RESOLUTION R-4696

A RESOLUTION OF THE CITY OF KIRKLAND RELATED TO COMPREHENSIVE PLANNING AND LAND USE AND EXPRESSING AN INTENT TO AMEND THE KIRKLAND COMPREHENSIVE PLAN AS A PART OF THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT PROJECT, ORDINANCE 3481 AS AMENDED, AND AMENDING ORDINANCE 3710 AS AMENDED, THE KIRKLAND ZONING MAP, FILE NO ZON07-00001.

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Kirkland Zoning Ordinance, Ordinance 3719 as amended, all as set forth in that certain report and recommendation of the Planning Commission and the Houghton Community Council dated March 5, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00001; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on December 20, 2007, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on December 19, 2007, a courtesy hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

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

WHEREAS, the City Council indicated its intent to adopt the recommendations of the Planning Commission with respect to the policies for climate change and public art, for which the Houghton Community Council had proposed alternate language; and

WHEREAS, the Growth Management Act, RCW 36.70A.130, requires the City to review all amendments to the Comprehensive Plan concurrently and no more frequently than once every year;

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

Section 1. The City Council acknowledges the recommended amendment to the Comprehensive Plan and Zoning Ordinance as set forth in File ZON07-00001, and will consider adopting said recommendation by ordinance concurrent with all other amendments included in the City's annual Comprehensive Plan amendments.

Section 2. The recommended amendment to the Comprehensive Plan and Zoning Ordinance is set out in Exhibit "A" attached hereto and by this reference incorporated herein.

Passed by majority vote of the Kirkland City Council in open meeting on the 15th day of April, 20 08.

SIGNED IN AUTHENTICATION THEREOF this 15th day of April, 20 08.

Mayor

ATTEST:

City Clerk

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2008	2009	2010	2011	2012	2013	Six-Year Total
Local	Surface Water Fees	960,000	990,100	896,900	934,300	786,700	1,145,500	5,713,500
Local	Real Estate Excise Tax	2,260,000	2,122,600	2,224,800	2,192,100	2,614,100	2,546,200	13,959,800
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	526,000	534,000	545,000	549,000	554,000	558,000	3,266,000
Local	Impact Fees	1,254,000	2,352,000	1,881,600	1,966,800	2,517,700	2,652,300	12,624,400
Local	Reserves	510,000	392,000	439,100	421,500	550,800	475,800	2,789,200
External	Sound Transit	430,000						430,000
External	Grants	1,020,000	690,000	376,300	2,613,200	3,776,400	7,754,300	16,230,200
Total Sources		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

USES OF FUNDS

Funded Projects

Project Number	Project Title	2008	2009	2010	2011	2012	2013	Six-Year Total
ST 0006	Annual Street Preservation Program	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	10,800,000
ST 0057*	NE 120th Street Roadway Extension (east section)	1,000,000	560,000			1,400,500	4,546,900	7,507,400
ST 0058*	NE 132nd Street Roadway Improvements					157,300	881,200	1,038,500
ST 0059*	124th Ave NE Roadway Improvements (north section)	900,000	896,000		4,179,600			5,975,600
ST 0063*	120th Avenue NE Roadway Improvements	200,000	896,000	1,881,600	2,388,300	4,648,200	1,762,300	11,776,400
NM 0001*	116th Avenue (south) Non-Motorized Facilities-Phase II						4,370,600	4,370,600
NM 0012	Crosswalk Upgrade Program		70,000		70,000		70,000	210,000
NM 0034*	NE 100th St at Spinney Homestead Park Sidewalk		56,000	188,100				244,100
NM 0044*	116th Avenue NE Sidewalk (Highlands)	73,000	567,700					640,700
NM 0049*	112th Avenue NE Sidewalk		168,000					168,000
NM 0051*	Rose Hill Business District Sidewalks	503,000						503,000
NM 0052*	NE 73rd Street Sidewalk	220,000						220,000
NM 0054*	13th Avenue Sidewalk		112,000	218,300				330,300
NM 0055*	122nd Avenue NE Sidewalk				309,000	1,180,100		1,489,100
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0059*	6th St Sidewalk		112,000	190,600				302,600
NM 0060*	100th Ave NE/99 th Place NE Sidewalk	220,000	244,200					464,200
NM 0064	Park Lane Ped Corridor Enhancements	60,000		338,700				398,700
NM 0065	Central Way Ped Enhancements (Phase II-southside)		100,800	263,400				364,200
TR 0004*	Kirkland Avenue/3rd Street Traffic Signal	330,000						330,000
TR 0078*	NE 85th Street/132nd Ave NE Intersection Improv. (Phase I)	279,000						279,000
TR 0079*	NE 85th Street/114th Avenue NE Intersection Improv.	356,000						356,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.	179,000						179,000
TR 0083*	100th Ave NE/NE 132nd St Intersection Improvements					1,683,600	713,700	2,397,300
TR 0085*	NE 68th St/108th Ave NE Intersection Improvements	610,000	672,000					1,282,000
TR 0086*	NE 70th Street/132nd Ave NE Intersection Improvements						528,700	528,700
TR 0088*	NE 85th St/120th Ave NE Intersection Improvements						528,700	528,700
TR 0091*	NE 124th St/124th Ave NE Intersection (Phase III)	300,000	896,000	1,553,000				2,749,000
Total Funded Transportation Projects		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

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

*These projects provide new capacity towards levels of service.

TABLE CF-9
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						
NM 20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	$ 0.2	NM 0034	✓	C, NM	T-2	
NM 20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	$ 5.9	NM 0001	✓	C, NM	T-2	
NM 20-3	13th Ave. Sidewalk (Phase II)	$ 0.3	NM 0054	✓	C, NM	T-2	
NM 20-4	Crestwoods Park/BNSFRR Ped/Bike facility	$ 2.6	NM 0031		C, NM	T-2	
NM 20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	$ 0.5	NM 0032		C, NM	T-2	
NM 20-6	NE 52nd St. Sidewalk	$ 0.7	NM 0007		C, NM	T-2	
NM 20-7	Cross Kirkland Trail	$ 5.0	NM 0024		C, NM	T-2, T-8	
NM 20-8	122nd Ave NE sidewalk	$ 1.5	NM 0055	✓	C, NM	T-2	
NM 20-9	116th Ave NE Sidewalk (Highlands)	$ 0.7	NM 0044	✓	C, NM	T-2	
NM 20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	$ 1.0	NM 0036		C, NM	T-2	
NM 20-11	NE 95th St Sidewalk (Highlands)	$ 0.4	NM 0045		C, NM	T-2	
NM 20-12	18th Ave West Sidewalk	$ 1.9	NM 0046		C, NM	T-2	
NM 20-13	116th Ave NE Sidewalk (South Rose Hill)	$ 0.3	NM 0047		C, NM	T-2	
NM 20-14	130th Ave. NE Sidewalk	$ 0.3	NM 0037		C, NM	T-2	
NM 20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	$ 2.8	NM 0030		C, NM	T-2	
NM 20-16A	NE 90th St. Sidewalk (Phase I), 124th Ave. NE to 128th Ave. NE	$ 0.8	NM 0056		C, NM	T-2	
NM 20-16B	NE 90th St. Sidewalk (Phase II), 120th Ave NE. to 124th Ave NE & 128th Ave NE to 132nd Ave NE	$ 0.8	NM 0026		C, NM	T-2	
NM 20-17	NE 60th St Sidewalk	$ 4.3	NM 0048		C, NM	T-2	
NM 20-18	Forbes Valley Pedestrian Facility	$ 1.7	NM 0041		C, NM	T-2	
NM 20-19	NE 126th St Non-motorized facilities	$ 4.3	NM 0043		C,TL	T-2	
NM 20-20	Crosswalk Upgrades (various locations)	$ 0.2	NM 0012	✓	C, NM	T-2	
NM 20-21	Annual Pedestrian Improvements (various locations)	$ 32.3	various		NM	T-2	
NM 20-22	Annual Bicycle Improvements (various locations)	$ 2.3	various		NM	T-2	
NM 20-23	112th Ave NE Sidewalk	$ 0.2	NM 0049	✓	C, NM	T-2	
NM 20-24	NE 80th St Sidewalk	$ 0.3	NM 0050		C, NM	T-2	
NM 20-25	Rose Hill Business District Sidewalks	$ 3.5	NM 0051	✓	C, NM	T-2	
NM 20-26	NE 73rd Street Sidewalk	$ 0.3	NM 0052	✓	C, NM	T-2	
NM 20-27	NE 112th Street Sidewalk	$ 0.5	NM 0053		C, NM	T-2	
NM 20-28	Annual Sidewak Maintenance Program	$ 1.2	NM 0057	✓	C, NM	T-2	
NM 20-29	111th Ave non-motorized/emergency access connection	$ 1.0	NM 0058		Highlands	T-2	
NM 20-30	6th Street Sidewalk	$ 0.3	NM 0059	✓	C	T-2	
NM 20-31	100th Ave NE/NE 99th Place sidewalk	$ 0.5	NM 0060	✓	C	T-2	
NM 20-32	Park Place Pedestrian Corridor enhancements	$ 1.3	NM 0064	✓	C	T-2	
NM 20-33	Central Way Pedestrian enhancements (Phase II)	$ 0.4	NM 0065	✓	C	T-2	
	SUBTOTAL (NON-MOTORIZED)	**$80.3**					
	Street						
ST 20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 ln)	$ 5.9	ST 0060		C, TL	T-4	
ST 20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 ln)	$ 5.1	ST 0061		C, TL	T-4	
ST 20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln)	$ 11.8	ST 0063	✓	C	T-1, T-4	✓
ST 20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln)	$ 6.8	ST 0059	✓	C	T-1, T-4	✓
ST 20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 ln)	$ 28.3	ST 0064		C	T-4	
ST 20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 ln)	$ 23.5	ST 0056		C	T-4	
ST 20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 ln)	$ 8.7	ST 0055		C	T-4	
ST 20-8	120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 ln)	$ 15.2	ST 0073		TL	T-4	
ST 20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln)	$ 8.1	ST 0057	✓	C	T-1, T-4	✓
ST 20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 ln)	$ 3.0	ST 0070		TL	T-4	
ST 20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 ln)	$ 9.1	ST 0062		C	T-4	
ST 20-12	NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE	$ 45.2	ST 0058	✓	C, TL	T-1, T-4, T-8	✓
ST 20-13	NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 ln)	$ 5.4	ST 0072		TL	T-4	
ST 20-14	Annual Street Preservation Program (various locations)	$ 25.2	ST 0006	✓	C	T-4	
	SUBTOTAL (STREETS)	**$ 201.3**					
	Traffic/Intersection						
TR 20-1	Kirkland Ave/3rd St. Traffic Signal	$ 0.3	TR 0004	✓	C	T-4	
TR 20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	$ 6.1	TR 0067		C, NM	T-4, T-2	
TR 20-3	6th Street/Kirkland Way Traffic Signal	$ 0.6	TR 0065		C	T-4	
TR 20-4	NE 68th St/108th Ave NE Intersection Improvements	$ 1.3	TR 0085	✓	C	T-4	✓
TR 20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	$ 1.5	TR 0057		C	T-1, T-4, T-5	✓
TR 20-6	NE 85th St/120th Ave NE Intersction Improvements	$ 1.8	TR 0088	✓	C	BKR, T-1, T-4	✓
TR 20-7	NE 85th St/132nd Ave NE Intersection Improvements	$ 1.6	TR 0089		C	BKR, T-1, T-4	
TR 20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	$ 0.7	TR 0056		C	T-1, T-4, T-5	✓
TR 20-9	Lk. Wash Blvd. /Northup Way queue by-pass southbound to westbound	$ 5.9	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue by-pass EB to SB	$ 6.5	TR 0072		C	T-1, T-4, T-5	

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

TABLE CF-9
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
TR 20-10.2	NE 85th St./ I-405 queue by-pass WB to NB	$ 1.6	TR 0074		C	T-1, T-4, T-5	
TR 20-10.3	NE 70th St./ I-405 queue by-pass EB to SB	$ 1.5	TR 0073		C	T-1, T-4, T-5	
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	$ 1.1	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street. S	$ 0.6			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	$ 0.6			P20	T-4	
TR 20-11.3	Market Street/Central Way	$ 0.6			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	$ 0.6			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	$ 0.6			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	$ 0.6			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	$ 0.6			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	$ 0.6			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	$ 0.6			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	$ 0.6			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	$ 0.6			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	$ 0.6			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	$ 0.6			P20	T-4	
TR20-11.14	NE 116th Street/124th Avenue NE northbound dual left-turns	$ 1.4	TR 0092		C	BKR	
TR 20-11.15	NE 126th Street/132nd Place NE	$ 0.6			P20	T-4	
TR 20-11.16	NE 128th Street/ Totem Lake Boulevard	$ 0.6			P20	T-4	
TR 20-11.17	NE 100th Street/132nd Ave NE	$ 0.4			P20	T-4	
TR 20-11.18	NE 132nd Street/Totem Lake Boulevard	$ 0.4			P20	T-4	
TR 20-11.19	Market Street and Forbes Creek Drive	$ 0.4			P20	T-4	
TR 20-11.20	NE 112th Street/120th Ave NE	$ 0.6			P20	T-4	
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	$ 2.0			P20	T-4	✓
TR 20-12	NE 70th St/132nd Ave NE Intersection Improvements	$ 2.2	TR 0086	✓	C	BKR, T-1, T-4	✓
TR 20-13	Lake Washington Blvd/NE 38th PL Intersection Improvements	$ 2.7	TR 0090		C	BKR, T-1, T-4	
TR 20-14	NE 124th Street/124th Ave NE Intersection Improvements (Phase II)	$ 2.7	TR 0091	✓	C	BKR	✓
TR 20-15	100th Ave NE/NE 132nd St Intersection Improvements	$ 2.4	TR 0083	✓	C	BKR, T-1, T-4	✓
TR 20-16	100th Ave NE/NE 124th St Intersection Improvements	$ 2.0	TR 0084		C	T-4	✓
	SUBTOTAL (TRAFFIC/INTERSECTIONS)	**$ 56.7**					
	2022 TRANSPORTATION PROJECT LIST TOTAL —>	**$ 338.3**					

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2008	2009	2010	2011	2012	2013	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	2,681,000	2,846,400	2,711,300	3,164,400	2,730,600	1,717,200	15,850,900
Local	Reserves	990,000	2,270,000	570,000	1,400,000		1,400,000	6,630,000
Local	Debt				850,000	1,012,300	1,208,700	3,071,000
External	Joint Facility Agreements Redmond/Bellevue			65,300	102,700	336,900		504,900
Total Sources		3,671,000	5,116,400	3,346,600	5,517,100	4,079,800	4,325,900	26,056,800

USES OF FUNDS

Funded Projects

Project Number	Project Title	2008	2009	2010	2011	2012	2013	Six-Year Total
WA 0058*	NE 75th Street/130th Avenue NE Watermain Replc.	371,700						371,700
WA 0059*	101st Avenue NE Watermain Replacement	177,000						177,000
WA 0060*	10th Avenue Watermain Replacement	845,100						845,100
WA 0063*	Supply Station #3 Replacement & Transmission Main Add.				195,000			195,000
WA 0067*	North Reservoir Pump Station Replacement					991,000		991,000
WA 0077*	NE 110th Street Watermain Replacement	416,000						416,000
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm		50,000		50,000		50,000	150,000
WA 0093	Vulnerability Analysis Facility Upgrades		297,900					297,900
WA 0099*	Alexander Ave Watermain Replacement	247,400						247,400
WA 0102*	104th Ave NE Watermain Replacement		515,600					515,600
WA 0103*	NE 113th Pl/106th Ave NE Watermain Replacement			755,600				755,600
WA 0107*	120th Ave NE/NE 73rd St Watermain Replacement			746,700				746,700
WA 0116*	132nd Av NE/NE 80th St Watermn Replacement				1,000,000	1,191,000	1,422,000	3,613,000
WA 0118*	112th-114th Ave NE/NE 67th-68th St Wtrm Rep	283,800	1,220,500	244,200				1,748,500
WA 0120*	111th Ave Watermain Replacement				191,500			191,500
WA 0121*	109th Ave NE/111th Way Watermain Replacement				390,700			390,700
WA 0124*	NE 97th St Watermain Replacement				691,500			691,500
WA 0126	North Reservoir Outlet Meter Addition			87,100				87,100
WA 0127*	Supply Station #2 Improvements			105,000				105,000
WA 0130*	11th Place Watermain Replacement		260,000					260,000
WA 0131	Supply Station #1 Improvements				84,600			84,600
WA 0136*	NE 74th St Watermain Replacement				152,000			152,000
WA 0137*	NE 73rd St Watermain Replacement					790,000		790,000
SS 0046*	Market Street Sewermain Replacement	1,000,000	652,600					1,652,600
SS 0050*	NE 80th Street Sewermain Replacement (Phase I)	30,000						30,000
SS 0056*	Emergency Sewer Construction Program		1,400,000		1,400,000		1,400,000	4,200,000
SS 0062*	NE 108th Street Sewermain Replacement/Rehabilitation		610,000	1,408,000	1,361,800			3,379,800
SS 0063*	NE 53rd Street Sewermain Replacement	300,000	109,800					409,800
SS 0064*	7th Avenue South Sewermain Replacement					332,400	643,100	975,500
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)					775,400	810,800	1,586,200
Total Funded Utility Projects		3,671,000	5,116,400	3,346,600	5,517,100	4,079,800	4,325,900	26,056,800

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

*These projects provide new capacity towards levels of service.

