive Plan. It is the intention of this plan that intersection performance will be kept as high as possible, preferably with V/C ratios under 1.30. However, forecasts show that this may not be attainable so the maximum intersection V/C ratio is set at 1.40.

Table T-2 is designed to provide standards for the maximum allowed subarea average V/C ratio for the next few years. To pass the road concurrency test, new development may not exceed the maximum allowable subarea average V/C ratio for system intersections (see Table T-4 below) six years into the future starting from the date of making a concurrency application. The first row of the tTable T-2 (italicized) indicates the year that a proposed development is submitted for a road concurrency test. ~~column which should be used based on when the standard is being applied.~~ The second row indicates the six year horizon that a new development's traffic impacts are assessed. Each set of standards in the column below the application year and the horizon year is based on a LOS forecast for six years in the future. ~~For reference, the second row indicates the year of the forecast allowing Table T-2 to be used to gauge the expected increases in average V/C during the next few years.~~ Forecsts are derived by linear interpolation between forecasts for 2004 and ~~2012~~ 2022 and include~~. The 2004 value includes~~ forecasted impacts of development that have been ~~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 2005 ~~2003~~. What is the ~~appropriate~~ set of standards for subarea average V/C that the development must not exceed? Since the project is seeking approval in 2005, ~~2003,~~ the second column of numbers is used ~~(Southwest subarea standard of 1.00 0.87, etc.)~~. This set of standards (Southwest subarea

standard of 0.89, Northwest subarea standard of 0.89, etc.) corresponds to a forecast horizon year of 2010. ~~2008.~~ The development's traffic impacts may not cause the level of service at the signalized system intersections to exceed these standards.

In addition, 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 an 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 as shown in table T-2.

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 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 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.

Table T-3 describes subarea average V/C ratios for 2003 ~~current~~ traffic counts and for forecast 2004 and ~~2012~~ 2022 volumes. These numbers are provided for reference.

*(Note: new Table T-3 below replaces existing Table T-3 in its entirety)*

Table T-3
2003 and Forecasted Subarea Average LOS for System Intersections

| Subarea Average V/C Ratio | | | |
|---|---|---|---|
| Subarea | 2003 Traffic Count | 2004 Traffic Plus Projects approved but not yet built | 2022 |
| Southwest | 0.77 | 0.89 | 0.92 |
| Northwest | 0.83 | 0.88 | 1.05 |
| Northeast | 0.76 | 0.86 | 0.99 |
| East | 0.94 | 1.04 | 1.08 |

Table T-4 below lists intersections that are not system intersections and are therefore not considered in the calculations.

*(Note: new Table T-4 below replaces existing Table T-4 in its entirety)*

Table T-4
Signalized Intersections Not System Intersections

| The following signalized intersections are not system intersections. All other signalized intersections installed prior to August 2001 are system intersections. |
|---|
| 6th Street/4th Avenue |
| 3rd Street/Kirkland Avenue |
| 6th Street/Kirkland Way |
| 98th Avenue NE/NE 120th Place |
| 93rd Avenue NE/Juanita Drive |
| 97th Avenue NE/Juanita Drive |
| NE 124th Street/120th Place NE |
| NE 118th Street/120th Avenue NE |
| NE 128th Street/116th Way NE |
| 120th Avenue NE/NE 80th Street |
| NE 132nd Street/108th Avenue NE |
| NE 132nd Street/Juanita High School |
| NE 132nd Street/Juanita Elementary School |
| 120th Avenue Pedestrian Signal at Totem Lake Mall |

Figure T-5 below shows the City's four subareas used for the Maximum Allowed Subarea Average V/C Ratio standard in Table T-2 for signalized system intersections.

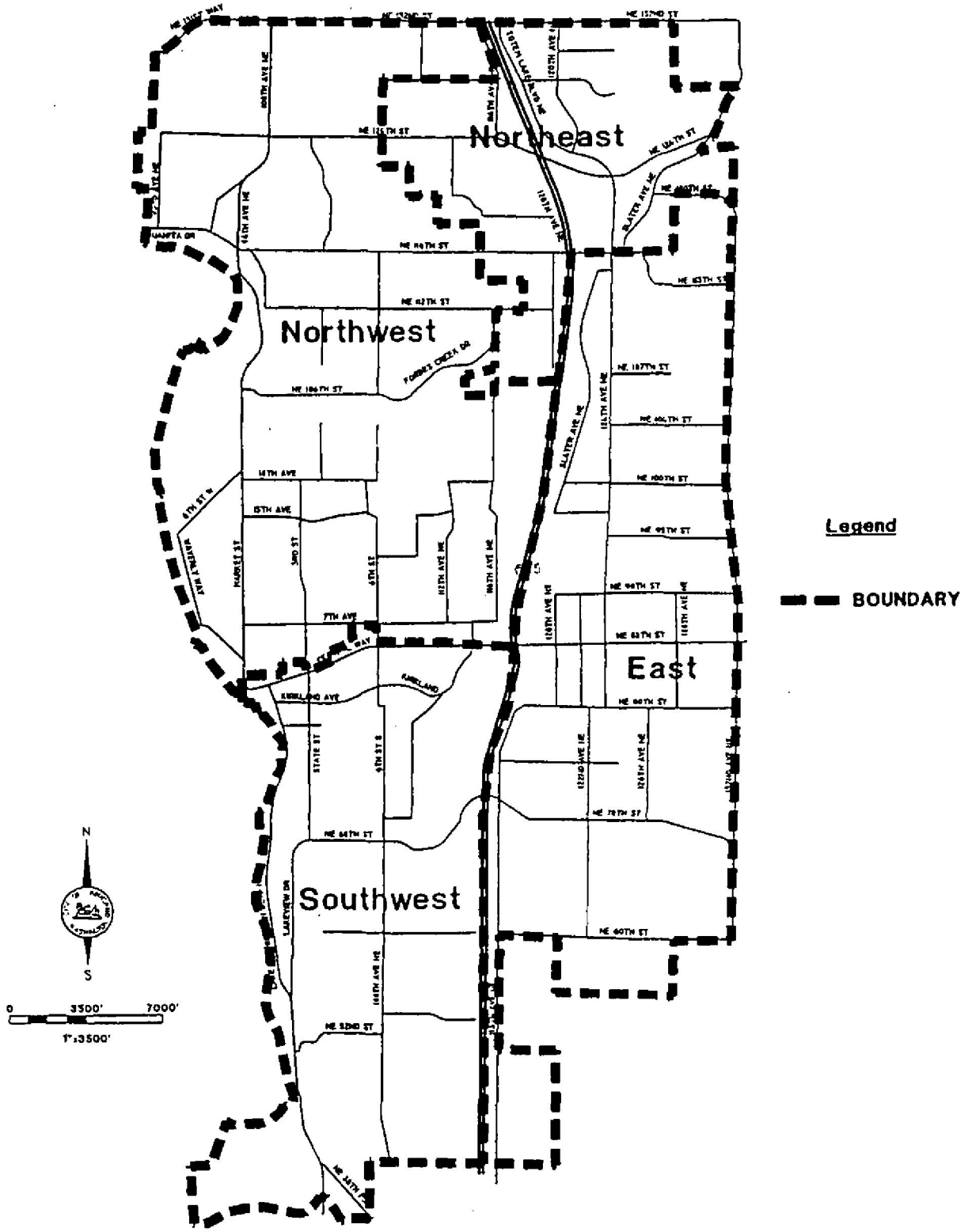



Figure T-5: Transportation Subareas

*(NO CHANGE TO THIS FIGURE)

**Policy T-5.4: Require new development to mitigate site specific transportation impacts.**

The standards in T-5.3 relate to maintaining the long-term performance of the road network system throughout Kirkland. Besides meeting those standards, new development should mitigate its site specific impacts to the transportation system. For individual development, the nature and timing of the mitigation should be based on the magnitude and proportionate share of the impacts and the timing of development. Mitigation may be necessary for impacts to intersections and local roadways, including pedestrian, bicycle and transit facilities. In addition, mitigation may be needed for site access to and from the local roadway system. The City will provide traffic impact guidelines to establish the basis for evaluating what needs to be mitigated and the timing and extent of the mitigation.

***Policy T-5.5: ~~T-5.4~~:***

Strive to achieve a ~~twenty-year~~-level of service standard by 2022 of ~~1.5 miles/1,000 persons for~~ 59 miles of bicycle facilities and 155 miles of pedestrian facilities, six east-west and four north-south completed pedestrian corridors, and four east-west and two north-south completed bicycle corridors as identified in the Non-Motorized Transportation Plan. ~~routes, and 3.2 miles/1,000 persons for sidewalks~~.

The LOS standard for the non-motorized system reflects the desire to create an interconnected system of pedestrian and bicycle routes. The standards for bicycle and pedestrian facilities ~~sidewalks~~ are ~~is~~ based on the priority routes indicated in the Non-motorized Transportation Plan (NMTP) and the City's Transportation Program Evaluation Criteria. The City considers the following factors when determining the location of new bicycle and pedestrian facilities: completion of the interconnected system established in the NMTP, safe school routes and connections to public facilities, commercial centers and regional pedestrian and bicycle routes. The existing system has deficiencies and gaps that ~~which~~ the proposed standards strive to complete. ~~improvements fill in the Non-motorized Transportation Plan. The City considers the following factors when determining the location of new sidewalks and bicycle lanes: completion of the interconnected system established in the NMTP, safe school routes and connections to public facilities, commercial center and regional pedestrian and bicycle routes. Although the standards allow for an orderly process of filling in the gaps commensurate with projected population growth, standards based on distance per population do not directly deal with safety and some local access concerns. These issues will be considered during the development of the new method to measure level of service discussed under Policy T-5.1.~~ Figures T-2 and T-3 show the proposed bicycle and pedestrian corridor facilities to meet Policy T-5.5.

***Policy T-5.6: ~~T-5.5~~:***

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

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

The following are some ~~examples of~~ TDM strategies: (1) working cooperatively with employers to implement programs that encourage employees not to drive alone; (2) requiring certain new ~~multifamily, office, and industrial~~ developments to implement programs to reduce single-occupant vehicle use; ~~and~~ (3) adjusting parking standards

to meet existing demand and reducing them further when transportation options increase; and (4) supporting paid parking or other parking policy measures.

***Policy T-5.7~~T-5.6~~:***

Assure that transportation improvements are concurrent with development to maintain the vehicular level of service standard for the development's subarea.

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

### *DESIGN OF TRANSPORTATION FACILITIES*

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

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

***Policy T-6.1:***

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

This is accomplished through standards currently in use. Appropriate street standards also help support sustainable building practices called for elsewhere in the plan.

~~Standards for street design may overbuild streets for the use they will receive. For example, residential streets may include wide lanes for moving traffic as well as room for parking on both sides. These wide streets are costly to build and maintain. A reduction in road width may reduce the need for paving materials, cut maintenance costs, reduce surface runoff, and maintain more vegetation. Narrower streets will also slow traffic.~~

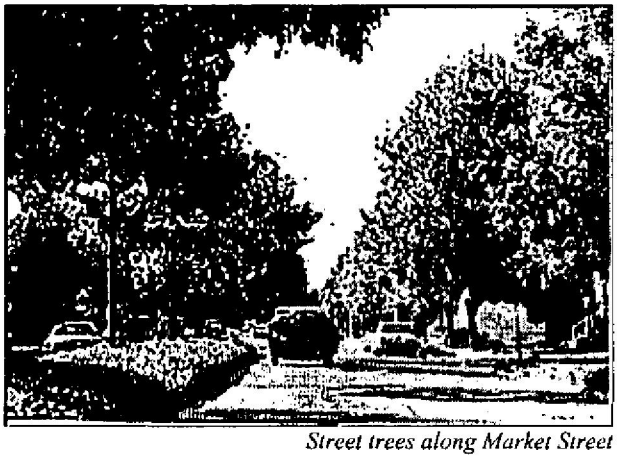
***Policy T-6.2:***

Design and construct transportation facilities to be barrier-free and easily accessible to all citizens, consistent with the Americans With Disabilities Act.

Sidewalks and transit facilities (see related Policy T-3.1) should be available and accessible to all.

***Policy T-6.3:***

Strive to preserve existing significant trees and include appropriate street trees and landscaping in the right-of-way that to enhance the streetscape and provide shade, but do not interfere with existing overhead utility lines or other pre-existing conditions.



*Street trees along Market Street*

Prior to any roadway design, existing conditions in the area should be thoroughly assessed. New rights-of-way should be landscaped to create attractive corridors that will complement, rather than disrupt, existing neighborhood amenities. However, public views from rights-of-way should not be blocked with landscaping; appropriate landscaping should be used for rights-of-way with public views to maintain the views as the vegetation matures. If existing significant trees are removed, they should be replaced or the loss should be otherwise mitigated. In some cases, transportation projects may be modified to preserve significant trees.

***Policy T-6.4:***

Use corridor, neighborhood or regional plans~~or other studies~~ to study the relationship of ~~the~~ transportation facilities ~~facility~~ and the adjacent neighborhoods in detail.

Corridors in the Ccity are unique and planning for them will vary. ~~For example, compare the Market Street corridor with its landscaped medians and tree-lined sidewalks to NE 85th Street on Rose Hill with its strip development. What comprises~~ The ~~the~~ character of each ~~any~~ particular neighborhood ~~must~~ should be considered ~~defined in order~~ to successfully integrate a transportation ~~facilityi~~ facilities. ~~Studies with citizen involvement can help to define the neighborhood's characteristics that are important to maintain.~~ The neighborhood plan update process is an appropriate time to identify the important characteristics of the neighborhood and the preferences of its residents to use in evaluating transportation projects. Along with the individual neighborhood characteristics and residents' preferences, regional and state transportation plans should be considered in developing city transportation corridors.

***Policy T-6.5:***

Minimize change to topography to the extent feasible when building new rights-of-way.

The provision of streets requires large public expenditures for construction and maintenance, as well as other non-monetary costs to the living environment. This policy is intended to minimize these costs by preserving land and the natural landscape to the maximum extent possible.

***Policy T-6.6:***

Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services ~~operational decisions~~ whenever feasible.

When planning transportation facilities, both public and private, the environmental impacts of the facility need to be evaluated and minimized, and appropriate mitigation included. Environmental impacts of transportation facilities and services can include wetland and stream encroachment, vegetation removal, air quality deterioration, noise pollution, and landform changes.

## *FINANCE*

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

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

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

~~In~~ Section D of this chapter contains ~~there is~~ a list and map of transportation projects that have been identified for the twenty-year planning period. The Capital Facilities element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the Comprehensive Plan.

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

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

***Policy T-7.1:***

Actively seek financial resources to pursue construction and maintenance of transportation facilities.

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

***Policy T-7.2:***

Recognize financial constraints when planning transportation facilities.

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

***Policy T-7.3:***

Provide ~~Emphasize~~ transportation investments in ~~high-occupancy vehicle,~~ transit, and non-motorized improvements, and support federal and state efforts for high-occupancy vehicle improvements that provide alternatives to single-occupant vehicles.

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

## *COORDINATION*

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

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

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

### *Policy T-8.1:*

Participate in regional transportation planning. ~~the Eastside Transportation Partnership (ETP).~~

~~The ETP is an organization of elected officials and staff representing Eastside and nearby jurisdictions.~~ The City of Kirkland is represented on a variety of regional transportation planning programs along with other municipalities, King County, Washington State Department of Transportation and Sound Transit. ~~the ETP and actively participates in its activities. ETP has an adopted plan called the Mobility Action Priorities (MAP), which sets forth its goals and lists projects. The projects in the MAP have been endorsed by the Kirkland City Council. The Kirkland MAP projects are already identified in the transportation Facility Plan.~~ ETP is a key component of Kirkland's efforts toward ~~interjurisdictional coordination.~~

### *Policy T-8.2:*

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

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

### *Policy T-8.3:*

Coordinate city transportation plans with the transportation and land use plans of neighboring jurisdictions, ~~and~~ special districts and state and regional transportation agencies, as appropriate, to identify opportunities to maximize benefits while minimizing financial expense.

Kirkland is already actively coordinating with Bellevue and Redmond through the use of a shared computerized transportation model. Regional transportation planning programs are~~ETP is an~~ other useful forums ~~which is useful~~

for coordinating plans. In addition, ~~Beyond current activities, however, this policy, is directing~~ the City should to look for new opportunities for interlocal and regional coordination. ~~An example may be working with the school district to use school buses when they are not in use for local transit needs.~~

***Policy T-8.4:***

~~Pursue~~ Investigate interlocal agreements which will require development within neighboring jurisdictions to ~~mitigate significant impacts on~~ pay transportation impact fees to Kirkland's ~~transportation system,~~ and require development within Kirkland to mitigate significant impacts on the transportation systems of neighboring jurisdictions.

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

~~***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-8.5 ~~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 non-motorized system is one which is carefully coordinated to provide the most convenient and safe routes to major destinations.

***Policy T-8.6 ~~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 to 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 ~~e~~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

Table ~~CF-9~~ CF-8 and Table CF-9 ~~CF-10~~, located in the Capital Facilities Plan, and Table T-5 and Figures T-2, T-3, T-6 and T-7 ~~T-6 through T-9~~ in this element ~~located in this section~~ are interrelated. Together they comprise the overall transportation system and network for the city. Table CF-9 is a list of funded six-year transportation projects along with a financing plan and Table ~~CF-9~~ CF-10 is a list of all ~~20122~~2022 transportation projects. Both tables are 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-9 ~~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 based on Totem Lake study;~~
- Source; and
- Supporting goal.

Table T-5 contains a narrative description and more information about each project. Figure T-6 is a map of the projects.

Figures T-2 and T-3 ~~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-9, ~~CF-10,~~ located in the Capital Facilities Element. Figures T-2 and T-3~~T-7 and T-8~~ show both the existing and proposed system and, therefore, display the total potential non-motorized transportation system.

Figure T-7~~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-9, ~~CF-10,~~ located in the Capital Facilities Element.

## TABLE T-5
## Project Descriptions for the 2022 Transportation Project List[DG1]

**NM20-1** 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. Unfunded CIP project NM 0034.

**NM20-2A** Nonmotorized Facilities
**Location**: 116th Avenue NE (north section) (NE 67th Street to NE 60th Street) )
**Description**: Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Funded CIP project NM 0042.

**NM20-2B** Nonmotorized Facilities
**Location:** 116th Avenue NE (south section) (NE 60th 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 0001.

**NM20-3** 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 2005.

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

**NM20-5** Sidewalk
**Location**: 93rd Avenue NE from Juanita Drive to NE 124th Street
**Description**: Installation of curb, gutter, sidewalk and planter strip. Unfunded CIP project NM 0032.

**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** Nonmotorized Facilities
**Location**: BNR 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, BNR 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 2005.

**NM20-9** Sidewalk
**Location**: 116th Ave NE from NE 94th Street to NE 100th Street
**Description**: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for construction in 2008.

**NM20-10** Bike Lane
**Location**: NE 100th Street, Slater Avenue NE to 132nd Avenue NE
**Description**: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Unfunded CIP project NM 0036.

**NM20-11** Sidewalk
**Location:** NE 95th Street from 112th Ave NE to 116th Ave NE
**Description**: Install curb, gutter and sidewalk and storm drain along north side. Funded CIP project NM 0045, scheduled for completion in 2007.

**NM20-12** Sidewalk
**Location:** 18th Ave West from Market Street to Rose Point Lane
**Description:** Install curb, gutter and sidewalk and storm drain along roadway. Unfunded CIP project NM 0046.

**NM20-13** Sidewalk
**Location**: 116th Ave NE from NE 70th Street to NE 75th Street
**Description**: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.

**NM20-14** Sidewalk
**Location**: 130th Avenue NE, NE 95th Street to NE 100th Street
**Description**: Install sidewalk along west side of 130th Avenue NE. Unfunded CIP project NM 0037.

**NM20-15** Pedestrian/Bicycle Bridge
**Location**: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405
**Description**: Pedestrian/Bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

**NM20-16** Sidewalk
**Location**: NE 90th Street, Slater Avenue NE to 128th Avenue NE
**Description**: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

**NM20-17** Sidewalk
**Location**: NE 60th Street from 116th Ave NE to 132nd Ave NE
**Description**: Half street improvements along the north side to include sidewalk, curb, gutter, storm drainage and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

**NM20-18** Sidewalk
**Location**: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park
**Description**: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.

**NM20-19** Pedestrian/Bicycle Facility
**Location**: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE
**Description**: Installation of paved multi purpose path and storm drainage along corridor. Unfunded CIP project NM 0043.

**NM20-20** Crosswalk Upgrades
**Location**: Various locations throughout city
**Description**: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.

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

**NM20-22** Annual Bicycle Improvements
**Location**: Various locations throughout the city
**Description**: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

**NM20-23** Sidewalk
**Location**: 112th Ave NE from NE 87th Street to NE 90th Street
**Description**: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Unfunded CIP project NM 0049.

**NM20-24** Sidewalk
**Location**: NE 80th Street from 126th Ave NE to 130th Ave NE
**Description**: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Unfunded CIP project NM 0050.

**NM 20-25** Sidewalk
**Location:** NE 85th Street from I-405 to 132nd Ave NE and along 124th Ave NE from NE 80th Street to NE 90th Street.
**Description:** Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM-0051.

**ST20-1** Roadway Extension
**Location**: 118th Avenue NE, NE 116th Street to NE 118th Street
**Description**: Extend two-lane roadway, including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

**ST20-2** Roadway Extension
**Location**: 119th Avenue NE, NE 128th Street to NE 130th Street
**Description**: Extend two-lane roadway, including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

**ST20-3** Roadway Widening
**Location**: 120th Avenue NE, NE 128th Street 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 2006.

**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 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 to meet seismic requirements. Unfunded CIP project ST 0055.

**ST20-8** Freeway Overpass/Roadway Widening
**Location**: NE 128th Street from 116th Avenue to Totem Lake Boulevard over I-405. Project will also sextend from Totem Lake Boulevard to 120th Avenue NE.
**Description**: 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 Department of Transportation. Funded CIP project ST 0069. Scheduled for completion in 2005.

**ST20-9** Roadway Extension
**Location**: NE 120th Street (east section), 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 to begin design in 2006.

**ST20-10** Traffic Calming
**Location**: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street
**Description**: Install various traffic calming measures, parking, pedestrian and landscape improvements. Funded CIP ST 0070, scheduled to begin design in 2007.

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

**ST20-12** Roadway Widening
**Location**: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
**Description**: Widen to a five-lane section with bike lanes. Currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Unfunded CIP project ST 0058; will require 75% King County participation.

**ST20-13** Roadway extension
**Location**: NE 120th Street (west section) from 124th Ave NE to BNR crossing
**Description**: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.

**ST20-14** Roadway extension
**Location**: 120th Ave NE from NE 116th Street to BNR crossing
**Description**: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

**ST20-15** Annual Street Preservation Program
**Location**: Various sites throughout the City based on Pavement Management Program
**Description**: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

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

**TR20-2** Intersection Improvement
**Location**: Kirkland Way Underpass at BNSFRR crossing
**Description**: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Funded CIP project TR 0067, scheduled to begin design in 2007.

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

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

**TR20-5** HOV Queue By-pass
**Location**: NE 124th Street and I-405, east to southbound
**Description**: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.

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

**TR20-7** Traffic Signal
**Location**: NE 85th Street and 128th Avenue NE
**Description**: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0060, scheduled for completion in 2004.

**TR20-8** HOV Queue By-pass
**Location**: NE 85th Street and I-405, east to southbound
**Description**: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

**TR20-9** Intersection Improvement
**Location**: Lake Washington Boulevard at Northup Way
**Description**: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

**TR20-10** Intersection Improvements
**Location:** Various intersections
**Description:** Installation of c-curb, signage and driveway controls at various high accident commercial driveways. Funded CIP project TR-0077.

**TR20-11** Intersection Improvements
**Location:** NE 85th Street/132nd Ave NE
**Description:** Construct a southbound to westbound right-turn lane, extend the southbound to eastbound left-turn pocket, and add a northbound to eastbound right-turn lane. Sound Transit will also add a westbound to northbound right-turn lane as a part of the project. Funded CIP project TR-0078.

**TR20-12** Intersection Improvements
**Location:** NE 85th Street/114th Ave NE
**Description:** Construct two southbound to eastbound left-turn lanes; extend existing eastbound to southbound through/right-turn lane. Funded CIP project TR-0079.

**TR20-13** Intersection Improvements
**Location:** NE 85th Street/124th Ave NE
**Description:** Construct two eastbound to northbound left-turn lanes as a part of the Sound Transit Route 540 corridor improvements. Funded CIP project TR-0080.

**TR20-14** Traffic Signal
**Location:** Central Way at the entrance to the Park Place Shopping area
**Description:** Install new traffic signal and pedestrian crossings. Funded CIP project TR-0082.

**TR20-15** Intersection Improvements
**Location:** 100th Ave NE/NE 132nd Street
**Description:** Construct a northbound receiving lane on the north leg of the intersection and restripe existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left turn lane. Funded CIP project TR-0083.

**TR20-16** Intersection Improvements
**Location:** 100th Ave NE/NE 124th Street
**Description:** Construct a northbound receiving lane on the north leg of the intersection and restripe existing northbound right-turn lane to a through/right-turn configuration. Funded CIP project TR-0084.

**TR20-17** Intersection Improvements

**Location:** NE 68th Street/108th Ave NE
**Description:** Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Unfunded CIP project TR-0085.

**TR20-18** Intersection Improvements
**Location:** NE 70th Street/132nd Ave NE
**Description:** Install westbound and northbound right-turn lanes. Unfunded CIP project TR-0086.

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

2. NE 116th Street/I-405 queue by-pass eastbound to southbound

4. NE 85th Street/I-405 queue by-pass westbound to northbound

6. NE 70th Street/I-405 queue by-pass

10. NE 124th Street/I-405 westbound to northbound

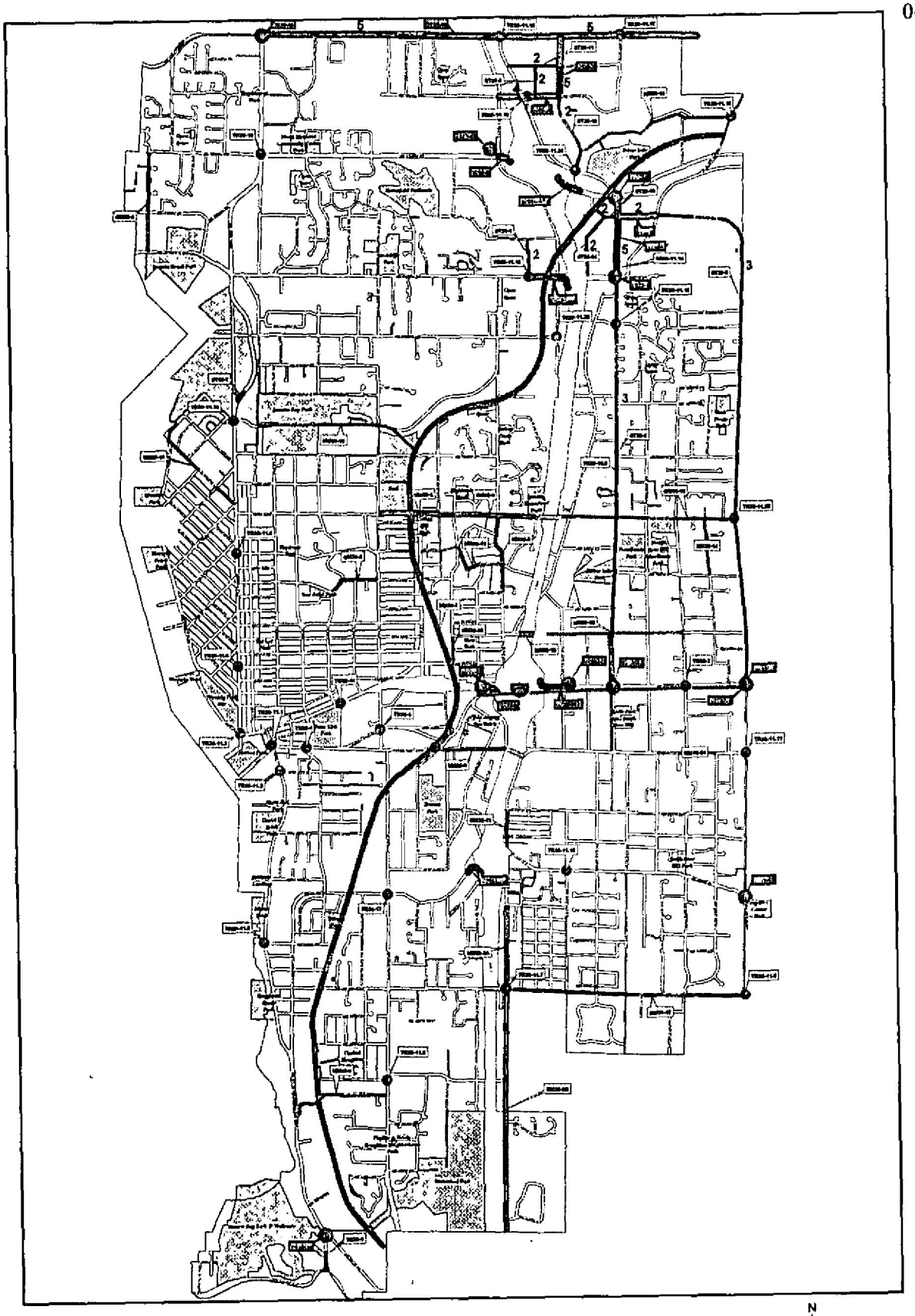
**TR20-11** Intersection Improvements
**Location:** Various
**Description:** New signals or signal improvements that are not included in other projects are as follows:

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

21. Totem Lake Blvd/120th Ave NE
22. NE 100th Street/132nd Ave NE

~~**TABLE T-5**~~
~~**Project Descriptions for the 2012 Transportation Project List**~~

***Note: Existing Table T-5 is deleted in is entirety and replaced with new Table T-5 above***



**Legend**

- Bike Lane
- Bike/Ped Overpass
- Bike/Ped Overpass Existing
- Bridge
- Queue Bypass Lane
- Sidewalk
- Sidewalk/Bike Lane
- Street
- Intersection
- 2022 Concurrency Intersection
- 2022 Concurrency Project
- Park

N

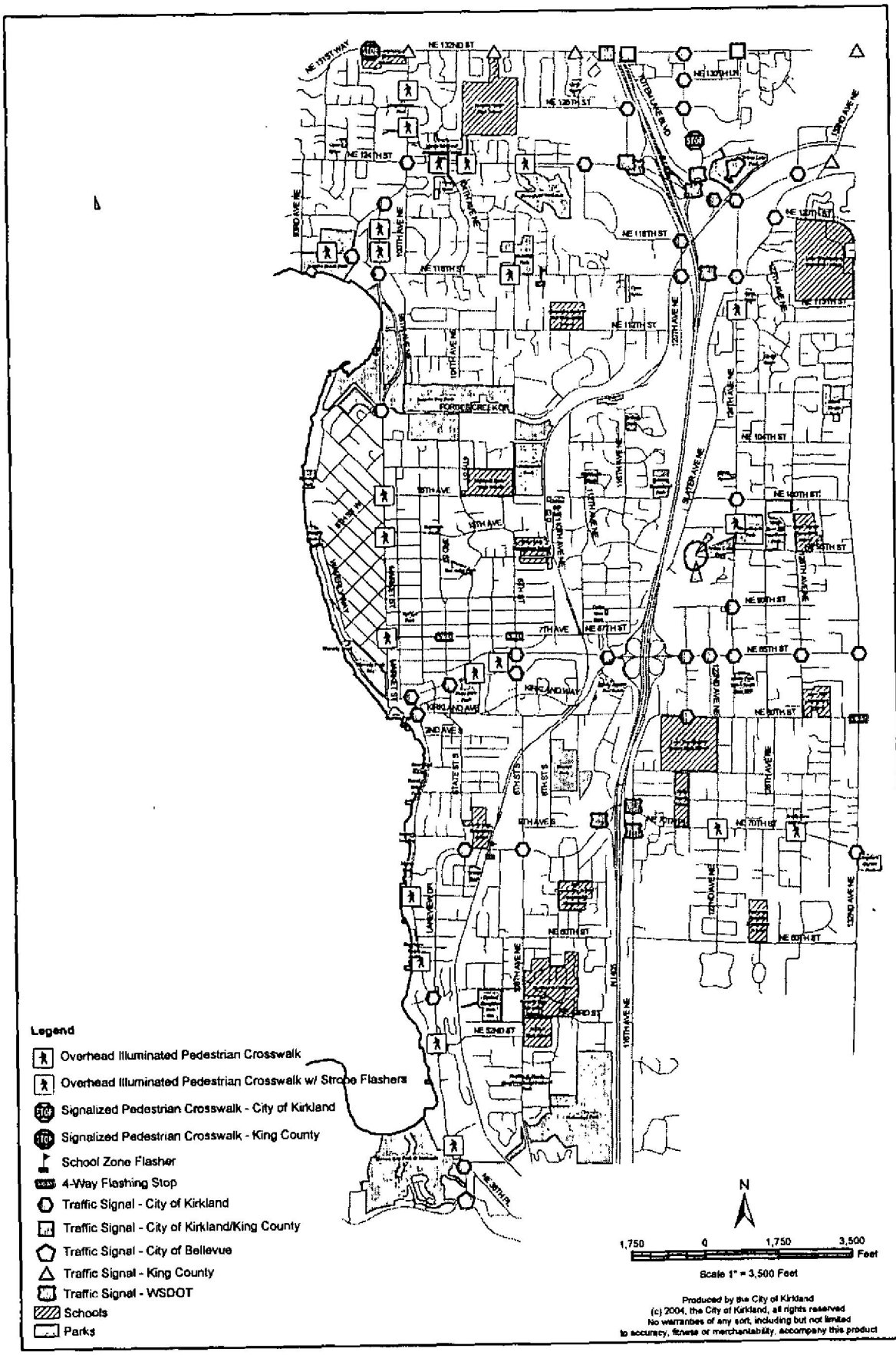
1,625 0 1,625 Feet

Scale 1" = 3,250 Feet

Produced by the City of Kirkland
(c) 2004, the City of Kirkland, all rights reserved
No warranties of any sort, including but not limited
to accuracy, fitness or merchantability, accompany this product



Amended **Figure T-6: Transportation Project List**




City of Kirkland Comprehensive Plan
11/2004 Draft

Amended **Figure T-7: Signalized Intersections**

## E. State Transportation Plans and Policies

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 Tables T-6 and T-7. Also, Figure T-1 shows 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 along NE 85th Street, a distance of 0.99 miles. It is an urban principal arterial and is not designated as a Highway of Statewide 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 Statewide Significance.

For Highways of Statewide Significance, Washington State Department of Transportation (WSDOT) uses an Annual Average Daily Traffic to one hour capacity ratio (AADT/C) to determine the severity of congestion over a 24 hour period. AADT/C is the ratio of traffic volume to the physical capacity of the roadway. This is also known as the Average Congestion Ratio or ACR. Index values under this system range from 1 (little to no congestion) to 24 (theoretically, congestion over the entire 24 hour day). This congestion indicator enables the comparison of each highway's daily volume of traffic to a one-hour capacity. WDSOT has set the current LOS standard for I-405 in Kirkkland at ACR 10.

The Washington State Transportation Commission adopted this congestion index measure (ACR) and established thresholds to identify "congested" highways at the index values of 10 for urban highways and 6 for rural highways. When compared to traditional peak hour measures, these thresholds approximate LOS D operation in urban areas and LOS C operation in rural areas. Highways which exceed these are identified as deficient.SR-908 is a Highway of Regional Significance. Adoption of LOS standards for highways of regional significance (HRS) followed a year long process involving WSDOT and the region's cities and counties. WSDOT has set the level of service standard for SR908 at E-mitigated.

Since 2003, a corridor study for the entire I-405 corridor has been underway. A programmatic EIS has been completed, with further analysis of the alternates occurring in 2004. The exact nature and timing of improvements to I-405 is contingent upon funding.

**Table T-6**

| State Route | | Posted Speed Limit | Number of Lanes | PM Peak Hour Two-way Traffic Volumes | | | WSDOT ACR-LOS | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | *2003/2022* | *Roadway Capacity 2003/2022* | *Existing 2003 PM Peak Hour* | *Forecasted 2022 Traffic Volumes* | *Adopted LOS Standard* | *Existing 2003 V/C LOS* | *Future 2022 V/C LOS* |
| I-405 | | | | | | | | | |
| From | To | | | | | | | | |
| **NE 39th St** | **NE 70th St** | **60** | **7/8** | **15,000/19,000** | **159685** | **250569** | **10** | **11** | **13** |
| **NE 70th St** | **NE 85th St** | **60** | **6/8** | **15,000/19,000** | **175124** | **268338** | **10** | **12** | **14** |
| **NE 85th St** | **NE 116th St** | **60** | **6/8** | **15,000/19,000** | **168416** | **256477** | **10** | **11** | **13** |
| **NE 116th St** | **NE 124th St** | **60** | **6/8** | **15,000/19,000** | **149861** | **257600** | **10** | **10** | **14** |
| **NE 124th St** | **NE 132nd St** | **60** | **6/8** | **15,000/19,000** | **126419** | **218708** | **10** | **8** | **12** |
| SR-908 ( NE 85th St) | | | | | | | | | |
| From | To | | | | | | | | |
| **SB-405 Ramp** | **NB-405 Ramp** | **35** | **5** | **4172** | **3774** | **5443** | **E-mitigate** | **0.90** | **1.16** |
| **NB-405 Ramp** | **120th Ave NE** | **35** | **5** | **4172** | **3862** | **4841** | **E-mitigate** | **0.93** | **1.16** |
| **120th Ave NE** | **122nd Ave NE** | **35** | **5** | **4000** | **3355** | **3760** | **E-mitigate** | **0.84** | **0.94** |
| **122nd Ave NE** | **124th Ave NE** | **35** | **5** | **4000** | **3215** | **3410** | **E-mitigate** | **0.80** | **0.85** |
| **124th Ave NE** | **126th Ave NE** | **35** | **5** | **4000** | **3107** | **3713** | **E-mitigate** | **0.78** | **0.93** |
| **126th Ave NE** | **128th Ave NE** | **35** | **5** | **4000** | **3157** | **3387** | **E-mitigate** | **0.79** | **0.85** |
| **128th Ave NE** | **132nd Ave NE** | **35** | **5** | **4000** | **3093** | **4128** | **E-mitigate** | **0.77** | **1.03** |
| | | | | | | | | | |

**Table T-7**

| Signalized State Route Intersections | PM Peak Hour Traffic Volumes | | PM Peak Hour LOS | | | Planned Improvement Projects |
|---|---|---|---|---|---|---|
| | *Existing 2003* | *Future 2022* | *Existing 2003* | *Future 2022* | *Corresponding Letter Grade LOS for 2022* | |
| I-405 | | | | | | |
| **116th Ave NE/NB Ramp** | **2546** | **2356** | **1.17** | **1.11** | **F** | **None** |
| **NE 72nd Place/SB Ramp** | **2211** | **3005** | **0.90** | **1.09** | **F** | **HOV Queue By-pass** |
| **NE 116th St/NB Ramp** | **2497** | **2792** | **0.83** | **0.68** | **C** | **None** |
| **NE 124th St/NB Ramp** | **3869** | **4425** | **0.69** | **0.95** | **E** | **HOV Queue By-pass** |
| **NE 124th St/SB Ramp** | **4160** | **4749** | **0.83** | **0.81** | **D** | **HOV Queue By-pass** |
| **Totem Lake Blvd/120th Ave NE** | **2876** | **3912** | **1.00** | **0.92** | **E** | **None** |
| SR-908 | | | | | | |
| **NE 85th St/114th Ave NE** | **3900** | **4803** | **0.94** | **1.02** | **F** | **Signal Interconnect, add SB left-turn lane** |
| **NE 85th St/120th Ave NE** | **4295** | **5175** | **1.10** | **1.18** | **F** | **Signal Interconnect, Add 2nd NB left-turn lane** |
| **NE 85th St/122nd Ave NE** | **3773** | **4044** | **0.95** | **0.80** | **D** | **Signal Interconnect** |
| **NE 85th St/124th Ave NE** | **4202** | **4604** | **1.00** | **1.05** | **F** | **Signal Interconnect, Add 2nd EB left-turn lane** |
| **NE 85th St/132nd Ave NE** | **4297** | **5481** | **1.21** | **1.18** | **F** | **Signal Interconnect, Add NB Right-turn Lane, SB Right-turn lane, WB Right-turn lane, add WB & EB through-lanes** |
| | | | | | | |
| | | | | | | |

*Note on Figures:*

The existing *Figure T-7 Proposed Pedestrian System* and *Figure T-8 Proposed Bicycle System* have been deleted and combined in the new *Figure T-2 Bicycle System – Existing and Proposed* and *Figure T-3 Pedestrian System – Existing and Proposed.*

The existing *Figure T-9 Signalized Intersections* has been revised and renumbered as *Figure T-7*

Figure T-1 *Street Classifications and State Routes* and *Figure T-4 Transit Service* have been revised.

No change to *Figure T-5 Transportation Subareaa*

# X. PARKS, RECREATION, AND OPEN SPACE

## A. INTRODUCTION



*"Puddle Jumpers" sculpture at Marina Park*

Parks and other open spaces make a an important 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 is shrinking. Consequently, the City must strategically and creatively position itself to deal with the open space demands of those areas within its urban growth boundaries. Renovation of certain parks is important to keep them safe and functional and to reduce unnecessary maintenance costs.

