CITY OF KIRKLAND
CITY COUNCIL

Amy Walen, Mayor • Penny Sweet, Deputy Mayor • Jay Arnold • Dave Asher
Shelley Kloba • Doreen Marchione • Toby Nixon • Kurt Triplett, City Manager

Vision Statement

Kirkland is an attractive, vibrant and inviting place to live, work and visit.
Our lakefront community is a destination for residents, employees and visitors.
Kirkland is a community with a small-town feel, retaining its sense of history,
while adjusting gracefully to changes in the twenty-first century.

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AGENDA
KIRKLAND CITY COUNCIL MEETING
City Council Chamber
Tuesday, March 17, 2015
6:00 p.m. – Study Session
7:30 p.m. – Regular Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.kirklandwa.gov**.** Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (425-587-3190) or the City Manager's Office (425-587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 425-587-3190. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

EXECUTIVE SESSIONS may be held by the City Council only for the purposes specified in RCW 42.30.110. These include buying and selling real property, certain personnel issues, and litigation. The Council is permitted by law to have a closed meeting to discuss labor negotiations, including strategy discussions.

PLEASE CALL 48 HOURS IN ADVANCE (425-587-3190) if you require this content in an alternate format or if you need a sign language interpreter in attendance at this meeting.

ITEMS FROM THE AUDIENCE provides an opportunity for members of the public to address the Council on any subject which is not of a quasi-judicial nature or scheduled for a public hearing. (Items which may not be addressed under Items from the Audience are indicated by an asterisk*.) The Council will receive comments on other issues, whether the matter is otherwise on the agenda for the same meeting or not. Speaker's remarks will be limited to three minutes apiece. No more than three speakers may address the Council on any one subject. However, if both proponents and opponents wish to speak, then up to three proponents and up to three opponents of the matter may address the Council.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*
   a. Aquatics, Recreation and Community Center Project Update
4. *EXECUTIVE SESSION*
5. *HONORS AND PROCLAMATIONS*
   a. 2015 Earth Hour Proclamation
6. *COMMUNICATIONS*
   a. *Announcements*
   b. *Items from the Audience*
   c. *Petitions*
7. *SPECIAL PRESENTATIONS*
   a. Kirkland 2035 Update #17
8. *CONSENT CALENDAR*
   a. *Approval of Minutes:* March 3, 2015

QUASI-JUDICIAL MATTERS Public comments are not taken on quasi-judicial matters, where the Council acts in the role of judges. The Council is legally required to decide the issue based solely upon information contained in the public record and obtained at special public hearings before the Council. The public record for quasi-judicial matters is developed from testimony at earlier public hearings held before a Hearing Examiner, the Houghton Community Council, or a city board or commission, as well as from written correspondence submitted within certain legal time frames. There are special guidelines for these public hearings and written submittals.

ORDINANCES are legislative acts or local laws. They are the most permanent and binding form of Council action, and may be changed or repealed only by a subsequent ordinance. Ordinances normally become effective five days after the ordinance is published in the City's official newspaper.

RESOLUTIONS are adopted to express the policy of the Council, or to direct certain types of administrative action. A resolution may be changed by adoption of a subsequent resolution.

PUBLIC HEARINGS are held to receive public comment on important matters before the Council. You are welcome to offer your comments after being recognized by the Mayor. After all persons have spoken, the hearing is closed to public comment and the Council proceeds with its deliberation and decision making.

NEW BUSINESS consists of items which have not previously been reviewed by the Council, and which may require discussion and policy direction from the Council.

b. Audit of Accounts:

Payroll $

Bills $

c. General Correspondence

d. Claims

e. Award of Bids

f. Acceptance of Public Improvements and Establishing Lien Period

g. Approval of Agreements

(1) Resolution R-5115, Authorizing the City Manager to Execute an Interlocal Agreement Between the Seattle Department of Parks and Recreation, the University of Washington, the Port of Seattle, Tacoma MetroParks, the Cities of Bellevue, Edmonds, Kent, Mountlake Terrace, Renton, Tukwila, Woodinville and Kirkland to Manage Waterfowl.

h. Other Items of Business

(1) Resolution R-5116, Adopting the 2014 City of Kirkland Water System Plan.

(2) 99th Place NE Emergency Pipe Replacement Project - Approve Funding

(3) Report on Procurement Activities

9. PUBLIC HEARINGS

10. UNFINISHED BUSINESS

a. 2015 State Legislative Update #5

b. Resolution R-5117, Setting Priority Goals for 2015-2016 and Adopting the 2015-2016 City Work Program.

11. NEW BUSINESS

a. Resolution R-5118, Setting Policy Principles for Prioritization in the 2015-2020 Capital Improvement Program.

b. Comprehensive Plan Update Briefing - Neighborhood Plans and Citizen Amendment Requests

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

(2) Legislative Committee

(3) Planning, and Economic Development Committee

(4) Public Safety Committee

(5) Public Works, Parks and Human Services Committee

(6) Tourism Development Committee

(7) Regional Issues

b. City Manager Reports

(1) Upcoming 2015 City Council Meetings with the Neighborhoods

(2) Calendar Update

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

ITEMS FROM THE AUDIENCE Unless it is 10:00 p.m. or later, speakers may continue to address the Council during an additional Items from the Audience period; provided, that the total amount of time allotted for the additional Items from the Audience period shall not exceed 15 minutes. A speaker who addressed the Council during the earlier Items from the Audience period may speak again, and on the same subject, however, speakers who have not yet addressed the Council will be given priority. All other limitations as to time, number of speakers, quasi-judicial matters, and public hearings discussed above shall apply.

CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jennifer Schroder, Director
Linda Murphy, Recreation Manager

Date: March 5, 2016

Subject: Aquatics, Recreation and Community Center Project Update

RECOMMENDATION

That the City Council reviews a report related to the proposed Aquatics, Recreation, and Community (ARC) Center project including information on siting and public outreach, and provides direction on whether to continue to explore an ARC ballot measure.

BACKGROUND DISCUSSION

Policy Direction from Council

On October 21, 2014, the City Council approved Resolution R-5076, authorizing additional search for and analysis of sites to be considered for a potential facility to provide for the recreation and aquatic needs of residents. In addition to the search for additional sites, the resolution also directed staff and the Park Board to do the following:

- Complete additional conceptual design analysis to demonstrate how the proposed ARC Center might be integrated into Juanita Beach Park.
- Conduct additional broad outreach with the community, including business interests and all neighborhoods, to inform about the proposed facility, to solicit siting preferences and to better understand level of interest and support. Outreach efforts would include public meetings, informational brochures, telephone surveys and additional outreach to key stakeholders and interested parties.
- Further explore partnership opportunities with interested community organizations.
- Further explore potential financing mechanisms and timelines, including those that require voter approval.
- Provide a report to the City Council with recommendations from the Park Board by March 17, 2015.

Further history and background of the project can be found in **Attachment A**.

Site Selection Update

Over the past several months staff have been working with a commercial real estate broker to seek suitable privately-owned sites for the proposed ARC Center. Initially, properties were sought based on the programming needs outlined in the Kirkland Aquatics / Recreation / Community Center Study (greater than seven acres). This resulted in a list of 62 potential locations. At the City Council's direction to seek

properties in proximity to I-405 and in the Totem Lake area, and based on consultation with the commercial broker, the list was culled to the following four sites for further evaluation:

1. The Eastside Tennis Center property near the ParMac industrial area
2. Properties adjacent to Totem Lake Park (including the City-owned Yuppie Pawn Shop property)
3. The Christ Church Property directly south from the Kirkland Justice Center
4. The Kingsgate Park & Ride Property (owned by King County)

The Tennis Center and Park & Ride properties do not appear to be viable options at the present time as the respective owners have not been receptive to the City's overtures.

However, owners of the Christ Church property and some property owners adjacent to Totem Lake Park have expressed interest in further discussions with the City. Based on this interest, the consultant team has completed some very preliminary analysis of the Christ Church and Totem Lake properties. This analysis is included in **pages 2-13** of the consultant report from The Sports Management Group attached to this staff memorandum (**Attachment B**).

To date, no other viable properties have been identified for the ARC Center and additional options would most likely require the assembly of multiple properties.

Juanita Beach Park Renderings

The City Council directed that the City commission some artist renderings of a potential ARC Center located within Juanita Beach Park. While the ARC Center has yet to be designed, the consultant team did work with an artist to develop perspectives of how the facility might look and how it could be integrated in to the site. Copies of the artist renderings are included in the consultant report (**Attachment B**).

Partnership Update

At this date no firm partnerships have emerged for the project. The Kirkland City Council has upcoming joint meetings with the city councils of Redmond (March 31) and Bellevue (May 11) and the ARC Center and potential for partnerships will be discussed at both meetings. A Metropolitan Park District that includes one, two or all three cities might be a potential partnership mechanism as described in more detail below.

Funding Options Update – Metropolitan Parks District

At the City Council retreat in February 2015, the Council received a presentation from Foster Pepper attorney Alice Ostdiek on the mechanics and merits of a Metropolitan Park District, or MPD, as a potential funding mechanism for the ARC. As of 2015 there are 17 metropolitan park districts in Washington. The City of Seattle is the most recent city jurisdiction to form an MPD, with Seattle voters approving the Seattle Park District in November 2014.

Following the retreat, staff asked Ms. Ostdiek whether a Kirkland-only MPD could invest funds outside the boundary of the MPD if a partnership opportunity with Redmond or Bellevue emerged but on different timelines than the City of Kirkland is contemplating. Ms. Ostdiek provided the following analysis:

"Such an arrangement outside the boundaries would be fine (so long as the Metro Park District is not exercising eminent domain outside of its boundaries). Some specific statutory references:

- RCW 35.61.130(2) references the power to "regulate, manage and control the parks…[etc.]…under its control…." (i.e., no reference to being located within its boundaries).

- RCW 35.61.130(3) specifically grants "…the power to improve, acquire, extend and maintain, open and lay out, parks, parkways, boulevards, avenues, aviation landings and playgrounds, within or without the park district…and may pay out moneys for the maintenance and improvement of any such parks, parkways, boulevards, avenues, aviation landings and playgrounds as now exist, or may hereafter be acquired, within or without the limits of said city and for the purchase of lands within or without the limits of said city, whenever it deems the purchase to be for the benefit of the public and for the interest of the park district, and for the maintenance and improvement thereof and for all expenses incidental to its duties…"

- RCW 67.20.010 provides that: "Any…separately organized park district acting through its board of park commissioners or other governing officers…shall have power, acting independently or in conjunction with the United States, the state of Washington, any county, city, park district, school district or town or any number of such public organizations to acquire any land within this state for park, playground, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beach or public camp purposes and roads leading from said parks, playgrounds, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beaches, or public camps to nearby highways by donation, purchase or condemnation, and to build, construct, care for, control, supervise, improve, operate and maintain parks, playgrounds, gymnasiums, swimming pools, field houses and other recreational facilities, bathing beaches, roads and public camps upon any such land, including the power to enact and enforce such police regulations not inconsistent with the constitution and laws of the state of Washington, as are deemed necessary for the government and control of the same. The power of eminent domain herein granted shall not extend to any land outside the territorial limits of the governmental unit or units exercising said power."

Ms. Ostdiek also provided more information on how an MPD boundary might be enlarged beyond one city's boundaries. The process for annexations to the park district are set forth in RCW 35.61.250 to .280. Annexations may be initiated by petition only. There is no option for the park district's board to voluntarily enlarge the district. The annexation is subject to a vote of the electors in the territory to be annexed.

An MPD is just one of several funding options which could be explored. More information and discussion on funding strategies will occur should the City Council direct staff to continue exploring an ARC ballot measure.

Public Outreach Update

As directed by the City Council, the Parks and Community Services Department has been conducting a number of outreach efforts with the broader community, including virtual (on-line) and in-person open houses, a survey via text messaging, and presentations to a number of neighborhood associations and other groups. A synopsis of recent public outreach activities is included in Attachment B. Recent correspondence received since the on-line open house went live in early February is also provided as **Attachment C**.

Random Telephone Survey

The City worked with the Seattle-based research firm of EMC Research to conduct a random telephone survey of Kirkland residents during the period of February 26 through March 3, 2015. A copy of the survey questions is provided as **Attachment D**.

Findings from the survey are being compiled by EMC Research and will be presented to the City Council at their March 17 Study Session. The EMC survey report provided to the Park Board was sent to the Council as an email attachment on Tuesday, March 10. The report is also included as **Attachment E**.

Park Board Recommendations

The Park Board is scheduled to have a meeting on Wednesday, March 11 to discuss the ARC Center and to develop specific recommendations. These recommendations will be transmitted to the City Council at the March 17 Study Session.

Policy Questions for the City Council

1. Does the Council wish to continue exploring a ballot measure for the ARC in 2015 or 2016?

2. If so, which sites, if any, should be removed from consideration as possible locations for the ARC Center?

3. What further information would the Council like on funding options and timing?

4. Would the Council like any further public outreach or survey work conducted?

5. Any other information that the Council would like from staff and the Park Board?

Next Steps

Exploring a ballot measure for the ARC is included as one element of the proposed 2015-2016 City Work Program that the Council will be considering after the study session during the March 17 Council meeting. If the Council wishes to suspend pursuit of the ARC, that element should be removed from the Work Program. However if Council wishes to proceed with exploring an ARC ballot measure, that element should remain and the staff recommends that an additional Resolution be brought back to one of the April Council meetings identifying any sites that should be removed from ARC consideration and outlining the next action steps in the process.

Attachments

Attachment A – Project History and Background
Attachment B – Report from The Sports Management Group
Attachment C – Correspondence
Attachment D – Telephone Survey Questionnaire
Attachment E – Telephone Survey Results

Attachment A

Kirkland Aquatic, Recreation, and Community Center
Project Background
March 2015

2001 - 2007

The community's desire for indoor recreation, aquatics and gathering space has been well documented, beginning with the Kirkland's Parks, Recreation and Open space Plan (PROS) and an Indoor Recreation Needs Survey in 2001. That led in 2007 to completion of an Indoor Recreation Feasibility Study which resulted in a proposal for a multi-purpose community recreation and aquatic center of up to 93,000 square feet. The proposed recreation center was added to the Parks' Capital Improvement Program as an unfunded project.

In the intervening fourteen years since 2001, Kirkland's population has more than doubled while the amount of indoor recreation and aquatics space has stayed the same. Kirkland's two community centers, the Peter Kirk Community Center and the North Kirkland Community Center, are programmed to capacity and lack many of the features desired by users, such as fitness facilities, gymnasiums and meeting space. In addition, learn-to-swim programs at both the City's Peter Kirk Pool and at the Lake Washington School District's Aquatic Center at Juanita High School are frequently filled and experience long waiting lists.

2011-2012

In order to resolve some of the funding needs for park capital investments and deferred maintenance, the Kirkland City Council convened a citizen panel representing a broad cross section of the community in 2011. Known as the Parks Funding Exploratory Committee (PFEC), the panel recommended a series of investments which eventually were approved by voters as part of a 2012 Parks Levy. The PFEC evaluated whether to include an aquatics facility in the 2012 ballot measure. Ultimately the PFEC recommended not including a pool facility in the ballot measure for several reasons. In general, there were too many unknowns about the project, such as how much it would cost, where would it be located and what would it cost to operate. These questions couldn't be answered in time to get a package to the 2012 ballot. In addition, the LWSD had yet to decide whether the Juanita pool would be replaced in 2014 and the PFEC felt that funding it in the 2012 levy would be premature. Finally, the cost of including an indoor aquatic facility would either make the ballot measure too large, or require significant cuts to the rest of the capital projects in the levy. The initial purpose of the parks levy was to restore maintenance and operations resources for Kirkland parks, so the PFEC was not interested in such a large capital component, and the other capital projects were deemed to be more urgent. In the end, the PFEC recommended that the City pursue an indoor aquatics facility in 2021 when the existing Parks bonds were retired and when the capital projects included in the 2012 Parks Levy would be completed. The City Council concurred with those recommendations and did not include an indoor aquatics facility in the 2012 Parks Levy which was passed by the voters.

2013 – 2014

August 2013: School District proposes closure of Juanita Aquatic Center

In August of 2013 the City Council received input from citizens and members of the Lake Washington School District (LWSD) Board of Directors regarding the potential closure of the Juanita High School swimming pool, known as the Juanita Aquatic Center. The testimony asked that the City of Kirkland consider participating in the building of a new aquatic facility to replace Juanita. Kirkland is a key potential partner because the pool is the only public year-round aquatic facility in the Kirkland community, and is utilized extensively not just by students, but by residents for competitive swimming, youth and adult swim lessons, fitness, and recreation. Other partners could include entities such as Redmond, Bothell, Evergreen Health, Wave Aquatics, and Northwest University.

The District had determined that the facility was nearing the end of its useful life and that a renovated or new pool would not be included in a future school bond measure to replace the high school. A school ballot measure was scheduled for February 2014, and if passed would cause the LWSD to close the pool early as 2017, leaving Kirkland residents without access to a public year-round swimming pool in our community.

In September 2013 the LWSD Board adopted a resolution **(Exhibit A)** affirming its intent to enter into future pool partnerships with cities and/or other interested entities. The resolution also authorized directing an undetermined amount of unspent funds from the District's 2006 capital bond measure towards a portion of future pool facility project(s) enabling use by high school swim and dive teams. The District estimated that $10 to $12 million would remain once all the school projects are completed. However, these funds would be necessary for other District purposes should the proposed 2014 bond measure fail.

September 2013: City Adds Indoor Recreation Facility to Work Plan

In response, the City Council passed Resolution 5003 **(Exhibit B)** in September 2013 adding the issue to the City's official work plan, with the objective to "partner with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017". The City Council also authorized new funding for consultation, planning and community outreach.

December 2013: Initial Sites Identified

Assuming that a new pool would likely need to be placed on existing Kirkland-owned properties to save both money and time, Kirkland staff initially suggested that the following sites be considered as potential sites, after an initial assessment of all City-owned properties:

- Existing outdoor Peter Kirk Pool site in Peter Kirk Park
- The North Kirkland Community Center
- Mark Twain Park
- Juanita Beach Park (northern section)
- Snyder's Corner

In December of 2013 the City Council reviewed the proposed sites and directed staff to remove the existing pool site at Peter Kirk Park from consideration. At the same time, the Council asked staff to analyze the former Albertson's grocery store site in the Juanita area.

January 2014: Site Selection Narrowed

In January 2014, the City Council received a staff report providing preliminary analysis of the identified sites, and directed staff to further investigate and study the following three sites:

1. Juanita Beach Park (north side); Juanita Neighborhood
2. North Kirkland Community Center; Juanita Neighborhood
3. South Norway Hill Park; Kingsgate Neighborhood

The Council passed Resolution 5029 **(Exhibit C**) to guide Park Board and staff, including completion of the following tasks:

- Design a facility to serve the needs of the Lake Washington School District swim and dive teams as well as the broadest possible general public population;
- Conduct outreach with the community and potential project partners on possible facility components as well as siting preferences;

- Complete feasibility and cost analysis for converting Peter Kirk Pool to year-round use by 2017 as an interim solution;
- Provide a report to the City Council with recommendations from the Park Board on facility components and siting by no later than April 1, 2014.

The City Council also directed staff to continue to explore other siting opportunities beyond the three identified study sites. Specifically, Council expressed interest in St. Edward State Park in Kenmore as well as the Totem Lake Malls property

February 2014: School Bond Measure Fails Twice

In February 2014 the LWSD Capital Facilities Bond Measure did not pass. It received 58% approval, just short of the 60% needed. At their March 3rd meeting, the School Board voted to place a $404 million bond measure on the April 22 ballot. This measure would allow the district to address its critical and urgent need to build new schools and classrooms and support growing enrollment and avoid overcrowding, including the re-build and expansion of Juanita High School. The plan to re-build and expand Juanita High School would again not include replacing the Juanita Aquatic Center. Despite the February School bond failing, LWSD Superintendent Pierce communicated that the District's commitment as expressed in their September 2013 Resolution had not changed should the April measure pass.

Unfortunately the April 22 school bond measure also failed to be approved by voters, leaving the future of the Aquatic Center is further doubt.

March 2014: Initial Site Analysis Conclusions and Facility Component Recommendations

Based upon the site analysis and technical siting criteria, in March of 2014 the consultant team and staff concluded that Juanita Beach Park was the site best-suited for a new facility. This was in terms of access, site development cost, impact to the surrounding neighborhood, and aesthetics. The consultant team's assessment, based on the technical criteria, was that Juanita Beach Park was the most centrally located site, had the best public transit access, and was large enough to accommodate the building and parking without requiring multi-level parking. The consultant team concluded that the scale of the building would fit better with surrounding multi-family and commercial buildings, and the site would provide a prominent location with visibility that will enhance revenue generation and cost recovery.

While the Park Board acknowledged the technical advantages that the Juanita Beach Park site may have for siting a new recreation facility, at their March 2014 meeting the Board instead recommended the North Kirkland Community Center & Park Site as the preferred location for the following reasons:

- The north side of Juanita Beach Park was viewed as a valuable and irreplaceable green space in an increasingly dense part of the Kirkland community (i.e. Juanita Village and surrounds).
- Citizens were already accustomed to use of the NKCC Park Site for indoor recreation facility use, and continued use of the site for a community facility would be less disruptive.
- Traffic issues were anticipated to be less acute on N.E. 124th as opposed to Juanita Drive.
- Of the three sites studied, the North Kirkland Community Center & Park Site was most preferred by citizens who had participated in public outreach efforts.

The Park Board also recommended that the City proceed with planning for a full Recreation & Aquatic Center with 50-meter pool with the following reasons presented:

- There was a demonstrated need in the Kirkland community for more indoor recreation space, including general recreation space needs, active fitness facilities, gymnasiums, and swimming.
- Existing programs and facilities are at maximum capacity.
- Development of a larger facility would move the community closer to meeting its level of service goals for indoor recreation space.

- A multi-use Recreation & Aquatic Center would offer the best cost recovery potential and that the City's on-going general fund subsidy of over $200,000 annually for NKCC would potentially be eliminated with a new, well-designed facility taking its place.
- A 50-meter pool would provide the most flexibility for aquatic programming and better meets current and future Kirkland community needs. Such a pool could also entice regional partners for capital investment and as regular facility users.

The proposed space components of the facility would meet the broadest needs and interests of Kirkland residents and would include:

- Recreation pool with waterslides, sprays and moving current channel
- Competition/lap pool
- Locker rooms
- Family and special needs locker rooms
- Meeting/Birthday party room
- Gymnasium
- Fitness center
- Wood floor studio
- Child watch room
- Community Hall
- Kitchen
- Art studio
- Dance room
- Program classrooms
- Management/operation spaces

<u>April 2014: Sites Narrowed to Juanita Beach and NKCC</u>

On April 1, 2014, the City Council was presented with recommendations from the Park Board on siting preferences for a potential new recreation facility as well as recommendations for a preferred facility type. The Council expressed interest in continuing to explore a multi-faceted community recreation & aquatic facility with the possible inclusion of a 50-meter competitive pool. The City Council also authorized staff to continue to pursue potential project partners and to conduct further community outreach.

The Council authorized the Park Board and staff to conduct additional analyses of two sites: Juanita Beach Park and the North Kirkland Community Center & Park (NKCC) site. Additional technical analyses for both sites would include conducting an environmental assessment, completion of traffic studies, building massing studies, and additional cost estimating. Evaluation of the potential closure of a portion of 103rd Ave NE to accommodate a new facility at the NKCC site would also be conducted. A resolution (5050, **Exhibit D**) authorizing staff and the Park Board to conduct these tasks was approved.

<u>September 2014: Final Report is Presented</u>

In September of 2014 a final report was completed by the City's consultant team (The Sports Management Group) and featured the following information:

- Consultant Recommendations
- Space Program & Financial Performance
- Site Analyses
- Traffic Assessments
- Concept Designs with Cost Estimates
- Public Process Summary
- Funding Options
- Technical Reports

At their September 2014 meeting the Park Board reviewed the consultant report, received comment from interested citizens and developed a series of recommendations to the City Council, which included:

A. <u>Park Board Facility Recommendations</u>

As a result of extensive community, stakeholder, and program user input, an evaluation of the City's existing recreation programs and facilities, and an assessment of market conditions, the Park Board recommended the facility, henceforth known as the Aquatic, Recreation, and Community (ARC) Center, would include a community hall/banquet facility, caterer's kitchen/classroom, party room, arts rooms, gymnasium space, fitness room, studios, activity room, recreation pool, lap pool, hot tub, coffee bar, locker rooms, administrative office and other support spaces. The base facility size to accommodate these spaces was an estimated 87,000 square feet. The Park Board emphasized that the broad mix of facility components provided the greatest opportunity for the facility to annually generate the revenue sufficient to offset program and operating expenses, thus (as projected) eliminating a need for the facility to receive an ongoing general fund tax support.

Recommendation on specific facility components included:

1. Lap Pool Size:
   A 32-meter x 13-lane competition/lap pool was determined by staff and the consultant as the "right size" based on a comparative analysis of features and benefits. However, the Park Board believed that the City should consider not only current demand but also the future aquatic needs of the growing Kirkland community. As a result, the Park Board recommended the 50-meter lap pool option, with the addition of a movable bulkhead to enhance operational flexibility.

2. Gymnasium Size:
   To meet on-going demand for active indoor recreation space in Kirkland, the consultant provided an option and a recommendation to increase the size of the gym to accommodate two courts with an elevated walking/jogging track, or design the project to allow space for a future expansion. The Park Board concurred and recommended that the facility should include these as a base component of the ARC Center.

3. Community Hall:
   The community hall would provide opportunities for local organizations, groups, and families to hold their larger events in Kirkland, rather than in surrounding communities. The consultant had included provisions for a facility serving up to 250 persons. The Park Board believed this to be insufficient capacity for many desired local events, and recommended increasing the Community Hall capacity to accommodate 300 persons, and also recommends incorporating an outdoor or roof-top deck as a desirable feature.

4. Energy and Environmental Design:
   The Park Board recommended that the ARC Center should be designed to achieve a minimum LEED Silver certification. LEED, or Leadership in Energy & Environmental Design, is a green building certification program that recognizes best-in-class building strategies and practices.

With the addition of the recommended optional space components and features, the size of the ARC Center as recommended by the Park Board would total approximately 104,200 square feet.

B. Park Board Siting Recommendations

A comparative analysis of the NKCC and Juanita Beach sites completed by the consultant team and staff concluded that Juanita Beach was the site that best addressed the siting criteria developed for the project. These criteria included:

- ✓ Site Capacity (Size)
- ✓ Central Location
- ✓ Prominent Siting & Visibility
- ✓ Availability of Utilities
- ✓ Soils & Construction Costs
- ✓ Zoning Implications
- ✓ Adequate Parking Capacity
- ✓ Site Aesthetics
- ✓ Neighborhood Context & Impacts
- ✓ Scale Relative to Neighboring Buildings
- ✓ Surrounding Land Uses
- ✓ Access to Public Transportation
- ✓ Access for Non-Motorized

- ✓ Transportation
- ✓ Impacts on Existing Landscape
- ✓ Costs for Demolition & Relocation
- ✓ Required Grading

NKCC Site

Park Board members generally concurred with the consultant's findings that the NKCC site was not suitable for the proposed ARC Center. Primary concerns stressed by the Board were the insufficient size of the property and that the proposed facility would be out of scale with the surrounding predominantly single-family residential neighborhood.

Juanita Beach Site

The Park Board acknowledged the advantages of the Juanita Beach site relative to the NKCC site, particularly its size, setting, and scale/relationship to surrounding land uses. However, Park Board members expressed strong reservations about use of the site for the ARC Center. Park Board members identified these major concerns:

- Loss of important historical park open space;
- Perception that traffic congestion would worsen and could not be adequately mitigated;
- Opposition expressed by some neighbors, the neighborhood association, and historic preservation advocates;
- Selection of a controversial site could jeopardize a future ballot initiative.

Search for New Site Recommended by Park Board

The Park Board recommended that the City Council renew the search for a private site which would meet the needs of the project and generate broad community support. The Board recognized that acquisition of a private site could significantly increase project costs and take additional time. Nonetheless, the Board recommended that the City Council direct staff and the Board to spend more time with the community to explore other site options one last time.

The Park Board recommended that the City proceed expeditiously on the site selection process and that the City Council establish a timetable and deadline for final site selection. This timetable and deadline for site selection could perhaps be determined as a result of the Council's preferred timing for a potential funding ballot measure.

On September 16, 2014 the City Council was presented with the consultant's findings and conclusions related to the proposed ARC Center. The Council also received recommendations from the Park Board on siting preferences and desired facility components. As recommended by the Park Board, the Council expressed interest in pursuing possible alternative private sites for the ARC Center to be considered in addition to the north (ballfield) side of Juanita Beach and the North Kirkland Community Center. The City Council also expressed interest in having staff conduct additional broad community outreach and further pursue partnership opportunities. Resolution 5076 (**Exhibit E**) authorizing staff and the Park Board to conduct these tasks and providing additional funding was approved in October 2014.

A final report was scheduled to be considered by the Park Board and City Council in March of 2015.

Attachments

EXHIBIT A

INTENT TO ENTER INTO
FUTURE POOL PARTNERSHIPS

RESOLUTION NO. 2166

WHEREAS, the Board adopted Resolution No. 2164 placing a bond measure on the February 2014 ballot;

WHEREAS, the bond measure is proposed in order to provide space for increasing enrollment and replacement of aging schools;

WHEREAS, the February 2014 measure includes funding for the modernization of Juanita High School, but does not include funding for the replacement of the pool currently sited on the Juanita High School campus known as the Juanita Aquatic Center;

WHEREAS, approximately 300 Lake Washington School District students participated in high school swim and dive teams using the Juanita Aquatics Facility and the Redmond Aquatic Center during the 2012-13 school year;

WHEREAS, the district values the swimming program in its athletic program;

WHEREAS, the district is nearing completion of the construction called for in the bond measure approved by the voters in February 2008, which provided funding for the district's Phase 2 modernization program;

WHEREAS, the district anticipates the projects in the Phase 2 modernization program to be completed for less than the currently allocated resources;

WHEREAS, should the upcoming 2014 bond measure not pass, these unspent monies will be needed for portables and other temporary student housing measures;

WHEREAS, should the upcoming 2014 bond measure pass, these unspent monies would be available to enter into pool partnership(s) with cities and/or other entities to fund a portion of pool projects which will enable use by high school swim and dive teams for practice and competition; and,

WHEREAS, the ability to repurpose unspent funds will require a formal public hearing be conducted prior to authorization by the Board of Directors.

Intent to Enter into Future Pool Partnerships
Resolution No. 2166
September 9, 2013

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors intends, should the 2014 bond measure pass, to authorize a portion of the unspent Phase 2 modernization funds for potential pool partnership(s) in order to benefit Lake Washington School District student athletes.

APPROVED by the Board of Directors of Lake Washington School District No. 414 in a regular meeting held on the 9h day of September 2013.

BOARD OF DIRECTORS
LAKE WASHINGTON SCHOOL DISTRICT NO. 414

Attest:

Secretary, Board of Directors

RESOLUTION R-5003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AMENDING THE 2013-2014 CITY WORK PROGRAM TO EXPLORE OPTIONS TO REPLACE THE JUANITA AQUATIC CENTER.

WHEREAS, the City Council has adopted ten Goals for the City that articulate key policy and service priorities and guide the allocation of resources for Kirkland through the budget and capital improvement programs; and

WHEREAS, in 2013-2014 the City Council desires to spur job growth and economic development, retain a high quality of life in Kirkland, and provide efficient, cost-effective City services to an informed and engaged public; and

WHEREAS, to help achieve these purposes in 2013-2014, the Council prioritizes the Goals of Economic Development, Neighborhoods, Parks, Dependable Infrastructure, Balanced Transportation, Financial Stability and Public Safety; and

WHEREAS, the City Council believes it is appropriate to adopt a 2013-2014 City Work Program to help implement these priority Goals, identify the priority focus of the City of Kirkland's staff and resources, and enable the public to measure the City's success in accomplishing its major policy and administrative goals; and

WHEREAS, the 2013-2014 City Work Program is a list of high priority, major cross-departmental efforts, involving significant financial resources designed to maintain public safety and quality of life in Kirkland, as well as an effective and efficient City government; and

WHEREAS, on February 5, 2013, the City Council passed Resolution 4963 which established priority City goals and adopted the City's Work Program for 2013-2014; and

WHEREAS, Resolution 4963 acknowledged that because over the course of two years new issues might arise that required substantial City resources and City Council review, the adopted 2013-2014 City Work Program would be evaluated during the mid-biennial budget process to proactively determine whether emerging items could be accommodated, deferred, or if the City Work Program must be revised or reprioritized; and

WHEREAS, in August of 2013 the Lake Washington School District Board of Directors adopted a resolution to place a school bond measure on the February 2014 ballot; and

WHEREAS, the proposed 2014 school bond measure does not include funding for the replacement of the Juanita Aquatic Center, located at Juanita High School in Kirkland, and therefore the Aquatic Center will close as early as 2017; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for citizens of all ages; and

WHEREAS, in September of 2013 the Lake Washington School District Board of Directors adopted a resolution affirming its intent to enter into future pool partnerships with cities and/or other entities and resolving to authorize a portion of unspent existing school capital funds for potential pool partnerships should the 2014 school bond measure pass; and

WHEREAS, the City recognizes the critical importance of recreation programs and facilities which positively impact the social, health, and economic well-being of the community and make Kirkland, Washington an attractive and desirable place to live, work, play, and visit while contributing to its ongoing economic vitality; and

WHEREAS, the City is committed to partnering with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The 2013-2014 City Work Program is amended and adopted to include the following initiatives:

1. Revitalize the Totem Lake Business District through continued implementation of the Totem Lake Action Plan to further the goals of **Financial Stability** and **Economic Development**.
2. Partner with the private sector to attract tenants to Kirkland's major business districts to further the goal of **Economic Development**.

3. Reenergize neighborhoods through partnerships on capital project implementation and plan updates while clarifying neighborhood roles in future planning and transportation efforts to further the goal of **Neighborhoods**.
4. Complete the Comprehensive Plan update and incorporate new neighborhoods into all planning documents to further the goals of **Balanced Transportation, Parks and Recreation, Diverse Housing, Economic Development, Dependable Infrastructure** and **Neighborhoods**.
5. Implement the Development Services Organizational Review recommendations and simplify the Zoning Code to further the goals of **Economic Development** and **Neighborhoods**.
6. Develop a City-wide Multimodal Transportation Master Plan to further the goals of **Economic Development Neighborhoods, Balanced Transportation,** and **Dependable Infrastructure.**
7. Achieve Kirkland's adopted legislative agendas, with emphasis on securing transportation revenues and funding for the NE 132nd Street ramps to I-405 to further the goals of **Balanced Transportation** and **Dependable Infrastructure**.
8. Complete the Cross Kirkland Corridor Master Plan and construction of the Interim Trail to further the goals of **Economic Development, Parks, Neighborhoods** and **Balanced Transportation**.
9. Develop a cost effective 2015-2016 Budget that maintains Kirkland's AAA credit rating and implements an improved performance management system that delivers desired outcomes to further the goal of **Financial Stability**.
10. Continue partnership initiatives with employees to achieve sustainability of wages and benefits to further the goal of **Financial Stability**.
11. Complete construction and occupy the Public Safety Building to further the goal of **Public Safety**.
12. Continue implementation of the Fire Strategic Plan recommendations, including evaluation of a Regional Fire Authority and resolution of a consolidated Finn Hill Fire Station to further the goal of **Public Safety**.
13. Partner with the Lake Washington School District and other interested public and private organizations to explore options for replacing the

Juanita Aquatic Center by 2017 to further the goals of **Parks and Recreation**.

Section 2. The City organization shall demonstrate the operational values of regional partnerships, efficiency and accountability as the 2013-2014 City Work Plan is implemented.

Section 3. The City Manager is hereby authorized and directed to develop implementation steps and benchmarks for each initiative in the 2013-2014 City Work Program, prioritize resources and efforts to achieve those benchmarks, and periodically update the Council regarding progress on these efforts.

Passed by majority vote of the Kirkland City Council in open meeting this 17th day of September, 2013.

Signed in authentication thereof this 17th day of September, 2013.

MAYOR

Attest:

City Clerk

RESOLUTION R-5029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SELECTING SITES AND USES TO BE CONSIDERED FOR A POTENTIAL FACILITY TO REPLACE THE JUANITA AQUATIC CENTER AND DIRECTING THE PARKS AND COMMUNITY SERVICES DEPARTMENT TO SOLICIT RESIDENT INPUT.

WHEREAS, research indicates that swimming is an activity that provides considerable individual and community benefits: it improves general health and wellness; it can be continued for a lifetime; it allows those who are unable to walk or run the opportunity for exercise; it fills a recreational need for both individuals and families across all economic and social strata; and it improves community safety by enhancing water safety for our children; and

WHEREAS, the benefits of swimming promote an active and fit community that, in turn, ensures that Kirkland remains attractive as both an economically vibrant city and as a recreational destination; and

WHEREAS, aquatic facilities have been an essential part of the Kirkland community and culture for over 45 years, beginning with construction of Peter Kirk Pool in 1968, followed in 1971 with the construction of the Juanita Aquatic Center at Juanita High School; and

WHEREAS, since 2001 the City of Kirkland's Comprehensive Park, Recreation, and Open Space (PROS) Plan has identified the need for more multi-use recreation space in the community; and

WHEREAS, the 2007 Kirkland Indoor Recreation Feasibility Study described a prototype multi-use recreation center which would respond to community needs and interests and which included an aquatics facility component; and

WHEREAS, according to the standards of the National Recreation and Parks Association, the current aquatic facilities do not meet local needs; and

WHEREAS, Kirkland lacks aquatic facilities to more broadly serve its general population, especially in comparison with national statistics and trends; and

WHEREAS, in August of 2013 the Lake Washington School District Board of Directors adopted a resolution to place a school bond measure on the February 2014 ballot; and

WHEREAS, the proposed 2014 school bond measure does not include funding for the replacement of the Juanita Aquatic Center, located at Juanita High School in Kirkland, and therefore the Aquatic Center will close as early as 2017; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for residents of all ages; and

WHEREAS, in September of 2013 the Lake Washington School District Board of Directors adopted a resolution affirming its intent to enter into future pool partnerships with cities and/or other entities and resolving to authorize a portion of unspent existing school capital funds for potential pool partnerships should the 2014 school bond measure pass; and

WHEREAS, the City is committed to partnering with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017; and

WHEREAS, in September of 2013 the City Council adopted a resolution amending the City's 2013-2014 Work Program to include studying options for replacement of the Juanita Aquatic Center and subsequently allocated funding for this purpose; and

WHEREAS, the Parks and Community Services Department has completed a preliminary evaluation of potential sites and presented its findings and conclusions to the City Council; and

WHEREAS, the City Council believes a new public aquatic facility must meet the needs of the Lake Washington School District as well as serve all members of the public from children to seniors and must provide programming including swim instruction, recreation and competition opportunities as well as wellness, fitness and rehabilitation options; and

WHEREAS, the City Council wishes to better understand the aquatic siting options, interests, and level of support by residents;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Parks and Community Services Department is directed to:

1. Conduct further investigation and analysis of locations for a facility to replace the Juanita Aquatic Center, to

include, but not be limited to: Juanita Beach Park, South Norway Hill Park, and the North Kirkland Community Center.

2. Design a facility to serve needs of the Lake Washington School District as well as the broadest possible general public population.
3. Conduct outreach with the community and potential project partners on possible facility components as well as siting preferences.
4. Complete feasibility and cost analysis for converting Peter Kirk Pool to year-round use by 2017 as an interim solution.
5. Provide a report to the City Council with recommendations from the Park Board on facility components and siting by no later than April 1, 2014.

Section 2. The City Manager is authorized and directed to implement steps necessary to achieve these tasks.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of January, 2014.

Signed in authentication thereof this 21st day of January, 2014.

MAYOR

Attest:

City Clerk

RESOLUTION R-5050

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING ADDITIONAL ANALYSIS OF SITES AND USES TO BE CONSIDERED FOR A POTENTIAL FACILITY TO PROVIDE FOR THE RECREATION AND AQUATIC NEEDS OF RESIDENTS AND AUTHORIZING THE PARKS AND COMMUNITY SERVICES DEPARTMENT TO SOLICIT ADDITIONAL RESIDENT INPUT.

WHEREAS, since 2001 the City of Kirkland's Comprehensive Park, Recreation, and Open Space (PROS) Plan has identified the need for more multi-use recreation space in the community; and

WHEREAS, the 2007 Kirkland Indoor Recreation Feasibility Study described a prototype multi-use recreation center which would respond to community needs and interests and which included an aquatics facility component; and

WHEREAS, aquatic facilities have been an essential part of the Kirkland community and culture for over 45 years, beginning with construction of Peter Kirk Pool in 1968, followed in 1971 with the construction of the Juanita Aquatic Center at Juanita High School; and

WHEREAS, according to the standards of the National Recreation and Parks Association, the current Kirkland public aquatic facilities do not meet local needs; and

WHEREAS, Kirkland lacks recreation and aquatic facilities to more broadly serve its general population, especially in comparison with national statistics and trends; and

WHEREAS, the Lake Washington School District has determined that the Juanita Aquatic Center has reached the end of its useful life and has furthermore decided that the Aquatic Center will not be retained at the time of Juanita High School's modernization or replacement; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for residents of all ages; and

WHEREAS, the City is committed to partnering with interested public and private organizations to explore options for meeting the general recreation needs of Kirkland residents and for replacing the Juanita Aquatic Center; and

WHEREAS, the Parks and Community Services Department has completed a preliminary evaluation of potential sites and on April 1, 2014, presented its findings and conclusions to the City Council; and

WHEREAS, the City Council believes a new public recreation and aquatic facility must serve all members of the public from children to seniors and must provide programming, including instruction, recreation and competition opportunities as well as wellness, fitness and rehabilitation options; and

WHEREAS, the City Council wishes to better understand the recreation and aquatic facility siting options, interests, and level of support by residents;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Parks and Community Services Department is authorized to:

1. Conduct further investigation and analysis of Juanita Beach Park and the North Kirkland Community Center as locations for a community recreation and aquatic facility.
2. Conduct technical analyses for both sites to include an environmental assessment and completion of traffic studies, building massing studies, and cost estimating.
3. Conduct outreach with the community and potential project partners on possible facility components as well as siting preferences.
4. Provide a report to the City Council with recommendations from the Park Board by July 15, 2014, or as soon as possible thereafter.
5. Upgrade the boiler at Peter Kirk Pool to allow year-round heated use as an interim facility should a new recreation and aquatics center not be constructed and opened prior to closure of the Juanita Aquatics Center.

Section 2. The City Manager is authorized and directed to implement steps necessary to achieve these tasks.

Passed by majority vote of the Kirkland City Council in open meeting this 6th day of May, 2014.

Signed in authentication thereof this 6th day of May, 2014.

MAYOR

Attest:

City Clerk

RESOLUTION R-5076

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING ADDITIONAL SEARCH FOR AND ANALYSIS OF SITES TO BE CONSIDERED FOR A POTENTIAL FACILITY TO PROVIDE FOR THE RECREATION AND AQUATIC NEEDS OF RESIDENTS AND AUTHORIZING THE PARKS AND COMMUNITY SERVICES DEPARTMENT TO SOLICIT ADDITIONAL COMMUNITY INPUT.