Table CF - 10B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2008	2009	2010	2011	2012	2013	Six-Year Total
Local	Surface Water Utility Rates	1,536,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,362,000
External	Grant	47,000						47,000
Total Sources		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2008	2009	2010	2011	2012	2013	Six-Year Total
SD 0045	Carillon Woods Erosion Control Measures		22,400	84,100	451,000			557,500
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0049*	Forbes Creek/108th Ave NE Fish Passage Impr		103,500	256,600				360,100
SD 0050*	NE 95th St/126th Ave NE Flood Control Measures				16,700	69,200		85,900
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.	202,300						202,300
SD 0052	Forbes Creek/Slater Ave Streambank Stabilization			75,200	90,200			165,400
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	200,300						200,300
SD 0054*	Forbes Creek/BNSFRR Fish Passage Improvements						519,800	519,800
SD 0056	Forbes Creek Ponds Fish Passage/Riparian Plantings			110,700	193,400			304,100
SD 0058	Surface Water Sediment Pond Reclamation Phase II	90,000	169,000	149,000	63,200			471,200
SD 0059*	Totem Lake Blvd Flood Control Measures	408,500	479,200	410,800				1,298,500
SD 0060	Juanita Creek/NE 122nd St Bank Stabilization	253,500						253,500
SD 0061	Everest Park Stream Channel/Riparian Enhancements				274,200	542,700	528,600	1,345,500
SD 0062	Stream Flood Control Measures at Post Office				36,500	265,000	244,900	546,400
SD 0063	Everest Creek-Slater Ave at Alexander St.	169,200	514,400	125,400				809,000
SD 0065	Cochran Springs/Plaza at Yarrow Pt Flood Control	60,000	96,000					156,000
SD 0537	Streambank Stabilization Program - NE 86th Street			171,200	253,200	509,100		933,500
Total Funded Surface Water Utility Projects		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

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

*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*Six-Year Total*
Local	Real Estate Excise Tax	700,000	1,350,000	1,102,500	1,157,600	1,215,500	1,276,300	6,801,900
Local	Park Impact Fees	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
Local	Reserves	100,000						100,000
External	Grant	50,000	450,000					500,000
Total Sources		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*Six-Year Total*
PK 0049*	Open Space and Pk Land Acq Grant Match Program	100,000						100,000
PK 0056	Forbes Lake Park Development	75,000		877,500				952,500
PK 0066	Park Play Area Enhancements		100,000	100,000	50,000	100,000	100,000	450,000
PK 0078 600	A.G. Bell Elementary Playfields Improvements						200,000	200,000
PK 0078 800	International Comm. School Playfield Improvements					300,000		300,000
PK 0087	Waverly Beach Park Renovation			75,000	957,600			1,032,600
PK 0112	Everest Park A-Field Bleachers	175,000						175,000
PK 0113	Spinney Homestead Park Renovation				50,000	690,500		740,500
PK 0115	Terrace Park Renovation						76,300	76,300
PK 0119	Juanita Beach Park Development	150,000	1,650,000				850,000	2,650,000
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0122	Community Recreation Facility – Site Planning	75,000						75,000
PK 0123	Peter Kirk Pool Upgrades	125,000						125,000
PK 0124	Snyder's Corner Park Site Development					75,000		75,000
PK 0125	Dock Renovations	100,000			50,000			150,000
PK 0131*	Park and Open Space Acquisition Program	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
Total Funded Parks Projects		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

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

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

Revenue Type	Revenue Source	2008	2009	2010	2011	2012	2013	Six-Year Total
Local	Interest Income	250,000	169,200	118,500	243,600	102,500	48,600	932,400
Local	Reserves	50,000						50,000
External	Fire District #41		58,100	40,600	37,900	35,200	16,700	188,500
Total Sources		300,000	227,300	159,100	281,500	137,700	65,300	1,170,900

USES OF FUNDS

Funded Projects

Project Number	Project Title	2008	2009	2010	2011	2012	2013	Six-Year Total
PS 0046	North Kirkland Community Center Emergency Power	150,000						150,000
PS 0061	Mobile Data Computers Replacement		227,300					227,300
PS 0062	Defibrillator Unit Replacement				281,500			281,500
PS 0063	Breathing Air Fill Station Replacement			159,100				159,100
PS 0065	Disaster Response Portable Generators	150,000						150,000
PS 0066	Thermal Imaging Cameras Replacement					137,700		137,700
PS 0067	Dive Rescue Equipment Replacement						65,300	65,300
Total Funded Fire and Building Projects		300,000	227,300	159,100	281,500	137,700	65,300	1,170,900

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

TABLE T-5
Project Descriptions for the 2022 Transportation Project List

Non-motorized Improvements

NM20-1 Sidewalk
Location: NE 100th Street from 116th Avenue NE to approximately 114th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drainage along the north side. Funded CIP project NM 0034; scheduled for completion in 2010.

NM20-2 Non-motorized 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. Funded CIP project NM 0001; scheduled completion is beyond 2013.

NM20-3 Sidewalk
Location: 13th Avenue, Van Aalst Park to 3rd Street
Description: Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054; scheduled for completion in 2010.

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 and overpass 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 along the east side. 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: Burlington Northern Santa Fe Railroad right-of-way, between south and north City Limits
Description: 10 to 12-foot wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

NM20-8 Sidewalk
Location: 122nd Ave NE, between NE 70th Street and NE 80th Street
Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Funded CIP project NM 0055; scheduled to be completed in 2012.

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 completion in 2009.

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. Unfunded CIP project NM 0045.

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: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. 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.

NM20-16A Sidewalk
Location: NE 90th Street, 124th Ave NE to 128th Ave NE (Phase I)
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.

NM20-16B Sidewalk
Location: NE 90th Street, 120th Ave NE to 124th Ave NE, and 128th Ave NE to 132nd Ave NE (Phase II)
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

NM20-17 Pathway/sidewalk
Location: NE 60th Street from 116th Ave NE to 132nd Ave NE
Description: Half street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

NM20-18 Pedestrian Facility
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. Funded CIP project NM 0049; scheduled for completion in 2009.

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; scheduled for completion in 2008.

NM20-26 Sidewalk
Location: NE 73rd Street from 124th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0052; scheduled for completion in 2008.

NM20-27 Sidewalk
Location: NE 112th Street from 117th Pl NE to the Burlington Northern Sante Fe RR Crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Unfunded CIP project NM 0053.

NM20-28 Annual Sidewalk Maintenance Program
Location: City-wide
Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.

NM20-29 Non-motorized/emergency access connection
Location: 111th Ave NE from BNSFRR north to Forbes Creek Drive
Description: Install paved non-motorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM -0058.

NM20-30 Sidewalk
Location: 6th Street from 1st Ave S to Kirkland Way
Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059; scheduled for completion in 2010.

NM20-31 Sidewalk
Location: 100th Ave NE/99th Place NE from NE 112th Street to NE 116th Street
Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.

NM20-32 Pedestrian Enhancements
Location: Park Lane from Lake Street to Peter Kirk Park
Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; Low Impact Development standards will be incorporated into the project. Funded CIP project NM 0064; scheduled for completion in 2010.

NM20-33 Pedestrian Enhancements
Location: Central Way at Lake Street, Main Street, and 4th Street
Description: Based on the results of the ongoing Central Way pilot program that is monitoring the overall traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as "bulb-outs", storm drainage, lighting and permanent parking configurations. Funded CIP project NM 0065; scheduled for completion in 2010.

Street Improvements

ST20-1 New Street
Location: 118th Avenue NE, NE 116th Street to NE 118th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

ST20-2 New Street
Location: 119th Avenue NE, NE 128th Street to NE 130th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

ST20-3 Street Widening
Location: 120th Avenue NE, NE 128th Street to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063; scheduled to begin design in 2008.

ST20-4 Street Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes with sidewalks. Funded CIP project ST 0059; design began in 2007.

ST20-5 Street 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 Street 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 bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.

ST20-8 New Street
Location: 120th Ave NE from NE 116th Street to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

ST20-9 New Street
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 Street Improvements
Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza
Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements concurrent with Totem Lake Mall redevelopment. Unfunded CIP ST 0070.

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

ST20-12 Street Widening
Location: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
Description: The existing road is currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Beginning in 2007, various configurations were modeled and a number of key improvements were identified. Partially funded CIP project ST 0058; project planning was funded in 2007.

ST20-13 New Street
Location: NE 120th Street (west section) from 124th Ave NE to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.

ST20-14 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.

Intersection Improvements

TR20-1 Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004; anticipated construction 2008.

TR20-2 Intersection Improvements
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad under-crossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.

TR20-3 Traffic Signal
Location: 6th Street/Kirkland Way
Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Unfunded CIP project TR 0065.

TR20-4 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. Funded CIP project TR-0085; completion in 2009.

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 Improvements
Location: NE 85th Street/120th Ave NE
Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Funded CIP project TR 0088; scheduled to begin in 2013.

TR20-7 Intersection Improvements
Location: NE 85th Street/132nd Ave NE
Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

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 HOV Queue By-pass
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 Queue By-pass and HOV Facilities
Location: Various as identified
Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0072)
2. NE 85th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0073)
4. NE 124th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR-0075)

TR20-11 Intersection Improvements
Location: Various as identified
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 (northbound dual left turn)
15. NE 126th Street/132nd Place NE

16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Ave 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

TR20-12 Intersection Improvements
Location: NE 70th Street/132nd Ave NE
Description: Install westbound and northbound right-turn lanes. Funded CIP project TR-0086; project to begin in 2013.

TR20-13 Intersection Improvements
Location: Lake Washington Boulevard at NE 38th Place
Description: Add one northbound lane travel lane on Lake Washington Boulevard through this intersection. Unfunded CIP project TR-0090.

TR20-14 Traffic Signal
Location: 124th Ave NE at NE 124th Street
Description: Install traffic signal improvements and new railroad crossing on the north leg of this intersection. Funded CIP project TR-0091; project is anticipated to start in 2012..

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 conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left turn lane. Funded CIP project TR-0083; completion in 2011.

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 conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR-0084.

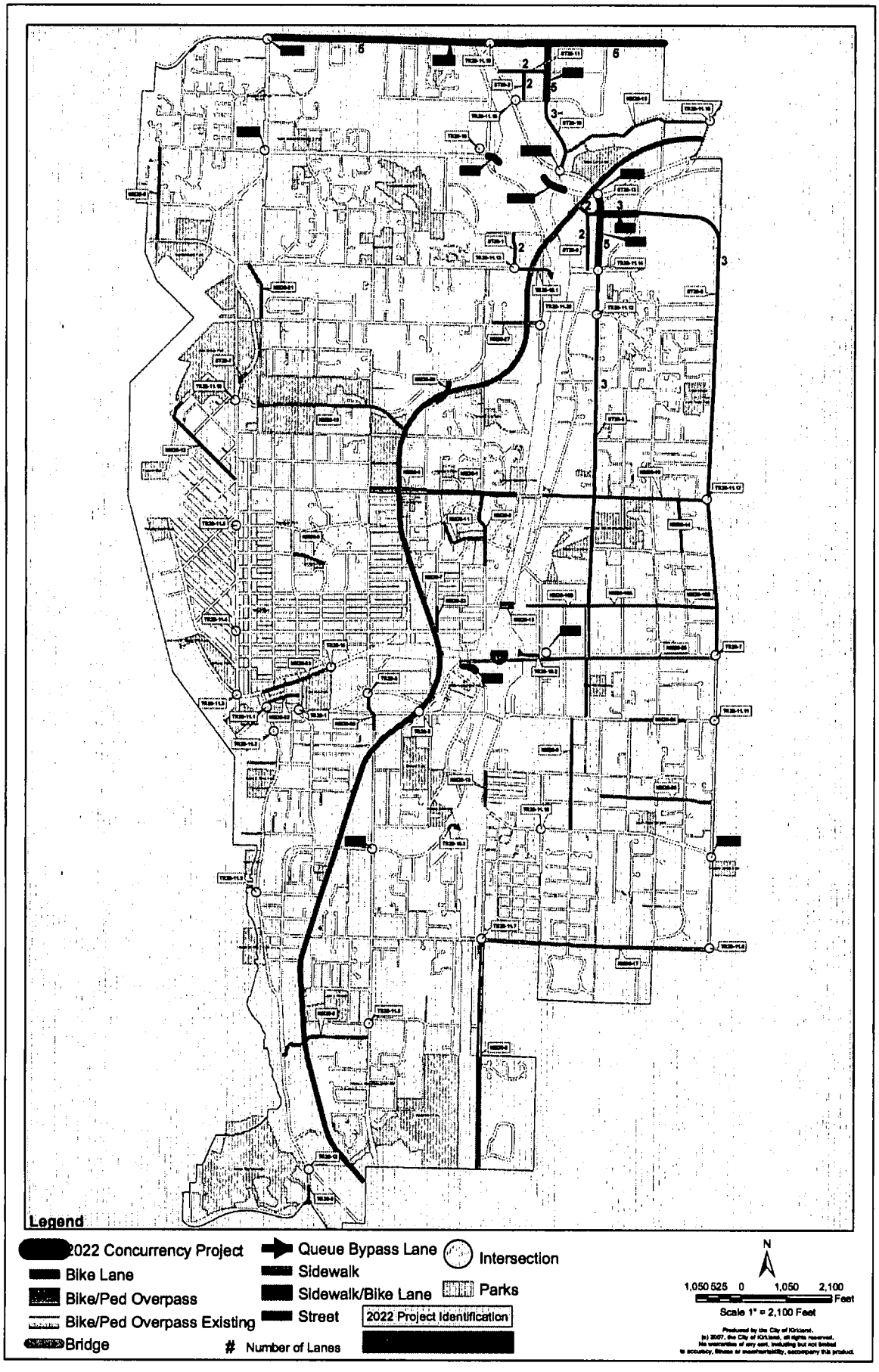


Figure T-6: Transportation Project List

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Goal T-2: Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.

Policy T-2.4: Design streets with features that encourage walking and bicycling.

To promote the nonmotorized system and alternative modes to the single-occupant vehicle, streets should include pedestrian and bicycle facilities. Consistent with the City's Complete Streets policies, bicycle and pedestrian ways should be accommodated in the planning, development and construction of transportation facilities.

XIII. CAPITAL FACILIITES

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.

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

Policy CF-2.1:

Concentrate land use patterns to encourage efficient use of 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 service 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 low impact development techniques and sustainable building practices.

The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage. Reducing demand is a cost-effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling can also add to the efficient and cost-effective use of facilities. Low impact development techniques and ~~Sustainable~~ sustainable building practices also offer efficient and cost-effective use of public facilities while providing environmental benefits. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, 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. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front. For example, the addition of bike lanes identified in the City's Nonmotorized Plan should be included when streets are widened, or newly constructed.

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.

II. VISION / FRAMEWORK GOALS

INTRODUCTION

FG-7: Encourage a sustainable community ~~low impact development and sustainable building practices.~~

Discussion: As Kirkland develops and rebuilds, we have an opportunity and a responsibility to create a sustainable ~~a healthier and more environmentally sensitive~~ community ~~and to save energy and building costs.~~ that balances urban growth with resource protection. A sustainable society meets the needs of the present without sacrificing the ability of future generations and other species to meet their own needs. Kirkland strives to integrate economic, social and environmental concerns in planning for sustainability. A sustainable economy provides a good quality of life for all residents without undermining the biological and physical processes of the environment upon which people depend, nor reduce the community's ability to ensure that the basic human needs of all its members are met.

We safeguard the quality of life for current and future generations and create a healthier and more environmentally sensitive community by implementing sustainable management practices. We strive to accomplish our goal by reducing our contribution to climate change, by minimizing human impacts on local ecosystems and by supporting a stable and diverse economy.

The City takes a comprehensive, coordinated approach to natural resource management and uses a variety of tools to foster sustainable practices and principles, including public involvement and education, incentives, regulations, and enforcement. Among the varied tools are ~~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 integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and 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~~ land use goals and regulations that encourage pedestrian oriented and compact development in our neighborhoods, transportation planning which seeks to develop a multimodal transportation system, ~~sensitive area ordinance,~~regulations protecting the quality of the air, water, land and other natural resources, –land acquisition and projects to restore our natural systems, solid ~~recycling programs~~waste reduction programs, energy and water conservation programs, procurement practices emphasizing non toxic and recycled materials and products, green business recruitment and recognition, utilization of green building practices and LID strategies ~~in new and remodeled City facilities,~~ and public education.