Looking at current City parks and recreation services through the year ~~2012~~ 2022, 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 neighborhood parks, community parks, and open space.

1-PROE

(2) Providing additional pedestrian and bicycle trails and linkages, including the acquisition of greenways, between parks, open spaces, and neighborhoods.

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

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

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

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

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

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

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

~~(10)~~(9) Promoting habitat conservation through acquisition and preservation of important natural areas, and continuing development of interpretive education programs.

## *EXISTING CONDITIONS*

The existing City-owned park system contains ~~458~~ 502 acres, of which about ~~154~~ 172 acres are developed. Much of the developed park system consists of ~~nine~~ ten waterfront parks, 18 neighborhood parks, ~~four~~ five 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.

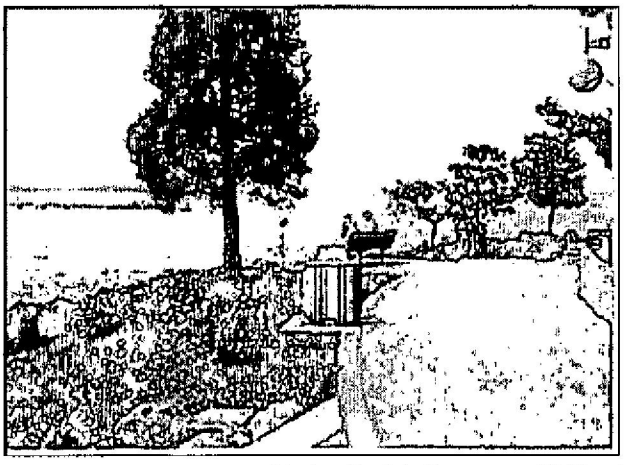
A detailed inventory and classification of existing parks, open space, and recreational facilities is contained in the parks functional plan, titled Kirkland's Comprehensive Park, Open Space, and Recreation Plan. That inventory is adopted as background for this Element as though set forth herein.

### 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~~ 14 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.

**Neighborhood Parks**

Kirkland's major need in park land is in neighborhood parks. Neighborhood parks serve both limited active and passive recreation needs of aresidential neighborhood within a 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, immediately prior to the review and adoption of this Element. That Plan is closely related to the Parks Element of the City Comprehensive Plan. The Parks Board has relied heavily on the City Comprehensive Plan and, in turn, this Element relies heavily on the work of the Park Board in establishing goals and policies.

## B. PARKS, RECREATION, AND OPEN SPACE CONCEPT

The Park, Recreation, and Open Space Element supports the continued provision of accessible and well-maintained facilities and services for current and future residents. Levels of service are established for facilities. Policies are established for coordination with other service

providers to ensure efficiencies in utilization of park and recreational facilities and services. The City will promote environmental conservation and education for publicly owned natural open space areas.

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

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

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

**Goal PR-3: Protect and preserve natural resource areas.**

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

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

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

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

***Policy PR-1.1:***

Acquire parks, recreation, and open space facilities in those areas of the City facing population growth, commercial development, and 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~~ capture opportunities ~~if~~should ~~additional~~ waterfront become available. ~~Should~~ If privately held lakefront parcels adjacent to existing beach parks or at other appropriate locations become available, we should make an effort ~~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 trails within parks and linkages between parks and ~~open spaces where feasible.~~ the city's major pedestrian and bicycle routes identified in the Nonmotorized Transportation Plan and between parks and nearby neighborhoods, commercial centers and public facilities, including schools.

Trails provide people with valuable links between neighborhoods, parks, ~~and public~~ schools and other public facilities, commercial centers and other regional non-motorized facilities. 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 by the City's Public Works Department, working cooperatively ~~by~~ with the Department of Parks and Community Services, the Planning and Community Development, ~~and Public Works.~~ and the public.

One ~~Two~~ important goal ~~elements~~ for recreational and commuter 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 Railroad 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.

Another goal is development of a north-south recreational trail under the Seattle City Light (SCL) power lines within the SCL easement and various access points to the future trail. This trail would also connect to other communities and neighborhoods.

***Policy PR-1.3:***

Ensure adequate maintenance and operation funding prior to development of parks and recreational facilities.

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

***Policy PR-1.4:***

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

As the City's park system matures and requires periodic renovation, emphasis should be placed on developing improved methods of conserving energy, using better equipment and innovative practices, and designing park areas in such a manner as to reduce long-term maintenance and operating expenses.

***Policy PR-1.5:***

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

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

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

**Acquisition**

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

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

**Development**

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

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

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

**Renovation**

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

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

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

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

**Financing**

The City's Capital Improvement Program (CIP) and Capital Facilities Plan contain capital project needs and funding sources for parks projects. Capital project financing comes from a variety of sources including current operating funds, reserve funds, impact fees, 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 | 2.1 acres/1,000 persons |
| Community Parks | 2.1 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 are required to meet the standards for Desired 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 Community Center, one Senior Center, and a ~~new~~ Teen Center. 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, f~~Factors including increased demand for City and School District facilities, and limited availability of School District facilities continue to fuel the need for additional City-managed public recreation facility space.

***Policy PR-2.2:***

Ensure that recreation facilities are provided using the following standard to determine the need for recreation facilities.

**Table PR-2**
**Recreation Space Levels of Service**

| Facility | Standard |
|---|---|
| Indoor (Non-Athletic) Recreation Space | 700 sq. ft./1,000 persons |
| 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 non-motorized small craft water-oriented activities/ programs along the shoreline where appropriate and consistent with public interest and needs.

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

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

***Policy PR-2.4:***

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

**Partnership with Lake Washington School District**

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

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

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

To ensure that School District facilities will continue to be available for City-sponsored recreation programs, in 2000, the City and School District 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 continued 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 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.

~~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 should become part of Kirkland's park system. 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.~~

An~~other~~ 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 and Conservation Futures tax funding.

***Policy PR-2.5:***

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

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

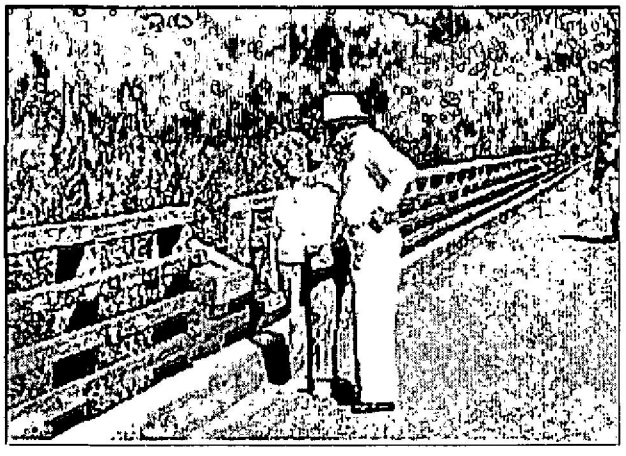
As demand for recreation activities grows, emphasis will be placed on programs, activities, and events that are safe, appropriately priced, and held at convenient locations and times. It is the intent of the City to

closely monitor local and national trends so as to offer the most diverse, accessible, and affordable recreation opportunities possible to Kirkland citizens.

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

***Policy PR-2.6:***

Enhance the quality of life for the older adult population by providing opportunities to engage in social, recreational, educational, nutritional, and health programs designed to encourage independence.



*Pedestrian bridge through Juanita Bay Park wetlands*

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

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

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

***Policy PR-2.7:***

Determine the need and provide access to recreation programs for citizens with physical and developmental disabilities.

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

## *NATURAL RESOURCES CONSERVATION*

***Goal PR-3: Protect and preserve natural resource areas.***

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

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

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

***Policy PR-3.1:***

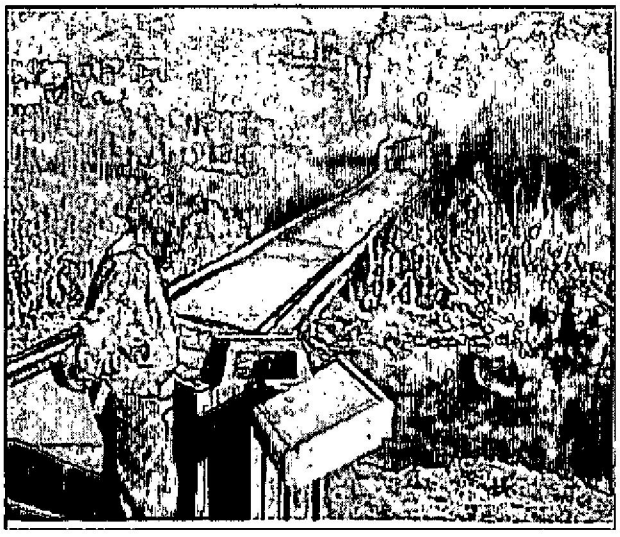
Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

Recognized impacts associated with an ever increasing urban population include the loss of privately owned open spaces, an increase in 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.

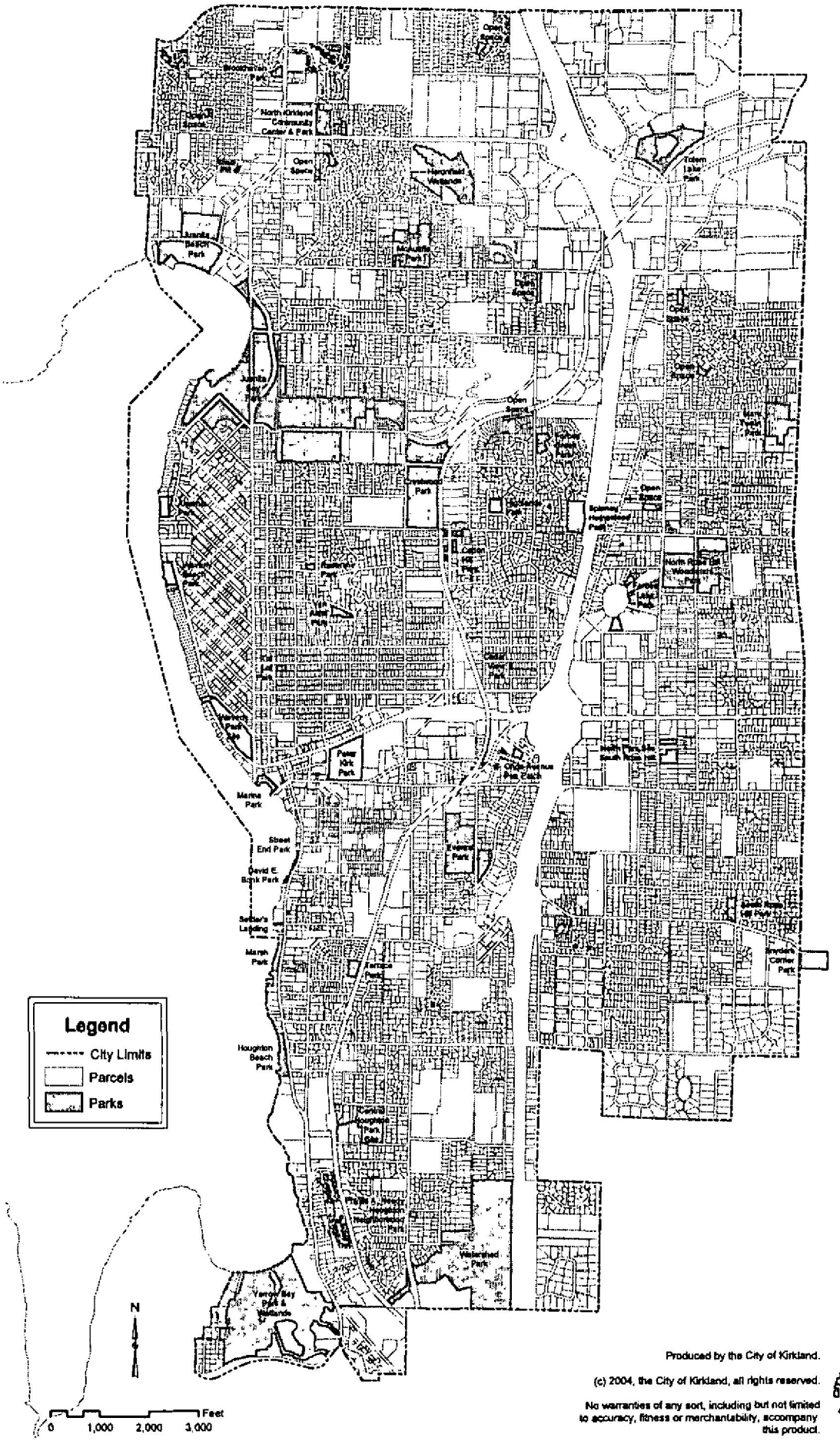


*Educational sign and boardwalk at Juanita Bay Park*

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.




City of Kirkland Comprehensive Plan
7/2004 Draft

Amended **Figure PR-1: Kirkland Parks**

16-RRE

# XI. Utilities

## A. Introduction

The Utilities Element addresses water, sewer, surface water, electric power, natural gas and telecommunications.

Kirkland's existing utility infrastructure is generally adequate to meet the growth needs of the City for many years. The primary focus of the City in the coming years will be to continue to update existing systems to increase efficiency and to avoid maintenance problems associated with older facilities. Each utility function presents a unique problem. For water, Kirkland faces regional supply issues that require regional solutions. For sewer, the City must consider how to service areas on septic systems as those areas become more urbanized. For surface water ~~stormwater~~, the City is challenged to manage a growing system to handle increased urbanization while maintaining and enhancing water quality. For telecommunications, the City must find economical ways to install its fiberoptic network to meet the city's needs and respond to changes in technology, and where possible, utilize it's telecommunications investments and partnerships to benefit citizens, businesses and public institutions.

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

### *EXISTING CONDITIONS*

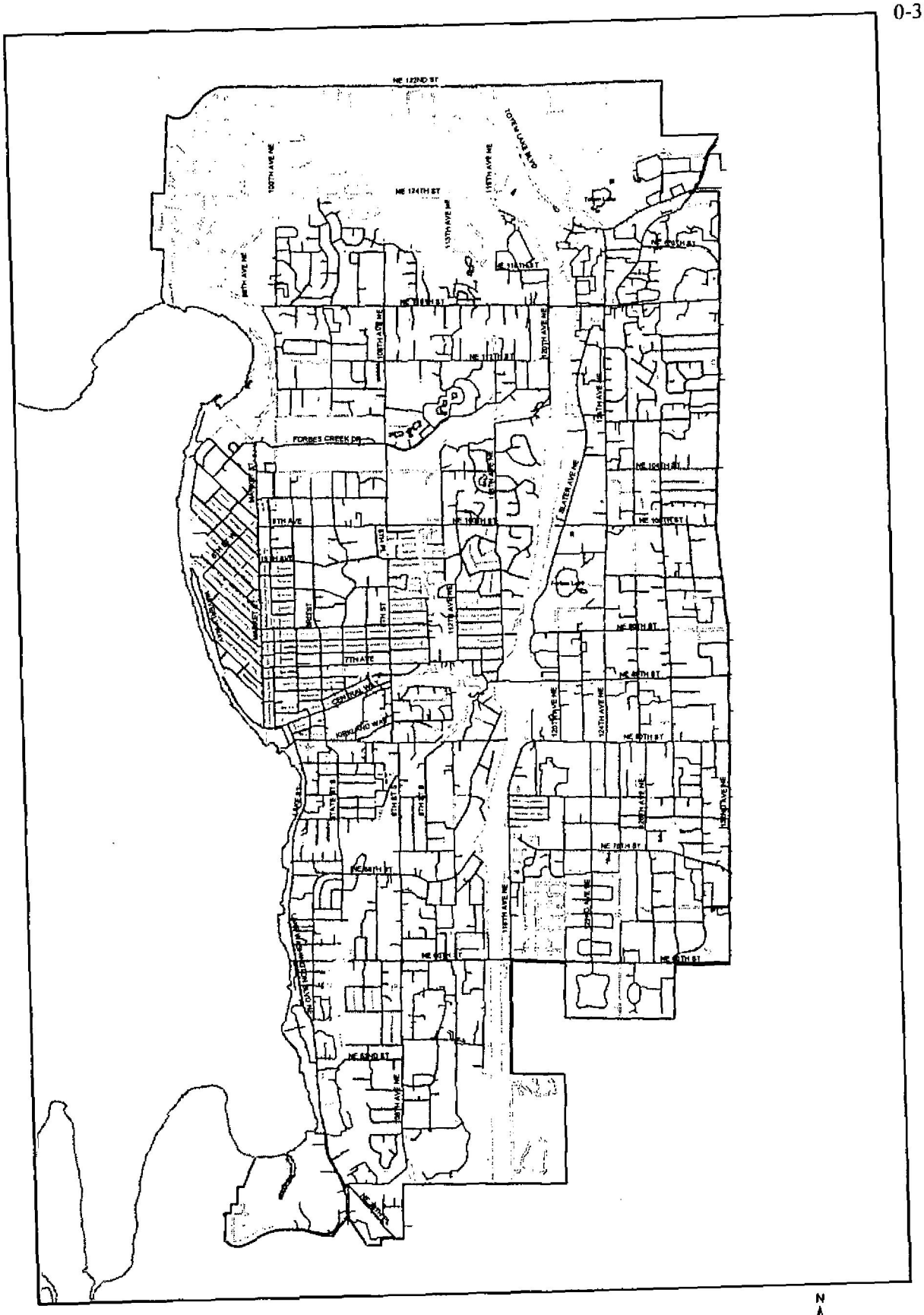
The City of Kirkland currently provides the following utility services:

- **Water** - All areas of the City except those north of NE 116th Street who are served by the Northshore Utility District. Figure U-1 shows the City's water system.

- **Sewer** - All areas of the City south of NE 116th Street. The Northshore Utility District provides sewer service to most areas north of NE 116th Street. Figure U-2 shows the City's sewer system.

- Surface **~~Storm Water~~** - All areas of the city. Figure U-3 shows the City's surface water system. ~~The City has a storm water utility. Existing storm water services are provided to all areas of the City within the public rights of way. These systems convey storm water conveyed from various on site private systems.~~

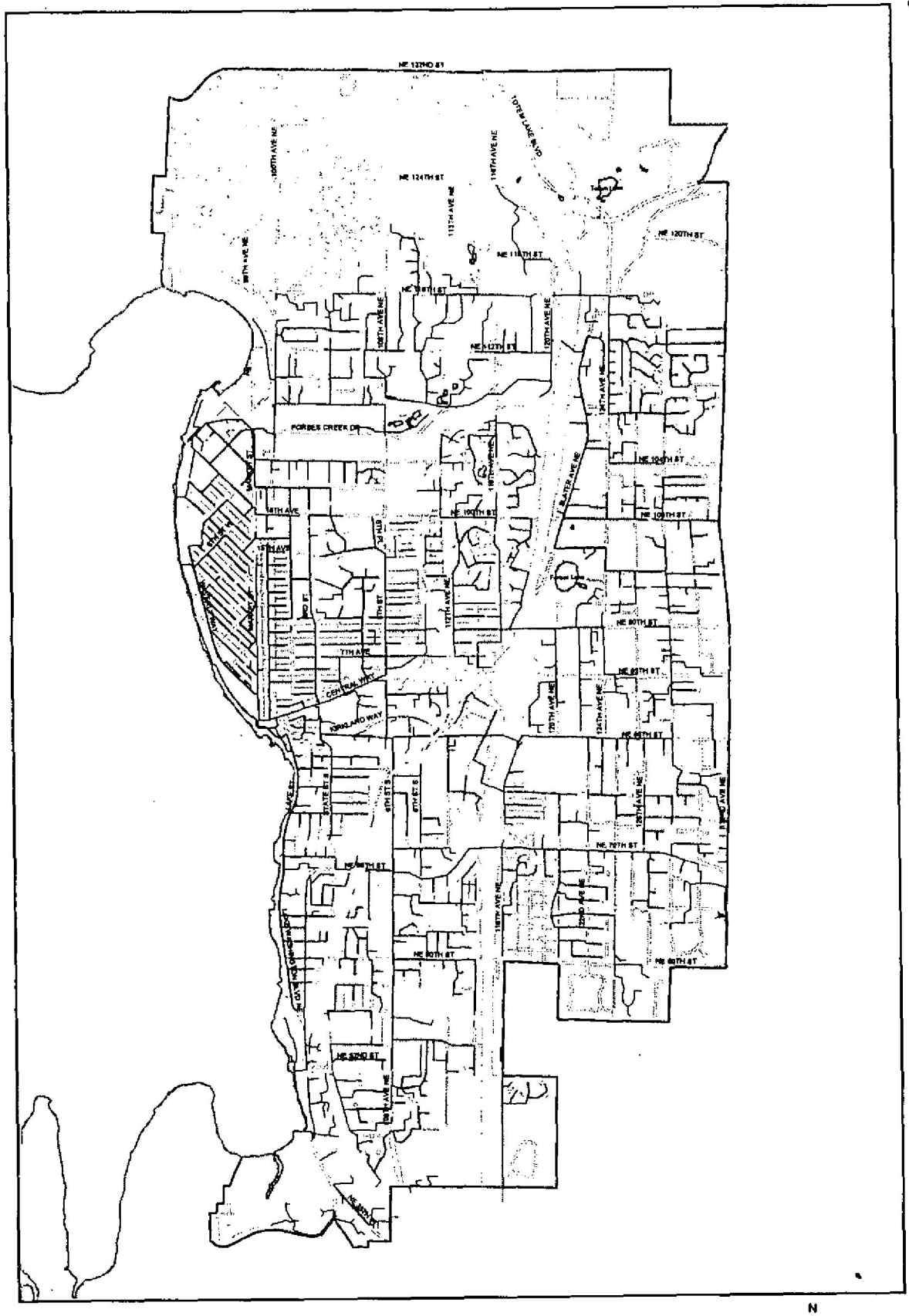
- ~~**Solid Waste** - Curbside solid waste and recycling for all single family and multifamily resi~~




City of Kirkland Comprehensive Plan
7/2004 Draft

## Figure U-1: Water System

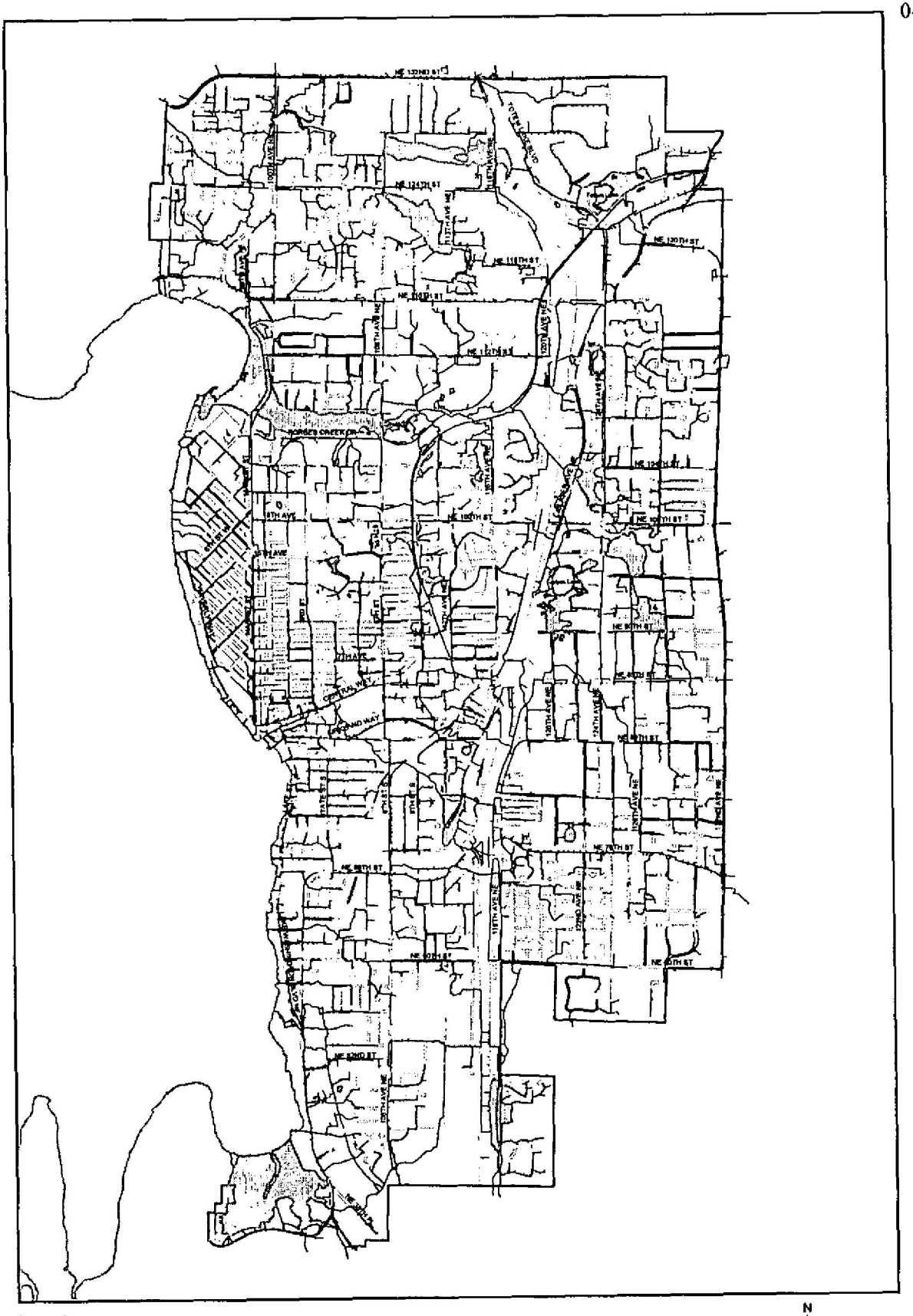
la-UE




City of Kirkland Comprehensive Plan
7/2004 Draft

**Figure U-2: Sanitary Sewer System**

16-UE



**Legend**

- Storm Water Pipe
- Right-of-Way
- City of Kirkland
- Wetland
- Lake

N

1,050525 0 1,050 2,100 Feet

Scale 1" = 2,100 Feet

Produced by the City of Kirkland
(c) 2004, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

City of Kirkland Comprehensive Plan
7/2004 Draft

**Figure U-3: Surface Water Management System**

IC-UE

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

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

- **Northshore Utility District** -provides water and sewer services to the northern portions of the City and Kirkland's growth areas. Figures U-4 and U-5 shows the water and sewer systems.

- **Puget Sound Energy** - transmits and distributes electric power and natural gas in a nine-county area, including Kirkland and much of King County. Figures showing the locations of electrical and gas facilities are not available from PSE.

- **Telecommunications** -- Kirkland has both wired and wireless telephone services, cable TV service and high speed cable internet services all provided by a variety of non-managed providers. ~~GTE Communications telephone service and certain related special services are provided by GTE Northwest. Several companies provide wireless communication services to Kirkland.~~

- ~~**TV cable services** - are available in the Kirkland area.~~

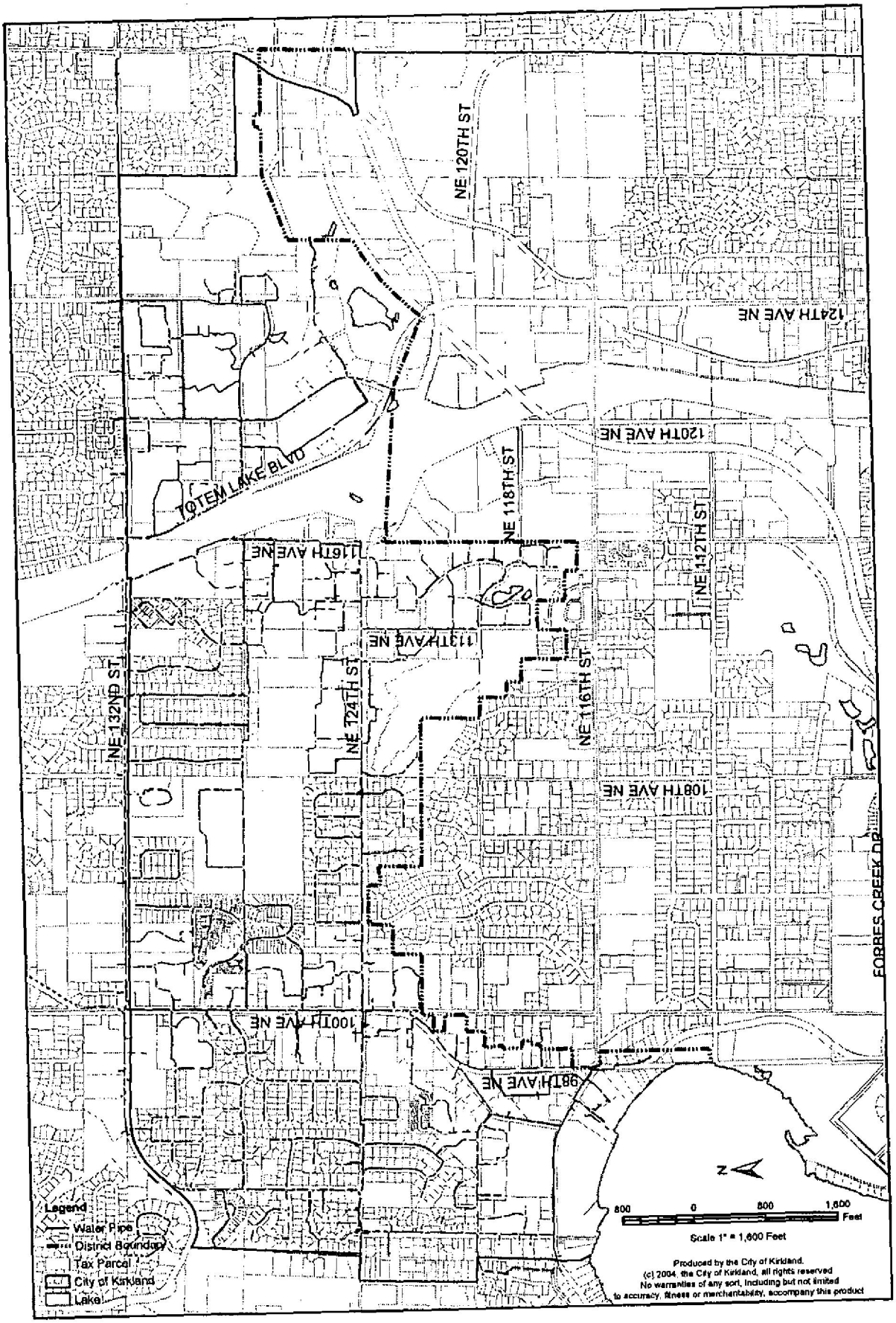
## CITY MANAGED FACILITIES

Water

The City of Kirkland provides water service to all of its residents except those north of NE 116th Street who are served by the Northshore Utility District (see Figure U-1). One multifamily complex in the NE corner of the City, south of NE 132nd Street between 124th Avenue NE and 128th Avenue NE, is served by the Woodinville Water District.

The City's water system is primarily a gravity system consisting of 181 miles of water lines and 19.5 million gallons of storage capacity. Projected costs associated with the water system are primarily maintenance and replacement costs. The system generally has sufficient capacity to serve growth anticipated through the land use plan and no capacity costs are anticipated through 2022

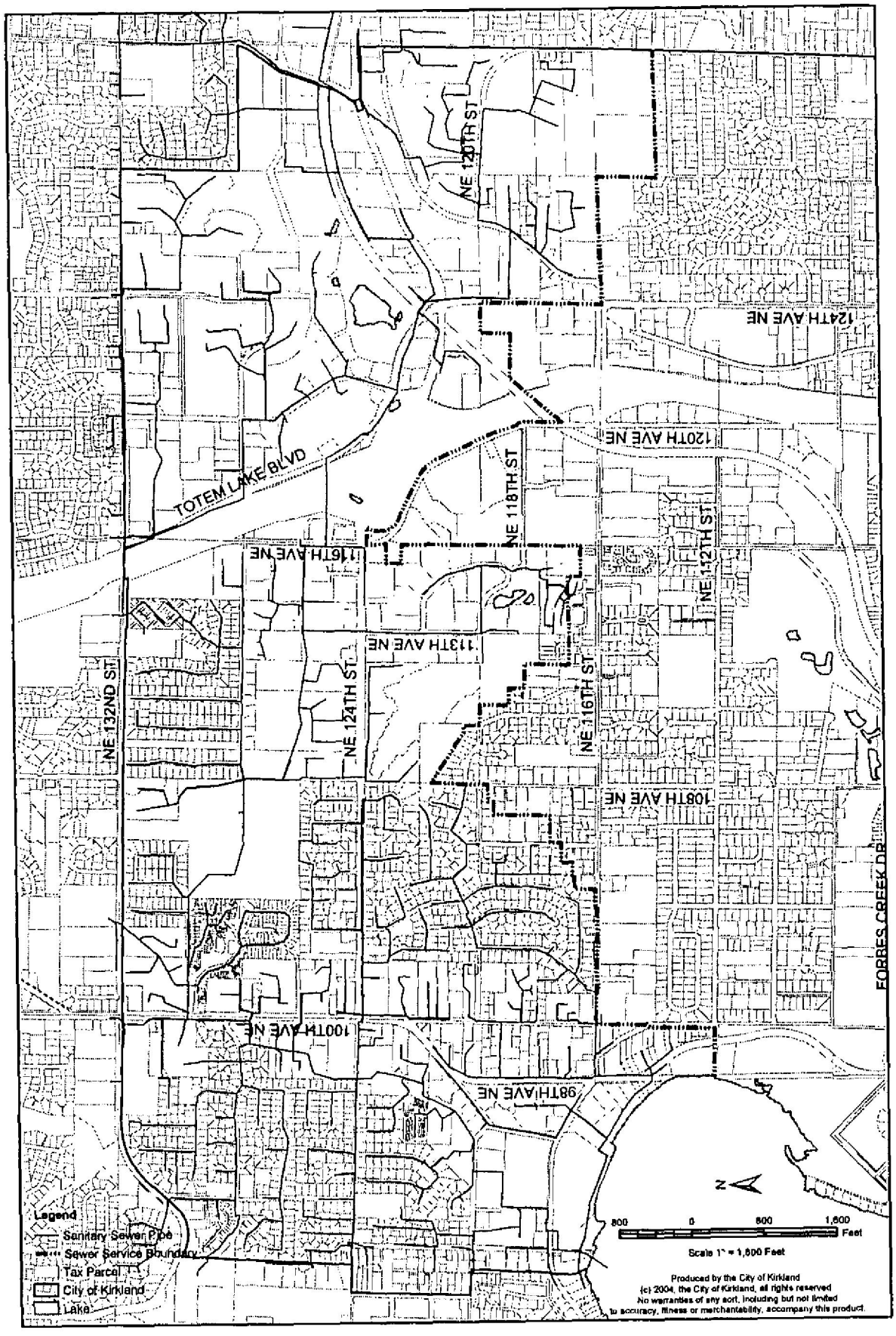
Seattle Public Utilities supplies the city's drinking water and is contracted to do so into the near future. The City, as a member of the Cascade Water Alliance, is also planning to secure and develop water supplies from other areas in the long-term. Cascade collects regional capital facilities charges to fund planning and development of future water sources. The City is part of a regional solution to address water needs.




City of Kirkland Comprehensive Plan
7/2004 Draft

**Figure U-4: Northshore Water System**

2a-UE




City of Kirkland Comprehensive Plan
7/2004 Draft

**Figure U-5: Northshore Sewer System**

26-45

## Sewer

The City of Kirkland provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-2). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 35 wastewater collection basins, 88 miles of sewer pipe, nine lift stations and force mains, and approximately 2200 manholes. Approximately five to ten percent of Kirkland residents use septic systems. Sewer extensions have typically been funded by developers and local homeowners through the City managed Emergecny Sewer Program. The system's most serious deficiency is the age of some of the pipelines. The 45-year-old concrete pipes allow inflow/infiltration and root intrusions which reduce capacity of the system and increase operation and maintenance costs. The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin, Central Way Basin, and Juanita Basin. These improvements will provide adequate capacity to serve growth anticipated through the land use plan through 2022.

The King County Department of Metropolitan Services (METRO) provides the City's service area with sanitary sewer treatment services at a capacity of 100 gallons per day per capita under the terms of an intergovernmental agreement. Northshore Utility District and City sewage are treated at Metro's West Point and Renton treatment plants.

## Surface Water

The City maintains conveyance, detention and water quality treatment systems in public rights-of-way. These systems accept stormwater runoff and surface water from private property within the city and from neighborhoring jurisdictions. As of 2004, the city system contains 364 public and private detention systems which include vaults and ponds, 9867 public and private catch basins and 170.4 miles of public and private pipes. Figure U-3 shows the City surface management water system.

A watershed approach has been used for managing the surface water utility by dividing the city into nine drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins make them espcially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek also has a large basin area within the city and is significant because it provides salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek and Everest Creek. More information on the watershed and drainage basins can be found in the Natural Environment Element.

### City Telecommunications

Over time, the City is installing a fiberoptic network to service its governmental facilities and traffic control system. In addition, the City is partnering with other cities and schools to lay the foundation for a regional telecommunication system. Figure U-8 shows the fiberoptic network in Kirkland, which includes partnerships with the City, Lake Washington School District, the University of Washington and the City of Belleuve to install publicly owned fiberoptic in major rights-of-way.

## NON-CITY-MANAGED UTILITIES

### Northshore Utility District: water and sewer

The Northshore Utility District provides water and sewer services to northern portions of the City and Kirkland's growth areas. Figure U-5 illustrates the existing Northshore water system and proposed improvements. Figure U-6 illustrates the existing Northshore sewer system. Northshore wastewaters are treated at King County's Department of Natural Resources West Point and Renton treatment plants. The water system has five reservoir sites with a 29-million-gallon capacity. The District is in the process of developing a sewer system capital improvement plan for replacement and repair of the older, damaged sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

Northshore can provide service to accommodate Kirkland's future growth.

### Puget Sound Energy: electricty and natural gas

Puget Sound Energy (PSE) is a public service company regulated by the Washington Utilities and Transportation Commission (WUTC), which provides the Kirkland area with electricity and natural gas. PSE distributes power transmitted by Bonneville Power Administration (BPA), and generates, transmits, and distributes power as part of the interconnected Northwest power grid. Although there has historically been a net surplus in electricity supply in the Northwest, in recent years there has been a balance between supply and demand. Future forecasts indicate some scenarios where deficits may emerge, requiring additional power purchases, new generation, and further conservation.

Kirkland is a part of the Eastside and Northshore Electrical Subareas. Power is delivered on 230 kV transmission lines to substations in Redmond and Renton, where the voltage is transformed

to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV

which is then distributed to customers. A double circuit 230 kV Seattle City Light transmission line runs through Kirkland near 124th Avenue NE, but does not directly serve the Eastside subarea.

PSE's long-range plans through the year 2022 indicate the need for three new distribution substations in Kirkland and a new 115 kV line along the eastern and northern City boundaries to connect to the Sammamish substation in Redmond.

PSE provides natural gas to five Washington counties, including King County. PSE has not historically planned for gas main and service extensions, but reacts to customer demand. The gas industry is regulated by the Washington Utilities and Transportation Commission, which requires gas companies to demonstrate that existing ratepayers will not subsidize new customers.

The Northwest distribution pipeline and gas station are located east of the Kirkland City limits. Existing 4"-8" gas lines in Kirkland, as well as extensions currently anticipated, will service Kirkland's growth.

**Telecommunication Service Providers**

Wired telephone service and certain related special services are available in the city. System facilities within Kirkland include switching stations, trunk lines, and distributions lines. There are four switching stations in Kirkland at 101 Market Street, 10020 133rd Place NE, NE 95th Street/128th Avenue NE, and NE 43rd Street/Lake Washington Boulevard. Trunk lines connecting the switching stations are concrete encased four-inch conduit, and distribution lines are either pole mounted or underground. Service and facility expansions are driven by customer demand.

Several companies provide wireless telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e. mobile telephone communications). Receivers may be placed on tall poles, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future, but uses market demand to determine expansion into new service areas.

Cable TV and internet services are also available in Kirkland. The Kirkland system is fed from a microwave receiving site in Bellevue. The majority of trunk and distrbution lines are overhead lines rather than underground. The local provider has the technical capacity to serve any new development in the city by simply adding new trunk or distribution lines. High speed DSL service are available in the community.

Many telecommunication vendors own optic fiber in Kirkland right-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

### *RELATIONSHIP TO OTHER ELEMENTS*

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

Policies for public services such as emergency services, schools, and libraries are contained in the Public Services Element.

### *RELATIONSHIP TO OTHER PLANS*

In preparing this element, the City has reviewed and considered the following documents:

City of Kirkland ~~1984~~ Comprehensive Water Plan

City of Kirkland ~~1993~~ Comprehensive Sewer Plan

City of Kirkland ~~Storm~~ Surface Water Master Plan ~~(Draft)~~

Northshore Utility District ~~1993~~ Comprehensive Water Plan

Northshore Utility District ~~1990~~ Sewer and Water Plan Maps

Puget Sound Energy ~~Power 1992~~ ~~King County Draft~~ GMA Electrical Facilities Plan

## B. Utilities Concept

The Utilities Element supports the continued provision of adequate utility services to support existing and future development. Levels of service are established for City-managed utilities and levels of service are established for non-City purveyors of water and sewer. In addition, concurrency requirements are established for new development.

The Utilities Element provides policies for regional coordination of utility needs. A basis for coordination with regional and local providers is established to ensure fair and consistent review of system expansions and enhancements while providing appropriate public input. The environmental and aesthetic concerns of

the community are balanced with the need to provide affordable and reliable utility service.