WHEREAS, since 2001 the City of Kirkland's Comprehensive Park, Recreation, and Open Space (PROS) Plan has identified the need for more multi-use recreation space in the community; and

WHEREAS, the 2007 Kirkland Indoor Recreation Feasibility Study described a prototype multi-use recreation center which would respond to community needs and interests and which included an aquatics facility component; and

WHEREAS, aquatic facilities have been an essential part of the Kirkland community and culture for over 45 years, beginning with construction of Peter Kirk Pool in 1968, followed in 1971 with the construction of the Juanita Aquatic Center at Juanita High School; and

WHEREAS, according to the standards of the National Recreation and Parks Association, the current Kirkland public aquatic facilities do not meet local needs; and

WHEREAS, Kirkland lacks recreation and aquatic facilities to more broadly serve its general population, especially in comparison with national statistics and trends; and

WHEREAS, the Lake Washington School District has determined that the Juanita Aquatic Center has reached the end of its useful life and has furthermore decided that the Aquatic Center will not be retained at the time of Juanita High School's modernization or replacement; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for residents of all ages; and

WHEREAS, the City is committed to partnering with interested public and private organizations to explore options for meeting both the current and future general recreation needs of Kirkland residents and for replacing the Juanita Aquatic Center; and

WHEREAS, the City Council believes a new public recreation and aquatic facility must serve all members of the public from children to seniors and must provide programming, including instruction, recreation

and competition opportunities as well as wellness, fitness and rehabilitation options; and

WHEREAS, on September 16, 2014, the Parks and Community Services Department and Park Board presented findings and recommendations to the City Council for a proposed Aquatic, Recreation, and Community (ARC) Center, including recommendations on facility components and siting preferences; and

WHEREAS, as a result of extensive community, stakeholder, and program user input, an evaluation of the City's existing recreation programs and facilities, and an assessment of market conditions, the Park Board's recommended ARC Center would include a 300-person community hall/banquet facility with outdoor/rooftop deck, caterer's kitchen/classroom, party room, arts rooms, a two-court gymnasium with elevated walking/jogging track, fitness room, studios, activity room, recreation pool, 50-meter lap pool, therapeutic hot tub, coffee bar, locker rooms, administrative office and other support spaces; and

WHEREAS, such a broad mix of facility components not only responds to the current and future health and wellness needs and interests of residents but also provides the greatest opportunity for the facility to annually generate the revenue sufficient to offset program and operating expenses, thus reducing a need for the facility to receive an ongoing general fund tax support; and

WHEREAS, a report commissioned by the Parks and Community Services Department analyzed the north (ballfield) portion of Juanita Beach Park and the North Kirkland Community Center sites as potential locations for the ARC Center and concluded that Juanita Beach Park is a suitable and preferred location; and

WHEREAS, the Park Board has recommended that the City pursue additional sites which may be preferable to Juanita Beach Park and the North Kirkland Community Center site; and

WHEREAS, the City Council concurs with the Park Board and wishes to consider additional siting options for the proposed ARC Center, including potential to-be-identified private properties, and wishes to better understand how the facility could be successfully integrated into Juanita Beach Park.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Parks and Community Services Department is authorized to:

1. Conduct further investigation and analysis of potential sites for the proposed ARC Center.

2. Complete additional conceptual design analysis to demonstrate how the proposed ARC Center could be successfully integrated into Juanita Beach Park.
3. Conduct additional broad outreach with the community, including business interests and all neighborhoods, to inform about the proposed facility, to solicit siting preferences, and to better understand level of interest and support. Outreach efforts shall include public meetings, informational brochures, telephone surveys, and additional outreach to key stakeholders and interested parties.
4. Further explore partnership opportunities and parameters with interested community organizations.
5. Further explore potential financing mechanisms and timelines, including those that require voter approval, in compliance with all state laws and regulations.
6. Provide a report to the City Council with recommendations from the Park Board by March 17, 2015, or as soon as possible thereafter.

Section 2. The City Manager is authorized and directed to implement steps necessary to achieve these tasks.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of October, 2014.

Signed in authentication thereof this 21st day of October, 2014.

MAYOR

Attest:

City Clerk

ATTACHMENT B

City of Kirkland

SUMMARY OF FINDINGS REPORT

ARC Center Project Public Engagement Plan and the Search for Additional Sites

DRAFT REPORT - MARCH 6, 2015

the Kirkland ARC CENTER
Aquatics • Recreation • Community

CITY OF KIRKLAND WASHINGTON

City of Kirkland

SUMMARY OF FINDINGS DRAFT REPORT

ARC Center Project Public Engagement Plan and the Search for Additional Sites

Prepared for

The City of Kirkland Parks and Community Services

By

The Sports Management Group

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March 6, 2015

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Appendix A Juanita Beach Park Site Building Integration
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01

Introduction

Introduction

On September 16, 2014 the City Council received a report of the consultant's findings and conclusions related to the proposed ARC Center. The Council also received recommendations from the Park Board on siting preferences and desired facility components. As recommended by the Park Board, the Council expressed interest in pursuing possible alternative private sites for the ARC Center to be considered in addition to the two studied city-owned sites: the north side of Juanita Beach, and the North Kirkland Community Center.

On October 21, the Kirkland City Council passed Resolution R-5076, which authorized the Parks and Community Services Department to:

1. Conduct further investigation and analysis of potential sites for the proposed ARC Center.
2. Complete additional conceptual design analysis to demonstrate how the proposed ARC Center could be successfully integrated into Juanita Beach Park.
3. Conduct additional broad outreach with the community, including business interests and all neighborhoods, to inform about the proposed facility, to solicit siting preferences, and to better understand level of interest and support.
4. Further explore partnership opportunities and parameters with interested community organizations.
5. Further explore potential financing mechanisms and timelines, including those that require voter approval, in compliance with all state laws and regulations.
6. Provide a report to the City Council with recommendations from the Park Board by March 17, 2015, or as soon as possible thereafter.

The following report summarizes the findings of the previously described tasks and includes recommendations from the Park Board.

02

Search for Additional Sites

Search for Additional Sites

Background

In late 2013, with the goal of opening a new facility in 2017, City Council directed staff to review all city-owned properties in search of potential sites. The search was limited to city-owned properties due to the significant additional cost of purchasing land, estimated at $10-$20 million, [1] and the time required for land acquisition. Based upon siting criteria reviewed with City Council, of the six city sites, two were identified for further study. The north side of Juanita Beach Park at 97th Ave. NE was identified as more appropriate than the North Kirkland Community Center site.

With the recognition that the purchase of private land (8 to 10 acres) will likely add considerable cost to the proposed project, Council directed Staff to expand its site search to include privately- owned properties in October 2014. Council expressed a preference for sites near I-405 and the Cross Kirkland Corridor. Properties were selected based on programming needs outlined in the ARC Concept Plan Study Report (greater than seven acres).

62 locations were identified and at the City Council's direction to seek properties in proximity to I-405 and in the Totem Lake area, four sites were investigated. CB Richard Ellis assisted the City with the identification of potential sites, collecting property information and contacting property owners.

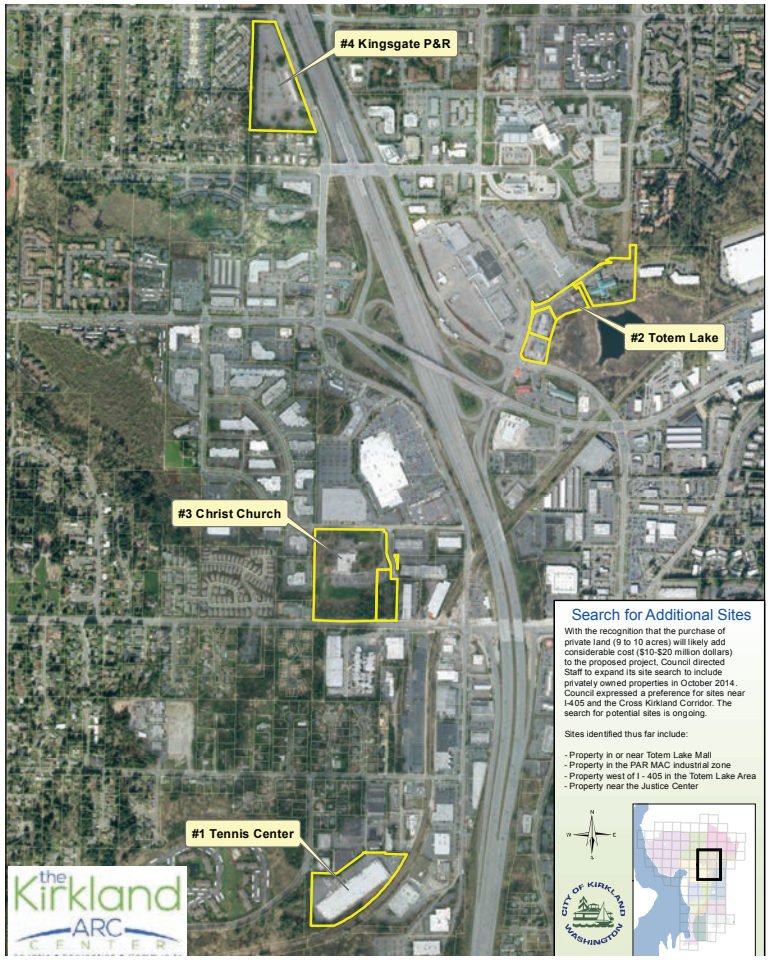
The four sites included:

- Property near the Justice Center (Christ Church of Kirkland)
- Property in or near Totem Lake Mall
- Property west of I-405 (Kingsgate)
- Property in the PAR MAC Industrial Zone (Tennis Center)

[1] *Due to market demands, real estate professionals are currently experiencing listings at 20%-40% or more above Assessors Values. A range of $10-$20 million dollars is being assumed for property acquisition.*

02 SEARCH FOR ADDITIONAL SITES

Figure 2-1. Map of Privately-Owned Sites



WHAT MAKES A GOOD RECREATION CENTER SITE?

Elements of a good recreation center site include:

- Adequate size and configuration
- Site aesthetics / natural beauty
- Appropriate neighborhood context and scale
- Compatible with surrounding land uses
- Located in or near neighborhoods
- Strong indoor – outdoor connection
- Easily accessible by cars, pedestrians, cyclists, and public transportation
- Adequate parking capacity
- Centrally located with access to I-405 and the Cross Kirkland Corridor
- Prominent siting and visibility and public presence
- Availability of utilities
- Conformity to city's zoning and land use policies
- Good soils and topography for construction

Figure 2-2. CB Ellis Evaluation

TOTEM LAKE	
PROPERTY ADDRESS	B of A: 1242 Totem Lake Blvd SEA-EYE BLDG CORP (Veloce): 12512 120th Ave. Carlton: 12233 NE Totem Lake Way
SIZE	5.79 Acres 7.39 Acres (incl. Yuppie Pawn)
2015 ASSESSORS VALUE[1]	$7,957,433
FEEDBACK ON OWNER CONTACT	Carlton Inn and strip mall have been contacted and are interested in further discussion. Have not been successful in contacting Bank of America property owner.
ADVANTAGES	Proximity to Totem Lake Mall and CKC Transit Access CKC Access
KNOWN CHALLENGES	Wetland buffers limit parking Poor soil conditions

1. Totem Lake Site

This site is located near the intersection of Totem Lake Way and 120th Ave NE. The nearest main streets are Totem Lake Blvd NE and NE 124th St. It is bounded to the southeast by the boundary of the Totem Lake wetland, and the Totem Lakes Mall is located to the north and west. The mall is currently underutilized, but is scheduled for redevelopment.

The site is comprised of 4 separate properties, and an easement with a trail that leads into the wetland area. The four parcels house a Bank of America branch, a multi-tenant building with O'Reilly Auto Parts and a café, the Yuppie Pawn Shop and adjacent easement (currently owned by the City), and the Totem Lake Hotel (formerly the Carleton Inn).

The zoning code calls for a 100-foot wide buffer zone beyond the wetland boundary, and a 10-foot building setback from that line. The bank, commercial building, and pawn shop were all developed prior to these regulations and all currently extend into the setback, and well into the buffer zone, as do the Chelsea Courts apartments located to the east of the hotel. A small portion at the south end of the hotel building also extends into this area. It should be noted that the City of Kirkland is required under the Growth Management Act to update sensitive area regulations to conform to the "best available science." The update will take place in 2015-2016 and may result in wider buffers.

The code allows for construction to extend into the outer 33.3% of the buffer zone through buffer enhancement or buffer averaging. Any such application would be required to go through a type IIA approval process, which includes a hearing examiner public hearing and decision that can be appealed to the Council. The boundary of the wetland can also be modified, but through a lengthier type IIB approval process that requires new wetland to be created within the same basin area at an offsetting ratio of 3/1 times any area removed. Given the existing development around the perimeter of the wetland basin, it may require converting a developed parcel into wetlands to achieve

02 SEARCH FOR ADDITIONAL SITES

Figure 2-3. Totem Lake Site Map

the required mitigation. In addition, wetland modifications require state and federal permits and complex environmental review.

Other than the Yuppie Pawn Shop site, all of the other parcels are still currently privately-owned, and it is not yet known if the owners would be interested in selling the land to the City, nor what the price would be should the land be available. In order for the project to fit at the site, a large enough parcel of land would need to be consolidated. This will also require a lot line adjustment process during the entitlements period.

The site is zoned TL 8 and regulations require retail or restaurant uses on the western two parcels (bank site and auto parts/café site). However, if the City rezones the areas to Public Use/Park (similar to other City parks and facilities) then this limitation would be eliminated. Otherwise, the City is currently revisiting various aspects of zoning in the Totem Lake area and this limit could be reconsidered.

The City had previously completed a master plan for the redevelopment of the Totem Lake Park area. In this plan, the Yuppie Pawn site is converted into a pocket park, which includes a trailhead for a new path connection to the Kirkland Corridor path, which runs along the southwest corner of the wetland site. Should this project move forward, the pocket park would need to be either eliminated, or relocated within the Totem Lake Park plan.

The available site for the project is quite narrow, requiring the building plan to be reconfigured into a longer and narrower form. This can be done but with some compromise in the functionality of the center. In testing the building on the site, the best location is at the site of the current hotel, where the distance from the road to the wetland boundary is the greatest. However, in order to accommodate the center on this property, it is necessary to build into the outer third of the buffer zone, as allowed by the zoning code.

Unfortunately, given the wetland buffer and setback requirements, the remaining area available for parking is insufficient to accommodate the required 270-300 cars. To provide this

number of stalls, two lanes of parking are needed. The width to accommodate these two lanes would require that the actual wetland boundary be reconfigured, which, as previously stated, is highly unlikely due to mitigation requirements and would be challenging due to requisite local, state, and federal permitting. Based on an initial analysis, it is estimated that 240-250 cars can be parked on site, and the other required spaces would need to be made available through a reciprocal parking agreement with a neighboring site like the Totem Lake Mall across the street.

The soils conditions have not tested by a geotechnical engineer; however, the soil is believed to contain peat. If peat is found, and depending on the actual soil condition, removal and replacement might be an option. This would add significant costs to the project. The need for drilled piers or some other form of deep foundation is expected, given the proximity to the wetland basin and poor soil conditions. A geotechnical assessment of the soil conditions is recommended before further consideration of this site.

The site is currently served by all wet and dry utilities, but the capacity would need to be tested based on the proposed new use. Hotels require very high water demand, so the existing domestic water service may be sufficient for the new building. There is no extra land available on site for storm water retention, so a holding tank would likely need to be constructed under the new parking area, which could be a challenge given the anticipated high water table.

The site is readily accessible for private automobiles, bicycles, and pedestrians and, while it is not currently pedestrian friendly, this could be improved with the redevelopment of the wetland basin and the adjacent Totem Lake Mall. The site is not located proximate to any residential areas.

Totem Lake Drive is served by the 235, 236, 238, and 277 bus lines, and a stop is located very close to the southern part of the site. An accessible path of travel would need to be constructed to bring bus riders to the entry of the building. The southeast corner of the site is located approximately 670' from the Cross Kirkland Corridor and additional pedestrian improvements through the Totem Lake Park are anticipated through the master plan.

The preliminary concept plan for the Totem Lake is shown. In this scenario, both the building and parking are located within the buffer zone, although 50-60 parking stalls have been removed to fit (240-260 stalls total). A second option shows the building and parking only on the hotel and Yuppie Pawn Shop properties, but the 300-stall parking structure extends beyond the buffer zone. A smaller parking structure of a single row of stalls could not be constructed.

02 SEARCH FOR ADDITIONAL SITES

Figure 2-4. Totem Lake Option 1 Site Plan

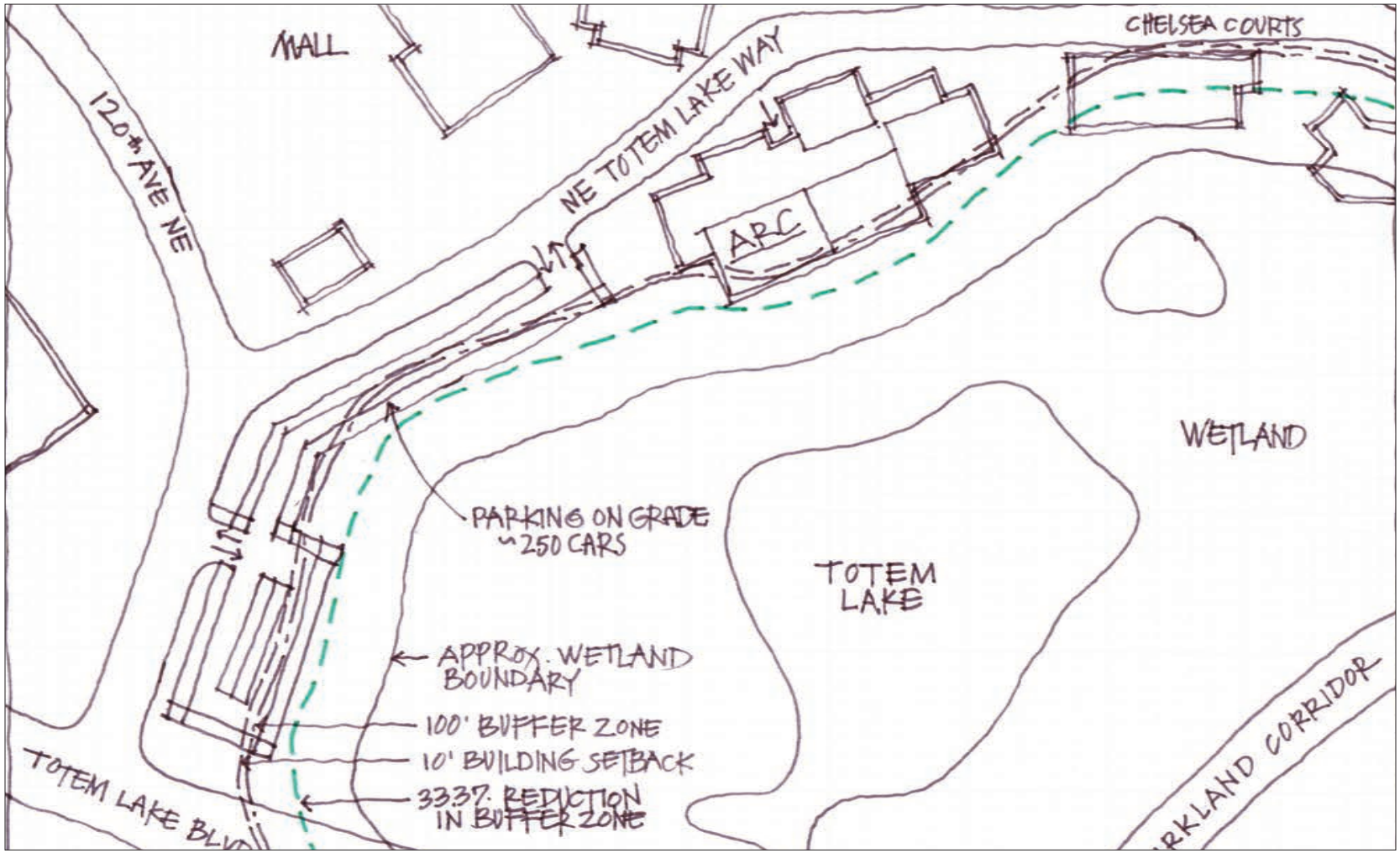
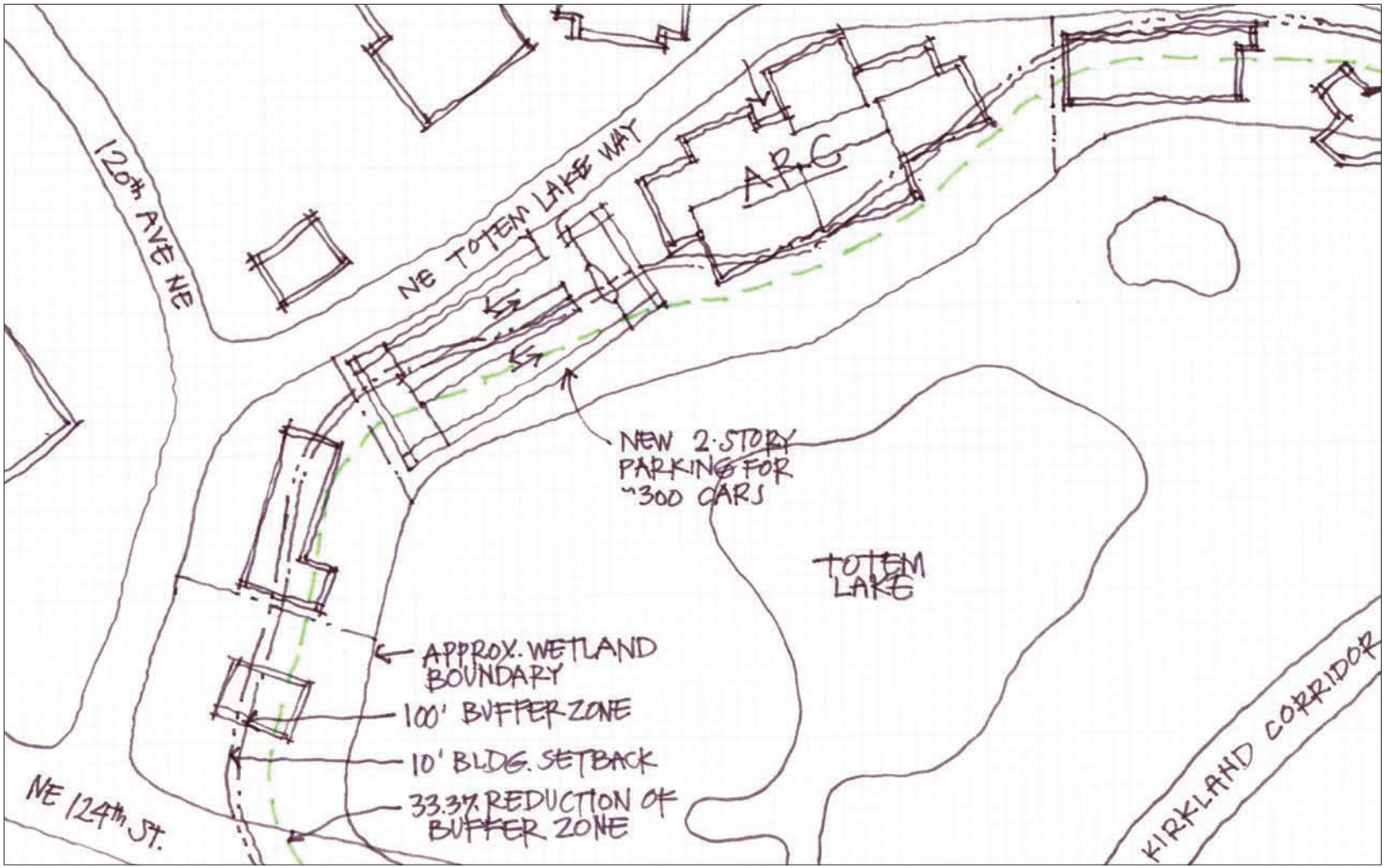


Figure 2-5. Totem Lake Option 2 Site Plan



2. Christ Church of Kirkland Site

This site is located at the southwest corner of NE 118th Street and 118th Ave. NE. Christ Church of Kirkland, which currently occupies the site, has a classroom wing that is rented to a private school. 118th Ave NE extends to the mid-point of the site, roughly, running south from NE 118th Street. As a component of the City's Comprehensive Plan, the Totem Lake Neighborhood Plan identifies the extension to 116th Street. The extension of 118th Ave. NE is very important for the potential location of the ARC center at this site.

The area of the site is approximately 12 acres, but the southernmost portion of the property, which runs along NE 116th Street, is quite steep, and heavily wooded. The site is zoned TL 10B and regulations require retention of the hill along NE 116th and retention of at least 25% of healthy trees. Due to topography and zoning constraints, it would be challenging to build on that portion of the site, which comprises approximately 20% of the site area. Based on preliminary study, the remaining area of the site is of sufficient size to accommodate the proposed building, which has an area of approximately 86,000 square feet and associated parking for 300 cars. There is sufficient site to accommodate the potential expansion of the pool to be 50 meters long, and to expand the gym to accommodate a second high school-size basketball court and an elevated running track.

The site does slope substantially up from the north end (118th St.) to the south end (116th St.). However, because of the existing development, it has already been graded to create a large, mostly level area at the lower portion of the site and a second, even larger area in the middle of the site. This larger area currently houses the sanctuary portion of the church, the upper parking lot, and the turf playing fields.

Most of the heavily wooded portions of the site coincide with the steeply sloping areas between the upper and lower parking lots, and at the high end near NE 116th St. The impact of the proposed new development

Figure 2-6. CB Ellis Evaluation

CHRIST CHURCH	
PROPERTY ADDRESS	11725 NE 118th St.
SIZE	12 Acres
2015 ASSESSORS VALUE[1]	$8,854,600
FEEDBACK ON OWNER CONTACT	Owner has been contacted and are interested in further discussion.
ADVANTAGES	Parcel size/setting Proximity to the Kirkland Justice Center CKC Access Near I-405
KNOWN CHALLENGES	Road extension required Steep slope on part of property

Figure 2-7. Christ Church Site Map

on the wooded areas is fairly minor, and there is no proposed development in the upper portion other than the required continuation of 118th Ave.

Because of the existing development, it appears the site is currently served by all of the major wet and dry utilities, although the capacity of those will need to be verified to ensure that they comply with the proposed new demands.

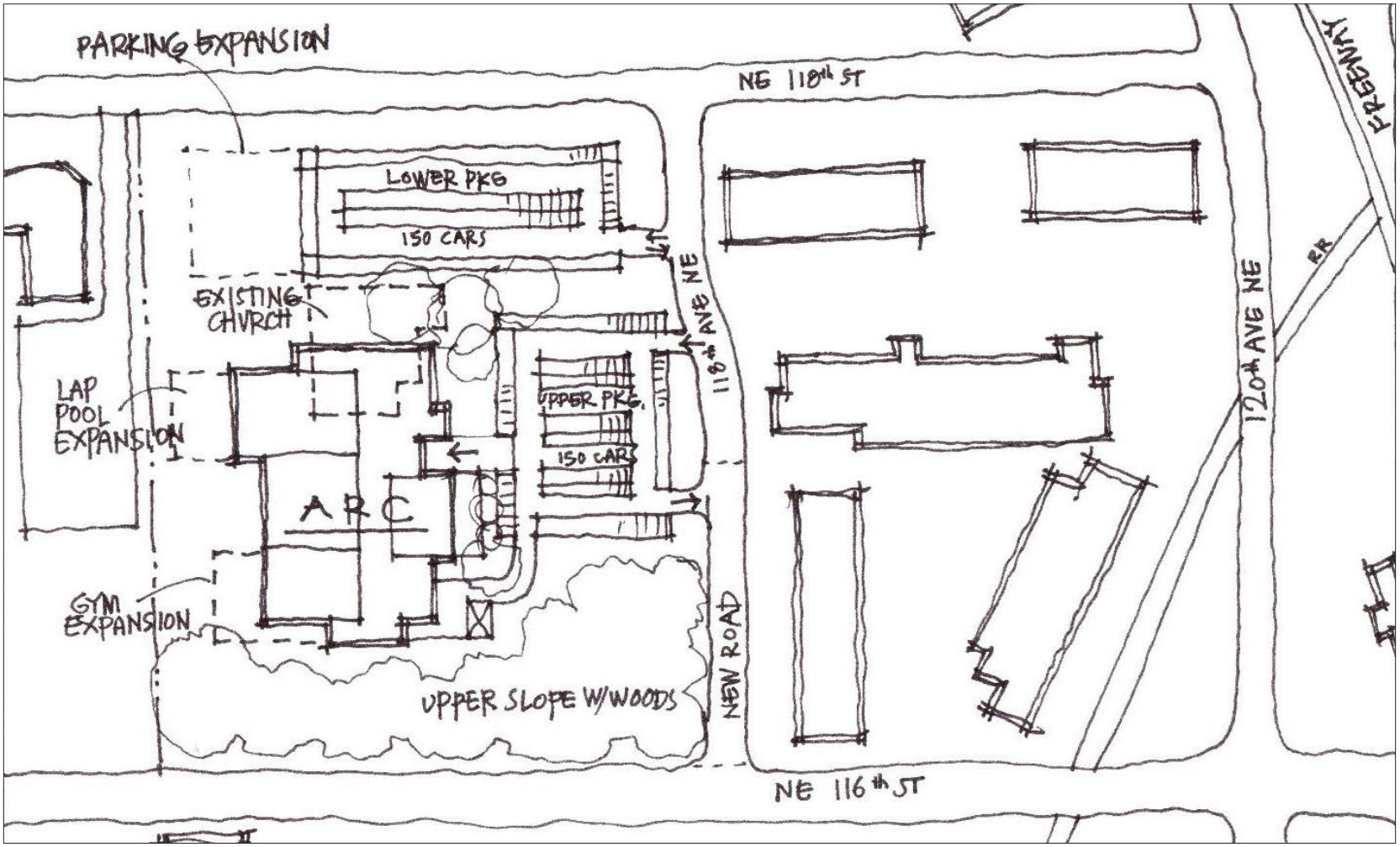
The soils conditions have not yet been verified; however, based on the existing church and educational buildings already on the site it is assumed that construction at the site is feasible. The currently proposed site plan also provides sufficient open areas, mainly on the western side of the site, which can be used for onsite storm water retention. There is also sufficient space for the parking lots to be laid out with bioswales for storm water retention between the rows of parking.

The site is readily accessible for private automobiles, bicycles, and pedestrians. Adjacent uses are mostly business and light industrial.

The Number 236 bus line serves 116th Street, and a stop is located very close to the southern part of the site. An accessible path of travel would need to be constructed to bring bus riders from the upper street down to the entry of the building. The southeast corner of the site is located approximately 380' from the Cross Kirkland Corridor and there is convenient pedestrian access to both the south side of the site (with the 118th Ave. NE connection) or the north side of the site.

02 SEARCH FOR ADDITIONAL SITES

Figure 2-8. Christ Church Site Plan



3. Kingsgate – West of I-405

Kingsgate is an 8.24 acre site located at 13001 116th Way NE. The site is bounded by NE 132nd St. and 116th Way NE. The parcel is irregular with approximately 824 feet at its south boundary and 264 feet at its north boundary and adjacent to I-405. Currently, the site is operated by DOT as a park-and-ride. According to a preliminary "test fit" of the proposed ARC, this site has adequate capacity for the building and parking. The building would need to be located at the larger south end of the site where it is more proximate to I-405. For this reason, noise and air pollution will be issues for any outdoor areas. The city's property agent has reported that there has been no interest in his inquiry about the availability of the property.

4. PAR MAC Industrial Zone (Tennis Center)

This property was not studied further as the property owner has no interest in selling.

Figure 2-9 and Figure 2-10. CB Ellis Evaluation for Kingsgate and Tennis Center

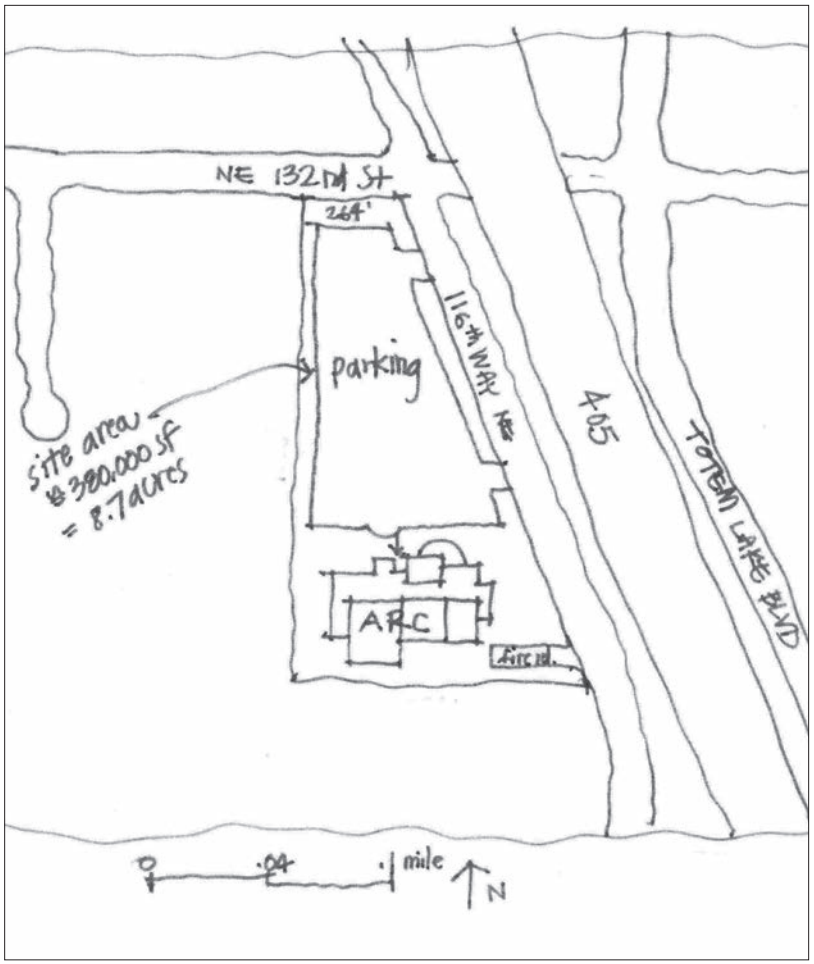
KINGSGATE	
PROPERTY ADDRESS	13001 116th Way NE
SIZE	8.24 Acres
2015 ASSESSORS VALUE[1]	$6,101,800
FEEDBACK ON OWNER CONTACT	Attempts have been made to contact the correct property representative
ADVANTAGES	Near I-405 Good visibility
KNOWN CHALLENGES	Compatibility with DOT plans Not centrally located

TENNIS CENTER	
PROPERTY ADDRESS	10822 117th Place NE
SIZE	7.15 Acres
2015 ASSESSORS VALUE[1]	$11,257,200
FEEDBACK ON OWNER CONTACT	Owner has been contacted, no interest in selling the property at this time.
ADVANTAGES	Near I-405 Adjacent to CKC
KNOWN CHALLENGES	No transit to the site

02 SEARCH FOR ADDITIONAL SITES

Figure 2-11. Kingsgate & Tennis Center Site Map

Figure 2-12. Kingsgate Site Plan



03

Public Engagement

Public Engagement

In late 2013, City Council directed staff to engage the community regarding facility components and siting preferences for the ARC. Public engagement has been ongoing and an important component in the planning process.

In fall 2014, the Council received the draft ARC Concept Plan Study Report, dated September 5, 2014. The document reported the findings of the analysis of city-owned properties as potential sites, estimates of construction costs, and the potential costs to residents if voters approved a public financing. The technical analysis of the city-owned sites identified the north side of Juanita Beach Park to be the most appropriate city-owned site.

On October 21, 2014, City Council passed Resolution R5076, directing staff to:

> *"Conduct additional broad outreach with the community, including business interests and all neighborhoods, to inform about the proposed facility, to solicit siting preferences, and to better understand level of interest and support. Outreach efforts shall include public meetings, informational brochures, telephone surveys, and additional outreach to key stakeholders and interested parties."*

An extensive Public Engagement Plan was designed and implemented. The objective of the Plan was to increase awareness of the proposed project, provide citizens opportunities to voice their opinions and collect this feedback, and measure the level of support for the project and preference to locate the ARC on city-owned or privately-owned property. Public comment was gathered by a variety of methods. These engagement activities took place between November 2014 and March 10, 2015, and have included an estimated 50,000 contacts through the following:

- Neighborhood Association Meetings
- Open House Events
- Virtual Open House
- Direct Mail
- Social Media (Textizen)
- Telephone Survey

These activities, and the public comment gathered, are described in this chapter.

03 PUBLIC ENGAGEMENT

Neighborhood Meetings and Open House Events

Project history and the conceptual program, plans, and preferred site option were presented to Kirkland neighborhood associations and open house groups. Citizens were invited to voice their opinions and ask questions. Community groups could request presentations through the Parks and Community Services Department. The neighborhood meetings and open houses completed, or upcoming, include:

Neighbors of Juanita Beach Park

Neighbors of North Kirkland Community Center

Finn Hill Neighborhood Association

Kirkland Alliance of Neighborhoods

South Rose Hill/Bridle Trails Neighborhood

North Rose Hill Neighborhood Association

Highlands Neighborhood Association

Kirkland Middle School – Open House

Emerson High School – Open House

Kamiakin Middle School – Open House

Moss Bay Neighborhood Association - Presentation
March 16, 2015, 7pm

Market Neighborhood Association - Presentation
March 18, 2015, 7pm

Invitations were also made to: Evergreen Hill, Central Houghton, Everest, Juanita, Lakeview, Norkirk, and Totem Lake Neighborhood Associations.

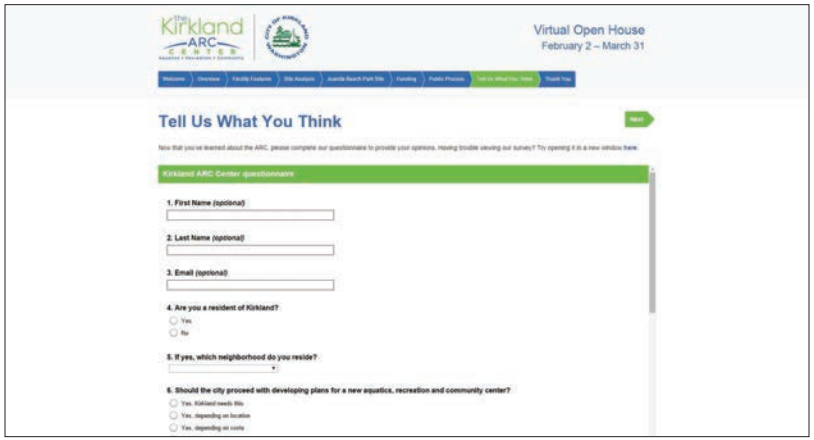
Virtual Open House

A Virtual Open House was created for citizens to readily access information and updates regarding the ARC Center project. The site, created and hosted online from February 2 to March 10, simulated a traditional open house with "stations" which included a project overview, facility features, site analysis, the Juanita Beach Park Site, funding, and public process. Along with text and images, the website included a project video and links to source documents. Participants were encouraged to complete an online questionnaire after visiting the stations. Each question was optional. Press releases, email notification, posters, flyers, and direct mail to 40,000 Kirkland homes informed residents of the Virtual Open House and encouraged them to participate.

The questionnaire asked the following:

1. ***First Name (optional)***
2. ***Last Name (optional)***
3. ***Email (optional)***
4. ***Are you a resident of Kirkland (yes/no)?***
5. ***If yes, which neighborhood do you reside (drop-down list of choices)?***

Figure 3-1. Virtual Open House Pages



6. ***Should the city proceed with developing plans for a new aquatics, recreation and community center?***
    a. *Yes, Kirkland needs this*
    b. *Yes, depending on location*
    c. *Yes, depending on costs*
    d. *Undecided/not sure*
    e. *Need more information*
    f. *No, I am opposed to the project*

7. ***The ARC would require 8-10 acres of land. Considering this, which would be your preference for the location of the ARC?***
    a. *Use the city-owned property at Juanita Beach Park (north side of Juanita Drive)*
    b. *Seek a private property site, even if it added $10-$20 million to the cost of the project*
    c. *Undecided/not sure*
    d. *Need more information*
    e. *Neither, I am opposed to the project*

8. ***Based on what you now know, tell us your thoughts about the proposed ARC (open-ended response).***

PRELIMINARY FINDINGS

Site analytics gathered as of March 3 report the following:

- Total number of visitors: 2,554
- Total number of station views: 14,893
- Number of questionnaire responses: 688

03 PUBLIC ENGAGEMENT

In response to Question 4, "Are you a resident of Kirkland?" 92.5% (629) of respondents indicated "Yes" while 7.5% (51) indicated "No". A total of 680 responded, and 8 participants skipped the question. A total of 631 participants responded to Question 5, "If yes, which neighborhood do you reside?" A breakdown of these responses is reported in Figure 3-2.

A total of 682 participants completed the multiple-choice question, "Should the city proceed with developing plans for a new aquatics, recreation and community center?" while 6 skipped the question. A breakdown of results shows 62.2% (424) for "Yes, Kirkland needs this," 20.2% (138) for "Yes, depending on location," 6.9% (47) for "Yes, depending on costs," 6.5% (44) for "No, I am opposed to the project," 2.8% (19) for "Undecided / not sure," and 1.5% (10) for "Need more information."

Question 7 asked "The ARC would require 8-10 acres of land. Considering this, which would be your preference for the location of the ARC?" A total of 678 answered the question and 10 skipped the question. 50.0% (339) chose the answer "Use the city-owned property at Juanita Beach Park." 30.1% (204) chose "Seek a private property site, even if it added $10-$20 million." 8.7% (59) chose "Undecided/not sure," 5.9% (40) chose "Need more information," and 5.3% (36) chose "Neither, I am opposed to the project."

Figure 3-2. Question 4 Breakdown of Neighborhoods

ANSWER OPTIONS	RESPONSE %	RESPONSE COUNT
Central Houghton	3.8%	24
Everest	1.3%	8
Evergreen Hill	4.9%	31
Finn Hill	23.6%	149
Highlands	4.0%	25
Juanita Neighborhoods	31.1%	196
Lakeview	1.9%	12
Market	3.6%	23
Moss Bay	2.5%	16
Norkirk	6.5%	41
North Rose Hill	6.5%	41
South Rose Hill/Bridle Trails	4.6%	29
Totem Lake	4.9%	31
Not applicable / Do not live in Kirkland	0.8%	5
Answered question	631	
Skipped question	57	

Figure 3-3. Should the city proceed with developing plans for a new aquatics, recreation and community center?