V. NATURAL ENVIRONMENT

MANAGING THE NATURAL ENVIRONMENT

Policy NE-1.5: Provide to all stakeholders information concerning natural systems and associated programs and 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 the City can better serve the interests of both the environment and people. In order to provide a degree of consumer ~~protection~~ awareness, the City should make available information which is based on current knowledge, technology, and appropriate standards and practices; as well as 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~~ provide 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~~ permeable 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,~~ These practices can lower construction and maintenance costs and enhance human health, 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, using and eventually certifying new public facilities through programs fostering sustainable building practices, and by linking Kirkland stakeholders to information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

The City can also increase awareness by allowing access where appropriate 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.

Policy NE 1.6: Encourage sustainable building and low impact development practices in public and private development.

Low impact development (LID) techniques minimize surface water runoff by reducing impervious surface and by using landscaping and permeable materials or retaining mature vegetation to absorb water close to the source. LID strives 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 or green building practices cover all aspects of development, including

site preparation and layout, material selection and building construction, deconstruction of existing buildings, and operation and maintenance.

Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality is 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 integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and 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.

The City recognizes that modeling sustainable building practices in the construction of public faciilities will set the tone for private devlopment to reduce waste, preserve resources and increase energy efficiency. The City should strive to create a green building program that innitially incorporates green building construction into new or renovated City faciities, with the goal of eventually requiring certification through the LEED, BUILT GREEN, or other programs fostering sustainable building practices. The City should also provide incentives and standards for private development to utilize green building practices. Incentives could include priority permit processing for certified green building projects. Increased public awareness of sustainable building practices can be accomplished with educational materials, outreach to building professionals and citizens, and with public displays designed to explain the various facets of low impact development and green building construction.

Policy NE- 1.7: Encourage reduction, reuse, and recycling in order to reduce the waste stream and save energy.

Development actions to salvage, reuse and/or recycle building construction materials should be promoted and encouraged. This includes not only new construction but deconstruction of existing buildings.

Policy NE-1.~~6~~8: 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.

XI. UTILITIES

CITY-MANAGED UTILITIES

Policy U-4.3: Minimize the surface water impacts of development through the use of environmentally "low impact development" techniques.

The City encourages the use of low impact development practices and should identify incentives and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Low impact development (LID) is a set of techniques that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with current drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID allows land to be developed cost-effectively which helps reduce potential environmental impacts.

Low impact development techniques include the following:

- Minimize creation of impervious surfaces;
- ~~◆~~Use site soils and vegetation to soak up and filter stormwater runoff;
- Amend soils with compost to improve water retention.
- Construct bio-retention swales or cells, which are natural areas that have specifically chosen plans and engineered soils that slow, filter and absorb water.
- Use of permeable pavement for roadways, driveways and walkways.
- Use green roofs to minimize runoff from impervious surfaces; and
- Collect and store water for landscaping or other nonpotable water uses.

When combined, such techniques can greatly reduce the amount of stormwater runoff from developed sites and improve water quality.

~~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.~~

II. VISION/FRAMEWORK GOALS

INTRODUCTION

FG-5 ***Protect and preserve environmentally sensitive ~~areas,~~areas and reduce greenhouse gas emissions ~~and~~ to ensure a healthy environment.***

Discussion: In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved in a natural state. Features such as wetlands, 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. 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. Reducing green house gas emissions into the atmosphere helps stabilize the climate. Maintaining clean air and water and reducing green house gas emissions provides the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, and clean air and water through active community stewardship, and to curtail climate change as a result of global warming, ~~is~~ are critical to our quality of life.

II. VISION/FRAMEWORK GOALS

INTRODUCTION

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, climate change, 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. Interlocal cooperation, consistent standards and regulations between jurisdictions and regional planning and implementation are important to solving these regional issues.

V. NATURAL ENVIRONMENT

AIR

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

The surrounding air, both outdoors, and indoors, has the potential to affect human health. It is important to maintain the quality of outdoor air since all life forms depend on it, and the quality of indoor air is dependent on that of the outdoors. ~~Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County~~. Although all Washington counties currently meet federal health standards for air pollution it is necessary to remain vigilent. Air pollution that includes greenhouse gases also contributes to climate change or global warming.

The largest source of air pollution in Kirkland is motor vehicle use. Kirkland should continue to adopt and promote smart transportation and land use choices as part of a strategy to reduce air pollution and slow climate change. ~~Motor vehicles are also widely believed to contribute to climate change, also known as global warming~~. The Kirkland community also contributes to air pollution and greenhouse gas emissions through energy consumption and landfilled waste, among other things.

A comprehensive approach, including transportation and land use strategies, waste reduction, urban forest preservation, protection, and enhancement, purchasing decisions, and public outreach is necessary to reduce Kirkland's contribution to air pollution and climate change.

Policy NE 5.1: Continue and enhance current actions to improve air quality and reduce greenhouse gas emissions.

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 a systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. ~~In addition~~Second, 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 and vehicle miles traveled (VMT) targets. ~~In addition~~Third, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. In addition, 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. Too, Kirkland is at the forefront in the area of waste reduction. The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities. Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.

Policy NE-5.2: Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.

Climate disruption is an urgent threat to the environmental and economic health of our communities. With less than 5% of the world's population, the United States produces more than 25% of the global greenhouse gas emissions, and those emissions are continuing to grow. There is a broad scientific consensus that

Carbon Dioxide (CO2) and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate and there is clear evidence of human influences on climate due to changes in greenhouse gases. Local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money. Seattle, along with a growing number of other U. S. cities, is leading the way by committing to the U. S. Mayors Climate Protection Agreement. On May 17, 2005, Kirkland City Council signed a resolution endorsing the *U. S. Mayors Climate Protection Agreement.*

The City is pursuing five milestones to reduce greenhouse gas emissions in City operations and throughout the community:

1. Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the city;
2. Establish a greenhouse gas emissions reduction target;
3. Develop an action plan with both existing and future actions which, when implemented, will meet the local greenhouse gas reduction target;
4. Implement the action plan; and
5. Monitor and report progress.

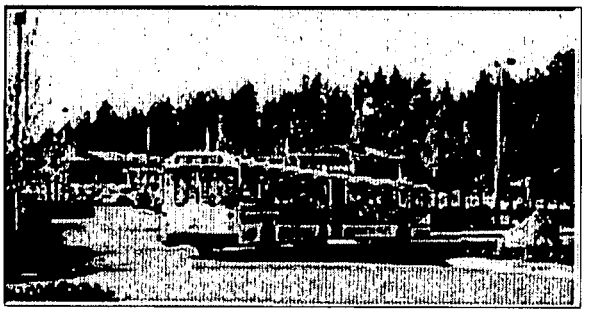
The Kirkland Council by resolution committed to the following greenhouse gas reduction targets for the Kirkland community and governmental operations:

- Interim: 10% below 2005 levels by 2012
- Primary: 20% below 2005 levels by 2020
- Long-term: 80% below 2007 levels by 2050

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Policy T-3.4: Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with linkages between Kirkland neighborhoods, business districts, and other important local and regional destinations.



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.

Policy T-3.5 Implement the Commute Trip Reduction (CTR) Plan to reduce single occupancy vehicle (SOV) use and vehicle miles traveled (VMT) as set forth in Kirkland's CTR Plan.

The State of Washington Commute Trip Reduction Efficiency Law requires local jurisdictions to develop and implement a plan to reduce both single occupancy vehicle trips and reduce overall vehicle miles traveled. Kirkland's Commute Trip Reduction Plan is a collection of adopted goals and policies, facility and service improvements and strategies about how we will help make progress for reducing drive alone trips and vehicle miles traveled. These strategies will encourage multi-modal transportation in Kirkland. The Plan encourages partnership and coordination with other agencies and employers.

The CTR Plan goals set targets for reductions at affected work sites. The work site must contain 100 or more employees. At a minimum, the City of Kirkland works with CTR affected employers to establish transportation demand management programs to reduce SOV and VMT to meet CTR goals. Kirkland must work cooperatively with the State, Metro, and other local jurisdictions to promote the success of the CTR program.

As part of the CTR program, urban centers may be voluntarily designated to further reduce SOV and/or VMT beyond the basic CTR requirements through a Growth and Transportation Efficiency Center (GTEC) Plan. Totem Lake, as a state designated urban center, is recognized as a GTEC. The purpose of the GTEC is to increase access to the employment and residential centers while reducing the number of drive alone trips. Within the GTEC plan, the pool of affected employers may be expanded beyond CTR affected employers and may also include selected residential uses.

Park and Ride at NE 70th Place

HV.H. TOTEM LAKE NEIGHBORHOOD PLAN

TRANSPORTATION

Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake Neighborhood should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

Policy TL-30.1:

Implement an expanded transportation demand management (TDM) program to reduce trip demand in the neighborhood.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has an ongoing TDM program that works with employers, including those in the Totem Lake Neighborhood, to reduce single-occupancy vehicle use and vehicle miles traveled. Because traffic congestion is expected to continue to increase in the neighborhood, an expanded TDM program should be implemented. Program options may include TDM goals for retail uses, reduced parking standards, parking pricing, and/or coordination with King County programs to encourage high occupancy vehicle use.

Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should explore funding sources available to enable full support of an aggressive TDM program.

Policy TL-30.2:

Consider implementation of the Totem Lake Urban Center as a Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV) and/or Vehicle Miles Traveled (VMT) through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the neighborhood while reducing the number of drive alone trips. The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.

The City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.

To qualify for state funding, the City is obligated to provide 100% matching funds towards the implementation of the program. Implementation of this program will require adequate funding.

IV. COMMUNITY CHARACTER

SENSE OF COMMUNITY

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, facades, building entrances and plazas, should be encouraged by the City through development regulations.

Public art (any work of art or design specifically sited in a public place) can energize public spaces or bring a sense of calm to a hectic lifestyle. The City should encourage private developers to integrate public art into office, retail and multi-family projects. In addition, the City should seek opportunities to incentivize integrated art with an emphasis on development in design districts because they are highly visible, mixed-use, pedestrian oriented areas that are focal points for community activity. The review criteria for Planned Unit Developments should be expanded to include public art among the list of potential project benefits.

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-1.6: 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. Cultural activities and the arts contribute to the economic vitality of the community by attracting tourism and businesses that want to locate in a community with valued amenities. Kirkland has a growing reputation as a center for the arts in the Puget Sound region. The City's Cultural Council is a resource and partner for those agencies and individuals interested in expanding the arts in our community. Under the guidance of the ~~City's~~ Cultural Council, 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 has ~~can~~ committed to further promote the public arts program by incorporating art into new City facilities ~~and~~ through earmarking one percent 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.

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 semipublic buildings should display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, ~~and~~ building details, and opportunities for integrating art into the project. 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-4.7: 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, public art, 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.

X. PARKS, RECREATION, AND OPEN SPACE

RELATIONSHIP TO PARK, RECREATION, AND OPEN SPACE COMPREHENSIVE PLAN

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:

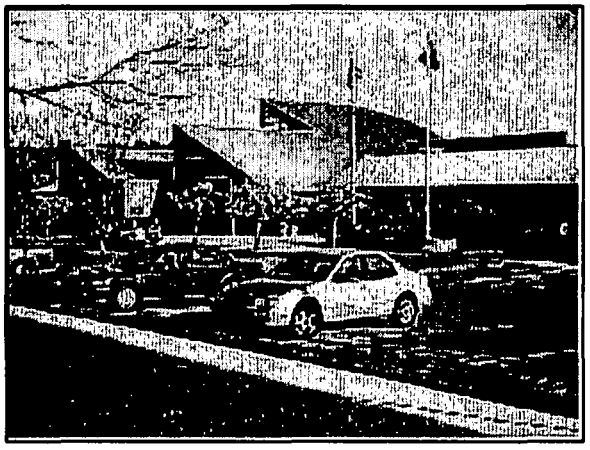
(1) To contribute to the overall quality of life for Kirkland residents by providing facilities and programs for both active and passive recreation.

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

XII.A. PUBLIC SERVICES ELEMENT

Fire, Police and Solid Waste Collection

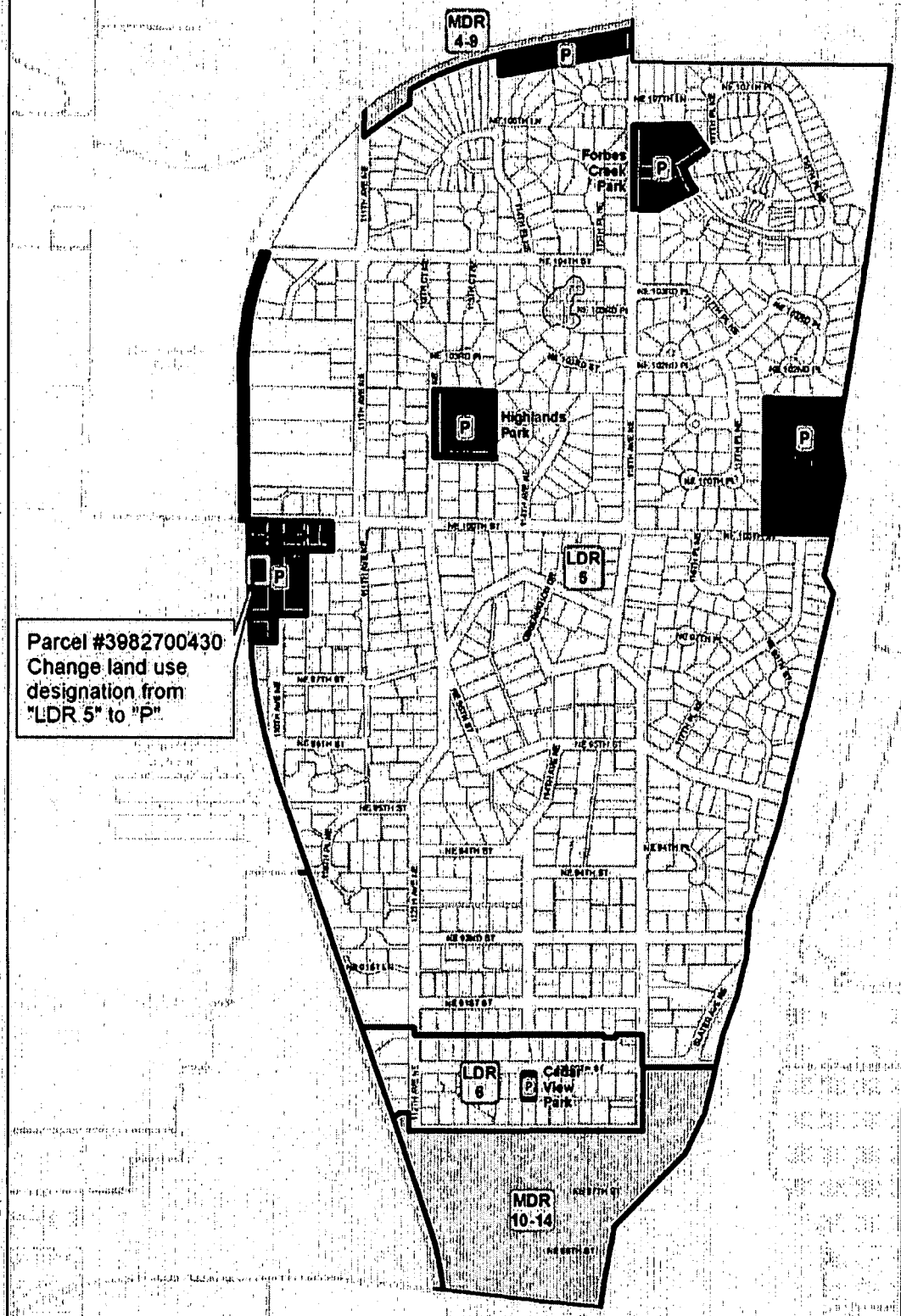
Policy PS-1.6: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles.



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. Public art should be incorporated to improve the aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques.