The importance of efficiency and conservation is stressed as a cost-effective means of accommodating the growing demand for services.

## C. Utilities Goals and Policies

**Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.**

**Goal U-2:Provide an efficient system to deliver high quality water.**

**Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer facilities.**

### *GENERAL*

**Community Values**

As an urban area, Kirkland is accustomed to a high level of utility service. These services accommodate the lifestyles of Kirkland residents and the success of Kirkland businesses. To maintain these community values, Kirkland must balance the quality of the service provided with the costs and community impacts.

***Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.***

**Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.**

An accurate inventory of existing utility locations and capacities will ensure that the City can plan for new growth in a manner that reflects the ability to service that growth with adequate services.

**Policy U-1.2: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan.**

This policy is intended to ensure that the Capital Facilities, Land Use, and Utilities Elements are functioning in concert. This systematic planning allows the City to make accurate land use

projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

**Policy U-1.3: Use the following level of service standards for determining the need for public sewer, water, and ~~stormwater~~ surface water facilities:**

**Table U-1**
**~~Sewer,~~ Water, Sewer and Surface Water ~~Stormwater~~ Level of Service**

| Facility | Standard |
|---|---|
| Water distribution: | 112 ~~119~~ gallons/day/capita |
| Water storage: | 362 gallons/capita plus 3.2 million gallons for fire storage |
| Sanitary sewer collection: | 100 gallons/day/ capita |
| Surface water management: | ~~24-hour event, 100-year detention with 0.2 c.f.s. per acre~~ Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetland. |

**Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses. ~~Ensure environmentally sensitive, safe, and reliable utility service that is aesthetically compatible with the surrounding land uses and results in reasonable economic costs.~~**

A variety of factors are at stake in the consideration of any proposed utility expansion. Mitigating environmental and aesthetic impacts can have implications on cost and efficiency of the system. Therefore, it is appropriate to weigh costs against a full consideration of benefits that will be derived. Individual implementation issues arising under this policy should be resolved on a case-by-case basis in light of all these considerations.

**Policy U-1.5: Facilitate and encourage the conservation of utility resources.**

The demand for utilities, such as water and electricity, may be met by either increasing the supply or reducing the demand. As the region continues to face challenges to the supply of these resources, conservation measures can be employed to delay need for new supplies.

**Policy U-1.6: Minimize impacts of personal wireless services, telecommunication facilities, and towers on adjacent land uses through careful siting and design. Facilitate the approval**

**of facilities that meet certain standards relating to location and configuration.**

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

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

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

***Policy U-1.7: Install new and, where feasible, existing utility distribution lines underground.***

Undergrounding of utility lines will visually enhance the area in which it occurs. In addition, undergrounding can reduce the potential for power outages associated with wind damage and eliminate unsightly pruning of vegetation. The complexities of undergrounding could increase as new utility lines are added to existing poles (i.e., new franchises).

Undergrounding utilities can be especially effective along major routes with good regional views. The City should explore prioritizing the undergrounding of utility lines in these areas.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized. The City will need to consider the rates and tariffs of the WUTC in deciding where to underground existing distribution lines.

***Policy U-1.8: Encourage the joint use of utility corridors and facilities consistent with prudent utility practice.***

Additional efficiencies may be achieved by coordinating utility corridors. Examples include sharing right-of-way acquisition costs and joint use of rights- of-way for utility and pedestrian trails.

***Policy U-1.9: Coordinate with other jurisdictions when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review.***

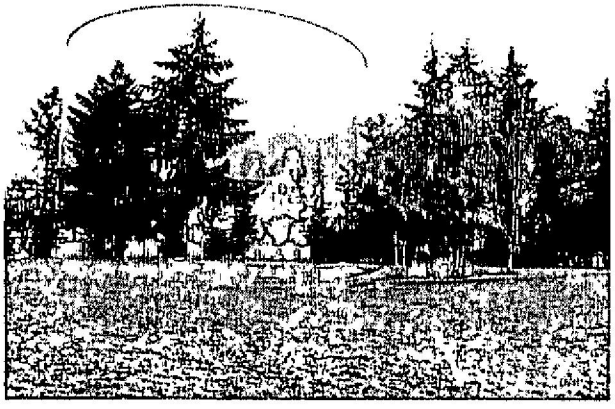
Where utility improvements are planned to serve regional demand, it is imperative that affected jurisdictions and utilities work together from the early planning stage. This will help reduce delays and a lower quality of regional service.

## *City-Managed Utilities*

### Water

***Goal U-2:Provide an efficient system to deliver high quality water.***

***Policy U-2.1: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic source of water and to address the long-term regional water demand needs of all agencies and purveyors.***



*Water tank in North Rose Hill Neighborhood*

To accomplish this, Kirkland needs to participate in and facilitate the development of a regional water supply system that effectively balances regional water resources and regional water supply needs and provides equitable participation in ownership and management.

***Policy U-2.2: Implement system rehabilitation and improvements in order to manage water resources.***

Increasing system efficiencies by taking such measures as replacement of older pipes can delay the need for new and more costly supply solutions. Policy U-2.3: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities.

The primary concerns with water supply are quantity and quality. The quantity of water has health and safety implications, particularly related to fire suppression. Water quality has obvious public health implications regulated by different levels of government.

**Sewer**

***Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer facilities.***

***Policy U-3.1: Work with ~~the~~ King County ~~Department of Metropolitan Services~~, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.***

The existing regional sewage system has the capacity to handle Kirkland's future growth, ~~well into the future~~. The system will require maintenance and improvements to increase efficiencies.

***Policy U-3.2: Ensure that all new development proposals are served by adequate sanitary sewer systems.***

In general, new development should not be permitted on property that is served only by septic tanks. However, in limited situations, septic systems should be considered for low-density residential development where no reasonable alternatives exist upon demonstration that soil conditions will permit proper functioning of a septic system.

***Policy U-3.3: Connect areas that are on septic systems to sanitary sewer.***

Some older, less urbanized areas of the City are served only by septic systems. As these systems age and fail, they present health and environmental risks. The City should facilitate sewer extensions to these areas by prioritizing City funded extensions and facilitating innovative privately funded solutions such as Local Improvement Districts and latecomer agreements.

***Policy U-3.4: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.***

The greatest system deficiencies in Kirkland's sanitary sewer system are related to the age and reliability of

parts of the system.. Infiltration and inflow of stormwater into the older pipes decreases system capacity and exfiltration of effluent from older pipes presents environmental and health risks. The focus should continue to be on updating older portions of the systems, with an emphasis on areas where overflows could occur near water bodies.

**Surface Water ~~Stormwater~~**

**Goal U-4:** ***Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.***

**Policy U-4.1:** ***Adopt surface water design standards for new development and redevelopment that incorporate best available research and technology in protecting water resources in an economical and feasible manner.***

The goal of surface water design for new development and redevelopment projects is to provide adequate drainage and to provide post-construction controls that mimic pre-development hydrologic patterns and protect water quality to the degree that is economically feasible. Such facilities may include low-impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration swales, or wetvaults.

**Policy U.4.2:** ***Adopt and implement standards for control of runoff and erosion from construction sites.***

In order to reduce erosion from construction, use of erosion control techniques should be required at all sites where significant clearing and grading will take place.

**Policy U-4.3:** ***Minimize the surface water impacts of development through the use of environmentally"low impact development" techniques.***

Low impact development techniques include the following:

- Minimize creation of impervious surfaces;
- Use site soils and vegetation to soak up and filter stormwater runoff;
- Use green roofs to minimize runoff from impervious surfaces; and
- Collect and store water for landscaping or other non-potable water uses

The City should respond to new low-impact technologies and evaluate techniques that may be feasible in Kirkland, and to evaluate possible incentives for use of such techniques.

**Policy U-4.4:** ***Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system.***

The City should response to instances of spilling and dumping of materials into the storm drainage system through activities such as the following:

- Identify and where appropriate take enforcement action against those responsible for non-stormwater discharges, including requiring cleanup or conducting abatement;
- Maintain and periodically update inter-City and intra-agency spill coordination and response procedures; and
- Conduct surveys to identify and eliminate illicit connections to the storm drainage system.

**Policy U-4.5:** ***Require businesses and residents to take steps to prevent stormwater pollution.***

It is much easier to prevent pollution than to clean up polluted waters. Businesses and residents should be required to use both non-structural and structural "best management practices" (BMPs) to prevent discharge of pollutants from everyday activities. BMPs range from covering materials stored outdoors, sweeping rather than using water to clean parking lots, installation of oil/water separators to connecting car washing areas to sanitary sewers.

**Policy U-4.6:** ***Assess the quality of water and habitat in local streams and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts.***

Identification of specific water quality and habitat concerns and the tracking of changes over time should help to improve the efficiency and cost-effectiveness of programs and

projects. Such assessment is a recommended element of several State and Federal programs.

**Policy U-4.7:** ***Ensure that privately owned stormwater facilities are operated and maintained in a manner that maximizes their quantity and quality control benefits.***

When well-maintained detention and water quality facilities on private property serve to protect downstream resources, City programs should be continued to ensure that privately owned stormwater facilities are operated and maintained so that downstream systems are not affected.

**Policy U-4.8:** ***Educate the public on protecting and enhancing the quality of our water resources.***

The City should strive to raise awareness of the impact that everyday business and residential activities can have on water quality and fish habitat and populations, and to provide information on practices, such as natural yard care, proper storage of materials, and washing practices, that can prevent the discharge of pollutants. Citizen volunteers should be involved in activities that increase stewardship of our water resources. The City should also explore new techniques for engaging the public and effecting positive changes in behavior.

**Policy U-4.9:** ***Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions.***

Watersheds do not stop at jurisdictional boundaries, and must be analyzed and restored as whole entities. The City should coordinate activities with King County, Bellevue and Redmond and other jurisdictions as appropriate to maximize the positive impact of projects and programs.

**Policy U-4.10:** ***Participate in regional surface water resources and fish resource conservation planning efforts.***

The City should continue in the participation of the WRIA 8 salmon conservation planning effort and the Puget Sound Shared Strategy. The purpose of this project is to develop a plan for recovery of salmon habitat functions of the greater Lake Washington Watershed. Habitat is the only one of the four "Hs," Habitat, Hydropower, Hatcheries, and Harvest, which is under local government control. Recovery of salmon stocks listed as threatened under the Federal Endangered Species Act would reduce the regulatory and liability burden for local jurisdictions, help to protect a vital part of our regional economy, and protect a species that has great cultural significance in the Pacific Northwest.

**Policy U-4.11:** ***Ensure compliance with State and Federal regulations related to surface water quality and fisheries resources.***

The City should coordinate surface water management requirements and programs with a variety of State and Federal programs and regulations, including but not limited to the following:

- National Pollutant Discharge Elimination System, Phase II;
- Puget Sound Water Quality Management Plan; and
- Federal Endangered Species Act listing of Chinook Salmon as a threatened species.

This policy is intended to acknowledge and accommodate future regulatory changes.

~~***Goal U-4: Provide storm water management facilities that preserve and enhance the water quality of streams, lakes, and wetlands and protect life and property from floods and erosion.***~~

~~Policy U-4.1: Incorporate current Best Management Practices into City stormwater management standards. The City should coordinate with other local, regional, and state agencies to evaluate successful stormwater management techniques. Seek to implement economic practices with measurable results.~~

~~"Best Management Practices" are preventative programs that can be defined as methods, activities, or management practices that reduce pollution prior to its entry into the water. This is a relatively new area, so new technologies are advancing rapidly. Kirkland should be willing to experiment with these new technologies where feasible and review the progress of various techniques with other jurisdictions.~~

~~Policy U-4.2: Protect surface water resources through coordinated and comprehensive basin planning within the City and with neighboring jurisdictions.~~

~~Infiltration through the soil, exposure to light, and oxygenation which occurs as water travels through open watercourses assist the water purification process and should be encouraged where feasible.~~

~~Policy U-4.3: Ensure consistency with state and federal regulations related to surface water quality.~~

~~In adopting standards, Kirkland must review the increasingly strict regulatory provisions of other agencies for guidance in preparing appropriate solutions. This policy is intended to acknowledge and accommodate future regulatory changes.~~

~~Policy U-4.4: Control the quantity and velocity of surface water runoff during and after development to predevelopment levels.~~

~~Steps to limit surface water runoff include:~~

- ~~Limiting the extent of impervious surfaces;~~
- ~~Maximizing the use of existing and new vegetation;~~
- ~~Structural solutions such as detention systems and biofiltration swales.~~

~~Policy U-4.5: Educate the public on the need to help control stormwater quantity and pollution as a means of stormwater volume and pollution source control.~~

~~Public awareness of stormwater issues has increased dramatically over the past several years. This awareness is primarily the result of continuing public education including such programs as the "drains to stream" stenciling of storm drains. This education should be broadened and new tools~~

~~should be explored to increase the public awareness of these important water quality issues.~~

~~Policy U-4.6: Enact stormwater management standards to control runoff during construction and to limit erosion, siltation, and stream channel scouring.~~

~~Surface water runoff problems are heightened during the development process, when soils are denuded, vegetation is absent, and permanent stormwater control measures are not yet in place. The City has emphasized responsible construction techniques for new construction and should continue to do so.~~

~~Policy U-4.7: Develop a program to ensure continued maintenance and operation of private stormwater facilities.~~

~~On-site stormwater facilities range from simple conveyance systems to large detentions and biofiltration systems. As new solutions to stormwater treatment are explored, the City should consider methods to ensure that existing and new on-site facilities are maintained for continued successful operation.~~

**Telecommunications**

**Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services.**

***Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.***

The City should plan and install sufficient capacity into its telecommunication system to meet future city needs.

***Policy U-5.2: Use partnerships to achieve cooperation and cost-sharing in building telecommunication systems and providing service.***

The City should establish partnerships with other public agencies and private sector organizations to

achieve cooperation and cost-sharing in building telecommunication systems and providing services. Partnerships may include the use of shared telecommunication space, such as towers, buildings and fiberoptic lines.

***Policy U-5.3: Review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.***

The City should review and update its policies, procedures and practicies to ensure that they facilitiate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations need to be flexible or revised on a regular basis to respond to changes in technology and consumer needs.

***Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and encourage competitive pricing and high quality customer service.***

Choice, availablity and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitive priced and high quality telecommunication systems in Kirkland.

***Policy U-5.5: Involve community stakeholders and service providers in telecommunication decisions.***

The City should involve consumers, service providers and other public entities with

telecommunication systems in Kirkland when reviewing its policies, practices and development regulations to ensure that consumer needs are being met and that providers and other public entities can install the facilities.

## *NON-CITY-MANAGED UTILITIES*

The Washington Utilities and Transportation Commission (WUTC) has traditionally been the primary regulatory agency for private utilities. The WUTC has the authority to define the costs that a utility can recover, and consequently has the oversight to ensure that the utility acts prudently and responsibly. Under the Growth Management Act, local jurisdictions now have the obligation and requirement to plan for utilities including the identification of utility corridors. Kirkland will need to consider the obligations of the utilities to WUTC regulation when considering policies and regulation affecting their operations.

**Coordination**

***Goal ~~U-5~~ U-6: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.***

***Policy ~~U-5.1~~ U-6.1: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.***

This policy is intended to ensure that non-City providers are in compliance with the City's Comprehensive Plan as mandated by the Growth Management Act. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

***Policy ~~U-5.2~~ U-6.2: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities.***

Under the provisions of this Comprehensive Plan, the City is establishing specific utility requirements for itself and utilities serving the Kirkland area consistent with the requirements of the Growth Management Act.

***Policy ~~U-5.3~~ U-6.3: Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.***

Working with utilities in advance of key land use decisions has the potential to eliminate potential conflicts and ensure that utility considerations are factored into the development review process.

***Policy ~~U-5.4~~ U-6.4: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities.***

Providing utilities the opportunity to coordinate construction projects with City projects has two distinct advantages. It could save the utility money by reducing construction expenditures and it can help the City to avoid multiple roadcuts for various utility installations.

# XII. A. Public Services

## A. Introduction

The Public Services Element addresses fire and emergency medical services, police protection, solid waste -collection and transfer, schools and libraries.

### *Problem Statement*

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

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

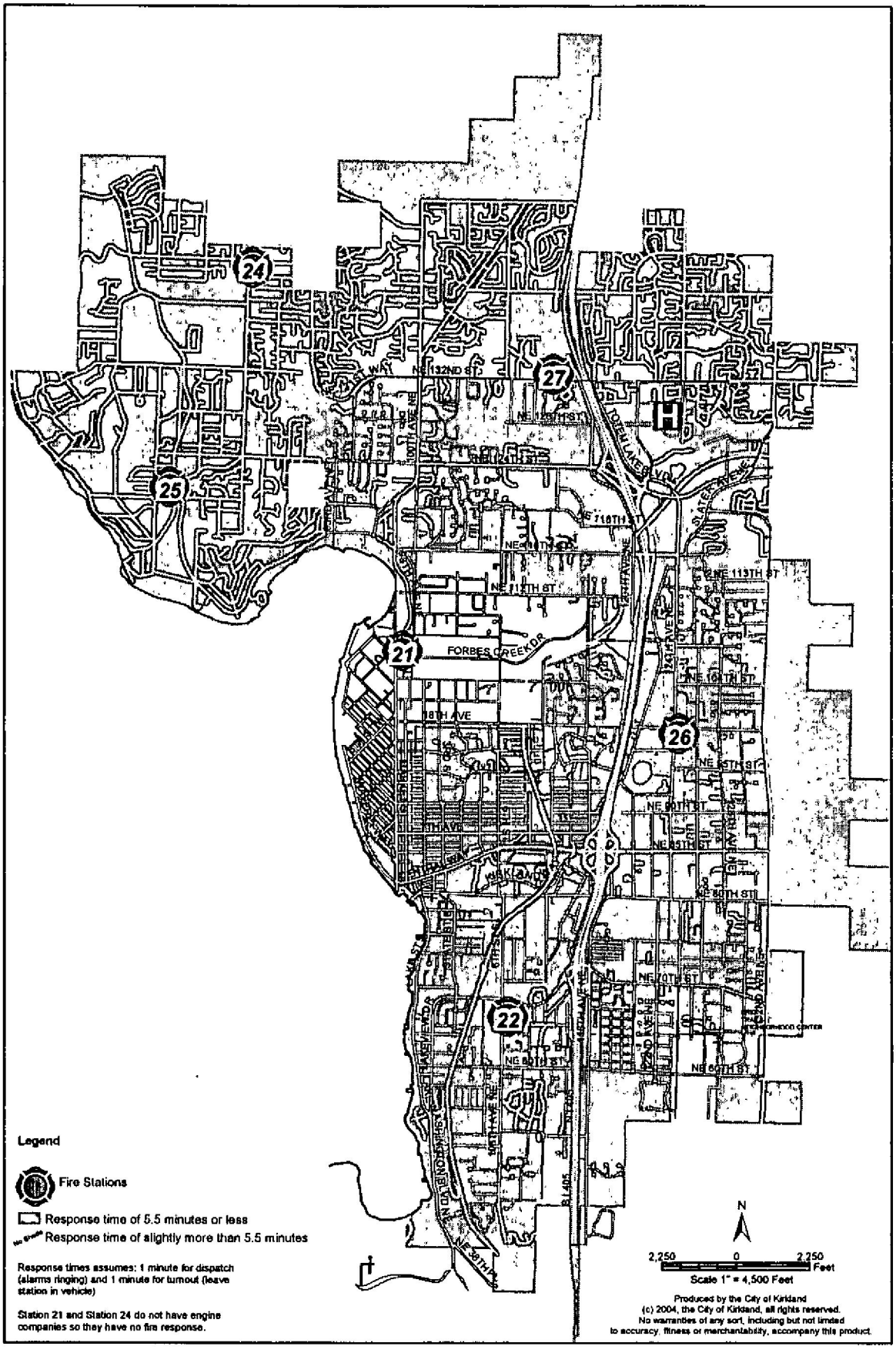
Each provider will still face unique challenges in meeting the expected demands. For fire and police services, the primary challenge is in maintaining an appropriate level of service as growth occurs and the demand for services increaasesoutpaces that growth. For solid waste garbage and recycling, the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

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

### *Existing Conditions*

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

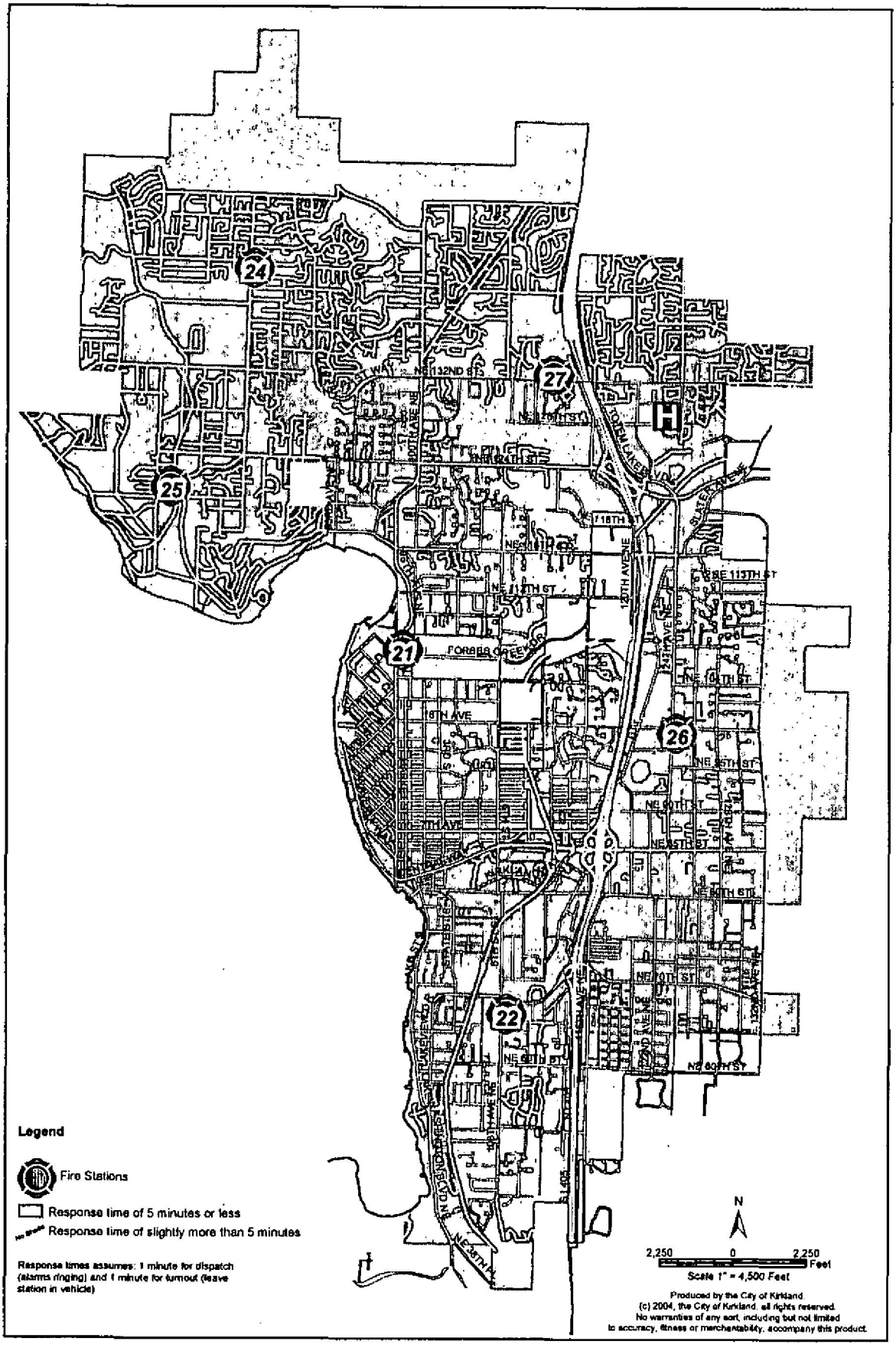
**Fire Protection and Emergency Medical Services** - The City provides emergency response to fire and medical emergencies services, fire prevention, public education and particpates participation in regional specialized response for hazardous materials, technical rescue and paramedic services. The City has County and State mutual aid agreements for emergency response. Fire station locations and emergency fire reponse times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.




City of Kirkland Comprehensive Plan
8/2004 Draft

Amended **Figure PS-1: Fire Response Times within 5.5 minutes**

2 - PSE




City of Kirkland Comprehensive Plan
8/2004 Draft

NEW **Figure PS-2: Emergency Medical Services Response Times within 5 minutes**

3 - PSE

**Police Protection** - The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; Special Response Teams; Crisis Response Team; conflict resolution; ~~detective~~ investigations; Crime Analysis; Explorers; crime prevention; ~~Drug Abuse Resistance Education (DARE)~~ school resource officers; record-keeping; jail services; internal and external training; and a 911 Communications Center ~~dispatch center~~ that serves as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the state. ~~Redmond and Bellevue~~.

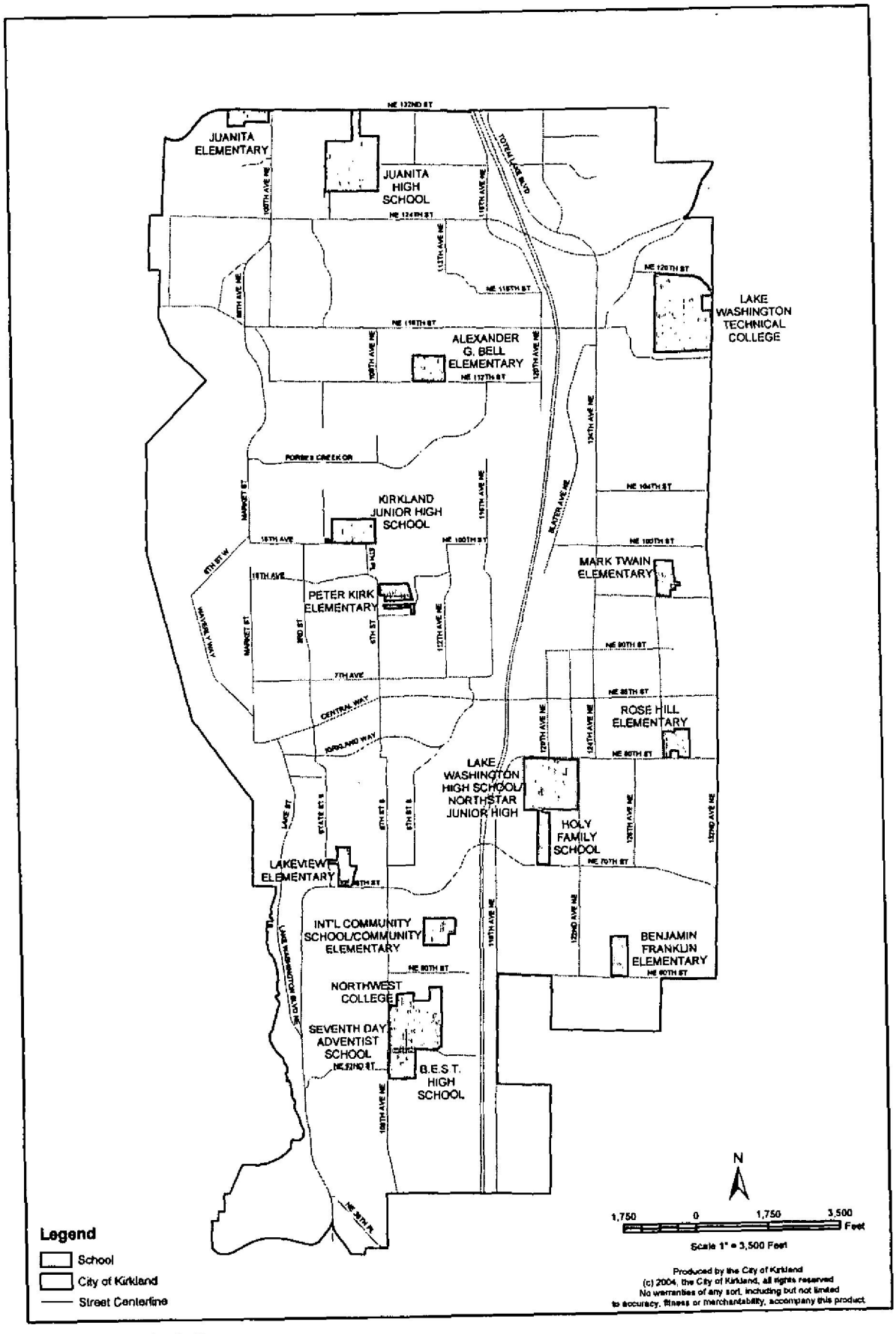
**Solid Waste and Recycling Collection** - The City contracts with Waste Management Sno-King to provide curbside solid waste and recycling collection to all single-family and multi-family residents and commercial customers. The County and the City have targeted to achieve specific waste reduction and recycling goals of 53% curbisde recycing rate and solid waste reduction to 30.5 pounds per household per week by 2018. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkand residents and businesses.

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

~~**Lake Washington Schools District No. 414**~~ - ~~six~~ In Kirkland, the Lake Washington School District has elementary schools, ~~two~~ junior and senior high schools, ~~two senior high schools,~~ and ~~three special schools~~ a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkand, Redmond and unincorporated portions of King County. In addition, Kirkland has the Lake Washington Technical College. School locations are shown in Figure PS-3.

The school district's 2003-2008 LOS standards are as follows: 19 students for grades K-2, 24 students for grade 3, 25 students for grade 4, 27 students for grades 5-6, 30 students for grades 7-9 and 32 students for grades 10-12. Based on these LOS standards, enrollment forecasts and planned facilities, the district has sufficient capacity to house students through 2008. In fact, the district forecasts enrollment to decrease between 2003-2008. No new schools are planned for Kirkland. A vacant school site is held in reserve in Redmond on Kirkland's border. The district uses portable classrooms to provide the flexibility to accommodate immediate needs of school sites without building costly new facilities. By 2008, several of the Kirkland schools will be modernized and additional permanent school capacity will replace the portables.

~~**King County**~~ **Solid Waste** Transfer ~~**Division**~~ - King Country operates the Houghton Transfer Station in Kirkland where 98 percent of Kirkland's solid waste is collected and transferred to the Cedar Hills Regional Landfill. The Houghton Transfer Station also provides a recycling center available to the public. In addition, King County ~~Also~~ is responsible for monitoring and maintenance of the inactive Houghton Landfill north of the transfer station. ~~The Houghton Transfer Station also provides a recycling center available to the public.~~ The transfer station is currently operating beyond the facility's vehicle and tonnage capacities. King County Policy RTS-13 designates the Houghton Transfer Station as constrained from on-site expansion. The Cedar Hills Landfill is estimated to reach capacity in 2012. King County passed Ordinance Number 14971 in July, 2004 which requires the Solid Waste Division to work




City of Kirkland Comprehensive Plan
7/2004 Draft
Amended

**Figure PS-3: School District Facilities**

5-PSE

collaboratively with cities on a waste export system will be incorporated into the next update of the County's Solid Waste Comprehensive Plan scheduled to begin in December, 2005. The waste export system plan includes analyses of the transfer system to determine when a station needs to be expanded on site, relocated, or a new station needs to be built.

**~~King County~~ Library System** - The King County Library System provides library services to Kirkland with a ~~15,000 square foot~~ resource library. As a resource library, this library serves as a secondary resource to smaller libraries in the region by providing extensive reference and user services, and special collections.

### *RELATIONSHIP TO OTHER ELEMENTS*

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

### *RELATIONSHIP TO OTHER PLANS*

In preparing this element, the City has reviewed and considered the following documents:

City of Kirkland ~~1991 Fire Protection Master Plan~~ Fire & Building Department's Strategic Plan.

Lake Washington School District's Capital Facilities Plan

King County Solid Waste Division ~~1992 Comprehensive~~ Solid Waste Comprehensive Management Plan

King County's Library System Plan., ~~The Year 2000 Plan, revised September 1993~~

## B. Public Service Concept

The Public Services Element supports the continued provision of adequate public services to support existing and future development and the correction and prevention of any existing deficiencies in public services.

Schools and libraries will be held to design standards to uphold the community character while shared use of such facilities will ensure efficiency of services.

## C. Public Services Goals and Policies

**Goal PS-1: Provide fire protection, emergency medical services, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.**

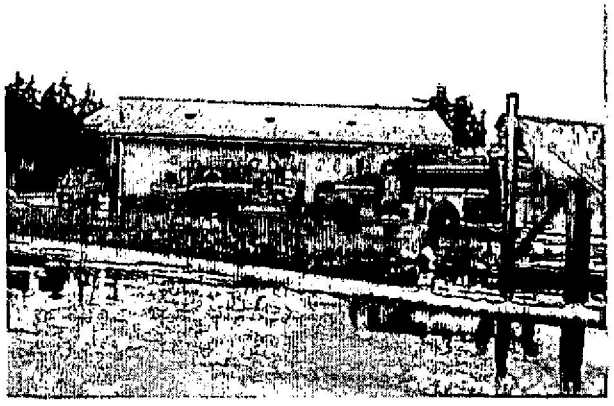
**Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.**

**Goal PS-3 ~~PS-2~~: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.**

### *Fire, and Police and Solid Waste Collection*

One of the advantages of living in an urban setting such as Kirkland is a level of emergency service and solid waste collection that exceeds the level of service commonly found in rural areas. To maintain these emergency services, Kirkland must be prepared for new expenditures while finding additional system efficiencies. To maintain the solid waste and recycling collection services, Kirkland must coordinate with pick-up providers and the King County Solid Waste Management Division.

***Goal PS-1: Provide fire protection, emergency medical services, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.***



*Fire Station in North Rose Hill Neighborhood*

***Policy PS-1.1: Provide fire and emergency services and police services to the public which maintain accepted standards as new development and annexations occur.***

Basic public safety service should keep pace with growth. Kirkland should anticipate new growth to avoid deficiencies in accepted levels of service.

***Policy PS-1.2: The adopted levels of service for fire and emergency medical services are as follows: ~~is one fire station per 14,200 persons. However, the City should strive toward a response time of five minutes for fire and emergency services.~~***

- ***Emergency medical: response time of five minutes to 90% of emergency incidents.***
- ***Non emergency medical: response time of 10 minutes to 90% of non-emergency incidents.***
- ***Fire suppression: response time of 5.5 minutes to 90% of all fire incidents.***

The emergency medical and fire suppression response times are ~~is a~~ nationally accepted standards for two principal reasons. For fire response times it sets a threshold to minimize property loss and reduce the level of risk to response teams. For emergency medical service, the response time has a direct link to human physiology and resuscitation.

Response times are influenced by various factors such as locations of resources, accessibility, and available personnel. Kirkland must balance all of these factors in prioritizing the commitment of resources. Establishing a levels of service for response times ~~fire stations~~ will lead to ~~provide~~ the number of facilities needed to attain acceptable response times.

***Policy PS-1.3: Provide a system of streets ~~which~~ that facilitates improved emergency response times.***

This policy suggests a philosophy of through-street connections allowing for multiple emergency access routes. Where feasible, dead-end streets and cul-de- sacs should be avoided. New access routes should be explored to areas of the City that have poor emergency access and inferior emergency response times. Traffic calming programs and devices should be managed effectively so there are no negative impacts on emergency response time levels of service.

***Policy PS-1.4: Develop and maintain a water system ~~which~~ that provides adequate fire flow for anticipated development based on land use designations of the Comprehensive Plan.***

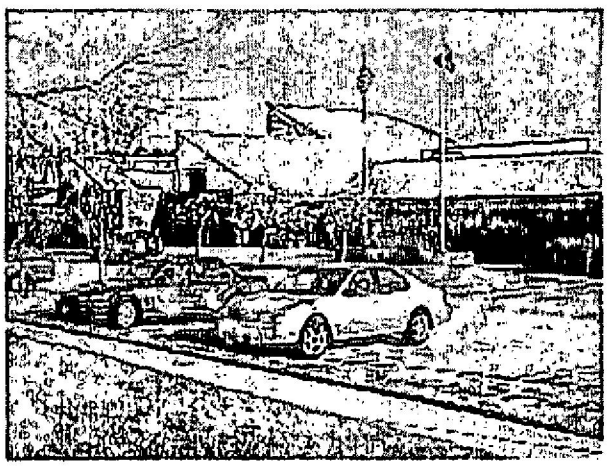
8-PSE

This policy is intended to ensure that an adequate water supply and pressure is available for new and existing development. Kirkland should periodically review the system to identify existing and potential fire flow deficiencies and continue to employ a variety of methods to correct those deficiencies.

***Policy PS-1.5: Ensure that safety and security considerations are factored into the review of development proposals.***

Kirkland has a history of thorough review of new development proposals at an early stage to ensure that fire, police and building safety concerns are factored in. ~~In addition, the Kirkland Police Department is involved in the development review process to ensure that security concerns are taken into account.~~

***Policy PS-1.6: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles.***



Kirkland City Hall

The design of City facilities should accurately reflect the City's philosophy. For example, City Hall has been designed to reflect the scale of the residential neighborhood to the north, while providing territorial views from within. Other facilities, like fire stations, should be responsive to the scale and other qualities of the residential neighborhoods in which they are located.

***Policy PS-1.7: Update Fire and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan.***

***All of the City's planning documents should be based on consistent and accurate assumptions. The Comprehensive Plan should be updated as necessary to reflect any changes in those assumptions.***

***Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.***

*Policy PS-2.1:* **Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards for solid waste garbage and recycling are maintained or improved.**

The City's level of service goals for solid waste collection and recycling are as follows:

- 52% Residential Recycling Rate
- City wide average of 33 pounds maximum per household per week of garbage collected
- Participation percentage at each garbage level of service:
  - 5% with 20 gallon garbage cart
  - 55% with 32 gallon garbage cart
  - 25% with 64 gallon garbage cart
  - 15% with 96 gallon cart and more

Achieving a high level of participation in recycling reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of our region's solid waste. In addtion, recycling reduces the need to produce more raw materials for certain plastic, paper and aluminum.

## *Non-City-Managed Public Services*

The provision of quality public facilities and services has traditionally been a measure a community's quality of life. Good schools, libraries, and solid waste disposal facilities are indicative of a community that cares about its future.

Although the City does not ~~manage~~ operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the Growth Management Act requires Kirkland to demonstrate that all capital facilities serving the City have been considered and that planning is done in a coordinated and comprehensive fashion.

***Goal PS-3 ~~PS-2~~: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.***

***Goal PS-3 ~~PS-2~~: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.***

***Policy PS-3.1~~PS-2.1~~: Coordinate with King County Solid Waste Division to ensure that ~~existing~~ levels of service for solid waste disposal and transfer are established and followed ~~maintained~~ along with mitigation of the Houghton Transfer Station's impacts.***

As capacity at the Houghton Transfer Station is reached, the City should work with ~~the~~ King ~~c~~County to ensure that the facility continues to meet regional needs until it is phased out. The County should implement mitigation measures to improve pedestrian safety and to reduce impacts of noise, odor and number of large trucks coming to the site. As alternative sites are examined, the City should ensure that the existing provision of services continues.

***Policy PS-3.2~~PS-2.2~~: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities.***

This policy contemplates a channel of communication between the City and the service providers to ensure shared responsibility for meeting the needs of Kirkland residents.

***Policy PS-3.3~~PS-2.3~~: Ensure compatibility in scale and design of the new facilities with surrounding uses by reviewing ~~new facilities~~ for compliance with adopted urban design principles.***

Facilities are spread throughout the community in residential and commercial areas. The Kirkland resource library is located in the central business district and the design and scale is appropriate for that environments. Most school facilities are located in residential areas and the design and scale should likewise reflect a residential environment.

***Policy PS-3.4~~PS-2.4~~: ~~The City should c~~Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies ~~and special districts, and the Lake Washington School District~~ in the planning, provision, and use of joint activities and facilities.***

The City should look for these types of opportunities in order to make efficient use of existing facilities and

save on the costs of building new facilities or funding new programs. Additionally, the City should continue to work with ~~the county and~~ the school district in reviewing public property, such as ~~the Transfer Station site and~~ the area south of the Lake Washington School District Administration Building for future park potential, and joint use of facilities..

*(Note: new element)*

# XII. B. Human Services Element

## A. Introduction

The Human Services Element seeks to enhance the quality of life for all citizens in the community, regardless of race, nationality, creed, ethnic background, gender or age. The City recognizes that each person needs to have a sense of belonging, support in their community, and have access to opportunities that contribute to healthy development. The City has made a commitment to providing services and programs to those considered more vulnerable and/or at risk, including youth, seniors, and those with financial need, special needs and disabilities. The Human Services, Senior Services, and Youth Services programs are all housed within the Parks and Community Services Department.

The challenges now and in the future are how to serve the increasing senior population, provide support to teens and their parents and meet the growing basic needs of low and moderate income residents. Forecasts for the future indicate that one in four residents in the Puget Sound area will be over the age of 65 in 2022. To be able to continue residing in the community, many of these residents will need support services along with affordable housing or housing that accommodates seniors as they age, such as assisted living facilities, mother-in-law apartments and smaller one-story homes. As the community's population grows so will the number of low to moderate income residents needing food, shelter, clothing, and support services. Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community.

In addition, our community continues to be enriched with people from different countries and ethnic backgrounds. Human Service Programs need to be responsive to the variety of cultures and languages that exist now and in the future.

### *Existing Conditions*

**Youth Services**

The Youth Services Program is part of the City's Community Services Division of the Parks and Community Services Department run by the Youth Services Staff with supported from the Kirkland Youth Council.