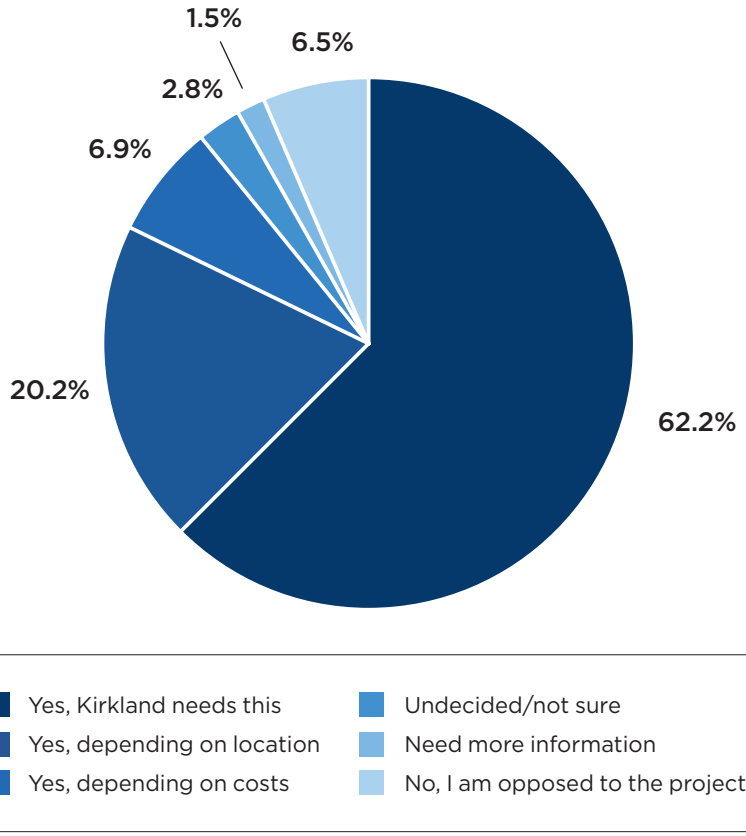
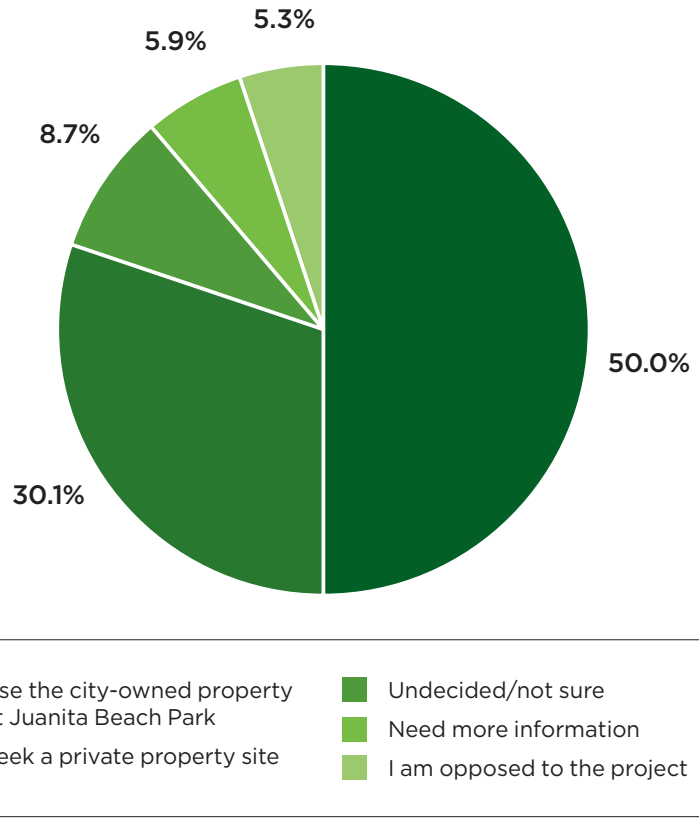


Figure 3-4. Which would be your preference for the location of the ARC?



03 PUBLIC ENGAGEMENT

Direct Mail Brochure with Textizen Survey

In February 2015, a four-page brochure was mailed to 40,000 resident addresses in Kirkland. The mailer included a hand rendering to relate the potential "feel" of the ARC Center, described the programming opportunities of the ARC, and identified ongoing site research. It also provided links to the City's project webpage and the Virtual Open House, reminding readers to participate before the March 10th closing date.

A feature of the mailer was to gather feedback through a multiple-choice question using Textizen, a platform that sends, receives, and analyzes text messages. To participate, respondents replied with the letter of their answer via text message, and then were prompted with two follow-up questions. The Textizen survey was structured as follows:

1. ***Should the City proceed with developing plans for a new aquatics, recreation and community center?***
    a. *Yes, Kirkland needs this*
    b. *Yes, depending on location*
    c. *Yes, depending on costs*
    d. *Undecided/not sure*
    e. *Need more information*
    f. *No, I am opposed to the project*

Figure 3-5. Direct Mail Brochure, Inside Spread

2. ***Thanks! Would you like to get text updates about this project (max. 2 msg/month)?***

    Yes/No

3. ***Finally, what is your neighborhood?***

    Open-ended response

FINDINGS

Data gathered as of March 5 shows that a total of 1,041 people participated, with a completion rate of 79.7%. Responses were collected and analyzed. The breakdown of responses to Question 1 is provided in Figure 3-6.

Telephone Survey

In late February – early March 2015, EMC Research conducted a survey of 400 registered voters in the City of Kirkland. The purpose of the survey was to provide City Council statistically reliable assessment of residents' opinions about a new community recreation and aquatics center, the site for the building, and to measure support and willingness to pay. The survey has a margin of error of +/- 4.9% at a 95% confidence interval. The survey data will be presented at the Park Board Meeting on March 11, 2015.

Figure 3-6. Textizen Question 1 Response Data

	RESPONSE COUNT	%
A. Yes, Kirkland needs this	676	65%
B. Yes, depending on location	142	14%
C. Yes, depending on costs	71	7%
D. Undecided/not sure	9	1%
E. Need more information	18	2%
F. No, I am opposed to the project	125	12%
Total	1,041	100%

04

Appendix

APPENDIX A

Juanita Beach Park Site - Building Integration

Juanita Beach Park, as the site identified as the most appropriate of the city-owned sites, was the focus of additional study. To address questions about how the ARC could be sited and how it might appear, Council directed staff to perform additional conceptual design to demonstrate how the ARC could be successfully integrated. The consultant team conducted additional site study, prepared a conceptual landscape site plan for the overall park, and provided artist renderings of the proposed ARC on the site.

CONCEPTUAL PLAN

N

Landscape Plan

The conceptual plan left illustrates the proposed ARC within the context of the greater Juanita Beach Park. The addition indoor recreation, aquatics, and community event space within the park could enhance programming. Outdoor programs could benefit from access to indoor space. Many indoor programs are enriched by access to outdoor space.

Parking is another example of the community benefit of siting the building within the park. The building could provide overflow parking for the beach during the summer, and beach parking could supplement winter events at the proposed ARC.

APPENDIX A

Rendering – Full Building

The artist rendering illustrates how the building might appear from Juanita Drive and how it integrates into its surroundings. The building has been set back from Juanita Drive to maintain extensive open space.

APPENDIX A

Rendering – Roof Deck View

An optional feature is the addition of a roof deck above the community room to expand the gathering space. From the covered roof deck there are stunning views to Lake Washington.

APPENDIX A

Rendering – View from Parking

The artist rendering depicts the opportunities for flexible use at the Juanita Beach Park site. In this case, the parking area can be utilized for outdoor festivals and markets.

Appendix B - ARC Public Outreach Directed by R-5076

Major form of distribution of information & request for Feedback

Date	Type	Responses	Notes
February 2015 – March 3, 2015	Online Virtual Open House	688	Links in direct mailer, press releases , rec list serves,
February 2015 – March 5, 2015	Textizen Response	1041	In direct mailer & Open Houses
February 2015 – March 5, 2015	Direct Mailer	40,237	Delivered to all Kirkland post boxes 40,237
Sept. 1, 2013 – March 5, 2015	Kirkland City site - ARC project Page	7,107	All documents and time line and reports available
February 26, 2015 – March 2,2015	Scientifically valid Phone Survey – EMC	400	EMC's findings will be shared with PB 3/11/15

Parks Staff Presentation & Feedback opportunity

Date	Audience	Numbers	Notes
Sept. 30, 2014	PKCC Senior stepper Luncheon PKCC	60	Presentation & Requesting feedback Parks Director & Rec. Manager
	Juanita Neighborhood		
October 31, 2014	PKCC taste of retirement	200	Information booth – Aquatics Coordinator
October 4, 2014	Kirkland Business Roundtable	20	Presentation & Requesting feedback - City Manager
November 12, 2014	Conversation 2035 City Hall	250	City wide meeting at City Hall-Conversation 2035
November 19, 2014	Finn Hill Neighborhood	40	Presentation & Requesting feedback Parks Director & Rec. Manager
November 22, 2014	Youth BB coaches training	80	Presentation & Requesting feedback Aquatics Coordinator
December 10, 2014	Joint Mt KAN & Park Board	40	Special Joint Meeting – Presentation requesting feedback
January 13, 2015	South Rose Hill Neighborhood	20	Presentation & Requesting feedback Parks Director & Rec. Manager
January 19, 2015	North Rose Hill Neighborhood	25	Presentation & Requesting feedback Parks Director
January 21,2015	Highlands Neighborhood	38	Presentation & Requesting feedback Parks Director & Rec. Manager
February 4, 2015	Central / Houghton Fire Station	15	Presentation & Requesting feedback Parks Director & Rec. Manager
February 9, 2015	Juanita High Booster Club – JHS	37	Presentation & Requesting feedback Parks Director & Rec. Manager
February 18,2015	Lakeview neighborhood	12	Presentation & Requesting feedback Parks Director & Rec. Manager
February 21,2015	General Public Kirkland Middle School	50 +	Open House adjacent to Yth BB games 10 – 3pm Staff & Park Board
February 23, 2015	General Public Emerson High School	14	Open House - south Kirkland 6:30pm – 8:00pm staff & Park Board
March 7, 2015	General Public Kamiakin school	TBA	Open House adjacent to Yth BB games 10 – 3pm Staff & Park Board

Informational Display Boards of the ARC Projects

Dates	Locations		
November 2014 – April 2015	North Kirkland Community Center	Ongoing traffic	Ongoing traffic at the Center
November 2014 – April 2015	Peter Kirk Community Center	Ongoing traffic	Ongoing traffic at the Center
November 2014 – April 2015	Kirkland City Hall	Ongoing traffic	Ongoing traffic at the City Hall
November 2014 – April 2015	505 Market – Parks	Ongoing traffic	Ongoing traffic at 505
8 Sat Jan 10 – March 7, 2015	Kamiakin & Kirkland Middle schools	700+ each sat	Youth BB games
10 Sun – Jan 11 – March 15, 2015	Kamiakin Middle school	60 each Sun	Adult Open Gym
October 25, 2014	132nd square Park & Emmerson High field	250+	Pee Wee Soccer Season Wrap up

Kirkland ARC Center questionnaire

Based on what you now know, tell us your thoughts about the proposed ARC:

Answer Options	Response Count
	577
answered question	577
skipped question	111

#	Response Date	Response Text
1	Mar 3, 2015 11:06 PM	Juanita Beach Park is unacceptable for the following reasons: Parking in the area is already very limited. Juanita neighborhoods were PROMISED that the land would remain open. We need to preserve this open space. In the summer this area is extremely popular and crowded. The Totem Lake site makes a more centralized location for the people of Kirkland. This area has long needed a type of development to enhance it. We are wondering if the decision has already been made? Is this just window dressing?
2	Mar 3, 2015 9:57 PM	Mass transit is critical. We fight traffic everyday so if we can encourage mass transit that would help. Make a parking garage rather than spreading out the parking on flat land - just 2 levels would be good or underground. Its not all about kids - ensure families w/ handicapped and elderly have programs and ways to use the ARC. Non residents of Kirkland would have to pay a fee to use the facilities. Juanita seems like a good spot but it is difficult to get to for those of us down near Carillon Point.
3	Mar 3, 2015 8:05 AM	I'm not a Kirkland resident, but I volunteer regularly as a 'ranger'/nature tour guide at Juanita Bay Park. Maybe it's not a problem, but I hope in your assessment of the site, you consider any affect the increased usage will have on the wildlife in the bay and on the beautiful natural area of Juanita Bay Park. Thanks for considering that. Otherwise, it looks like a really nice facility.
4	Mar 3, 2015 7:15 AM	It looks great! This type of facility is sorely needed to replace aged and outdated existing facilities. The 50 meter pool option is a "must".
5	Mar 3, 2015 5:19 AM	This would be a bad use of public funding, when there are so many other needs to assure public education and well-being. I am appalled that this is being considered, and fully oppose it.
6	Mar 3, 2015 4:21 AM	Your project is too large for the city of Kirkland, but if you had other cities partner on the cost it would work.
7	Mar 3, 2015 3:04 AM	Seems like this survey is biased towards the Juanita Bay Site. I would like to see an artistic rendering of another site. I do not want that monstrosity in my favorite park. Talk about a waste of money. This area is full of recreational facilities. City of Bothell city of Bellevue all have pools. Please spend the money on infrastructure and improving the parks we already have.
8	Mar 3, 2015 2:13 AM	Ten years ago, the City Council excluded the same Juanita Beach Park site from conversion to an off-leash dog park because such use was not congruent with the Park Board's grand master plan. Thus, the off-leash area was sited in a non-centrally located area far from densely populated residential areas. For consistency, the ARC should not be located at Juanita Beach Park. Why not replace the outdoor pool at Peter Kirk Park with the ARC? Include the baseball field (which benefits very few Kirkland residents). Or spend some money to rid Kirkland of the blight known as Totem Lake Mall? Regardless, Juanita Beach Park is not an acceptable site
9	Mar 2, 2015 10:47 PM	I love this plan! I would be concerned about parking, but it seems as though there will be more parking with the ARC than there currently is without. I think this will be a great opportunity for Kirkland, and I am excited about it!
10	Mar 2, 2015 9:58 PM	I don't think locating the Center at Juanita Beach park is a good idea. It's a very congested are, and that high-density activity will degrade the area around the water. Juanita Bay is a wildlife gem in the heart of Kirkland and bringing that volume of traffic to the area will harm the natural ecosystem already in place.
11	Mar 2, 2015 9:02 PM	I understand the Juanita Park location is a good site for many reasons. My concern is that the plans in the past included upgrading the two baseball fields and hopefully improve the tennis court. I would like to know more about whether this plan includes the rebuilding of additional fields at some other location. I think the plan is great and I fully support this type of building. However, I strongly feel that the Albertson's site should be saved from what is destined to go there. I would think the ARC should go there and really spruce up that spot. Parking at Juanita will be much worst than it is today and unless you add many more spots, people will just leave their car and walk around the village and the beach. I vote for Albertson's lot along with enhancing the baseball and tennis courts at current beach and keeping that land open.
12	Mar 2, 2015 8:11 PM	I like the idea; however with the current traffic situation at Juanita Drive plus issues with using that site, I strongly feel that Kirkland should look at purchasing a private property site which would better handle the traffic flow and buildings.
13	Mar 2, 2015 7:03 PM	Definitely go for the 50m pool!

#	Response Date	Response Text
14	Mar 2, 2015 4:12 AM	I am horrified by the thought of this project going in at the Juanita Beach Park site. The park is a beautiful, natural asset to the area. For those of us who have to sit in traffic (often for an extended period of time right at the intersection by Juanita Village), the park is a breath of fresh air to pass on the way home. It is a piece of beauty that Kirkland should hold onto. In contrast, the Totem Lake Mall area is a depressing, run down piece of property that could be considerably enhanced by a new public center. It's a no brainer to put the ARC there.
15	Mar 1, 2015 11:15 PM	There are definitely better available sites for this center that the city owns. To put the choice of Juanita Beach or an additional cost of millions is deceptive. Also given the fact that the original Juanita Park included the development of the north side and was never completed while the project went over budget and time leads me to think the city planners are not up to the job of spending our tax dollars efficiently.
16	Mar 1, 2015 11:08 PM	I think this is a fabulous idea. Yes, it's expensive, but our community needs something like this, especially with the state of the JHS pool (I teach there). I'm very excited to have a place so close by that my family and I can "join" for a reasonable rate. The plans looks absolutely beautiful!
17	Mar 1, 2015 8:11 PM	I would like to see the optional feature of the walking track included for sure; not everyone swims, but we all can walk.
18	Mar 1, 2015 7:32 PM	Juanita Beach Park Master Plan (File no. MIS06-00018) 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. ARC SERVES A LIMITED SEGMENT Goal PR-2: Provide services and programs that enhance the quality of life in the community. OPEN SPACE PARAMOUNT TO QUALITY OF LIFE Goal PR-3: Protect and preserve natural resource areas. ARC DOES NOT COMPLY.
19	Mar 1, 2015 7:32 PM	I'm not convinced the city 'needs' this kind of asset, especially if it distracts our focus from other areas of more immediate need (of which I believe we have many). However, if we, as a city, are determined to more forward with the ARC, under no circumstances would I recommend Juanita Beach Park for this asset. There are a number of reasons that immediately spring to mind, but one of the most important is to consider what type of asset this is - it is a 'destination' asset. People will travel to this kind of facility, which means it does not need to be in one of the last few open (prime) spaces we have left. I think the Totem Lake locations, even private, give us a much better approach to adding a destination asset to an area that is in desperate need of one.
20	Mar 1, 2015 5:45 PM	Great idea and need for Kirkland
21	Mar 1, 2015 5:36 PM	It would be a great addition to kirkland. We use the Mount lake Terrace pool and lynnwood pool on a regular basis. Would like one in our city!
22	Mar 1, 2015 3:22 AM	Support the project, but NOT in Juanita. Traffic in that area is already way over capacity, and heading west on 116th already backs up 20-30 minutes during rush hour. Put in Totem Lake! Easy freeway access, and most shops are closed. You can put next to 24 hour fitness and even reach deal to leverage sports facility. Otherwise, I oppose the project, even though I regularly drive my kids to Lynnwood pool...
23	Mar 1, 2015 1:22 AM	I love the proposal for the ARC, however I am opposed to having it located at Juanita Beach Park. As a resident of Juanita, I do not want increased traffic, pedestrians, and non-Kirkland residents bussing in from other areas. I would like to see the ARC built on private land, even if it means considerably more money.
24	Feb 28, 2015 9:36 PM	I think it is a terrible idea to muddle up Juanita Beach Park. It is a natural area park and should be left alone. Traffic is already a difficult mess in that area. There is not enough parking space area available. I feel that the North Kirkland Community Center Park, or Totem Lake Mall area are much better locations.
25	Feb 28, 2015 8:32 PM	The general population does not need a 32 lane competition pool! There is a very small segment of the population that will benefit from that so why should the general population pay for it?? If there is a need for recreation center it could be about a third the size of the proposed center. I am also very opposed to the Juanita Beach location. I use that beach often and it should remain an open area.
26	Feb 28, 2015 8:30 PM	The North Kirkland Community Center would be a better site. The North Juanita Beach site would be better developed as a open air project. The NKCC site being tiered COULD, historically this is how Kirkland has done it, design a WORLD CLASS BUILDING such as has never been done. We will only have one opportunity in my lifetime to achieve the greatness this project could attain. We should think along the lines of Seattle downtown public library or the EMP building. We need to come up with this non-waterfront building that could be breathtaking. The site screams to be architecturally challenged and now is the historic opportunity to act.
27	Feb 28, 2015 7:46 PM	Great site but my only concern would be increased traffic especially in summer months. Other locations are great; albertsons, 124th at community center, totem lake or parmac

#	Response Date	Response Text
28	Feb 28, 2015 5:58 PM	Please use Totem Lake mall. It has lots of under utilized space and is close to freeway. I am absolutely opposed to destroying the natural beauty of Juanita Beach Park and adding Congestion there. Please don't destroy Juanita Beach Park
29	Feb 28, 2015 5:27 PM	pool should be 25 yards or 50 meters 32 is not a competition pool length
30	Feb 28, 2015 2:36 PM	I think Totem Lake Mall would be the best site since it already has parking & never succeeded as a mall.
31	Feb 28, 2015 4:56 AM	Traffic in Juanita Beach is already bad, and it would have a terrible effect on the open spaces at the park. Totem lake mall would much better suited to handle traffic. Another idea would be a joint project with Kenmore at St. Edwards park. Also another option would be over soon south of 116th and west of 405.
32	Feb 28, 2015 4:10 AM	My vote would be to use the old Albertson site. Access and space is available. I also vote for Totem Lake or North Kirkland Parks space. All three of these choice are in NEED of a facelift and purpose! N.Juanita Beach park is NOT the place for such a monster! I am SO disappointed that such little consideration is being made to the already made plans that relate to refurbishing of the new beach and promise made to our community! SHOCKED that so little consideration is being made towards maintaining the ALREADY FAMILY and community fun called Little League Baseball, tennis, open space and relaxed beauty! What a shame to discount those ball fields that have been in constant use for SO many years! Three generational in our family and those that have grown up here and call Juanita OUR stomping grounds! How dare you for thinking of turning this into WINDOWS, CONCRET and WALLS with NO PARKING or ACCESS! How dare you consider this!
33	Feb 27, 2015 11:57 PM	This is a no brainer. Use the land at Juanita Beach park.
34	Feb 27, 2015 8:57 PM	Of the sites selected, I think this would be best for size, access, already city property, and allows aquatic (replacing access to Juanita pool) as well as other community usage. ... Also thought upper Totem Mall where theatre is and maybe expand from there, but that means additional cost in assuming the land and demolition costs.
35	Feb 27, 2015 8:04 PM	Please, do not rush with this project. Please do not build on Juanita park. 1. This area should be protected, because it is valuable park space for North Kirkland. And, 2. There is too much traffic and not enough parking as it is near there.
36	Feb 27, 2015 6:06 PM	As a resident of Finn Hill, I would hate to see this at Juanita Beach Park. We should be preserving our parkland not paving it. Also, the traffic on 116th is bad enough and this would make it a lot worse. Totem Lake would be much better. Freeway access, huge parking lots, and a commercial area in need of revitalization.
37	Feb 27, 2015 6:00 PM	Consider putting it within walking distance of the Kirkland Transit Center... Either part of the Parkplace renovation or on the current site of the Peter Kirk Baseball field (probably someone's sacred cow). The current proposal has everything on everyone's wish list: too complex, too costly, too gold-plated. There is certainly insufficient transit access and parking at either site being considered... Sorry...
38	Feb 27, 2015 5:55 PM	If kirkland added a pool to the current north kirkland community center, this would be the most efficient use of land and funds.
39	Feb 27, 2015 3:41 PM	Even though we need our open space we also need an ARC in Kirkland. WIth the cost to research and do all the steps to secure usable space it seems to me the logical place to put the new ARC is in the open space north of Juanita Beach. To spend an additional $10 to $20 million is ludicris. The traffic is going to be bad no matter where it is put so that is something that has to be fixed no matter what happens in choosing the location.
40	Feb 27, 2015 6:16 AM	There is too much congestion on Juanita Drive now. Also the park is used by everyone, children, adults as well as their pets. Replacing the green area with a building is a horrible plan!
41	Feb 27, 2015 4:52 AM	I'm all in favor of building the ARC but I don't like either of the proposed sites.
42	Feb 27, 2015 4:48 AM	I want to see one in Kirkland. I like the idea of using property the city already owns. I don't want to see it squeezed into an area that is really too small for it. Make it large enough from the beginning. With ample parking. I like the idea of Juanita Beach, but not really sure. Traffic in that area is already difficult. Has anyone looked at the aquatic center in Monterey, CA that the city owns? It's fabulous and quite an asset to the city. Worth checking out!

#	Response Date	Response Text
43	Feb 27, 2015 4:46 AM	We, as Juanita residents, are very concerned about the proposed Juanita Beach site for The ARC. Evening work commute traffic on the proposed street, and all the major streets feeding into it is already beyond capacity, without any known plans to alleviate this. The addition of a community center in this area would unduly add to the traffic problems. The proposed traffic mitigation for this site does not adequately address the impact to all the surrounding streets. Further, summertime parking access at Juanita Beach is already usually at overflow capacity. We worry that the impact of adding this huge community structure will further limit access to the park. Please continue to seriously consider alternative private locations, especially the Totem Lake Mall, which already features parking, direct access to and from I405, and does not occur directly in a residential area.
44	Feb 27, 2015 4:24 AM	My concern is the added traffic and parking problems.
45	Feb 27, 2015 3:48 AM	Save our beach, the only swimming beach for the north part of the city. Don't cut down the trees!
46	Feb 27, 2015 3:47 AM	lovely. it would be great add to the community
47	Feb 27, 2015 2:23 AM	Really needed. And JB is a good location and would really help businesses in the area.
48	Feb 27, 2015 1:33 AM	Your question 7, should have an elsewhere choice - Juanita Beach makes zero sense. Area is already overcrowded with traffic and the park is a much needed and appreciated open space. Other options were suggested and should be chosen over the Juanita Beach location.
49	Feb 27, 2015 1:16 AM	My only concern for the area would be how to handle traffic and parking issues
50	Feb 27, 2015 1:16 AM	Juanita Beach Park is a wonderful and unique park enjoyed by so many. The ARC would add nothing to it's character and take so much away from it's charm. Find a different location - be it Big Finn Park (plenty of room), Totem Lake Mall, or perhaps one of the waterfront parks in Houghton or West of Market. Or, how about scaling the project back a little and buying Potola Village land thereby solving two problems at once.
51	Feb 27, 2015 12:57 AM	Revitalize Totem Lake business area
52	Feb 26, 2015 11:51 PM	Please preserve the green space north of Juanita drive. Lots of room at the Totem lake mall or where an old Albertsons used to be on 100th ave and 132nd.
53	Feb 26, 2015 11:48 PM	I'm not completely sure what's being considered, I'd be interested in a location at Finn Hill Park. I don't think that would take away from the green space as much as Juanita Bay since the state park is so close with a great trail system. Good luck!
54	Feb 26, 2015 11:33 PM	Great idea and an asset to the community. This is likely to generate interest, income and traffic for years to come. The transport infrastructure and and associated impact statement needs to be carefully considered. Increased traffic in the Juanita Beach area may be too high a cost to the neighbourhood and the fragile environment adjacent to the shoreline.
55	Feb 26, 2015 11:22 PM	North Kirkland Community center could be a good location for this as it has some open green space. A traffic light would need to be installed to mitigate congestion. 124th has a bigger capacity for traffic. Also - the Totem Lake shopping area is very underutilized and has good freeway access so I think is a good option. The Juanita Beach drive is extremely congested currently, with traffic backed up a mile or more in the afternoon rush hour. I do not think the road capacity exists to handle additional traffic to the most densely built up Kirkland neighborhood.
56	Feb 26, 2015 11:19 PM	My neighborhood(Holmes Pt) was not listed on the chart (?). I have lived at the same location for 37 yrs and have watched the traffic to areas that require going by Juanita Beach grow steadily worse. PLEASE LISTEN to those of us that must use that route and understand that we have rights too. This proposal should be considered for property that is not already in a highly trafficked area. Unfortunately, the city of Kirkland has a reputation for not listening to the wishes of it's voters but rather proceeding with projects based on their choices. I pay very high taxes and think that my voice should be heard.
57	Feb 26, 2015 10:48 PM	I live in Kenmore and both drive through and am a patron of Kirkland businesses, library, parks, etc. The Juanita Beach area seems problematic due to current traffic congenstion and because it lacks a centralized location for maximimum usage. It seems like a better location would be the under utilized commercial space at either Totem Lake or across from Juanita Elementary.
58	Feb 26, 2015 10:34 PM	Juanita beach park needs to stay undeveloped.
59	Feb 26, 2015 10:09 PM	I need to know more about what the rec center would contain. I do think the Juanita neighborhoods need more amenities, however.
60	Feb 26, 2015 8:40 PM	Most llikely this project will draw in patrons from surrounding cities as well as Kirkland residents That could help fund it. Totem lake area is centrally located, under utilized, needs revitalization. However the city seems set on Juanita with fully exploring other possiblities. If the continues trying to ram this down our throats i will withdraw my support of the project as a whole!
61	Feb 26, 2015 7:50 PM	I understand that the proposed 32 meter pool fits the current demand for aquatics in Kirkland, however, it leaves little room for growth and does not consider that many aquatics programs are now at full capacity, or are limited by water availability. With this opportunity upon us, it would be a shame to pass up on the chance to build a 50 meter competition pool - ensuring the future and growth of Kirkland aquatics.

#	Response Date	Response Text
62	Feb 26, 2015 6:51 PM	I think it's a very bad idea to put it on the north side of Juanita Beach. That area is already too congested with too much traffic, not to mention losing a very popular, much-used park.
63	Feb 26, 2015 6:20 PM	There seems to be a strong bias by City employees towards the Juanita Bay site - If the project goes ahead, strongly opposed to this site due to parking, traffic and general access reasons. Poor choice
64	Feb 26, 2015 5:23 PM	Traffic is terrible in Juanita! Also, ease don't ruin our neighborhood's greenspace!
65	Feb 26, 2015 5:11 PM	There are already a lot of things to do at juanita Park. I would hate to see it even more crowded, but if course with would save a lot of money.
66	Feb 26, 2015 4:11 PM	It sounds and looks wonderful. Kirkland has needed something like this for a long time. I think the Juanita location would be a centrally located spot making it easy for people to get to.
67	Feb 26, 2015 3:19 PM	Do it now.
68	Feb 26, 2015 2:59 PM	The waterfront is a beautiful area. Why destroy our natural waterfront beauty with another building. Using the totem lake mall, the area next to Rite Aid on 132nd. There are too many places where traffic would be easier to handle and provide better access to the area of use.
69	Feb 26, 2015 7:07 AM	I love the idea. I want an indoor pool. Kirkland desperately needs it, but not at the cost of losing Juanita Park open space. I would much prefer for it to go in at the North Kirkland Community Center space.
70	Feb 26, 2015 6:42 AM	It looks really fantastic and would be a huge improvement. It would take care of one of the issues with the Juanita HS levy - people didn't want the pool to go away, but there was no other alternative. If health is important to the city of Kirkland, this would go a long way to creating a place where affordable physical activity could be performed year round.
71	Feb 26, 2015 5:35 AM	Juanita beach park location cannot handle additional traffic or parking; it is already very congested, and the site is on a one lane road. Please buy a site, the cost increase is minimal. We like the idea of Totem Lake or the old Albertsons.
72	Feb 26, 2015 5:34 AM	I think it's a fabulous idea. We're currently driving all over the eastside for swim lessons, dance classes, and community events, so I'd love to have this nearby. We already spend a lot of time at the Park in warm weather, we'd love to have this option for cooler days to get out of the house. I can easily see spending a weekend at the park, the pool, and grabbing lunch at a nearby restaurant. Win.
73	Feb 26, 2015 4:34 AM	Don't ruin Juanita Beach and further increase traffic jams in the area. How about the east side of 405 near the 70th exit.
74	Feb 26, 2015 4:05 AM	I would like to see a large competitive swimming pool with ample lanes for multiple swim teams to practice at the same time. Swim lessons could also take place in the shallow end or in a separate smaller pool. There should also be a large deep end for diving and synchronized swimming practices and competitions. A bonus would be a play area for young children. The best location for this is in the under-used Totem Lake mall area. This area has ample parking, bus service, freeway access, (and shopping for parents that need to hang around the area during practices) Evergreen Hospital and surrounding healthcare facilities could also utilize the space. A large swimming facility in a necessity for the Kirkland area. I do not feel having a swimming pool is an option - it is a requirement! There is too much water in our area and our children need to have a safe place to learn to swim and to enjoy the water.

#	Response Date	Response Text
75	Feb 26, 2015 3:58 AM	The Juanita Beach area (and park) is far too valuable for squeezing in yet another building - and a building that (hopefully) will attract a lot of visitors and traffic (as we seem to have to drive "everywhere", even if it is only a few blocks away). There are many other better locations for a needed ARC, and for an ARC that should be open and inclusive to everyone, not just "competition swimmers, but recreational swimmers, people that just wants to grab a sauna, a coffee, some volley or basketball, etc). This drives traffic. A lot of it! The Juanita Beach area is already cramped, w/o adding any new attractions, and parking is tight as it is (parking was full here already on a sunny day in February). The open fields are far too valuable, just for the mere fact that they remain "open". We are somewhat fortunate to have some public parks in Kirkland, but few are as untouched as this one, where families come for picnic, to play/watch soccer or baseball, or gather up for a massive running event. The park space might seem "wasted" to some but again, one can not set a price on "openness" these days when we lose green space (even when it is private lands) on daily basis. Square foot by square foot, only to squeeze in yet another house on already too small lots. We are allowing the very foundation that makes Kirkland such a great place to live to be chipped away, a little by little. So what to do? I'm originally from Europe, been here over 21 years and grew up in a small town that built a "massive" ARC for its 20K residents in the mid to late 60ies, and it is a shame we do not have an "all inclusive" ARC - or maybe just a Recreation Center here in Kirkland. Everything is either privately owned, owned by a school district (?) or by the County (and closed). Kirkland needs a facility, but as most Americans just continue to drive, even if it is a matter of only a few blocks, it should be located on a site with good access. Totem Lake is such a location (freeways, on arterials, on CKC, good transit, etc) and it is an area that truly needs an anchor tenant to start a horribly delayed process to bring that area into the 21st century. Juanita Beach does not. There the anchor tenant is the lake, and that attract droves of people. Not only when it is warm outside, but on any given sunny day. Please find a different location. And, people tend to focus too much on the "aquatic" part, probably because the swimmers are stronger lobbyists, but if this is to be publicly funded (already a truly controversial issue) it needs to be an inclusive and open facility - yet still affordable - for a large part of activities.
76	Feb 26, 2015 3:53 AM	1. Not convinced your revenue projections are reasonable. Monthly fees too high, private sports facilities available for some or less. 2. Not in favor of destroying good sports fields at Juanita beach park for this much parking and indoor sports. Try another site like north kirkland community center or totem lake area. 3. This project program is too bloated, trying to pack everything into one site/ bldg. Perhaps reduce scope to more reasonable goals.
77	Feb 26, 2015 3:42 AM	What about renovating St. Edwards pool facility?'Plenty of parking and land. No traffic congestion and there is a new light at Juanita Drive.
78	Feb 26, 2015 3:33 AM	Juanita Beach Park needs to be preserved! There is already horrible traffic daily. Juanita Village shops don't even have enough parking for their own patrons. To add the ARC to this area would add congestion and ruin the beautiful greenspace for which our neighborhood is known.
79	Feb 26, 2015 2:30 AM	Partner with Redmond and the Lake Washington School District for development of a larger facility sited near the Redmond/Kirkland border. Pick the best site; don't limit selection to current public property.should pay for capital costs. Expect that the best site might be on the Redmond side of the boundary. Don't go it alone and build a second rate facility on the shoulders of Kirkland taxpayers that will principally benefit the school district, and will compete for traffic (fees) with a similarly ho-hum pool built by Redmond. Pursue synergy instead of provincialism for once and do something great that will allow the costs to be spread broadly. If you make it uniquely special, it will be a regional draw and those user fees will pay for the fitness and rec programs. What we don't need is a Kirkland-underwritten YMCA or LA fitness.
80	Feb 26, 2015 12:05 AM	Would like to see center be centrally located if possible. A space like this is important for community-building and civic pride. Thank you for engaging us in this process.
81	Feb 25, 2015 11:38 PM	Please don't use our park land! Cant replace it, buy a useless property and use that!
82	Feb 25, 2015 11:33 PM	I am curious as to why the purposed swim/lap lanes are 32 meters in length? Swimmers compete and train in round numbers (100,200,500,1000...). This odd length will make it very difficult to train. Is there any reason it can't be 50 m in length? A 50 m pool is a godsend for swimmers! The nearest 50 m pool is in Olympia and this would be a HUGE draw for swimmers, triathletes and others!
83	Feb 25, 2015 6:16 PM	Need to move on this fast

#	Response Date	Response Text
84	Feb 25, 2015 5:45 PM	I like the Juanita Beach Park area BUT it is already VERY, VERY congested when summer events take place in the park. There also isn't enough parking for events. If the parking and traffic situation could be figured out, I would vote for that location.
85	Feb 25, 2015 4:55 PM	I'm concerned that the site location is too far north to motivate people living in the downtown and pre-annexation area of Kirkland to deal with traffic and parking to get to the ARC.
86	Feb 25, 2015 4:17 PM	The Juanita Beach site would be nice but this MUST be located where there is plenty of parking and easy to access. Totem Lake would be ideal. Kirkland is so congested and lacks parking which deters people from visiting our great city. Including me.
87	Feb 25, 2015 3:51 PM	Get rid of the totem lake mall eyesore nap put it there. Plenty of space and good traffic flow and access.
88	Feb 25, 2015 2:51 PM	Hobo Central!!!!
89	Feb 25, 2015 7:18 AM	Looks great! That's what Kirkland needs!
90	Feb 25, 2015 4:54 AM	I am concerned about the traffic at the Juanita Beach Park location. Also, the competition for parking between the park and the ARC. I think the ARC is going to be very popular! I can envision even worse snarled traffic than there already is through that area and parking being a headache, especially during the summer. Yes, it is a lovely spot, but I'm not sure it's practical. Totem Lake is interesting as there's probably lots of room and nothing else is going on out there! I'd like more information on why the other sites were rejected.
91	Feb 25, 2015 3:11 AM	I own a business in Juanita Village, Everyday Athlete. We're closing on 11 years. This would give us a reason to sign another lease.
92	Feb 25, 2015 2:31 AM	I am very excited to see the rendering and use. I hope the council remembers this project is not only for the 85,000 current residents of Kirkland but also for the future generation and the the future residents who will move into the area for years to come! Kirkland needs this, we deserve it!
93	Feb 25, 2015 1:31 AM	I think this is a fantastic and exciting plan. This is very similar to a community center near where I used to live: http://apexprd.org/facilities/apex-center. The proposal offers many of the same features. One thing the proposal does not have is a climbing rockwall which may be beneficial. I am also concerned about traffic and parking, which is the only reason I did not approve the Juanita location. The area is very congested already and the city has made clear that they do not plan to improve the streets for more traffic flow. I honestly think the traffic is going to get worse and not better because people love their cars and will not easily give them up. It would be nice if there were a parking garage instead of a large parking lot to minimize the footprint of parking at the facility, but that may be cost-prohibitive. Although the NKCC is not as pretty, the street seems better able to accommodate the traffic with 2 lanes each way.
94	Feb 25, 2015 12:45 AM	I'm very much in favor of the proposed ARC!
95	Feb 25, 2015 12:26 AM	It's a bad idea to build ARC next to Juanita Beach Park. consider North Rose Hill Park.
96	Feb 25, 2015 12:26 AM	I love the idea of a recreation center. However, the Juanita Village area and Juanita Drive would need MAJOR improvements to be able to handle the traffic this center would generate. The roads are currently maxed out. Juanita Drive is a standstill every morning and evening, spilling around 100th to market street. The current Friday market, which seems like it generates a lot less traffic than what a facility of this size would, disrupts Friday traffic even further - causing an additional 15 minute delay. This project needs to be sited at a property that has roads with extra capacity rather than one of the busiest in all of Kirkland. A spot with easy free-way access, close to 405 (such as Totem Lake or by the new court building) would be ideal. These areas are currently under utilized.
97	Feb 25, 2015 12:08 AM	Our family really hopes that this project happens! We hope that it will work as a replacement for the pool at Juanita High School that is being scrapped/closed.
98	Feb 24, 2015 11:14 PM	This will be a huge draw for the City of Kirkland in general and would be great for Juanita. After building the infrastructure of housing and business in the area, a facility like this would be a perfect fit. It would compliment the other uses of Juanita Beach Park. I like open spaces, but we have to balance that with the need for amenities like this facility. An industrial location would be nice too, but they are not easy to come by. By the time a space at Totem lake becomes available, the city could pursue another similar facility. The city needs more than one pool. BTW, a 50meter pool would be a better use of a few extra feet of building space than just about anything else. The extra pool space will get used!
99	Feb 24, 2015 11:06 PM	Don't use park land! Can't replace that land!
100	Feb 24, 2015 11:03 PM	Please do not waste precious park land for this. We have limited parks now and we wont be able to get them back.
101	Feb 24, 2015 10:39 PM	I believe this is a BIG need for the city of Kirkland. The actual facilities are deprecated and doesn't have the facilities for the population of the City. This is why we believe this is a big need and is URGENT!!!!
102	Feb 24, 2015 10:38 PM	I am very excited about the proposed ARC. Would love to see a 50M pool included with the plan.

#	Response Date	Response Text
103	Feb 24, 2015 10:26 PM	Once again Kirkland wants to raise taxes for a fancy site without giving any thought to those of us who live here on a fixed income and can ill afford the continual increase in taxes that seems to take place for the pleasure (but not so pleasurable any more) of living in Kirkland. I definitely feel the city should not waste money on purchasing land from private individuals considering the cost of property in this area.
104	Feb 24, 2015 10:20 PM	i think it would be a great addition to the community
105	Feb 24, 2015 10:04 PM	I am VERY excited for this project. My three sons need an indoor swimming facility close to home and a place to play basketball indoors, out of the rain. Our family will use this facility several times a week. It will be a great place to host kids birthday parties which is very much needed in this community.
106	Feb 24, 2015 9:11 PM	I am a senior and would greatly benefit from aquatic exercise in a WARM water pool--often taught by the Arthritis Foundation. I hope you include this!
107	Feb 24, 2015 9:03 PM	While undecided about my preference for the location, I would lean towards Juanita Beach Park unless the coast of the project could be lowered and the extra money be used to fund the purchase of private property. It would be a shame to further impact the beach and Lake Washington with further urbanization of the land around it.
108	Feb 24, 2015 8:00 PM	Do we really need this size facility
109	Feb 24, 2015 7:21 PM	Prefer the Totem Lake Site
110	Feb 24, 2015 6:12 PM	The project is unnecessarily large. The proposal is for a 13 lane (or 20 lane) lap pool AND and separate 4 lane lap pool. This project is too large for Kirkland and could be scaled back (at least 50%) and still meet the needs of Kirkland. Swimmers can swim "circles" and everyone does not need they own lane. A large pool is very expensive to maintain, requires a large space, and demands a significant amount of energy/fuel to heat.
111	Feb 24, 2015 5:50 PM	Would love it if the pool would include a diving board. After the Juanita pool is gone, there is great concern on continuing dive team programs in the area.
112	Feb 24, 2015 4:04 PM	It should be situated in the Totem Lake Mall area so that it will be visible from I405. Locating ARC in Juanita, north of Juanita Beach Park, will cause traffic congestion and reduced quality of life for the people and ANIMALS already living there.
113	Feb 24, 2015 5:39 AM	Paving paradise to put up a parking lot.
114	Feb 24, 2015 5:21 AM	The Juanita Bay area already has insufficient parking. Any additional development needs to add a large amount of parking. The Totem Lake area is ripe for development with ample parking and easy access by road and cross Kirkland corridor. The ARC could help anchor a revitalization of the Totem Lake area.
115	Feb 24, 2015 5:10 AM	Let's get this done!
116	Feb 24, 2015 4:53 AM	Totem Lake Mall site is the only one that makes any sense from a traffic/parking standpoint. You're out of your mind(s) if you think the Juanita Beach site will be satisfactory.
117	Feb 24, 2015 4:48 AM	Peter Kirk pool is old and crowded, and with the closing of Juanita HS pool there is no place for adult swim or swim team practice. adding recreational facilities is a grand idea and the site plan looks amazing.
118	Feb 24, 2015 4:28 AM	I'm all for it. We really need this and I think the location is perfect!
119	Feb 24, 2015 3:07 AM	I have two ideas. One idea is to add an indoor room with a log cabin like feel for slumber parties. Another room that I think would be really cool for tweens would b a room with game consoles such as Playstation 4, Xbox One, and Wii and/or Wii u
120	Feb 24, 2015 2:27 AM	Turn the north Kirkland Community Center into this new rec center.
121	Feb 24, 2015 1:20 AM	This is exactly what the area North of Juanita Beach Park needs. As it is, this land is hugely underutilized and a prime location for this neighborhood amenity. There will be dissenters who want to keep this area as their own private walking and dog run area but this does not address the needs of the majority of the people living in Kirkland.
122	Feb 24, 2015 12:56 AM	I believe that the Jaunita Beach Park location makes the most sense and is the easiest solution. This does not make it the best solution. Beautifying Totem Lake mall is A LOT bigger priority in my view. By building an ARC there, it would encourage new business to accomidate the increased traffic to the mall area. This solution; although not as naturally beautiful would help revive the Totem Lake area, already has the parking available, is closer to the free way and the CKC and would not require any special environmental preservation. Beautify Kirkland by repairing it's malfunctioning areas, not by trying to make a great space "even better".
123	Feb 24, 2015 12:23 AM	Need more info regarding the impact on Juanita Beach Park.