R-4696
Exhibit A



LAND USE CODES

C - COMMERCIAL
IND - INDUSTRIAL
LMP - LIGHT MANUFACTURING PARK
O - OFFICE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT

Highlands Neighborhood

Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

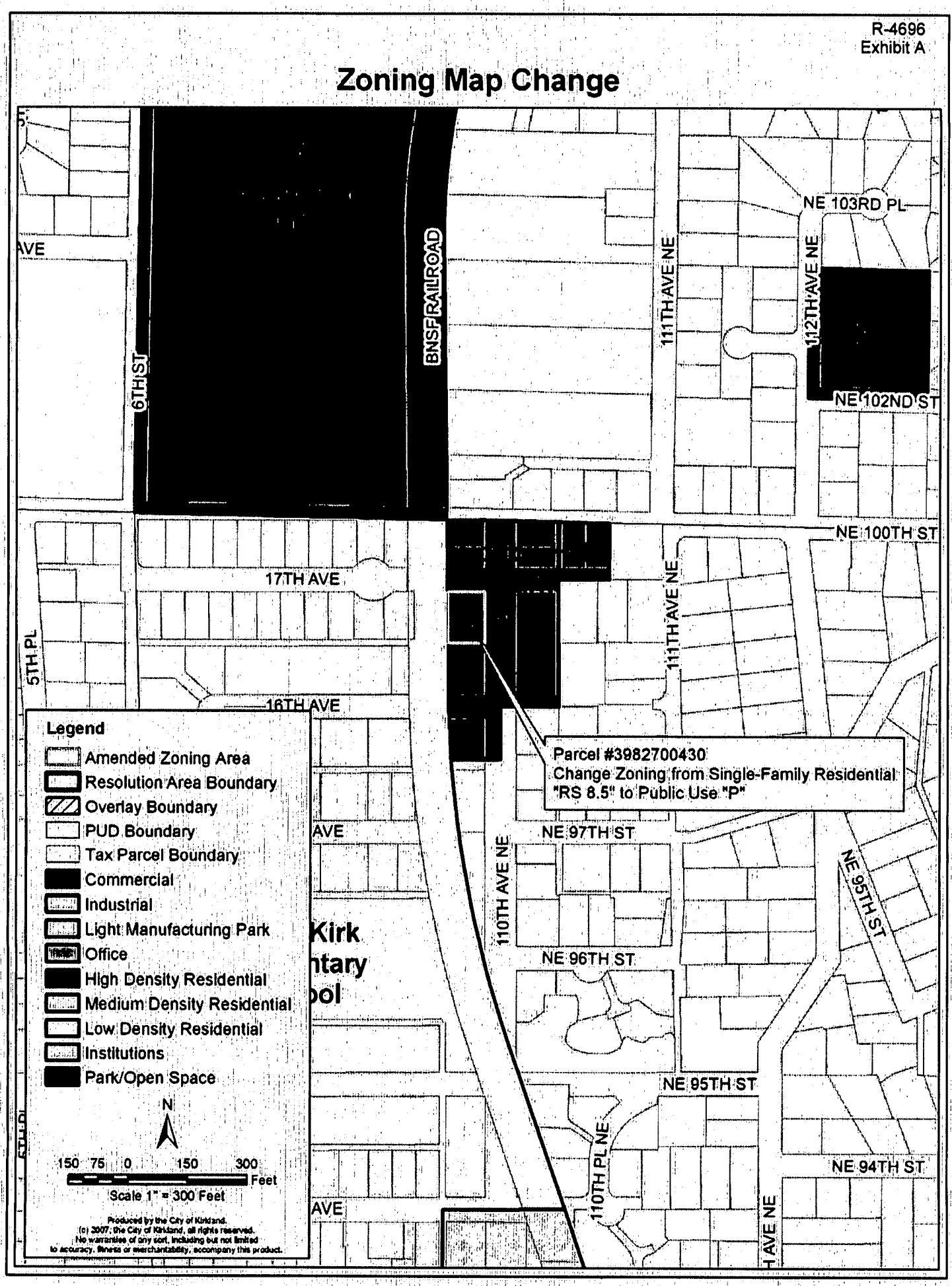
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLA PLANNED AREA NUMBER
TOTEM CENTER
LDR 5* LAND USE CODE
PUBLIC FACILITIES
DENSITY (UNITS/ACRE)
*NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
INDICATES CLUSTERED LOW DENSITY

Maps produced October 23, 2007.

0 250 500
Feet

R-4696
Exhibit A

Zoning Map Change



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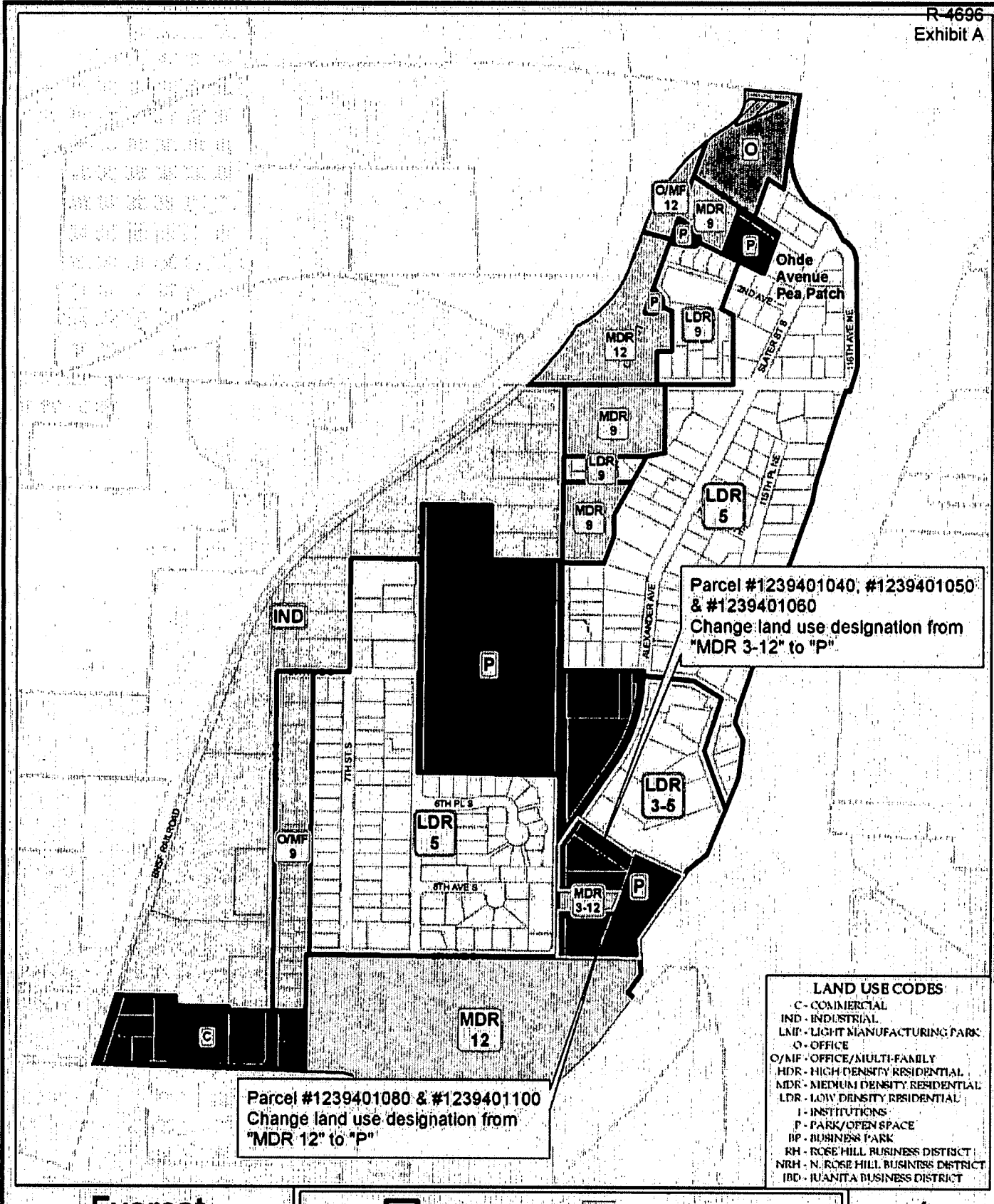


Everest Neighborhood

Land Use Map

ORDINANCE NO. 4064
ADOPTED by the Kirkland City Council
February 6, 2007

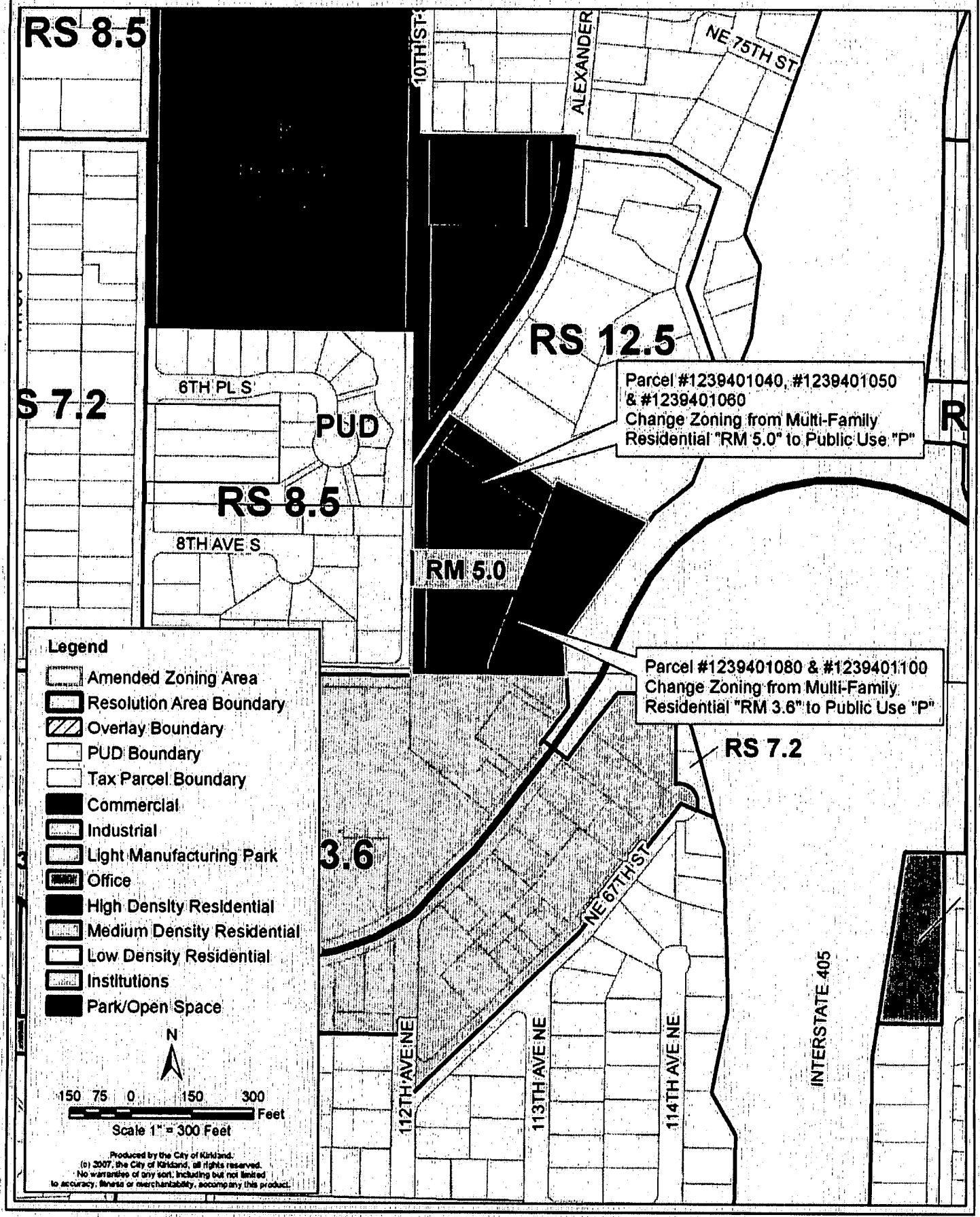
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
(PLA) PLANNED AREA NUMBER
TOTEM CENTER
LDR 5* — LAND USE CODE
PUBLIC FACILITIES — DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

0 250 500
Feet

R-4696
Exhibit A

Zoning Map Change



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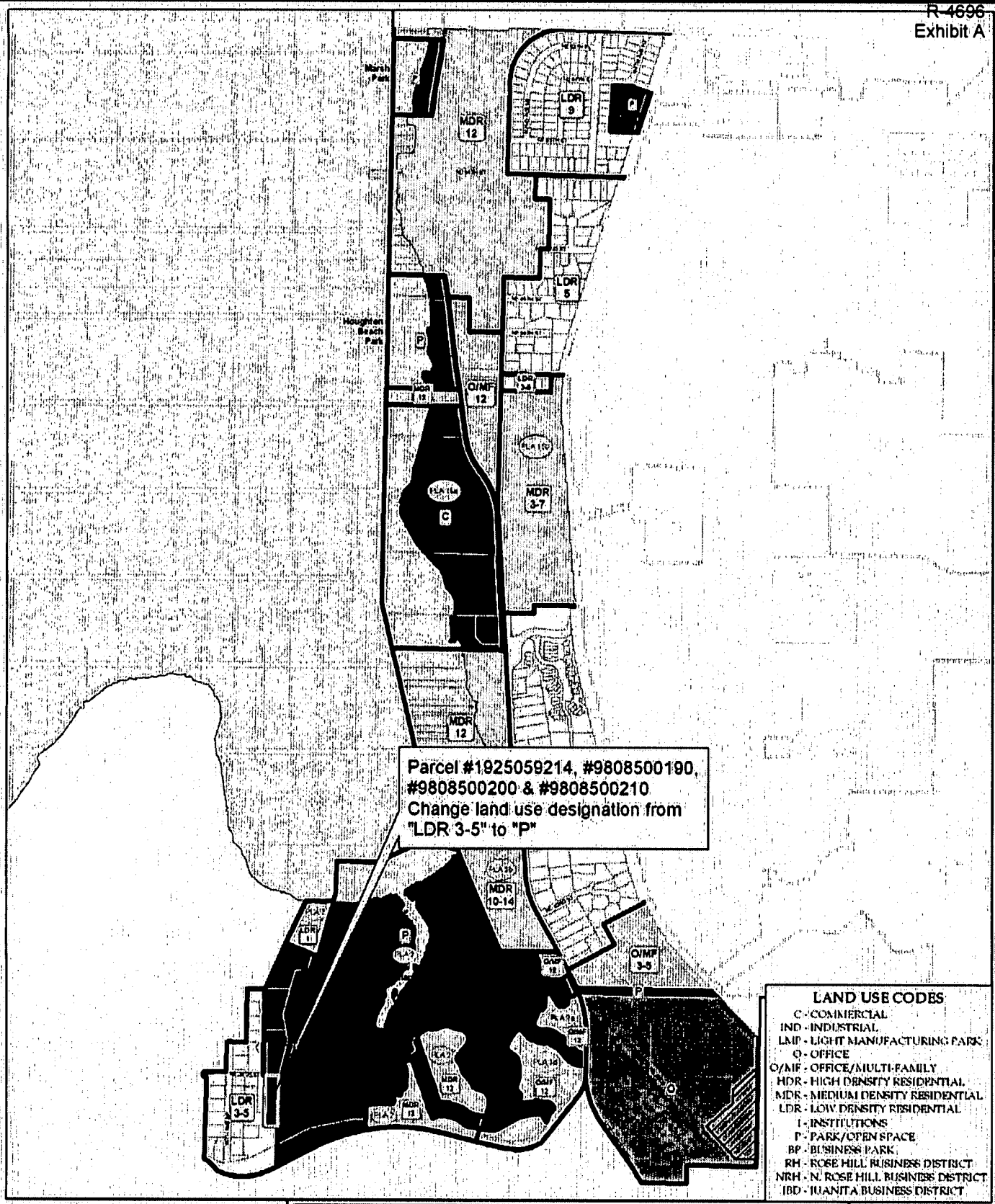