The Kirkland Youth Council, established in 1996, is an advisory board to the City Council representing the youth in the community. In addition, the Youth Council provides communication between the City Council, Lake Washington School District, community-based groups, schools, and service organizations. Kirkland Youth Council members represent Kirkland locally, nationally, and internationally at summits and conferences.

The City of Kirkland works in partnership with community agencies to provide information and services to Kirkland youth and families. Because of the many immigrant and refugee families living in Kirkland and attending Kirkland schools, city and school-linked support programs have been established.

In 2001, the Teen Union Building, located on the perimeter of Peter Kirk Park next to the Senior Center, was established. It provides a social, educational, recreational and leadership center for youth. The programs at the facility provide a gateway to volunteer activities and jobs in the community.

**Senior Services**

The Kirkland Community Senior Center provides opportunities for people age 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and lifelong learning classes, in addition to health, legal and financial services.

The Kirkland Senior Council, established in 2002, is an advisory board to the City Council representing residents 50 years and older. The Senior Council prioritizes and works to implement the Senior Services Strategic Plan and makes recommendations to the City Council.

**Human Services**

Demographic, economic and social changes have had an impact in Kirkland. These changes have dramatically increased the need for health and human services. The City's Human Service Policy established a separate program within the Parks and Community Services Department. Human Services staff is primarily responsible for the planning and administration of the City's human services program. The City's role in human services is as a partner, funder, facilitator, and coordinator, but not a direct provider of human services.

The Human Services Advisory Committee, established in 1986, serves as a committee to advise the City Council on allocation of the City's General Funds for human services and the federal Community Development Block Grant funds. The City's General Funds are appropriated on a per capita basis and federal Community Development Block Grant funds are based on the City's percent of low to moderate income persons.

***Relationship to Other Elements***

The Human Services Element is one of the elements that implements Framework Goal FG-2 by establishing goals and policies that provide programs to assist those in need and enrichment opportunities to encourage a healthy community. In addition, the Human Services Element supports the Framework Goal FG-12 by supporting the establishment of citizen boards for youth, seniors and human service representatives.

The Human Services Element supports the Housing Element by establishing policies to provide assistance to those in need of housing and to encourage construction of housing appropriate for seniors, the disabled and the disadvantaged. The Human Services Element also establishes policies to allocate City funds to non-profit organizations providing affordable housing.

The Human Services Element supports the Transportation Element by encouraging better access for seniors and youth who often rely on safe pedestrian connections and public transit to move about the

community. In addition, the Human Services Element supports the Public Service Element with policies that maintain the quality of life by helping those in need and by coordinating with local social services agencies to provide assistance to Kirkland residents. Lastly, the policies in the Human Services Element support the Parks and Recreation, and Open Space Element with policies that ensure that programs are offered for seniors, youth and the disadvantaged.

## B. Human Services Concept

The Human Services Element goals and policies broadly define the City's role in contributing to the social development of the community. This element supports the provision of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors, and those in need. This Element represents those services that seek to enhance the quality of life for citizens of the community.

## C. Human Services Goals and Policies

**Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.**

**Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.**

**Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.**

**Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.**

**Policy HS-1.1: Maintain and support the Kirkland Youth Council.**

The Youth Council provides an important link between the youth of Kirkland, the government and the community. The Council ideas, programs, and professionalism have been recognized as creative, intuitive, and successful in connecting with the youth in the community. Their continued work with the Teen Union Building, the Skate Park, other youth facilities, and the City's Boards and Commissions should be supported and encouraged.

**Policy HS-1.2: Coordinate with the Kirkland Teen Union Building to provide a safe place for the youth and recreational/educational activities and social programming.**

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and recreate. With the support of the Kirkland Youth Council and non-profit organizations serving East King

County youth, the City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.

**Policy HS-1.3: Provide connections between Kirkland youth and their community by partnering with the City, school district and local youth-serving agencies.**

The City of Kirkland values its partnership with the Lake Washington School District in helping to connect youth to their community. Seeking out grant opportunities to provide more school and community programs for youth should continue. Through the Youth Council, open lines of communication should continue to be a priority between the School District and the City. The Youth Council should also continue their goal of connecting students to their community with youth summits, city-wide events and school activities.

**Policy HS-1.4: Provide access to information and services for Kirkland youth and their families on employment, social services, and classes for parents of teens.**

The City of Kirkland appreciates the importance of partnering with community agencies to provide information and services to Kirkland youth and families. Partnerships with non-profit organizations, the Lake Washington School District and the City are crucial in helping to provide programs for youth and families and should be a priority. The City of Kirkland, in partnership with the Kirkland Teen Union Building, should either provide or find and advertise free or low cost accessible parenting classes and support services for parents of teens and pre-teens.

Many youth ages 13 to 15 have few summer employment opportunities. The City should continue to explore employment and intern options for teens, partnering with the Kirkland Teen Union Building and the business community. In addition, the City's Youth Services should support and help provide volunteer opportunities for Kirkland youth.

In addition, many youth do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get to their activities. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

**Policy HS-1.5: Promote positive leisure opportunities for youth.**

Leisure time activities enrich lives, prevent social isolation and increase a sense of belonging to the community, as well as offer positive choices for how youth spend their time. Positive leisure time activities encourage life long learning for teens and provide health and fitness opportunities. Through Kirkland's partnership with the Teen Union Building, businesses, and non-profit organizations, the City should help to provide recreational and leisure time activities for youth.

**Policy HS-1.6: Establish positive relationships between the youth and Kirkland police.**

A goal of the Kirkland Youth Council and the City of Kirkland is to improve the relationship between youth and police. One way that this has been accomplished is by development of the Respect Manual, a manual to answer questions, reduce fear and increase understanding between the youth and Kirkland Police. The Kirkland Youth Council and the Police Department should continue to explore other ways in which to build positive relationships with the City and youth in the community.

**Policy HS-1.7: Support programs working to lower youth violence and drug/alcohol/tobacco use in the community.**

City programs, such as Summer Youth Outreach Specialists, help to maintain positive relationships with community youth, referring youth to services and preventing risky behavior by youth. Such programs have reduced negative police and youth interactions. Efforts are focused on working with the youth at local parks, beaches and the Teen Union Building after school, on weekends and during the summer when the youth have more free time and thus may get involved with risky behavior.

The City's Youth Services should continue to work to support youth access to after-school, weekend and summer development programs to help shut down the "prime time juvenile crime" and encourage positive and healthy behavior. In addition, Youth Services should also continue supporting Kirkland's school and community drug/alcohol/tobacco programs to help develop healthy and responsible youth.

The Police Department works with the Lake Washington School District to lower the number of youth who are using drug/alcohol/tobacco through partnerships, such as the School Resource Officers. The City should continue the Police Department's partnership with the school district to develop and support the drug/alcohol/tobacco use prevention programs.

**Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.**

**Policy HS-2.1 Maintain and support the Senior Council.**

The City is committed to maintaining and improving the quality of life of residents 50 years and older in Kirkland. Recognizing the value and contributions residents 50 years and older bring to our community, the Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs that advance their well-being. The Senior Council offers people the opportunity to directly participate in the advocacy and creation of programs that meet their needs. The City should maintain the Senior Council and support their programs.

**Policy HS-2.2: Provide opportunities for people 50 years and older to be active, connected, and engaged in learning.**

Aging has changed and a wider range of choices need to be available to a broader age range of seniors. The activities seniors desire as part of their life in the community include working, recreation, lifelong

learning, and social engagement. Recognizing this, the Kirkland Community Senior Center should provide a broad range of activities, classes and services for residents 50 and older, a hub for information and referral for activities, events and services for seniors and adult children seeking assistance and services for their aging parent. Through a joint use agreement with the Teen Union Building, people 50 and older should continue to have the opportunity to take computer classes provided in the Teen Union Building computer lab. The City should also continue to provide information via a comprehensive activity brochure mailed out to residents and the City's web page with links to important services throughout King County.

The City engages in partnerships with other community organizations and businesses to increase program opportunities and locations, provide greater marketing abilities and promote a sense of community relationship. These partnerships should continue and increase as the number of people 50 years and older increase.

**Policy HS-2.3: Provide access to information, resources, services and programs for seniors.**

Seniors, their caregivers and family members often do not know where to turn for help, do not believe it is right to ask for help or feel guilty about taking advantage of available services. Many seniors and their adult children lack knowledge about in-home services, assisted living options, and the steps between living in their own homes and moving into retirement, assisted living or nursing homes.

The Kirkland Community Senior Center should continue to utilize various sources to provide seniors with information about programs and services, including brochures, the City's web page and TV cable station, local media and other organizations' newsletters.

The challenges are compounded for the non-English speaking seniors and their families. Many of these seniors are isolated, with little or no contact outside their homes or their children. The Kirkland Community Senior Center should continue partnerships with agencies to offer programs and services with some bilingual staff, so that non-English speaking seniors have the opportunity to participate in social, recreational and educational activities and meals. Traditional program components such as outreach, advocacy and greater access to services, should also be provided for these non-English speaking seniors.

In addition, many seniors do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get them to their activities, shopping and medical appointments. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

**Policy HS-2.4: Maintain a safe environment for seniors in the community.**

Feeling secure, both about safety of physical access and safety in terms of crime is important to seniors. Seniors have identified the need for safe access to community facilities, parks and bike paths, visible law enforcement, and emergency responsiveness from both police and emergency medical services.

The City should encourage partnership programs with various local agencies, such as the Kirkland Post Office program, to notify specified individuals when seniors fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

The Kirkland Police Department, the Kirkland Teen Union Building and City's Youth Services have been working on a plan to increase security around the Community Senior Center and the adjoining Teen Union Building and Peter Kirk Park. The City should continue an ongoing dialogue to assure seniors that the City is committed to keeping the downtown area safe. In addition, the Kirkland Community Senior Center should continue to offer a variety of personal safety programs.

**Policy HS- 2.5: Encourage affordable and appropriately designed senior housing.**

Affordable and appropriately designed housing are key issues for seniors in terms of what it will take for them to remain in Kirkland as they age. The City should support public and private efforts to create and preserve affordable housing in Kirkland, particularly housing for seniors, such as mother in-law apartments, shared housing, small lots, cottages and one-story homes accessible to the disabled and elderly. Universal design principles that meet the needs of many users as possible and at many different stages of life should be encouraged.

In exploring options for affordable housing for seniors, the City should utilize the expertise available through ARCH (A Regional Coalition for Housing), the King County Housing Authority, local faith-based organizations with housing programs, non-profit and for-profit housing developers, and other resources interested in affordable housing for seniors. In addition, The City should identify the necessary changes in land use regulations and building codes that will make alternative housing easier to implement.

Additional goals, policies and background information that support affordable and senior housing are found in the Housing Element.

**Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.**

**Policy HS-3.1: Maintain and support a Human Services Advisory Committee**

The Human Services Advisory Committee provides policy and funding recommendations on human service activities to the City Council. In particular, the Committee makes funding recommendations to the City Council on the expenditures of the City's Human Service Funds and the federal Community Development Block Grant Funds (CDBG). The Committee is a valuable resource for the City Council and should be continued to help the City have strong human service programs.

**Policy HS-3.2: Provide funding for local non-profit agencies serving the needs of Kirkland residents.**

To improve the quality of life for low and moderate income residents, the City provides support to local non-profit agencies who administer services for those in need. The City Council should continue to allocate

General Funds to support community based non-profit agencies that ensure a broad range of adequate support services are available to low and moderate income residents.

**Policy HS-3.3: Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low and moderate income residents.**

The City seeks to strengthen partnerships between jurisdictions and other government agencies, non-profit and for-profit organizations to enable those organizations to provide decent and affordable housing, establish and maintain a suitable living environment, and expand economic opportunities for every resident, particularly those at or below the 80 percent of median income. The City distributes federal CDBG funding through a contractual process to local human service agencies.

The City commits CDBG and General Funds to provide affordable housing in East King County through non-profit agencies, such as ARCH. The City should continue to support these agencies and their effort to provide affordable housing to eastside residents, particularly low income.

The City also uses its CDBG capital funds to support King County's program that responds to housing repair needs for low to-moderate income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

**Policy HS-3.4: Administer community donation programs**

The City offers residents the opportunity to donate funds through programs such as "Kirkland Cares" that assist Kirkland residents through the utility billing process. The City contracts with a local non-profit organization to allocate these funds to help struggling Kirkland families pay their heating, electric s, and water/sewer utility bills, and to provide food, shelter, homelessness prevention, and ongoing support to help families move out of crisis and get back on their feet. The City should continue to administer and promote community donation programs to help families in need.

**Policy HS-3.5: Participate and provide leadership in local and regional Human Service efforts.**

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners within the region to develop a regional planning effort to identify critical human services needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees. The City should also take a lead in planning for and addressing the needs of the recent growth of immigrants and refugees in the community.

**Policy HS-3.6: Ensure Human Service Programs are available and accessible.**

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should provide programs, and operating and capital funds annually to support social and health needs for those who have special needs, are financially challenged, are homeless, and/or who have limited access based on their language or cultural needs. Where we can, the City should provide language and culturally appropriate programs and scholarships, and accommodations for those with special needs. The City also should

collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs for Kirkland residents.

# XIII. CAPITAL FACILITIES ELEMENT

## A. INTRODUCTION

***Purpose of the Capital Facilities Element***

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. ~~The capital improvements are fully funded (i.e., not a "wish list"). One of T~~the principal criteria ~~criterion~~ for identifying needed capital improvements are ~~is standards for~~ levels of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities[DG1]. The element also contains broad goals and specific policies that guide ~~and~~ implementationt ~~of the provision of~~ adequate public facilities.

The purpose of the Capital Facilities Element is three-fold:

(1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;

(2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and,

(3) ~~Achieve and maintain~~Establish adopted standards for levels of service~~, and to exceed the adopted standard when possible.~~

***What is a Capital Facility or Capital Improvement Project?***

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- It is an expenditure that can be classified as a fixed asset.
- It has an estimated cost of $50,000 or more (with the exception of land).
- It has a useful life of 10 years or more (with the exception of certain equipment which may have a short life span).

***Why plan for Capital Facilities?***

~~There are a couple of reasons to plan for capital facilities: growth management and good management.~~

***GROWTH MANAGEMENT***

Capital facilities plans are required in the Comprehensive Plan in order to:

- Provide capital facilities to support land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including:[DG2]
  - Other elements of the Comprehensive Plan;
  - Master plans and other studies of the local government;[DG3]
  - The plans for capital facilities of state and/or regional significance;
  - The plans of other adjacent local governments; and
  - The plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the element determines the quality of improvements in the community. The requirement to fully finance the Capital Facilities Plan (or else revise the Land Use Plan) provides a reality check on the vision set forth in the Comprehensive Plan.

### *GOOD MANAGEMENT*

Planning for major capital facilities and their costs enables the City to:

(a) ~~Demonstrate~~ Identify the need for facilities and the need for revenues to pay for them;

(b) Estimate eventual operation and maintenance costs of new capital facilities that ~~will~~ impact ~~the annual~~ budgets;

(c) Take advantage of sources of revenue (i.e., grants, Public Works Trust Fund, loans, impact fees, real estate excise taxes) that require a Capital Facilities Plan in order to qualify for the revenue; and

(d) Improve ratings on bond issues when the City borrows money for capital facilities (thus reducing interest rates and the cost of borrowing money).

### *~~New~~ Capital Facilities Element vs. ~~Traditional~~ Capital Improvement Programs*

The Capital Facilities Element contains goals and policies to:

- Guide construction of capital improvements to provide new capacity to accommodate growth.
- Ensure that the City's existing infrastructure is maintained.

The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the Capital Facilities Plan (CFP). ~~is part of the Comprehensive Plan and is a broader policy document than a typical~~ the~~capital improvement program (CIP). The City has used capital improvement project planning and budgeting for several years. The City's CIP addresses construction, repair,~~

~~maintenance, and acquisition of major capital facilities. The goals of this element are to protect the City's investment in infrastructure and to build new capacity to meet the needs of a growing community.~~

~~The Growth Management Act requires a Level of Service (LOS) analysis for public facilities that is tied to growth. The importance of providing the LOS analysis lies in highlighting the relationship between the planning document (the Comprehensive Plan) and the implementation document (the CIP). The Capital Facilities Element addresses the capacity of public facilities needed to accommodate growth and is the City's statement of goals and policies.~~

The City's Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities. Similar to the CFP, ~~T~~the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP ~~often~~ may contain~~s lists of~~ projects that are ~~desired but~~ unfunded. The Capital Facilities Element, on the other hand, must be balanced – all projects must have an identified ~~and reliable~~ funding source.

***Explanation of Levels of Service***

Levels of service are usually quantifiable measures of the number, size and extent ~~amount~~ of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

Typically, measures of levels of service are expressed as ratios of facility capacity to demand ~~(i.e., actual or potential users)~~. Table CF-1 lists examples of levels of service measures for some capital facilities:

**TableCF-1 Sample Level of Service Measurements**

| Type of Capital Facility | Sample Level of Service Measure |
|---|---|
| Fire and EMS | Response time per % of incidents~~Fire Stations per 1,000 population~~ |
| Parks | Acres per 1,000 population |
| Roads and Streets | Ratio of actual volume to design capacity |
| Schools | Students per classroom |
| Sewer | Gallons per customer per day<br>Effluent quality |
| Surface Water ~~Stormwater~~ | Manage runoff to maintain water quality and to preserve hydrologic system and fish/wildlife habitat<br>~~Design storm (i.e., 100-year storm)~~<br>~~Runoff water quality~~ |
| Water | Gallons per customer per day<br>Water quality |

~~Each of these level of service measures needs one additional piece of information: the specific quantity that measures the current or proposed level of service. For example, the *standard* for parks might be 5 acres per 1,000 population, but the *current* level of service may be 2.58 acres per 1,000, which is less than the standard.~~

In order to make use of the level of service method, the City selects the way in which it will measure each facility (i.e., acres, gallons, etc.), ~~and it~~ identifies the ~~amount of the current and proposed (i.e., standard)~~desired level of service for each ~~measurement~~ measurement and then compares the current level of each service to the desired level. For example, the *desired standard* for parks might be 5 acres per 1,000 population, but the *current* level of service may be 2.58 acres per 1,000, which is less than the desired standard.

## *Setting the Standards for Levels of Service*

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

Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the Capital Facilities Element 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 details can be found in Appendix A ~~D~~, Level of Service Methodology.

~~Adjustments over time will most likely be needed.~~ Community values and desires change and evolve and funding levels fluctuate therefore, adjustments to level of service standards will be required over time. ~~Funding levels fluctuate.~~ Level of service standards may be modified depending on changing priorities, ~~for improvements. New standards may be needed for other types of facilities as well.~~ The challenge is to balance the need for reliability (i.e., development should be able to count on the timely provision of improvements) with being responsive to changing conditions.

~~Developing level of service standards for a transportation system is a complex task. Historically, roadway level of service has focused on the number of vehicles passing through an intersection during peak hour traffic. The City currently determines vehicular level of service with an aggregated roadway level of service measure which averages the capacity of signalized intersections within a geographic area. Transit level of service is measured by determining mode split (the proportion of people in transit or HOV as compared to the proportion in SOV). Nonmotorized level of service is expressed in terms of miles of bicycle route or sidewalk per population and reflects the City's desire to create an interconnected system of bicycle and pedestrian routes.~~

~~These level of service standards should be considered to be interim. The City supports the development of a transportation "performance measure" for all modes of travel which will consider the following factors:~~

- ~~Movement of people (as well as, or in lieu of vehicles)~~[DG4]
- ~~Movement of freight and goods~~
- ~~Travel time~~
- ~~All modes of travel including transit, nonmotorized, vehicles, and trucks~~
- ~~Congestion, including traditional volume/capacity ratios~~

- The performances of corridors

- Public perception, such as surveys to use as objective measure of transportation system performance

The State and other jurisdictions are currently working to create this type of broadly based measure. The City will develop and implement this type of measure as it becomes available. The City has limited control over transit, an important component of meeting adopted LOS standards. As new methods of measurement are developed and transit plans change, the City will reevaluate adopted transit LOS standards.

While level of service standards are a measurements of the performance of facilitiesa facility, other goals and policies as well as the Vision Statement should also be considered when making decisions on capital improvement projects and facilities. Level of service standards, by definition, are typically expressed quantitatively. There are limitations to this approach. The level of service standard is usually more complex than a calculation of so many units per population. However it is used, it is one indicator of how well the City is doing in providing facilities as growth occurs.

***What is Concurrency?***

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated matched with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, streets and transit and water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities have to be finished and in place before, at the time, or within a reasonable time period (depending on the type of capital facility needed) following the impacts of development.

Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards.

Concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standrads. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. Policies CF-4.4 and CF-5.2 below address what options are available to the developer and/or by the City if concurrency is not met. of capital facilities required by each application for development to the unused capacity that is actually available. If the unused available capacity is equal to, or greater than, the capacity required, the applicant for a development passes the concurrency "test." If the unused available capacity is less than the capacity required, then the applicant does not meet the concurrency "test."

The City's adopted LOS standards for transportation, water, and sewer facilities cannot be degraded by new development or by redevelopment. If a development proposal does not meet the concurrency "test," the City

~~cannot issue a permit unless the proposal is either modified or phased so that concurrency is met; or unless the City supplies additional capacity in the facilities which are lacking; or unless the City adjusts its level of service standards.~~

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

## ***Relationship to Other Elements***

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

All of the funded projects ~~noted in the Transportation Element and~~ on the ~~2012~~ 2022 Transportation Project List in Table T-5 are reflected in the Capital Facilities Element ~~for the six-year planning period – whether they are transit and corridors, bike and pedestrian connections, or street and signal improvements. The Capital Facilities Element includes the identified projects to implement the goals and policies and includes the cost for the projects and the funding sources.~~

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

## B.CAPITAL FACILITIES GOALS AND POLICIES

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

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

**Goal CF-3: Identify level of service standards that ensure adequate public facilities to serve existing and future development.**

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

**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.**

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

**Goal CF-7: Ensure that adequate public facilities and utilities are provided to urban growth areas Kirkland's Potential Annexation Area.**

### *CAPITAL FACILITIES FOR QUALITY OF LIFE*

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

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

***Policy CF-1.1:***

**Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.**

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

***Policy CF-1.2:***

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

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

***Policy CF-1.3:***

**Encourage public amenities and facilities which serve as catalysts for beneficial development.**

Framework Goal 4 ~~3~~ strives to promote a healthy economy. Certain public facilities, such as parks, utility lines, and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities.

***Policy CF-1.4:***

**Protect public health and environmental quality through the appropriate design and installation of public facilities and through responsible maintenance and operating procedures.**

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

***Policy CF-1.5:***

**Promote conservation of energy, water, and other natural resources in the location and design of public facilities and utilities.**

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

## *RESPONSES TO GROWTH*

The Growth Management Act requires that the City both accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires the City to ensure that the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards. ~~This is a complicated and delicate balance to achieve.~~

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

***Policy CF-2.1:***

**Concentrate ~~Establish~~ land use patterns ~~that~~ to encourage efficient use of ~~minimize the demand for facilities for~~ transportation, water, sewer, and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.**

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

***Policy CF-2.2:***

**Make efficient and cost-effective use of existing public facilities using a variety of techniques, including sustainable building practices. ~~such techniques as~~:**

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

The City can be cost effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage. Reducing demand is a cost-effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling[DG5] can also add to the efficient and cost-effective use of facilities. Sustainable building practices also offer efficient and cost-effective use of public facilities. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, and landscaping used to reduce heat emissions and filter surface runoff.

The City should take a leadership role in the community by using and promoting these practices. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities.

***Policy CF-2.3:***

**Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.**

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient scheduling and demand management.

***Policy CF-2.4:***

**If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.**

The Growth Management Act provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What Is Concurrency?," in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted.

## *LEVEL OF SERVICE STANDARDS AND CONCURRENT PROVISION OF ADEQUATE PUBLIC FACILITIES*

vel of service standards are the benchmark the City uses to determine the adequacy of public facilities to serve existing d new development. The City may choose the level of service standards it desires, but it they must be achievable with sting facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

~~e City developed its level of service standards after research and development of alternative standards, forecasts of future uirements and costs of each alternative, and selection of the preferred standards.~~

~~having financially feasible standards, the City will avoid denying or delaying development due to inadequate facilities. wever, there may be cases where individual development may be deferred or denied in order to ensure development as not outpace the needed facilities and capital projects.~~

~~The concurrency requirement will apply to all development, except where there are no or minimal impacts as determined by the City.~~

~~Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development. The Growth Management Act permits up to six years to achieve standards for transportation facilities.~~

~~Concurrency requirements will go into effect upon adoption of a Concurrency Management Ordinance and supporting administrative procedures, sometime after adoption of the revised Comprehensive Plan.~~

***Goal CF-3:*** ***Identify level of service standards that ensure adequate public facilities to serve existing and future development.*** ~~***Provide adequate public facilities that achieve and maintain the level of service standards for the existing and future population.***~~

The Capital Improvements Schedule and Financing Plan assures that adequate public facilities can be provided concurrent with their demands. The City must ensure that the improvements are made in a timely manner so as to not jeopardize concurrency requirements. One of the basic goals of GMA is to ensure that growth does not outpace the demand for public facilities. In that sense, the community is assured that its infrastructure needs are met when development occurs.

## *SEWER AND WATER FACILITIES*

Water and sewer facilities are essential to public health. Therefore, they must be available and adequate upon first use of development. The Growth Management Act permits up to six years to achieve standards for transportation facilities after new development is completed.

***Policy CF-3.1:***

**Use the following level of service standards for determining the need for public sewer and water facilities:**

**Table CF-2**
**Sewer and Water Level of Service**

| Facility | Standard |
|---|---|
| Water distribution | 112 ~~119~~ gallons/day/capita |
| Water storage | 362 gallons/capita plus 3.2 million gallons for fire storage |
| Sanitary sewer collection | 100 gallons/day/capita |

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

## *TRANSPORTATION*

***Policy CF-3.2:***

**Utilize the following vehicular peak-hour standards for the transportation subareas of the City:**

Table CF-3

~~Forecast Average V/C Ratios and~~ Maximum Allowed Subarea Average V/C Ratio for System Intersections and Maximum Allowable V/C Ratio for Individual System Intersections.

| *Use as Maximum Allowed Average V/C after January 1* | ~~2002~~ 2004 | ~~2003~~ 2005 | ~~2004~~ 2006 | ~~2005~~ 2007 | ~~2006~~ 2008 |
|---|---|---|---|---|---|
| Forecast for Year | ~~2007~~ 2009 | ~~2008~~ 2010 | ~~2009~~ 2011 | ~~2010~~ 2012 | ~~2011~~ 2013 |
| Subarea | Average V/C Ratio | | | | |
| Southwest | ~~0.99~~ 0.89 | ~~1.00~~ 0.89 | ~~1.01~~ 0.89 | ~~1.02~~ 0.90 | ~~1.03~~ 0.90 |
| Northwest | ~~1.16~~ 0.88 | ~~1.18~~ 0.89 | ~~1.20~~ 0.89 | ~~1.23~~ 0.90 | ~~1.25~~ 0.91 |
| Northeast | ~~0.98~~ 0.86 | ~~1.01~~ 0.87 | ~~1.04~~ 0.87 | ~~1.07~~ 0.88 | ~~1.10~~ 0.89 |
| East | ~~1.08~~ 1.04 | ~~1.09~~ 1.04 | ~~1.10~~ 1.04 | ~~1.11~~ 1.05 | ~~1.13~~ 1.05 |
| Maximum Allowable V/C Ratio for Individual System Intersections | 1.40 | 1.40 | 1.40 | 1.40 | 1.40 |

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

Table CF-4

2003 ~~Current~~ and Forecasted Subarea Average LOS for System Intersections

Subarea Average V/C Ratio

| Subarea | 2003 ~~Current~~ Traffic Count | 2009 ~~Current Traffic Plus Projects approved but not yet built (2004)~~ | 2022 ~~2012~~ |
|---|---|---|---|
| Southwest | ~~0.82~~ 0.77 | ~~0.95~~ 0.89 | ~~1.05~~ 0.92 |
| Northwest | ~~0.97~~ 0.83 | ~~1.09~~ 0.88 | ~~1.27~~ 1.05 |
| Northeast | ~~0.78~~ 0.76 | ~~0.90~~ 0.86 | ~~1.13~~ 0.99 |
| East | ~~0.92~~ 0.94 | ~~1.04~~ 1.04 | ~~1.14~~ 1.08 |

* 2009 includes 2003 existing traffic plus projects approved but not yet built

~~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 a 65% SOV and a 35% non-SOV level of work trips by 2022. ~~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~~

| ~~% SOV / % HOV (work trips)~~ | |
|---|---|
| ~~Subarea~~ | ~~2012~~ 2022 |
| ~~Southwest~~ | ~~70/30~~ |
| ~~Northwest~~ | ~~70/30~~ |
| ~~Northeast~~ | ~~70/30~~ |
| ~~East~~ | ~~80/20~~ |

The mode split ~~goals~~ goal ~~are~~ is 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-5 ~~CF-6~~. New development will not be denied based on the standard found in Table CF-6. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities 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-5 ~~CF-6~~**
**Six-Year Public Facilities Level of Service**

| **Facility** | **Standard** |
|---|---|
| Surface water management | Convey, detain and treat stormwater runoff to maintain water quality and preserve hydrologic system and fish/wildlife ~~24-hour event, 100-year detention with 2 cubic feet per second per acre release rate~~ |
| Fire and EMS | Response times:<br>• Emergency medical: 5 minutes to 90% of all incidents<br>• Non-emergency medical: 10 minutes to 90% of all incidents<br>• Fire suppression: 5.5 minutes to 90% of all incidents<br>~~1 fire station/14,200 persons~~ |
| Neighborhood parks | 2.1acres/1,000 persons |
| Community parks | 2.1 acres/1,000 persons |
| Nature parks | 5.7 acres/1,000 persons |
| Indoor recreation space | 700 sq. ft./1,000 persons |
| Bicycle facilities ~~lanes and paths~~ | ~~41.5~~ 46.2 miles |
| Pedestrian facilities ~~sidewalks and trails~~ | ~~105.7~~ 118 miles[DG6] |
| Completion of bicycle network by 2022 | 64 % |
| Completion of pedestrian network by 2022 | 72% |

~~These public facilities are a basic part of Kirkland.~~ Although the above level of service standards ~~they~~ are not tied directly to concurrency requirements, they are important to the City's functioning and the City should strive to meet or exceed them. ~~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 newthe development, based on the City's adopted level of service standards.***

***Policy CF-4.1:***

Monitor **~~Evaluate new development to ensure that it will not cause~~ the levels of service of for water, sewer, ~~or~~ and transportation facilities and ensure that new development does not cause levels of service to ~~decline~~ below the adopted standards.**

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the ~~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~~ adopted levels of service are maintained 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.

***Policy CF-4.3:***

**Ensure levels of service for ~~transportation~~ road facilities ~~(roads, streets, and transit)~~ are met ~~adequate~~ no later than six years after occupancy and use of new development.**

The Growth Management Act allows up to six years to achieve standards for transportation facilities because they do not threaten public health, and because they are very expensive, and are built in large "increments" (i.e., a section of road serves many users).

~~*Policy CF-4.4:*~~

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected public facilities: water, sewer, and roads. If concurrency is not met, several options (or a combination thereof) are available to meet concurrency:

~~Provide the following options for each development for which adequate public facilities are not available concurrent with the impacts of development[DG7]:~~

(a) Improve the public facilities to maintain the ~~Mitigate all their impacts on~~ levels of service; or

(b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or

(c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

~~Concurrency is a benchmark for determining the extent to which development must address the impacts that it creates on selected public facilities: water, sewer, and transportation. If the concurrency test is not passed by the development as submitted, the applicant has several options (or a combination thereof) to balance its impacts with adequate public facilities.~~

## *FUNDING AND FINANCIAL FEASIBILITY*

Financial feasibility is required for capital improvements by the Growth Management Act~~, and financial commitments are required for transportation improvements.~~ Estimates for funding should be conservative and realistic based on the City's historical track record. Financial commitments should be bankable or bondable. ~~The financing plan can use revenues that are subject to~~ vVoter approved revenue~~approval~~, such as bonds, may be used, but adjustments must be made ~~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 the facilities.

***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 six-year Capital Facilities Plan ~~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:***

**Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for ~~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.

If new development would cause levels of service to decline, the City may allow ~~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~~ reduce future development (in order to preserve levels of service), or ~~increasing~~ increase 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.**

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. These sources may include the following: ~~, which may include the following sources:~~

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

- Impact Fees for Roads and Parks
- Grants

~~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 have replaced, in most cases, 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 have replaced 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). Local ordinance requires that the second quarter percent real estate tax must be used to fund new transportation projects needed to meet the established LOS standards.

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.

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.

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

***Policy CF-5.4:***

**Utilize the surface water ~~stormwater utility~~ to fund ~~storm drainage~~ projects needed to meet ~~the~~ established level of service standards. ~~LOS standards.~~**

One method for financing surface water ~~stormwater~~ management is a utility-based service charge. Municipal surface water ~~stormwater~~ utilities are established under RCW 35.67 and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

***Policy CF-5.5:***

**Match revenue sources to capital projects on the basis of sound fiscal policies.**

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

***Policy CF-5.6:***

**Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.**

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

***Policy CF-5.7:***

**Revise the financing plan in the event that revenue sources ~~for capital improvements which~~ that require voter approval in a referendum are not approved.**

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

***Policy CF-5.8:***

**Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.**

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

***Policy CF-5.9:***

**Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, or the extension of water and sewer lines as needed to serve the development proposal.**

New development should contribute its proportionate share ~~some~~ of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

~~***Policy CF-5.10:***~~

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

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

~~*/=Policy* *CF-5.10: CF-5.11:*~~

**Where appropriate, the City may use local improvement districts or latecomer fees~~the following techniques~~ to facilitate the installation of public facilities needed to service new development.:**

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

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

## *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 or management 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-6 ~~CF-7~~ Functional and Management Plans – ~~(Continued)~~**

| |
|---|
| City of Kirkland Fire Protection Master Plan |
| City of Kirkland Comprehensive Water Plan |
| City of Kirkland Comprehensive Sewer Plan |
| City of Kirkland ~~2000-2005~~ 2004-2009 Capital Improvement Programs |
| Surface Water ~~Stormwater~~ Master Plan |
| ~~Transportation Planning Study: Phase I Report, March, 1993~~ |
| Nonmotorized Transportation Plan |
| Natural Resource Management Plan |
| Parks, Recreation and Open Space Plan |
| Downtown Strategic Plan |
| Housing Strategy Plan |
| King County Solid Waste Division Comprehensive Solid Waste Management Plan |
| Northshore Utility District Comprehensive Water Plan |
| Northshore Utility District Sewer and Water Plan Maps |
| Lake Washington School District Capital Facilities Plan |

***Policy CF-6.1:***

**In the event of any inconsistency between the City's Comprehensive Plan and a functional or management 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-6 ~~C-8~~ above lists the City's major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

***Policy CF-6.2:***

**Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.**

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities needs are being met,

and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

***Policy CF-6.3:***

**Coordinate with non-City providers of public facilities on a joint program for maintaining adopted level of service standards, concurrency requirements, funding, and construction of shared public facilities.**

To assure that all Kirkland residents are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards, and establish consistent concurrency requirements.

***Policy CF-6.4:***

**Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.**

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

## *POTENTIAL ANNEXATION AREAS*

One ~~purpose~~ goal of GMA is to ~~concentrate development in Urban Growth Areas to~~ conserve land and make efficient use of public facilities by concentrating development in Urban Growth Areas. Unincorporated areas often have lower service levels than cities which result in higher costs to "catch up" to the adopted levels of service for those areas after annexation.

***Goal CF-7: Ensure that adequate public facilities and utilities are provided to ~~urban growth areas~~ Kirkland's Potential Annexation Area.***

***Policy CF-7.1:***

**Strive to achieve levels of service for public facilities in Kirkland's ~~the unincorporated portion of the~~ potential annexation area consistent with and where appropriate, identical to those for the City of Kirkland.**

In some cases, the level of service in the surrounding potential annexation area is not as high as in Kirkland. Instead of waiting for annexations to occur, the City should plan ahead and work with the County and other providers to make the level of service in the urban growth area consistent, where possible, with Kirkland.

~~***Policy CF-7.2:***~~

~~**Provide City utilities only in areas willing to annex to the City or willing to commit to future annexation. Some utilities may be provided to areas that cannot annex immediately, but are willing to commit to future annexation into the City.**~~

~~The Growth Management Act requires unincorporated areas serviced by the City to annex or be willing to annex. This requirement assures that the area receiving the benefit of the service also contributes to the cost of providing the services as well as meeting all of the development regulations of Kirkland.~~

***Policy ~~CF-7.3~~ CF-7.2:***

**Coordinate the provision of public services and utilities in areas that are annexed to the City, including, where appropriate, transfer of capital facilities and committed financing to the City from appropriate non-City providers upon annexation of new areas into the City, as follows:**

With annexation often comes the responsibility of completing unfinished or ongoing capital facility projects within the annexed area and, in some cases, taking over operation and maintenance of facilities and/or utility systems. To make this transition, the City should coordinate with the non-City provider to transfer both committed funds and the facilities to Kirkland.

**Table CF-7 ~~CE-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 | King County | Kirkland |
| b. Regional | King County | King County |
| Roads | | |
| a. Local roads | King County | Kirkland |
| b. Sidewalks | King County | Kirkland |
| c. Bike/Ped. Trails | King County | Kirkland |
| d. State | Washington State | Washington State |
| Transit | King County | King County |
| Sanitary Sewer | Districts | Kirkland |
| Potable Water | Districts | Kirkland |
| Surface Water ~~Stormwater~~ | King County | Kirkland |
| Schools | Districts | Districts |
| Solid Waste | | |
| a. Disposal | King County | King County |
| b. Collection | King County (contract) | Kirkland (contract) |
| General government offices | King County | Kirkland |

## C. CAPITAL FACILITIES PLAN

### *Introduction*

The following ~~tables~~ Tables CF-8 through CF-12 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

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

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

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

## Projects

### FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, AND PARKS, AND FIRE AND EMERGENCY SERVICES

Tables CF-8 through CF-12 contain ~~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 and needed capital projects are based on the Capital Improvement Program.~~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.~~ When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

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

~~When the Comprehensive Plan and Capital Improvement Program are updated, the projects within the Capital Facilities Plan should be changed to match those documents.~~

### ~~BOND FUNDED PROJECTS – PARKS~~

Transportation projects are found in Tables CF-8 and CF-9. They include non-motorized, street and traffic intersection improvements. Transportation grants require matching city funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the six-year project list and Table CF-9 contains the 20-year project list through 2022. As priorities change or/and projects on the six-year list are completed, projects from the 20-year list will be moved to the six-year list. A descriptive list of the 20-year transportation projects is found in Table T-5 and maps showing the location of the projects are found in Figures T-6 through T-8 contained in the Transportation Element.

Water, sewer and surface water utility projects are found in Table CF-10.

Park projects are found in Table CF-11 ~~CF-12. , s~~Several of the park projects are funded with ~~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~~

Fire protection and emergency services projects are found in Table CF-12.