#	Response Date	Response Text
124	Feb 24, 2015 12:11 AM	Duplicates numerous privately-run facilities, very expensive to operate and maintain. Costs, if borne by the public, will further render Kirkland "unaffordable". City should concentrate on provision of basic services, rather than indulging the egos of local politicians.
125	Feb 23, 2015 11:45 PM	I think that it is needed to support nearly all age ranges in Kirkland.
126	Feb 23, 2015 10:57 PM	Mostly very good. My biggest concern, given that we would be traveling to the site via car, is the traffic on NE 116th, coming from 124th NE / I-405. That road is already congested at rush hour, and I currently actively avoid rush hour trips to Juanita based on that fact. I suspect that current suggested mitigation may not be enough. Regardless, I can't really decide if that fact is enough reason to consider buying new property for the proposed center, altgough it is tempting.
127	Feb 23, 2015 9:53 PM	I love the idea but am concerned what this will do to property taxes.
128	Feb 23, 2015 9:49 PM	Enjoyed the new Rainier Beach pool, like all the variety of spaces and "green/eco" elements of that facility.
129	Feb 23, 2015 9:31 PM	I really like the idea of using the already developed property that is the former Albertson's. Traffic flow is better (more lanes, lights, no weird streets), the site is unused and ugly and I do not like the idea of potentially affecting park land at all.
130	Feb 23, 2015 9:04 PM	The city wants needs this facility. I am a kirkland resident who works for a large general contractor with a regional office in Kirkland. Please consider alternative contract delivery methods other than design, bid, build options. (i.e. GC/CM, negotiated MACC, etc.) I dont want the city to be holding the bag for millions of dollars in changes and litigation as a result of incomplete documents or unforsen conditions.
131	Feb 23, 2015 5:12 PM	it sounds wonderful. The Juanita Park area seems perfect as it has parking and a great location. right now that area is more of an eye sore... it also has walking distance to places to eat and water views..... and its ready for construction with little things to do to prep for the build.... it seems like other places would have much needed prep work before construction could begin.
132	Feb 23, 2015 4:33 PM	This is so needed and I'm concerned that it is not big enough.
133	Feb 23, 2015 4:27 PM	The community absolutely needs a facility like this
134	Feb 23, 2015 8:41 AM	A bunch of bs
135	Feb 23, 2015 6:33 AM	First priority is to get neighborhood support. Juanita Park site is great, but neighbors are already feeling crowds and aren't behind it. Totem Lake site could rejuvenate an entire area, with economic boost to both the area and the trail.
136	Feb 23, 2015 3:49 AM	This facility will add so much value to Kirkland. Every child needs to learn to swim, it's a life skill.
137	Feb 23, 2015 2:18 AM	Traffic is already a chokehold mess in that area. Please locate a property that can handle increased traffic and will be easily accessible to more residents. This location is also historic and prized for its current recreational use.
138	Feb 23, 2015 1:57 AM	Great area, great for the community, I'm really excited to have this at Juanita Park!
139	Feb 23, 2015 12:49 AM	Either use north juanita beach or the old Albertsons in juanita
140	Feb 22, 2015 11:13 PM	I work in Kirkland, at the Senior Center, my commute is far enough as is, NOT Juanita!!!! Put a good sound system in, where you can plug in your iPod
141	Feb 22, 2015 9:58 PM	where will the Kirkland National Little leaguers play their games? If you choose to build here where would you build 2 new fields for the kids?
142	Feb 22, 2015 9:04 PM	I am most concerned about additional traffic congestion at the proposed site. I believe it would make more sense to diffuse and distribute traffic for the Beach and the ARC across more separate locations, instead of concentrating traffic for both of these magnet locations into one high traffic density location. I am especially concerned about traffic safety for the many children who will be crossing the very busy Juanita Drive.
143	Feb 22, 2015 7:01 PM	Instead, why not upgrade the swimming pool at Juanita High school making it available more consistently for public use, AND then come up with a smaller, more appropriately sized and located facility for the other uses which the city council seems to feel are needed. This is a relatively small community, and public projects should be sized accordingly. We are NOT Bellevue and projects should not be planned or recommended which would be appropriate to a city of THAT size. Let's keep it real folks!
144	Feb 22, 2015 6:10 PM	The concern I have with the JBP site is the partial loss of the large open play field, as housing density increases these fresh-air spaces are more important. My 2nd choice is the Albertson site, becoming my first if the larger lap pool option goes ahead (due to site size increase?) and I am in favor of that option.

#	Response Date	Response Text
145	Feb 22, 2015 4:32 PM	I think this could be an amazing addition to our Kirkland community. I have been very concerned about having an updated swimming facility for our community for many years. With two children at home, I know it is vital for all of us to know and learn how to swim as small children with Lake Washington so close. This site seems like a great place to me with Juanita Beach across the street - it could be a great gathering place for people of all ages. In the summer our children need a safe place to be that keeps them busy and out of trouble. This could be a wonderful place for them to be with friends and family and provide them with a place to stay healthy as they grow up. The cost to the tax payers doesn't seem too high, so hopefully this will pass!! My main concern with the Juanita Beach site is traffic congestion and parking. During the summers, Juanita Beach can be a nightmare and there already is not enough parking at the shopping/retail area across the way. Also, the back part of Juanita Beach where the new pool facility would go has been used for years for Recreational Soccer (LWYSA) and for baseball. Is there any way to add into the plans room for baseball fields and a soccer practice area?? It is my understanding that we are already low on places for our kids to practice these sports. I don't know all the politics behind this of course, but as a parent of two children that have either gone to Finn Hill Middle School or have already graduated from there, I know that they have two baseball fields that were built of their property that for some reason they have never used, they are just gathering weeds. As a taxpayer, this makes me a bit ill to be honest! If the city could use this part of the school during baseball season and maintain the fields, this could solve some of the issues that might come up from people in the community not liking the Juanita Beach location. Just an idea! Thank you for taking the time to ask the community our opinions on all of this, I am sure you will be receiving a ton of information! I look forward to seeing the process and will keep my fingers crosses that this passes! Excited for something like this in our community!
146	Feb 22, 2015 4:07 PM	Juanita Beach is a great park that I adore going to. However, it is already a focal point with family-friendly amenities making it crazy-congested at peak times. Adding the ARC at this location is counter-productive. The ARC will be its own destination. Let it bring people to a different area, spreading out the impact and benefits. This type of facility does not require a lake-front view. I want to be able to enjoy both, not be so bogged down in traffic that I can't ever enjoy either.
147	Feb 22, 2015 3:52 AM	We have a pool in the JHS pool that is just fine for anything that we might need as far as a community swim pool. The money that it would take to update and or fix and maintain this pool plus any operational expenses would be far less expensive than to build this project. Save the open space for the ball fields and open grounds for the people to use.
148	Feb 22, 2015 3:09 AM	Totem Lake area would provide a perfect area - tear down the mall and build it there.
149	Feb 22, 2015 2:17 AM	Do it at Juanita Beach
150	Feb 21, 2015 7:33 AM	Such project is needed, no doubt. Optional spaces should be included. Suggestion: It would be nice to ensure that performance spaces can host small productions with up to 100-150 seats Traffic to and from the Juanita Village area is already heavily congested during rush hours (NE 116th St, NE 124th St and 98th Ave NE). Placing the ARC at Juanita Drive would likely significantly increase traffic. An in depth traffic study should be conducted (if not already done).
151	Feb 21, 2015 5:01 AM	Juanita Beach area is already so crowded with parking problems and severe traffic, very strongly prefer the Totem Lake site due to currently underutilized space, extremely easy freeway access, and revitalization of that area.
152	Feb 21, 2015 4:06 AM	Do it!
153	Feb 21, 2015 3:56 AM	I like the proposal very much. It includes activities for all ages of people. This appears well though out.
154	Feb 21, 2015 1:14 AM	I do not want to see the pool downsized to a 32 meter pool. To be adequate for all the community needs it should be a 50 meter pool.
155	Feb 21, 2015 12:37 AM	Need to get this going and fast as the city is growing fast, and we (including Eastside cities) can benefit from this once completed.
156	Feb 20, 2015 10:46 PM	I strongly feel the ARC should/could/would be a regional resource and should be located adjacent to 405. If it is located at Juanita Beach it will be a Kirkland resource but if located adjacent to 405 in Totem Lake it can be a regional resource which will benefit a far greater number of people, be more heavily utilized and be more sustainable.
157	Feb 20, 2015 10:22 PM	I am fully in support of this project!
158	Feb 20, 2015 10:04 PM	I think it looks great and it would be a major improvement to the city of Kirkland.

#	Response Date	Response Text
159	Feb 20, 2015 9:21 PM	I think this looks amazing. The value that it brings to the community is tremendous. Keep up the good work.
160	Feb 20, 2015 9:15 PM	I'd rather have it at Juanita than nowhere, but the traffic will be a nightmare. Re-doing Totem Lake Mall with a community center AND shops would be a major win for the city. Totem Lake Mall West makes a huge amount of long-term sense! I am willing to spend more in taxes to do what's best for the community.
161	Feb 20, 2015 9:12 PM	The selected site is wonderful as it is most central to the city considering the newly annexed areas, saves the public the cost of buying property, and with mitigation should improve traffic in the area.
162	Feb 20, 2015 8:42 PM	I believe Kirkland is asking too much already. Property taxes are too high already and project after project gets piled on , creating additional burdens for middle income residents. We moved to Kirkland in 1998, and have since seen property taxes increase faster than the pace of inflation. This project is moving forward for no reason other than no elected officals are willing to risk their necks by stopping it. Each and everyone is afraid to be labelled as the person who blocked the pool. Almost all of the pool time will be eaten up by a few swimmers training many hours a week to compete in events. In a city that lacks sidewalks and lighting we should not be paying for a few people to swim 18 hours a week. We all know this pool will end up as a training site for a select few , with huge amounts of time block out. I object to the city increasing my taxes yet again to fund another pet project.
163	Feb 20, 2015 8:11 PM	It looks fantastic! This facility would thrust Kirkland into the conversation about communities whose recreation and community activities are truly a top priority for government. I love all the thought that has gone into the planning. My family and I will use this facility weekly, if not daily!!
164	Feb 20, 2015 7:33 PM	I like the proposed ARC plan. North Kirkland is overdue for a year-round pool especially as Juanita HS pool has outlasted its use.
165	Feb 20, 2015 7:31 PM	Please consider the added road traffic in the already congested street to Juanita Beach Park. Parking during the summer is challenging as it is now. This would be my top 2 concerns.
166	Feb 20, 2015 7:19 PM	Great option for LWSD students and families in the east side, please consider a 50M pool for competitive swimming.
167	Feb 20, 2015 7:16 PM	We needed this facility in 2002 when my child was born!
168	Feb 20, 2015 12:05 PM	The size of the project is far too large for Kirkland. I am a lifelong swimmer and I spent decades swimming daily. A 13 (or 20) lane pool is massive. It is not necessary to have such a huge pool. It could be half the size and a fraction of the cost. I think you are overestimating the demand. The CAC (juanita) private pool is brand new with four lanes and frequently empty. I am a member there. Scale it down and reconsider. Are we building this for Kirkland OR the surrounding communities?
169	Feb 20, 2015 4:46 AM	A great concept, would love to see something like this in Kirkland. Recently visited the Snohomish Aquatic Center. It was crowded with 200-300 people on a Saturday in Feb. On that same day, no one was using the proposed park at the Juanita Site. The ARC would make that space a year-round, well used recreational facility for Kirkland.
170	Feb 20, 2015 3:51 AM	It's a great project!
171	Feb 20, 2015 3:25 AM	Location Location Location that is one of the most important issues and concerns. Which area would have the least impact on traffic as well as more than adequate parking . which The city of kirkland has continued to lack in the expertise in establishing what that means.I have lived in the City of Kirkland for over 50 years and the down town corridor needs to be shutdown before its ruined. We need to concentrate on making the entire Kirkland area as beautiful as downtown. What ever happened to the Totem lake area? We've invested in the annexation now lets build it and they will come.Make Kirkland as a whole a place to be proud of.
172	Feb 20, 2015 3:24 AM	Location Location Location that is one of the most important issues and concerns. Which area would have the least impact on traffic as well as more than adequate parking . which The city of kirkland has continued to lack in the expertise in establishing what that means.I have lived in the City of Kirkland for over 50 years and the down town corridor needs to be shutdown before its ruined. We need to concentrate on making the entire Kirkland area as beautiful as downtown. What ever happened to the Totem lake area? We've invested in the annexation now lets build it and they will come.Make Kirkland as a whole a place to be proud of.
173	Feb 20, 2015 12:52 AM	Could be a great resource for Kirkland residents.
174	Feb 20, 2015 12:35 AM	Do IT!! It is beautiful and will add untold value to our community, not to mention our schools, as students will continue to have the opportunity to further connect to their school communities through participating in swimming.
175	Feb 20, 2015 12:27 AM	I don't see Juanita Beach Park as a solution

#	Response Date	Response Text
176	Feb 19, 2015 8:38 PM	Totem Lake area is a good location for the ARC
177	Feb 19, 2015 5:39 PM	In order to get max bang for buck the ARC needs to be located in high density area where it is easily accessible for all. Juanita Beach PArk is not an accessible location. Why not build ARC at Peter Kirk location and make existing Youth Center, Community Center and pool better!
178	Feb 19, 2015 3:42 PM	We need swimming; we need learning to swim. Other facilities would be a welcome addition. I am impressed at your vision on this project. Thank you for doing something for us residents.
179	Feb 18, 2015 10:52 PM	Although it is a private site, Totem Lake seems to be the ideal location for this project. I have been a Kirkland resident since the 70s and in that time Totem Lake has barely been updated say for a few new locations (Trader Joe's, Car Toys, Ross, and Famous Footwear). While this site has languished other similar area sites have flourished (Woodinville, Issaquah, Factoria, etc.). It would be great to finally see Totem Lake be a productive site for the area once again.
180	Feb 18, 2015 10:16 PM	The Jumpin' J's has been holding summer jump rope camps at the NKCC for several years. While the facilities are adequate, I can see the need for a larger space/gym for these types of active summer camps.
181	Feb 18, 2015 9:57 PM	I would rather spend dollars on upgrades of existing parks and parking ease to use downtown city
182	Feb 18, 2015 5:57 PM	My first preference is not to build this. The website quotes 82% favored the aquatic center - 82% of what? Be more specific - tell me me how many residents were actually surveyed - nor are the questions ever listed. We all know how to write a survey where the questions are skewed so the answers are not reliable. My second preference is private property - so keep looking. Park land is always a precious commodity; once it is taken away it is gone. Why don't I see McAuliffe Park in the mix of sites looked at. It's relatively flat/enoughspace for parking /not as congested as the Juanita Beach area with cars/easier access than Juanita Beach Park. I don't want to hear the master plan was just finished - I know that. Juanita Beach also has a master plan that is being ignored. And if this does actually get funded - build underground parking.
183	Feb 18, 2015 5:05 PM	I absolutely LOVE this plan! This city needs a facility like this! My family loves to go to Lynnwood to use their facility-it would be so nice to not have to drive 30 minutes while supporting our own city at the same time.
184	Feb 18, 2015 3:32 AM	It most likely will be voted down if decision is to place it on the north side of Juanita Beach.
185	Feb 18, 2015 1:28 AM	I would sure like to see this developed at the Totem Lake Mall area which is currently under utilized and has more convenient freeway access. I get that the cost/benefit/opportunity may not be realistic. I like the concept of the aquatic center near the beach with the views and walking areas already there. Traffic will be a concern.
186	Feb 18, 2015 12:03 AM	The Juanita site is not a good location. We all like the open space/park-like setting that is there now, and the traffic congestion is already too much for the area. This is not an appropriate site for such a large scale project.
187	Feb 17, 2015 5:53 PM	I live just off Juanita Drive, about 1/2 mile up from the proposed Juanita Beach park site. While I do have some concerns about the traffic impact of putting a pool and rec center at this location, I don't believe it would significantly affect the surrounding traffic (which is heavy during rush hours, but relatively light otherwise). Adequate parking would be a more pressing issue, especially given the limited parking problems already associated with Juanita Bay Village. I'm sympathetic to those who don't want to lose the open space of north Juanita Bay park, but I think placing a pool & rec center at this location would be far more beneficial -- and far more used -- than the park's current acreage. Other than the heavy use of the ball fields during Little League season and the occasional one-day events that take advantage of the park's (rutted) grass fields, hardly anyone spends any time in the north park. A pool and rec center, by contrast, would much better serve the broad Kirkland community (including by bringing customers to many other Kirkland-based businesses). I'm just on the edge of the Juanita neighborhood, so can't add my positive perspective to the largely negative stance taken by the Juanita Neighborhood Association. My guess, however, is that my position is more in line with many Kirkland residents, including those, who like me, live nearby the proposed Juanita Park site. Full disclosure: I'm a member of the Lake Washington Masters swim team that currently practices at the Juanita High School pool. That involvement, however, gives me a good insight into the need, and the demand, for even more pool capacity in this area for high school swim teams, swimming instruction and other uses. The benefits of these and other services the proposed pool and rec center would deliver to Kirkland residents far outweigh the open space of a largely unused park.

#	Response Date	Response Text
188	Feb 17, 2015 3:44 PM	What happened to the North Kirkland community center idea? I feel the designs for Juanita look lovely but the area is already pretty congested and the road is very narrow - I can't imagine how that would work. Also a site like Albertsons or Totem Lake are not as scenic, but could handle the congestion and is similar to pool in Lynnwood.
189	Feb 16, 2015 10:06 PM	Our family enjoys going to the Lynwood ARC but because of distance we aren't able to go as often as we'd like. Having the ARC in Kirkland would be great! I like the idea of using property already owned and connecting it to the Juanita Beach Park area. We can't afford the health clubs in the area and finding a pool in the area is difficult. I think it would also help raise property value in the area as well.
190	Feb 16, 2015 9:59 PM	I don't believe any traffic mitigation could possibly absolve the problems with adding traffic for ARC to the already absurd traffic at the intersection of 116th and 98th and along Juanita drive. this is a major commute route and is past capacity. Also Juanita is growing and this is essentially the city center. traffic will only increase.We need a site away from city center and not impacted by commuter traffic.
191	Feb 15, 2015 9:49 PM	Great idea, and needed facility, but Juanita Beach Park is the wrong location due to traffic and open space issues.
192	Feb 15, 2015 6:49 PM	If this project moves forward, Totem Lake is the only acceptable site.
193	Feb 15, 2015 1:29 PM	Facility should be in Downtown Kirkland. Juanity Beach Park site would be too congested during peak season. Needs site with better access.
194	Feb 15, 2015 12:10 AM	I live near the Juanita Beach Park site and traffic can be issue along 97th and 98th Aves NE. I do not have a car and have to cross 97th Ave on barely lit roads without proper crosswalks. Drivers speed down the road and do not look for pedestrians. I have been on the sidewalk and almost run over by residents of Salix speeding into their parking garage. Adding an aquatic center is going to make the traffic along the road worse.
195	Feb 14, 2015 4:49 PM	I believe that the ARC would be a great addition to the city however I am concerned with the proposed location. I live in Juanita Village near the proposed site and know from experience that parking for visitors is extremely limited. I will need to be convinced that this facility will not negatively impact the parking situation at Juanita Village. I am also concerned about the erosion of open public space on the shores of Lake Washington. The ARC plans will need to ensure that public access to the lake is not affected.
196	Feb 14, 2015 5:27 AM	Kirkland would really benefit from this. I am supportive, but it is soooooo crowded in that area already, are you really thinking of putting it by Juanita Beach? The parking there is terrible. Please consider alternate locations.
197	Feb 13, 2015 11:13 PM	People need open space. Another building in the Juanita Beach idea would add to very tight traffic situation in this area. I live and walk in Juanita, so I know what I am talking about. Cut the scope of the project to just swimming pool and gym and locate it at a different site: Albertson's, Totem Lake or ? Both are accessible by bus. A view is not necessary for an aquatic center. Please save open space at Juanita.
198	Feb 13, 2015 3:53 PM	I have spent a lot of time in Iceland, where they have the most wonderful neighborhood aquatic centers. Given our climate, I have always wondered why Kirkland didn't do the same. A facility like this binds our community, offers a wonderful resource for health, fitness, family fun, and community events. I really hope that we go ahead with this. Thank you.
199	Feb 13, 2015 3:50 PM	I think it has been well thought out and will be well used and enjoyed by many
200	Feb 13, 2015 3:15 PM	Favor the idea of mixing indoor recreational with the natural setting of the lake for outdoor activities.
201	Feb 12, 2015 11:15 PM	Try the Albertsons site first. Then Totem lake, then Juanita Beach.
202	Feb 12, 2015 7:10 PM	The two separate indoor pools are badly needed, to accommodate both recreational swimming and training / event swimming. The overviews I've read give a picture of focus on a broad and inclusive range of other activities, which is really healthy for our city and the sense of community that is intrinsic to our values. I think the ballfields area site at Juanita Beach Park is a suitable location. I'm opposed to the idea of purchasing property, if existing city property can be used w/ no net loss of value of use to citizens due to conversion. It's exciting to look forward to the city developing this facility that stands to provide so many opportunities for enrichment to everyone in Kirkland. Especially in view of how our population has outgrown our current capabilities and programs.
203	Feb 12, 2015 5:50 PM	Looks fantastic. I'm a Bellevue resident who uses the Peter Kirk pool for kids outdoor swim lessons. It could definitely use an upgrade, but we've loved going there.
204	Feb 12, 2015 4:57 AM	I am so excited. Can't wait for the swimming lessons, classes for me and the kids, and fitness! Great location!
205	Feb 12, 2015 4:41 AM	Sight 2 or sight 5

#	Response Date	Response Text
206	Feb 12, 2015 3:33 AM	I think the location of the abandoned Alberston's store at the corner of 132nd street and 100th would be a good choice. The parcel is underutilized and the ARC would bring a nice sense of community to an otherwise poorly planned area. Access to the site is good at the intersection of two major arterials.
207	Feb 12, 2015 1:59 AM	I would really love this facility to be by the CKC. I agree traffic near Juanita Beach seems sort of problematic, but wouldn't oppose putting it there if that turns out to be the best option.
208	Feb 12, 2015 1:10 AM	Thank you for providing a nice site that has good information. I really do think that Kirkland needs a pool but I am not crazy about the Juanita beach park site. Currently it is already a zoo in that area and very hard to get around. Parking is awful even just to get a coffee at Starbucks or fish at spuds! A huge aquatics facility will make it even worse. In addition I am concerned with the loss of the ball fields. My kids played ball there and I really like the open space. I think the site at NKCC is preferable as the current building (an old church) is really not up to date and the space not used well. In addition a path could be made to connect it to JHS for their swimmers. Buying land is expensive that is true but the city barred no expense in buying commercial property and building itself a 40 million dollar Municipal building and did not put that up for a vote. Although I do realize the taxpayers will have to spend money on this, and I would be willing to, but I know that the Fire Station bond will come to us for a vote soon as well. Keep those costs down and don't get so fancy with so many amenities.
209	Feb 11, 2015 10:49 PM	Think it would be amazing! Love the idea that it would get rid of the waiting lists at NKCC. Also, the location would be so great with the beach so close and being at the hub on top of the lake. I'm hoping the community hall is a space that can be parsed into rooms as well (believe the drawing showed that). If not, my only concern would be classroom or activity space. The pool is great and it would be fantastic to have the slides and lazy river so close. Hope to see this project move along pretty fast!
210	Feb 11, 2015 7:22 PM	I like the building plans although traffic/parking already is a problem esp. in the summer weekends. I would like to know how the city intents to make up for the popular two tennis courts that are not in the plans but are sorely needed....
211	Feb 11, 2015 7:21 PM	You should have a 50 meter, but 25 yard pool, that would allow for more aquatic uses and give us a premier aquatics facility on the East Side.
212	Feb 11, 2015 4:40 PM	It looks like it would be a great facility that would be well used. Is this the city's next best use of money that it has available? (I.e. vs the cork land Cross corridor Trail)
213	Feb 11, 2015 4:11 AM	The new juanita shopping village and apartments has created a huge traffic and parking issue in the neighborhood. After looking at the plans, I love everything about it except for the lack of parking. The idea that the new lot could be used as overflow during park events is unlikely, because the local residents trying to do business in Juanita would want to use those spaces just to do their business. I suggest multi level parking at this site and have the Juanita village owners contribute to the costs.
214	Feb 11, 2015 3:52 AM	Looks great!
215	Feb 11, 2015 3:45 AM	would prefer a site further south
216	Feb 11, 2015 12:20 AM	1) If you use the Juanita Beach Park location DO NOT remove the existing wonderful trees on the opposite (beach side) of that location. 2) Please, PLEASE DO NOT CHLORINATE THE POOL!!!!!!!!!!! Use some sort of more swimmer and eco-friendly system such as saline like the Snohomish Aquatic Center. I live in Lake Forest Park, yet drive to the Snohomish Aquatic Center specifically for the saline system (and the competition pool that is the correct temperature). In fact, I hope you have toured this facility to get ideas of what to do and not to do. 3) Lake Forest Park has no recreation facilities - perhaps you should reach out to its residents and governmental officials to include them in cost-sharing/planning.
217	Feb 10, 2015 11:26 PM	I think it is a much needed facility and the programming effort so far seems to have covered most of the needs. Would love to see how this moves forward.
218	Feb 10, 2015 10:14 PM	Save Juanita Beach as open space park land. Using Juanita Beach Park for this purpose is an unacceptable loss of a great community asset and a short sighted solution that will negatively impact current and future residents. Not only is it a waste of a very valuable open space, density and traffic in this area already exceeds capacity. The city has been studying this facility for over 10 years and spent a considerable amount of taxpayer money trying to justify building the ARC at Juanita Beach Park. It's time for the city to remove Juanita Beach Park from consideration and find another public or private site to build this huge facility. Appropriately siting this project will carry significant weight when voters consider approving the funding package.

#	Response Date	Response Text
219	Feb 10, 2015 3:02 PM	Not in favor of the Juanita Beach site. This area is already overcrowded and extremely hard to access especially in the spring/summer months. Adding this facility would be too much. Opposed to this option, Totem Lake area would be much better, maybe the upper mall location.
220	Feb 10, 2015 8:23 AM	I love this idea - it's so necessary! Bellevue, Issaquah, Lynnwood and Redmond all have these resources - Kirkland needs them too! (Then we wouldn't have to leave Kirkland to get these same resources!)
221	Feb 10, 2015 7:19 AM	I love it! It's long overdue and I'll swim most days of the week when it's constructed. Thanks for all your efforts.
222	Feb 10, 2015 5:42 AM	I love the idea of this going in next to the Juanita elementary school. It would be a great place for kids near school vs the run down rite aid that currently resides in that location.
223	Feb 10, 2015 5:37 AM	I think this would be fabulous for Kirkland. We go to the Lynnwood pool and rec center a lot and it would be great to have something closer. Also, at the Lynnwood site, they have an adult only hot tub and a kid hot tub. I love the kid hot tub so my kids can warm up a bit and can keep playing. We can swim a full 2 hours that way, so fun!
224	Feb 10, 2015 5:30 AM	I'm in favor of the arc. Our family uses the north kirkland community center but it doesn't have everything we are looking for in a recreation facility. I'm excited for a facility that offers a fitness center and childcare, a pool and a new facility. I do not like the idea of building it by juanita beach! It gets so crowded there and I have used the overflow several times. Where are we supposed to park in the summer when it's nice out and people want to go to the beach? Traffic congestion will be horrible! It sounds like a headache not a fun place to go. Please put this recreation facility in a better spot like the old albertsons site. It is a big enough space and would be easy to get to.
225	Feb 10, 2015 2:50 AM	ARC designed is great. I would consider to expand it into 50 meter pool. Seattle area are lacking 50 meter pools. Once it is built, ARC will attract more usage and demand for surrounding neighborhoods beside Kirkland area (i.e. Bellevue, Redmond). The direct impact is to have more revenue sources, the indirect impact is to help local economy which will generate more tax revenue for the city. If you want to build, then you should build a first class facility. You build it right, people will come and you will have a facility that can strive by itself. Kirkland people and government will be proud to have it (of course, it needs to build it right and "manage" it right)
226	Feb 10, 2015 2:41 AM	It looks amazing!
227	Feb 9, 2015 10:54 PM	It would benefit everyone in the community.
228	Feb 9, 2015 10:42 PM	The dilapidated eye sore otherwise known as Totem Lake Mall would be an ideal location for this project. How many thousands of vehicles pass that embarrassment each day? I'm confident the seasonal Halloween store will survive at another location.
229	Feb 9, 2015 10:39 PM	This would be a great facility that I would use with my family regularly.
230	Feb 9, 2015 9:16 PM	Please do NOT destroy the green space of Juanita Beach Park for this facility. The open use (overflow parking, Triathalons, Komen walk, 5 k's) of the green space cannot be replaced . It's a great place to have a picnic in the shade, have some space to get away from the crowds on Juanita Beach itself. Let's not lose more trees and green space in Kirkland. Let's find a spot that is already concrete (The dying Totem Lake Mall for example) and build the ARC center there
231	Feb 9, 2015 8:50 PM	It sounds fantastic, we really need a good pool in the area.
232	Feb 9, 2015 8:31 PM	I am opposed to this structure going in at Juanita Beach Park. It would increase traffic on an already heavily driven road (Juanita Drive). I believe we should preserve the open green space. I thought that was one of Kirkland's missions as well. So many residence walk this park, play ball with their dogs, play catch with their kids, and play tennis is the FRESH AIR. Fresh air is good for you. The park is the main reason many of us moved to the Juanita neighborhood. Building the ARC in this neighborhood would ruin all of that.
233	Feb 9, 2015 8:20 PM	I think this is a FANTASTIC idea... I cant stress enough how excited we are for this. Pls pls pls let this happen. We go to the Lynwood pool all the time, it adds to already existing traffic issues to do this AND that pool is constantly crowded and at max. I'm a little bit more hesitant on location. This is already an area that gets congested during the work week... and all summer long. Parking is an issue downtown Juantia most times, and summer is much worse.. That said. I love the idea of this ARC center so central.... I Just have parking and traffic concerns.
234	Feb 9, 2015 7:37 PM	Looks wonderful! My family would be excited for this project.

#	Response Date	Response Text
235	Feb 9, 2015 6:10 PM	I like it. I would not be opposed to a private property site, even at a higher cost. I would miss the tennis courts at the Juanita Beach site and hope the City would add courts perhaps at the North Kirkland Community Center site.
236	Feb 9, 2015 5:41 PM	A total waste of Kirkland's resources and our tax dollars. Do something for the homeless, or fix the streets, Widen selected streets, or improve / add cross-walks, or maintain the cities parks instead of wasting funds on this garbage. Expand and cover the pool at the Library / Sr Center if the city council absolutely feels the need to waste some money.
237	Feb 9, 2015 5:16 PM	One of the worst problem will be the lack of parking which is already a problem in that neighborhood. Don't combine the Jaunita center and this, Kirkland will need both!
238	Feb 9, 2015 3:05 PM	The community needs the ARC. It would be incredibly popular, not just with Kirkland residents but also with Kenmore, Bothell, Woodinville, etc, residents as well. While the artist renderings look pleasant along Juanita Drive, that road is already over traffic-ed and dangerous and would only get worse with such a major draw such as the ARC. Though it raises the costs, I'd rather pay additional for private land. Is there some way to work with the county to tax neighboring communities as well? Can the cost be passed on to the users of the ARC? All that said, I think putting it near Totem Lake would be a great use of the space.
239	Feb 9, 2015 12:34 PM	Would like to see it sited in or around Peter Kirk Park (1st choice), and second choice would be Juanita Beach. Looks like Peter Kirk may be out of the question. North Kirkland already has their community center. Peter Kirk (downtown Kirkland) area does not have much of anything other than the outdoor pool. We choose to live in an urban area to eliminate having to drive everywhere and we will have to drive to north Kirkland if you site this at Juanita Beach park. Downtown Kirkland has great bus service from all other parts of Kirkland.
240	Feb 9, 2015 8:18 AM	We just moved to Kirkland and I could not be more thrilled to hear about the proposed ARC! We are already loving the classes at the community center and know the ARC would bring many more opportunities for children and adults.
241	Feb 9, 2015 7:01 AM	Juanita location plan sounds reasonable but there should be better infrastructure to alleviate the traffic and to improve the access.
242	Feb 9, 2015 6:05 AM	There are many fitness clubs available for residents to use. Only the loss of the pool at Juanita HS is a concern not addressed by fitness clubs. How about just concentrating on providing a pool facility? Could Kirkland partner with LWSD to save the Juanita HS pool? Or does LWSD already have plans for the use of the pool real estate? How about reducing the size of the proposed pool to compliment existing neighborhood pool, rather than compete with them?
243	Feb 9, 2015 6:03 AM	My concern with Juanita Beach Park is whether there would be enough parking. It gets packed already in the summer with the beach.
244	Feb 9, 2015 5:42 AM	This is needed to keep kids busy and allow everyone access to good physical activities such as exercise classes and a place to run/walk when it is rainy. Traffic will definitely be a problem, so please focus on that. And is it possible to have underground parking so that so much space doesn't have to go to cars? There should be lots of bicycle parking (and it should get the closest spaces rather than cars).
245	Feb 9, 2015 2:38 AM	As long as traffic mitigation is seriously addressed I think it would be a great addition to my neighborhood.
246	Feb 9, 2015 2:26 AM	Although the Juanita Beach location would be very convenient for us, the traffic on Juanita Drive has already doubled since the implementation of tolling on the 520 Bridge. I no longer bike along Juanita Drive because it is no longer safe. The additional traffic would exacerbate these traffic problems.
247	Feb 9, 2015 1:18 AM	I like the idea of the park being near the water but the Juanita Beach Park area is so trafficky already. The slow 2 lane approach from downtown past the bird sanctuary, and the long light at Michaels intersection - the site doesnt seem that accessible and traffic will become even worse. I am open to other sites but I like that this site provides enough space for expansion. I think the pool should be increased in size and a 3rd bball court should be added. Kirkland will only grow and we dont want to outgrow our ARC. I think do it right the first time.
248	Feb 9, 2015 12:49 AM	I think this is a great use of space, is much needed and the design is beautiful.
249	Feb 9, 2015 12:42 AM	Generally a good idea, but a lot of "extras" that might not be needed: running track and coffee cart.
250	Feb 8, 2015 11:52 PM	As we use Juanita Drive every day I have concerns about both foot traffic and auto traffic along with parking. Has there been any consideration of a foot bridge over Juanita Drive to the beach? We wholeheartedly endorse this project

#	Response Date	Response Text
251	Feb 8, 2015 11:23 PM	Water slides seem unnecessary, I'd rather have an indoor track. Love the idea of the rooftop open area. Seems like it'd be a cool place to have a climbing wall as well. Don't forget plenty of bike parking and a connection to the CKC would be fabulous! Juanita Beach Park seems like an ideal location.
252	Feb 8, 2015 11:04 PM	I think building at Juanita Beach will make car traffic horrific, especially in the summer, when the park is heavily used and the area proposed for construction is used for overflow parking for the Market. Using this area also eliminates a soccer field location for summer camp. But the biggest issue is the traffic. Since the development of that area, although lovely and long-overdue, has created heavy traffic pressures. I'll never be able to get home...:(. Although neighbors may object along 124th, this site makes the most sense to me. There is access to a large arterial, close access to the freeway. With the right traffic management, I think this would work. The neighborhood is already used to much traffice to and from the freeway and to Totem Lake area. It has a decent proximity to Lake WA Highschool which I think is a plus. I haven't kept up with the status of that pool at the high school, but think high school students might be able to use for swim team, etc.
253	Feb 8, 2015 8:01 PM	Looks light a great addition to Juanita beach park
254	Feb 8, 2015 7:37 PM	Highly oppose the Juanita Beach Park Site. It's a high traffic area currently. A city wide facility will make it worse and deplete the quality of life surrounding the park. Keep open space open. The north Kirkland or Totem Lake site is more accessible for the community as a whole and will service all of Kirkland better, even if it means more cost. Totem Lake Mall needs revitalization. Locating the ARC there would provide plenty of parking, turn part of that urban blight into a modern facility which will drive more consumers to that area. The Juanita Beach location will drive existing consumers out of the area as we are frustrated with the traffic and parking currently.
255	Feb 8, 2015 6:50 PM	Excellent concept.
256	Feb 8, 2015 4:34 PM	Recommend the Juanita site to include the 50m pool. This is imperative for competition. Preference would be to have the facility on the waterside, parking where the facility is currently proposed, with a walking bridge across the road. This would be ideal for wedding events, but targeted focus is the pool. Whichever configuration that is to necessary to get the pool to be 50m is our main priority.
257	Feb 8, 2015 4:27 PM	Similar facilities exist in the private sector and the city should partner with them
258	Feb 8, 2015 6:15 AM	We in Kirkland need it but location, costs, and safety from traffic has to be considered. Perhaps few sites and the costs for each site and features are required to decide. Need public and private stes and then one can decide
259	Feb 8, 2015 6:14 AM	I think there is a huge need for this and this will grow the community as a whole.
260	Feb 8, 2015 12:38 AM	I think it's very much needed.
261	Feb 7, 2015 11:39 PM	would love to have a pool close to us! would love a bigger community center
262	Feb 7, 2015 11:10 PM	Juanita Beach Park is not the best site for it. Try for the Totem Lake area or along CKC
263	Feb 7, 2015 7:20 PM	So much of Kirkland's faciilities are west of 405. Adding this one makes things really top heavy and distant for newly annexed areas. Also, the wildlife of the area would be greatly affected for the worse.
264	Feb 7, 2015 7:13 PM	I have lived in Kirkland most of my life (+50 years) One of the things I love is their desire to maintain parks and open space. I love this idea and think it is good, as it is again something you see in a smaller town, but DO NOT take away our parks and open space to get it. Love the idea of the old Albertson's site as it is more commercial, not an open space or existing part and could really use some uplifting.
265	Feb 7, 2015 7:10 PM	I like the rendering of the ARC at Juanita Beach Park, the location near to a park, and the view. My main concern would be traffic and parking. That area is already so congested.
266	Feb 7, 2015 6:41 PM	The use of Juanita Beach Park is not a wise choice. It is the only nice open space in North Kirkland that children and pets can run around. Traffic is already difficult coming down Finn Hill. The baseball fields are being used by Kirkland National Little League and Kirkland Parks & Rec have been putting on tennis classes. Kirkland could add basketball courts and that would not take away from the open space. Kirkland can put on additional music and movies in the park. And people who use a community center do not need a roof top deck with a view. Also, there is Columbia Athletic Club and Yoga studios in Juanita Village. Kirkland should purchase the Albertsons site. It is close to Juanita Elementary and Juanita High and can be a place for students to go to after school, and for parents to work out after dropping their kids off at school. I also think that providing support for our seniors is important too. With Goodwill moving in there, the home prices will drop and provides no benefit to the community. A community center in that location would be great because it could support the students and the population of Finn Hill, Juanita and Kingsgate. My alternative choices are rebuilding North Kirkland Community Center,Totem Lake mall area, or the business area behind Fred Meyer and Olive Garden near the new dog park.

#	Response Date	Response Text
267	Feb 7, 2015 6:32 PM	I am opposed to using the property in Juanita. We use the park and green space regularly (we are a family of four) and I think it would be terrible to sacrifice for a building. The park land in Juanita is unique, with its view of the water. An aquatics center can be built anywhere, find land that is already developed / interior, not on the lakeshore. Thanks Joe
268	Feb 7, 2015 6:21 PM	Sounds like you've ruled out the North Kirkland Community Center as a site. I'm not sure why, but maybe I didn't read closely enough
269	Feb 7, 2015 6:17 PM	Juanita Park is a unacceptable location due to : Traffic implications(traffic study did not include current traffic, only number of trips), environmental impact to lake due to drainage of the parking pavement to the stream and lake(Toxins to those swimming, making the beach dangerous to children), no access to the cross kirkland corridor, using land that was given to city as a park, breaking the trust of the family, taking free park away from those of lower income who cannot afford to use the facility, and taking away the largest space in kirkland along the water.
270	Feb 7, 2015 4:55 PM	I'm mainly concern about traffic and parking if built in Juanita Beach Park. There is already a problem with traffic and especially parking during the Summer concert event. And what will happen to NKCC if ARC is built there?
271	Feb 7, 2015 4:48 PM	A pedestrian, bike, bridge over Juanita drive connecting the ARC site to Juanita Beach Park would improve safety and tie the two spaces together.
272	Feb 7, 2015 4:40 PM	Do not disturb Juanita beach Park. ANY other site would be preferred. Totem Lake has tons of private open land (old Toyota dealership, the mall, etc.) This is a great opportunity to bring people and traffic to other parts of Kirkland not part of what is considered "Kirkland". There is already a pool downtown Kirkland so this center should be at a North Kirkland site. I like the mall site or the north park site.
273	Feb 7, 2015 4:35 PM	We like the Juanita Beach site, but worry most about increased traffic in an already very congested area, and also losing the baseball field and tennis courts.
274	Feb 7, 2015 4:27 PM	Let's get this done now. You've been talking for years.
275	Feb 7, 2015 4:05 PM	Kirkland needs this community center! I've been involved in the planning and input process for the project for last few years and the Juanita beach location makes the most sense. A significant amount of revenue has already been spent to study and vet that property, why spend more to continue looking? The programs in the area especially aquatics, are strained and stunted in growth. The longer the council takes to start the building process the more programs wither away. We need a new facility within the next two years and it's time to move forward!
276	Feb 7, 2015 4:05 PM	Good location. Near bus stop. Not very residential, ie already used for commercial purposes. Near a mall so people can combine exercise and fun.
277	Feb 7, 2015 7:23 AM	I still have a hard time picturing how it will all fit into that building and on that site. It would be so great if it could be in the Totem Lake Mall area, but I realize that would add on to the cost. Finding property near the Cross Kirkland corridor would also be really great.
278	Feb 7, 2015 6:39 AM	50-Meter Pool is a must!
279	Feb 7, 2015 5:00 AM	We need a covered community pool, more meeting space, more space for parks & rec, activities
280	Feb 7, 2015 4:56 AM	Why was the former albertson's site not an option?
281	Feb 7, 2015 3:46 AM	biggest concern is traffic congestion that it will cause on Juanita drive.
282	Feb 7, 2015 3:45 AM	Love the idea, and it is needed for our community. The area around Juanita Beach can be a traffic nightmare, especially on nice days. I feel it is important to find a location that can handle increased traffic flow.
283	Feb 7, 2015 3:00 AM	I think we need an aquatic center, it always seemed strange to me to have Peter Kirk pool open for such a short time in the summer. It seemed like such a waste of resources to have it languish during the spring, fall and winter months. I have used and still use the NKCC and the Peter Kirk community center, enjoy them both and do not see why they need to be shut down, (is that in the plan.) Both are great places that are still used by many. Do we really need a 8-10 acre site? Seems too much to me, how about an aquatic center on its own and the spruce up the NKCC and Peter Kirk community centers instead?
284	Feb 7, 2015 3:00 AM	I think the ARC is a much needed community facility in Kirkland and I can't wait to use it with my family once complete.