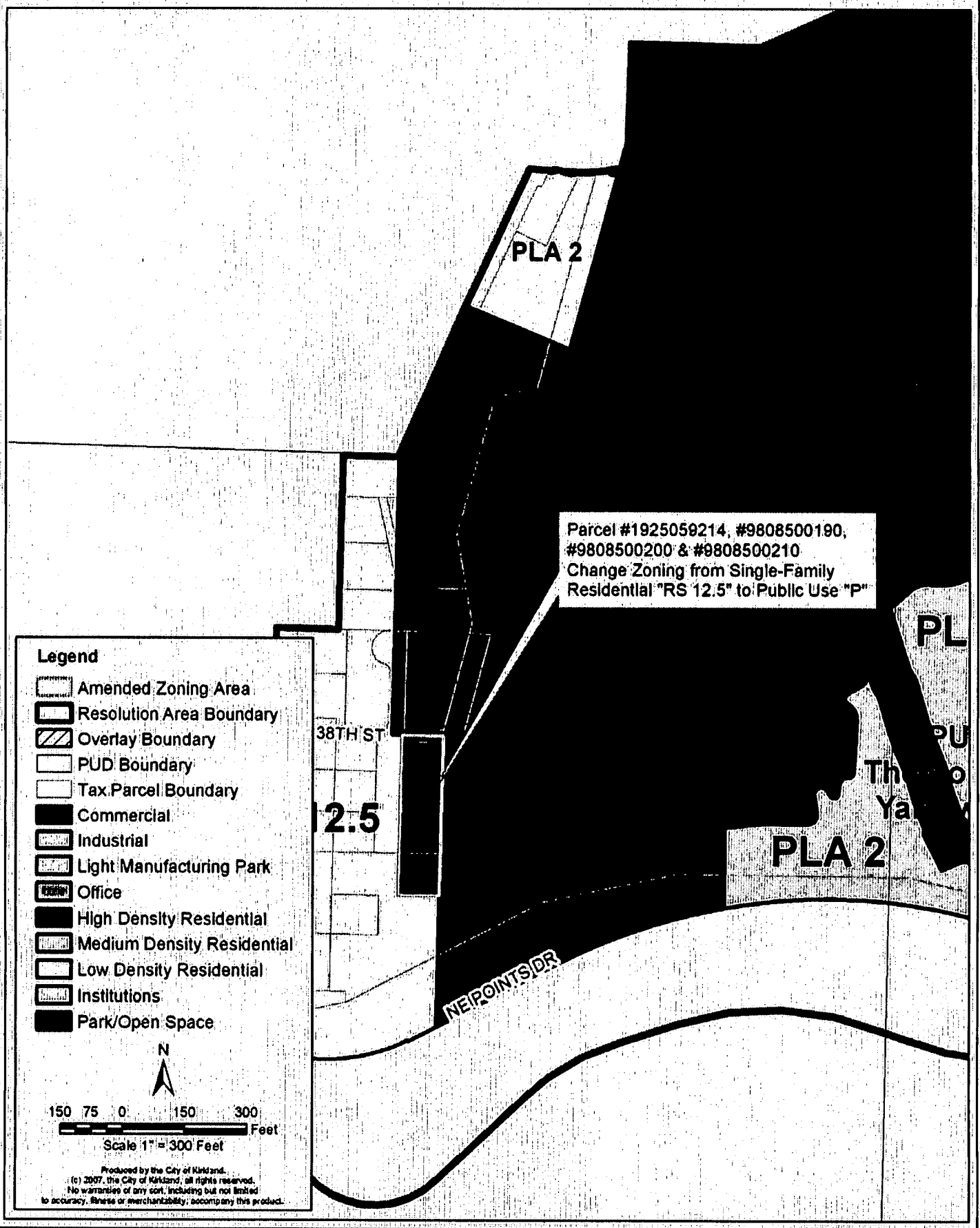
Lakeview Neighborhood

Land Use Map

ORDINANCE NO. 4064
ADOPTED by the Kirkland City Council
February 6, 2007

R-4696
Exhibit A

Zoning Map Change



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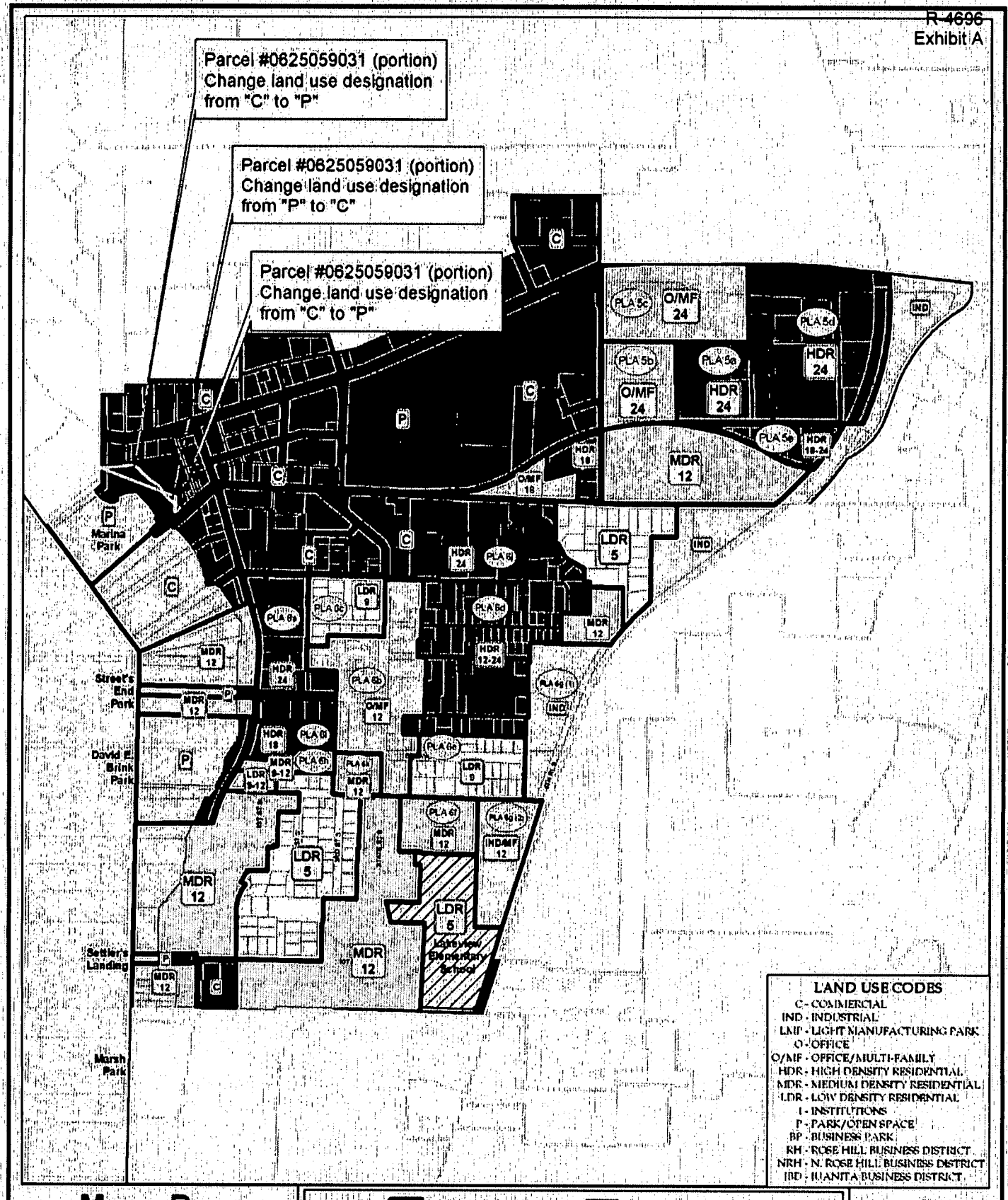


Moss Bay Neighborhood

Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

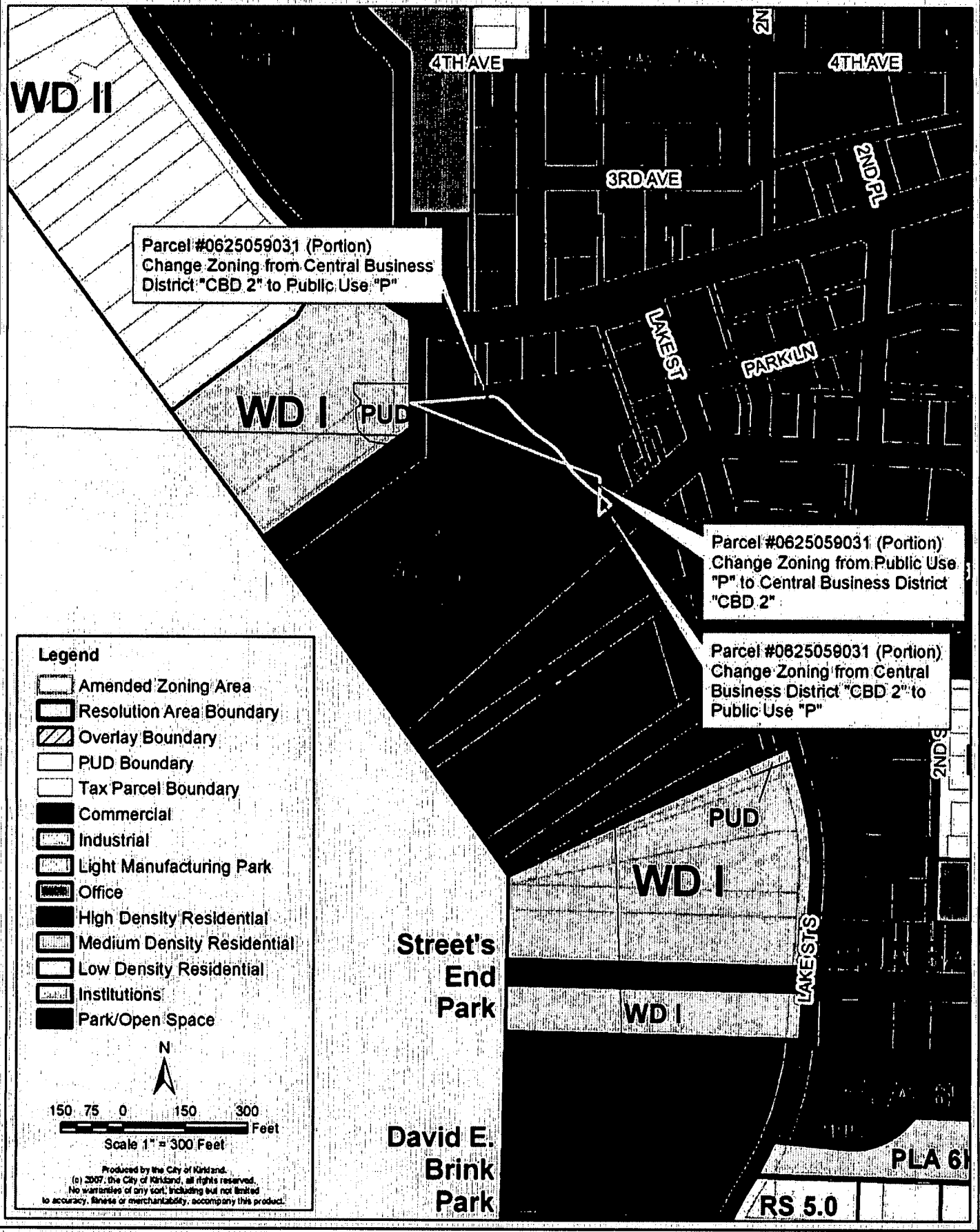
LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLANNED AREA NUMBER
TOTEM CENTER
LAND USE CODE
PUBLIC FACILITIES
DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
** INDICATES CLUSTERED LOW DENSITY*

0 250 500
Feet

R-4696
Exhibit A

Zoning Map Change



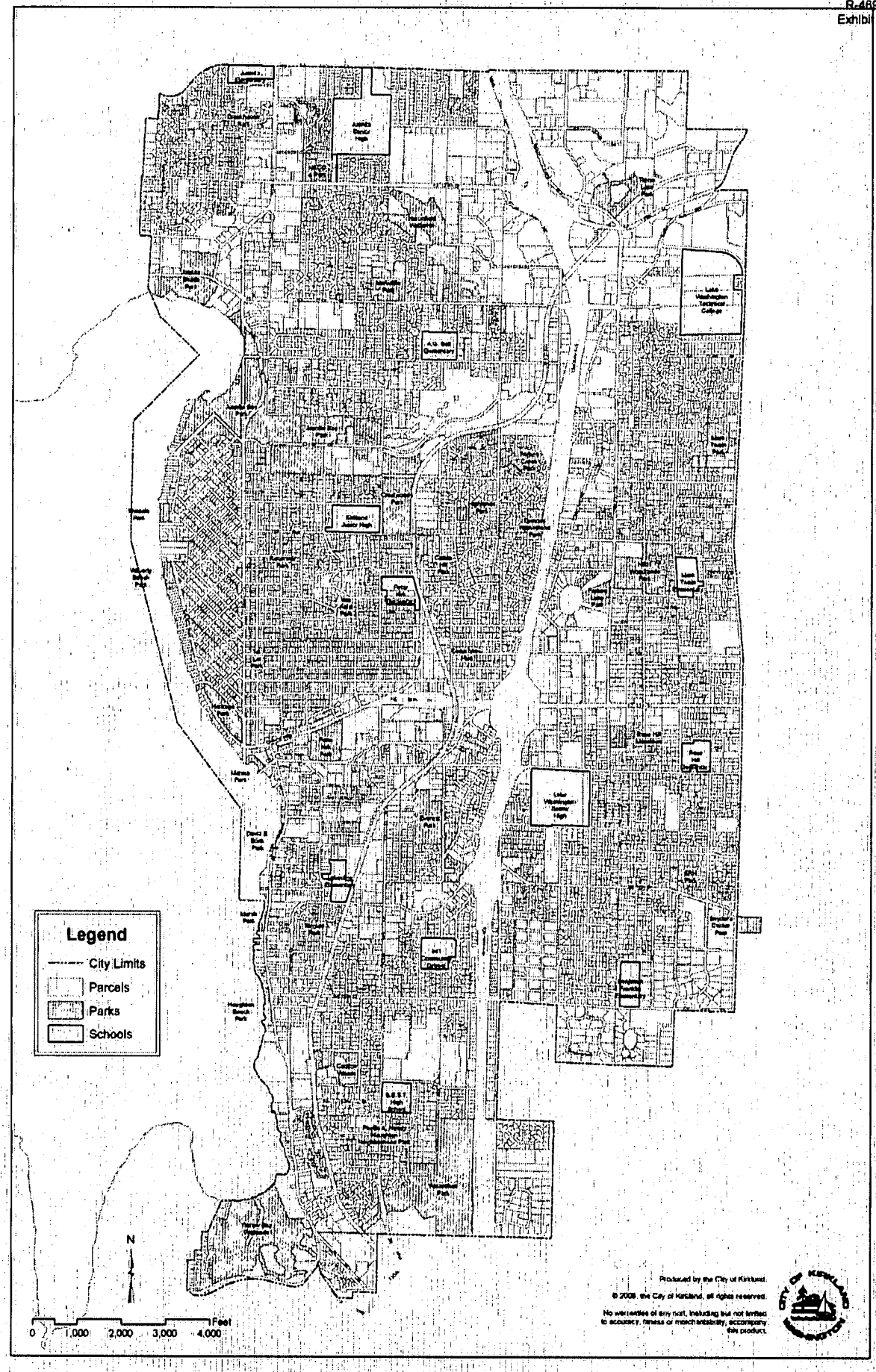
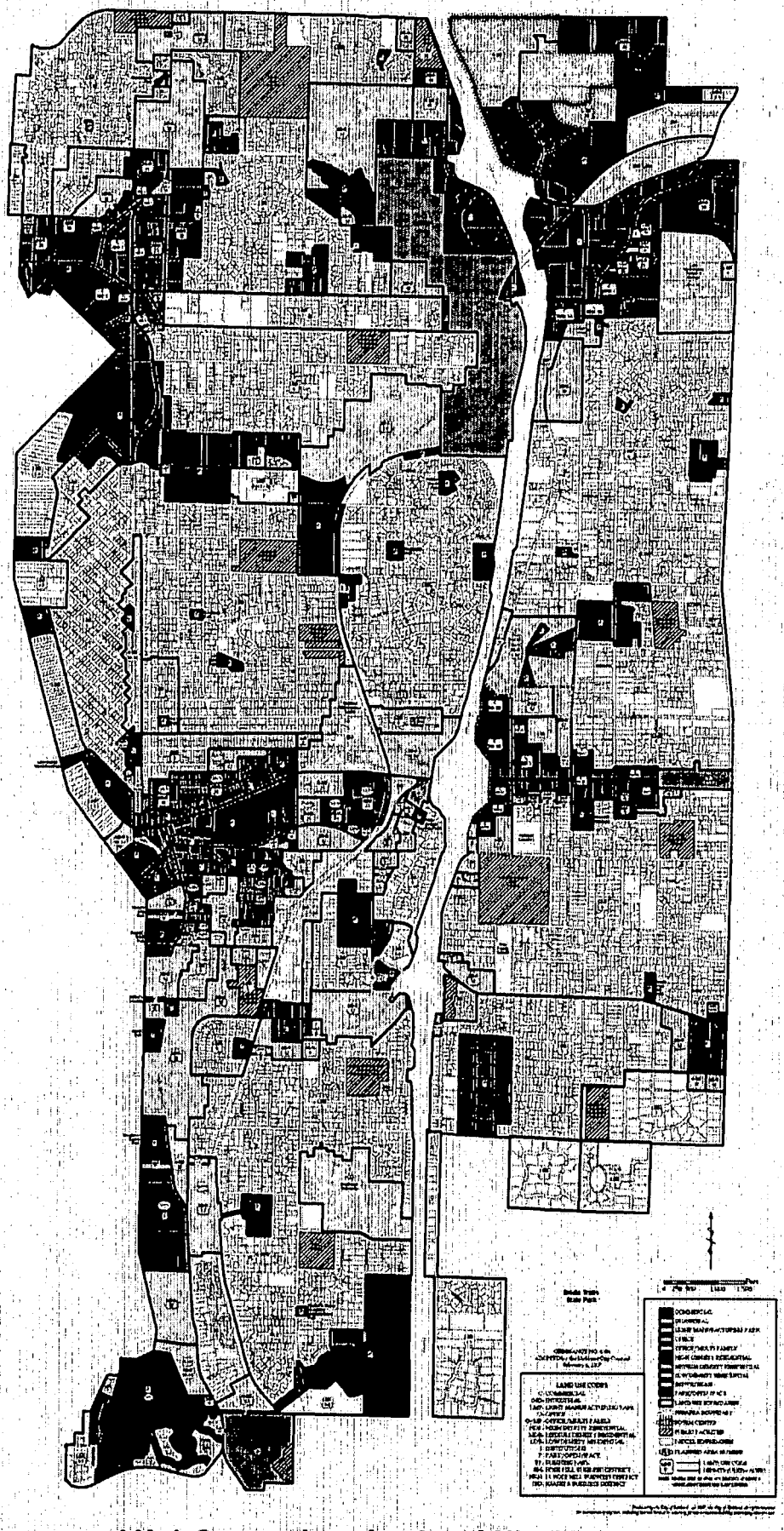