~~Table CF-9, CF-10 and Table T-5, Figures T-6 through T-9 located in the Transportation Element are interrelated. They together comprise the overall transportation system and network for the city.~~

~~Table CF-10 contains a list of all 2012 transportation projects. When the Capital Improvement Program and the Capital Facilities Element are updated, some of these projects are then funded and shifted to Table CF-9, the list of funded projects. Tables CF-9 and CF-10 are divided into three sections: 1) Nonmotorized; 2) Street Improvements; and 3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference.~~

~~Table T-5, Project Descriptions for the 2012 Transportation Project List, is located in the Transportation Element and contains a narrative description and more information about each project listed in Table CF-10. Also located in the Transportation Element is Figure T-6, a map showing the projects in CF-10, Figures T-7 and T-8, maps of the Potential Pedestrian and Potential Bicycle Systems and Figures T-9, a map of the existing signalized intersections.~~

***~~Review of the Capital Facilities Plan~~***

~~The City uses a variety of criteria to evaluate capital facility projects. These criteria reflect current Comprehensive Plan priorities and are consistent throughout all of the capital facility projects.~~

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

~~Nonmotorized: 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 subareas as modeled by the Bellevue/Kirkland/ Redmond model.~~

~~Sanitary Sewer: 1993 Sanitary Sewer Comprehensive Plan.~~

~~Water: 1998 Water Comprehensive Plan.~~

~~Surface Water: 1994 Surface Water Comprehensive Plan.~~

~~Park Projects: 2001 Comprehensive Park, Open Space and Recreation Plan.~~

~~Fire and Building: Fi re Protection Master Plan.~~

***NOTE: Existing Tables CF-9 through CF-13 are hereby deleted and replaced with the new tables provided below:***

# Table CF - 9
## Capital Facilities Plan: Transportation Projects

***SOURCES OF FUNDS***

| Revenue Type | Revenue Source | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| Local | Sidewalk Fee-in-Lieu | 70,000 | | | | | | 70,000 |
| Local | Real Estate Excise Tax | 864,000 | 835,960 | 951,700 | 966,100 | 968,000 | 1,067,100 | 5,652,860 |
| Local | Impact Fees | 600,000 | 597,400 | 636,600 | 652,300 | 675,400 | 695,600 | 3,857,300 |
| Local | Reserves | 1,924,200 | 2,300,100 | 872,100 | | 472,700 | 232,900 | 5,802,000 |
| External | Sound Transit | 1,451,000 | 1,784,000 | 390,200 | | | | 3,625,200 |
| External | HES Grant | 219,800 | | | | | | 219,800 |
| External | Safety Grant | 150,000 | | | | | | 150,000 |
| External | TEA-21 Grant | 62,000 | 1,430,340 | | | | | 1,492,340 |
| External | CMAQ Grant | | 275,000 | | | | | 275,000 |
| External | Other Agencies | 199,300 | | | 1,092,800 | 2,251,000 | 2,167,900 | 5,711,000 |
| External | Private | | | 318,300 | 371,500 | 56,300 | | 746,100 |
| *Total Sources* | | 5,540,300 | 7,222,800 | 3,168,900 | 3,082,700 | 4,423,400 | 4,163,500 | 27,601,600 |

***USES OF FUNDS***

**Funded Projects**

| Project Number | Project Title | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| ST 0057 | NE 120th Street Roadway Extension (east section) | | | 268,400 | 860,000 | 2,037,200 | 1,236,900 | 4,402,500 |
| ST 0059 | 124th Ave NE Roadway Improvements (north section) | | | 106,100 | 1,027,200 | 1,429,400 | 932,100 | 3,494,800 |
| ST 0063 | 120th Avenue NE Roadway Improvements | | | | | | 811,500 | 811,500 |
| ST 0069 | NE 128th Street/I-405 Overpass | 1,010,000 | 2,049,700 | | | | | 3,059,700 |
| ST 0070 | 120th Ave NE Traffic Calming Pedestrian Enhancements | | | | 262,300 | 292,600 | | 554,900 |
| NM 0001 | 116th Ave (south) Non-Motorized Facilities Phase I | | 319,300 | | | | | 319,300 |
| NM 0002 | Kirkland Avenue Sidewalk | 230,000 | 72,100 | | | | | 302,100 |
| NM 0012 | Crosswalk Upgrade Program | | 70,000 | | 70,000 | | 70,000 | 210,000 |
| NM 0040 | 13th Avenue Sidewalk | 190,000 | 103,000 | | | | | 293,000 |
| NM 0042 | 116th Ave NE (north) Non-Motorized Improvements | 145,000 | 716,800 | | | | | 861,800 |
| NM 0044 | 116th Avenue NE Sidewalk (Highlands) | | | 95,500 | 327,800 | 101,300 | | 524,600 |
| NM 0051 | Rose Hill Business District Sidewalks | 580,000 | 1,236,000 | 872,100 | | | | 2,688,100 |
| TR 0004 | Kirkland Avenue/3rd Street Traffic Signal | | | | | 281,400 | 58,000 | 339,400 |
| TR 0060 | NE 85th Street/128th Avenue NE Traffic Signal | 195,000 | | | | | | 195,000 |
| TR 0065 | 6th Street/Kirkland Way Traffic Signal | | | | 371,500 | | | 371,500 |
| TR 0070 | NE 124th Street/124th Avenue NE Intersection Improvements | 469,300 | 1,107,700 | 445,600 | | | | 2,022,600 |
| TR 0071 | NE 116th St/124th Ave NE Intersection Improvements | 508,000 | | | | | | 508,000 |
| TR 0077 | Hazard Elimination Safety Project | 92,000 | | | | | | 92,000 |
| TR 0078 | NE 85th Street/132nd Avenue NE Intersection Improv. | 727,000 | 530,500 | 363,800 | | | | 1,621,300 |
| TR 0079 | NE 85th Street/114th Avenue NE Intersection Improv. | 913,000 | 666,400 | 458,400 | | | | 2,037,800 |
| TR 0080 | NE 85th Street/124th Avenue NE Intersection Improv. | 481,000 | 351,300 | 240,700 | | | | 1,073,000 |
| TR 0082 | Central Way /Park Place Center Traffic Signal | | | 318,300 | | | | 318,300 |
| TR 0083 | 100th Ave NE/NE 132nd St Intersection Improvements | | | | 163,900 | 281,500 | 533,300 | 978,700 |
| TR 0084 | 100th Ave NE/NE 124th St Intersection Improvements | | | | | | 521,700 | 521,700 |
| *Total Funded Transportation Projects* | | 5,540,300 | 7,222,800 | 3,168,900 | 3,082,700 | 4,423,400 | 4,163,500 | 27,601,600 |
| *SURPLUS (DEFICIT) of Resources* | | - | - | - | - | - | - | - |

## TABLE CF-10
### 2022 Transportation Project List

| Comp Plan ID Number | Project Description | | Total Cost[1] | CIP Project Number | Funded in 6-yr CIP | Source Doc.[2] | Comp Plan Goal | 2022 Concurrency Project |
|---|---|---|---|---|---|---|---|---|
| | **Non-Motorized** | | | | | | | |
| NM20-1 | Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405 | $ | 0.6 | NM 0034 | | C, NM, SWRC | T-2 | |
| NM20-2A | 116th Ave. NE Non-Motor Facilities (north), NE 67th St. to NE 60th St. | $ | 0.9 | NM 0042 | ✓ | C, NM, E | T-2 | |
| NM20-2B | 116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits | $ | 1.8 | NM 0001 | ✓ | 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 | $ | 1.0 | NM 0031 | | C, NM | T-2 | |
| NM20-5 | 93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St. | $ | 0.4 | NM 0032 | | C, NM | T-2 | |
| NM20-6 | NE 52nd St. Sidewalk | $ | 0.7 | NM 0007 | | C, NM | T-2 | |
| NM20-7 | Cross Kirkland Trail | $ | 3.6 | NM 0024 | | 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 | 116th Ave NE Sidewalk (Highlands) | $ | 0.5 | NM 0044 | ✓ | C, NM, SWRC | T-2 | |
| NM20-10 | NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE | $ | 0.3 | NM 0036 | | C, NM | T-2 | |
| NM20-11 | NE 95th St Sidewalk (Highlands) | $ | 0.4 | NM 0045 | | C, NM, SWRC | T-2 | |
| NM20-12 | 18th Ave West Sidewalk | $ | 0.7 | NM 0046 | | C, NM | T-2 | |
| NM20-13 | 116th Ave NE Sidewalk (South Rose Hill)) | $ | 0.2 | NM 0047 | | C, NM | 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 | $ | 3.3 | NM 0030 | | C, NM | T-2 | |
| NM20-16 | NE 90th St. Sidewalk, Slater Ave. NE to 128th Ave. NE | $ | 1.0 | NM 0026 | | C, NM | T-2 | |
| NM20-17 | NE 60th St Sidewalk | $ | 1.6 | NM 0048 | | C, NM | T-2 | |
| NM20-18 | Forbes Valley Pedestrian Facility | $ | 0.3 | NM 0041 | | C, NM | T-2 | |
| NM20-19 | NE 126th St Non-motorized facilities | $ | 2.1 | NM 0043 | | C,TL | T-2 | |
| NM20-20 | Crosswalk Upgrades (various locations) | $ | 0.7 | NM 0012 | ✓ | C, NM | T-2 | |
| NM20-21 | Annual Pedestrian Improvements (various locations) | $ | 34.5 | various | | NM | T-2 | |
| NM20-22 | Annual Bicycle Improvements (various locations) | $ | 2.4 | various | | NM | T-2 | |
| NM20-23 | 112th Ave NE Sidewalk | $ | 0.2 | NM 0049 | | C, NM | T-2 | |
| NM20-24 | NE 80th St Sidewalk | $ | 0.3 | NM 0050 | | C, NM, SWRC | T-2 | |
| NM20-25 | Rose Hill Business District Sidewalks | $ | 2.7 | NM 0051 | ✓ | NM | T-2 | |
| | **SUBTOTAL** | | **$61.4** | | | | | |
| | **Street** | | | | | | | |
| ST20-1 | 118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 ln) | $ | 3.6 | ST 0060 | | C, TL | T-4 | |
| ST20-2 | 119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 ln) | $ | 2.9 | ST 0061 | | C, TL | T-4 | |
| ST20-3 | 120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln) | $ | 5.9 | ST 0063 | ✓ | C | T-1, T-4 | ✓ |
| ST20-4 | 124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln) | $ | 3.5 | ST 0059 | ✓ | C | T-1, T-4 | ✓ |
| ST20-5 | 124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 ln) | $ | 16.5 | ST 0064 | | C, E | T-4 | |
| ST20-6 | 132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 ln) | $ | 13.7 | ST 0056 | | C | T-4 | |
| ST20-7 | 98th Ave. NE Bridge Replacement at Forbes Creek (2 ln) | $ | 5.1 | ST 0055 | | C | T-4 | |
| ST20-8 | NE 128th St./I-405 Overpass - Sound Transit | $ | 4.0 | ST 0069 | ✓ | C | T-1, T-4, T-8 | ✓ |
| ST20-9 | NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln) | $ | 4.4 | ST 0057 | ✓ | C, E | T-1, T-4 | ✓ |
| ST20-10 | 120th Ave. NE Traffic Calming, Totem Lake Blvd. to NE 128th St. (2 ln) | $ | 0.5 | ST 0070 | ✓ | TL | T-4 | |
| ST20-11 | NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 ln) | $ | 5.1 | ST 0062 | | C | T-4 | |
| ST20-12 | NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE (5 ln TOTAL COST)) | $ | 25.2 | ST 0058 | | C, E, TL | T-1, T-4, T-8 | ✓ |
| ST20-13 | NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 ln) | $ | 3.2 | ST 0072 | | TL | T-4 | |
| ST20-14 | 120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 ln) | $ | 11.0 | ST 0073 | | TL | T-4 | |
| ST20-15 | Annual Street Preservation Program (various locations) | $ | 25.2 | ST 0006 | ✓ | C | T-4 | |
| | **SUBTOTAL** | **$** | **129.8** | | | | | |
| | **Traffic/Intersection** | | | | | | | |
| TR20-1 | Kirkland Ave/3rd St. Traffic Signal | $ | 0.3 | TR 0004 | ✓ | C | T-4 | |
| TR20-2 | Kirkland Way/BNSFRR Abutment/Intersection Improvements | $ | 3.6 | TR 0067 | | C, NM | T-4, T-2 | |
| TR20-3 | 6th Street/Kirkland Way Traffic Signal | $ | 0.4 | TR 0065 | ✓ | C | T-4 | |
| TR20-4 | NE 124th St./124th Ave NE Intersection Improvements | $ | 2.5 | TR 0070 | ✓ | C | T-1, T-4 | ✓ |
| TR20-5 | NE 124th St./I-405 queue By-pass @ I-405, EB to SB | $ | 0.9 | TR 0057 | | C | T-1, T-4, T-5 | ✓ |
| TR20-6 | NE 116th St./124th Ave NE Intersection Improvements | $ | 1.0 | TR 0071 | ✓ | C | T-1, T-4 | ✓ |
| TR20-7 | NE 85th St. / 128th Ave. NE Traffic Signal | $ | 0.4 | TR 0060 | ✓ | C, NM | T-4, T-2 | |
| TR20-8 | NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB | $ | 0.4 | TR 0056 | | C | T-1, T-4, T-5 | ✓ |
| TR20-9 | Lk. Wash Blvd. /SR520 queue by-pass southbound to westbound | $ | 3.1 | TR 0068 | | C | T-4 | |
| TR20-10 | Hazard Elimination Safety Project | $ | 0.1 | TR 0077 | ✓ | C | T-4 | |
| TR20-11 | NE 85th St/132nd Ave NE Intersection Improvements | $ | 1.6 | TR 0078 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR20-12 | NE 85th St/114th Ave NE Intersection Improvements | $ | 2.0 | TR 0079 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR20-13 | NE 85th St/124th Ave NE Intersection Improvements | $ | 1.1 | TR 0080 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR20-14 | Central Way/Park Place Center Traffic Signal | $ | 0.3 | TR 0082 | ✓ | C | T-4 | |
| TR20-15 | 100th Ave NE/NE 132nd St Intersection Improvements | $ | 1.5 | TR 0083 | ✓ | C | BKR, T-1, T-4 | ✓ |



(1) '03 est in mill; funded projects are indexed for inflation (2) C=CIP, NM=Non-Cap list, E=Eastside Trans Ptn, SWRC=School Walk Route, TL= Totem Lake, BKR=Bellevue/Kirkland/Redmond model, II= intersect initiative, P20= 20 yr list

## TABLE CF-10
### 2022 Transportation Project List

| Comp Plan ID Number | Project Description | Total Cost[1] | CIP Project Number | Funded In 6-yr CIP | Source Doc.[2] | Comp Plan Goal | 2022 Concurrency Project |
|---|---|---|---|---|---|---|---|
| TR20-16 | 100th Ave NE/NE 124th St Intersection Improvements | $ 0.5 | TR 0084 | ✓ | C | T-4 | |
| TR20-17 | NE 68th St/108th Ave NE Intersection Improvements | $ 0.7 | TR 0085 | | II | T-4 | ✓ |
| TR20-18 | NE 70th St/132nd Ave NE Intersection Improvements | $ 1.1 | TR 0086 | | C | BKR, T-1, T-4 | ✓ |
| TR20-19 | 116th Ave NE/NE 124th St Intersection Improvements | $ 1.4 | TR 0087 | | II | BKR, T-1, T-4 | ✓ |
| TR20-20 | NE 85th St/120th Ave NE Intersction Improvements | $ 1.4 | TR 0088 | | II | BKR, T-1, T-4 | ✓ |
| TR20-21 | NE 85th St/132nd Ave NE Intersection Improvements | $ 1.0 | TR 0089 | | II | BKR, T-1, T-4 | ✓ |
| TR20-22 | Lake Washington Blvd/NE 38th PL Intersection Improvements | $ 1.6 | TR 0090 | | II | BKR, T-1, T-4 | ✓ |
| | **SUBTOTAL** | **$ 26.9** | | | | | |
| | **Queue by-pass and HOV facilities:** | | | | | | |
| TR 20-10.2 | NE 116th St./ I-405 queue by-pass EB to SB | $ 3.8 | TR 0072 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-10.4 | NE 85th St./ I-405 queue by-pass WB to NB | $ 0.9 | TR 0074 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-10.6 | NE 70th St./ I-405 queue by-pass EB to SB | $ 0.9 | TR 0073 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-10.10 | NE 124th St. / I-405 queue by-pass WB to NB | $ 0.7 | TR 0075 | | C | T-1, T-4, T-5 | ✓ |
| | **SUBTOTAL** | **$ 6.3** | | | | | |
| | **Various locations intersection improvements:** | | | | | | |
| TR 20-11.1 | Kirkland Avenue/Lake Street, S | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.2 | Lake Street S./2nd Avenue S | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.3 | Market Street/Central Way | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.4 | Market Street/7th Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.5 | Market Street/15th Avenue | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.6 | NE 53rd Street/108th Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.7 | NE 60th Street/116th Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.8 | NE 60th Street/132nd Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.9 | NE 64th Street/Lake Washington Blvd. | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.10 | NE 70th Street/120th Avenue or 122nd Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.11 | NE 80th Street/132nd Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.12 | NE 112th Street/124th Avenue NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.13 | NE 116th Street/118th Street NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.14 | NE 116th Street/124th Avenue NE Xtend NB TR | $ 0.2 | | | P20 | T-4 | |
| TR 20-11.15 | NE 126th Street/132nd Place NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.16 | NE 128th Street/ Totem Lake Boulevard | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.17 | NE 132nd Street/124th Avenue NE | $ 0.2 | | | P20 | T-4 | |
| TR 20-11.18 | NE 132nd Street/Totem Lake Boulevard | $ 0.2 | | | P20 | T-4 | |
| TR 20-11.19 | Market Street and Forbes Creek Drive | $ 0.2 | | | P20 | T-4 | |
| TR 20-11.20 | NE 112th Street/120th Ave NE | $ 0.3 | | | P20 | T-4 | |
| TR 20-11.21 | Totem Lake Boulevard/120th Ave NE | $ 0.2 | | | P20 | T-4 | |
| TR 20-11.22 | NE 100th Street/132nd Ave NE | $ 0.3 | | | P20 | T-4 | |
| | **SUBTOTAL** | **$ 6.1** | | | | | |

**2022 TRANSPORTATION PROJECT LIST TOTAL —>** **$ 230.5**

35- CPE

(1) '03 est in mill; funded projects are indexed for inflation (2) C=CIP, NM=Non-Cap list, E=Eastside Trans Pln, SWRC=School Walk Route, TL= Totem Lake, BKR=Bellevue/Kirkland/Redmond model, II= intersect initiative, P20= 20 yr list

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

***SOURCES OF FUNDS***

| Revenue Type | Revenue Source | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| Local | Water and Sanitary Sewer Utility Rates | 2,086,000 | 2,286,900 | 2,276,800 | 2,220,200 | 2,263,500 | 2,264,600 | 13,398,000 |
| Local | Reserves | 120,000 | 1,000,000 | | 1,000,000 | | 1,000,000 | 3,120,000 |
| External | Public Works Trust Fund Loan | 90,000 | 1,057,200 | | | | | 1,147,200 |
| *Total Sources* | | 2,296,000 | 4,344,100 | 2,276,800 | 3,220,200 | 2,263,500 | 3,264,600 | 17,665,200 |

***USES OF FUNDS***

**Funded Projects**

| Project Number | Project Title | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| WA 0051 | 7th Ave/114th Ave NE Watermain Replacement | | 108,200 | 585,700 | | | | 693,900 |
| WA 0054 | NE 113th Place Watermain Replacement | | 250,300 | | | | | 250,300 |
| WA 0055 | NE 112th Pl/103rd Ave NE Watermain Replacement | | 217,400 | | | | | 217,400 |
| WA 0058 | NE 75th St/130th Ave NE Watermain Replacement | | | 106,100 | 566,100 | | | 672,200 |
| WA 0059 | 101st Avenue NE Watermain Replacement | | | | 115,700 | | | 115,700 |
| WA 0060 | 10th Avenue Watermain Replacement | | | 208,000 | | | | 208,000 |
| WA 0061 | Central Way Watermain Replacement | | 22,000 | | | | | 22,000 |
| WA 0065 | Supply Station #2 Improvements | 124,000 | | | | | | 124,000 |
| WA 0077 | NE 110th Street Watermain Replacement | | | | 319,100 | | | 319,100 |
| WA 0078 | NE 85th St/132nd Ave NE Watermain Replacement | | | | 163,900 | 622,400 | 476,400 | 1,262,700 |
| WA 0080 | 1st Street Watermain Replacement | 134,000 | | | | | | 134,000 |
| WA 0083 | 3rd Street Watermain Replacement | | 192,600 | | | | | 192,600 |
| WA 0087 | West of Market Watermain Replacement Program | 618,000 | | | | | | 618,000 |
| WA 0088 | Slater Avenue Watermain Replacement (north) | | 268,900 | | | | | 268,900 |
| WA 0089 | Slater Avenue Watermain Replacement (south) | 229,000 | | | | | | 229,000 |
| WA 0090 | Emergency Sewer Pgm Watermain Replacement Pgm | | 50,000 | | 50,000 | | 50,000 | 150,000 |
| WA 0091 | Norkirk Watermain Replacement Program | | | | | 650,500 | 811,500 | 1,462,000 |
| WA 0092 | 4th Avenue S Watermain Replacement | 120,000 | | | | | | 120,000 |
| WA 0093 | Vulnerability Analysis Facility Upgrades | | 70,000 | | | | | 70,000 |
| WA 0094 | North Reservoir Painting | | 150,000 | 350,000 | | | | 500,000 |
| SS 0045 | Central Way (west) Sewer Line Replacement | 54,000 | 961,000 | | | | | 1,015,000 |
| SS 0046 | Market Street Sewermain Replacement | | | | 349,700 | 764,300 | | 1,114,000 |
| SS 0048 | 7th St W Sewermain Replacement | 400,000 | 413,000 | | | | | 813,000 |
| SS 0050 | NE 80th St Sewermain Replacement | | | 302,400 | 655,700 | 192,500 | | 1,150,600 |
| SS 0053 | Waverly Beach Park Lift Station Replacement | 421,000 | | | | | | 421,000 |
| SS 0056 | Emergency Sewer Construction Program | | 1,000,000 | | 1,000,000 | | 1,000,000 | 3,000,000 |
| SS 0059 | Central Way (east) Sewermain Replacement | 36,000 | 640,700 | | | | | 676,700 |
| SS 0060 | Trend Lift Station Elimination | 160,000 | | 724,600 | | | | 884,600 |
| SS 0062 | NE 108th Street Sewermain Replacement/Rehab | | | | | | 550,000 | 550,000 |
| SS 0063 | NE 53rd Street Sewermain Replacement | | | | | 33,800 | 169,200 | 203,000 |
| SS 0064 | 7th Avenue South Sewermain Replacement | | | | | | 207,500 | 207,500 |
| *Total Funded Utility Projects* | | 2,296,000 | 4,344,100 | 2,276,800 | 3,220,200 | 2,263,500 | 3,264,600 | 17,665,200 |
| *SURPLUS (DEFICIT) of Resources* | | - | - | - | - | - | - | - |

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

***SOURCES OF FUNDS***

| Revenue Type | Revenue Source | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| Local | Surface Water Utility Rates | 650,000 | 994,700 | 1,205,300 | 945,500 | 946,600 | 952,800 | 5,694,900 |
| *Total Sources* | | 650,000 | 994,700 | 1,205,300 | 945,500 | 946,600 | 952,800 | 5,694,900 |

***USES OF FUNDS***

**Funded Projects**

| Project Number | Project Title | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| SD 0025 | NE 85th Street Detention and Sediment Control | | 82,400 | 297,000 | 136,600 | | | 516,000 |
| SD 0029 | Totem Lake Water Quality Treatment | | | | 273,200 | 225,100 | 127,500 | 625,800 |
| SD 0030 | Juanita Creek @ NE 129th Place Culvert Realignment | | | | | | 81,100 | 81,100 |
| SD 0033 | NE 90th Street/120th Ave NE Sediment Control | | 82,400 | 318,300 | | | | 400,700 |
| SD 0036 | Surface Water Sediment Pond Reclamation | 240,000 | | | | | | 240,000 |
| SD 0037 | Annual Streambank Stabilization Program | | | 290,000 | 350,000 | 350,000 | 350,000 | 1,340,000 |
| SD 0437 | Streambank Stabilization Pgm - Slater St S/Cedar St | 50,000 | 300,000 | | | | | 350,000 |
| SD 0537 | Streambank Stabilization Pgm - NE 86th Street | | 50,000 | 300,000 | | | | 350,000 |
| SD 0038 | NE 126th Place/128th Lane NE Erosion Control | 240,000 | 133,900 | | | | | 373,900 |
| SD 0039 | NE 126th Street/94th Ave NE Erosion Control | | | | 185,700 | 258,900 | | 444,600 |
| SD 0041 | Culvert Maintenance/Water Quality Retrofits | | | | | 112,600 | 394,200 | 506,800 |
| SD 0042 | Central Way Storm Drainage Improvements | 100,000 | 206,000 | | | | | 306,000 |
| SD 0043 | 124th Ave NE/NE 100th Place Drainage Improvements | 20,000 | 80,000 | | | | | 100,000 |
| SD 0044 | NE 47th Place Surface Water Outfall | | 60,000 | | | | | 60,000 |
| *Total Funded Surface Water Utility Projects* | | 650,000 | 994,700 | 1,205,300 | 945,500 | 946,600 | 952,800 | 5,694,900 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - | - |

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

***SOURCES OF FUNDS***

| Revenue Type | Revenue Source | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| Local | Real Estate Excise Tax | 1,360,000 | 10,000 | 984,500 | 612,200 | 585,300 | 619,600 | 4,171,600 |
| Local | Reserves | 100,000 | | | | | | 100,000 |
| Local | Park Impact Fees | | 40,000 | | 80,000 | | 40,000 | 160,000 |
| Local | Park Bond Debt | 1,350,000 | 2,448,900 | 249,800 | | | | 4,048,700 |
| External | Private | 165,000 | | | | | | 165,000 |
| *Total Sources* | | 2,975,000 | 2,498,900 | 1,234,300 | 692,200 | 585,300 | 659,600 | 8,645,300 |

***USES OF FUNDS***

**Funded Projects**

| Project Number | Project Title | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| PK 0049 | Open Space and Park Land Acq Grant Match Program | 100,000 | | | | | | 100,000 |
| PK 0056 | Forbes Lake Park Development | | | | 74,900 | 585,300 | | 660,200 |
| PK 0057 | North Rose Hill Woodlands Park Improvements | 300,000 | 525,000 | | | | | 825,000 |
| PK 0075 | Natural Areas, Open Space & Park Land Acquisitions | 1,000,000 | | | | | | 1,000,000 |
| PK 0078 300 | Kirkland Junior High Playfields Improvements | | 749,800 | | | | | 749,800 |
| PK 0078 400 | Rose Hill Elementary Playfields Improvements | | | 249,800 | | | | 249,800 |
| PK 0078 500 | Juanita Elementary Playfields Improvements | | 174,600 | | | | | 174,600 |
| PK 0078 600 | A.G. Bell Elementary Playfields Improvements | | | | | | 295,600 | 295,600 |
| PK 0078 700 | Ben Franklin Elementary Playfields Improvements | | 174,600 | | | | | 174,600 |
| PK 0089 | Ben Franklin Elementary School Park Development | | 424,900 | | | | | 424,900 |
| PK 0090 | South Rose Hill Neighborhood Park Acquisition | | | | 218,500 | | 364,000 | 582,500 |
| PK 0091 | South Rose Hill Neighborhood Park Development | | 50,000 | | 398,800 | | | 448,800 |
| PK 0095 | Waverly Park Development | 1,050,000 | | 984,500 | | | | 2,034,500 |
| PK 0108 | McAuliffe Park (Phase I) | 100,000 | | | | | | 100,000 |
| PK 0110 | "Central Houghton Park" | 50,000 | 400,000 | | | | | 450,000 |
| PK 0111 | Skate Park | 300,000 | | | | | | 300,000 |
| PK 0118 | Everest Park Rotary Club Picnic Shelter | 75,000 | | | | | | 75,000 |
| *Total Funded Parks Projects* | | 2,975,000 | 2,498,900 | 1,234,300 | 692,200 | 585,300 | 659,600 | 8,645,300 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - | |

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

***SOURCES OF FUNDS***

| Revenue Type | Revenue Source | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| Local | Interest Income | 195,800 | 211,238 | 216,883 | 212,941 | 205,422 | 146,730 | 1,189,014 |
| External | Fire District #41 | 16,200 | 51,462 | 80,217 | 78,759 | 75,978 | 54,270 | 356,886 |
| *Total Sources* | | 212,000 | 262,700 | 297,100 | 291,700 | 281,400 | 201,000 | 1,545,900 |

***USES OF FUNDS***

**Funded Projects**

| Project Number | Project Title | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | Six-Year Total |
|---|---|---|---|---|---|---|---|---|
| PS 0024 | Fire Rescue Boat | | | | 218,500 | | | 218,500 |
| PS 0025 | Water Rescue Boat | | | | 73,200 | | | 73,200 |
| PS 0054 | Emergency Operations Center Upgrade | 102,000 | | | | | | 102,000 |
| PS 0055 | Fire Paging and Alerting Systems | 60,000 | | | | | | 60,000 |
| PS 0056 | Disaster Supply Storage Units | 50,000 | 92,700 | | | | | 142,700 |
| PS 0057 | Disaster Care Response Vehicle | | 70,000 | | | | | 70,000 |
| PS 0058 | Special Operations Vehicle | | | 297,100 | | | | 297,100 |
| PS 0059 | Quick Attack Reduced Access Vehicle | | | | | 281,400 | | 281,400 |
| PS 0060 | Defibrillators | | 100,000 | | | | | 100,000 |
| PS 0061 | Mobile Data Computers | | | | | | 201,000 | 201,000 |
| *Total Funded Fire and Building Projects* | | 212,000 | 262,700 | 297,100 | 291,700 | 281,400 | 201,000 | 1,545,900 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - | |

# XIV. Implementation Strategies

The vision statement, goals, and policies set forth in previous elements of the Comprehensive Plan together describe the desired type and character of growth in Kirkland during the next 20 years. They do not, however, tell us precisely how to create the kind of community envisioned by the Plan. Yet unless appropriate actions are taken, the plan will remain unrealized. Consequently, a strategy for how to implement the Plan is needed. It is the intent of this Element to provide such a strategy and identify the actions necessary to make the plan a success.

## A. Implementation Methods

There are a broad range of measures necessary to implement the Comprehensive Plan involving a wide variety of people and organizations. It is the responsibility of the City, however, to put in place the mechanisms that will promote the actions needed for implementation. Listed below are the methods that will be used to implement the Plan over the 20-year planning horizon.

**Annual Plan Amendments.** To keep the Comprehensive Plan current, it will be necessary to review and update it on a regular basis. At the very least, it will be necessary to annually consider amendments to the six-year projects list in the Capital Facilities Element. Other issues are likely to arise each year which can also be considered in the annual update.

~~**New or Revised Plan Elements.** At the time the Comprehensive Plan was prepared, several elements were left uncompleted. Those elements, Community Character, Natural Environment, Economic Development, and Parks and Recreation, are not specifically required by the Growth Management Act; and due to time limitations, were left with relatively few changes from the previous Comprehensive Plan. Even so, completion of those elements is desired to round out the Plan and assure its currency.~~

**Neighborhood Plans**. An important part of the Comprehensive Plan are the plans for Kirkland's thirteen neighborhoods. Those plans have been prepared and updated over a period of years to address in detail issues relevant to each specific neighborhood. Regular update of the neighborhood plans should continue, both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements.

**Functional and Management Plans.** Although not technically a part of the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. Existing functional plans include:

- Capital Improvement Program
- Sewer Comprehensive Plan
- Water Comprehensive Plan
- Surface Water ~~Stormwater~~ Master Plan

- Parks, Open Space and Recreation Plan
- Fire Protection Master Plan
- Nonmotorized Transportation Plan
- Natural Resource Mangement Plan
- Downtown Strategic Plan
- Housing Strategy Plan

Functional and management plans are both guided by and help to guide the Comprehensive Plan. Theoretically, the Comprehensive Plan sets the broad policy framework which functional and management plans address in more detail. In practice, however, functional plans also raise issues and ideas which help to shape Comprehensive Plan goals and policies. Either way, general consistency between the Comprehensive Plan and functional and management plans is important, as is regular updating of functional and management plans to maintain their currency.

**Special Studies.** ~~Several elements of the Comprehensive Plan indicate that for some issues additional studies are needed. The purpose of the studies is to provide additional information which will allow further refinement of the Plan and potentially provide the basis for developing implementation measures. Studies identified in the plan will address:~~

- ~~Land use and development standards in the NE 85th Street commercial corridor;~~
- ~~Land use and development standards for the core of the Totem Lake business district;~~
- ~~Improved local transit service;~~
- ~~Methods to promote mobility for buses and high-occupancy vehicles;~~
- ~~Methods for establishing multimodal levels of transportation service;~~
- ~~Transit system management techniques;~~
- ~~Truck freight mobility; and~~
- ~~Parking standards.~~

**Regulations.** Regulations set the legal requirements for new development. The vast majority of the ~~such~~ regulations are found in the Kirkland Zoning Code (including the official Zoning Map), Subdivision Code, and Shoreline Master Program. Local administration of the State Environmental Policy Act is also a regulatory tool. The Growth Management Act requires that development regulations must be consistent with the

Comprehensive Plan; and to a large extent Kirkland's

existing regulations already are. Even so, update of Kirkland's regulatory documents must be a high priority, and should be undertaken as appropriate on a regular basis.

Although by nature regulations impose restrictions on the development of property, many of the regulatory revisions required to implement the Plan will involve easing of current restrictions. In the same vein, where appropriate, regulations can be structured to provide incentives to desired development, rather than being solely restrictive.

**Programs.** Another way to implementation the Comprehensive Plan tool is through the establishment of programs that which provide services helping to help achieve Comprehensive Plan the goals and policies in the Plan. Examples of such programs discussed in the Plan are:

- The Neighborhood Traffic Control Program;
- The Neighborhood Service Team;
- Action teams, such as The Downtown, Totem Lake and Rose Hill Action Teams;The annual Street Overlay Program;
- The Kirkland Economic Partnership;
- The Natural Resource Team; and
- Assistance to employers in undertaking transportation demand management measures and achieving the goals of the Commute Trip Reduction Act.

**Ongoing Administrative Activities.** Implementation also depends on a variety of day-to- day actions such as development permitting and code enforcement. Ongoing monitoring of land capacity, demographics, development trends, housing costs, traffic levels, transit usage, levels of service for public facilities, and other factors affecting growth is also necessary.

**Intergovernmental Coordination.** Many of the goals and policies in the Comprehensive Plan cannot be achieved by Kirkland alone. Because Kirkland is part of a much larger and growing metropolitan area, issues involving growth rates, housing demand and supply, and transportation systems increasingly require intergovernmental responses. To protect local interests and meet regional obligations, Kirkland must involve itself at a variety of levels, including:

- Ongoing communication with neighboring cities and adoption of interlocal agreements where appropriate;

- Participation in subregional organizations such as A Regional Coalition for Housing (ARCH) and the Eastside Transportation ~~Program~~ Partnership (ETP);

- Participation in countywide organizations such as the Growth Management Planning Council (GMPC) and Metropolitan King County;

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

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

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

## B. IMPLEMENTATION TASKS

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

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

**Table IS-1**
**IMPLEMENTATION TASKS**

| TASK | | PRIORITY |
|---|---|---|
| **GENERAL ELEMENT** | | |
| Project | | |
| G.1 | In 2022, review "time capsule," located in the City Hall vault, containing the "Kirkland 2022 - Community Conversations" video and the citizen responses. | |
| Ongoing | | |
| ~~G.1~~ G.2. | Annually update the Comprehensive Plan. | |
| G.3. | Update the neighborhood plans. | |
| **COMMUNITY CHARACTER ELEMENT** | | |
| Projects | | |
| CC.1. | Review and update Zoning Code Chapter 100: Signs. | |
| ~~CC.2.~~ | ~~Review Zoning Code regulations for protection of existing landscaping and trees.~~ *(moved to Natural Environment)* | |
| ~~CC.3.~~ | ~~Develop a street tree program for the City that includes:~~ ~~A plan for specific trees to be planted in different areas of the City~~. ~~A tree maintenance program.~~ ~~The use of an arborist when necessary.~~ | |
| ~~CC.4.~~ | ~~Develop a list of quality of life indicators.~~ | |
| CC.~~5.~~2. | Establish incentives to private owners for preservation, restoration, redevelopment and use of significant historic buildings and sites. | |

| | | |
|---|---|---|
| CC.3. | Consider public improvements for historic districts to help encourage preservation. | |
| Ongoing | | |
| ~~CC.6.~~ | ~~Measure public opinion of the quality of life indicators periodically.~~ | |
| CC.~~7.~~4. | When the neighborhood plans are updated, ~~C~~consider design principles for new structures that respect the scale, massing, and design of existing adjacent buildings and the neighborhood context.~~, when the neighborhood plans are updated~~. | |
| CC.~~8.~~ 5. | Incorporate historic preservation into neighborhood plans as they are updated including:<br>• A list of each neighborhood's historic structures and sites.<br>• Design principles for areas where historic structures are clustered. | |

**NATURAL ENVIRONMENT ELEMENT**

| | | |
|---|---|---|
| Projects | | |
| NE.1. | Update the City's Shoreline Master Program. | ** |
| ~~NE.1.~~ | ~~Prepare a plan for the comprehensive management of natural resource systems.~~ | ** |
| ~~NE.2.~~ | ~~Amend the Comprehensive Plan and Zoning Code to add and improve goals, policies, and regulations regarding the following natural systems:~~<br>~~vegetation, emphasizing management of the urban forest;~~<br>~~soils and geology.~~ | |
| NE.2. | Assess and amend the Comprehensive Plan, City codes, resource management practices, and other City activities as needed for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements. | ** |
| NE. 3. | Promote removal of fish barriers. | |
| NE. 4. | Amend the Zoning Code to specify criteria and procedures for handling clearing | |

| | | |
|---|---|---|
| | and grading violations in Sensitive Areas and their buffers. | ** |
| NE. 5. | Study and implement methods to preserve and, where feasible, increase pervious surface in Kirkland. | * |
| NE.~~4.~~ 6. | Review Kirkland Municipal Code, Zoning Code Definitions Chapter, and Comprehensive Plan to identify inconsistencies in natural system terminology. | * |
| NE.7. | Review Zoning Code regulations for protection of existing landscaping and trees. | * |
| NE. 8. | Develop a City street tree program for appropriate species, planting and maintenance, and community stewardship. | ** |
| NE.9. | Develop a street tree plan for commercial and residential corridors. | |
| ~~NE.5.~~ | ~~Transfer data on Geologic Hazard Areas from 1992 aerial photos to the City's GIS system.~~ | |
| NE.~~6.~~10. | Develop a program for community stewardship of the environment, including:~~to increase public awareness.~~ | ** |
| | • Publicize practices that help/harm the environment. | ** |
| | • Utilize volunteers for resource monitoring, restoration, and enhancement. | * |
| | • Design standard environmental markers, interpretive signs, and brochures for production and distribution by the City and developers. | |
| NE.~~7~~11. | Establish a program which identifies~~d~~ priorities and funding sources for sensitive areas acquistion, restoration, and education. | ** |
| Ongoing | | |
| NE.12. | Implement and update the Natural Resource Management Plan. | ** |
| NE.13. | Maintain our plans and codes for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements. | * |
| NE.14. | Coordinate with other jurisdictions, agencies, and affected Federally Recognized | |

| | | |
|---|---|---|
| | Tribes. | |
| NE.~~8.~~15. | Continue to monitor information concerning innovative techniques for resource management, including:<br>• adaptive management of Sensitive Areas,<br>• mitigation banking,<br>• transfer of development rights,<br>• funding sensitive areas acquisition, restoration, and education through innovative techniques,<br>• other non-regulatory protection measures.<br>Identify for further study those techniques that have potential for successful implementation in Kirkland. | ** |
| NE.16. | Continue to comprehensively address recovery of species that are officially listed as threatened or endangered. | * |
| ~~NE.9.~~ NE.17. | Continue to approach natural resource management comprehensively through interdepartmental coordination. | * |
| **LAND USE ELEMENT** | | |
| Projects | | |
| ~~LU.1.~~ | ~~Amend Zoning Code business district development standards to:~~<br>~~•Tailor regulations to the provisions of the Comprehensive Plan for each business district;~~<br>~~•Consider design guidelines.~~ | |
| LU.~~2.~~1. | Prepare zoning regulations consistent with the revised NE 85th Street Subarea plan.~~;~~ | ** |
| LU.2. | Prepare zoning regulations consistent with the revised Totem Lake neighborhood plan. | ** |
| LU.3. | Review existing development regulations for consistency with state law on the process for essential public facilities. | |
| LU.~~3~~4. | As part of the Bridle Trails Neighborhood Plan Update project, review land use densities and zoning for consistency with the GMA. | |
| | ~~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.5.~~ ~~Implement the Downtown Strategic Plan.~~ *(moved to Economic Development)*

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.~~

Ongoing

LU. 7. When neighborhood plans are updated, consider design principles and standards for the local commercial center(s).

U.8. Monitor and update information concerning:

- Development capacity;
- Development trends; and
- Demographics.

**HOUSING ELEMENT**

Projects

H.1. Consider regulations that allow innovative housing, including compact** development and cottage housing.

H.2. Adopt regulations for market incentives to encourage low and medium income** housing.

~~H.1.~~ ~~Amend residential development standards in the Zoning Code and Subdivision Ordinance to:~~

~~Promote/allow compact development;~~

~~Improve housing affordability;~~

~~Increase site design flexibility;~~

~~Address issues of neighborhood compatibility, scale, and design; and~~

~~Ensure equal access to housing for all people (group homes, congregate care housing, etc.).~~

~~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.3 Adopt a housing strategy plan and work program at least every five years that outlines housing strategies to be considered in order to address the City's housing needs and goals.

~~H.5.~~ ~~Inventory potentially surplus property for possible use for affordable housing; report to state annually.~~

H.~~6~~.4. Monitor and update information concerning:

- ◆Construction and demolition of affordable housing;
- ◆Creation of accessory units and associated rent levels.

H.~~7~~5. Continue to work with ARCH to fund low income and special needs housing projects.

## ECONOMIC DEVELOPMENT ELEMENT

Projects

ED.1. Create steering committees or action teams within each major commerical district to lead implementation of economic development components of neighborhood plans. **

ED.2. Conduct an analysis of industrial areas of the city to determine the types of uses and future land use needs in these areas. **

ED.3. Conduct an assessment of economic benefits of Kirkland's cultural, historic and recreational resources. *

ED.4. Develop a system of economic indicators to monitor the Kirkland economy such as employment growth, wage rates, tax revenue, business starts, and commercial vacancy rates.