#	Response Date	Response Text
285	Feb 7, 2015 2:50 AM	The City has already rejected the public comments to make it better sized with two courts and a larger pool. You will build an undersized, overused center with minimal parking. And then fill that parking with festivals and markets. People who live within a 1/4 mile will get all of their money's worth. The rest of us will just avoid the hassle of trying.
286	Feb 7, 2015 1:43 AM	Love the idea. Willing to pay some more tax for it. I would of course like it to be close to Norkirk.
287	Feb 7, 2015 1:41 AM	There is already a lot of traffic in this area and this will just add to the congestion. It is too busy With pedestrians and bikers. The cost to build & maintain this facility is also hard to justify when we need more schools and can't afford them. Putting money into a pool is wasteful.
288	Feb 7, 2015 1:26 AM	I think this would be a great asset to the city of Kirkland. I think using the ARC facility for rentals for private facilities (primarily weddings could be very beneficial). The site would make a great wedding venue as well as helping a great deal with income generation.
289	Feb 7, 2015 12:45 AM	This is a needed facility and the site at Juanita Beach is a good location.
290	Feb 7, 2015 12:42 AM	There are usually huge lineups at the Lynnwood & Snohomish pools in the family change area. In BC, the family areas flow better and have a couple of restrooms, a large communal shower area, and then several smaller rooms to just change in. The family hot tub at the Lynnwood and Snohomish pools are frequently overcrowded, so a very large hot tub or multiple family hot tubs would be nice. We are so excited!
291	Feb 7, 2015 12:40 AM	I am definitely opposed to the Juanita Beach site due to traffic issues. When there is an event at the park, such as the kid concerts there is chaos in the parking lots and I make sure that I arrive well before the concert is to begin and leave well before the concert concludes. I walk almost everyday at Juanita Beach and can't possibly imagine the amount of traffic the the ARC would bring to the area. I am all in favor of building the ARC and I think that Totem Lake Mall would be an excellent location. It is currently underutilized and is an eyesore in the community. Our family calls it the "armpit" of Totem Lake as it is useless as it is. It was so vibrant when we first moved to the area when it had a Lamont's, etc. Let's bring it back as the ARC with good access and plenty of parking space. I know it would be well utilized by not only citizens of Kirkland but probably of Woodinville, Redmond, and Bothell as well due to its location.
292	Feb 7, 2015 12:23 AM	Hurry up and start building!! We need a recreation facility in Kirkland and the JHS pool won't last much longer!!
293	Feb 7, 2015 12:07 AM	Juanita Beach Park seems like the best location because it's central and in a business area, and would still preserve the beach aspect of the park.
294	Feb 6, 2015 11:56 PM	I would like to know what is to become of the outdoor Peter Kirk Pool and that area - park etc. I think it would be more beneficial for the city to use that area - it would bring more people in the winter months to downtown Kirkland which people may shop more in the downtown stores = increase in revenue for the city (sales tax) In addition as a mother of toddlers - swimming, lunch and then to the library would be easy if they were all together. Please think of the demographics that will use it + use the library. I think you also need an outdoor pool for the summer.
295	Feb 6, 2015 11:31 PM	The Juanita Beach Park area is overcrowded already. Is there going to be underground parking if this is created. The beauty of the area is that it has trees and grass. A parking lot and sea of concrete would be horrible.
296	Feb 6, 2015 10:54 PM	The proposed plans look great. When the pool at JHS is no longer in operation, it would be nice to have another pool in the area that isn't owned by neighborhoods, like the 3 pools in Kingsgate.
297	Feb 6, 2015 10:49 PM	Waiting for the new pool!
298	Feb 6, 2015 10:39 PM	Seems to be a bit oversold here, but Kirkland needs a rec facility. Would be nice to have a turf sport field as well - there is not one in Kirkland for the public at all!
299	Feb 6, 2015 10:39 PM	won't help traffic along juanita drive. it's going to be a giant amount of money.
300	Feb 6, 2015 10:12 PM	looks great. Underground parking should be included, as it's always an afterthought and can minimize parking shortage and maximize the grounds for the actual ARC Center. Love the outdoor dining area. Great to enjoy the view of the lake. Are there proposals to have some of this indoors (with possibly large glass windows). Just thinking 9 months of the year, it's nasty out and the outdoors would never be used.
301	Feb 6, 2015 10:12 PM	the plan looks great and it is sorely needed, especially the aquatics portion
302	Feb 6, 2015 10:11 PM	This a brilliant idea! I am so excited for this project. I would be using this building mainly to swim with my toddler as the only other acceptable places to do so are 15-30 minutes away. As an added bonus the ARC would be right near our favorite park! I look forward to what this project brings.

#	Response Date	Response Text
303	Feb 6, 2015 9:36 PM	I think it's a great idea. We have a growing, vibrant community that would benefit from having a high-calibar recreational facility. It will result in stronger community connections, increased property values, and help (and grow) businesses in the N.Kirkland, Juanita and Totem Lake areas. Plus, it would serve a great need throughout King County as more and more of our older community pools are closed down. There aren't enough facilities available for water sports such as swim clubs, swim meets, water polo, and synchronized swimming. I'd love to see a 50 meter pool and would be open to purchasing a site if that is necessary.
304	Feb 6, 2015 9:29 PM	Hope plans include therapy pool with 90 degree temperatures for those of us with arthritic conditions & injury recovery. Currently Bellevue is the only warm water therapy pool available to the public in the entire region & it is fully if not over-used. Kirkland definitely needs a facility like this. Parking/traffic can also be a problem but I am sure can be figured out
305	Feb 6, 2015 9:28 PM	Sounds amazing, lived here for 20 years, Kirkland desperately needs this!
306	Feb 6, 2015 9:15 PM	It looks like it will be a wonderful place for the Kirkland community to workout, swim and socialize. Hopefully it can be built without being too much of a financial burden to Kirkland residents.
307	Feb 6, 2015 8:41 PM	It sounds great
308	Feb 6, 2015 8:39 PM	Let's get started!
309	Feb 6, 2015 8:36 PM	The ARC is a "nice-to-have" as a service to the community. Placing it across from a Beach commits the site to an ARC forever, and Kirkland is running out of open spaces. If the schools are properly funded and the kids are fed and our fire stations are properly staffed, then the ARC should get more momentum. But it's not a community cornerstone facility; Kirkland isn't lacking a "powerhouse swimming and meeting arena" to gain consideration as a great place to live. There are commercial properties to consider (looks like Goodwill took the old Albertson's), but again, we have more civic and public-service issues to manage before erecting another traffic-attracting, moderately-used vanity spot.
310	Feb 6, 2015 8:06 PM	I love it. I think the Juanita Beach Park location is ideal, assuming there is enough parking. It's a convenient location, there is a lot of public transit, there are shops and restaurants nearby (and room for more), and the effect on traffic will be small compared to the benefits.
311	Feb 6, 2015 8:05 PM	The design looks great, it improves the "sand lot" that has been that area for years. The JBeach side is updated and looking good and now the ballfield side can be updated. No where in Kirkland is there a place without traffic. This is near public transportation and within a reasonable drive from ALL Kirkland's residents. It makes sense to draw recreation to one of the largest waterfront parks we have. It could be a great recreation destination and I think would raise property values for residents in the area. No location can please everyone, but given the added cost of land in this area it makes perfect financial sense to use what you have for the best return for the citizens. I hope it gets built and the sooner the better, the old pool is on it's last legs, the NKCC was designed as a church and has not ever fully accommodated the programs it offers. We have no municipal gym that can be programmed, and as rental venues, the NKCC and PKCC have constraints. It's a winner for Kirkland.
312	Feb 6, 2015 7:54 PM	Love it! Hope it goes further and passes!
313	Feb 6, 2015 7:52 PM	While I think the Totem Lake area would be the perfect location for accessibility, I'm not of the mind that we should purchase new property when the Juanita site seems so perfectly suited. I believe you will find a way to manage the traffic in that area. I am also of the mind that we have spent too much time hemming and hawing. The work that the city has done to get to the recommendation of Juanita was thorough and I think it's a blatant waste of time and resources to continue to research additional sites and purchase more property.
314	Feb 6, 2015 7:51 PM	I like the Juanita site because of the potential views for the community room and outdoor spaces. However, the aquatics/rec components are not affected by the selection of other sites such as the potential private site near the courthouse.
315	Feb 6, 2015 7:50 PM	I think the City should not pursue the ARC and instead look upon improving the existing facilities that is has, to accomplish what it wants to do at a much less cost to the tax payers. Installing a temporary roof (bubble) over the Peter Kirk pool would allow it to be used all year. There are plenty of other items in the City that 48 million would be put to better use on.
316	Feb 6, 2015 7:50 PM	I love the idea... I've been looking for a place for my kids to do swimming lessons all year long (they go to Peter Kirk pool in the summer) and was bummed Kirkland didn't have that to offer. Bellevue did but they are so full... I would definitely be a member if close enough to my house. That's one of the reasons we go to Peter Kirk pool.

#	Response Date	Response Text
317	Feb 6, 2015 7:34 PM	The Juamita Beach Park site is great. No site will be perfect when a neighborhood is impacted. I would suggest that once the Juanita Beach site is up and running that the property of the North Kirkland Community Center be sold to help cover part of the cost of the Juanita Beach facility.
318	Feb 6, 2015 7:34 PM	If you go with the Juanita Beach site I am very concerned about traffic and parking. It's already a mess down there. I also think it would adversely affect the park-like setting.
319	Feb 6, 2015 7:21 PM	Looks like it will benefit just about everyone.
320	Feb 6, 2015 7:12 PM	I have seen so many horrible projects and wasted spending done by the City of Kirkland (Juanita Beach Park being one of them). But as long as this project is managed properly, I am thrilled to support it!! And I love the idea of an indoor track and 50 yard pool! Please though, manage the project in a responsible way and limit the waste. It does worry me that this idea has been going on for 15 years with nothing tangible to show for it. That always indicates waste and inefficiencies.
321	Feb 6, 2015 6:49 PM	It would be wonderful to have the bus stop back at 122nd. Pl & Juanita Dr., to be able to get there.
322	Feb 6, 2015 6:46 PM	I think it's a great idea and much needed. The location of Juanita Beach would be perfect as long as there is plenty of parking.
323	Feb 6, 2015 6:35 PM	For older children and teens, I would suggest a larger warm deep (4-10ft)swimming space rather than the large splash feature. This is necessary for children to actually swim and play games to achieve enough SWIMMING confidence to be safe around the lakes. The competitive pools would be too cold, and the splashing of free-waterplay would be frowned upon by lap swimmers. Only toddlers appreciate the shallow section, so a smaller are with short splash features like at mountlake terrace are sufficient.
324	Feb 6, 2015 6:22 PM	The Juanita Bay location would have the added benefit of becoming an ideal event venue located perfectly on Lake Washington, if the event space is developed with this view/location selling point in mind.
325	Feb 6, 2015 6:16 PM	I think Totem Lake Would be a perfect location as it's close to freeway and so all residents of Kirkland will have easy access. Also, don't think Juanita Beach Park is a good location, not only because it is relatively hard to reach, but also I would like to keep beach park as a park and have more open areas - it does not need to be more cramped. Parking at Juanita Beach Park is already a problem in the summer, imagine how it would be if there is ARC there.
326	Feb 6, 2015 5:55 PM	There are already private gyms that offer many of these facilities but a family recreation center of this type would be a great addition to the Eastside. The location concerns me: having something closer to 405 and other main arterials and transport seems preferable - the Totem Lake area would be my preference.
327	Feb 6, 2015 5:46 PM	ARC will be a wonderful addition to Kirkland and beneficial to the residents for decades. My concern about the two city-owned sites is traffic. Morning and evening traffic around Juanita and near NKCC are heavy now. Although traffic is also heavy around the privately-owned sites, I am slightly favoring either the Albertsons or Totem Lake location. In addition to letting residents vote on the location, please develop fund-raising programs in the schools, senior/community centers, libraries, businesses, etc. Maybe start a Dime Drive for ARC. That could provide some excitement in the community rather than just anticipating an increase in property taxes.
328	Feb 6, 2015 5:39 PM	Looks great. My only concern with the Juanita Beach location is parking. Maybe a larger parking structure on the lot across the street across from Spuds.
329	Feb 6, 2015 5:20 PM	Love the idea if location & design are done correctly.
330	Feb 6, 2015 5:14 PM	I am in favor of the project. A site near Totem Lake may provide easier access and less neighborhood resistance.
331	Feb 6, 2015 5:01 PM	My family is SO excited about this project. I have a four-year-old and I can tell you that if you were already offering family memberships, I'd sign up now. We've already been using Kirkland's Parks & Rec classes for a couple of years now and I've always been so happy with everything we've participated in. This will be a wonderful addition to Kirkland and you have our full support on the project. I particularly love the Juanita Beach location. It's absolutely perfect. Thank you, thank you, THANK YOU! I can't wait!!!
332	Feb 6, 2015 4:59 PM	Too costly for construction. Revenue dollars doesn't appear to be substantiated.
333	Feb 6, 2015 4:50 PM	Go for it.
334	Feb 6, 2015 4:45 PM	Great idea, Kirkland needs this. my only concern is putting it in juanita, will add to the traffic over there. But it's a great site and I would use this with my family year round.
335	Feb 6, 2015 4:40 PM	Like the proposal. Would vote in favor of public assessment funding.
336	Feb 6, 2015 4:12 PM	This is absolutely essential for the City of Kirkland to provide services for its citizens! I currently use the North K Center and love the classes but would take full advantage of an enhanced community center with full service exercise and pool facilities! Bravo, Kirkland!

#	Response Date	Response Text
337	Feb 6, 2015 3:38 PM	I like the renderings for the North end of Juanita Park. My only concern is traffic which is already quite bad in this area.
338	Feb 6, 2015 2:50 PM	I would love to see an ARC built but not is it is located at Juanita Beach. I have grown up with the amazing view and have fond memories of the view and the beach. I now visit the beach for walks and take my kids there. It is beautiful to see the water every time I drive by, often a reminder of why my family has chosen to live here. I would be very upset to see a building in its place. I am not sure why Totem Lake or the Kirkland Community Center options were not better but I will follow the conversations more closely so I can stay informed about future plans. Thank you for the opportunity to provide feedback.
339	Feb 6, 2015 2:36 PM	It's long over due for a city like Kirkland to offer a year round pool where kids can learn to swim, offer families to enjoy an indoor facility year round and the location is a good location as it's close to juanita beach park and central for Kirkland. Good to see the progress that is being made on this project. I've always wondered why for a city surrounded by so much water that kids didn't have more options to learn to swim and in a place that rains so much doesn't have an indoor pool facility. Thanks, Aaron
340	Feb 6, 2015 1:55 PM	Great idea, desperately need in Kirkland.
341	Feb 6, 2015 11:49 AM	Excited at the possibilities! It can't come soon enough.
342	Feb 6, 2015 10:02 AM	I am really concerned about the traffic this will add to Juanita Drive.
343	Feb 6, 2015 8:00 AM	The Juanita Beach Park site is the most logical choice for the following reasons: 1. City owned 2. The 86,000 plus square feet of the ARC is in scale with the context of the neighboring buildings. 3. Currently, the open space is under utilized and this project is a highly appropriate vehicle to activate the site. Even more than the proposed baseball field upgrades. 4. Centrally located and easily accessed by buses, bikes, pedestrians and vehicles. 5. The feasibility study completed by a team of professionals favored this site over the others. 6. I'm convinced there exists no other potential site in the city of Kirkland with qualities equal to or greater than North Juanita Beach Park As a design professional I want to suggest the design team explore the possibility of building the ARC over the top of an on-grade (NOT sub-grade) parking structure. An at grade lobby accessed from the street and the parking structure could contain the stair and elevators to the ARC above.There is precedent for this in the mixed use buildings neighboring the site. I realize a parking structure increases construction costs but can offer increased security, weather protection, a smaller footprint and a more aesthetically pleasing site with many vehicles screened from view. Also, I suggest siting the ARC as close to Juanita Drive and the eastern boundary of the site as possible. This configuration, I believe, is more consistent with the recent pattern of development on neighboring sites. Both suggestions work together to preserve open space on the site that has become a point of concern
344	Feb 6, 2015 7:46 AM	I do worry about the traffic impact in Juanita, but I don't think it would probably be that bad. I love the ideas for the ARC though - very reminiscent of Lynnwood's Rec Center, which is very nice. I am excited to have a fun pool in the area for kids to play in and an expansion of classes as well.
345	Feb 6, 2015 6:22 AM	I think it would be a great benefit for Kirkland residents, and am excited to see something like this happen in Kirkland! I love how the ARC center reaches all ages of the community.
346	Feb 6, 2015 6:21 AM	I am very opposed to the Juanita Beach Park. It is already an extremely congested commute on Juanita Drive that we have had to deal with, increasingly congested over the years. Please do not build this on Juanita Beach Park. Leave the open land and choose another location (ex. Totem Lake) or don't build it at all.
347	Feb 6, 2015 5:53 AM	I LOVE THIS!! We used the Community Center on 124th for parent-child activities but now that my kids are older, we would probably be at Juanita Beach daily for the aquatic center! We are enjoying the renovated Juanita Beach and paddleboarding 5-6X in the summer there too!
348	Feb 6, 2015 5:44 AM	I think couple more classes/activities rooms should be added to the building project. They could be used not only for classes , but also as additional party rooms when needed.
349	Feb 6, 2015 5:43 AM	This would be amazing. For young to old. It would put to MUCH BETTER USE the land next to Juanita Bay Park which is a worthless grass field and has tennis courts that 2 people utilize. This would be a HUGE draw to Kirkland and its local community. It needs a pool and this additional infrastructure.
350	Feb 6, 2015 5:28 AM	I am 100% in support of this project. It is well overdue. If the only means of making this happen is Juanita Beach - do it!! Thank you for working on this!

#	Response Date	Response Text
351	Feb 6, 2015 5:28 AM	I think a continued search for other site options is a good idea. We can then weigh them against the Juanita Beach site. That area already has some severe traffic problems and I think this would add a great deal more. Maybe this is a project to act as a catalyst for more development in Totem Lake?
352	Feb 6, 2015 5:14 AM	Very much in favor for ARC, I am hesitant to agree to Juanita Beach. This area was upgraded recently over budget and over the allotted time period. I think it would be a huge traffic burden. What happened to the North Kirkland Rec Center idea? The Albertsons site might be a good idea too.
353	Feb 6, 2015 5:09 AM	This facility is sorely needed, and I worry that the closure of the JHS pool is looming with no solid plan for a replacement. A facility such as the ARC is needed to support a healthy community, important activities for our youth, and safety for children ithrough the availability of swimming and water safety lessons.
354	Feb 6, 2015 5:08 AM	I'm really excited about this project. I believe the Juanita location is not today being utilized as well as it could and would welcome the center being located there.
355	Feb 6, 2015 5:03 AM	I would really like this to get built, but I don't like the idea of losing the green space at Juanita Beach and worry about the traffic there. If it does ultimately get built there, I strongly encourage the City to build a parking garage as part of the project, rather than eliminating so much green space for parking lots.
356	Feb 6, 2015 5:02 AM	I prefer the site to be at the North Kirkland Community Center.
357	Feb 6, 2015 5:02 AM	With the indoor pools closed at St. EdwardsPark we need a year round indoor facility. I used to pay to swim there.....its no longer an option.
358	Feb 6, 2015 5:02 AM	I think the Juanita Beach site would work well. I understand people's concerns about traffic in the area, so it would be nice to have an understanding of expected impact to traffic and how to address.
359	Feb 6, 2015 4:35 AM	would like 50 meter lap lanes
360	Feb 6, 2015 4:35 AM	We need it and think it would be a great add to the community. The Juanita Beach site is ideal.
361	Feb 6, 2015 4:29 AM	I think it's an excellent plan & a beautiful facility that we would use. I'm just concerned about ease of acces and traffic and parking. Those are issues in ?Kirkland and it would be nice if it was really accessible. I feel that at Juanita Beach park, it would be problematic.
362	Feb 6, 2015 4:29 AM	I'm very interested in seeing ARC happen, but not if it's located at Juanita Beach. It MUST be sited close to the CKC. This is a once-in-a-lifetime opportunity. Let's do it right.
363	Feb 6, 2015 4:21 AM	We love the Juanita site. We also like the site at Mark Twain.
364	Feb 6, 2015 4:18 AM	I have two small children and was devastated when the bond measures didn't pass to fund improvements to our schools. I want them to grow up in a community where they would have the opportunity to swim for their High School team, and have the community amenities so many others have in Washington. Kirkland is sadly lacking and I will continue to support this project.
365	Feb 6, 2015 4:16 AM	I am very excited to have a community indoor pool and recreation center! Currently my family and myself travel to the Lynnwood aquatic center for indoor swimming. It will be so nice to have one close to home and in walking distance!
366	Feb 6, 2015 4:14 AM	Considering the fast population growth, the proposed ARC is a great facility that Kirkland really needs it.
367	Feb 6, 2015 4:06 AM	Wonderful--this would be a terrific resource for the community!
368	Feb 6, 2015 4:00 AM	Fully support this. If close to south Kirkland, that would be better
369	Feb 6, 2015 3:59 AM	The proposed site at Juanita Beach would put overwhelming stress on a neighborhood that is already heavily trafficked.
370	Feb 6, 2015 3:48 AM	I feel pushing to place the recreation center at Juanita beach is detrimental to kirkland. The traffic will be out of control in the small area. The ARC should be placed where traffic will be less congested. Although there is a beautiful view, there are other things to consider. You are taking away athletic fields for children to get exercise, taking away picnic areas, etc.
371	Feb 6, 2015 3:45 AM	I think traffic along Juanita Drive is already pretty awful. I would worry about displacing the Juanita Beach farmers market, sports team practices, and the relaxed feel of Juanita Beach park. I'd love to see another site used. The old Albertsons would have been great. But there must be another site, and one that is more central to all of Kirkland would be nice, too.
372	Feb 6, 2015 3:32 AM	The Juanita Beach site seems like a good possibility but I would like to explore a Totem Lake site option near the end of the Cross Kirkland Corridor. That location would provide good access from the trail, I-405, and help revitalize the area of the old mall. Maybe a site adjacent to the lake would be nice.I am not keen on additional costs to purchase a site, however.

#	Response Date	Response Text
373	Feb 6, 2015 3:18 AM	Juanita Beach Park is one of the few places that the community can go to enjoy nature, play soccer, and play ball. We enjoy meeting with neighbors and friends here. I am against the swimming pool if it means losing this area. Traffic in this area is also a bottleneck for anyone who lives on Finn Hill and this would only make it worse. I would prefer another developed site be considered in the Totem Lake area.
374	Feb 6, 2015 3:18 AM	Juanita Beach is an excellent choice if you can provide enough parking. It should be a first class facility that will earn income from rental of desirable, water view room. Here is an example of a well done community center: http://www.kroccda.org/aboutus.html I suggest that you try to draw additional community support through donations and fund raising.
375	Feb 6, 2015 2:43 AM	This is important to the community young and old. It would have been nice to purchase the old Albertsons Rite Aid and the old gas station as that would have been an ideal site and could easily accommodate parking
376	Feb 6, 2015 2:32 AM	There are huge amounts of spaces and you come up with the worst location ever at Juanita Beach Park. You would ruin the small open space left - and parking already is horrid. There are other locations
377	Feb 6, 2015 2:30 AM	The proposed Daily/Monthly use fees are TOO HIGH! Residents can already go to a LA Fitness for $39 a month without incurring any additional homeowner fees. The fact this would add $6 a month to every home owner PLUS $38 a month for a resident adult is RIDICULOUS! The ARC should be FREE to Kirkland residents with a competitive monthly fee for non-residents. Residents should be identified as Kirkland property owners NOT renters.
378	Feb 6, 2015 2:22 AM	Proposals at Juanita beach park and Juanita community center are poorly sited, not well thought out from a transportation planning standpoint. Use of the Albertson's Rite Aid Site offers the greatest straight forward opportunity for access off of an arterial, proximity to high school, elementary and multi family residential. Please do not ruin our existing open spaces by paving them over, rather focus multifaceted opportunity to reinvigorate the city with capitol projects.
379	Feb 6, 2015 2:09 AM	The Juanita Beach Park site is inappropriate. I live close to this site. The traffic is already a problem, no place to park already, and access is difficult and congested from all directions. Leave the ball fields and existing park as open space. They are heavily used and enjoyed by many neighbourhood residents. This location does not support a 90,000 sq ft building and a huge parking lot. If this ARC is built the Peter Kirk or Totem Lake sites are better suited to this facility. The road access is much better at these sites, public transport is more accessible and these sites are more centrally located for the population. This is a very expensive facility that would probably be used by a small fraction of the population. This amount of money would be better spent on parks or other facilities that would be used by more people. If there was sufficient demand for a large pool facility this demand would have already been met by the private sector, just like the demand for fitness facilities has been met by the private sector. This facility would be a constant drain on taxpayer resources and server only a limited population.
380	Feb 6, 2015 2:05 AM	Would be extremely excited to have a rec facility like this in Kirkland.
381	Feb 6, 2015 2:04 AM	Fabulous project proposal that will serve the needs of both Kirkland and surrounding communities. I like the idea of the Juanita Beach location, but it doesn't seem like it would allow for adequate parking space - no real overflow area due to natural barriers, housing,etc.
382	Feb 6, 2015 1:47 AM	Would likely need to widen Juanita Drive to control traffic better.
383	Feb 6, 2015 1:41 AM	Traffic in the juanita beach area is already at a dangerous level. In addition we need to preserve our open spaces. These fields are used widely by the community and their development would cause a significant loss. I strongly oppose this location
384	Feb 6, 2015 1:39 AM	I believe this will directly compete with athletic clubs in the area and is not a good use of public funds. I also believe that the Parks Dept. should appreciate that they just got a levy approved and should not ask for more money so soon for another project. Kirkland continues to ask residents for more money and I believe that the city should be more fiscally responsible and live within their budget rather than shifting city obligations to levies.
385	Feb 6, 2015 1:34 AM	This is a much needed space and would be well received and used in our community. Our family is 100% in support of this project.
386	Feb 6, 2015 1:32 AM	I would prefer that it be located in a location with good access. Juanita does not have that and cannot support increased traffic. Heritage Park cannot support increased traffic. I walk by Heritage Part all of the time and it is bumper to bumper with bad access. Totem Lake area would be an ideal location for easy access from 405, 116th and 124th and 132nd. Why have a facility that you can't get to because of gridlock. Why not sell the Juanita property to pay for a better location. That's what us private citizens do when we can't afford something. We live within our budget.
387	Feb 6, 2015 1:29 AM	I am so excited about this facility! Build it!!!!

#	Response Date	Response Text
388	Feb 6, 2015 1:09 AM	Any place NOT at the Beach Park. The Beach Park area should focus only on uses and enjoyment of the lake. Do not add extra traffic and take away land that inhibit joy of lakeside experiences. From my experience, the town would later rue the day that it put so much on the lakeside. It appears that such a recreation and community center would well serve the community, and i fully support the concept, located somewhere else. I would look again at the North Kirkland community center site and in Totem Lake.
389	Feb 6, 2015 12:59 AM	It's too expensive for Kirkland alone. I would support a joint venture with Redmond, Kenmore, and/or Bothell. I do not trust the Kirkland Parks Department.
390	Feb 6, 2015 12:53 AM	Awesome! Can't wait! I do worry about traffic on Juanita.
391	Feb 6, 2015 12:41 AM	There is not enough parking at that site.
392	Feb 6, 2015 12:37 AM	Love the idea, please consider traffic issues, but I would love to take my kids there and think this would increase the stature of the Juanita community.
393	Feb 6, 2015 12:37 AM	I would support any site, just build it! But add the 50 meter pool please
394	Feb 6, 2015 12:36 AM	The idea of an ARC is great however, locating it at Juanita Beach is a poor choice. Kirkland is "on the map" because of it's beautiful views and beach areas. To take that away for another giant building structure would simply be wrong. The area itself is congested and at maximum capacity already. The roads are not equipped to deal with the additional volume that the ARC would bring. Juanita Beach is a destination because of it's aesthetic appeal, it's open park area for playing ball, ball games, children's events, community events, picnics, etc. The area, as it is, draws many people, especially during the summer months. An ARC in this location would take away one of the few open, scenic park areas for families to enjoy. Erecting a huge building in that park completely defies nature and would ruin the Juanita Beach area. Families need a place to play outside and enjoy and Juanita Beach Park, as it is, is perfect. Not to mention that the traffic in the area is difficult as it is with so many commuters taking the north end to avoid the 520 tolls. The area itself cannot handle any additional congestion.
395	Feb 6, 2015 12:33 AM	My first choice would be Totem Lake. The location by the freeway and the current, sad state of this property make it ideal. However, because of cost concerns only, I support the Juanita Beach location.
396	Feb 6, 2015 12:33 AM	Love it, my family would use it tons. Like the idea of Juanita beach park if traffic and parking are feasible.
397	Feb 6, 2015 12:28 AM	This project really excites me and my growing family!
398	Feb 6, 2015 12:24 AM	Initially, I was disappointed that the North Kirkland Community Center site was not chosen. However, with a two-story building with possible water views for events and celebrations that the city could rent out to residents and others, the Juanita Beach site makes sense. However, I'm really disappointed that the ball fields and tennis courts are being removed. I hope the city has plans to replace those somewhere. My only other comment would be that I hope the design ensures there are enough bathrooms and that there will be family changing rooms.
399	Feb 6, 2015 12:22 AM	This sounds amazing and will be a great to have in our community. Very exciting! I'm wondering if there is a way to find another city-owned space. I worry getting rid of the baseball fields as they're very much used and needed. Thank you!
400	Feb 6, 2015 12:19 AM	As both a resident and business owner with offices in the Juanita neighborhood, I see this as a needed resource and a wonderful value add for the community and neighborhood. It is best compromise of leveraging public land, adding parking where needed to replace poorly maintained gravel parking lots, and not negatively impacting the newly enhanced Juanita Beach Park.
401	Feb 5, 2015 11:54 PM	Look for a central Kirkland location that is accessible to the whole community
402	Feb 5, 2015 11:49 PM	Should be at North Kirkland Community center. North Kirkland needs more facilities. Juanita Beach is already way too congested.
403	Feb 5, 2015 11:35 PM	We need the pool to teach our children to swim and water safety. The addition of the recreation and community center add great value, and while there is negative impact to the project, there is far more positive impact. I don't want to see this killed by inaction.
404	Feb 5, 2015 11:34 PM	I am in favor of building a new facility on newly acquired property. Perhaps this could be part of a Totem Lake area revitalization project.
405	Feb 5, 2015 11:32 PM	Too far north to be any use during he week for south kirkland residents. I support the idea but would oppose at Juanita. Too much traffic and too far north. Should be more central and accessible to more of the city.
406	Feb 5, 2015 11:32 PM	If the current pool is closed we need another. I would prefer a location at the old Albertson, but if that is not possible Juanita beach is an acceptable alternative.
407	Feb 5, 2015 11:25 PM	sites 2 and 5 are my preferences
408	Feb 5, 2015 11:24 PM	I live right up the street from the proposed site and I think it would cause to much traffic congestion in a already congested area. In my opinion the 124th location would better suit the traffic.

#	Response Date	Response Text
409	Feb 5, 2015 11:21 PM	Looks good..but not at Juanita Beach. I think you should use Totem Lake Mall. Lot of room and parking. The mall have right of the freeway and needs to me be replace.
410	Feb 5, 2015 11:17 PM	I don't prefer either of your top 2 choices, NKCC nor Juanita Beach. I would rather see this go at the Alberston's corner (this would keep it walking distance for the high school swimmers) or Totem Lake - a huge waste of concrete. Losing the Juanita Beach ball fields would be very sad to so many Little League families, and parking and traffic is already horrific in that area. NKCC is too close to homes. I think you should look again at private properties, rather than destroy already wonderful places in our community. We highly value our green space and parks. We are not willing to give them up for this pool. Find something that is already concrete and unused. Sincerely, Shannon Longcore
411	Feb 5, 2015 11:10 PM	Locate this at Totem Lake so it is accessible via the CKC trail. Resident cost for usage should be lower than proposal. It should be lower than Gold,s Gym price, otherwise it will be like gouging the residents. We already pay too much in taxes to the city of Kirkland.
412	Feb 5, 2015 11:09 PM	I would love the new center, however, I would hope that the programming quality was much better than what you already offer. Every class and the kid's soccer that we have signed up for has been crap. We took a kid's art class where the projects just got worse and worse until we were painting toilet paper rolls and I was taping them together and tying strings on bells while my kid sat there with nothing to do. Nothing kid centered even though it was supposed to be messy art. We also took a kid's gym class that was supposed to be good for kids who had not done a class without parents before and the teacher did exactly nothing to help my child get comfortable. We also signed up for soccer, where, after 5 games with multiple parents and kids on the field, a parks person told me it wasn't ok anymore because while the coaches were background checked, the parents were not and could not be on the field, even for the practice portion of the game. My child, who was doing awesome before that getting more comfortable every single game never went back on the field again. Thanks for that. As if anything could possibly happen with every child's parents right there with them. Seriously it's the stupidest rule ever and wasn't even enforced until half way through the season. Right now, your programming sucks and lots of Kirkland parents of preschoolers agree. We want to support local parks, but end up doing classes in Redmond and Bellevue instead because they are SO MUCH BETTER. So, by all means, open an aquatics center, but up your game in programming as well. Also, why is Kingsgate not on the list? I live in Kingsgate and have a Kirkland address.
413	Feb 5, 2015 11:08 PM	We live in Kenmore, and would use the facility for swimming lessons and athletic classes, parties and gatherings, and to attend City events. The Juanita Park site is a good one, but would create MASSIVE congestion in that area during summer days at a park that is ALREADY crowded during the summer. I would support another site, even at a larger cost that kept the beach park at its current use.
414	Feb 5, 2015 11:08 PM	THIS IS SO NEEDED! I WOULD ADD AN INDOOR WATER PARK FEATURE. IF THIS CANNOT BE DONE, THEN I WOULD PURCHASE PRIVATE PROPERTY TO HOUSE A DECENT REGIONAL FACILITY FOR INDOOR RECREATION. WE LIVE IN RAIN FOR 10 MONTHS OUT OF THE YEAR - WHY CAN'T WE HAVE AN INDOOR RECREATIONAL FACILITY THAT IS FUN FOR THE WHOLE FAMILY. RIGHT NOW WE HAVE TO TRAVEL TO BAINBRIDGE ISLAND FOR THIS IN THE WINTER OR GO TO RENTON IN THE SUMMER. THANK YOU FOR MAKING FAMILY FRIENDLY INDOOR WATER PARK FOR ALL TO USE AND ENJOY; NOT JUST THE SPORTS TEAMS. WE ALSO NEED A HIGH RISE DIVING BOARD.
415	Feb 5, 2015 10:59 PM	I think this is much needed and would definitely become a monthly membership for my son and I but I am not completely sold on the Juanita location. Being a resident that lives directly in the village area, we will deal with a high volume of congestion as it is mostly during the summer months. I am concerned with how much more of an impact this would have on us. One lane of traffic coming in and out creates long delays. On market days it takes an extra 30 to 40 minutes to get home so Im unable to even take advantage of having the farmers market because it is closed by the time I actually get to my driveway. Parking is already full on several of the nicer days. The Albertsons site seems like the traffic would flow much better but, I understand there is an added cost.
416	Feb 5, 2015 10:54 PM	This looks fantastic! We've taken a lot of classes at the North Kirkland Community Center and have had a great experience there. To think we could go to one place for all our family activities -- swimming, educational classes, gym -- would be awesome.
417	Feb 5, 2015 10:45 PM	I love the building plans that have been drawn up. There is really something for everyone planned for the new facility. Kudos to the team for their efforts to date. Keep up the good work. Kirkland could use an awesome recreational facility like this.
418	Feb 5, 2015 10:41 PM	I would encourage the City to build the ARC with the larger 50 Meter pool.
419	Feb 5, 2015 10:40 PM	I would encourage the City to build the ARC with the larger 50 meter pool.
420	Feb 5, 2015 10:25 PM	It is a fantastic idea and many families will benefit from such a well planned recreation site!
421	Feb 5, 2015 10:21 PM	so excited for the pool facility!

#	Response Date	Response Text
422	Feb 5, 2015 10:19 PM	The facility is much needed. However, putting it in at Juanita Beach is not the answer. This green space is used for a multitude of outdoor activities, as well as overflow parking for the poorly designed beach lot & the village. Residents that do not live in the area and vote in favor of the location, do not have any idea of the nightmare traffic this would create. Traffic often backs up to Holmes Point and on 100th as people can't turn onto Juanita. Finn Hill, or Fill Hill as you have listed here, agreed to Juanita Village IF green space was left untouched. As residents have repeatedly stated, find another location. Just because you own the land doesn't mean this facility fits there.
423	Feb 5, 2015 10:12 PM	I do not feel that building this large of a project in the already congested area at Juanita Beach is a good idea.
424	Feb 5, 2015 10:10 PM	I love the idea and I think I prefer the site being closer to Totem Lake (near or at the mall), at the Albertson's site or where the NKCC currently is. That part of Kirkland is neglected and this could be a boost to those living in that area. I think it would be wonderful if Totem Lake were developed to have a walking path around it and to have the ARC nearby! While the fees mentioned seem reasonable, I think it's important to plan accordingly so that there isn't a sudden jump in fees in the coming years. It needs to be accessible to everyone living in the area. If the decision is made to use the Juanita Beach site, will there be fields where KNLL will continue to play? I'm excited for this to come to fruition! We need a community gathering spot badly and having all these amenities in one place is very appealing.
425	Feb 5, 2015 10:04 PM	POSITIVE!
426	Feb 5, 2015 9:56 PM	Completely totally absolutely opposed to the Juanita Beach Park tearing down trees , cementing and building on rare green space, creating more traffic in a congested area already. It is one of the last open beautiful green areas. Would never get it back if destroyed. PLEASE leave it alone!
427	Feb 5, 2015 9:47 PM	Juanita park is a good idea but parking is already very tight and it takes for ever to get to and from the area. Utilizing under used totem lake mall should be also considered.
428	Feb 5, 2015 9:44 PM	Looks amazing! It would be great to have year-round lap swimming so close to my home, if it were to be built at Juanita Beach! I love the tennis courts at Juanita Beach and I hope they will stay or be replaced. It would really help my home value climb too. It's been pretty low at this point where other areas of Kirkland have seen their values go up faster.
429	Feb 5, 2015 9:42 PM	I like it, but I would also like it to be easy to get to. The proposed site is not very close to the freeway. Perhaps if we had an expressway down to Juanita it would make it easier to get to. I like the idea of totem lake
430	Feb 5, 2015 9:40 PM	Love it!!!!
431	Feb 5, 2015 9:37 PM	It's a fabulous idea. This will make PCC wish they'd put their market in the village in the first place. It would be interesting to see a traffic impact study...I assume meets/competitions would be held there, that could be ugly. (NOt as ugly as using the NKCC site) Good luck!
432	Feb 5, 2015 9:35 PM	Honestly, I wish the city would prioritize spending and efforts on current municipal concerns above the new ARC Proposal. I think the city needs to make more neighborhood infrastructure investments to offset their aggressive growth platform (alleviate traffic, school overcrowding, parking, sewer backup issues, adequate emergency response to all areas, etc), than to undertake such a grandiose recreational expenditure. Certainly this is a glamorous project. Who wouldn't want credit for bringing a municipal indoor waterpark to Kirkland? I'm certain it will progress. Please do consider location with easy freeway access (we have enough arterial traffic) and provide ample parking. For these reasons, Juanita Beach and the NKCC are terrible locations. Also, please make certain you have all financing (actual present and future cost) schemes in place, when you present your final proposal to residents/voters. We deserve to know the full financial impact of this endeavor.
433	Feb 5, 2015 9:34 PM	Kirkland needs this center badly. The sooner the better!
434	Feb 5, 2015 9:29 PM	The project appears to be well thought out. I agree with the Juanita plan as I would definitely use the facility. To place this facility somewhere else would lose my support as I would most likely not use it.
435	Feb 5, 2015 9:20 PM	Kirkland needs this facility more than anything, but I hate to see Juanita Beach be torn up - we are not gaining anything if we destroy Juanita Beach. I would somehow incorporate the pool (which we need desperately) into the North Kirkland Community Center, even if we lose all of the grass area to parking.

#	Response Date	Response Text
436	Feb 5, 2015 9:05 PM	Have lived on Finn Hill for almost 40 years and have seen access to indoor pools almost disappear. As a senior, and with young grandsons in our household, I would love to see such a facility, and nearby would be perfect. But . . . having said that, the Juanita location seems terrible, mostly because traffic congestion on Juanita and nearby routes continues to get worse and worse. Being retired, I try to time when to leave my home to go in that direction (or not). More and more often I take the winding side streets to get over the "back" of the hill to 100th, and then that is often jammed up! Please, NO MORE apartments, businesses, facilities down there!
437	Feb 5, 2015 8:50 PM	I hope to see it built,being a long time instructor for the City of Kirkland I know how desperately we need it. I have no doubt it will be highly used by the public.
438	Feb 5, 2015 8:49 PM	There are numerous sites which could serve the needs. For example, the old St Edwards pool site, even though not in Kirkland. The city should partner in this and not necessarily feel the need to go it alone. I would favor higher cost if better planned and more useful. For example, site of old Albertsons in Juanita or Totem Lake Mall. Do a study of where current users live and what they come to the pool for. And scold the school district for not being more accomodating in their plan for Juanita High rebuild. This is why I vote down school bonds--their way or the highway
439	Feb 5, 2015 8:47 PM	While I think the Juanita Beach looks good, there doesn't appear to be enough parking. This area is already congested and hard to find parking. Personally, I would avoid using Juanita Drive altogether as I'm sure most of us on the hill will do. It will however create a lot of traffic on the residential streets to go the back way off the hill.
440	Feb 5, 2015 8:46 PM	I think the rec pool/water slides are unnecessary and extravagant. Cut them and lower the cost/size
441	Feb 5, 2015 8:46 PM	I am in full support of the proposed ARC. However, I believe Juanita Beach park is not a good area. It was shut down for a couple of years in order to try to bring back the natural habitat, if you add a huge structure, you potentially compromise that. Totem Lake mall is an eyesore and has been pretty much unused for as long as I can remember. The old Albertson's has been shut down and no one shops at Rite Aid. Those are two very viable options as far as I know, with Totem Lake being the better option. Juanita cannot handle traffic as it sits now, I commute Juanita Drive every day and it can be miserable. Unless there are plans to widen the entire road to ease traffic (likely elevating costs greatly), Juanita Beach doesn't make any sense. Totem Lake has better infrastructure already, right off freeways and hardly being used at all. The building is old and decrepit, find a way to utilize that property.
442	Feb 5, 2015 8:41 PM	Sounds awesome
443	Feb 5, 2015 8:37 PM	I currently spend $50 per month ar the New Castle YMCA specifically because of the adult indoor swim classes. I would welcome something in my community.
444	Feb 5, 2015 8:32 PM	The proposed ARC would become a community resource which provides public spaces with different functions. To site the project at Juanita Beach Park is a great choice to tie the facility with a waterfront park as well as the light commercial areas at Juanita Village. It could then become a true activity center for Kirkland residents.
445	Feb 5, 2015 8:27 PM	As a kindergarten teacher and a parent of 3 kids, our community needs a pool for teaching water safety to our kids. I've lived in Kirkland since 1978 and too many of our local pools have closed. I like the idea of having the ARC at Juanita Beach Park and the access it has to other businesses in the area. I also like the idea of putting it into the old Albertson's building, though someone may have missed the boat on that one since I've heard Goodwill is moving in.
446	Feb 5, 2015 8:27 PM	Outstanding idea....thanks for working on this!
447	Feb 5, 2015 8:22 PM	The plans present an excellent project, and my family and I would likely often utilize such a facility. I ask that the city take into account parking and traffic needs during planning. As someone who lives very close to the Juanita Village area, my only concern is increased traffic congestion and insufficient parking.
448	Feb 5, 2015 8:13 PM	The traffic on Juanita Drive is already a nightmare during certain hours. Putting this at Juanita Beach adds way too much traffic to an already existing problem.
449	Feb 5, 2015 8:09 PM	You need to be realistic about parking needs, perhaps adding underground or a parking structure As part of building. The park already is short on parking and baseball season makes it even harder. The next door shopping center was approved with not enough parking even in defiance to the concerns of the neighborhood. Having just moved from Finn Hill after living there 17 years and raising my son, it is almost impossible to utilize this beautiful park because parking is impossible and there is no alternate nearby. There is an eyesore building housing Michael's and the next-door building which is gone through a number of restaurants since it was Jack-in-the-Box. Both of these could add significantly to the needed parking in the area.