Figure PR-1: Kirkland Parks

R-4696
Exhibit A

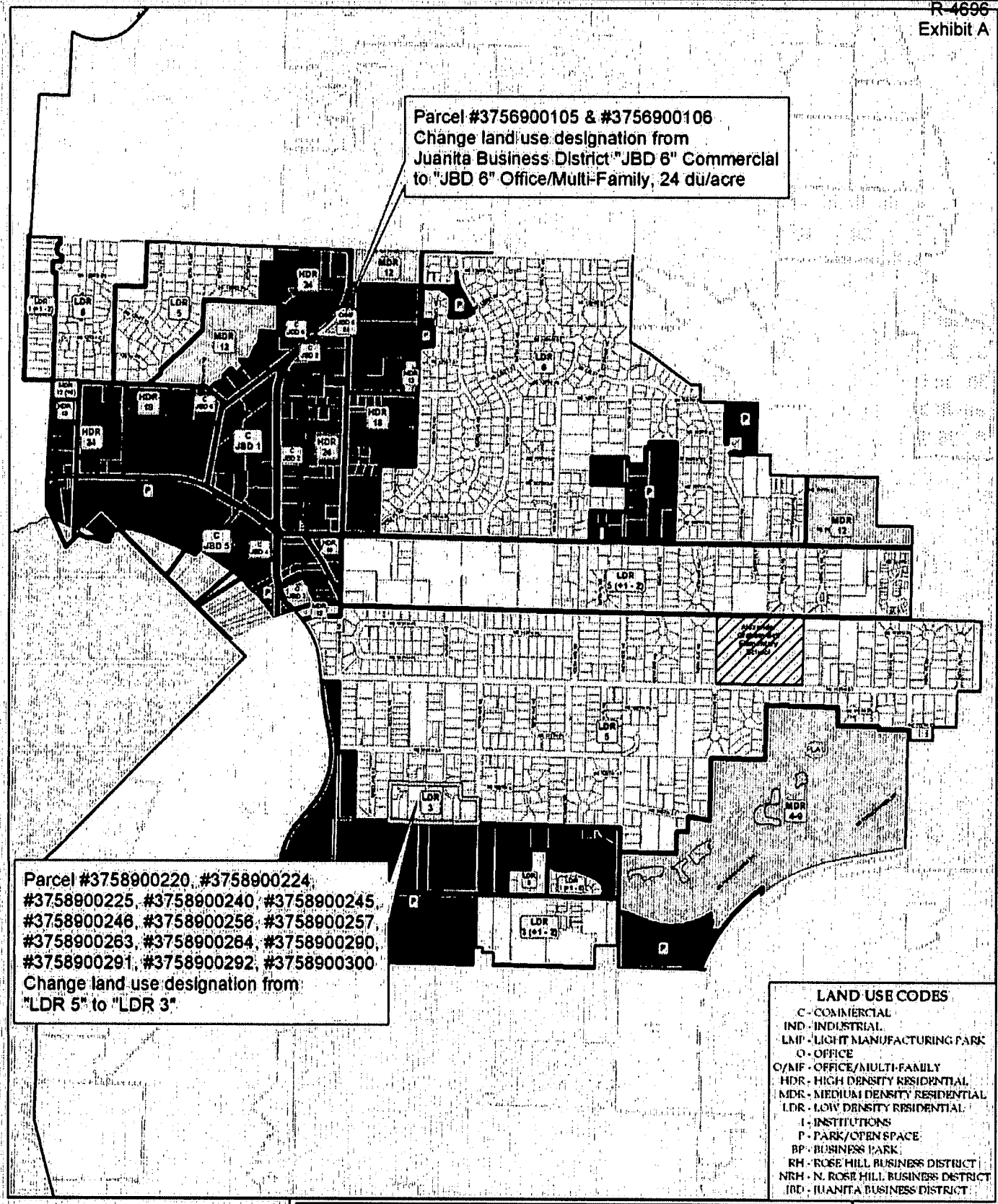
CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development



LU-1 Comprehensive Land Use Map

R-4696
Exhibit A



South Juanita Neighborhood

Land Use Map

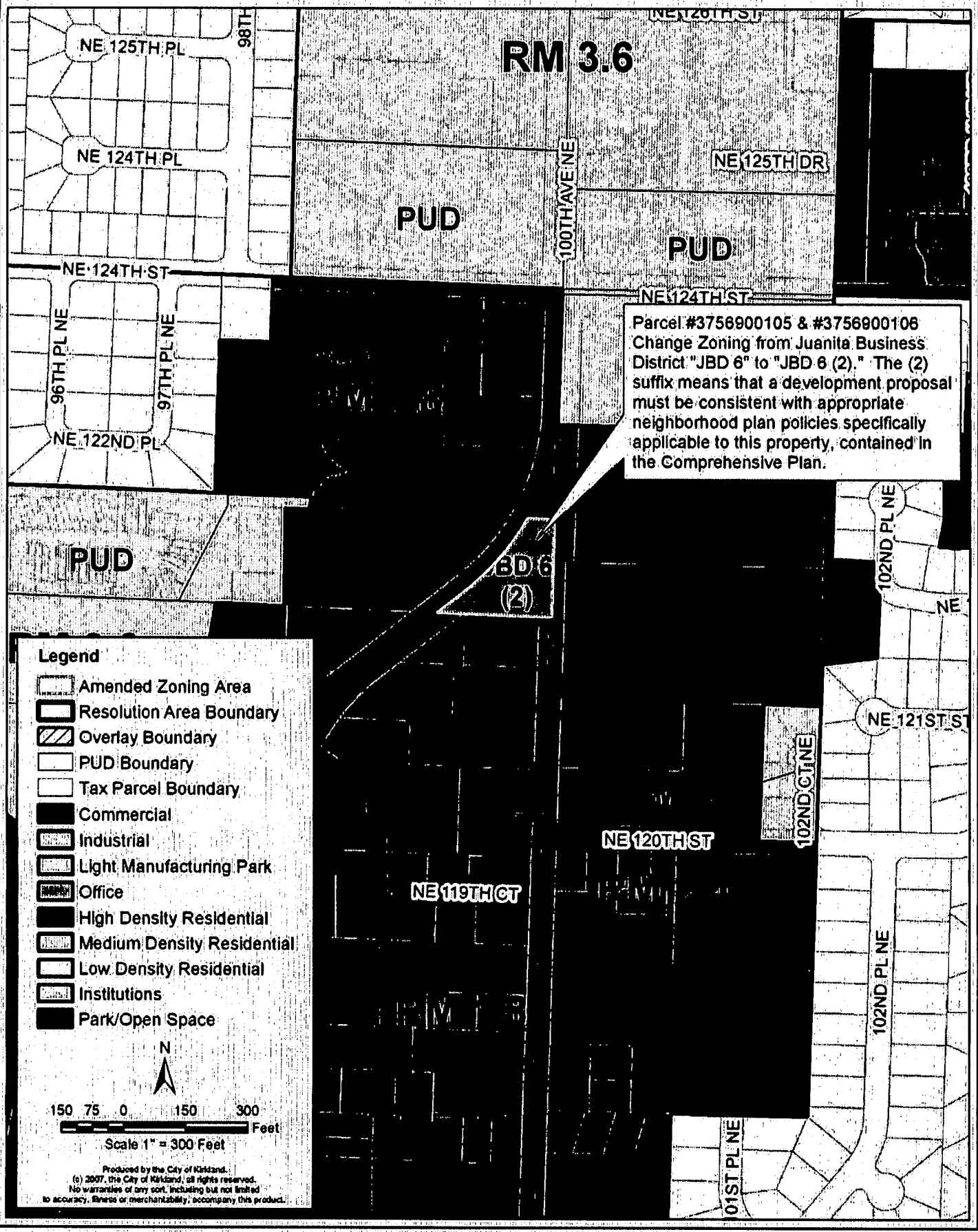
ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

LAND USE BOUNDARIES
PARCEL BOUNDARIES
SUBAREA BOUNDARY
PLA PLANNED AREA NUMBER
TOTEM CENTER
LDR 5' LAND USE CODE / DENSITY (UNITS/ACRE)
PUBLIC FACILITIES
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

0 250 500
Feet

R-4696
Exhibit A

Zoning Map Change



I. INTRODUCTION

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 ~~most~~ many of the neighborhood plans were adopted prior to the 1995 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.

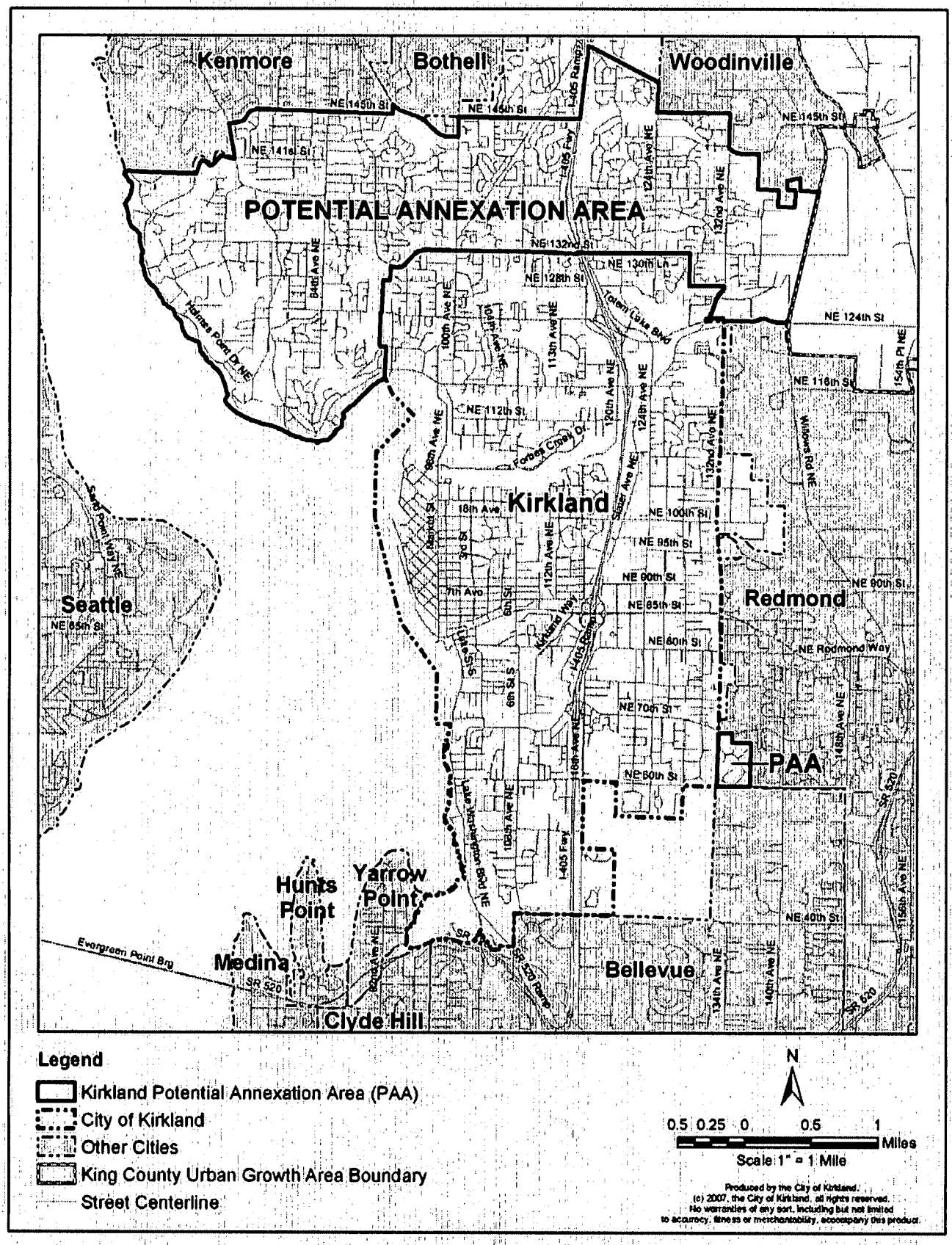


Figure I-2: City of Kirkland Planning Area

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

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
First /Baptist Church / American Legion Hall	138 5th Ave.	Vernacular	1891 / ~~1931~~1934	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) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
Malm House	12656-100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 First Street	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Avenue (Kirkland Congregational Church)	Pioneer/ Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW Corner of Lake Street and Kirkland Avenue	Transportation / Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th Street (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th Street (McAuliffe Park)	Barn	1905	Agriculture	South Juanita
Johnson Residence	10814 NE 116th Street (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

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~~ Maintain an interlocal agreement with King County that ~~would~~ provides utilization of the County's expertise in administering historic preservation efforts and makes 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 Citywide 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. While ~~Historic~~ historic street signs ~~could be~~have been 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.~~

V. NATURAL ENVIRONMENT

Natural Water Systems

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~~is 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 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. Steps to limit this damage include:

- Minimize creation of new impervious surfaces;
- Maximize use of soils and vegetation in slowing and filtering runoff; Install structural flow control facilities at new or re-developing sites where appropriate to mimic the pre-development hydrologic regime;
- 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
- 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.

Specific information on the technical and programmatic aspects of surface water management ~~will be~~is contained in the City's *Surface Water Master Plan*~~, which is scheduled to be completed in 2004~~.

V. NATURAL ENVIRONMENT

Natural Water Systems

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~~2010.

V. NATURAL ENVIRONMENT

NATURAL WATER SYSTEMS

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~~The resulting watershed conservation plan, The Lake Washington/Cedar River/Lake Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan, was developed through a multi-jurisdictional, multi-stakeholder process with a scientific basis, ~~will be~~and was approved by Kirkland in 2005.

Incorporated into the Puget Sound Salmon Recovery Plan, approved by NOAA in 2007, it is 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. It seeks to provide ~~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. Kirkland's role in salmon recovery is to protect and restore habitat within the city limits through land use and stream restoration actions, and to participate in regional recovery efforts through the WRIA 8 Salmon Recovery Council.

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.

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

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

Low-Density Residential – single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential structures~~,~~, in certain low density areas where the Plan allows clustered development through a PUD. 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 eight to 14 dwelling units per acre.

IX. TRANSPORTATION ELEMENT

EXISTING CONDITIONS

Table T-1: 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
248	Kirkland – Rose Hill - Redmond
~~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~~
249	Bellevue – S. Kirkland - Overlake
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 Station~~
532	Bellevue – Houghton – Kingsgate – Canyon Park – Lynnwood
535	Bellevue – Houghton – Kingsgate – Bothell – Canyon Park – Everett Station

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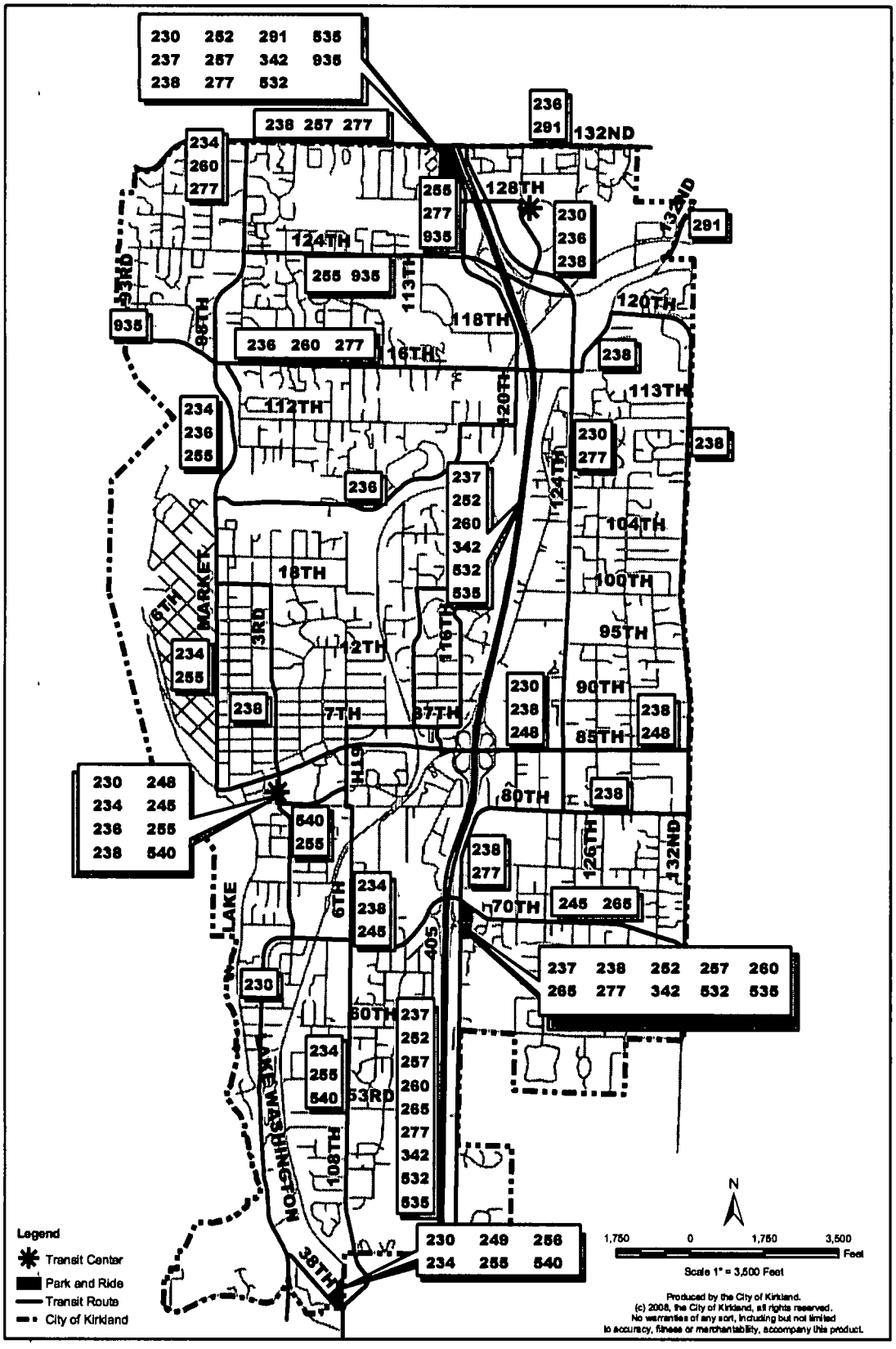