~~ED.1.~~ ~~Develop a system of economic indicators to monitor the Kirkland economy:~~ ~~◆Employment growth~~

- ~~◆Wage rates~~
- ~~◆Tax revenue~~

~~◇Housing diversity options~~

Ongoing

| | | |
|---|---|---|
| ED.5. | Implement and update the Economic Development Action Plan consistent with the Element. | ** |
| ED.6. | Implement and update the Downtown Strategic Plan. | ** |
| ED.7. | Support a partnership of community stakeholders to oversee implementation and community outreach of economic development strategies and priorities | * |
| ED.8. | Actively conduct business retention and recruitment programs. | ** |
| ED.9. | Implement the tourism marketing and promotion plan through the tourism program and the Lodging Tax Advisory Committee. | ** |
| ED.10 | Continually improve permit processes and customer service. | |
| ED.11 | Monitor City policies and revise those that unreasonably restrict opportunities for economic development. | * |
| ED.12. | Monitor commercial and industrial land use trends, vacancies and capacity to match the needs of the economy. | * |
| ED.13. | Where authorized by state statutes, use public/private financial or regulatory incentives to implement economic development opportunities. | ** |
| ED.14. | Coordinate and implement telecommunications, transportation infrastructure improvements and permit processing improvements with other cities on the Eastside. | * |
| ED.15. | Monitor and update information concerning economic indicators. | |

~~ED.2. ED.1.~~

## TRANSPORTATION ELEMENT

Projects

~~T.1.~~ ~~Undertake transportation studies to identify measures which would further promote a multimodal transportation system. Amend the Transportation Element as appropriate. Studies should address:~~

~~- Alternative approaches for transportation levels of service (coordinate with studies being conducted by the Department of Transportation);~~

~~- Methods to improve arterial mobility for buses and other high occupancy vehicles;~~

~~- Improved local transit service. (Prepare a Transit Service Plan in cooperation with the King County Department of Metropolitan Services);~~

~~- Truck freight mobility;~~

~~- Transportation system management measures.~~

~~T.2.~~ ~~Undertake a study of parking requirements, charges, and programs. Amend development regulations or program operations as appropriate.~~

~~T.3.~~ ~~Develop a comprehensive street tree plan.~~ (*moved to Natural Environment*)

Ongoing

~~T.4.~~ T.1. Annually update the Transportation Element of the Comprehensive Plan as appropriate to:

- Review and revise, if necessary, mode split targets;
- Review and revise, if necessary, levels of service standards; and
- Identify transportation needs to implement the Land Use Element and update the 20-year list of transportation projects.

T.2. Monitor and update information on traffic movement, mode splits and level of service.

~~T.5.~~ T.3. Regularly update the Nonmotorized Transportation Plan.

~~T.6.~~ T.4. Continue the Neighborhood Traffic Control Program.

| | | |
|---|---|---|
| ~~T.7~~ T.5. | Continue the annual street overlay program. | |
| ~~T.8~~ T.6. | Maintain and periodically update the *Bellevue Kirkland Redmond* (BKR) transportation model. | |
| ~~T.9~~ T.7. | Work cooperatively with other local governments to update transportation information and to address regional transportation ~~issues:~~ | |
| T.8. | ~~Continue p~~Participation in the Eastside Transportation ~~Program~~Partnership;. | |
| T.9. | Work with the Regional Transit Authority(Sound Transit) and King County Metro to develop a regional transit system which serves Kirkland.;<br>~~Work with the King County Department of Metropolitan Services to improve transit service to and within Kirkland;~~<br>~~Secure interlocal agreements with adjacent jurisdictions for mutual review and mitigation of transportation impacts.~~ | |
| ~~T.10.~~ T.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.11~~ T.11. | Identify projects potentially eligible for state grants and submit grant applications. | |
| ~~T.12.~~ | ~~Monitor and update information concerning:~~<br>~~Traffic movement;~~<br>~~Transportation mode splits;~~<br>~~Levels of service.~~ | |
| ~~T.13.~~ | ~~Update Transportation Project criteria used to evaluate projects for the Capital Improvement Program.~~ | |
| **UTILITIES ELEMENT** | | |
| Project | | |
| U.1 | Create and maintain a Municipal Telecommunications Plan. | * |
| Ongoing | | |
| ~~U.1~~. U.2 | Regularly update functional utility plans for City managed utilities. | |
| ~~U.2~~ U.3. | 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~~ U.4 . | 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**

On going

| | |
|---|---|
| PS.1. | ~~Develop a process to e~~Coordinate services with non-City service providers. |
| PS.2. | Update fire protection and police plans. ~~Develop a process for public review of public facilities.~~ |

**HUMAN SERVICES ELEMENT**

Ongoing

| | |
|---|---|
| HS.1 | Review the Senior Council's Strategic Plan every five years and revise as appropriate. |
| HS.2. | Review the Youth Council's Strategic Plan every five years and revise as appropriate. |
| HS.3. | Continue regional collaboration of the human service's grant program to increase efficiencies. |
| HS.4. | Identify potential funding sources and submit grant applications for senior, youth and human service programs. |

**CAPITAL FACILITIES ELEMENT**

Projects

| | |
|---|---|
| CF.1. | Consider ~~the following~~ new revenue sources for capital facilities and implement* as appropriate, including voter-approved bond issues.~~:~~<br>~~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.32. | Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability. |
| CF.43. | Annually update the Capital Facilities Element ~~Capital Improvement Program~~ consistent with the Capital Improvement Program~~Capital Facilities Element~~. |
| CF.4. | Periodically update impact fees to reflect increases in road and park construction costs. |

| | | |
|---|---|---|
| **NEIGHBORHOOD PLANS** | | |
| Ongoing | | |
| NP.1. | Regularly review neighborhood plans and amend as appropriate. | * |
| **OTHER ~~ELEMENTS~~** | | |
| | Evaluate the cost/benefit, capital facilities and service implications of annexation. | |
| | ~~Consider preparing other Comprehensive Plan Elements:~~ | |
| | ~~-Annexation;~~<br>~~-Human Services.~~ | |

***NOTE:***

**THE FOLLOWING APPENDICES ARE HEREBY DELETED:**

Appendix A – Plan Consistency
Appendix B – Community Profile and Plan Background
Appendix C – Historic Resources and Community Landmarks (table has been revised and moved to the Community Character chapter)
Appendix E – Public Process
Appendix H – Residential Densities and Comparable Zones (table revised and moved to the Land Use Element)

**THE FOLLOWING APPENDICES ARE AMENDED AND WILL BE RENUMBERED:**

Appendix D – Level of Service Methodology
Appendix F – Glossary

**THE FOLLOWING APPENDIX IS NOT AMENDED, BUT WILL BE RENUMBERED:**

Appendix I – Design Principals: Residential Development

Appendix G was already deleted by Ord. 3748

# APPENDIX A 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~~ The City has an adopted CFE and 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.

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. The 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.

## 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.

## ***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 Element. ~~Requirements report~~.

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

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

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

(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~~ Department service providers prepare ~~support document~~ forecasted for 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)~~ (6) Departmental service providers prepared specific capital improvements projects requests and compare those to the preferrred LOS..

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

(7) The Transportation Commission reviews and comments on the level of service alternatives and the capital improvement project requests for transportation and makes a recommendation to the Planning Commission and City Council

(8) The Planning Commission and the Houghton Community Council review and comment on level of service alternatives and the capital improvement project requests for all public facilities, and make recommendations to the City Council. The Planning Commission and/or the Houghton Community Council may meet jointly with the Transportation Commission to discuss and prepare a joint recommendation to the City Council.

(9) ~~(10)~~Staff prepares ~~T~~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.

(10) The City Council adopts the CFP along with the level of service standards and capital improvement projects.

~~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, as part of the amendments of the Comprehensive Plan.

# APPENDIX BE- GLOSSARY

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

***Activity Areas:*** Locations that contain a ~~high~~ moderate concentration of commercial land uses and adjacent and intermingled higher-density residential uses, ~~served by a transit center.~~ Activity Areas are distinguishable from Business Districts, Neighborhood Centers and Residential Markets by their larger size and function as significant focal points for the local and regional community. The area must meet the definition in the King County Countywide Planning Policies to be an Activity Area.

***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. Minor arterials interconnect and augment the principal arterial system. Generally, traffic on minor arterials serves the immediate local community for short to moderate trip lengths. Traffic volumes ~~speeds, and trip lengths~~ are high, although usually not as great as those associated with principal arterials. Traffic speeds for minor arterials are similar to that of principal arterials.

***Arterial (Principal):*** A roadway providing movement along a major traffic corridor. Principal arterials serve major urban and activity centers and access points to the freeway. They also serve as high traffic volume corridors that carry local cross-town trips and regional pass through trips. Traffic volumes~~, speeds~~ are higher, and trip lengths are longer ~~high, usually greater~~ than those usually 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 (general):*** 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, vegetative berms, high shrubs, dense stands of trees, trellises, or fences.

***Buffer (sensitive areas):*** The area immediately adjacent to wetlands and streams that protects these sensitive areas and provides essential habitat elements for fish and/or wildlife.

***Business Districts:*** A type of commerical area that serves the subregional market, as well as local community. These districts vary in uses and intensities and may include office, retail, restaurant, entertainment, housing, hotel, and service businesses.

***Business Park:*** A place of business activity that contains office, light-manufacturing, warehousing and/or high technology uses.~~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. They may contain ancillary supportive uses, such as a small deli or daycare. 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.

***Capital Improvement Program (CIP):*** The City plan that addresses construction, repair, maintenance and acquistion of major capital facilities and equipment. The document provides a tool for public comment and City review regarding projects planned for the next six years, including transportation, surface water management utility, water and sewer utility, park, public safety, general government and equipment purchases.

***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 detached single-family residences and common-wall methods of construction, as opposed to the more traditional pattern of detached dwelling units with minimum lot sizes and setback requirements.

***Collector:*** A roadway capable of handling relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

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

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

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

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

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

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

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

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

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

***Coordination:*** Consultation and cooperation among jurisdictions.

***Critical Areas:*** As defined in the Washington State Growth Management Act, RCW 36.70A.030(5), the following areas and ecosystems: "(a) wetlands, streams, and minor lakes; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas."

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

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

***Density Bonus:*** A greater number of units than would otherwise be permitted on a site under existing zoning, in exchange for developing in a more desirable way~~provision of a public benefit~~.

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

***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.

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

***Dwelling unit:*** One or more rooms or structures providing complete, independent living facilities for one family, including permanent provisions for living, sleeping, cooking and sanitation.

***Detached dwelling unit:*** A unit that is physically separated by setbacks from other dwelling units.

- ***Attached dwelling unit:*** A unit that is physically connected by means of one or more common walls to another unit; that has its own exterior entrance; and that is not stacked above or below another unit.

- ***Stacked dwelling unit:*** A unit that is physically connected by means of stacking above or below another unit. Stacked units may have a common exterior entrance or each unit may have its own exterior entrance.

***Eastside Transportation ~~Program~~ Partnership (ETP):*** An organization of elected and appointed officials from Eastside ~~communities~~ jurisdictions and ~~other~~ affected ~~jurisdictions~~ agencies which addresses transportation issues, coordination and planning.

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

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

***Framework Goals:*** Goals that express the fundamental principles for guiding growth and development in the community over the 20-year horizon of the Comprehensive Plan. They are based on and provide extension of the aspirations and values described in the Vision Statement.

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

***Financial Commitment:*** Identified sources of public or private funds or combinations thereof which will be sufficient to finance capital facilities necessary to support development and the assurance that such funds will be timely put to that end.

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

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

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

***High Capacity Transit (HCT):*** Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard transit system. HCT can operate on exclusive right-of-ways, such as a rail track or dedicated busyway, or on existing streets with mixed traffic. High capacity transit provides faster, more convenient and more reliable service for a larger number of passengers. Two common examples are bus rapid transit and light rail transit. ~~Bus or rail transit.~~

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

***Household:*** ~~Includes all the persons who occupy a group of rooms or a single room constituting a housing unit.~~
A household includes all the persons who occupy a dwelling unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

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

***HOV Lanes:*** Roadway lanes on freeways or arterials designated ~~with a diamond symbol~~ for use by HOVs and motorcycles and which may facilitate ~~permit~~ reduced travel time compared with general purpose lanes~~single occupant vehicles~~. These lanes may permit turning movements by non-HOVs in certain circumstances (on arterials with multiple turning opportunities)~~;~~ and may be designated to be in effect during certain hours (such as peak commuting periods). ~~; and may allow vehicles with as few as two occupants.~~

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

***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/Light Industrial:*** Uses such as ~~predominantly connected with~~ manufacturing, assembly, processing, wholesaling, warehousing, ~~and~~ distribution of products and high technology. Light industrial areas may also include -office and limited retail uses.

***Infill Development:*** 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 that ~~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 or service based on and related to the operational characteristics of the facility. LOS standards are ~~means~~ the City's adopted minimum acceptable level of service. ~~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 parks ~~uses do not require large signs or customer parking facilities and~~ do not involve activities ~~which~~that 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~~ statutory process by which property ~~owners~~citizens within a ~~the~~ specified area district ~~join together and~~ are mutually assessed for neighborhood improvements that benefit the properties in the area.

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

***Low-Density Residential:*** Detached single family residential uses with a density of one to nine dwelling units per acre, or attached single-family residential uses with a density of 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 Household:*** One or more adults and their dependents whose income does not exceed fifty percent (50%) of the median household income for ~~the~~ King County~~Seattle Metropolitan Statisitical Area~~, adjusted for household size, as published by the United States Department of Housing and Urban Development.

***Low Impact Development.*** Various techniques to minimize impacts on the natural environment by reducing water run off with less impervious surfaces and more landscaping and by absorbing water close to the source with permeable materials or retaining mature vegetation.

~~***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 single family residential uses with a density of 10-14 dwelling units per acre, or ~~-~~attached, or stacked residential uses with a density of ~~at~~ 8 to 14 dwelling units per acre.

~~Attached single-family dwelling units: The units are 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.~~

~~Detached single-family dwelling units: The units are physically separated by setbacks from other dwelling units.~~

***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 evaluate the performance of transportation systems.~~help people in the public and private sectors make appropriate land use and transportation decisions.~~

***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~~ King County~~Seattle–Metropolitan Statisitical Area~~, adjusted for household size, as published by the United States Department of Housing and Urban Development.

***Multifamily:*** Residential use of land where a structure ~~dwelling unit~~ provides shelter for two or more households at medium to high densities~~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 for ~~to meet~~ active or passive recreational needs, to protect environmentally sensitive areas, and/or to 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:*** Principle that reflects a method or course of action to achieve an identifed goal.~~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 that ~~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.

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

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

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

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

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

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

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

***Runoff:*** The overland or subsurface flow of water.

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

***Sensitive Areas:*** Wetlands, streams, lakes and frequently flooded areas.

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

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

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

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

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

***Sustainable Building Practices:*** Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water and installing alternative heating and cooling systems.

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

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

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

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

***Transportation System Management (TSM):*** ~~Low-capital expenditures to~~ Improvements that increase the capacity of the transportation network, but that do not include projects, such as adding additional lanes to streets. TSM strategies include, but are not limited to, signalization, channelization, and bus turnouts.

***Transportation Demand Management Strategies (TDM):*** Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work-hour changes, ride-sharing and vanpooling options, transit flex passes, preferential parking for carpools, charge for parking ~~policies~~, guaranteed ride home program, available showers and lockers and telecommuting.

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

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

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

***Urban Center*** – An area that has a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system. An area must be designated by the King County Countywide Planning Policies to be an Urban Center.

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

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

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

***Vision Statement:*** A summary of the desired character and characteristics of the community 20 years in the future and that provides the ultimate goal for community planning and development.

***Wetland:*** Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration ~~sufficient~~ to support, and that under normal conditions ~~circumstances~~ do support, a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, retention and/or detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. However, wetlands do include those artificial wetlands intentionally created from nonwetland sites as mitigation for the ~~areas to mitigate~~ conversion of wetlands.

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

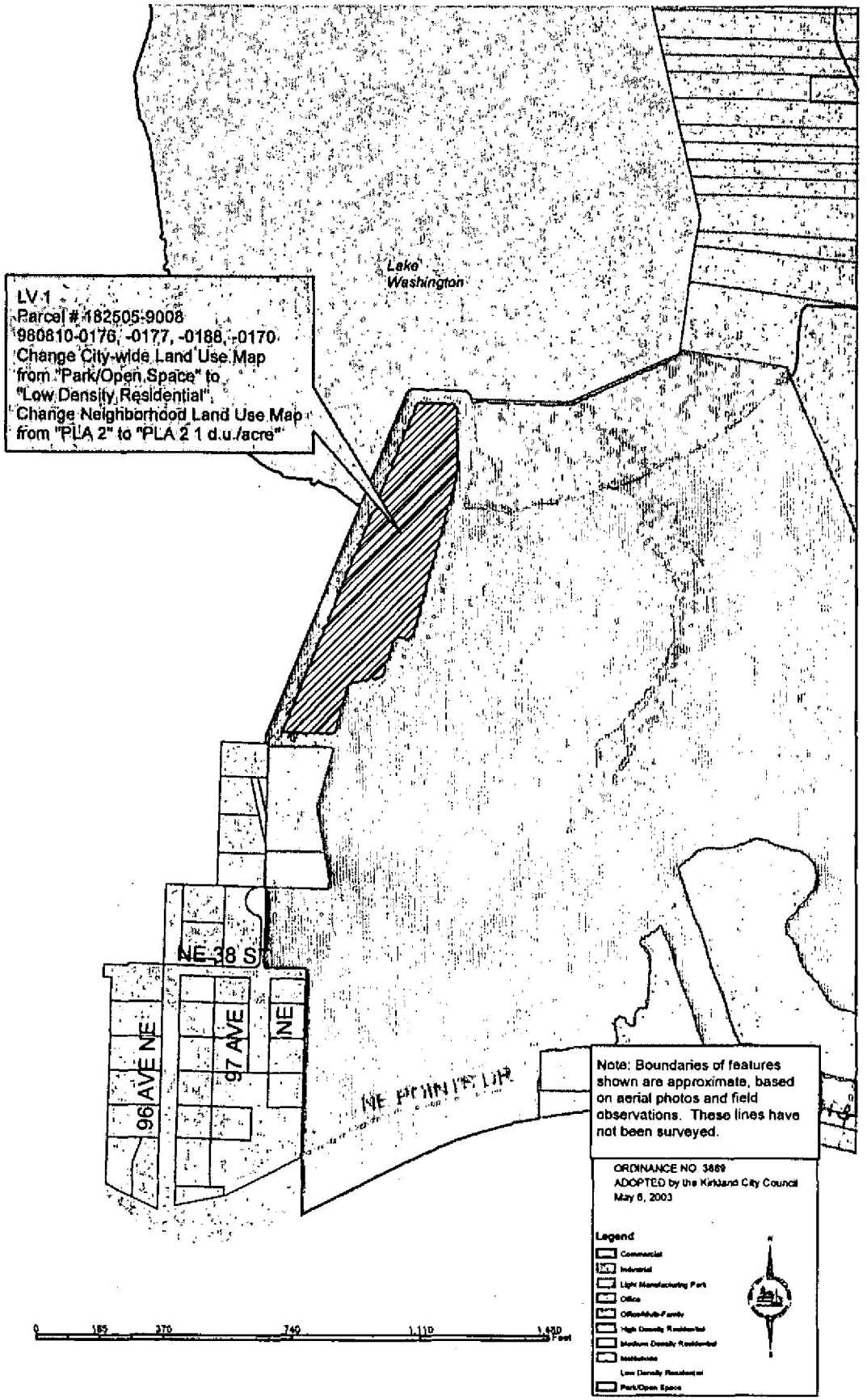
***NOTE:***

**THE FOLLOWING ARE CORRECTIONS TO THE CITY-WIDE LAND USE MAP AS REFLECTED IN THE AMENDED FIGURE LU-2 AND CORRECTIONS TO THE NEIGHBORHOOD SUB-AREA MAPS**

# Lakeview Neighborhood

0-3974

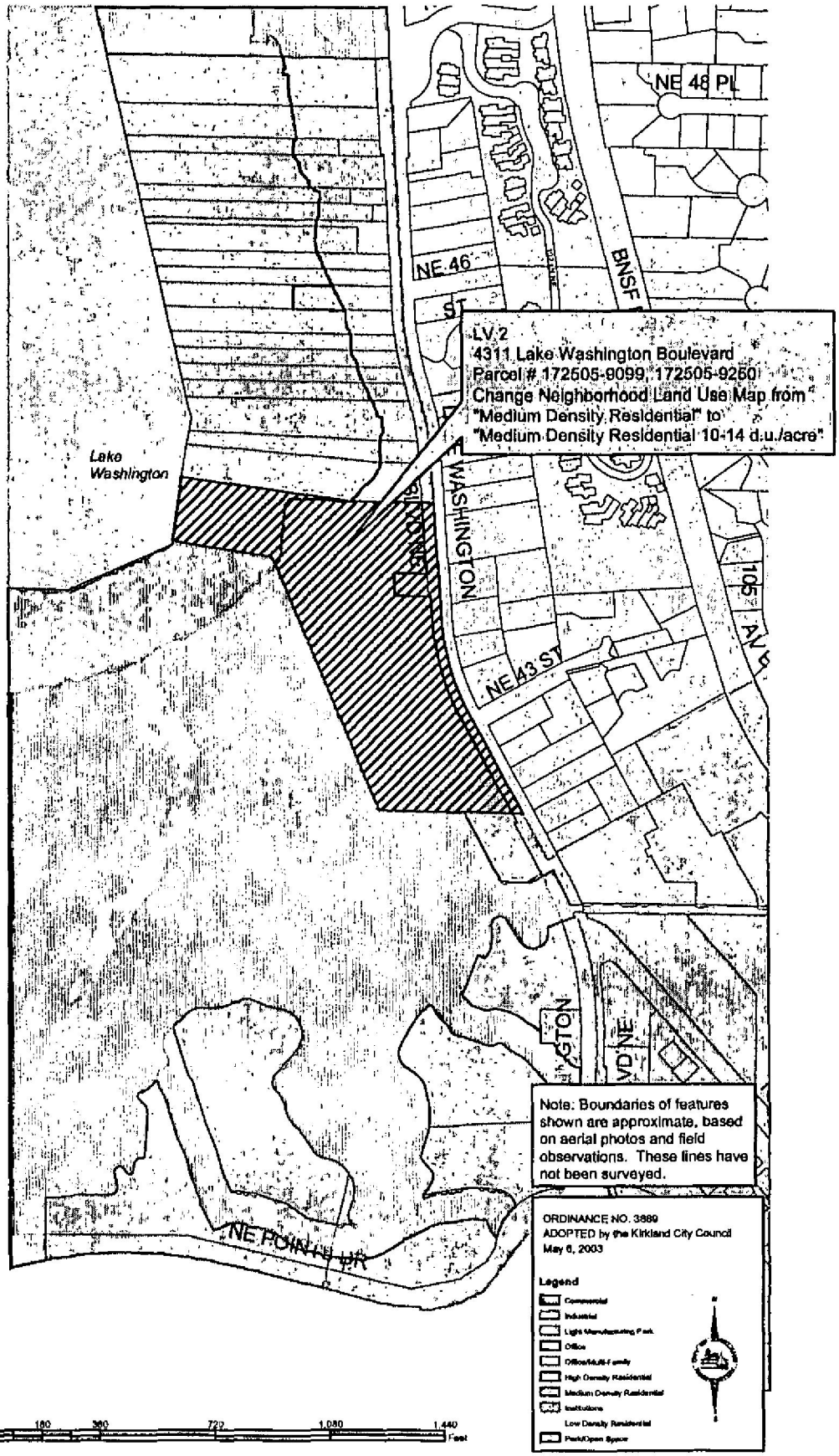
## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - LV 1



# Lakeview Neighborhood

## Neighborhood Land Use Map Correction

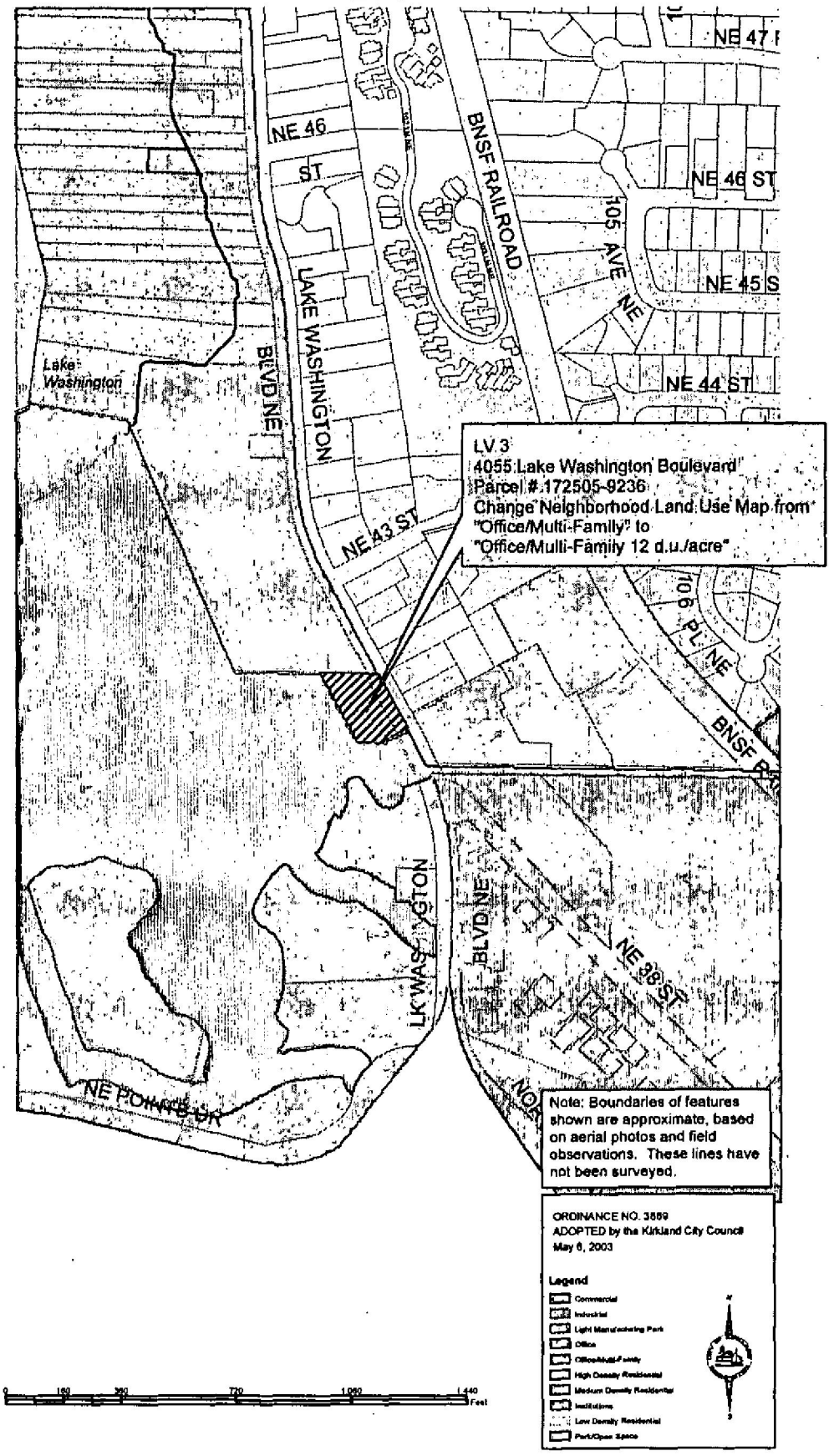
## LV 2



# Lakeview Neighborhood

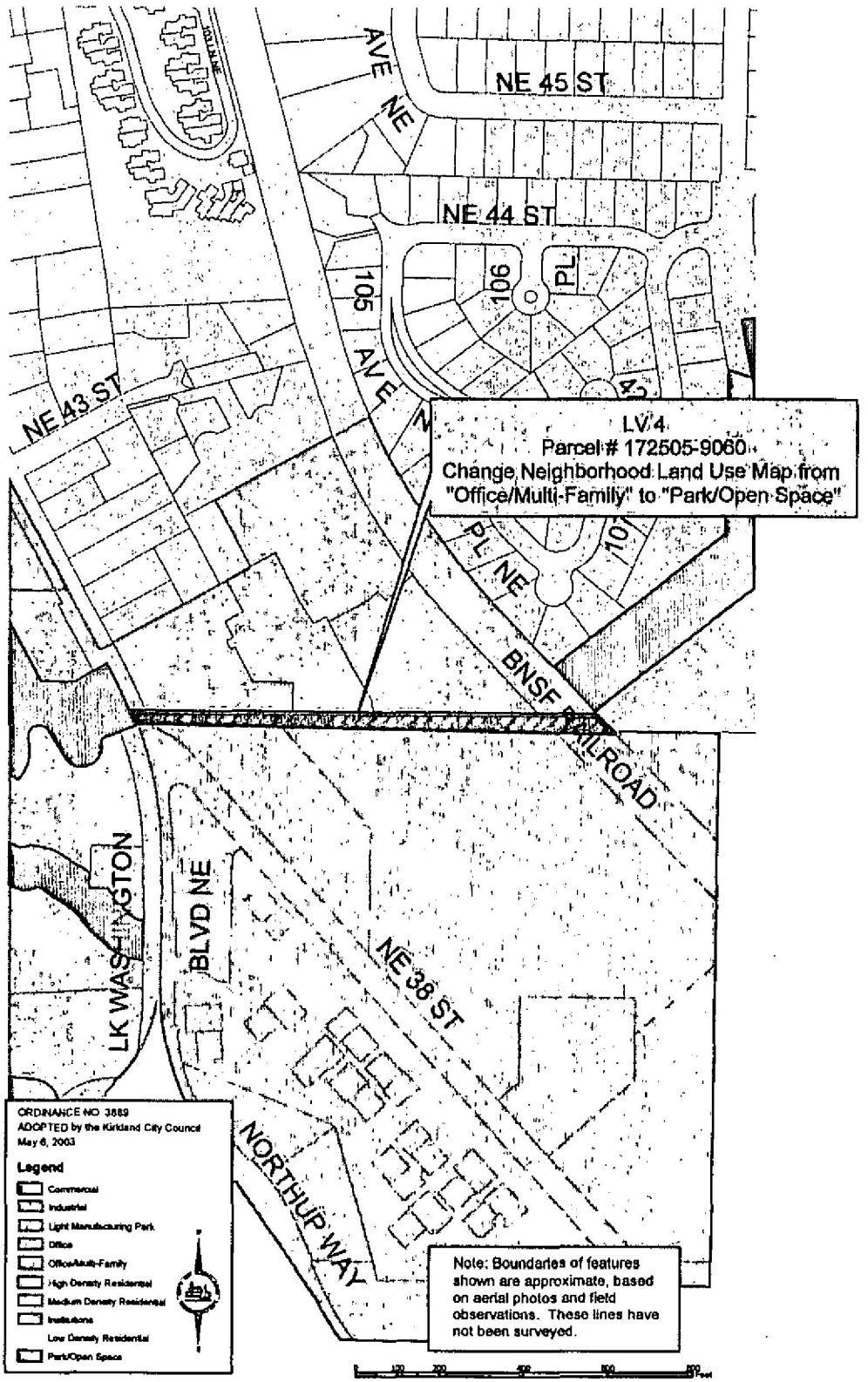
## Neighborhood Land Use Map Correction

## LV 3



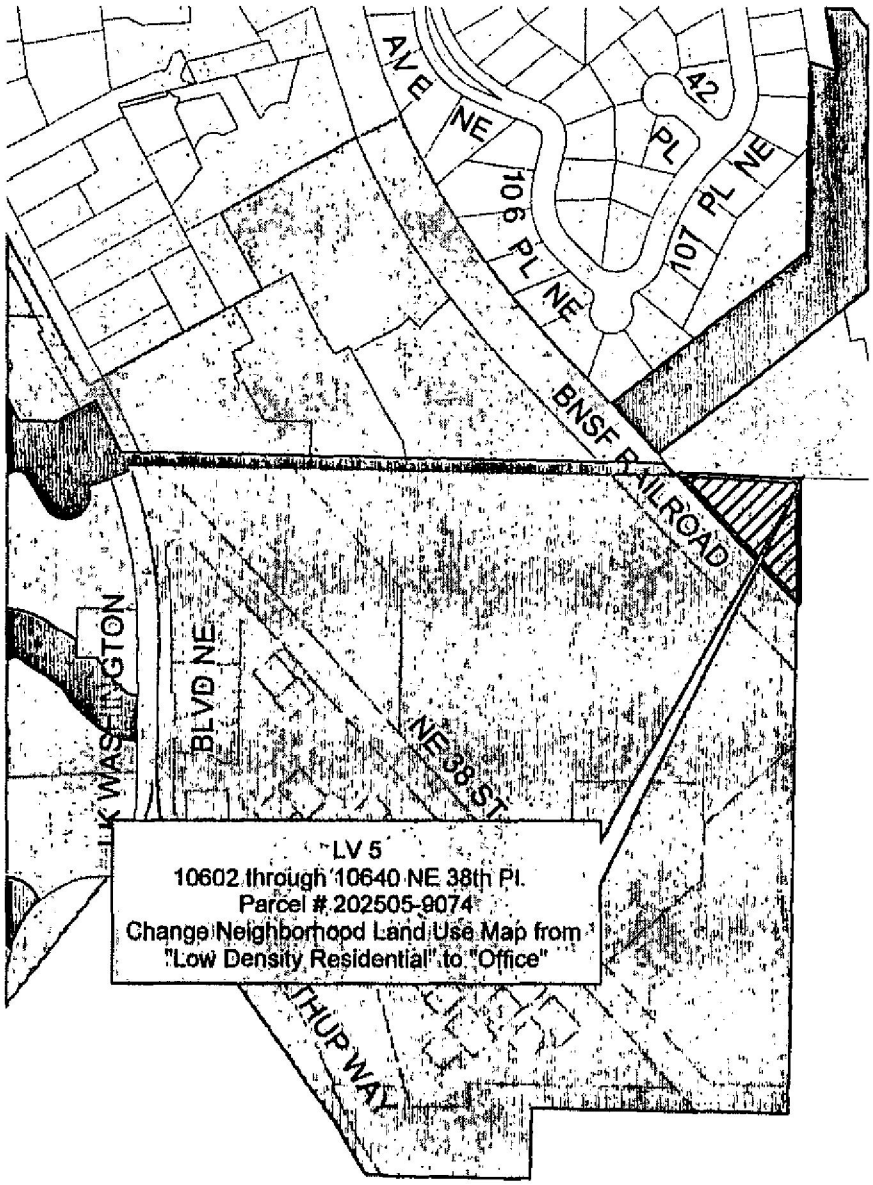
# Lakeview Neighborhood

## Neighborhood Plan Land Use Map Correction
## LV 4



# Lakeview Neighborhood

## Neighborhood Plan Land Use Map Correction
## LV 5




ORDINANCE NO. 3869
ADOPTED by the Kirkland City Council
May 6, 2003

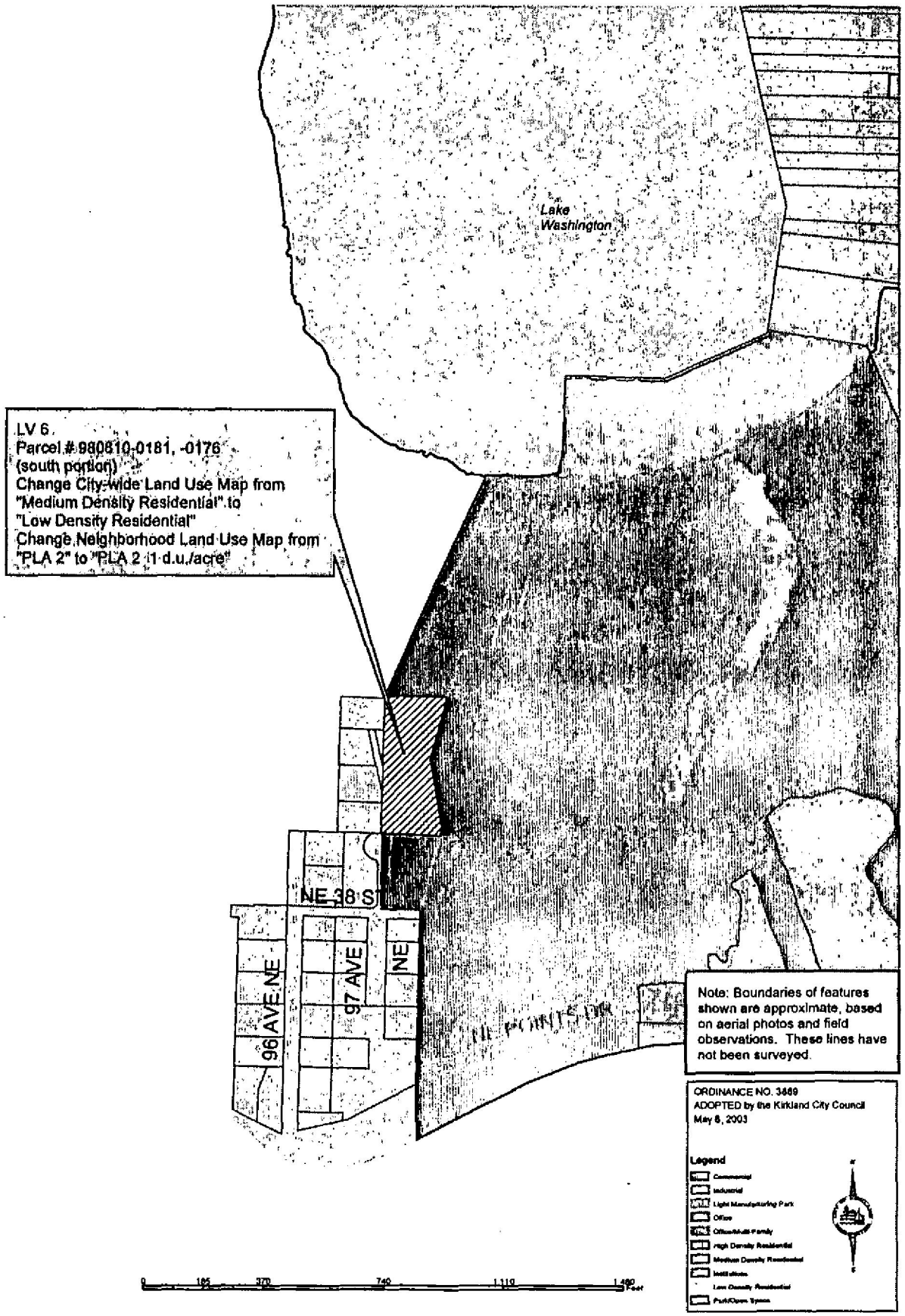
**Legend**

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Institutions
- Low Density Residential
- Park/Open Space