#	Response Date	Response Text
450	Feb 5, 2015 8:03 PM	I am unsure of the proposed location. This road by Juanita Beach Park is busy and seems to get congested as it is. We live in rose hill and use the outdoor Peter Kirk Pool every summer. The kids love being outside. I think the community needs the new facilities but I hope that doesn't mean the city will close the outdoor pool. We love that pool but it definitely needs some upgrades. Please don't close it! Outdoor pools are hard to find here in Seattle.
451	Feb 5, 2015 7:59 PM	My kids of had to find new pools after their current ones closed Time and time again. We would love to see this built.
452	Feb 5, 2015 7:59 PM	My kids of had to find new pools after their current ones closed Time and time again. We would love to see this built.
453	Feb 5, 2015 7:58 PM	My kids of had to find new pools after their current ones closed Time and time again. We would love to see this built.
454	Feb 5, 2015 7:54 PM	The Juanita Bay area is already very congested. I already tend to avoid the area because of the traffic. People living near Juanita Bay already have access to water-related activities. Not sure the Community Center site is large enough. Totem Lake redevelopment has been going nowhere for over a decade, why not site it there and give the area a much-needed boost? This would also make the pool closer to the facility it is replacing at JHS.
455	Feb 5, 2015 7:51 PM	I think this is a terrific idea and the Juanita Beach Park location not only makes sense because the city already owns the property, the area is somewhat central and close to other businesses.
456	Feb 5, 2015 7:47 PM	We'd LOVE to have a community center like this in Kirkland. We've visited the Lynnwood center just for the indoor pool several times, but can't make it a regular thing for our family due to the commute up there. Having something like this in our own city would allow us to be able to utilize this on a regular basis! (Also, we homeschool, and this would be something we could use to integrate more fitness options for our family!)
457	Feb 5, 2015 7:47 PM	I can tell A LOT of thought has gone into the facility features and site analysis - watching the little 3-minute video got me really excited! Especially since this would be within walking distance of my home :) Go Kirkland!
458	Feb 5, 2015 7:43 PM	sounds great. I like the idea of Juanita Beach area, but wonder how that will effect traffic around that area, which is already difficult.
459	Feb 5, 2015 7:09 PM	Much needed center. Environmental impact kept to minimum would be appreciated.
460	Feb 5, 2015 7:06 PM	City need to work with other adjacent municipalities to build a Regional Center.This will mitigate costs and provide opportunity for all stakeholders interested in aquatics in our area. Please follow through on the promise of a skate park at north Juanita Beach and leave the aquatic center in another area.
461	Feb 5, 2015 7:05 PM	I thing the Totem Lake site would be great for the proposed ARC. Easy access to 405 near cross corridor hiking trail. Site not used to potential and if upper and lower malls can be incorporated there is a lot of opportunity for design.
462	Feb 5, 2015 7:00 PM	Knock down North Kirkland Center and build there off 124th. Buy one or two or three adjoining lots to expand at that site cheaper than a 100% new private site. Back it up to Juanita High School with a walkway.
463	Feb 5, 2015 6:44 PM	This proposal makes me really excited. Having moved here 10 years ago from the UK I was disappointed by the lack of recreational swimming pools that could be used year round. This would be a fantastic addition to Kirkland. I have 4 kids and we are an active family who would enjoy making use of this facility. I think the proposed site is an ideal location. I really hope this plan becomes a reality!
464	Feb 5, 2015 6:43 PM	I think it would be great - and a great use of land that isn't really utilized across from the beach. Traffic would definitely be worse but i think it would be worth it to the residents in the area. It is needed!!!
465	Feb 5, 2015 6:33 PM	The proposed ARC looks amazing. Build it at Juanita Beach Park or a new site, whichever gets it done sooner!

#	Response Date	Response Text
466	Feb 5, 2015 6:24 PM	Is everything available to community members to be on a fee basis? We are retired, live in a home that we own outright that has escalated in value in the 20 years we have owned it. Based on your estimates, our monthly taxes would be considerable. With retirement -reduced income, that would be a huge cost. If you would rent to groups, I would hope that you would charge market rates, something that did not happen at St. Edwards pool, which was the main factor in its closure. I would not feel it fair for my taxes to subsidize groups that charge it's own members nor to subsidize activities such as weddings. Juanita Beach is NOT suitable for a variety of reasons: it would take away open space used for young sports teams with nowhere else to go;it would take away open space now used for a variety of impromptu activities, like pick-up soccer games; it looks like the lighted tennis courts would disappear, and lots of people use those all day and early dark time; parking is already a problem, including in the evening; Juanita Village residents use the "free" parking on the village streets and in the B of lot at night so that I cannot get to my bank's ATM, and you can bet that will not change;Juanita Drive is already very congested, especially at that point, and the ARC would only make that worse; since the parking already is inadequate on,Sunny days and game days, based on the preliminary drawings, I see a huge increase in cars being drawn to activities and not enough space to greatly increase parking without taking away even more open space.
467	Feb 5, 2015 6:05 PM	I think the ARC is needed, but I am opposed to the Juanita Beach Park idea. I greatly prefer revitalizing an underutilized private property to taking up park land and increasing congestion on Juanita Drive. The former Albertsons location is my first choice, followed by Totem Lake.
468	Feb 5, 2015 6:00 PM	I love the sound of this! My only thought would be to request a saltwater pool.
469	Feb 5, 2015 5:55 PM	Love it. Prefer to use the existing Totem Lk mall
470	Feb 5, 2015 5:53 PM	NE King County definitely needs more swimming pools. I often take classes at the North Kirkland Rec Center. This seems like the best spot for a larger center. Leave Juanita Beach the way it is -- all that open space is needed, especially given how built up downtown Kirkland and JUanita have become, with all the condos and apartments.
471	Feb 5, 2015 5:09 PM	I am only OK with Juanita Beach Park if additional parking is built to support the facility. Otherwise, it is impractical.

#	Response Date	Response Text
472	Feb 5, 2015 4:49 PM	I take water aerobics at Northshore YMCA. ABOUT THE POOL Pool Temperature: 83 - 85 degrees Hot Tub Temperature: 100 - 102 degrees Shallow Area Depth: 3' - 4' deep Deep Area Depth: 4' - 6' deep Main chemicals in the pool: Chlorine & C02 We have stairs and a seated lift to help with Pool entries & exits. Anyone using the Pool or Hot Tub must be able to enter and exit without assistance from the YMCA Aquatic (or other) Staff, or bring someone with to assist them Sometimes there are at least 40 people in the shallow end and another 10 in the deep end. Many people like being in the deep end because they have issues like knee problems. The pool can get really crowded and we use the whole pool. I think you should visit on a Wednesday or Thursday at 9 am and take a look. We have an aging population and water exercise is perfect for people who may not be able to do other types of exercise. My friend goes to the Coal Creek Y and their warm water pool is used for arthritis exercise. The have a family pool that starts out at 0 depth like the one you are proposing. The deeper end is not a very big area and not at a depth that someone can tread water. The class is packed so the warm water pool is inadequate for the amount of people that would like to take a class. They don't have any deep end in either pool that allows people to tread water in an exercise class. Please visit these pools so you can get a better idea of the need for a large enough area for water aerobics---especially deep water aerobics. I also have a great deal of concern about lighting. In the pool it really helps to have both natural light as well as artificial light over the whole width of the pool. Many pools don't have enough light so a person can see the bottom clearly or else they have light that causes a great deal of glare. please hire a lighting designer that has knowledge of lighting large size pools. Northshore Pool used to have good lighting but changed to energy saving lighting and no matter what they did it was not as great as the original lighting.
473	Feb 5, 2015 4:00 PM	Although the facility at Juantita beach is visually appealing I worry about already terrible traffic issues. I am also aware of the limitations of the current agreements with the land owners of Totem Lake mall. I would prefer to keep the parks and locate the ARC on newly purchased private land. If that option is just not feasible I fully support ARC at Juanita Beach.
474	Feb 5, 2015 3:47 PM	Valuable community asset. Will improve quality of life for all Kirkland residents. Juanita Beach is the best choice. Combined with the beach park and close access to Juanita Bay park will create a regional recreational destination.
475	Feb 5, 2015 3:44 PM	testing submission without name and e-mail, please delete this submission
476	Feb 5, 2015 3:36 PM	The plans look great, better than I was expecting. Also, when I initially heard "Juanita Beach park was the preferred site" I thought that was a bad idea because it's already so crowded in the area, especially during the summer. I didn't realize it was across the street behind the park. Will there be ball fields as part of the plan? Would be nice to see those kept/refresh/relocated on the site plan.
477	Feb 5, 2015 3:27 PM	Do it!
478	Feb 5, 2015 3:01 PM	Kirkland needs it, but the impact on space and traffic in the area would be terrible.

#	Response Date	Response Text
479	Feb 5, 2015 2:35 PM	As someone who would LOVE to have year-round access to city swimming and recreational facilities, I am thrilled with this prospect! Yay Kirkland! However, I am also disgusted to see that the council is looking at building on existing green space and stripping our beautiful city of open park (and environmentally sensitive) space that is used for athletics, pets, play, and youth sports camps. That you are proposing to do this in a newly annexed area (which, by the way, was not approved by residents) has an additional “rub.” As a resident of Finn Hill, I am doubtful of the city's ability to build a facility of this size, provide adequate parking, and not take a painfully serious toll on an extremely small and congested single-lane corridor. As it currently exists, the road in front of Spuds (97th) does not even adequately allow passing cars on both lanes due to the extremely poor execution of curbside parking boundaries in front of the new apartment buildings. The parking in the south Juanita Beach area is inadequate for current demand, and I think it is negligent to make statements that an added bonus of the location is the fact that it is along a bike thoroughfare. As someone who was affected by the death of a cyclist on Juanita Drive (struck by a driver), I consider this corridor very unsafe for mixed use as it is. Adding traffic demand for the ARC will only worsen the safety issues for cyclists and pedestrians alike. I see having the ARC at the Juanita Park as a serious affront to my community and would be highly motivated to seek action, as part of a group, against the city/council should this effort be pursued. In addition to stripping green space and congesting roads, this project would duplicate an already existing and comparable private facility (Columbia Athletic Club) and pull people significantly away from the central I-405 corridor into the far western edge of our city. We simply to do not have the roads infrastructure to support such a large facility and population draw (I think this is going to be a popular place!). I have fewer concerns about a facility that is located where the current NKCC exists, given that there is already a building there, although I question whether the land space is adequate for the building and parking needs. At least there, the location is served by an intersection of multi-lane roads. I cannot emphasize enough how important I think it is that the council/city more earnestly explore existing and underused space such as Totem Lake Mall or some other venue that does not involve destroying an existing park--not with the question of "Will it work?" but with the question of "What do we have to do to make this work?" If you were able to find new room for police facilities without destroying our parks, surely you have the capability to find new room in the existing concrete jungle for the ARC. I think the prospect of a private-public partnership to bring a much needed facility to our community sounds like an exciting and mutually beneficial undertaking and would like to see the council explore that option much more wholeheartedly, including exploring avenues of private sector fund development that meaningfully engage our business community. I appreciate your diligence in recruiting community input and having the chance to provide my opinion.
480	Feb 5, 2015 2:28 PM	Even though I am not a Kirkland resident, I live very close. Me and my family would use the faculty a lot. We already are involved in several of the youth programs.
481	Feb 5, 2015 11:02 AM	A question and a suggestion: Question - the NW corner of the city-owned plot, through which Juanita Creek passes, appears (in the overhead view drawing) to have land area on the west side of the creek that can not be accessed from the east (parking lot) side of the creek. How about bridges across the creek to that area to A) afford easy access and B) discourage wading/fording of the creek to reach that area? Suggestion - the overhead drawing of the proposed development shows a long span of southward facing sloped roof on the building. Consider installing solar panels on that roof to generate electricity for use in the building, reducing the amount of electricity that will have to be purchased to run the facility. Plan now for such an installation at least to the extent of making the roof strong enough to support solar panels and installing the basic wiring conduit, junction and switch boxes, etc., during construction.
482	Feb 5, 2015 7:03 AM	looks good!
483	Feb 5, 2015 6:26 AM	As a mom who had her kids in swim lessons at 4 months old I am ecstatic that the city is considering plans for a new indoor aquatic center. The facilities at Juanita high school are not adequate and quickly deteriorating.
484	Feb 5, 2015 5:52 AM	Beautiful renderings for Juanita Beach Park...If located at this site, I'd suggest a way to open up the pool/deck area during the summer months to have it be an outdoor experience similar to downtown Kirkland's pool. Also, I think the food service/sales opportunity is being missed by calling it a 'coffee' shop. This should be a huge revenue opportunity for the facility, even if it's a JV with a private entity. Also, I wish your options allowed us to check two boxes...I would have also checked the box to pursue the Albertson's space. My concern with Juanita Beach Park is that the facility will dominate the naturally occurring open space that already exists at this beach. Parking can already be tight...what about the site across the street from the beach where the couple of ball parks are located?? The more I think of it, the idea of the Albertson's spot is maybe superior due to the fact it doesn't impact the surrounding area. Something needs to be built there anyhow.

#	Response Date	Response Text
485	Feb 5, 2015 5:52 AM	I like the idea of replacing the NKCC if there is enough space there. The playground there is getting old, the facility is also. I live in the neighborhood and would not mind, I know there has been some opposition to this idea, but I think it is a great idea. I don't like the idea of making the Juanita Beach park more congested. It would take away some of the natural beauty of Kirkland.
486	Feb 5, 2015 5:43 AM	My husband and I are triathletes and swimmers, and my two little girls love to swim. We'd use this all the time. We use the Peter Kirk pool in the summer, but we swim year round. Please build it!
487	Feb 5, 2015 5:43 AM	The proposed site is not viable. Traffic in this area and on Juanita Drive is already congested. Adding a community center of this scope would not be advantageous in the long run. This site is not possible until the capacity of Juanita drive is addressed.
488	Feb 5, 2015 5:41 AM	Would like to see a better use of our totem lake mall area
489	Feb 5, 2015 5:25 AM	This is a good idea. I do think it is important to be strategic about scale and cost so the costs to citizens does not become burdensome. Scale is a matter of carefully choosing how big based on traffic issues, efficiency and sizing so the space is fully utilized without a lot of excess unused space. I don't understand why a 32 meter pool is under consideration. My understanding is that competitive swimmers use either 25 meter or 50 meter pools. A 20 lane pool would be difficult to guard/reach someone in the middle of the pool quickly. Would it be too big? What about the idea of having two larger family locker rooms (a men's and womens family locker room) and a separate men's and women's locker room for 16 and older? The Juanita site looks like it could have great potential for event rentals and is an attractive spot. But the traffic at the intersection of 100th and Juanita Drive/116th is really a challenge at certain times of day. This site would only contribute to that challenge
490	Feb 5, 2015 5:20 AM	Swimming is the exercise of choice for our family. We attend lap swim at Peter Kirk pool in the summer and masters workouts at Juanita Pool in the winter. The latter is very over crowded. Opportunities for year round lap swim are very limited. A quality aquatic facility will provide year round recreation and health opportunities for all ages. It will be a great complement to existing park and recreation opportunities for Kirkland residents and the Eastside in general.
491	Feb 5, 2015 5:15 AM	Great idea, nice plan, and like the location proposed. Makes sense. This will be wonderful for our community. I do understand the traffic concerns on the already busy street, though.
492	Feb 5, 2015 5:13 AM	I love it! It would be a great addition to the City of Kirkland and the Juanita Beach site would really show off what Kirkland has to offer. I have been driving by the site across the street from Juanita Beach and my informal survey shows this site as seriously underutilized throughout the summer and winter. Yes for the ARC.
493	Feb 5, 2015 4:53 AM	This would greatly meet the need for childrens swim lessons and swim team usage since the Juanita pool is closing and provide a community space for so many other activities -we need this!!
494	Feb 5, 2015 4:40 AM	On the one hand, it saddens me, well, angers me, that our school system is so underfunded that they can't build an aquatic facility for aquatic education and competitive sports. I just don't understand why our state, and citizens, I guess, have such misguided priorities. That being said, at least Kirkland seems to be ready to step in and that's a good thing. Juanita Beach site: Hmm...this would be walkable for us which is nice, but I think Juanita Beach park is already too overloaded and the traffic along Juanita Drive is horrible. Siting the ARC there would only make things go from bad to unbearable. I would personally prefer just replicating the aquatic-only nature of the JHS facility in a modest new facility located at the Albertson's site. Just keep the NKCC running as it is.
495	Feb 5, 2015 4:10 AM	LWSD needs to pony up some money. The budget for this, and the amount taxpayers will pay needs to be up front in this discussion. It should NOT go in Juanita. Totem Lake would be ideal. I don't think citizens will approve a levy or bond issue. You need to find that out EARLY, or you're wasting our resources with all this planning. Do another survey asking ALL voters (not just the swim teams) what they are willing to pay for this luxury. Emphasize that this is (as I understand it) much more than a swimming pool. The public currently perceives this as a $40 million swimming pool, and will NEVER approve it without more education.

#	Response Date	Response Text
496	Feb 5, 2015 4:01 AM	Although beautiful at Juanita Beach Park, Juanita is already horribly congested during any commute hour. A location in Totem Lake would be much more preferred especially if the City of Kirkland expanded the size of the project to be a regional aquatic center with multiple competition pools, diving, recreation pools, and fitness offerings. Yes this would add to the cost, but Kirkland and the Totem Lake area would be much better for it in the mid- to long-term. The City of Kirkland would be selling itself short by not thinking more about the benefit of a larger regional aquatic facility just off of I-405.
497	Feb 5, 2015 3:56 AM	The proposed ARC is too big. And it shouldn't result in the loss of a very important park to the city.
498	Feb 5, 2015 3:46 AM	We have taken advantage of many classes and activities for our family at the North Kirkland CC and welcome the addition of another great community resource. We also drive use Juanita beach frequently and enjoy the Juanita Village area. I also drive past the proposed Juanita site multiple times a day and think it's a great idea to put that north side of the site to better use. If there is a way to route traffic so as to keep it safe and avoid stops for turns, that should be prioritized in the budget.
499	Feb 5, 2015 3:29 AM	The city would make a lot of money if it is well built with a 50 meter racing pool. People would come from all over to compete and dump money into our businesses.
500	Feb 5, 2015 3:03 AM	Juanita Beach is presently a gathering place for people. The Community Center would add value to the existing park and will bring the surrounding communities together. It is situated nicely between the Kirkland, Juanita and Finn Hill. Traffic should not be a problem as it is not on a main street. There are lights at the intersections. I generally don't like to see building placed on existing city owned open spaces but I think we need a pool for all of our citizens and the property is so well suited for this. I used to swim at St. Edwards and went to the meetings when that pool was doomed for closure. The meetings were filled with people that wanted to keep the pool open, especially the elderly. Thank you for soliciting my opinion.
501	Feb 5, 2015 3:02 AM	I love it, would join as a family, my kids would use it for swim team & water polo. I love the indoor track, the view of lake from roof, I am so excited for Kirkland to get this going!
502	Feb 5, 2015 2:57 AM	Current fees for participating in recreational activities in Kirkland are a very affordable option to joining a private club. I like the look and idea of a new facility, but only if it continues to be affordable for all Kirkland residents. I don't want my tax dollars to support a facility that would be too expensive for all but the wealthiest.
503	Feb 5, 2015 2:57 AM	Current fees for participating in recreational activities in Kirkland are a very affordable option to joining a private club. I like the look and idea of a new facility, but only if it continues to be affordable for all Kirkland residents. I don't want my tax dollars to support a facility that would be too expensive for all but the wealthiest.
504	Feb 5, 2015 2:45 AM	Do not put it at Juanita Beach Park. Im Interested to see what other locations are suggested. Totem Lake has a big ugly ghost town of a mall that could be a good spot. Or redoing the current community center, is that still an option.
505	Feb 5, 2015 2:21 AM	I believe the Juanita Beach Park would be a beautiful site to house the ARC. However, I'm not opposed to a private property as long as you don't take a really long time to find property that fits the parameters needed. It seems like you already have the perfect spot with Juanita Beach Park. In addition, I believe that other school districts as well as other cities would be willing to contribute funds to this project, since this will have a regional draw with the Aquatic component. Keep moving forward...the time is NOW for the ARC.
506	Feb 5, 2015 2:07 AM	The Juanita area already has way too much traffic that has not been resolved. The aquatics center shoukd NOT be built in the Juanita Beach area. The beach park is already full up most of the summer and there were times I could not even use the beach due to the number of users not even from this area parked there (many people staying all day, as a matter of fact). Building there would make access to the park even more impossible, let alone creating a more overblown traffic problem than there is. Yes, I saw a proposal for a change in the roads there. We all know that won't solve the already overcrowded road problems. Build it, but build it somewhere else in Kirkland.
507	Feb 5, 2015 2:00 AM	Excited!
508	Feb 5, 2015 1:46 AM	Do Not build this structure in Juanita. The added traffic and noise will ruin my neighborhood.
509	Feb 5, 2015 1:21 AM	Costs are my primary concern both to build the facilities and ongoing/ recurring costs.
510	Feb 5, 2015 12:42 AM	Juanita Beach Park is an important historic opens space. To even consider destroying that history and open space benefits is appalling, this current park director needs to be replaced with one who actually care about Kirkland's historical resources! The city staff and city manager are wholly out of touch with the community.
511	Feb 5, 2015 12:40 AM	Why is it a 32 meter pool? IT should be 25 yards, 25 meters, or 50 meters.
512	Feb 5, 2015 12:32 AM	PLEASE do not destroy the trees and open space across from Juanita Beach. We need open space

#	Response Date	Response Text
513	Feb 5, 2015 12:13 AM	Not Juanita Beach Park., it is a much used outdoor space by baseball, soccer, dog walkers, frisbee, etc. That is rare open space that should remain open space. Certainly not to be made into a parking lot around a Rec building. Traffic would be negatively impacted in an area which is already excessively busy in the spring and summer months. An ARC would magnify the traffic impact. Closer to 405, like the Totem Lake area more central location and less traffic impact, and not destroy Juanita Beach Park.
514	Feb 5, 2015 12:08 AM	ARC is a gold-plated cadillac. Proponents say we need a pool to teach kids to how to swim. Then build a pool for this purpose. Not an ARC. ARC is just another burden on taxpayers with little benefit if any benefit to taxpayers. In fact, residents of Kirkland will have to pay taxes to build the ARC and maintain it. AND then pay to use it too. Furthermore, the study conducted in Mar 21014 is flawed. It doesn't ask the question about how much taxpayers are willing to spend, nor does it propose just building a pool for public use. ARC is nothing more than another "stadium" deal. We pay and everyone else profits.
515	Feb 5, 2015 12:06 AM	Wonderful. We really need this.
516	Feb 5, 2015 12:05 AM	Concerns about NE 116/Juanita Drive Being able to handle the high volumes of traffic. Pool should be 50 meters.
517	Feb 4, 2015 11:42 PM	I'm opposed to the use of the north side of Juanita beach park for this purpose. While I definitely am in favor of the ARC, this takes one of the largest open park areas with great lake views and uses it for indoor activities that would not benefit from the location. I believe the increased density of use in this part of the park would also overwhelm the current crosswalks over the very busy Juanita Drive. Some form of pedestrian bridge would probably be needed to minimize the collision risk. I believe the old Albertson's site would be much better, as the positive impact of redeveloping this corner would also make the area safer and more attractive to the elementary school across the street. This site seems to have good street access in a place that would be less likely to be overburdened by increase pedestrian/vehicle use.
518	Feb 4, 2015 11:36 PM	Very exciting to think about the ARC. It will be a great draw for the citizens, and put Kirkland in the top echelon of places to live in the USA.
519	Feb 4, 2015 11:30 PM	Juanita beach is the wrong site. The traffic on Juanita Dr is Terrible as it is and road can not handle more traffic. I swim At the pool at the high school, I go over Finn Hill because of Traffic.
520	Feb 4, 2015 11:25 PM	Very excited for it, and ready to have my family enjoy it. Wish the city would reconsider the NKCC site. Juanita Beach is very overcrowded, parking overflows from Juanita Village, and the beach side of the park. My children have played baseball and soccer here for years, would hate to lose this space
521	Feb 4, 2015 11:16 PM	Great idea. Not sure if the Juanita area is worth losing open space adjacent to the beach. I thought N. Kirkland was a "no brainer"-seems that the infrastructure is there already- and am surprised it isn't large enough. Concerned about the congestion at the Juanita Beach site already, and this will exacerbate it.
522	Feb 4, 2015 11:14 PM	Wonderful addition to our city. Please start soon!
523	Feb 4, 2015 11:11 PM	As a parent of 4 children, who love to swim and participate in swim team - I am all for this. However, I am concerned about the traffic flow to and from the ARC at Juanita Beach. That stretch of road is already pretty high traffic. I think it needs to be closer to main arterials and 405 for easy access. The ARC will draw customers from all over the eastside - so it would be smart to have good and sufficient parking and traffic flow. The commercial park area on the west side of 405 by 116th might be a good option - you have Pump It Up, SkyMania, and Rainbow systems there. Kids friendly business park; and it is just off of 405.
524	Feb 4, 2015 11:11 PM	I think it could be scaled down. I am very concerned about impact of traffic/parking on already overloaded streets. Strongly oppose the 2 city owned sites. Look for site closer to I-405.
525	Feb 4, 2015 11:11 PM	This would be an amazing addition and a huge benefit for Kirkland residents!
526	Feb 4, 2015 11:10 PM	The traffic impact this would have to the Finn Hill/Juanita Beach area is just high. It also makes sense to look at an area that is in desperate need of revitalization such as Totem Lake. ARC center there would be such an improvement to the area and with its location right off the freeway it could easily draw residents from all Kirkland neighborhoods.
527	Feb 4, 2015 11:06 PM	I think using the space where the current north Kirkland community center is at would be a good location.
528	Feb 4, 2015 11:03 PM	I think it is a Fabulous idea! It will be very much the thing in the upcoming times to come! It is a wonderful project for humanity! Thank you!
529	Feb 4, 2015 11:00 PM	Since moving to Kirkland in 2012 I've noticed a real lack of public pools. With the loss of Juanita HS pool a replacement public pool for all ages is definitely needed. Peter Kirk pool only serves kids and is useable only in the summer.

#	Response Date	Response Text
530	Feb 4, 2015 10:53 PM	I fully support the development of the new ARC, but am absolutely against using the land at Juanita Beach Park. That space is already in high demand for youth sports practice (soccer, baseball) and traffic in the area is horrible, particularly in the summer. As a homeowner and tax payer, I would be more than happy to pay higher taxes to provide revenue needed to support a private property site for the ARC. The value it would provide to the community would be well worth the cost.
531	Feb 4, 2015 10:36 PM	The most important features to me about this facility are: indoor and outdoor splash areas for summer multiple birthday party rooms for kid parties workout facility with Kirkland resident membership option lazy river with tubes hot tubs swim team with lap pools two large water slides and a smaller preschooler water slide surfing pool like the Lynwood/Snohomish Aquatic Center has water aerobics classes that are challenging
532	Feb 4, 2015 10:32 PM	I think this is essential for Kirkland and also Redmond, Bellevue, Woodinville and Bothell. While I see Juanita as a great location, I think the Totem Lake area (Mall) could be a great location, especially to draw in visitors from other cities and used in conjucntion with the CKC.
533	Feb 4, 2015 10:31 PM	We are excited! Can't wait to see how this moves forward.
534	Feb 4, 2015 10:23 PM	I think Kirkland really needs this.
535	Feb 4, 2015 10:15 PM	Fantastic idea! (Especially the swimming pool.)
536	Feb 4, 2015 10:05 PM	Let's start with something small that we can add on to later. Juanita Bay Park is not a good location due to congestion and negative impacts on the park. Waterfront is like gold - we should not use it for a big building. We need an ARC location that can handle traffic and parking better.
537	Feb 4, 2015 9:58 PM	I wanted it at North Kirkland Community Center.
538	Feb 4, 2015 9:52 PM	In looking over The Kirkland ARC Center plan, I can't find a place to provide feedback or input. Anyway I can't help but wonder if anyone put thought (enough thought) into the fact that North of Juanita Beach Park is a terrible idea. Access and parking is next to nothing. With all the growth being crammed into this area it will just be a bottle neck of traffic and headache to access which will deter people from utilizing it. I honestly think it would be millions wasted on a building that will set and decay from lack of use. Additionally if this facility is to be used for Local School swimming events it needs easy access for school busses etc. I've mentioned this before, but have seen no discussion about it; I think the obvious and best location would be the decaying Totem Lake Mall area. There is more than adequate space and easy access right off the freeway. Yes there are ideas once again to completely revamp the mall, but we've heard this before and why can't the ARC and a new mall development be incorporated together. I suspect both together would drive traffic and support each. If the video provided is anything remotely close to what's being proposed, north of Juanita Beach Park is not adequate enough space and the only people who will have the privilege to enjoy will be the ones living next to it. I've lived here since 1980 and year after year, after year I watch city development fall 10 to 15 years behind what it should be. Our city planners consistently fall short of planning for the future and always build the Band-Aid which is constantly too little too late. I sincerely hope more serious thought will be put into this as I logically think the current building site would be a dismal failure. Just my 2 cents.
539	Feb 4, 2015 9:49 PM	I think it looks great! We live within City of Kenmore's limits, but off Juanita Drive and we would greatly welcome a swimming pool so close to our neighborhood.
540	Feb 4, 2015 9:47 PM	It seems like a great idea, especially since we have rain 9 months out of the year! Juanita Beach park would be a great location - tons of parking, easy access. etc.

#	Response Date	Response Text
541	Feb 4, 2015 9:40 PM	As the father of a child with a disability who benefits greatly from aqua therapy, I would love to see a wellness pool. There is only 1 such pool in the greater Seattle area that keeps temperatures appropriate for people with disabilities - Bellevue. Having only one such facility in the entire region is disconcerting, since if it were to ever close - including during maintenance windows - there would be no remaining facilities, including in Seattle. Since aquatics facilities aren't constructed very often, I urge you to please consider adding type of pool. Thank you, -Steven
542	Feb 4, 2015 9:40 PM	I think that the Alberton's location is a much better choice than the Juanita Beach location - primarily due to traffic access. If purchasing the Albertson's location keeps the cost within the 60 million range I would support it. The cost difference between proposed 48 mill and 60 mill is not considerable enough for me oppose that.
543	Feb 4, 2015 9:39 PM	Well done, move forward with haste!!
544	Feb 4, 2015 9:34 PM	I think this is a wonderful idea and the city needs it asap. The Juanita Beach area or North Kirkland Community Center area would be perfect and already owned by the city thus keeping costs down. Please get started asap.
545	Feb 4, 2015 9:25 PM	I commute past Juanita Beach Park almost every day. The park is in constant use ranging from soccer practices to softball to dog agility groups to extra parking for events on the other side of the road. Losing this open area plus the tennis courts and softball field would be a significant cost to the community. I'm also concerned about traffic. During the summer when the Beach Park usage is at its peak, the nearby intersection of Juanita Drive/98th/116th is the single biggest bottleneck I see on my commute from Bellevue to Finn Hill. I would assume that the addition of a major attraction like this would add significantly to the traffic problems at that intersection.
546	Feb 4, 2015 9:23 PM	I think the old Alberton's would be a great location. I think the Juanita location would be a nightmare - I drive by that every day and it would only add to the traffic issues that are constant there. I vote NO for Juanita! Anything else in north Kirkland would be my vote.
547	Feb 4, 2015 9:19 PM	The ARC is necessary. You've done your due diligence and the Juanita Beach Park location is the best option. Don't let a few people in the area deter your process. I live in Juanita too, am a frequent visitor to the beach, and am in favor of this wonderful future resource. Make sure to allow room for high school swim and dive and forge ahead.
548	Feb 4, 2015 9:19 PM	It is much needed. I would like to see O'Denny Park be considered. The other option would be where Totem Lake Mall currently is. That is such a slum whole it really needs to bull dozed and revamped.
549	Feb 4, 2015 9:08 PM	I think the facility plans themselves are wonderful. It would be a great thing for Kirkland. However, I really don't like the idea of it being located downtown (Peter Kirk Park.) I think the Juanita Beach location looks great, but could really impact traffic in a negative way. If Totem Lake was an option, I feel like that would be a great spot, especially with its access to the freeway.
550	Feb 4, 2015 9:05 PM	I live in Kingsgate, and I would say 90% of the families we connect with, utilize the North Kirkland Community Center classes with our young families. I worry that if the new community center is in Juanita park, the drive would be dramatically farther and with the addition of the congestion/traffic, it would not be accessible to us. I hope that the new community center can be more centrally located so the East Kirkland can take advantage of it as well.
551	Feb 4, 2015 8:51 PM	I love the idea. I especially support the 50m pool option. I'm a firm believer that a facility of this quality will be able to break even financially due to its attractiveness to the community. It's long overdue.
552	Feb 4, 2015 8:50 PM	The city should preserve the ball field space for that purpose at Juanita Beach Park. It will be easier to find a site for an aquatic center then it will be to find a new site for ball fields, tennis courts and open green space.
553	Feb 4, 2015 8:47 PM	I believe the north Juanita drive location would enable you to rent out space easily for gatherings- given the water view. Question becomes parking - right now with events there like the farmers market it is challenging to park!
554	Feb 4, 2015 8:41 PM	My initial instinct is that I am opposed to taking green space and replacing it with concrete. Especially considering there seems to be plenty of empty concrete spaces throughout the city, e.g. former Albertsons, lots of places in Totem Lake area
555	Feb 4, 2015 8:40 PM	Partner with the Lake WA School District on a Juanita Hi location. Partner with the YMCA or comparable organization for the planning, building and operation of the facility. The City's preferred location is a no go!

#	Response Date	Response Text
556	Feb 4, 2015 8:36 PM	If you are a resident of Kirkland access to the public pool should be free.
557	Feb 4, 2015 8:28 PM	We are VERY much in need. We have 2 small kids and find ourselves driving to Lynnwood and Snohomish (!) to swim in a good pool. We would very much support this and are excited it is in progress.
558	Feb 4, 2015 8:22 PM	I don't like the idea of doing this in the Juanita Beach that park is always busy with family playing and camps. Another thing that worries me is parking and traffic, even now sometimes is very hard to find parking there and the traffic gets very chaotic, imagine adding such a big facility there.
559	Feb 4, 2015 8:13 PM	I love the design and scope. If anything, I would encourage it to be even larger (additional court, larger pool) as I'm certain it would be fully utilized.
560	Feb 4, 2015 8:07 PM	I am opposed to siting the ARC at Juanita Beach. Get feedback, but don't waste a lot of time going back and forth. It's important to have the ARC up & running by the time the Juanita HS pool closes.
561	Feb 4, 2015 7:47 PM	It makes sense from an urban planning standpoint to provide the ARC center adjacent to Juanita Beach Park. This creates a uniquely Kirkland recreation zone centrally located to most residents. The adjacency to Lake Washington gives the building a distinct identity in the region.
562	Feb 4, 2015 7:45 PM	The open space at Juanita Beach Park is too valuable (not monetarily) to develop, and could not be replicated elsewhere. There are too many developed and underutilized areas of the City that are more ideal for the ARC. This includes Totem Lake and the Albertsons site. Even with acquisition costs, either of these locations are preferred to Juanita Beach.
563	Feb 4, 2015 7:45 PM	I am concerned about the pool being built at Juanita Beach Park as I am not confident voters would support it there. I hope other feasible sites can be located, along with a closer look at how we can reduce costs through shared parking strategies or other forms of least cost planning.
564	Feb 4, 2015 7:26 PM	North Kirkland Community Park IMO
565	Feb 4, 2015 7:24 PM	There is a need for this facility. Please consider a location that allows easy access from 405 from multiple points of entry.
566	Feb 4, 2015 6:47 PM	We need to stop spending time and resources on Juanita Beach Park. The Juanita Neighborhood, and now the Finn Hill Neighborhood, have clearly communicated that they don't believe this is compatible with the neighborhood. There's no benefit now in trying to change minds, convince or compel, if we want this to succeed at the ballot box, it needs to be at a site that people will embrace and vote YES to spend their property tax $. My own personal opinion is that I'd love to see this on or very near the CKC. Thank you for all of your work on this!
567	Feb 4, 2015 6:44 PM	Do NOT put it at Juanita Beach. There is already too much congestion there. Where would the baseball fields go? Once you get rid of open space you can NOT get it back. Put it in a location where there is already concrete such as Totem Lake. That is easy on and off from the highway. Non Kirkland's will use the facility then. There is plenty of parking. You can get there from the Cross Kirkland Corridor. You could build up Totem Lake area. More shops will move there and create more tax revenue for the city. Do NOT put it at beautiful Juanita Beach. People like and use that open space. What happen to the plans for Phase II of Juanita Beach? Are we throwing those out the window? Weren't there going to be more baseball fields and play grounds? I want an indoor pool but not at the expense of park land.
568	Feb 4, 2015 6:17 PM	The plans look beautiful and well thought out, but I am very concerned about increased congestion coming from the project. There is already a desperate shortage of parking in Juanita Beach during the summer months, and since this is an indoor facility it would increase traffic and parking needs year-round.
569	Feb 4, 2015 6:16 PM	I'm concerned, as a Park Board Member, that this presentation did not include information about NKCC site, but focused on the JB site. I feel that's an unfair representation that does not give a full picture. Nor does it represent what the Park Board has decided in two prior votes (originally selecting the NKCC site to recommend, and then recommending neither the JB or NKCC sites but recommending a search for a private property acquisition. While I will vote for the ARC, even at JB, I do not feel this presentation provides the alternatives but attempts instead to steer people only to the JB site. I also do not believe that a bond issue will pass if JB is the selected site because of the strong opposition to that site based on traffic and other concerns.
570	Feb 4, 2015 6:15 PM	It would be a gathering place for the community, with a large number of features to be enjoyed by a wide age range. Something here for everyone it would appear. What would happen to the space at NKCC when ARC is built? Juanita Beach area needs to maintain the open space they currently have. Parking in the area is already an issue - the remodel of Juanita Beach Park resulted in a net loss of parking, and Juanita Village visitors frequently use Juanita Beach Park for parking year-round.
571	Feb 4, 2015 6:14 PM	I think Kirkland desperately needs this facility. I think Juanita Beach could be a viable option and I'm also open to a private property site. Either way, I would vote for the project. I've visited the new Snohomish Aquatic Center and our community could benefit from a similar facility. I would also encourage the inclusion of a 50 meter pool - the closest indoor ones in our area are in Federal Way and Port Orchard.

#	Response Date	Response Text
572	Feb 4, 2015 6:08 PM	We need something like this on the Eastside. It's an investment in the future for our kids and families. It will draw people even outside of Kirkland.
573	Feb 4, 2015 6:07 PM	I think this is very beneficial to the community. I hope that thought has been given to the needs of those who can benefit from a pool with warmer water to facilitate forms of water therapy and exercise other than swimming.
574	Feb 4, 2015 6:06 PM	The ARC needs to be an addition to Kirkland community fabric not a detraction. The city council must lead from the front by clearly supporting open space preservation AND enjoying the enviable benefits of population and tax revenue growth. Demoing a park for a worthy cause is not what Kirkland stands for. I'm afraid your consultants did you a disservice in presenting that as the 'preferred" outcome
575	Feb 4, 2015 6:01 PM	Sounds like a wonderful addition to the community! Juanita is a great place to locate the facility with the urban center of downtown and Juanita so close by and other complementary amenities in the area.
576	Feb 4, 2015 5:57 PM	I think it is a great idea and considering the annexation a couple of years ago, we need a facility to accommodate the increasing population of Kirkland.
577	Feb 4, 2015 5:55 PM	I think it's needed. I've been looking for an indoor swimming pool that is closer to the downtown area.

AQUATICS RECREATION AND COMMUNITY CENTER
COMMUNITY FEEDBACK

Correspondence received by City Council, Park Board and staff
February – March 5, 2015

From: karen [mailto:klightfeldt@comcast.net]
Sent: Monday, February 09, 2015 11:03 PM
To: Jennifer Schroder; Cheryl Harmon; City Council; Kurt Triplett
Subject: ARC Virtual Tour and Survey

City of Kirkland,

Your virtual tour and survey resulted in continued distrust from those opposed to the placement of ARC at Juanita Beach. I think the word is "sabotage" which has happened at several of the public presentations. Is anyone monitoring this glitch in pubic perception by the City? Several of your constituents asked to review the survey before it was sent. That didn't happen. Who did approve it? I would appreciate an answer.

The initial information sent out re the ARC stated that 83% of Kirkland residents supported the ARC. This was 83% of 400 respondents who had no knowledge of costs or placement of the facility. It was bogus. We objected. But once again you are using this "information" to promote your cause in spite of calling you on the information. Really? Are you desperate?

The survey is set up to support your cause to takeover Juanita Beach north. You qualify respondents as too whether a Kirkland resident. But you don't qualify their age. The swim community will rally and have hundreds of teenagers responding. Of course they want the fastest way to get a facility and that seems to be Juanita Beach per your publicity. Really? They are here today and gone tomorrow. They do not care about long term value of our parks and neighborhoods. And they don't pay taxes.

The survey also did not separate the pool facility from the recreation component. Would the pool get easier acceptance without the recreation/entertainment space component? Are you setting this vote to fail? Is Jennifer so pushed by the city manager that no one is doing a reality check.

I resent the letters included in the park board meeting packet. It is not inclusive since I know my letters were not included. Then a list of 2012 letters and at the very bottom a letter from 2014 from someone adamant about opposition. Really?

While I (and many Juanita residents) have supported the idea of an ARC, it is doomed to fail due to location. Is that what you want? The last question of the survey leads many to say they don't want the facility. Kurt, did you review this?

Karen Lightfeldt

From: Charlotte Lepofsky [mailto:charliejoeklee@hotmail.com]
Sent: Monday, February 02, 2015 6:05 PM
To: Jennifer Schroder
Subject: Kirkland Aquatics Center

Hello Jennifer,

I might be too late in writing to you regarding the Aquatics Center, but I thought I would try just in case.

Firstly, I am very excited to hear that Kirkland is building an Aquatic's Center, I think that is wonderful. My daughter has SMA type 2 and we go swimming one to two times a week for physical therapy. Being in the water is one of the most helpful things for people with physical disabilities. Currently we go to both the Lynnwood pool and the Bellevue pool, but we will soon be going to the Bellevue pool exclusively because the Lynnwood pool doesn't keep their wellness pool warm enough or even at a consistent temperature throughout their wellness pool.

We live in Kirkland and would love for there to be a pool closer to us that is designed for all people. If it is not too late I would like to put in a request that I hope will be considered when making the decisions for the new Aquatics Center. I would love to see a pool like the pool in Bellevue that is kept at a temperature high enough (and consistent throughout that specific pool) so people with disabilities will be able to come and exercise without getting too cold. This is not only good for people with disabilities but perfect for young kids and babies as well as the elderly who require a higher temperature. Please consider making this pool on par with the Bellevue aquatics center who really take care to make sure they keep the temperature consistent. A difference of just 2 degrees in pool temperature can make a huge difference in the comfort of a disabled person.

Also, Lynnwood only has a limited time they allow me and my daughter in the water. I would also request that there be more times available that I could take my daughter to work on her exercises. Although we may look like we are playing, I am working hard to keep my daughter's muscles as strong as they can be for as long as I can.