Figure T-4: Transit Service

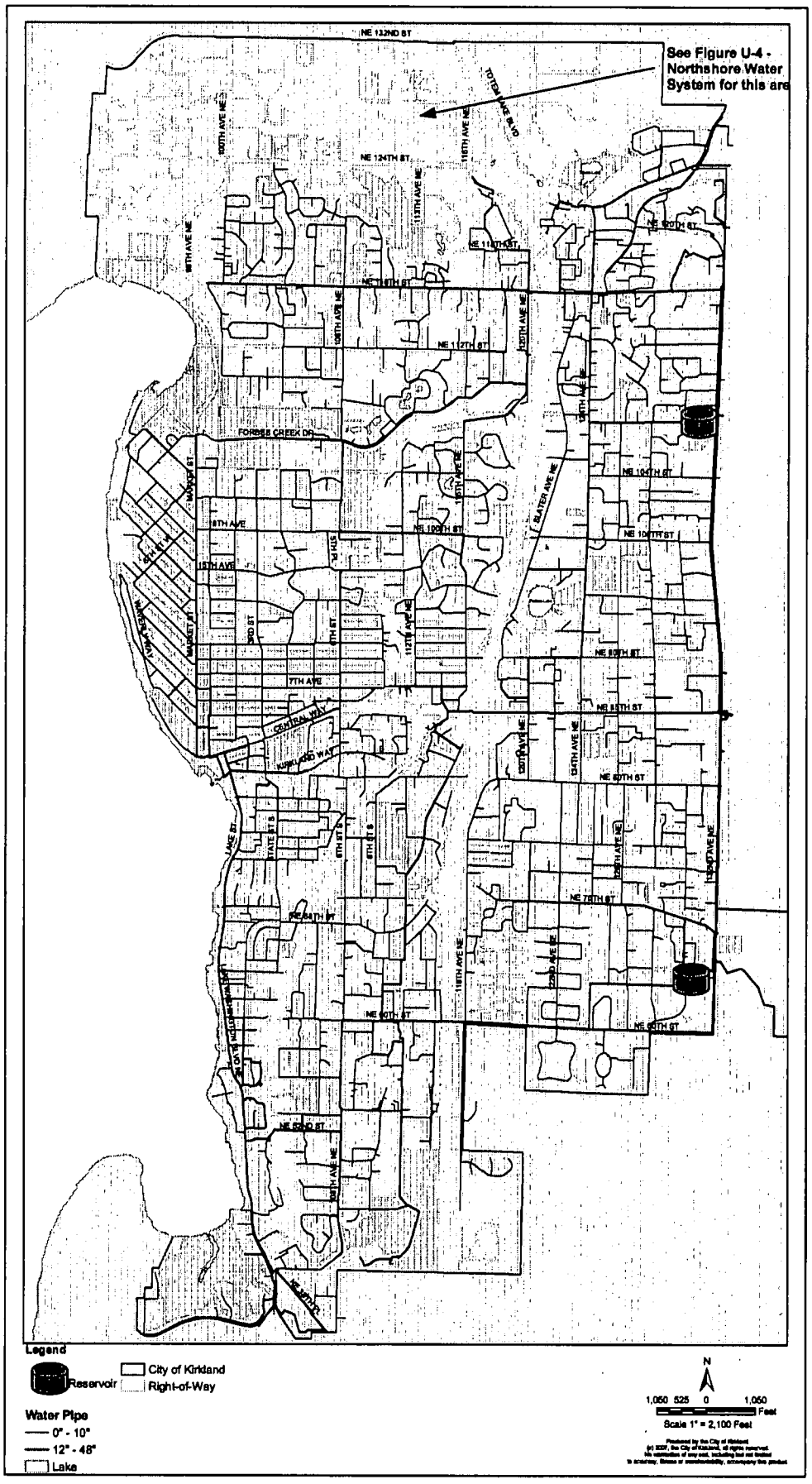


Figure U-1: Water System

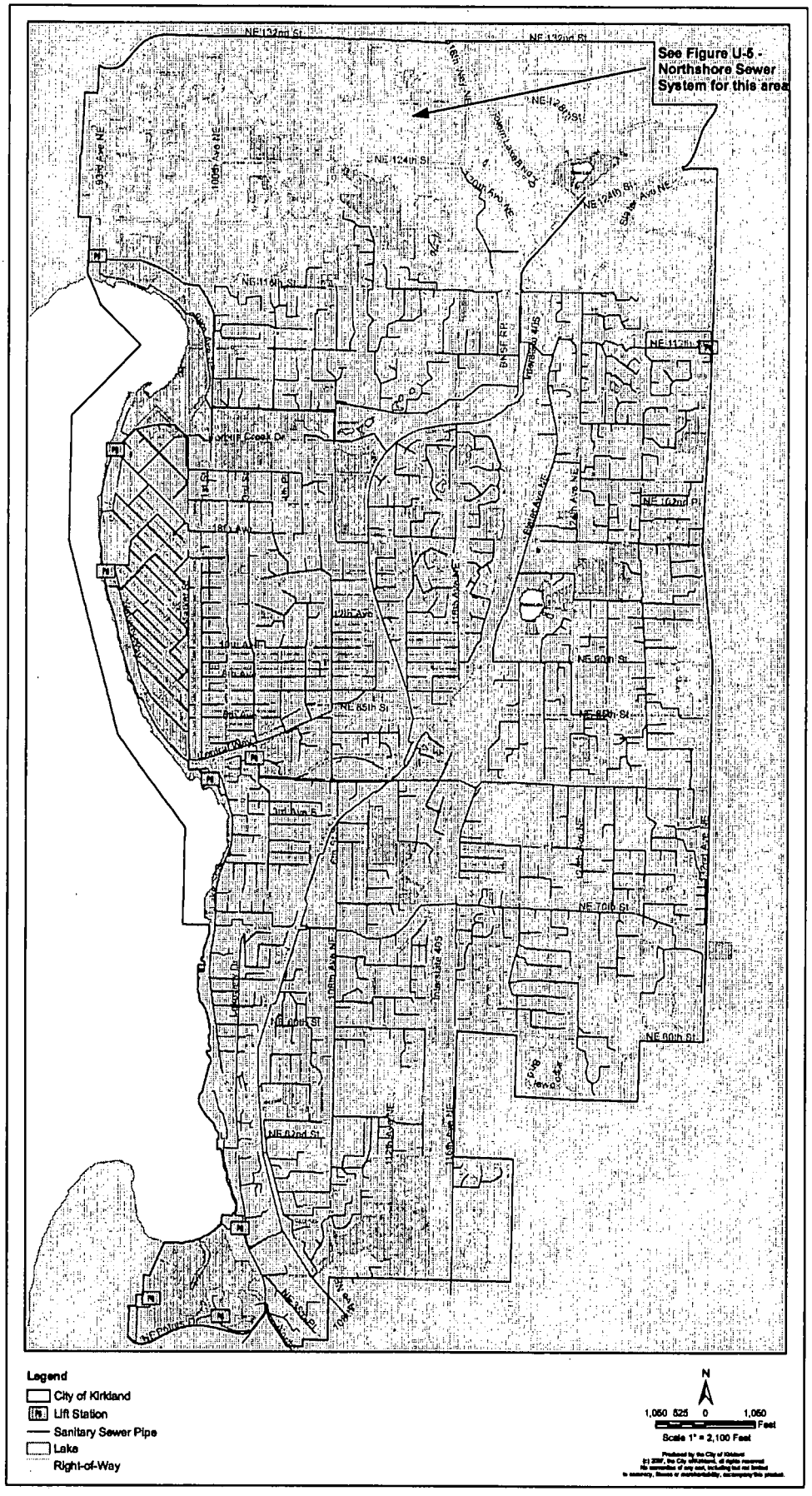


Figure U-2: Sanitary Sewer System

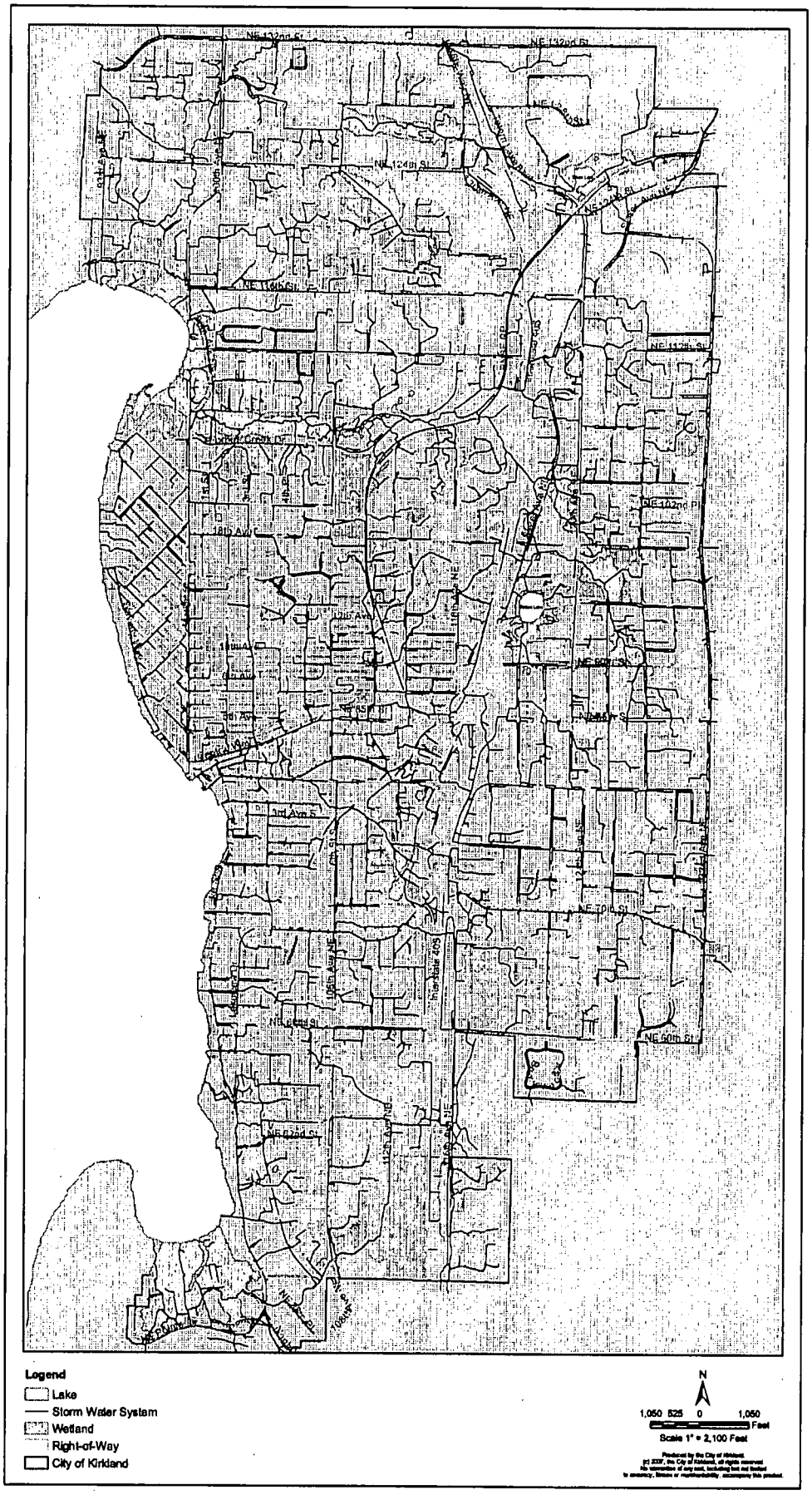


Figure U-3: Surface Water Management System

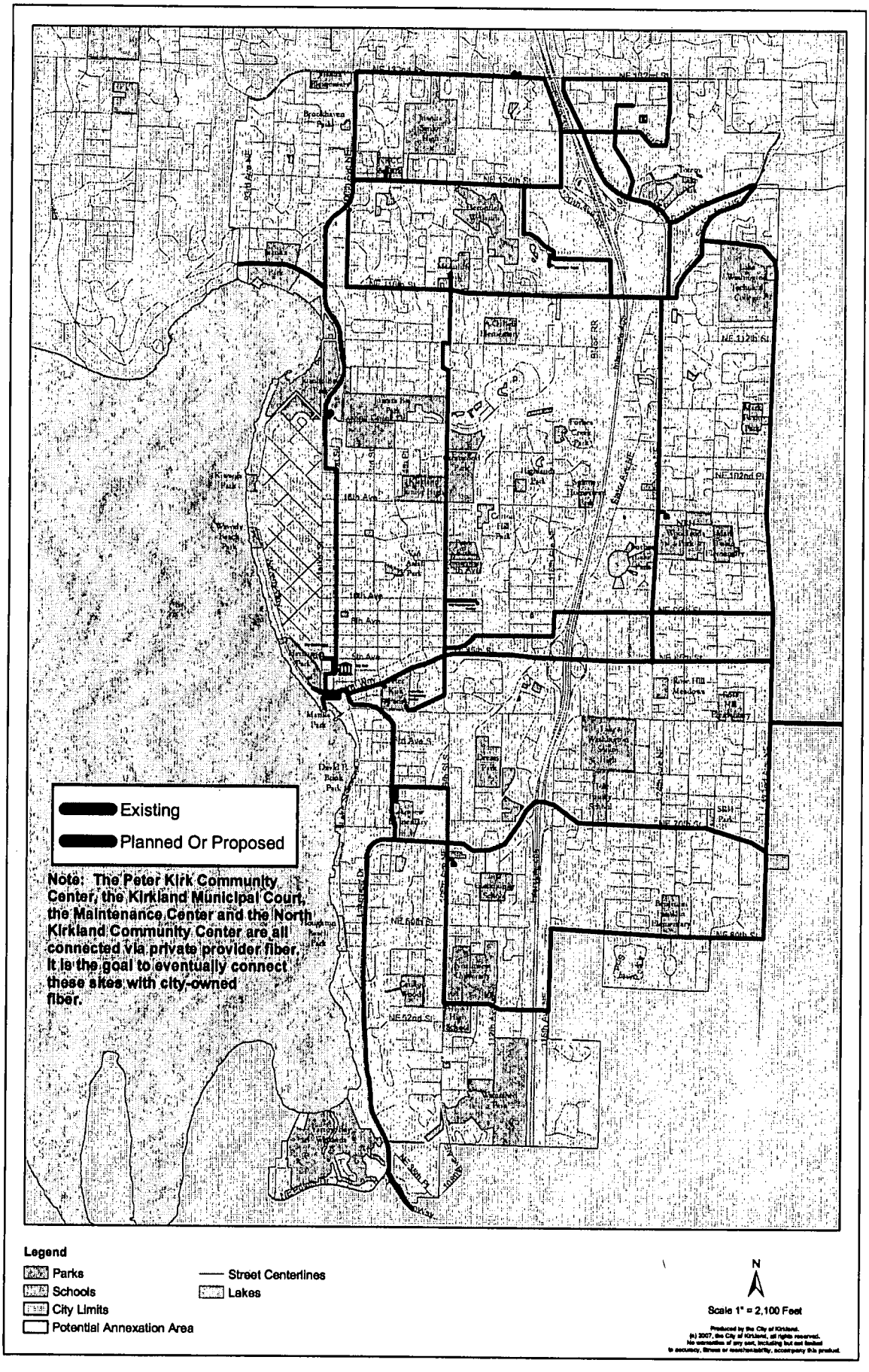


Figure U-6: Existing And Planned/Desired Fiber Optic Network

XI. UTILITIES

GENERAL

Policy U-1.3: ***Use the following level of service standards for determining the need for public sewer, water, and surface water facilities:***

Table U-1
Water, Sewer and Surface Water Level of Service

Facility	Standard
Water distribution:	~~112~~ 113 gallons/day/capita
Water storage:	~~362 gallons/capita plus 3.2 million gallons for fire storage~~ 190 gal/capita (includes 1.5 MG for fire storage)
Sanitary sewer collection:	100 gallons/day/capita
Surface water management:	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.