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

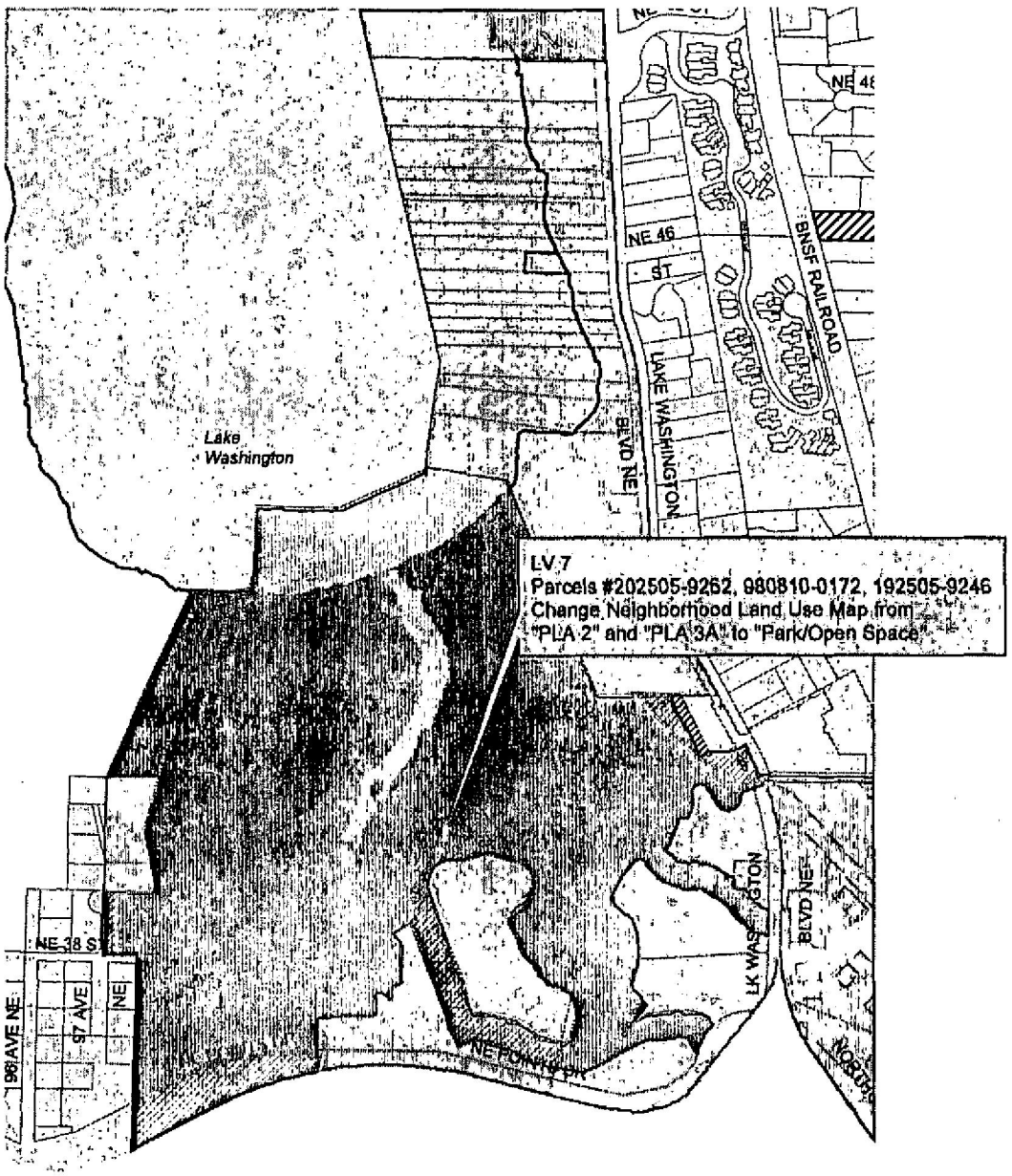
# Lakeview Neighborhood

## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - LV 6



# Lakeview Neighborhood

## Neighborhood Plan Land Use Map Correction - LV 7




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

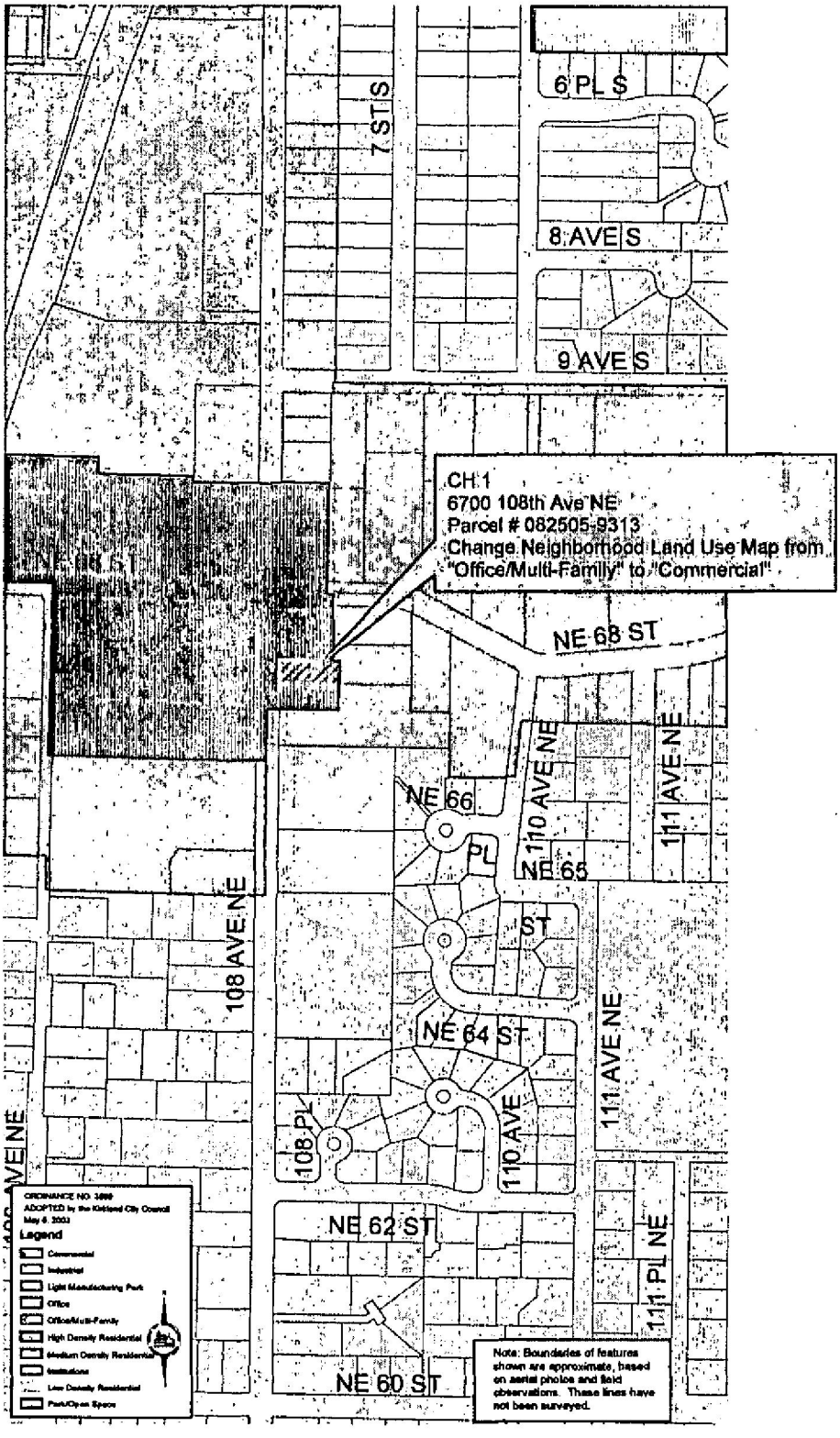
ORDINANCE NO. 3889
ADOPTED by the Kirkland City Council
May 6, 2003

Legend
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Institutions
- Low Density Residential
- Park/Open Space

0 195 390 780 1,170 1,560 Feet

# Central Houghton Neighborhood

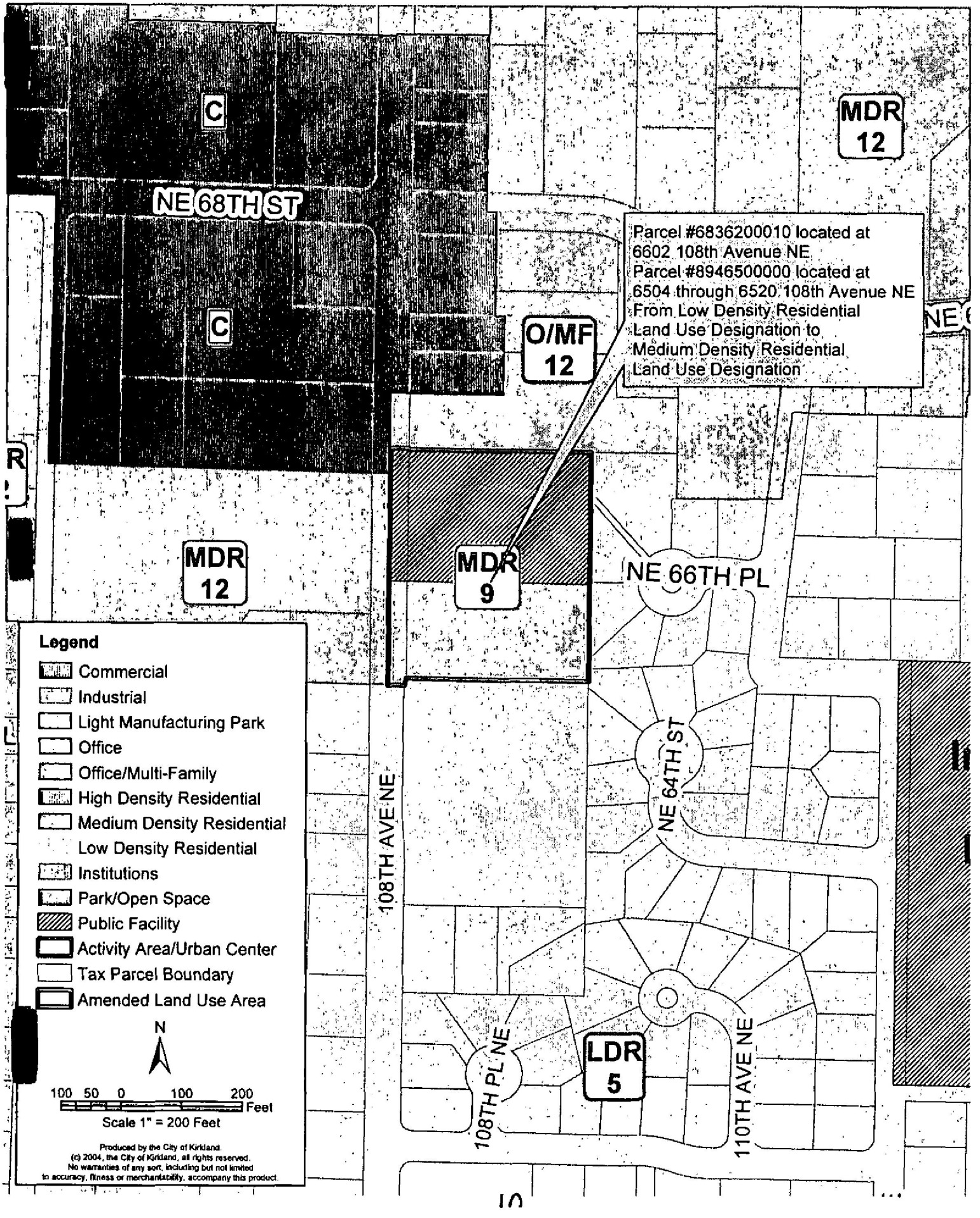
## Neighborhood Plan Land Use Map Correction - CH 1



# Central Houghton Neighborhood

0-3974

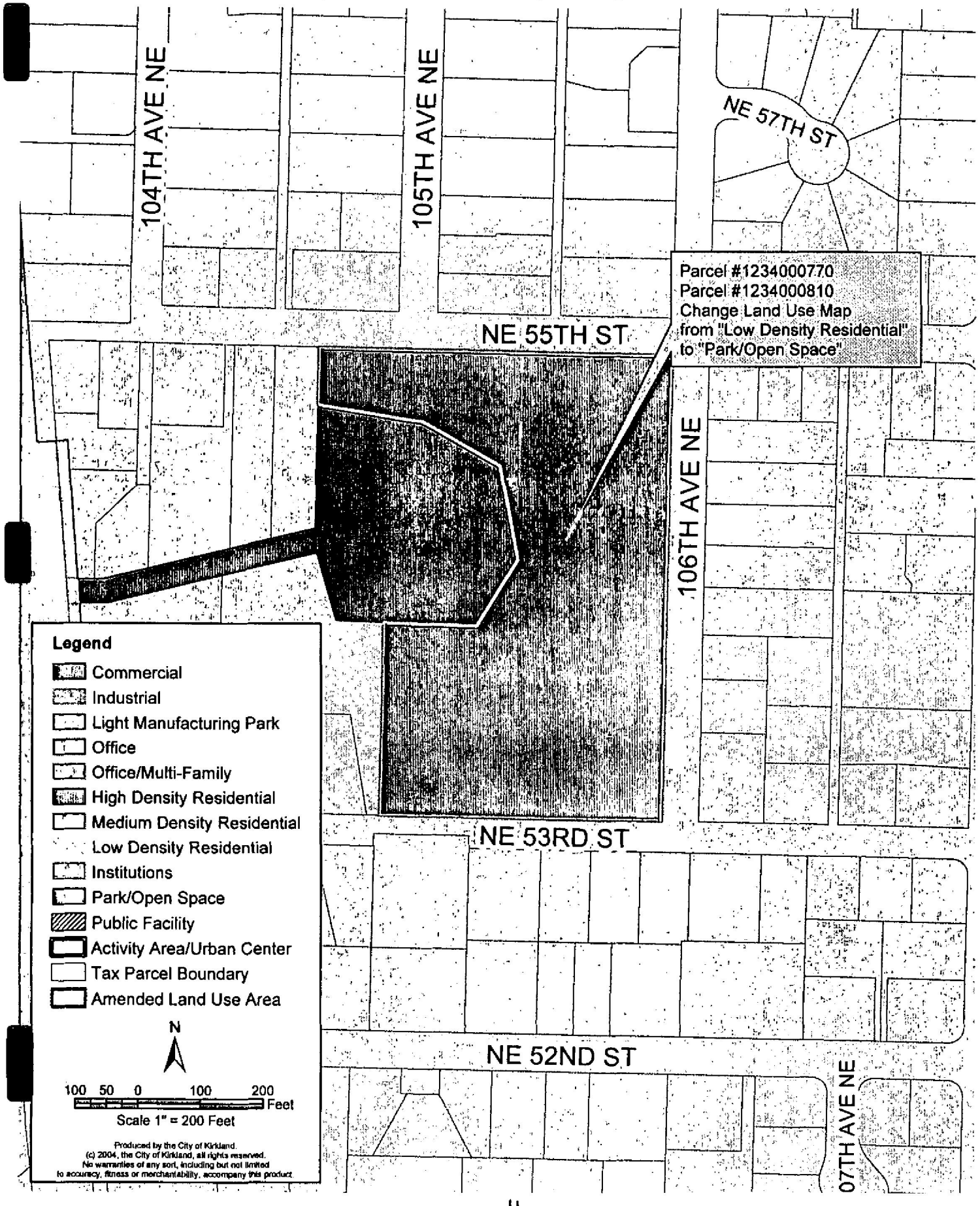
## City Wide Land Use Map Correction - CH 2



# Central Houghton Neighborhood

0-3974

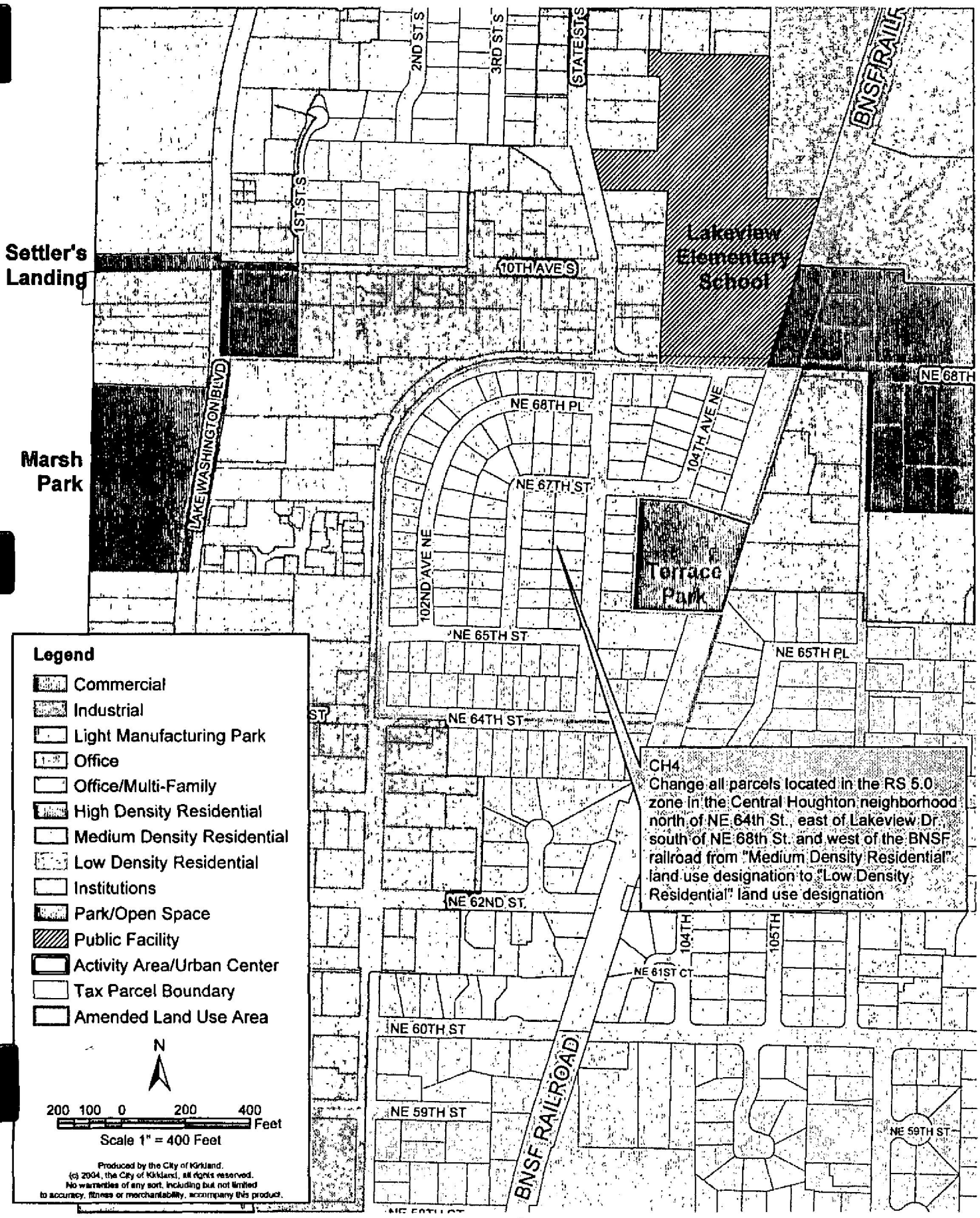
## Neighborhood Plan Land Use Map and City Wide Land Use Map Change - CH 3



# Central Houghton Neighborhood

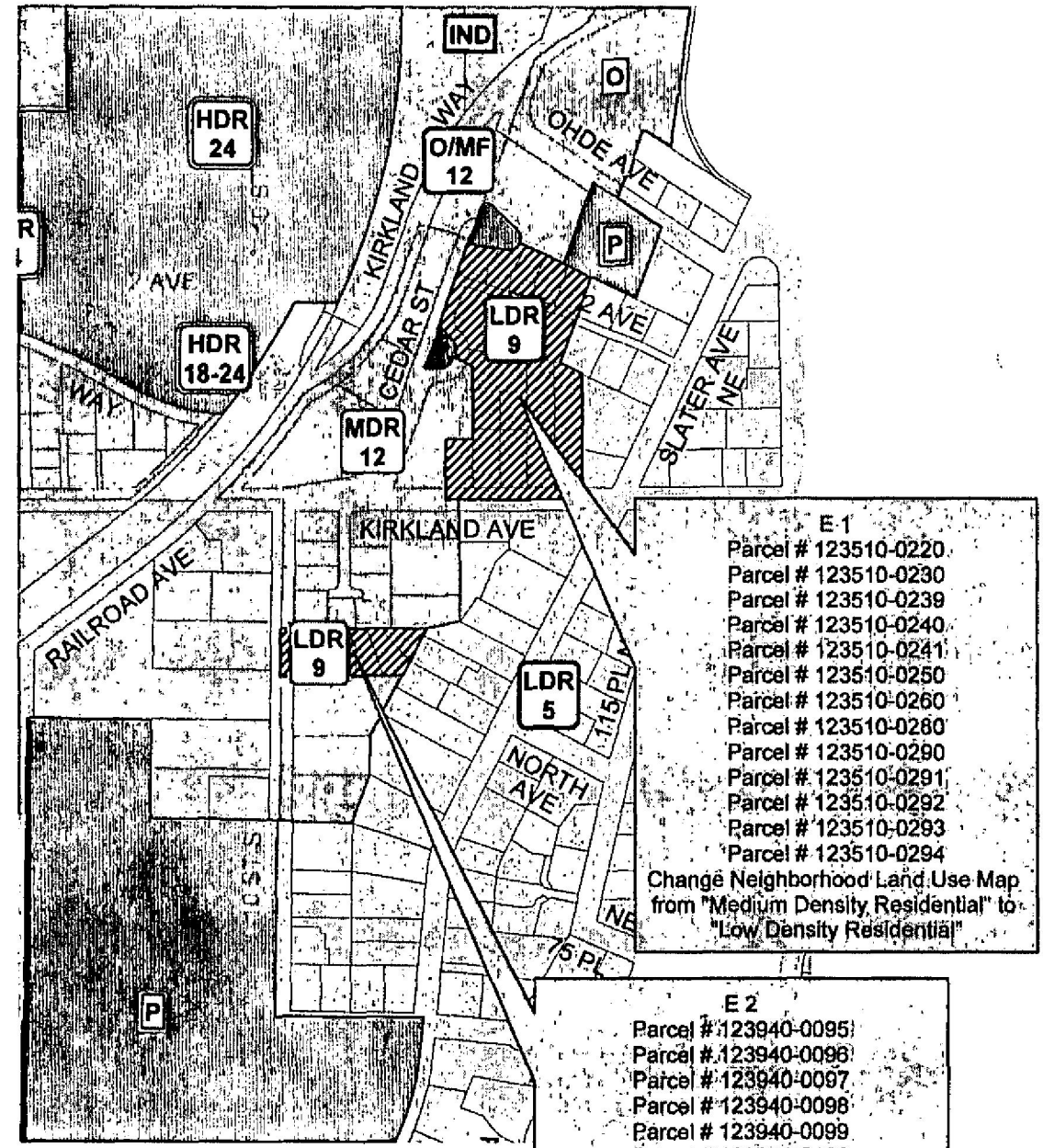
0-3974

## City Wide Land Use Map Correction - CH 4



# Everest Neighborhood

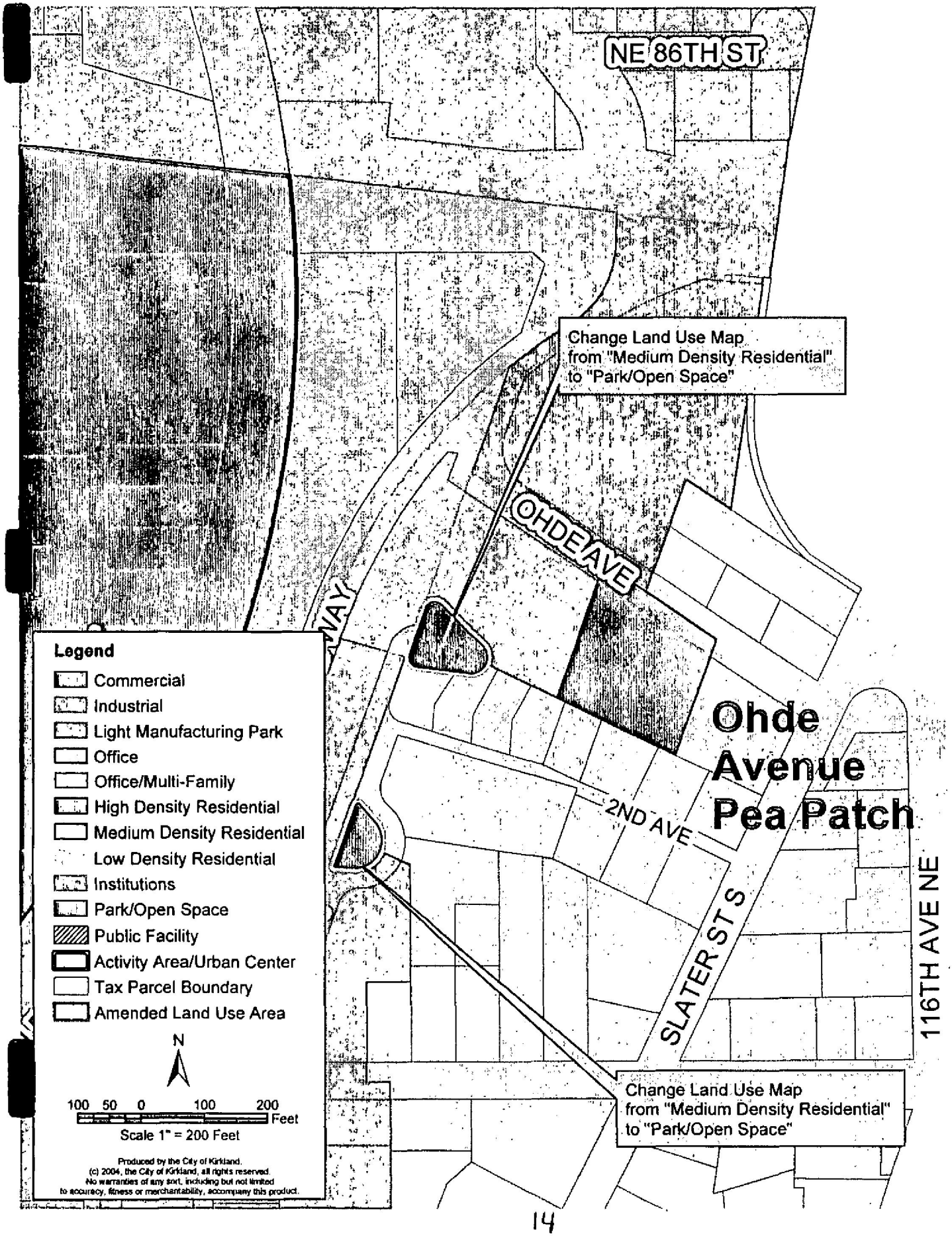
## Neighborhood Plan Land Use Map and City Wide Land Use Map Corrections E 1 and E 2



# Everest Neighborhood

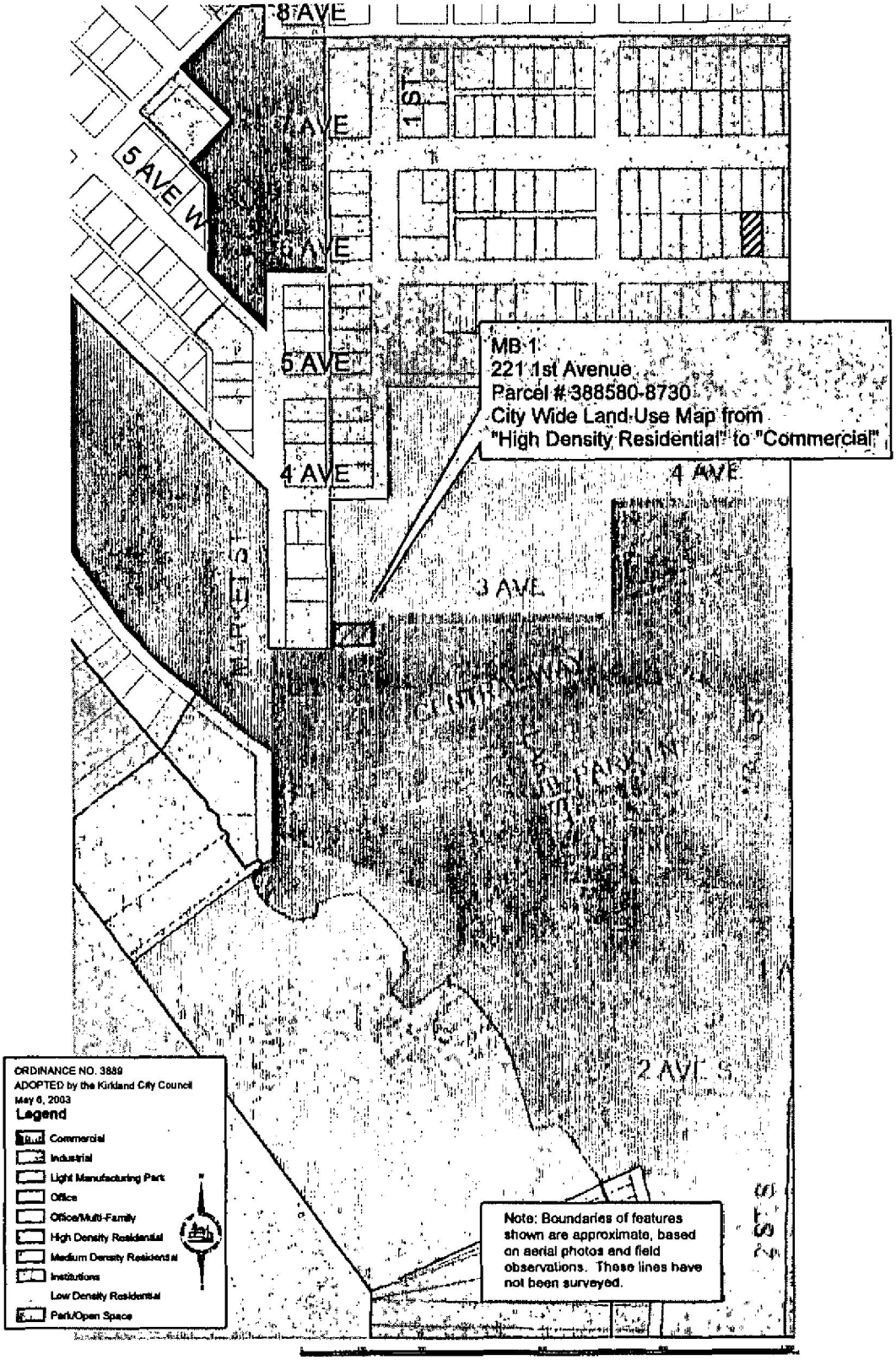
0-3974

## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - E 3



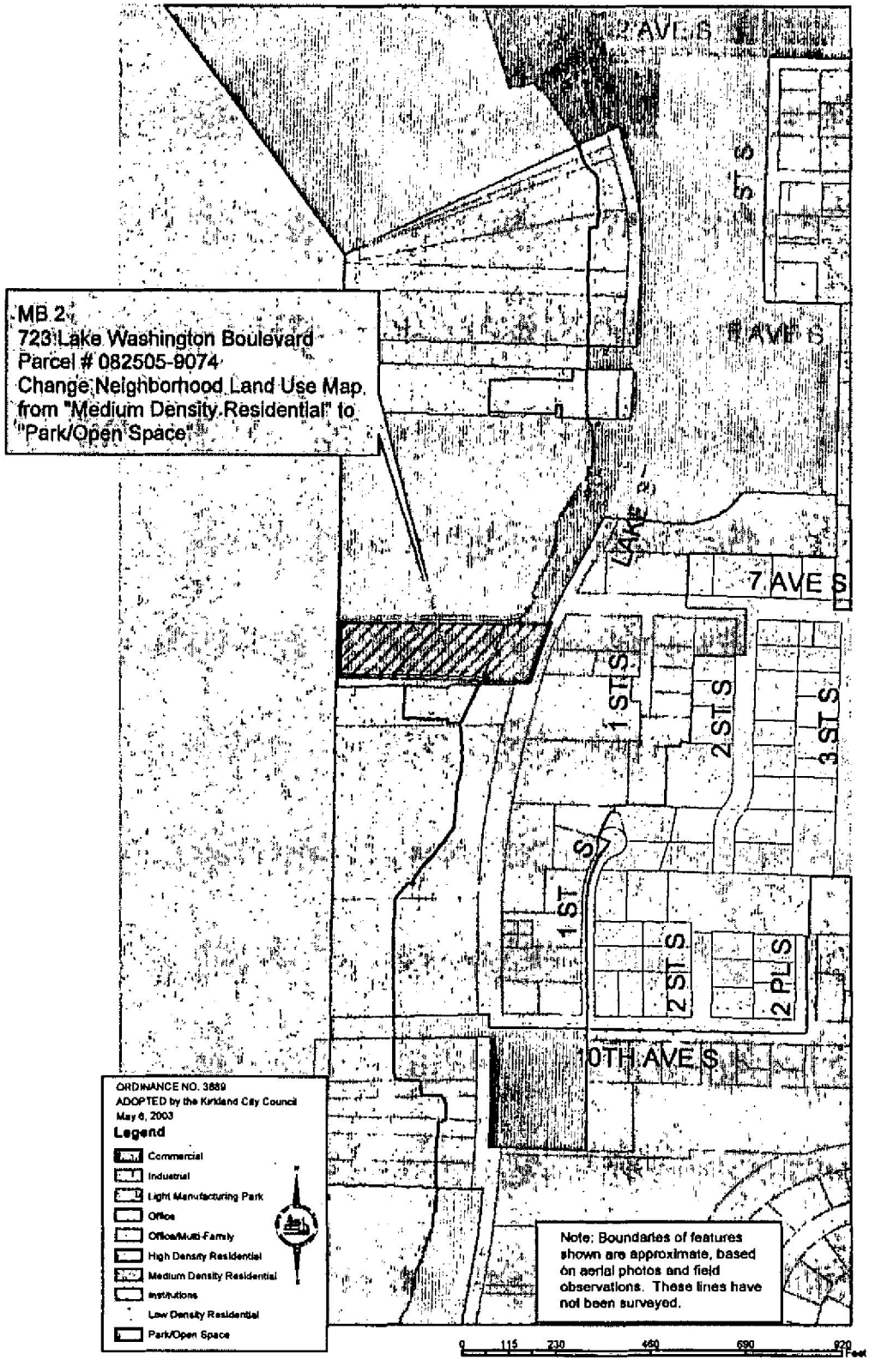
# Moss Bay Neighborhood

## City Wide Land Use Map Correction - MB 1



# Moss Bay Neighborhood

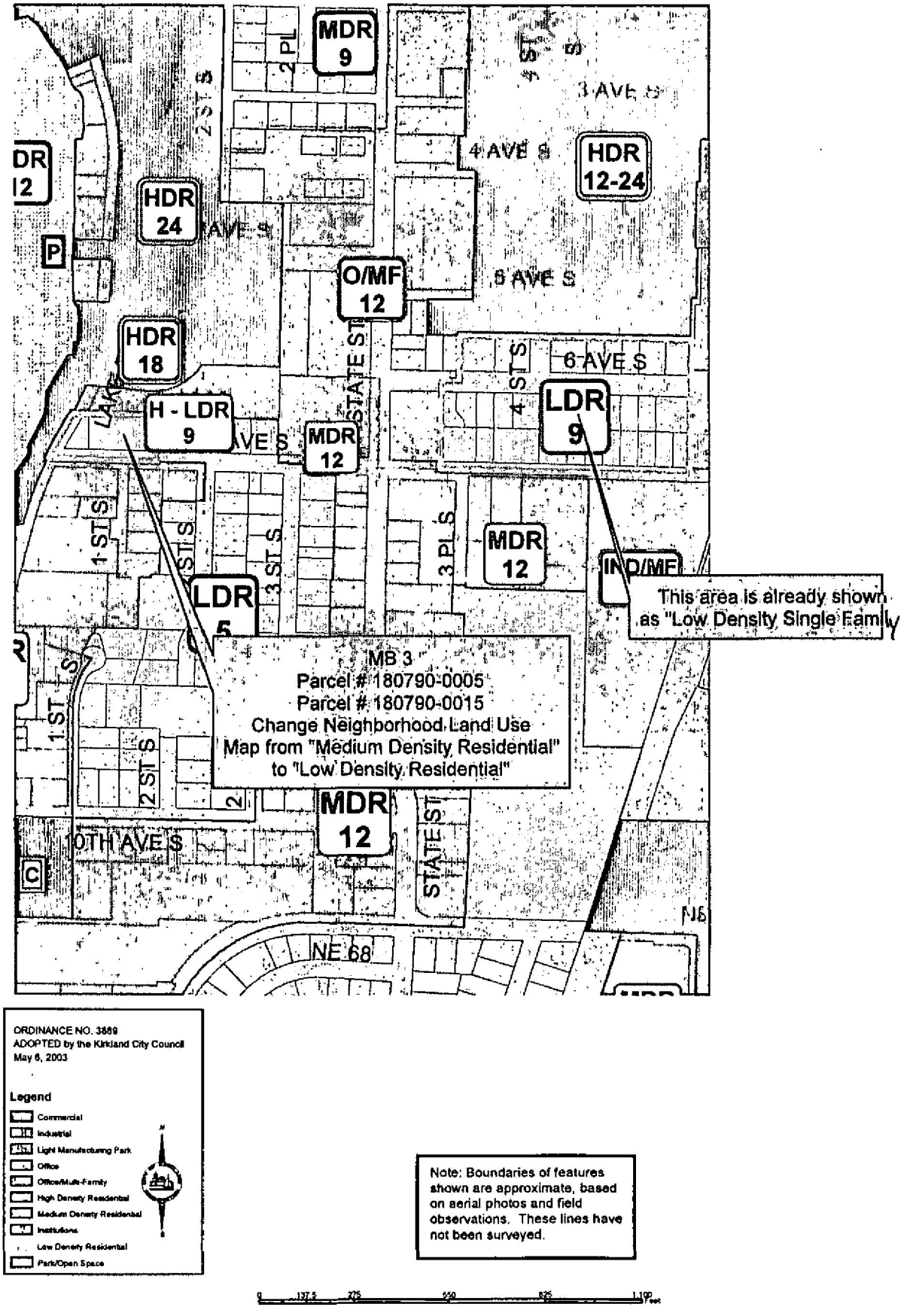
## Neighborhood Plan Land Use Map Correction - MB 2



# Moss Bay Neighborhood

0-3974

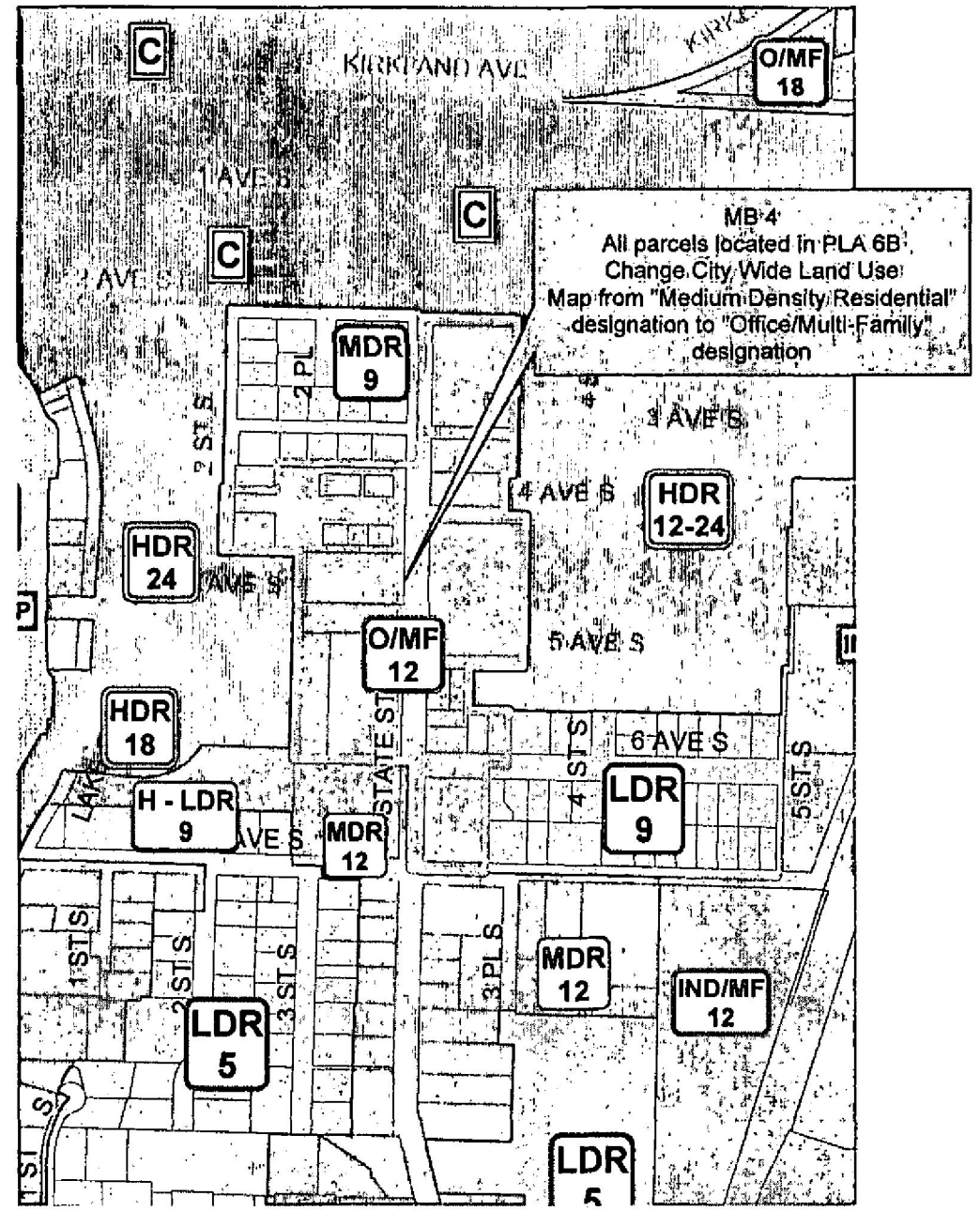
## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - MB 3



# Moss Bay Neighborhood

0-3974

## City Wide Land Use Map Correction - MB 4




ORDINANCE NO. 3889
ADOPTED by the Kirkland City Council
May 6, 2003

Legend

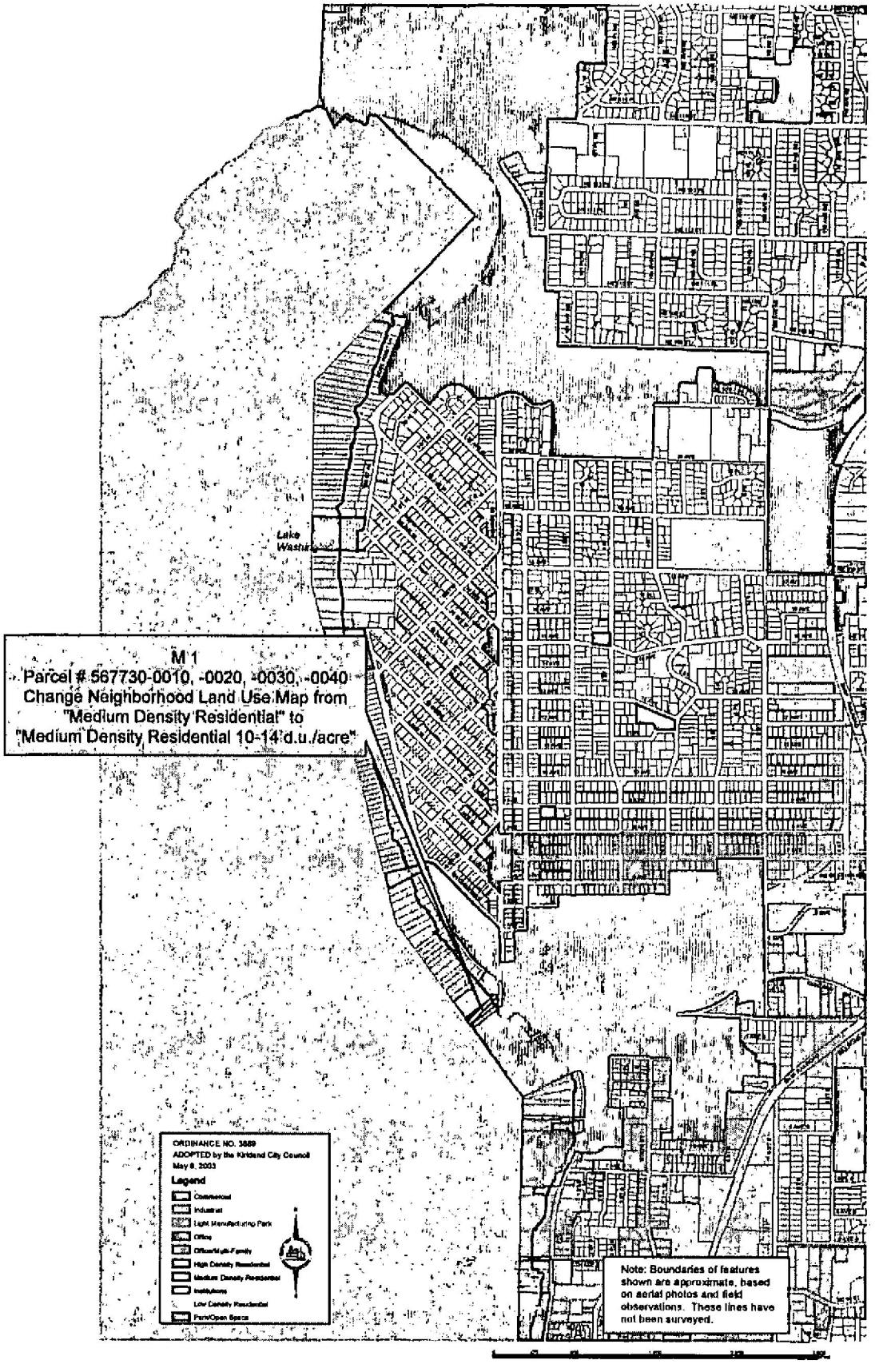
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Institutions
- Low Density Residential
- Park/Open Space