I know this is a large request, but I have to at least ask.
Thank you very much,
-Charlotte Lepofsky

From: Matt Oseto [mailto:mattoseto@gmail.com]
Sent: Monday, February 09, 2015 1:38 PM
To: Jennifer Schroder
Subject: Kirkland ARC site

Ms. Schroder

This email outlines my opposition to Juanita Beach Park as a site for ARC.

I have lived in Kirkland (Finn Hill/Juanita) for 8 years. One of the great things about our area are the parks and open green spaces. My family and I enjoy using the North part of Juanita Beach Park (proposed site for ARC) for picnics and a place to have a little elbow room outside. We, and others, enjoy that it is just an open space.

In my opinion, there is too much development of the open spaces in our part of Kirkland: condos going in, 4 houses in the space that previously occupied one. This development has degraded the quality of life in our part of the city - more concrete, more traffic and less trees and street safety.

We need less, rather than more traffic on Juanita drive. Your traffic impact study does not include the very busy morning commute on Juanita drive (7-9a). The streets around Juanita Beach Park were not designed for the traffic the new condos bring and especially not the ARC. For example, 97th ave NE is too narrow to accommodate parking in front of the new condos and traffic going both directions. It's already a hazard, please don't add to the problem.

Please consider using a site that is already concrete like Totem Lake Mall. There is plenty of parking, no green space would be destroyed, the Mall is dying anyway, and there is great road access (the roads were designed to accommodate mall traffic).

Thank you for considering my opinion. If you have any questions, feel free to contact me.

Matt Oseto
matt.oseto@gmail.com

From: Chris Lautman [mailto:lobo1974swim@gmail.com]
Sent: Thursday, January 29, 2015 8:31 PM
To: Jennifer Schroder; Cheryl Harmon
Subject: ARC location

Park Board Members

I know you will soon finish deliberations on the location of the ARC.

I love the idea of the ARC. Tax me and put in my neighborhood at Hertiage Park, please!

If that is not a viable option I encourage you to look at the site across the street from Juanita Beach. I've been driving by this site since last summer and it is seriously underutilized.

I believe the site across the street from Juanita Beach would be the Best place to showcase Kirkland's ARC. It opens up to our beautiful Juanita Beach on Lake Washington. It is underutilized and It is close to a commercial area. Yes, I understand traffic is a problem. However, where is traffic not an issue? Should we stop all development including the Park Place Development because of traffic?

If the site across from Juanita Beach is too divisive then please select the site on 124th. But please select a site.

Chris Lautman
1290 6th Street West

From: Jim Dillon [mailto:stage1conv@gmail.com]
Sent: Sunday, February 08, 2015 9:58 AM
To: Jennifer Schroder
Subject: Kirkland ARC

Jennifer,

Would the existing Peter Kirk pool be eliminated if a Kirkland ARC were to be built? How about the existing Senior Center?

Thanks.

Jim Dillon

From: karen [mailto:klightfeldt@comcast.net]
Sent: Tuesday, February 10, 2015 3:35 PM
To: Jennifer Schroder
Cc: City Council; Kurt Triplett; Cheryl Harmon; 'Adam White'; Jim Popolow; Kevin Quille; 'Rick Ockerman';

Rosalie Wessels; Sue Contreras; 'Sue Keller'; 'Ted Marx'
Subject: Re: ARC Virtual Tour and Survey

Jenny,

Thanks for responding. And explaining about the letters. I understand about the resolution and why the survey is being done. But I think it should indicate to council if voters want to fund it. The way it is written, all of the swim teams and their friends can click they want it at Juanita Beach, or they want it period, and they are not the ones who have to pay for it.

What is the reason McAuliffe Park has not been considered? It's over 11 acres, totally underutilized, closer to CKC, closer to 405, less historical value and easier to build on. This question is being asked more and more as alternatives are looked for. And JNA found out it can only be used for city events when we tried to hold our summer picnic there. Its like its someone's private park.

Karen

From: Collene Gaolach [mailto:jillr51@gmail.com]
Sent: Tuesday, February 10, 2015 4:29 PM
To: Jennifer Schroder; KirklandARC
Subject: Kirkland ARC

I submitted my comments in the virtual open house survey, but I also was interested in getting an answer to a question:

Will the pool (especially the competition pool) use an alternative system to chlorination?

I drive from Lake Forest Park twice weekly to Snohomish in order to use their non-chlorinated competition pool. I don't know why they don't advertise it more since this seems like it would be a huge draw and money-maker vs. other pools in the area.

Also, while the Snohomish Aquatic Center got a lot of things right, one really irritating thing they do is force you to check in (and therefore wait in line) each time. In contrast, the Lynnwood Rec Center pool issues you a card which allows you to bypass the line and just swipe your entry.

Thanks,
Collene Gaolach

From: Cathy Betz [mailto:CathyBetz@comcast.net]
Sent: Thursday, February 12, 2015 3:46 PM
To: Jennifer Schroder
Subject: Aquatics Center Location

Hello Ms. Schroder
Thank you for asking for citizen input for the location of the new aquatics center. Years ago, while we were still residents of Woodinville our daughters were active in year round swim team (for 15 years) and we realize the importance of having adequate facilities available. At that time we used the Bothell, Juanita, Redmond, and St. Edwards pools. (I include this just as background information.)
Of the city owned sites, the Juanita beach location is good, except for possible wet land issues and the need for a lot of parking and somewhat difficult access by cars.
Of sites requiring purchase, I think the current Totem Lake shopping center cries out for redevelopment and would be terrific. (Somewhat centrally located, freeway access, little impact on neighborhoods, lots of parking

area.) This land might go for less that market (?) value. I would hope that excavation would not uncover wet land challenges, though.

Thank you,
Cathy Betz
108 2nd Ave S #501
98033

From: Kevin Marshall [mailto:marshallkevin03@gmail.com]
Sent: Tuesday, February 17, 2015 9:40 PM
To: Cheryl Harmon
Subject: Juanita Park ARC Travesty

Dear Board Members,

When I learned of the City of Kirkland's plans to destroy and build a 93,000 Sq Ft Aquatic Recreation Center and 200+ parking spaces where beautiful Juanita Beach Park now sits and delights so many, I thought it had to be a mistake. Or a bad joke.

Putting aside the fact that Kirkland residents already have access to multiple pools (both indoors and out) the Board should know better than most that natural Parks mitigate climate, air, and water pollution impacts on the surrounding environment and public health. They provide gathering places for families and social groups, as well as for individuals of all ages and economic status, regardless of their ability to pay for access. Parks improve the local tax base and increase property values. And Parks have a value to communities that transcend dollars. Parks and parkland provide a sense of public pride, social equality and cohesion to every community they're in.

The Juanita Beach proposal under consideration is not only ill conceived but has been promoted to the exclusion of other locations and the information being disseminated to the community is prejudiced, inaccurate and stilted.

When you consider the ill-environmental impact, the snarling traffic, the irreplaceable loss of natural beauty and common space, the Center's construction cost and the fact that the community that will be most affected by it does not want it, it begs the question why is Juanita Beach under consideration at all? There MUST be another location.

The Board speaks of a "legacy" to the community. If you build this Aquatic Recreation Center where Juanita Beach Park now stands, you'll indeed have your "legacy". One of shortsightedness, ego, dollars over communal well-being and natural tragedy.

Thank you,

Kevin

From: Camille Diclerico [mailto:cbdiclerico@frontier.com]
Sent: Wednesday, February 18, 2015 11:09 AM
To: Cheryl Harmon
Cc: Camille
Subject: ARC in Juanita Beach Park

Absolutely not. My #1 preference is no swimming pool funded just by Kirkland. My #2 preference is go find and buy some private property. My #3 preference is McAuliffe Park – which is never mentioned – why isn't it in the list of sites looked at? Camille DiClerico

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From: Gerry Williams [mailto:gerrywilliams@comcast.net]
Sent: Wednesday, February 18, 2015 4:03 PM
To: Cheryl Harmon
Cc: City Council
Subject: Aquatic center

I have been supportive of the new Aquatic center from the beginning, however, as a resident of the Juanita area, I am quite concerned about losing the open space at Juanita Beach Park but more especially am concerned about the additional traffic impact. When the Juanita Village was being considered our concerns about the traffic impact were ignored and now, it seems, they will be ignored again. Traffic on NE 116th has dramatically increased and at times it can be difficult to get in or out of my cul de sac at 102nd Ct. N.E. without a long wait.

If a signal were to be installed at NE 124th and 103 Ave N.E. the current North Kirkland Community Center site would seem a better site. Personally, I would like to see it located at Totem Lake Shopping Center, but am told that is unlikely.

Geraldine Williams
11410 102 Ct NE
Kirkland WA 98033

From: Katie Stone Perez [mailto:kstone@microsoft.com]
Sent: Friday, February 13, 2015 6:01 PM
To: Jennifer Schroder
Subject: ARC feedback

Hi there-
First off thank you so much for helping drive this wonderful project for our community. I have two young children and we love visiting the indoor water centers in the area so I wanted to provide a few points of feedback

1. This indoor pool will be VERY popular- we have had to get to the Lynwood poor 45 minutes early and queue up in the rain to make it into one of their weekend sessions. You should really consider having enough space for the water play activities and should consider where people will queue while waiting for the next session to start (please have it be covered if not indoor). Also Lynwood's family locker rooms are very limited- I would love almost cubbies in the larger locker room. My kids are getting older but trying to change toddlers in a totally open space is a challenge especially when swim diapers are involved.
2. I'm not a fan of doing this at the Juanita space as I feel like that is already a attraction with not enough parking. I think putting this in totemlake or another area more out of the way where you have plenty of room for everything would be ideal.
3. Lots of water play areas don't have any good spots for moms with babies/toddlers who don't really want to get splashed. You might want to make sure that there is a small area where babies can enjoy the beach but nothing splashy can directly be turned on them by older children.

Again thanks so much for helping with this wonderful project for our community. I'm excited for it and I just hope you guys make it big enough that the lines are not insane. J Maybe preferred entry for Kirkland residents? J

Also are their any plans for a covered playground in the Kirkland area for our winter months? And while I'm mentioning parks I love the design of the play structure at Anderson Park as there is a clear space for little and olders but its easy for mom to keep an eye on both areas if you have kids of multiple ages.

-Katie

Katie Stone Perez
ID@XBOX Program
Third Party Publishing
Email: katie@Xbox.com

From: Jo [mailto:joheasty@hotmail.com]
Sent: Thursday, February 19, 2015 2:36 PM
To: City Council; Cheryl Harmon; Kurt Triplett
Subject: Aquatic and Rec Center

It has come to our attention that the city may locate an Aquatic and Rec Center at Juanita Beach Park in the ball fields across from the park. Please, please, please do not ruin this gem of a park that was recently renovated and already generates an incredible amount of guests and traffic in the area. (In fact, try finding a parking place there in the summer or driving through the area without encountering stop and go congestion.) Please consider other privately owned land locations not currently on your search list rather than trying to fit it into existing park--bigger and more does not necessarily make a park better!

Thank you for your consideration.

Sincerely

JoAnn Heasty
11308 116th Place NE
Kirkland, WA 98033

From: karen [mailto:klightfeldt@comcast.net]
Sent: Sunday, February 22, 2015 3:09 PM
To: Cheryl Harmon
Subject: Park Board

Kirkland Park Board,

Ref ARC siting at Juanita Beach,

Kirkland has a long history of acquiring and preserving park land and open spaces. We can be thankful to the city leaders before who recognized opportunities, schemed and succeeded in procuring as much waterfront land as possible. We now have Kirkland's first city manager who is willing to give up what so many before have struggled to preserve.

With all of Kirkland's parks we still have only two on the waterfront that can provide the space, facilities and parking needed to host the big events residents enjoy. These are Marina Park in Downtown and **Juanita Beach Park**. Currently when big events occur in the downtown core, merchants suffer with traffic congestion and lack of parking for customers. Big events at Juanita Beach allow for overflow parking on the north side eliminating impact on Juanita Village merchants and the neighborhoods. The City implies the ARC will provide

for overflow parking. No Way. There is not enough parking designated for events predicted to occur at the ARC.

One question that has not been addressed is where is there another place to host the children's concerts? They were moved to Juanita a few years ago to the applause of downtown merchants who were tired of parking being taken up for several hours. Juanita was a perfect new location. Where will you move these concerts now? These concerts require the entire north side to accommodate attendees. Are you aware of this? This does not qualify the north side as a parking lot, it occurs only for about three hours one day a week. It allow this event to happen.

And on another note, it is also Juanita's neighborhood park. It is lighted tennis courts, it is the ball fields that entertain us with future baseball stars, has the original historic home of the Juanita pioneers who developed Juanita Beach, had the foresight to build the Juanita bridge that connected Juanita to Kirkland in the days of Peter Kirk, plus it provides the needed open space for the densely populated multi-family community around the park. Siting at Juanita Beach is a program of destruction for the Juanita community and regional visitors that come to our city.

Parks, other than our two premier parks, do not have adequate parking and restroom facilities for events and gatherings. They are nature parks or neighborhood parks. Juanita Beach is the regional park in our city with even more potential if the original master plan is implemented. This land cannot be replaced.

South Juanita Beach cannot be separated from the north side. The master plan for the south side was not developed without the north side. There is already insufficient parking for all the activities on the south side. And per the master plan, more activities are going to be added to include more picnic shelters, increased boating accommodations and a new bathhouse. The north side is also designed for more picnic shelters, much needed in our city where groups can reserve space.

Please save the north side of Juanita Beach from commercial development. Juanita beach needs to exist as one park. On Saturday with the temperature near 60 degrees, there was hardly a parking space at the beach or at the "Spud's" lot on the north side. There were no events, paddleboard concessions, ball games, or swimming. This is truly a treasured park that needs to remain whole.

Karen Lightfeldt

From: Patricia Sween [mailto:patricia.sween@gmail.com]
Sent: Sunday, February 22, 2015 5:48 PM
To: Cheryl Harmon
Subject: ARC site

Dear Parks Board Members,

I am writing to request that you look for a different site than Juanita Beach Park. It would be a huge loss to the community to lose that beautiful open space that is so heavily used.

An even greater concern is the already extreme traffic congestion in the Juanita Beach area. As a regular participant in the Parks Department Good to Go Pass, I have seen the time it takes to get through the traffic worsen when getting to classes. Locating the ARC in the Juanita Beach area would make that area an even bigger problem.

At one of the public meetings a parks employee stated that traffic was not an issue currently for classes. She doesn't live in Kirkland and obviously doesn't commute down Juanita Drive or she would know how backed up traffic is there.

If the city doesn't have an appropriate site, please postpone the decision until one can be purchased.

Thank you for your work on this.

Sincerely,

Patricia Sween
11311 116th Pl NE

From: Mary Olavarria [mailto:marytolavarria@gmail.com]
Sent: Monday, February 23, 2015 9:14 PM
To: Jennifer Schroder
Subject: Aquatics center

Hello,

I just read the info newsletter I received in the mail. I think an aquatics center would be great for the city, but the two city sites being considered are horrible places for it. Those two sites are already used in a good land use capacity and have been for years. We would definitely be losing something by changing either site to an aquatics center. The center needs to be only something the citizens gain, not something that is a trade-off for what we are losing. Destroying the present park at either site will be a bitter pill for forever….and you will never hear the end of the annexation area residents complaining that the city came in and destroyed our established park. Let's not go there.

If the city does not have unused land for the center, then acquiring land is essential, even at the higher cost. The old Albertson's property would be a great place to site the center, but it isn't on the list. Can it be considered?

Thank you,

Mary Olavarria

From: g.braschel@comcast.net [mailto:g.braschel@comcast.net]
Sent: Sunday, February 22, 2015 11:59 AM
To: Jennifer Schroder
Cc: City Council
Subject: comments on proposee ARC

got the fancy brochure about the ARC in my mail box
you asked for comments

being a Govt project there will be lots of "experts" pushing at you one agenda or another - loudly of course because ONLY THEY are RIGHT !!!

I know, you have never experienced that phenomenon before.....sigh.... Sorry you will have to deal with it all....

My comment is simple

This ARC is a nice to have NOT a have to have.

Yeah I know- gov't staffers always need to cook up some project to justify their job position so you think the ARC is a matter of life or death - heavy sigh - but don't just make up stuff we don't need or cant afford so you can say look what we did ...Remember the definition of a Politician is some one who promises you a new bridge if you elect him / her ....when you don't even have a river.....

and most importantly If the ARC is so important- then Do it RIGHT or DONT DO IT at all

Make sure you have enuf money on hand to do the job correctly WITHOUT raising taxes even more-

I am retired on SS and the sales job Kirkland made to annex me in Kingsgate was taxes will be less - Yeah right - another lie - with all the utility taxes and other items Kirkland slipped in and the growing Kirkland tax load - my total tax bill is now way more- don't raise the taxes to pay for fluff like this when you cant even do the basic actually needed Public Works stuff now

the other issue is PARKING

I don't really care where you put it - if it is the RIGHT designed facility people will drive to it in large crowds and use it - if not it will be a well intentioned white elephant (repeat - do it right or don't do it at all) Make sure the design is functional and a reason for people to use it...not a mish mash designed by a committee that doesn't really do anything for anyone....

locating it at Juanita Beach is a warm fuzzy because it is already a park - but there is NO repeat NO parking NOW for the existing park in that area,

So how do you shoe horn into there another major draw...??? oh I know - Govt think again - build a ten story parking facility for $one Billion++ dollars and charge $30 an hour to use it because that's what it pencils out to cover the construction bond.....yeah, good deal all around...this is Kirkland after all and every one works at Microsoft and makes $200K a year right ...???

if you stick a tinky tiny little facility in so it will fit in at Juanita - it wont do the job (see previous comment - do it right or don't do it) and as there is NO parking now so the tiny facility will only serve to over whelm the parking available. but wont add any benefit because it was the wrong facility that wont be used....and there still wont be any parking because you wasted the existing limited parking by covering it with the non functional poorly designed ARC

If you build the ARC large enuf to do the job correctly and thus justify why you did it at all, then you will have large size major year round attraction .....and then the Juanita site is a non starter because you will have a major attraction that requires a LOT of parking and that Juanita site is too small already for the existing park....

But that means a new site elsewhere with good access and lots of room to park for all the throngs of people you will attract ....which likely co$$t$ money we likely don't have....

So please DONT ask ME to pay for a feel good look what we did WHITE ELEPHANT in the WRONG location that doesn't serve the purpose intended....do it right in the right location - NOT Juanita

Good luck with this one.....

Grant Braschel

From: Rita Harder [mailto:rharder6@frontier.com]
Sent: Sunday, February 22, 2015 4:36 PM

To: KirklandARC
Subject: The ARC discussion

I, having lived just up the hill from this park, am mortified by the very idea of taking this beautiful green area away to put up an aquatic center. I say NO NO NO. Leave it alone. What about the former Albertson's lot? Have you thought of putting the aquatic center there?
I'm sure there are a lot of cities which would dearly love to have our park.

Rita Harder
425-823-9143
Rharder6@frontier.com

From: Pam Wall [mailto:pjhenninger@yahoo.com]
Sent: Sunday, February 22, 2015 10:53 AM
To: KirklandARC
Subject: Proposed ARC site feedback

Hello,
While I don't mind a new indoor pool, the thought of adding a rec & community center to the north area of Juanita Park turns my stomach. It's one of the few open areas left for gathering or watching small children play soccer in the grass. There are also lovely old Hinoki trees (as well as other large & beautiful trees) that would be destroyed. Finally, Juanita and Finn Hill are already so congested, I can't begin to convey my horror at the thought of what a large center would do to make it worse. As it is, it is sometimes a challenge to get into or out of the Finn Hill area. We moved to this area because it was away from the downtown congestion, and the construction that has already happened in the area has already made it worse. Please put this project somewhere else or consider toning it down (indoor pool only) so as to not ruin this beautiful site.
Thank you for listening.
Pam Wall
Finn Hill district

Sent from my iPhone

From: Bob Thompson [mailto:RPT123@frontier.com]
Sent: Sunday, February 22, 2015 3:42 PM
To: Jennifer Schroder
Subject: ARC Center

Dear Ms Schroder,

I just got the flyer for the proposed center and I do support both having one and doing it on city-owned land if possible.

I do have a comment about the Juanita Beach site. As you know, parking is becoming difficult throughout that area with all the development over the last few years. Traffic is also increasing since Juanita Drive is one of the few main roads off Finn Hill and the neighboring areas. So, if the site is chosen, I hope planning will include ways to ease both parking and traffic.

Sincerely,

Bob Thompson
Kirkland

From: public [mailto:dowlinpub@frontier.com]
Sent: Monday, February 23, 2015 11:11 AM
To: Jennifer Schroder
Subject: Kirkland Aquatic Center Project

We received the City's publication about the new Aquatic center and wish to make a couple of comments. We do not text and though in the minority, there are others out there who would like to respond to your questions, but who do not text. Not only that, but I wanted to voice my opinion on what has been proposed.

1. We are in total agreement that there should be a center such as the City is proposing.
2. This center should be easily accessible to not only those who live in the area, but the large number of people coming from all over the region to participate in all the various activities that could be held in such a facility. This means that the location MUST be placed in an area that has access to I-405; has the vast capacity for parking of cars and buses at all hours of the day and night and all with <u>the least amount of impact to surrounding residential neighborhoods.</u>

The proposed features of the facility sound excellent although rather ambitious. We know that the Totem Lake location would require the purchase of the property first, but at the present time that place is and has been for the last 15-20 years an eyesore to our entire area. Nothing is happening to the property and nothing is being done to improve or develop that area. It has the size, away from residential areas, perfect accessibility, access to restaurants, gas stations and the type of shopping that people using such a facility would need.

To answer the texting question, we are in favor of such a facility DEPENDING ON THE LOCATION. The Juanita Beach location is absolutely the wrong place. In looking at the other locations that are mentioned on the website, we would have to go a look at a couple of them, but don't think any of them have ALL the features that the Totem Lake area has.

This is probably not what we were supposed to email you, but the brochure was very narrow in the ways to contact the City about our views.

Phyllis Dowlin

From: Jennifer A. McWethy [mailto:jennifer@mcwethy.com]
Sent: Sunday, February 22, 2015 10:06 AM
To: Jennifer Schroder; City Council
Subject: ARC and JBP

Greetings,

I hope you can help me answer some common questions that keep arising from Kirkland residents:

1. How much has been spent studying ARC (traffic, environmental, site analysis, building plans, staff costs, etc.)
2. How does the city expect to mitigate traffic problems? Many are concerned they should be mitigated now, with or without ARC.
3. How much is the ARC project projected to cost? Accountability for deviations from expected cost?
4. Who will benefit and who will pay?
5. What is the impact on the Juanita Creek Basin and how would it be protected?
6. Does Kirkland really need such a large and expensive to maintain pool? Why such a large pool? Many are asking about the annual and long-term costs to maintain such a large aquatic center. Why in Kirkland, when other higher tax-base areas have not elected to take on such an enormous project?
7. Has the City considered downscaling the scope and size, or locating different parts to different sites?

I realize all this information is available in the hundreds of pages of reports and updates, but I think everyone would like a comprehensive executive summary rather than having to wade through mounds of reports and updates. Some voters have expressed concern about the ARC website, the push for the JBP site and the Park Department and City Council's transparency and accountability to the taxpayers. I am sure you have heard from a few outraged citizens and I can assure you there are even more yet who have not been as vocal. Citizens are very concerned about what the City Council will elect to do with this proposed behemoth project. What has truly stunned me has been the number of voters who were not even aware about this proposed project and their adamancy about not ruining JBP.

Your assistance and stewardship are greatly appreciated,

Jennifer McWethy

From: Kirstin Larson [mailto:kirstinlarson@hotmail.com]
Sent: Tuesday, February 24, 2015 12:35 PM
To: Jennifer Schroder
Subject: ARC input

Hi! I was trying to leave input via the website, but there was not an area for comments. I did find your email address, however, so I will try to leave my comments with you directly.

I visited the open house held at Kirkland Middle School this weekend. It is clear you have done a lot of work on this project! I would assume that the main objection to the Juanita Beach location is the congestion already present at that location. I wonder if you have thought at all about increasing foot traffic to the ARC in this location by widening the foot path between Juanita Bridge and Juanita Beach Park? This would allow folks who live downtown, in NorKirk and in Market neighborhoods to leave their cars at home and safely access the ARC by foot. Currently the small sidewalk in front of the coffee shop and Michael's is too narrow to accommodate bikes and pedestrians safely should they be trying to access the new ARC.

Thanks for your consideration,
Kirstin Larson

From: Eileen Manton [mailto:eileen98034@yahoo.com]
Sent: Tuesday, February 24, 2015 8:13 AM
To: Jennifer Schroder
Subject: Kirkland ARC

Hello, Jennifer Schroder,

We appreciate that you have made yourself available to receive feedback regarding the Kirkland ARC project. We are in favor of the project, and all that is planned for it, but do not agree that is should be located on the north side of Juanita Beach Park. That space is too small for the amount of activity and traffic that Kirkland ARC will bring. It is our feeling that a site near, or in, Totem Lake Mall would make more sense. It is a large, flat, area that is mostly unused at the moment, and would be visible from I405. Additionally, there would be sufficient parking. We would support the additional funding required to purchase a more suitable site.

Please do not allow the wonderful quality of life that is presently part of the South Juanita neighborhood to be destroyed by putting big, busy ARC there. Keep in mind that it is not just people involved here, but also the wildlife of Juanita Bay and Finn Hill that would be seriously impacted.

Respectfully yours,

Eileen Manton and Charles Sota
8929 NE 119th Place
Kirkland, WA 98034

From: joanneniles@comcast.net [mailto:joanneniles@comcast.net]
Sent: Tuesday, February 24, 2015 2:23 PM
To: Jennifer Schroder
Subject: Kirkland ARC

I am not opposed to the Kirkland ARC project if it is located other than the Juanita Beach area. I believe the Juanita Beach area should remain as is for the neighborhood and others to enjoy.
Joanne Niles

From: Willa Conrad [mailto:willaconrad41@gmail.com]
Sent: Tuesday, February 24, 2015 5:10 PM
To: Jennifer Schroder
Subject: Juanita/Kirkland ARC Centr

I am voicing my opinion this time. You have taken away the family/group picnic area/ball play area and gave it to the birds. You left no place for groups/families to have a picnic at Juanita Beach. Now you want to take away the little children's ball fields and soccer practicing area. Do you have something against families and children? It is difficult getting through Juanita now without adding more cars at this type of facility. Please save the park for families and children. There are other better suited areas. Thank You.

Willa Conrad
willaconrad41@gmail.com

From: Paul Baker [mailto:pbaker56@hotmail.com]
Sent: Saturday, February 28, 2015 10:24 AM
To: Jennifer Schroder
Subject: The Kirkland Aquatics, Recreation, & Community Center Project

Dear Jennifer Schroder,

Imagine
A Place Where You Can...

Imagination... It begins with either a dream, or a nightmare!

I have lived in Kirkland all of my life, and like the idea of an Aquatics, Recreation, & Community Center. It all depends on how we go about locating it, building it, maintaining it, and paying for it.

I like the North Kirkland Community Center site, simply because we already own the land, it has a four lane street to handle the traffic, and has easy 405 access.

My question, and the question that everyone should have is: How are we going to pay for building it, and maintaining it?

One reason cited for building it is, because the Aquatic Center at Juanita High School would close permanently. Why would the Aquatic Center close? The reason is because The Lake Washington School

District cannot afford to keep it open!

If The Lake Washington School District cannot afford to keep it open, how could anyone think that The City of Kirkland could? Maybe we are flush with money? Do we have a large stash of money hidden away, that I don't know about?
I don't think so - we have trouble maintaining our roads, parks, and traffic circles.

Where would the money come from? The sale of bonds (with added interest that we cannot afford), and /or a tax levy (that I, and many others cannot afford)?

My suggestion is, that if the community is in favor of the project, that we begin a collaborative effort to go ahead with it. That means we start fundraising. If people really want this, they will contribute to the fund. I know that not everyone could contribute financially, but they could donate labor. Construction companies could donate labor and equipment, to help build. It would be good PR, advertising, and marketing for them. The Building Department could even give them special consideration, such as expedited building permits, waivers, and reduced fees. Banks, and other businesses could contribute also (think Key Arena, Quest Field etc). Building supply companies might even be willing to donate materials. Artists could donate sculptures, and murals.

People are good at talk. How about if everyone puts their money where their mouth is? We can vote in favor of the project now, and then complain that our taxes went up later. The real test would be if a bank account was opened, and people contributed financially to pay for it.

How about it? Let's not burden future generations with a large debt - Remember, the Jones' are already broke!

Sincerely yours,

Mr. Paul Baker
1825 4th ST.
Kirkland, WA 98033-4915
(425) 822-6140

From: Scott Morris [mailto:Scott.Morris@trilogy-international.com]
Sent: Wednesday, February 25, 2015 8:54 PM
To: City Council; Cheryl Harmon
Cc: Kurt Triplett; Jennifer Schroder; Michael Cogle; board@finnhillalliance.org
Subject: Finn Hill Neighborhood Alliance letter regarding Aquatic and Recreation Center

Dear City Council and Park Board members:

I am attaching a letter from the Finn Hill Neighborhood Alliance (FHNA) in regard to the potential site of the Aquatic and Recreation Center. As the letter states, the FHNA board supports the proposal to construct the ARC but, regretfully, it believes that the Juanita Beach Park is not a good location for the building. FHNA encourages the City to continue its efforts to identify alternative sites for this important facility.

Best regards,

Scott Morris
Finn Hill Neighborhood Alliance - President
www.finnhillalliance.org |206-972-9493
PO Box 682, Kirkland WA 98083

STAFF NOTE: The letter appears at the end of this document

From: Stephen DiPietro [mailto:stephen.dipietro@gmail.com]
Sent: Monday, March 02, 2015 10:45 PM
To: Mavis Karalius
Subject: Re: Aquatics Recreation Community Center (ARC)

Mavis,

The Bellevue Aquatic Center has a small therapy pool that is of great benefit to the differently-abled community. Does the ARC include this type of feature? I may have missed it.

Thanks,

Steph DiPietro

From: anne and jim anderson [mailto:jaanderson56@hotmail.com]
Sent: Thursday, February 26, 2015 7:52 PM
To: Jennifer Schroder
Subject: ARC

I was on the park funding committee several years ago. I still want to voice my concern about the lack of all weather sports fields for kids and adults in our community. Could that be an addition to the ARC? I think swimming is wonderful, but our kids spend too much time inside. Being outside running around with soccer, lacrosse and other sports is so healthy for kids. All of our neighboring cities have put a huge priority on having these fields with lights, and the only one in our community (beside at the high schools) is in a king county park, and was built by a private citizen. Please consider prioritizing kids in our community in this way.

Anne Anderson

Sent from my iPhone

From: L F Inslee [mailto:lesterforrestinslee@me.com]
Sent: Thursday, February 26, 2015 11:23 AM
To: Jennifer Schroder
Subject: comment on the ARC

In my opinion, it would be amazing if somehow we could purchase land from Northwest University; what a great site, and underutilized. They would do well to consolidate their operation, and would certainly reap a huge benefit from having the ARC next door to their [remaining] campus.

Dr. Forrest Inslee
Houghton Neighborhood

From: Donna Kutz [mailto:donnakutz@gmail.com]
Sent: Monday, March 02, 2015 11:07 AM
To: KirklandARC
Cc: Planning Commissioners
Subject: Fwd: ARC Location Ideas!

Attached is my very quickly and rough /map/visual of proposal for the Totem Lake location for the Kirkland Aquatic Center.
Thanks again for your consideration,
Donna Kutz

From: Lynne Warren [mailto:lynnewarren42@hotmail.com]
Sent: Friday, February 27, 2015 7:07 AM
To: Jennifer Schroder
Subject: New community center

Seems to me the perfect place for a new community center is totem lake mall area. That place has languished the 20 years I've lived here. Good access (and visible) from freeway and multiple directions. And now good terminus for cross kirkland corridor. At juanita beach is much too congested and waste of lake front. Just my thoughts.

Typos courtesy of my iPhone.

From: Theresa Skurnik [mailto:tm.skurnik@gmail.com]
Sent: Thursday, February 26, 2015 7:31 PM
To: Jennifer Schroder
Subject: ARC plan

Hi,
I would like to suggest a salt water pool to avoid the usual chemicals used in the community pools. Due to my asthma and allergies, I can't take the smell inside the pool room; yet I would love to swim and do pool exercise for my health.
Thank you,
Theresa Skurnik

From: Deanne [mailto:deagilbert@msn.com]
Sent: Wednesday, February 25, 2015 9:44 AM
To: Jennifer Schroder
Subject: New aquatics, recreation center

I do not text, but do support the new aquatic center.

Deanne Gilbert
12703 NE 129th Ct H101
Kirkland 98034

From: Jordan, Jill [mailto:JillJordan@dwt.com]
Sent: Thursday, March 05, 2015 9:08 AM
To: Cheryl Harmon
Subject: ARC - YES

Yes! Not only does the City of Kirkland need this type of facility (Peter Kirk pool is not adequate), but having a pool to replace Juanita High School is needed for swim teams, swimmers, swim lessons and swim therapy. Kirkland is a beautiful city on the water, and as you are aware, drowning is still a leading cause of death in children. There must be a place like this for people to learn how to swim, and to be able to swim for health and fitness and family bonding.

I've lived in the area my entire life (grew up in Kingsgate, attended Juanita HS). The area near Juanita beach has always been an eyesore. I don't agree with residents who say traffic will be awful. The ARC is not a shopping mall, it will not generate the type of car traffic that will be an increased burden. This would be a tremendous improvement and will go along with the other new retail and housing being built in the area.

Please approve!!

Jill H. Jordan | Davis Wright Tremaine LLP

From: dwkenoyer@comcast.net [mailto:dwkenoyer@comcast.net]
Sent: Wednesday, March 04, 2015 9:35 PM
To: City Council
Subject: ARC and Juanita Beach park

To Whom It May Concern,
I am a life long Kirkland resident. For 3 summers I was a lifeguard at Juanita beach. I am writing to express my enthusiastic support for the ARC at the Juanita location. I believe the oposition is making many faulty assumptions about the parking and traffic issues. I have been around this type of facility in many locations and they do not create the traffic problems that people are suggesting . We need a facility like this in Kirkland and the Juanita location is ideal.
Sincerely
Douglas Kenoyer

From: Mary-Alyce Burleigh [mailto:maryburl@comcast.net]
Sent: Wednesday, March 04, 2015 4:49 PM
To: City Council
Subject: Proposed site of recreation center

Dear Mayor and Council,

I have been watching with great interest the process for siting/building this new center. I am very concerned that you are even considering siting this center at Juanita beach park. I was on the council when the master plan for this park was approved. At that time I wondered if we were trying to cram too much into this location. With the restoration of Juanita creek, the water side of the park lost a great deal of usable open space due to

buffers and wetlands. There is no picnic shelter either. This has resulted in a notable change in how this area is used as the space and facilities for group picnics has been significantly reduced.

As the city becomes more dense, with houses 10 feet apart that cover 50% of the land, with very small yards, open space such as the proposed site will be incredibly valuable. We must preserve it if we are to continue to be a livable community that takes into account the needs of all its citizens.

The open space on the north side of Juanita drive is one of the few places in the Juanita neighborhood where there is a flat ground/lawn that is not dedicated to a sports field. It is a rare piece of open space where kids can run and play, where adults can wander, dogs can be walked, frisbees can be thrown. To take away this space for the center is simply wrong. I won't even mention the concerns about traffic and parking and the loss of permeable land close to the lake.

Please continue to search for a more suitable site. Believe me I understand how difficult this may be, but if this project is to succeed, you must take into consideration the drawbacks and concerns of those who will be the most impacted by your decision. It is a pity that the city cannot work with the school district to take advantage of the site of the present pool facility at Juanita High School.

I could go on but I think you get my points. Keep looking please.

Regards,

Rev. Mary-Alyce Burleigh
12416 NE 112 St
Kirkland, WA
425 890-5010

From: Jennifer A. McWethy [mailto:jennifer@mcwethy.com] **On Behalf Of** neighbors@juanitabaytownhomes.net
Sent: Monday, March 02, 2015 6:05 PM
To: Jennifer Schroder
Cc: City Council; Cheryl Harmon
Subject: ARC and JBP

Hello Jenny,

I noticed you replied rater late in the evening. You must have been working long hours. I appreciate your speedy reply and apologize for my delayed response. I should be clear that I support a scaled down version of ARC, but am opposed to siting ARC at JBP. I still have many concerns and questions. Following is a re-cap of our exchange. Further down, I have made notes regarding additional concerns. As always, I welcome your information.

1. How much has been spent studying ARC (traffic, environmental, site analysis, building plans, staff costs, etc.) Since August 2013, the City Council has authorized $480,000. Staff time is not itemized by project, so I have an accounting of the time spent on the project. The ARC project is in addition to ongoing work assignments and responsibility. I am surprised the City does not allocate staff costs to various projects, as most business do. What additional expenditures are approved and/or budgeted? Will it be enough to explore other options besides JBP?
2. How does the city expect to mitigate traffic problems? Many are concerned they should be mitigated now, with or without ARC. Once a site is selected a comprehensive traffic study would be conducted. The study would identify traffic mitigation improvements. I feel the traffic issues should be considered *before* a site is selected and insufficient information has been provided to voters

regarding mitigating traffic in the JBP vicinity. This area already has one of the lowest traffic ratings (E).

3. How much is the ARC project projected to cost? Accountability for deviations from expected cost? The projected cost depends on what site is selected. Does the cost include acquisition costs? Is there enough land for surface parking or will the project require a parking garage? There are several variables to consider to estimate cost. I see your attachment below itemizes preliminary cost estimates for three site options. Two seem to have already been rejected and the JBP option is unpopular. Do those cost estimates include the ARC website Park Board's recommended additions? Has a cost/benefit analysis been considered for each component of the project and the new additions?
4. Who will benefit and who will pay? The proposed ARC is for all citizens of Kirkland to benefit from. To pay for the construction, it is likely a voter approved measure would be considered. All citizens will pay, but it seems highly unlikely "all citizens will benefit." While some will use ARC, new taxes will increase the cost of living for all citizens. I think a smaller ARC somewhere other than JBP is more likely to be embraced by voters.
5. What is the impact on the Juanita Creek Basin and how would it be protected? Should the Juanita Beach site be selected, the code requires a 75' set back from the creek. City projects must follow the same environmental requirements and guidelines as any developer. Great efforts have been made to restore the Juanita Creek Basin and it seems many citizens are concerned about the impact on the environment. I referred to Kirkland's JBP Master Plan and made a few notes below which I hope you will address.
6. Does Kirkland really need such a large and expensive to maintain pool? Why such a large pool? Many are asking about the annual and long-term costs to maintain such a large aquatic center. Why in Kirkland, when other near-by higher tax-base cities have not elected to take on such enormous tax projects? The final size of the pool and the elements of the building have not been determined by the City Council. In regards to the pool, we know that both the city aquatic program and the programing at the Juanita High school Pool have waiting lists of individuals that wither want swimming lessons, pool rental time or open swim for exercise. It is unfortunate the State declined to re-build the pool at Juanita High, which does increase the need for public aquatics facilities. There are other pools in the region that can be utilized in the meantime: http://www.splashforall.org/files/Eastside%20Pools.pdf Can the current city aquatic program (are you referring to the Peter Kirk Pool?) be expanded? Any luck with other sites such as Totem Lake, St. Edwards or other identified options?
7. Has the City considered downscaling the scope and size, upgrading existing pools or locating different parts to different sites? Until the City Council selects a preferred plan to present to the voters, all possibilities can be considered. I find the response that everything depends the Council's site selection quite troubling.

New Question: Can you provide usage numbers from existing and closing facilities?

I am concerned the original identification of a "need" for an aquatics facilities has expanded to a far more encompassing, unfeasibly large and expensive project. I don't feel the City needs to build "everything" that has been added: a gym, track, Olympic sized pool, meeting rooms (which already exist at NKCC), wedding rental facilities, etc. I believe the largesse of these additions hurts the development of an aquatics center. This would all be nice, but is the City going far beyond what is needed and competing with facilities already available by the private sector? And more importantly, will the citizens vote for such an expanded larger project?

I reviewed the JBP Master Plan. There are some great uncompleted stated objectives which could fulfill some of the ARC objectives. http://www.kirklandwa.gov/Assets/Parks/Parks+PDFs/JuanitaBeach_MasterPlan/Juanita+Beach+Park+Master+Plan+7.07.06.pdf The stated Vision Statement for the Park indicates: *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. Page 15: Provide recreation appropriate to the site character and Buildings should not dominate the landscape. The Plan addresses environmental concerns for the area for the protection of the Juanita Creek Basin. Page 39 addresses habitat Regulatory Implications. Has the proposal of ARC at JBP address the environmental impact or received input from USACE, NOAA, USWFS, DNR and WDOA?

JBP should remain an open space: This important and historic park should be a protected heritage for generations to come. Building the massive ARC at JBP is inconsistent with the Master Plan for JBP. The renovated park is beautiful and so many appreciate and are complimentary of this great accomplishment. What kind of legacy will the City Council and Parks Board be leaving by developing at JBP? I think it would be great if some portions of the original JBP Master Plan could be completed.

Environmental Impact: Funds and time have been spent on the recovery of the Juanita Creek Basin. Many of the proposed environmental aspects of the JBP Park Plan have not been completed and I don't feel a "set-back" of 75 ft. adequately address the environmental issues. Maybe you have additional information you can share to address these concerns.

Perceived ARC Website Bias: The Park Board ARC website appears biased towards JBP based on the sheer volume of content dedicated to the JBP site. The Poll also seems biased by the wording of the questions. I have heard from many citizens who expressed frustration their opposition to ARC at JBP has not been heard by the Parks Board or the City Council. Maybe other site options should have had more space on the ARC site.

ARC Size and Cost: The growing size is a cause of concern and confusion. I am greatly alarmed at all the *new additions* recommended by the Park Board. What percent of our population needs a 50 meter Olympic sized pool and is it worth the added cost? Large pools are expensive. I think the Parks Board should set priorities for the project. ARC has become a huge "catch-all" and I think the focus should be on the aquatics needs. Do previously reported cost estimates include all the additions?

Is the size of ARC right for Kirkland? In 2013, population estimates put Seattle at 650,000, Bellevue at 134,000 and Kirkland at 84,000. Seattle and Bellevue have far higher tax bases and neither of them have been so ambitious. This is a huge expense which involves millions in annual maintenance and more debt for the City of Kirkland. It seems the most vocal group for ARC at JBP are parents with kids in high school who are upset about the loss of their pool. Will they stay here and vote after they graduate?

Kirkland's Density Problems have spread to Juanita: Kirkland has become too dense. In our once quiet corner, people here are unhappy with the density foisted on Juanita with the 600 new apartments. The Juanita Village is too tall for this area and does not have enough parking. 600 units = 600+ new cars and a large impact on local traffic. Why were codes changed to allow taller buildings here? ***There should be no more tall buildings in this area!*** Residents here lost their views and the new landlords at the Village benefitted the most. There is no place to park at the shops and street parking is always full. One business owner said one of her biggest problems is the lack of parking. Just to put things in perspective: Density estimates: **Kirkland – 4,522/sq. mi.** Bellevue: 3,827/sq. mi; Redmond: 3,326.sq.mi. Annexed areas are already complaining they are not benefiting from being annexed by the City.