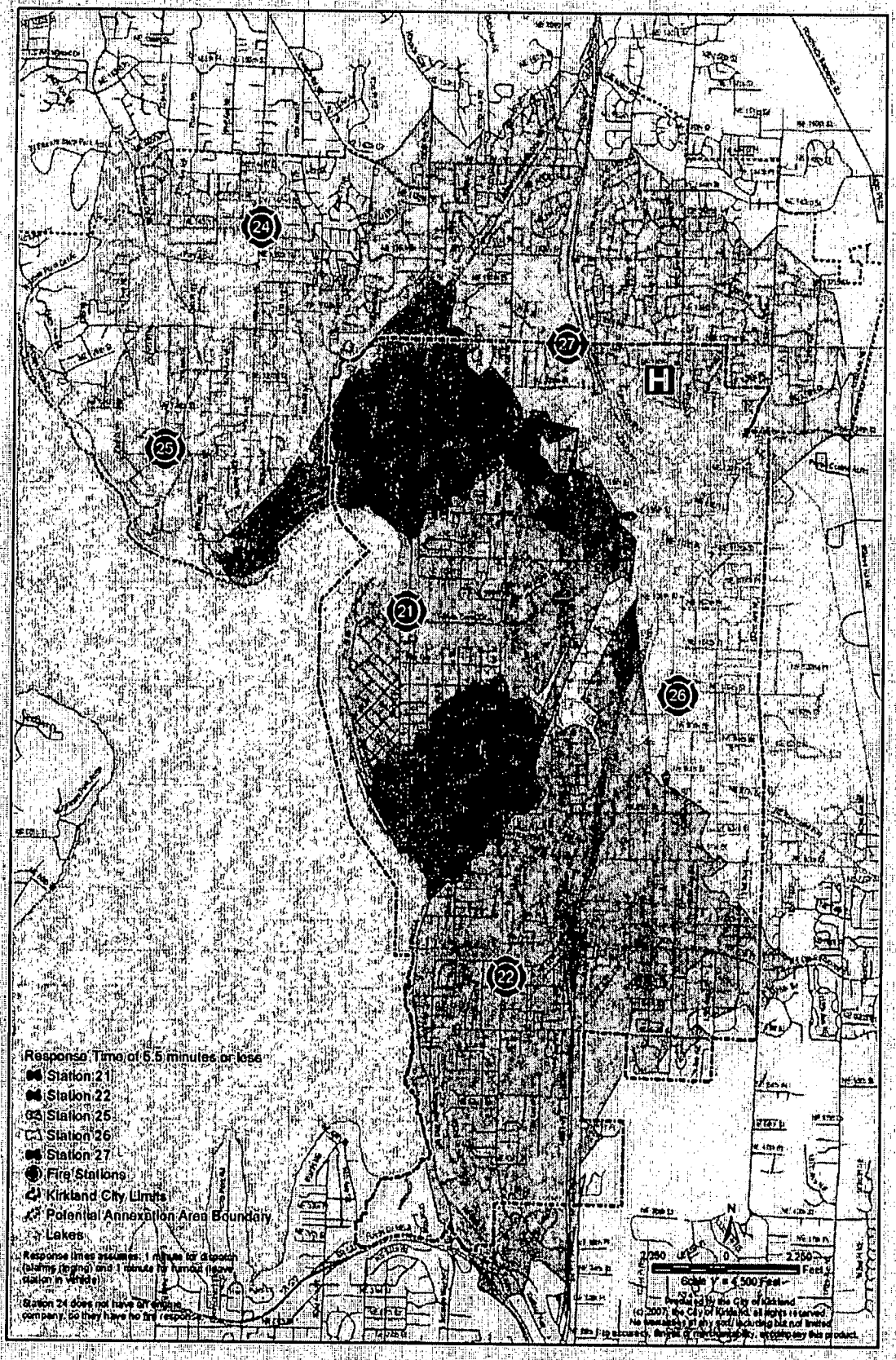


Figure PS-1: Fire Response Times within 5.5 minutes

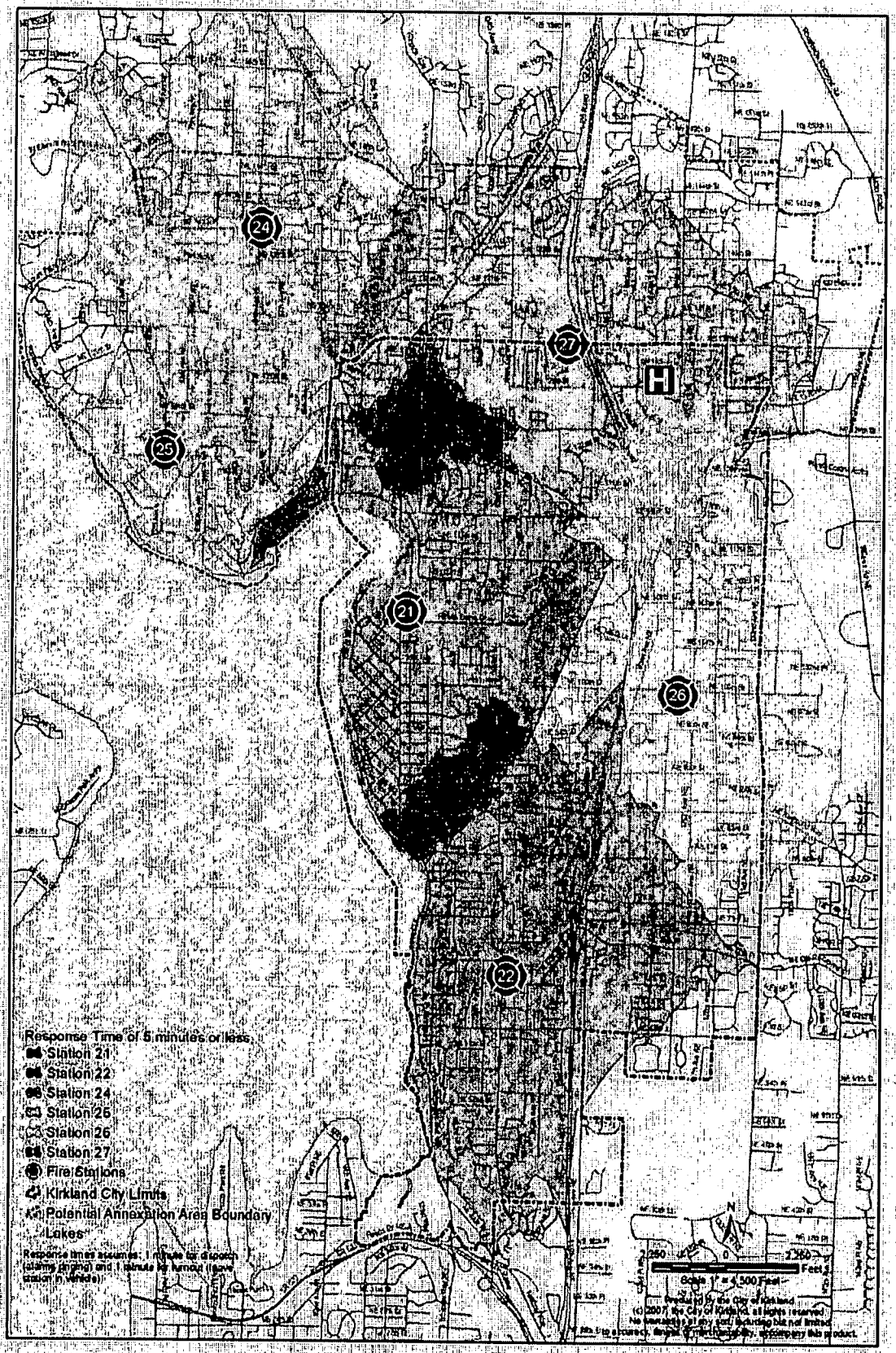


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

XII.A PUBLIC SERVICES

EXISTING CONDITIONS

The City currently provides the following public services:

Fire Protection and Emergency Medical Services – The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates 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 response times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.

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; investigations; crime analysis; explorers; crime prevention; school resource officers; record keeping; jail services; internal and external training; and a 911 communications 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.

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 multifamily residents and commercial customers. The County and the City have targeted to achieve specific waste reduction and recycling goals of 53 percent curbside recycling rate and solid waste reduction to 30.5 pounds per household per week by 2018. The city started one of the first residential foodwaste recycling programs followed by commercial organics recycling and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkland residents and businesses.

XIII. CAPITAL FACILITIES

Sewer and Water Facilities

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~~ 113 gallons/day/capita
Water storage	~~362 gallons/capita plus 3.2 million gallons for fire storage~~190 gal/capita (includes 1.5 MG for fire storage)
Sanitary sewer collection	100 gallons/day/capita

XIII. CAPITAL FACILITIES

OTHER PUBLIC FACILITIES

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

Table CF-5
Six-Year Public Facilities Level of Service
(Continued)

Facility	Standard
Surface water management	Convey, detain and treat stormwater runoff to maintain water quality and preserve hydrologic system and fish/wildlife
Fire and EMS	Response times: • Emergency medical: 5 minutes to 90% of all incidents • Nonemergency medical: 10 minutes to 90% of all incidents • Fire suppression: 5.5 minutes to 90% of all incidents
Neighborhood parks	2.1 acres/1,000 persons
Community parks	2.1 acres/1,000 persons
Nature parks	5.7 acres/1,000 persons
Indoor (Non-Athletic) recreation space	700 sq. ft./1,000 persons
Indoor (Athletic) Recreation Space	500 sq. ft./1,000 persons
Bicycle facilities	46.2 miles
Pedestrian facilities	118 miles
Completion of bicycle network by 2022	64%
Completion of pedestrian network by 2022	72%

XIII. CAPITAL FACILITIES

Consistency with Other Plans

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
Functional and Management Plans

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland 2006-2011 Capital Improvement Programs
Surface Water Master Plan
Nonmotorized Transportation Plan
Commute Trip Reduction 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

XIII. CAPITAL FACILITIES

Funding and Financial Feasibility

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 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.
- The timing of projects

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or 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:

- Gas Tax;
- Sales Tax;
- Utility Connection Charges;
- Utility Rates
- Real Estate Excise Tax;
- Interest Income;
- Debt;

- Impact Fee for Roads and Parks;
- Grants.

~~Only if~~ If these sources are inadequate ~~will~~ the City will need to explore the feasibility of additional revenues.

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.

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 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~~ funding that is available at the discretion of the City

Council is councilmanic bonds or revenue bonds (for utilities). 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).

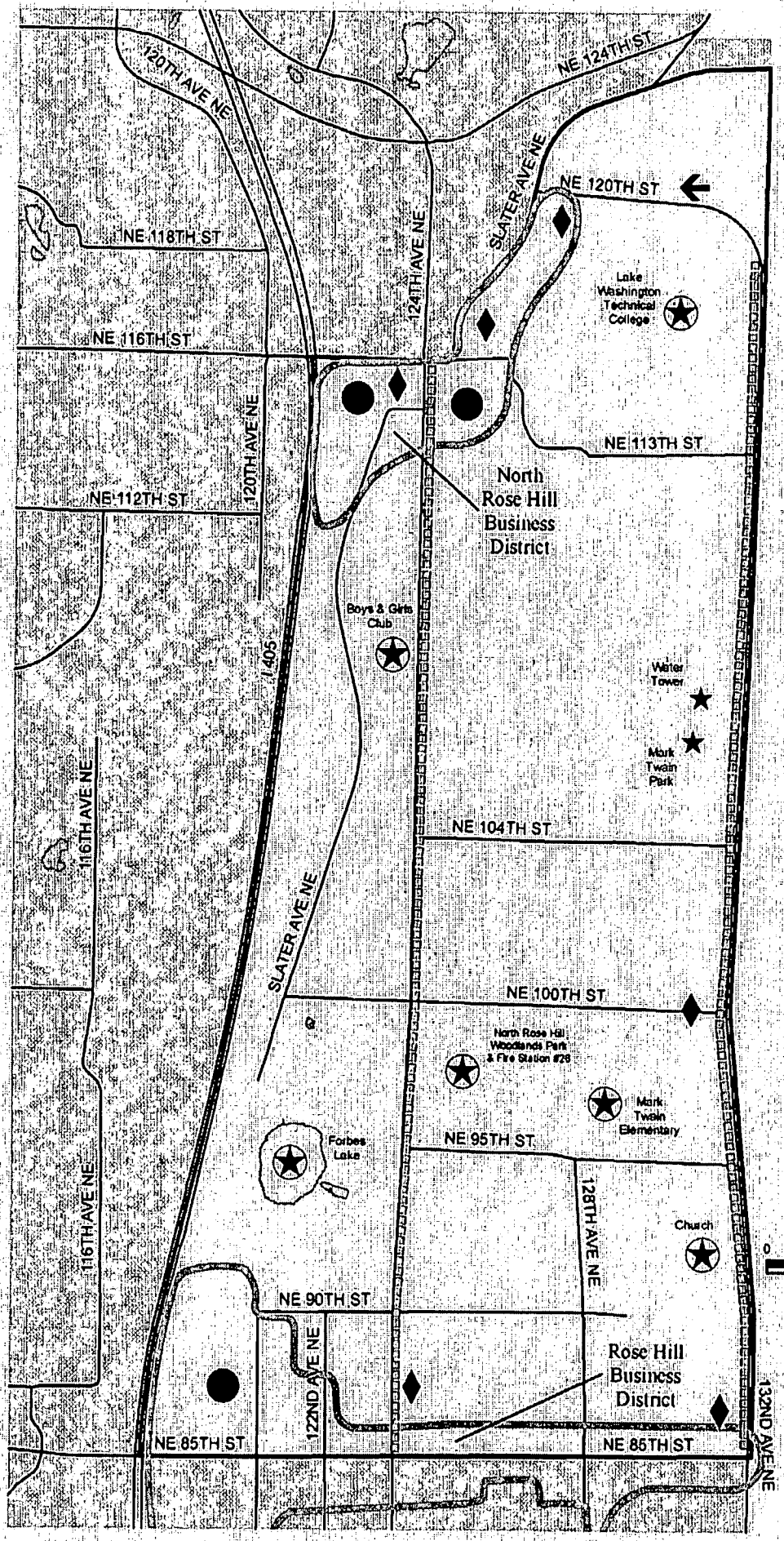
Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. NE 105TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE Completed
7. NE 94TH STREET BETWEEN 125TH AVENUE NE AND 124TH AVENUE NE
8. 125TH AVENUE NE BETWEEN NE 91ST STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
11. NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE Completed

R-4696
Exhibit A

North Rose Hill Neighborhood

Urban Design



Urban Design Features

- Activity Node
- Landmark/Activity Node
- Landmark
- Gateway
- View
- Landscape Median
- Business Districts

N

0 600 1,200 2,400

Feet

HV.H. TOTEM LAKE NEIGHBORHOOD PLAN

3. ECONOMIC DEVELOPMENT

Goal TL-3: Preserve and intensify commercial areas outside of Totem Center.

Policy TL-3.2:

Expand opportunities for office development south of NE 116th Street (districts TL ~~10A~~ 10E and TL 10D).

XV.I. NORTH SOUTH JUANITA NEIGHBORHOOD PLAN

PARKLANDS

A master plan for Juanita Beach Park was approved by the City Council in 2006 and incorporates the following components:

Vision Statement: Juanita Beach Park is a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park provides waterfront access and a balanced mix of active and passive recreation opportunities while protecting and enhancing the natural environment.

Park Integration Goals:

- Link park to surrounding neighborhoods
- Unify north and south sides of the park
- Buffer parking lot views
- Encourage bike and pedestrian access

Recreation Goals:

- Create multi-use recreational facilities
- Provide recreation appropriate to the site character
- Balance development with environmental restoration and enhancement opportunities
- Balance active recreation and passive recreation activities

Environmental Stewardship Goals:

- Enhance Juanita Creek to create a healthy stream environment. (This could include the reach within the park and up-stream reaches)
- Create a salmon and wildlife friendly shoreline
- Enhance and restore wetlands
- Educate park visitors about habitat values
- Use low impact development and sustainability design principles

Community-Building Goals:

- Create community gathering areas

Aesthetic Goals:

- Buildings should not dominate the landscape
- Provide aesthetically pleasing night lighting
- Create naturalistic landforms
- Improve the visual quality of the shoreline
- Create framed views of the lake
- Incorporate art as an integrated element of landscape forms and built structures

Historical Resources Goals:

- Maintain and restore Forbes House and associated landscape
- Provide appropriate interpretation of area history

~~Any future master plan for Juanita Beach Park should incorporate:~~

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

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

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

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

~~(5) An improved connection to Juanita Bay Park.~~

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

~~(7) Consideration of a nonmotorized boat launch facility.~~

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