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

# Market Neighborhood



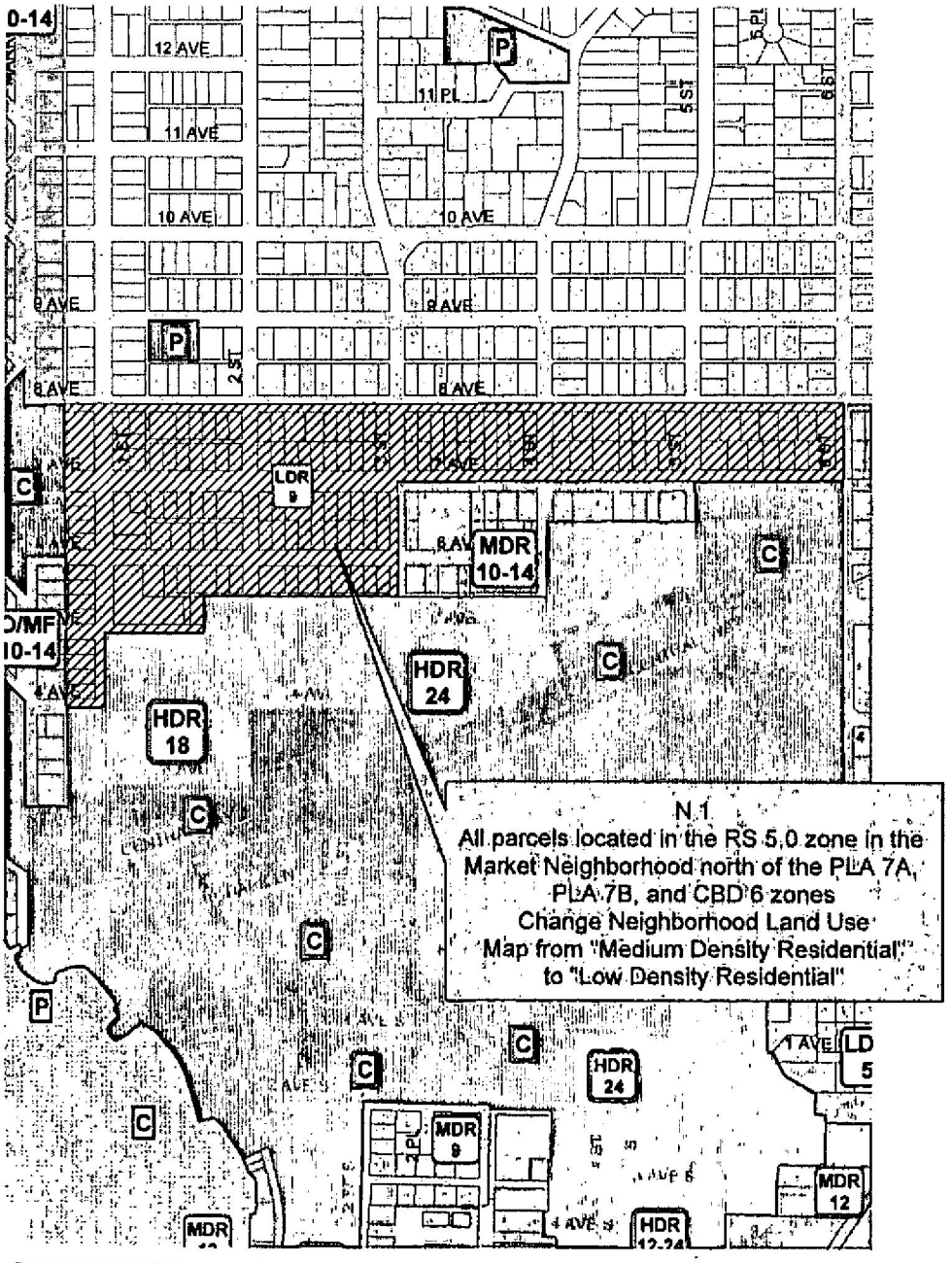
## Neighborhood Plan Land Use Map Correction - M 1



# Norkirk Neighborhood

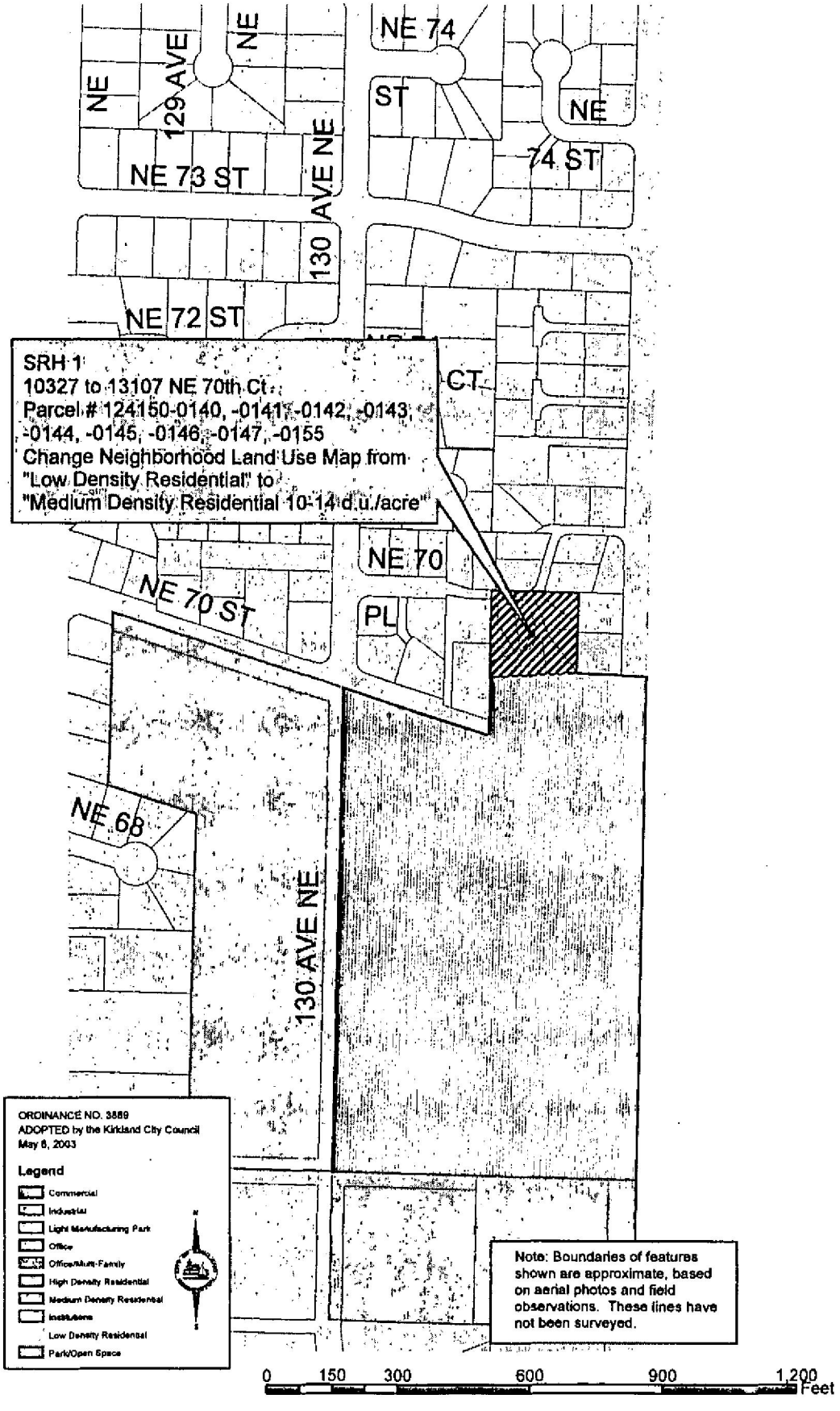
0-3974

## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - N 1



# South Rose Hill Neighborhood

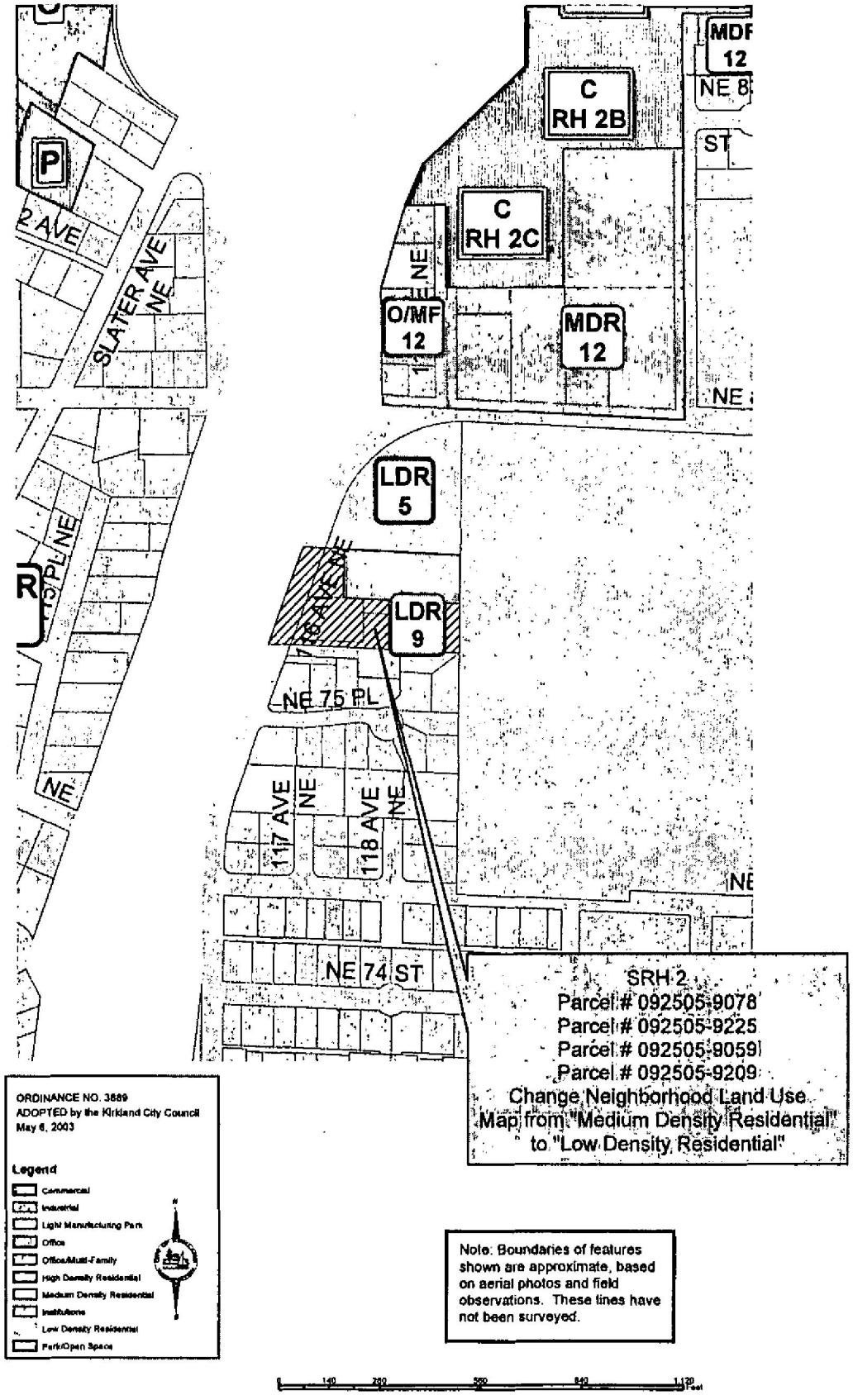
## Neighborhood Plan Land Use Map Correction - SRH 1



# South Rose Hill Neighborhood

0-3974

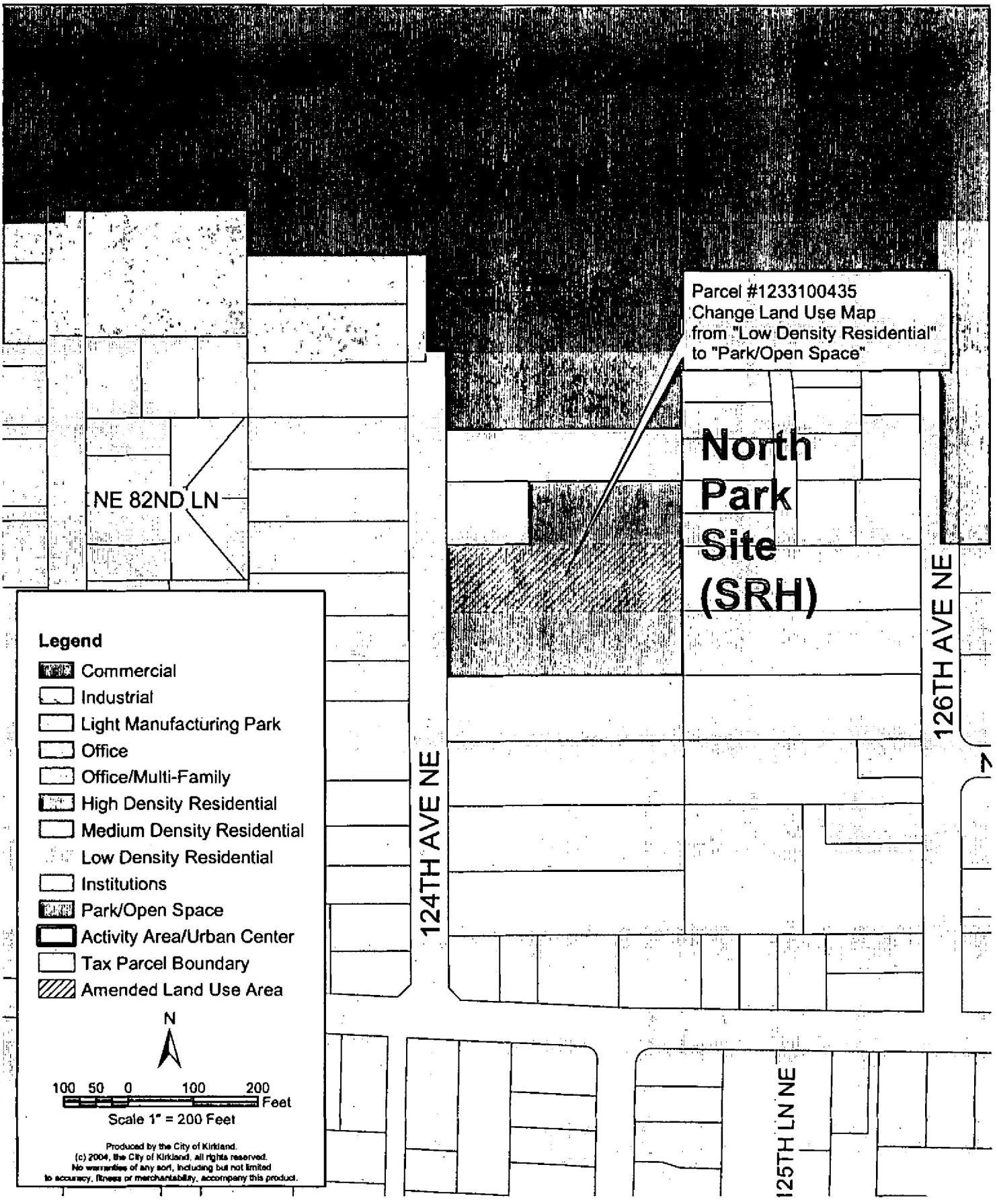
## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - SRH 2



# South Rose Hill Neighborhood

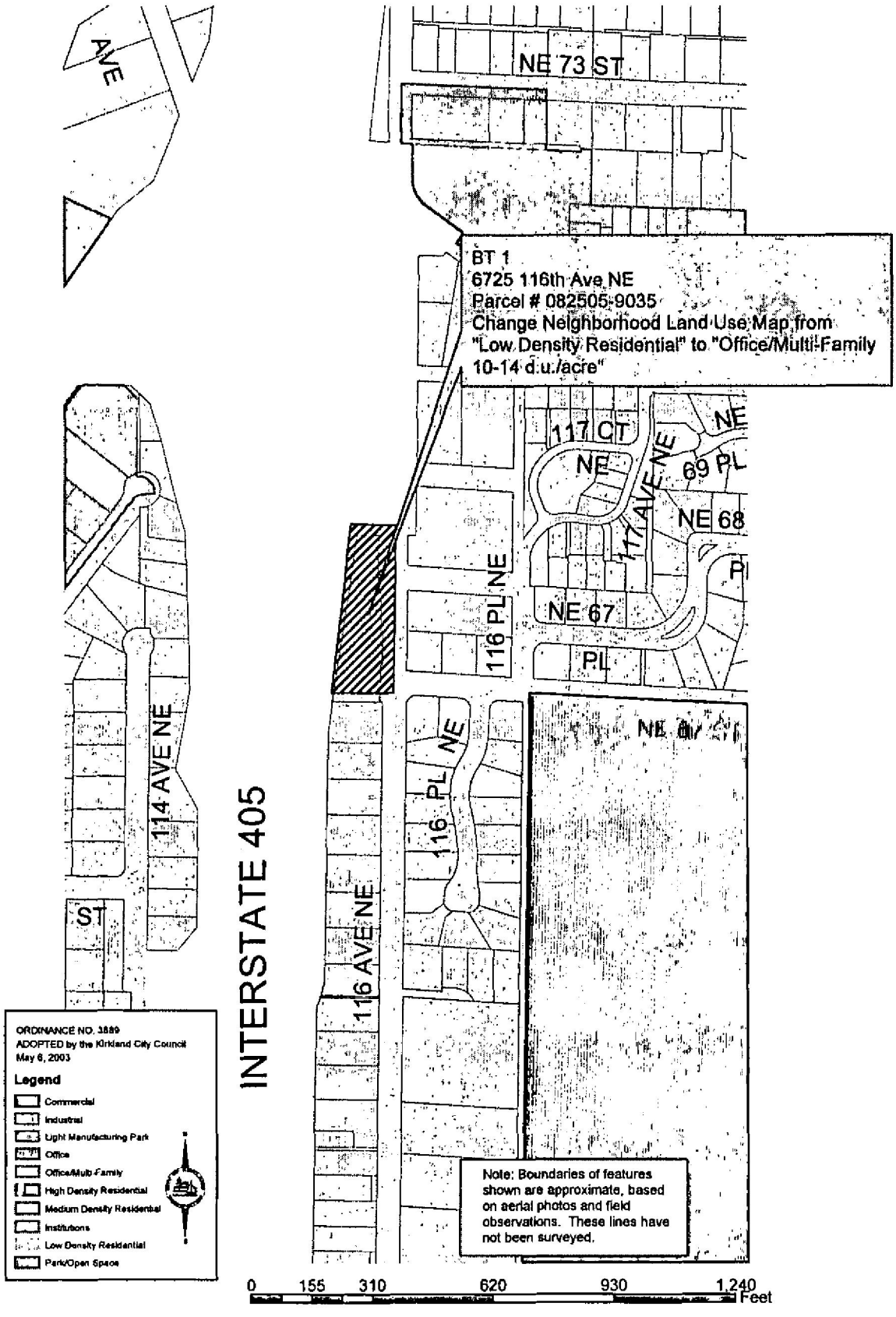
0-3974

## Neighborhood Land Use Map and City Wide Land Use Map Change - SRH 3



# Bridle Trails Neighborhood

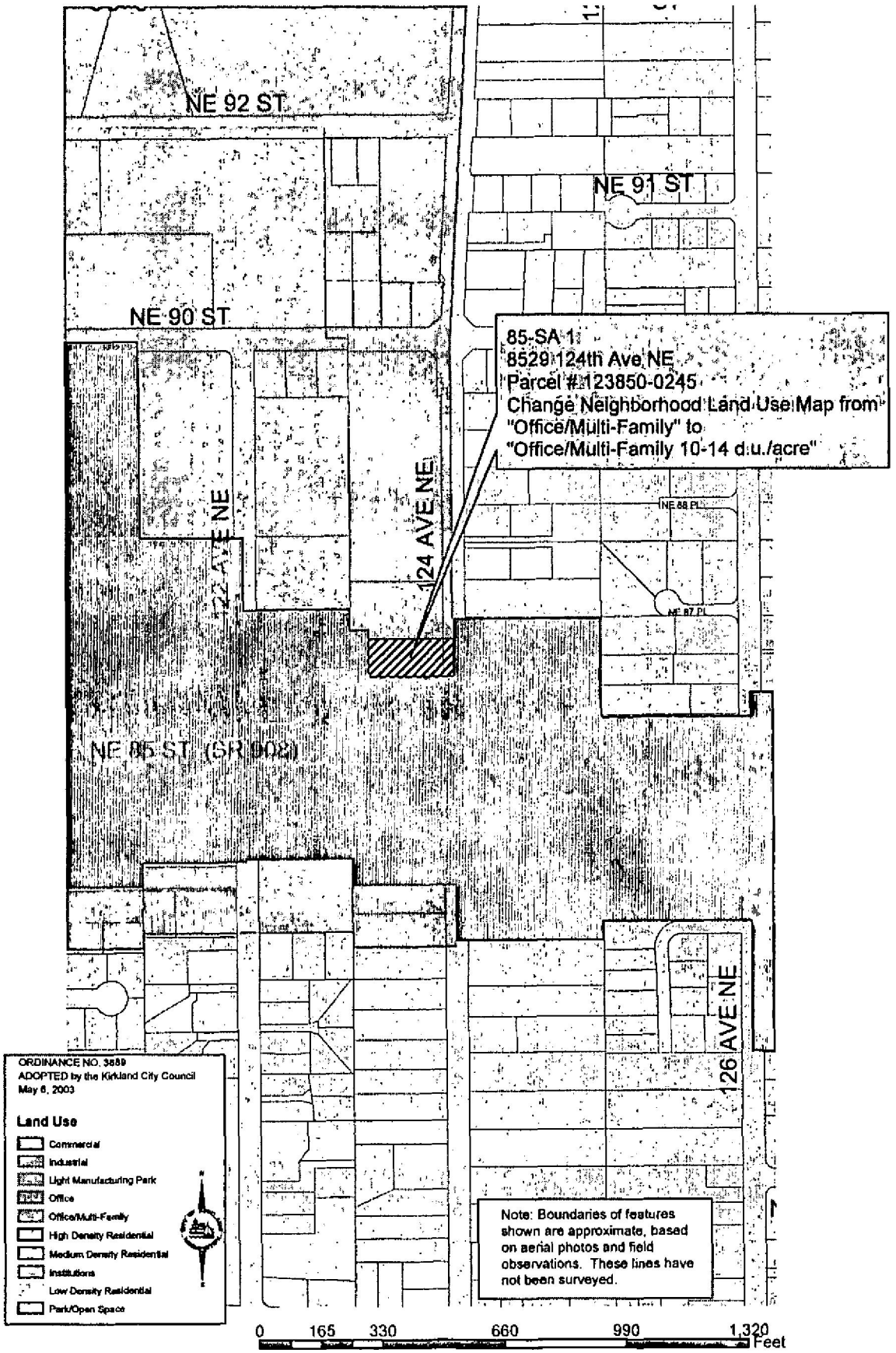
## Neighborhood Plan Land Use Map Correction - BT 1



# NE 85th Street Subarea

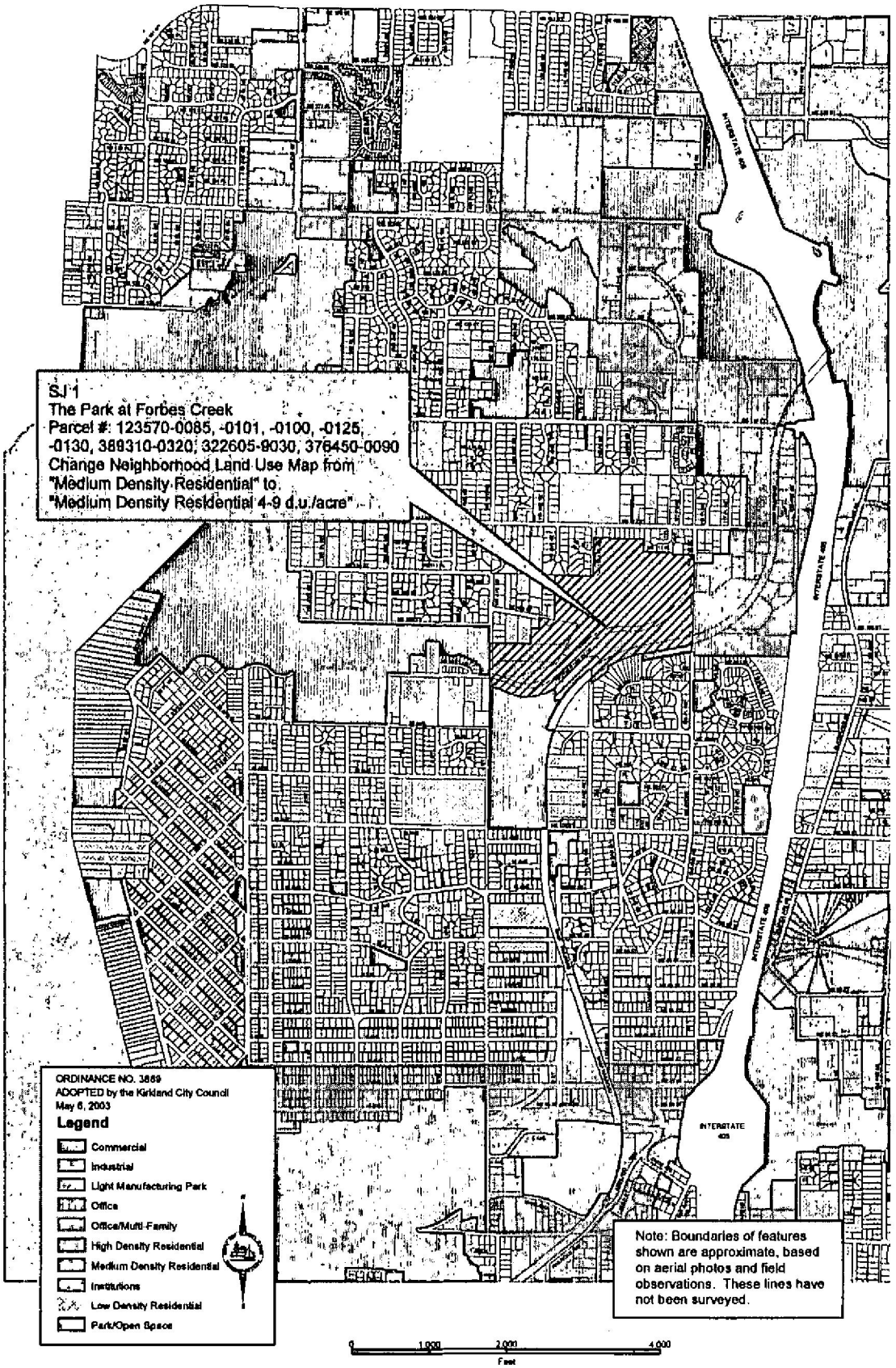
## Neighborhood Plan Land Use Map Correction

## 85-SA 1



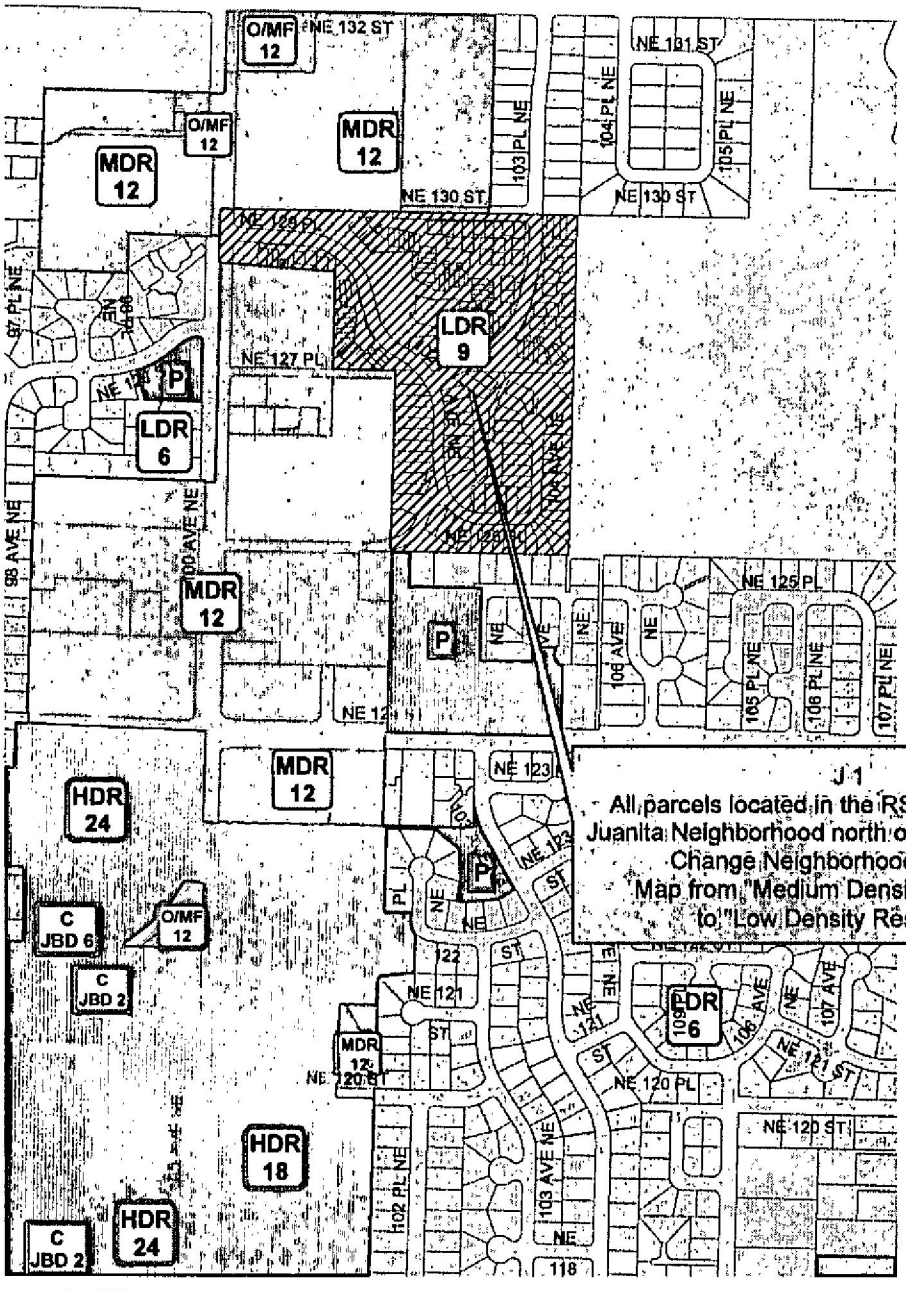
# South Juanita Neighborhood

## Neighborhood Plan Land Use Map Correction - SJ 1



# Juanita Neighborhood

## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - J 1




ORDINANCE NO. 3889
ADOPTED by the Kirkland City Council
May 6, 2003

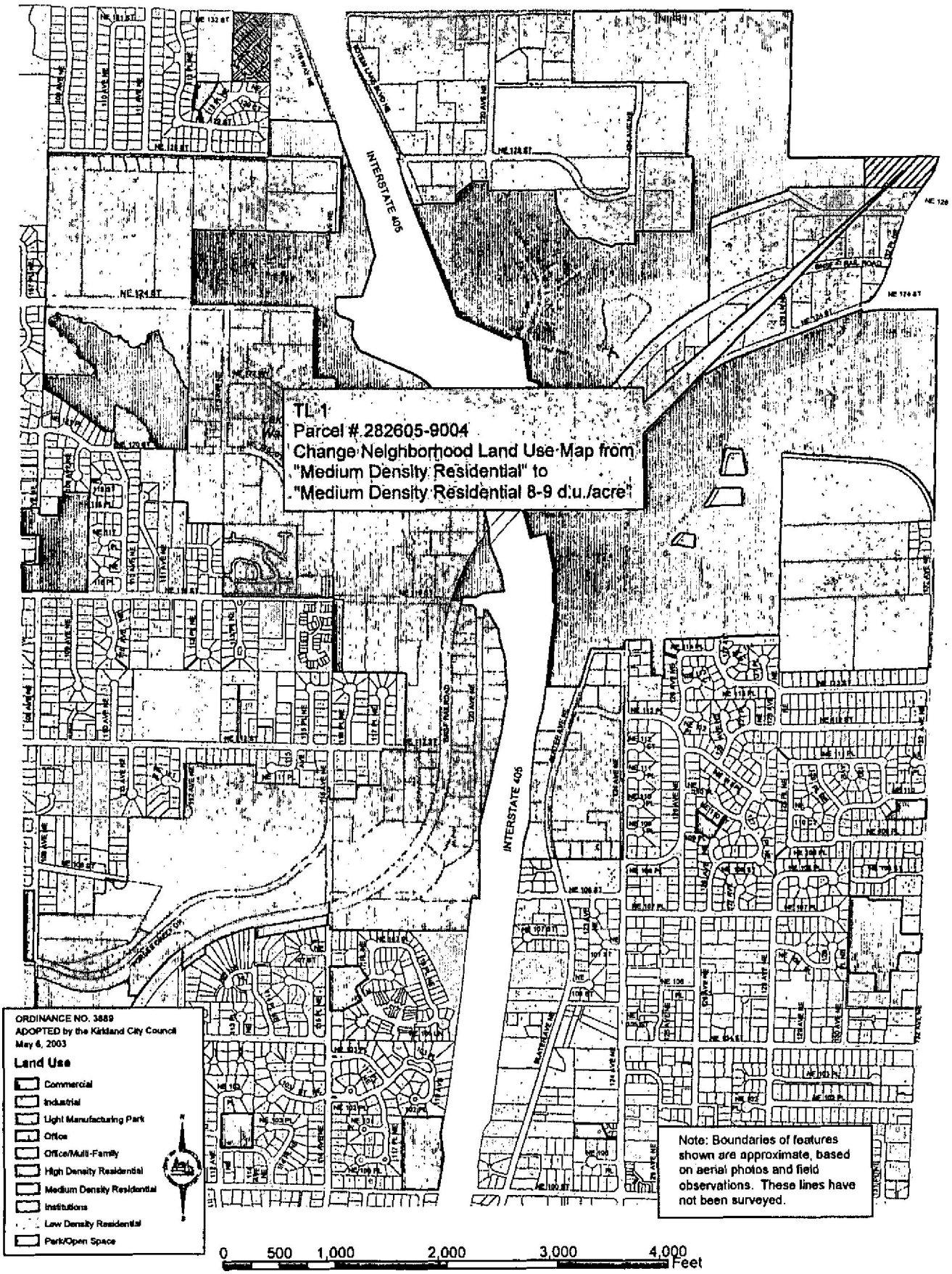
**Legend**

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Institutions
- Low Density Residential
- Park/Open Space

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

# Totem Lake Neighborhood

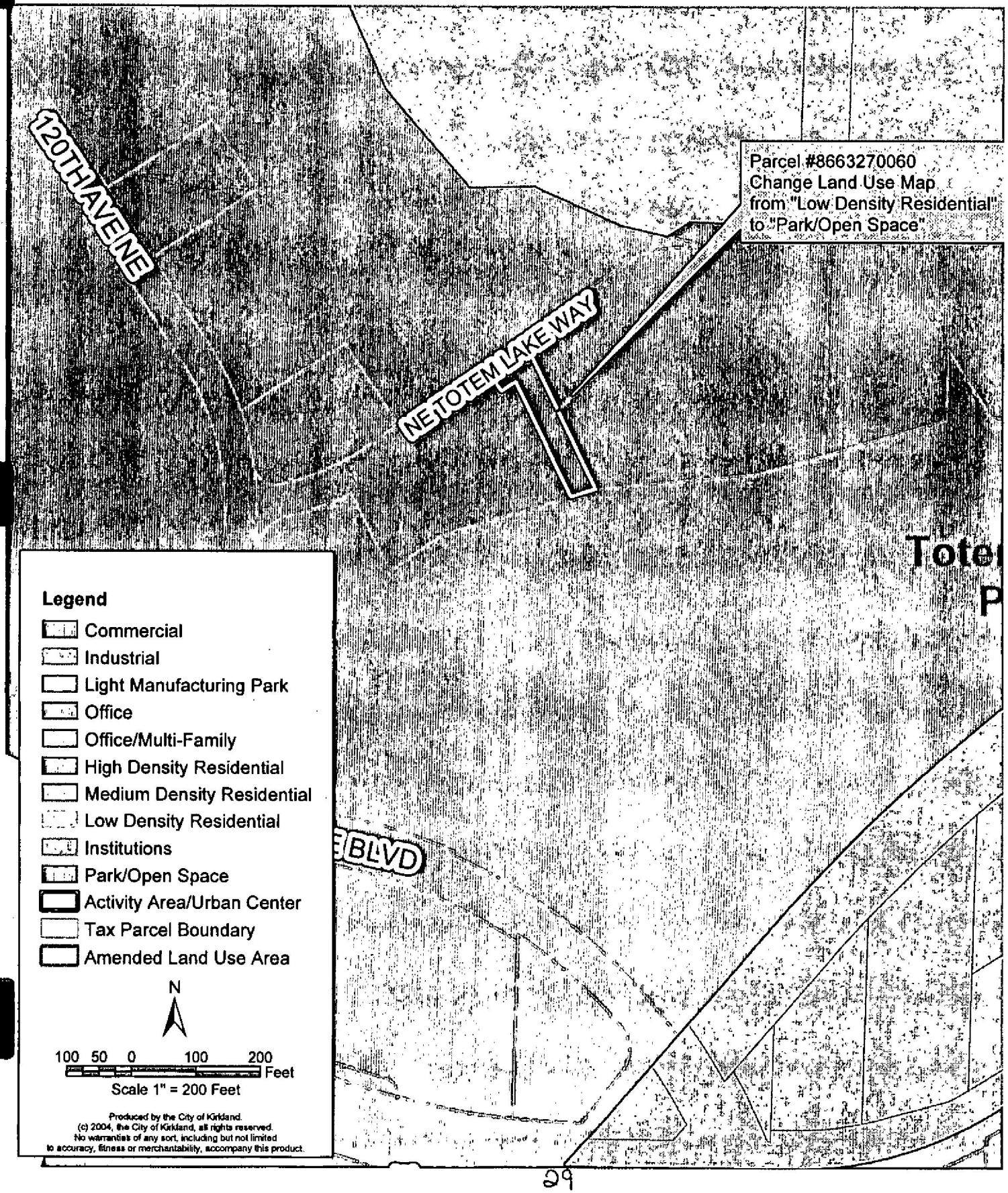
## Neighborhood Plan Land Use Map Correction - TL 1



# Totem Lake Neighborhood

0-3974

## Neighborhood Plan Land Use Map and City Wide Land Use Map Correction - TL 2



PUBLICATION SUMMARY
OF ORDINANCE NO. 0-3974

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. IV-02-1.

Section 1. Addresses issuance and distribution of the Draft and Final Environmental Impact Statement; consistency of the revised Comprehensive Plan with the King County Countywide Planning Policies, the Multicounty Planning Policies and the GMA; and transmittal of the Plan to the Washington State Department of Community, Trade and Economic Development at least 60 days prior to adoption.

Section 2. States that the revised Comprehensive Plan is intended to satisfy the mandates of Chapter 36.70A RCW (GMA) and to be the adoption of the City of Kirkland's Comprehensive Plan pursuant to Chapter 35A.63 RCW.

Section 3. Amends the Comprehensive Plan as set forth in Attachment A.

Section 4. Addresses severability.

Section 5. Establishes that this ordinance will be effective within the disapproval jurisdiction of the Houghton community upon approval by the Houghton Community Council, or upon failure of said Community Council to disapprove this ordinance within 60 days of its passage.

Section 6. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017, Kirkland Municipal Code and establishes the effective date as five days after publication of said summary.

Section 7. Directs the City Clerk, to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

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 in open meeting on the 14th day of December, 2004.

I certify that the foregoing is a summary of Ordinance 3974 approved by the Kirkland City Council for summary publication.

Attest:

_____

City Clerk