Traffic and Parking: My first impression of the drawings on the ARC site where OMG - bicyclers and children running around next to Juanita Drive. Scary *and more slowdowns*. What will the City do if medics cannot rescue a child at ARC because of the traffic? This area is mostly two lane roads and many of them are very narrow. I have seen NO satisfactory response about the traffic problem or "mitigation." This issue should be paramount in discussions *before* a site is selected or promoted. I have yet to see any explanations

on how the traffic crunch and parking issues can be eased. Many feel this low traffic rating area *already needs mitigating due to Juanita Village.* The City is already studying the availability of downtown parking http://www.kirklandwa.gov/NewsRoom/NRDowntownParkingDiscussions_s3_p10251.htm. Parking availability is also an issue near JBP. ARC is starting to feel like a stalled Rolls Royce on Juanita Drive which I paid for, but cannot even use.

Ethics and Transparency: Per the City's own code of ethics, the push for ARC at JBP does not promote public confidence in the integrity of the government and its fair operation. The lack of information and transparency seems at odds with Kirkland's Ethics Code (which I applaud). http://www.kirklandwa.gov/Assets/City+Council/Council+PDFs/Code+of+Ethics+Adopted.pdf

It is only reasonable that taxpayer's expect those in fiduciary positions to handle funds and planning wisely, ethically *and transparently*. How can voters support ARC when the size and costs are unknown? People always want things, but it does not mean they really need them or can afford them. Therein lies the fine balancing, common sense and wisdom we hope for from those who tax and spend our money. As a nation, citizens are already feed up with government debt, deficits and overspending. Something to deeply consider in pursuing this project.

Other Opinions: Please see this link someone shared with me: http://www.kirklandviews.com/blog/2015/2/18/letter-juanita-beach-aquatics-recreation-center-arc-travesty#disqus thread. Addition comments can be found at these new sites: http://savejuanitabeach.weebly.com/ and https://www.facebook.com/SaveJuanitaBeachPark

Personally, I think the site, size growth and ambition of ARC is damaging prospects for goodwill, approval and funding by taxpayers. Support for ARC is not lacking and I would support a smaller ARC project. However there is a growing and vocal opposition to ARC at JBP.

I hope you appreciate the time I have put into learning about ARC and the issues. I am sure you have spent years and I am just trying to catch-up since I had not even heard of ARC before the end of last year. I would rather be attending to other issues, but I feel strongly about the Parks Board and the City Council making the best decision.

Reluctantly attending to my civil duties,

Jennifer M
425-753-2265

RECEIVED
FEB 27 2015
CITY OF KIRKLAND
CITY MANAGER'S OFFICE

Al Drinkwine
14004 119th Ave NE
Kirkland, WA 98034

Home Phone: 425-821-1737

February 24, 2015

City of Kirkland
Attn: Mayor Walen
123 5th Ave.
Kirkland, WA 98033

Mayor Ann Walen,

To provide a brief introduction and understanding as to my background I will briefly share my education and employment history. Following my BA and graduate education in Park Management I was employed by the US Navy to design, equip and program park and recreational facilities for the then infant Naval Submarine Base Bangor, our nation's largest nuclear base, located near Silverdale, WA. As the Special Services Director (Park and Recreation Director in lay terms) I designed the recreation complex with attached bowling alley, the child care and youth centers, a 500 seat theater, the auto hobby center and outdoor recreational trails and parks. I was also asked to assist in designing the two story library and the nondenominational base chapel. The recreation complex housed a double gym, large L-shaped pool, racket and hand ball courts, a photo hobby shop, retail space and the recreation offices. The recreation complex won the military's top design award.

Through this process I became aware that the most important planning aspect of these facilities was usability. Not only the interior layout, but the actual setting and location. Without patrons recreational facilities serve limited populations and intern fail. To promote usability, accessibility is critical. Visibility as definitely complimentary. Visibility reduces the need and cost of advertising. In short, the location of recreational facilities is the most important aspect of the original planning.

There have been several locations mentioned for the proposed Kirkland recreational complex. In brief let me again stress "location" is the primary key to its success. At Bangor the recreation complex was intentionally placed between the on-base housing and the military barracks, as well as adjacent to the Base Exchange, Commissary, theater, chapel and youth and child care centers. Prime accessibility. Additionally, this provided the opportunity for large common parking area utilized by all.

Back to Kirkland's planed sites. Juanita's traffic is already overcrowded. This is especially true in the summers when the park's parking overflows filling the north parking area. The complimentary improvements greatly improved the parks utilization maximizing adjacent land. It is beautiful, please don't ruin it. For numerous reasons, Juanita is NOT a desirable location in any aspect of accessibility, usability or visibility. The jail location (labeled as the Kirkland Justice Center) is definitely not a pleasant recreational environment for individuals or families. Just the thought of it will turn many off, limiting

use before it is even built. Who wants to take the children or grandchildren to play near a local jail? How inviting it this to new comers? Additionally, due to the location, accessibility is not convenient. If you want invisibility, this is your answer.

The idea of building the recreation center at Totem Lake Mall is by far the wisest choice. Not only is it more central to apartments, condos and foot traffic, but also the hospital for employee utilization. As an example, enter the existing mall on a cool rainy morning and observe how many walkers are now mall-walking in the existing facility. The location already has a draw. Complimenting this is the visibility of its location. Highway 405 provides free publicity. The Totem Lake location is real plus with existing freeway off ramps. No additional costly road construction will be needed. Parking is no problem and will add big time to savings compared to the cost of constructing a parking garage at other locations. Sure the land will cost, but look at the long term benefits. Bothell and Woodinville residents will also have easy access. Adjacent shopping is complimentary. What an ideal location for meeting visitors.

If you need to see the result of the wrong location of a facility please drive by ---------- on the south east corner of 124th Ave NE and NE 116th St. Notice the number of empty office fronts and apartments. Notice the lack of adequate parking.

The decision is the city planners to make, but in doing so please consider the Totem Lake Mall as a top priority. I do believe as hard as the city has tried to revitalize this facility, this may be your golden opportunity.

I wish you well in the process. Should you like to discuss this further, feel free to contact me at my home number listed above.

Respectfully,

Al Drinkwine

Al Drinkwine

February 25, 2015

Kirkland City Council
Kirkland Park Board
City Hall
123 Fifth Avenue
Kirkland, Washington 98033

Siting of Aquatic and Recreation Center

Dear City Council and Park Board Members:

I write to you on behalf of the Board Members of the Finn Hill Neighborhood Alliance. We have been actively following the siting evaluation for the new Aquatic and Recreation Center (ARC). We are in support of building a new facility in Kirkland, as we understand the need to replace the Juanita High School pool and the importance of having an indoor aquatic facility for our lakefront community. However, we regret that we are unable to support siting the ARC at Juanita Beach Park at this time.

This was a very difficult decision by our Board, as we have a close working relationship with our Parks Department. We have enjoyed working with the department on a variety of issues related to the protection, expansion, and restoration of our invaluable park and open space lands.

Nevertheless, we have come to the conclusion that siting the ARC at Juanita Beach Park raises significant concerns regarding traffic congestion on Juanita Drive, which provides primary access to our neighborhood and is depended upon by residents for their daily commutes and errands. Most importantly, locating the ARC on the north side of Juanita Beach Park conflicts with our organization's commitment (and the City's own PROS policy) to protect remaining park land. A building of the size proposed, with heavy projected use, would remove important park and open space from the surrounding densely populated neighborhood, and eliminate opportunities for outdoor recreational activities that take place at the park.

We ask that the City devote its resources to more aggressively exploring sites other than parks or outdoor recreational areas. We believe that Kirkland's residents will be better served in the long run if the City finds a more suitable site that does not require a stark trade-off in terms of traffic congestion and loss of open space.

Submitted on behalf of the FHNA Board of Directors,

Scott Morris
President

cc: Kurt Triplett
Jenny Schroder
Michael Cogle

MARCH 03, 2015

DIRECTOR JENNIFER SCHRODER
KIRKLAND PARKS AND COMMUNITY CENTER
123 5TH AVENUE
KIRKLAND WA 98033

REFERENCE: KIRKLAND AQUATICS, RECREATION & COMMUNITY PROJECT – PERSONAL RESPONSE FROM A PROPERTY OWNER & SENIOR CITIZEN.

COMMENTS:

(I) FOR LOCATION I VOTE FOR PROPERTY NORTH OF JUANITA PARK, NEAR FORBES CREEK INLET TO LAKE.

(II) FOR FACILITY FEATURES I VOTE ~~ONLY~~ YES FOR AN OLYMPIC SIZE SWIMMING POOL THAT COULD BE USED ① FOR SCUBA DIVING AND WATER SAFETY INCLUDING WHOLESOME DIET, FITNESS AND WATER RESCUE ② RECREATION FOR TODDLERS BEING SAFELY INTRODUCED TO WATER SAFETY ACTIVITIES ③ SWIMMING LESSONS & EXERCISE IN A LARGE POOL FOR ALL AGES. ④ TRAINING OF OLYMPIC ATHLETES, & COMPETION.

(III) FOR PROPOSED FACILITY FEATURES, I VOTE NO FOR GYNASIUM, DANCE STUDIO, HOT TUB, CATERER'S KITCHEN AND COOKING CLASSROOM, PARTY ROOM, ARTS AND ENRICHMENT CLASSROOMS, COFFEE BAR, COMMUNITY HALL.

(IV) FOR ADDITIONAL FEATURES I VOTE YES FOR CHILD WATCH ACTIVITY ROOM, FAMILY AND

PLEASE THINK ABOUT THIS COMMENT!

E-page 126

(V) THE MAJOR EMPHASIS OF THIS NEW FACILITY SHOULD BE NOT FOR RECREATION BUT FOR EDUCATION AND TRAINING OF CITIZENS OF ALL WALKS OF LIFE AND AGES IN WHOLESOME ACTIVITIES RELATED TO WATER SAFETY, WHEN USING ~~TO~~ RIVERS, LAKES, STREAMS, PUGET SOUND AND OCEAN BEACHES HERE IN THE NORTHWEST, ESPECIALLY WESTERN WASHINGTON, THIS COMMENT BEING ESPECIALLY IMPORTANT IF PUBLIC MONIES ARE GOING TO BE SPENT. LET SOCIALIZATION BE SECONDARY TO THE MAJOR PURPOSE OF THIS EXPENSIVE PROPOSED FACILITY. IT SHOULD COME NATURALLY TO USERS OF THIS FACILITY, AS DESIGNED BY THE CONTENTS OF THIS LETTER.

(VI) QUESTION? WHAT STAFF REQUIREMENTS ~~TO~~ DO YOU ENVISION FOR THIS PROPOSED FACILITY?

SINCERELY,

JAMES E.W. WALSH, CHEMISTRY & MATH TUTORING IN THE FUTURE,
410 13TH AVENUE WEST
KIRKLAND, WA 98033-5311
VOICE MAIL 425 229 0100

Re: ARC Site.

Kirkland desperately needs more objective debate on the proposed ARC site! In the past decade substantial funds were granted to develop Juanita Beach Park, now a beautiful site that is attracting increasing numbers of users county-wide. Why now with the ARC, add a new source of congestion for this lovely Juanita area environment, and thereby create a new layer of crowd-related problems and stress! Surely there must be properties with more wide open space within Kirkland boundaries?

In addition to a formerly happy Juanita Beach park-user population, the ARC will also negatively affect an already crowded and stressed Juanita Village. In essence this means two unhappy populations. And In reality, ARC users too will eventually become the third stressed group considering both traffic and limited parking.

The Juanita Beach visitor population has already grown to the degree that parking is often a problem. Add the current parking issues at Juanita Village and I ask "why on earth would you add the ARC to exacerbate these problems?" Further consideration should also be given to the actual green grass area; should this space for children and families really be sacrificed for more concrete and pollution from traffic? Another additional concern is the summer ball diamond and the parking problems for this population. Multiple populations will be sacrificed; I urge you to consider them before it's too late. The ARC should be a treasured gift to Kirkland, not an albatross creating new stresses.

In conclusion we who love Kirkland should be cognizant of pending problems, rather than impulsively adding to them. You all have a critical role, demanding much forethought, and I thank you for serving.

Arlene McDowell, Kirkland resident.

Arlene McDowell
(425) 823-1238

City of Kirkland Voters
n=400
FINAL

Hello, my name is _____. May I speak to **(NAME ON LIST).**

Hello, my name is _____, and I'm conducting a survey for EMC Research on behalf of the City of Kirkland to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, we will not ask for a donation, and we are collecting this information on a scientific and completely confidential basis.

---

1. GENDER **[RECORD FROM OBSERVATION]**
   1. Male
   2. Female

2. Would you say things in the City of Kirkland are going in the right direction or are they pretty seriously off on the wrong track?
   1. Right Direction
   2. Wrong Track
   3. (DNR: Don't know)

3. Why do you say that? _____ **[OPEN END RESPONSE, DO NOT PROBE]**

I'd like you to tell me how you think the City of Kirkland is doing in each of the following areas. Use a scale of excellent, good, only fair, or poor. If you aren't sure one way or the other, please just say so.

SCALE: 1. Excellent 2. Good 3. Only fair 4. Poor 5. Not Sure 6. (DNR: Refused)

(AFTER EACH AS NECESSARY: Would you rate that as excellent, good, only fair, or poor?)
[RANDOMIZE]

4. The job Kirkland City government does overall
5. The job Kirkland City government does spending your tax dollars responsibly
6. The overall quality of the parks and recreation system in Kirkland

[END RANDOMIZE]

7. As you may know, the Lake Washington School District may need to close the indoor pool at Juanita **(wah-KNEE-tah)** High School as soon as twenty seventeen. This is the only publically available indoor pool in Kirkland and supports the activities of a number of aquatic sports clubs, public exercise time, and lifeguard training and water safety classes and swim lessons. Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose the City developing plans for a new Aquatic, Recreation and Community Center in Kirkland?
   1. Strongly Support
   2. Somewhat Support
   3. Somewhat Oppose
   4. Strongly Oppose
   5. (DNR: Don't Know/NA)

8. The City of Kirkland would need to present a voter-approved property tax ballot measure to voters in order to fund a new Aquatic, Recreation and Community Center. This measure would provide funds to build a facility that could include a competition and exercise pool, a warm water recreation pool, a gymnasium, fitness rooms and exercise studios, classrooms for arts and education, and community gathering and banquet spaces. In general, do you strongly support, somewhat support, somewhat oppose or strongly oppose a Kirkland Aquatic, Recreation and Community Center measure?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

9. The City of Kirkland estimates the cost to build an Aquatic, Recreation and Community Center on city owned property at forty-eight million dollars. If voter approved, the City would likely issue thirty year bonds that would cost the owner of a medium priced home in Kirkland about sixty six dollars per year or about five dollars and fifty cents per month. Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

10. The City of Kirkland has been evaluating locations for a possible Aquatic Recreation and Community Center Facility and would like your input. The sites currently being considered are:
[RANDOMIZE L1-L4]
[READ LIST]

[L1] Juanita **(wah-KNEE-tah)** Beach Park on the north side of Juanita Drive by the ball fields

[L2] The North Kirkland Community Center site on north east one twenty fourth street

[L3] Private Properties near the Totem **(TOE-dum)** Lake Mall

[L4] Private Properties near the Cross Kirkland Corridor

Regardless of how you feel about a new facility, if it were being built, which location would be your first choice?
    1. Juanita **(wah-KNEE-tah)** Beach Park on the north side of Juanita Drive by the ball fields
    2. The North Kirkland Community Center site on North East 124th street
    3. Private Properties near Totem **(TOE-dum)** Lake Mall
    4. Private Properties near the Cross Kirkland Corridor
    5. (Makes No Difference/Don’t Care)
    6. (None)
    7. (Other)

11. Based on siting **(SIGH-ting)** criteria and analysis of city owned properties, the north side of Juanita **(wah-KNEE-tah)** Beach Park by the ball fields is identified as an option to build the Aquatic, Recreation and Community Center Facility. Would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center at Juanita **(wah-KNEE-tah)** Beach Park?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

12. Some have opposed building a facility at the Juanita **(wah-KNEE-tah)** Beach Park site because of concerns about current traffic congestion in and around Juanita Beach Park. They say that an Aquatic, Recreation and Community Center would make the traffic problem much worse. Knowing this concern would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose the building an Aquatic, Recreation and Community Center at Juanita **(wah-KNEE-tah)** Beach Park?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

13. And some have opposed building a facility at the Juanita **(wah-KNEE-tah)** Beach Park site because they say the open space and trees should not be sacrificed. Knowing this concern would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose the building an Aquatic, Recreation and Community Center at Juanita **(wah-KNEE-tah)** Beach Park?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

14. Purchasing private property may cost an additional ten to twenty million dollars. Knowing this, which would you prefer the City do?

[ROTATE FIRST TWO STATEMENTS]

    1. Build an Aquatic, Recreation and Community Center on City owned property at Juanita **(wah-KNEE-tah)** Beach Park or North Kirkland Community Center **OR**
    2. Build an Aquatic, Recreation and Community Center at a different location even if it requires purchasing private property.
    3. (DNR: Makes no Difference)
    4. (DNR: Neither)
    5. (DNR: Don’t Know/Not Sure)

15. One potential location suggested is to purchase property in or near Totem **(TOE-dum)** Lake Mall. Again it would cost between ten and twenty million dollars more to purchase land to build there. Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center in or near Totem **(TOE-dum)** Lake Mall?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

[IF Q15=3 or 4 OPPOSE THEN ASK Q16]

16. Why do you say that? _____ **[OPEN END RESPONSE, DO NOT PROBE]**

17. And some have suggested purchasing land to build an Aquatic, Recreation and Community Center near the Cross Kirkland Corridor, again it would cost as much as twenty million dollars more to build. Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center near the Cross Kirkland Corridor?
    1. Strongly Support
    2. Somewhat Support
    3. Somewhat Oppose
    4. Strongly Oppose
    5. (DNR: Don't Know/NA)

[IF Q17=3 or 4 OPPOSE THEN ASK Q18]

18. Why do you say that? **_____ [OPEN END RESPONSE, DO NOT PROBE]**

And for statistical purposes only:

19. What year were you born? **[RECORD YEAR - VALID RANGE: 1910-1997; IF REFUSED, CODE AS 9999]**

20. **[AGE RANGE - CODE FROM PREVIOUS QUESTION]**
    [IF Q19=9999 THEN ASK FOLLOWUP: "Would you say you are age **(READ LIST)**…"**]**
    1. 18-29
    2. 30-39
    3. 40-49
    4. 50-64
    5. 65 or over
    6. (DNR**:** Refused)

THANK YOU!

EMC RESEARCH
MARKET & OPINION RESEARCH SERVICES

CITY OF KIRKLAND WASHINGTON

City of Kirkland Telephone Survey

March 2015

Methodology

- Telephone Survey of 400 registered voters in the City of Kirkland
- February 26th– March 3rd, 2014
- Margin of Error ± 4.9 percentage points
- Weighted to reflect Key demographics in the city of Kirkland

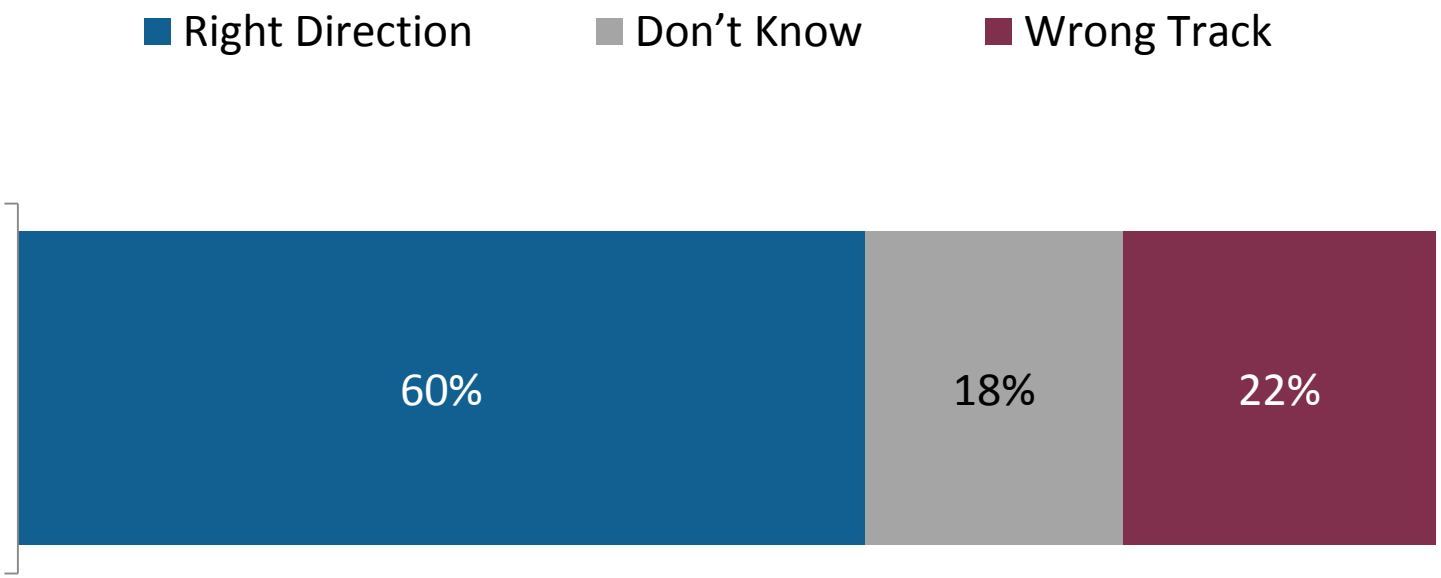
Please note that due to rounding, some percentages may not add up to exactly 100%.

Key Findings

- *Voters are optimistic about the direction of Kirkland.*
- *Voters continue to give high ratings for the overall quality of the parks and recreation system in Kirkland but are softer in their ratings for the job Kirkland City government does overall and the job Kirkland does spending tax dollars responsibly.*
- *There is strong support for the City of Kirkland developing plans for a new Aquatic Recreation and Community Center, however, support declines significantly when respondents are told the potential cost of a bond.*
- *Private properties near Totem Lake Mall received the plurality of preference when ranked against Juanita Beach Park, North Kirkland Community Center and the Cross Kirkland Corridor. Only Totem Lake Mall reaches majority support.*
- *Voters are divided initially on support for Juanita Beach Park as an ARC site and opposition increases as concerns of traffic and potential loss of open space and trees are introduced.*
- *Though initially there is some preference for siting the ARC on private property near Totem Lake Mall, after hearing of the additional costs of purchasing and building on private property, over half (51%) say the City should build an ARC on City owned property at Juanita Beach Park or North Kirkland Community Center.*

City of Kirkland Direction

Voters are feeling optimistic.

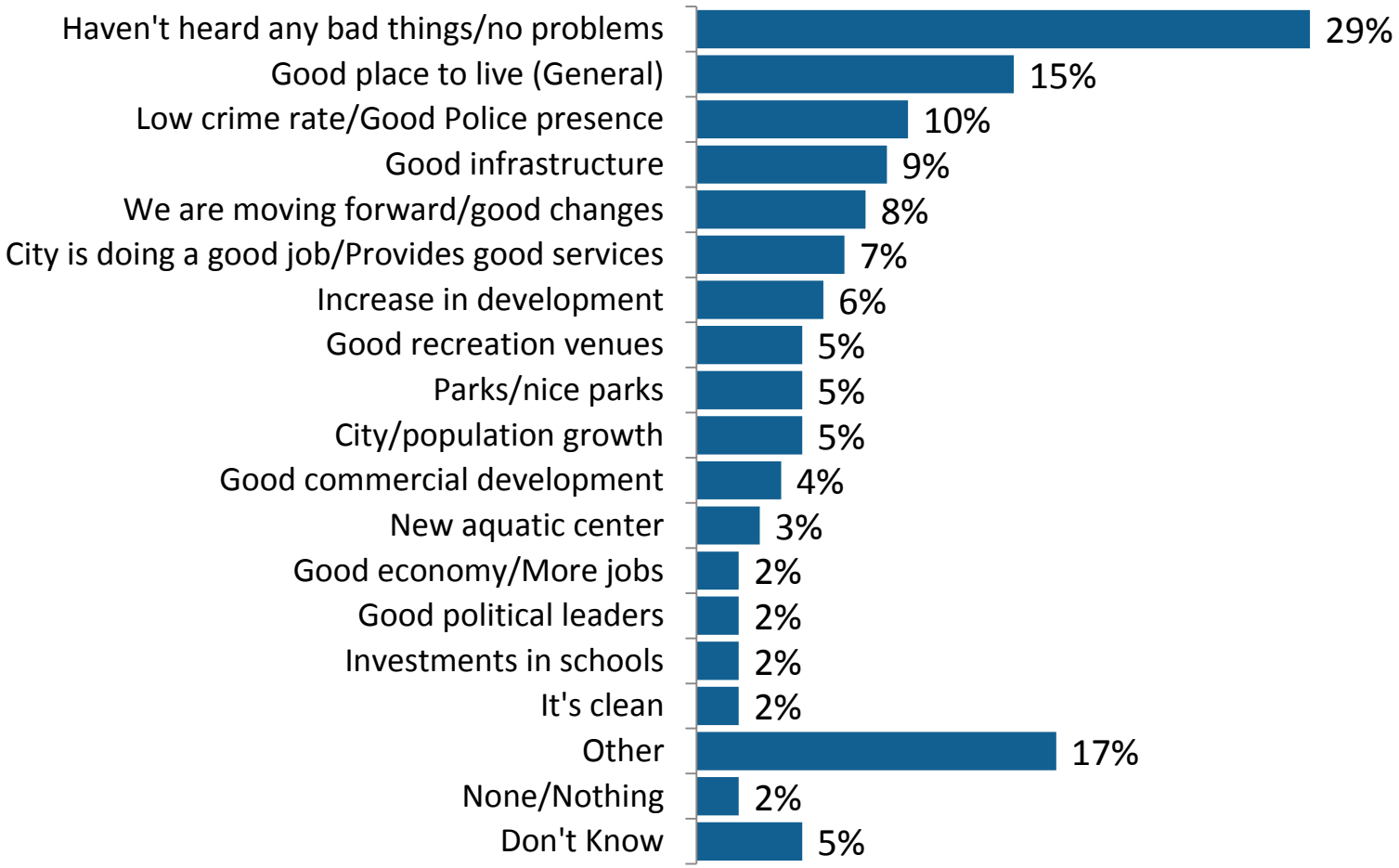


Q2: Would you say things in the City of Kirkland are going in the right direction or are they pretty seriously off on the wrong track?

Open End: Right Direction

No problems, good place to live, low crime rate are the top mentions of those who say Kirkland is moving in the right direction.

[Among respondents who answered "right direction" in Q2, n=233]

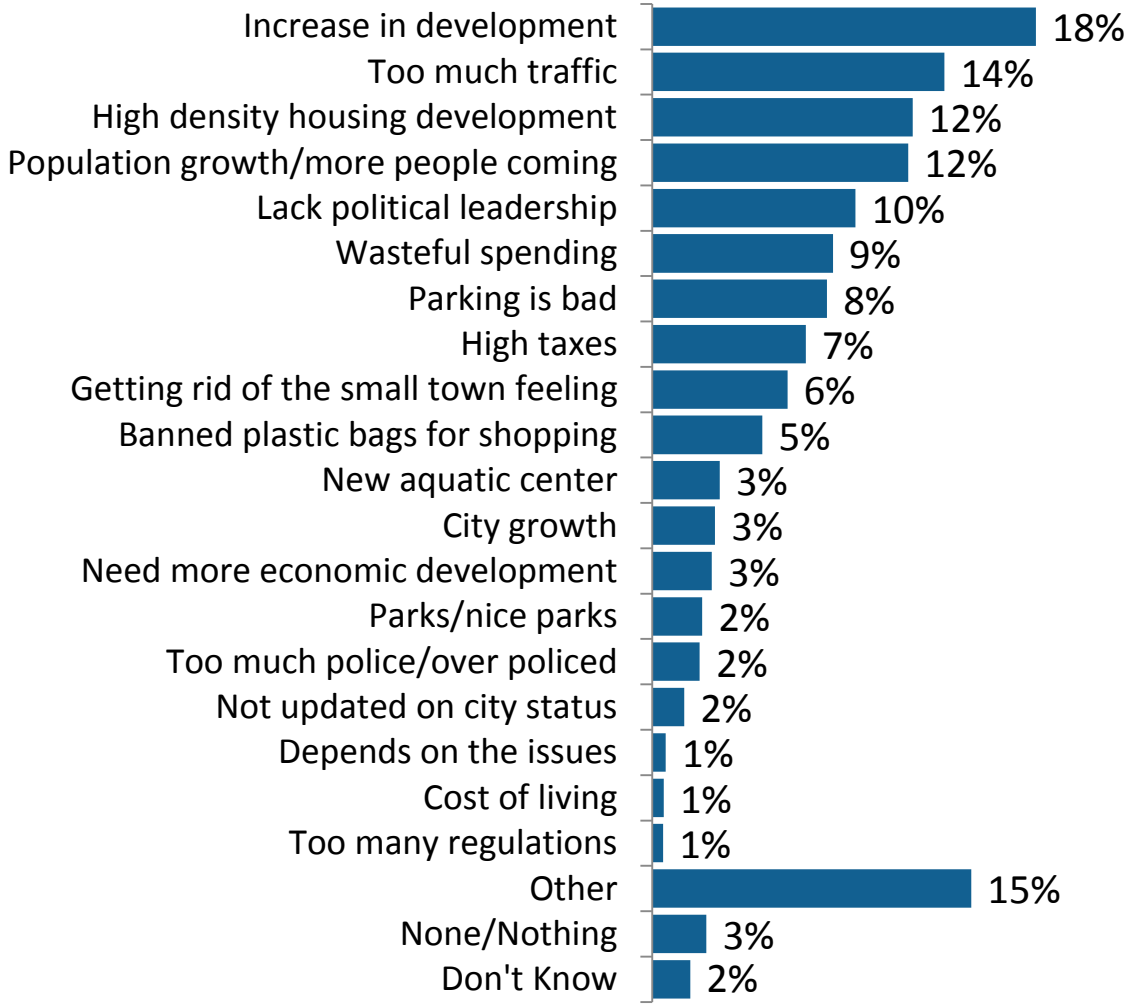


Q3: Why do you say that?

Open End: Wrong Track

Increase in development, too much traffic, high density housing development and population growth are the top mentions of those who say Kirkland is on the wrong track.

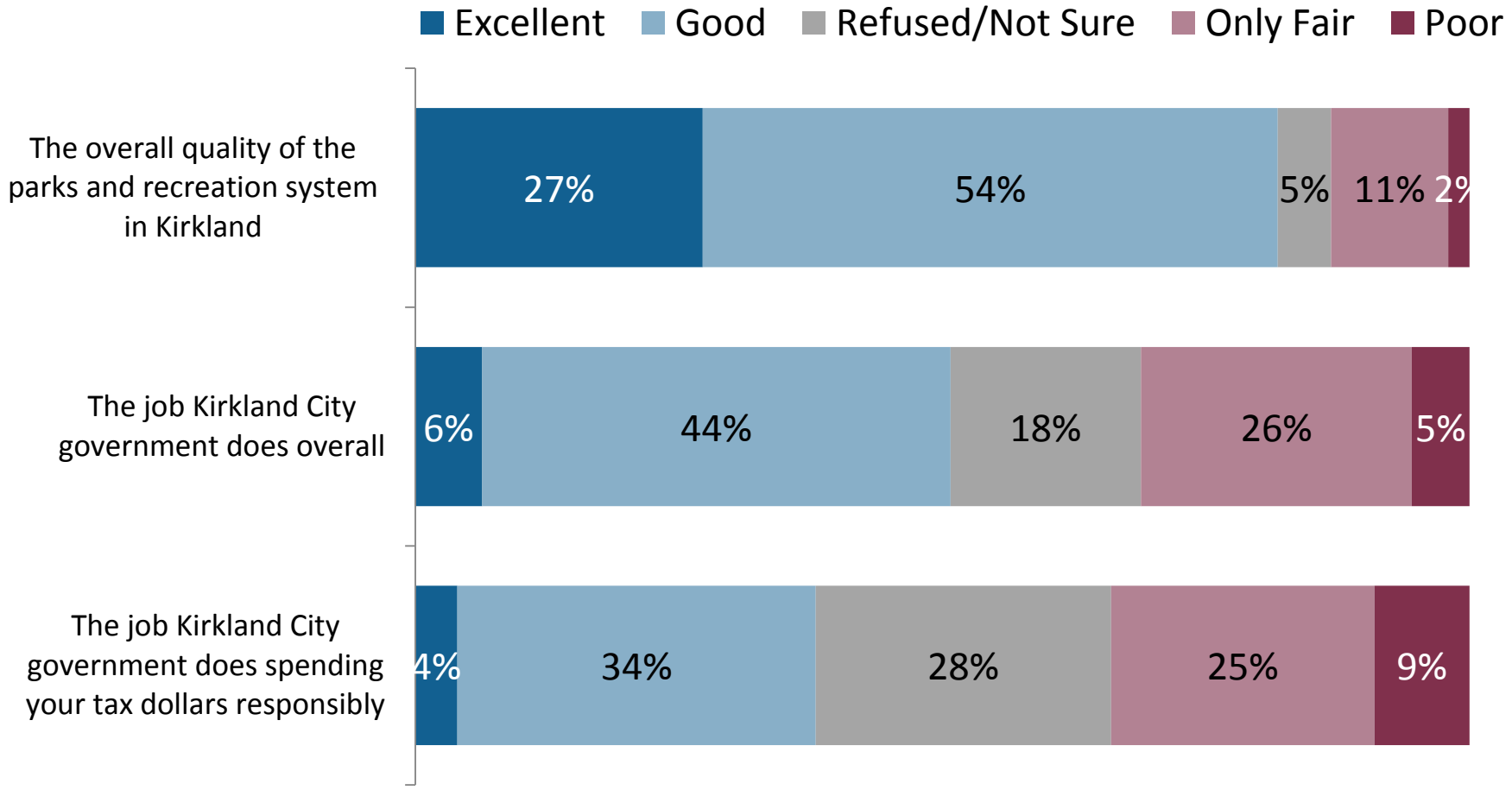
[Among respondents who answered "wrong track" in Q2, n=97]



Q3: Why do you say that?

City of Kirkland Ratings

81% rate Kirkland's parks and rec system as Excellent or Good; while attitudes toward the city's overall job performance are positive, they are softer

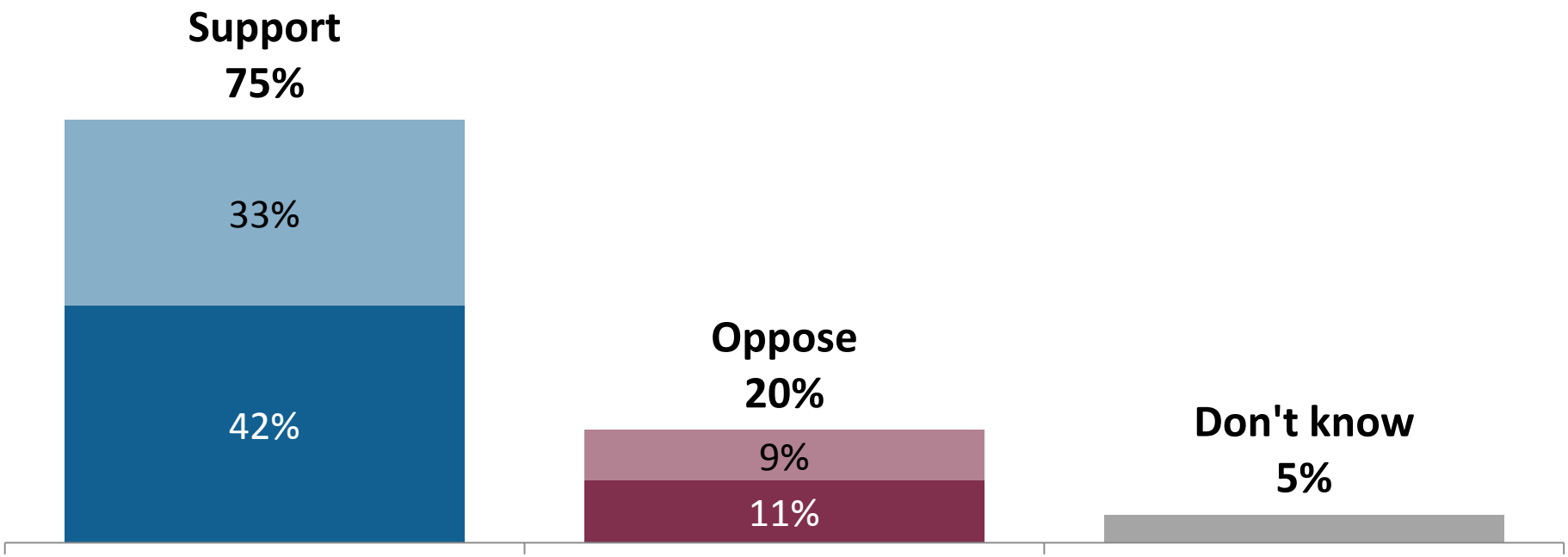


Q4-Q6: I'd like you to tell me how you think the City of Kirkland is doing in each of the following areas. Use a scale of excellent, good, only fair, or poor. If you aren't sure one way or the other, please just say so.

City Developing Plans for Aquatic Center

Three-quarters (75%) say they support the City developing plans for a new aquatic center in Kirkland

As you may know, the Lake Washington School District may need to close the indoor pool at Juanita High School as soon as 2017. This is the only publically available indoor pool in Kirkland and supports the activities of a number of aquatic sports clubs, public exercise time, lifeguard training, water safety classes, and swim lessons.



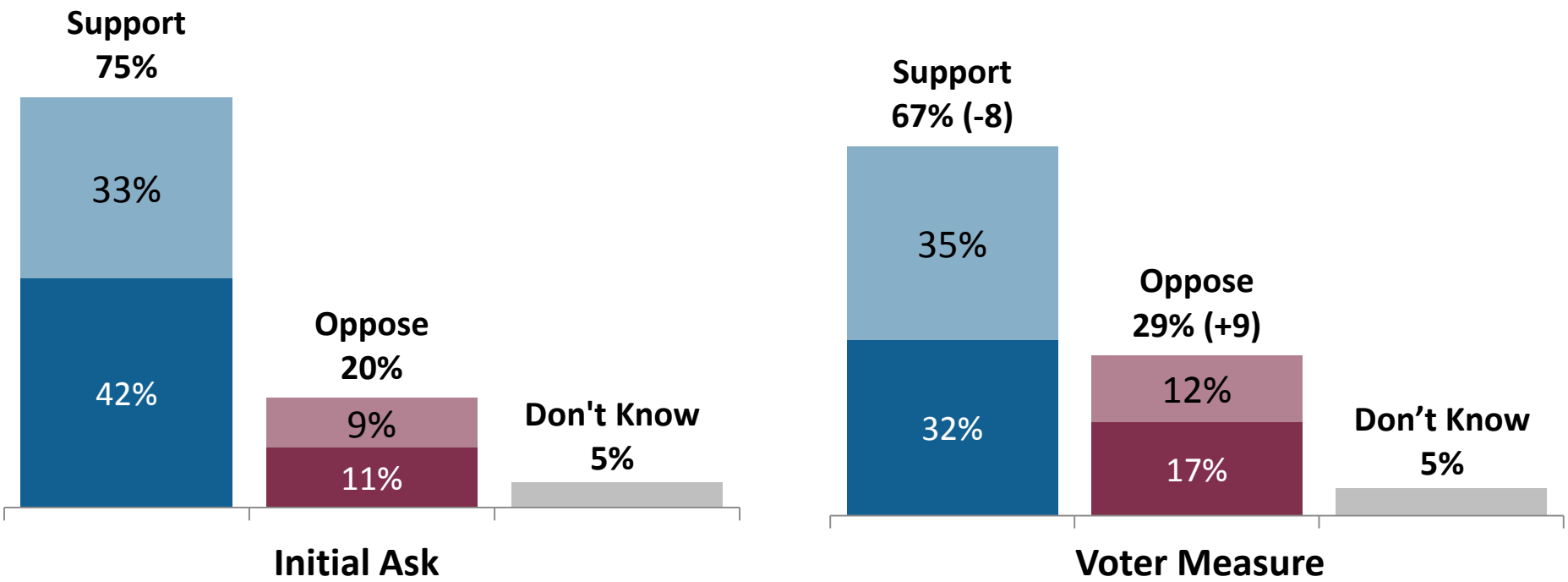
Q7: Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose the City developing plans for a new Aquatic, Recreation and Community Center in Kirkland?

Voter Measure

E-page 10

When asked in terms of a property tax measure, support still remains high at 67%

The City of Kirkland would need to present a voter-approved property tax ballot measure to voters in order to fund a new Aquatic, Recreation and Community Center. This measure would provide funds to build a facility that could include a competition and exercise pool, a warm water recreation pool, a gymnasium, fitness rooms and exercise studios, classrooms for arts and education, and community gathering and banquet spaces.

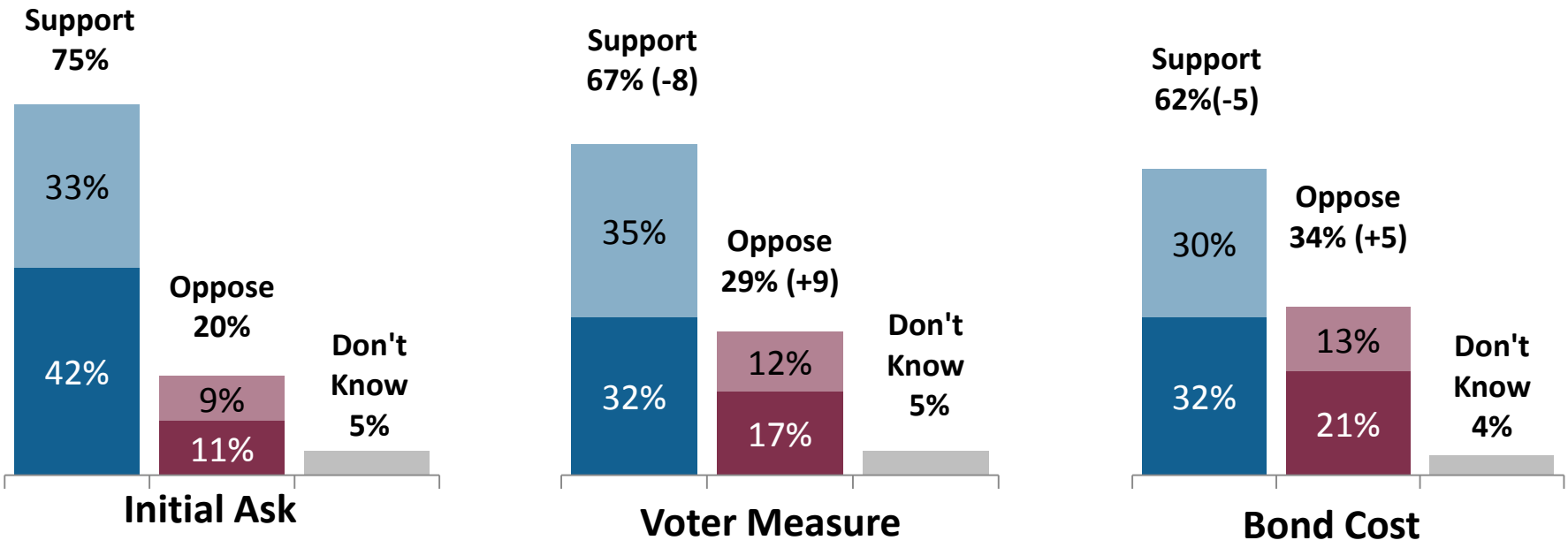


Q8: In general, do you strongly support, somewhat support, somewhat oppose or strongly oppose a Kirkland Aquatic, Recreation and Community Center measure?

Bond Cost

After voters hear how much the proposed center would cost to homeowners, support decreases by 5 points, but the number who say they strongly support building a new center holds constant at 32%

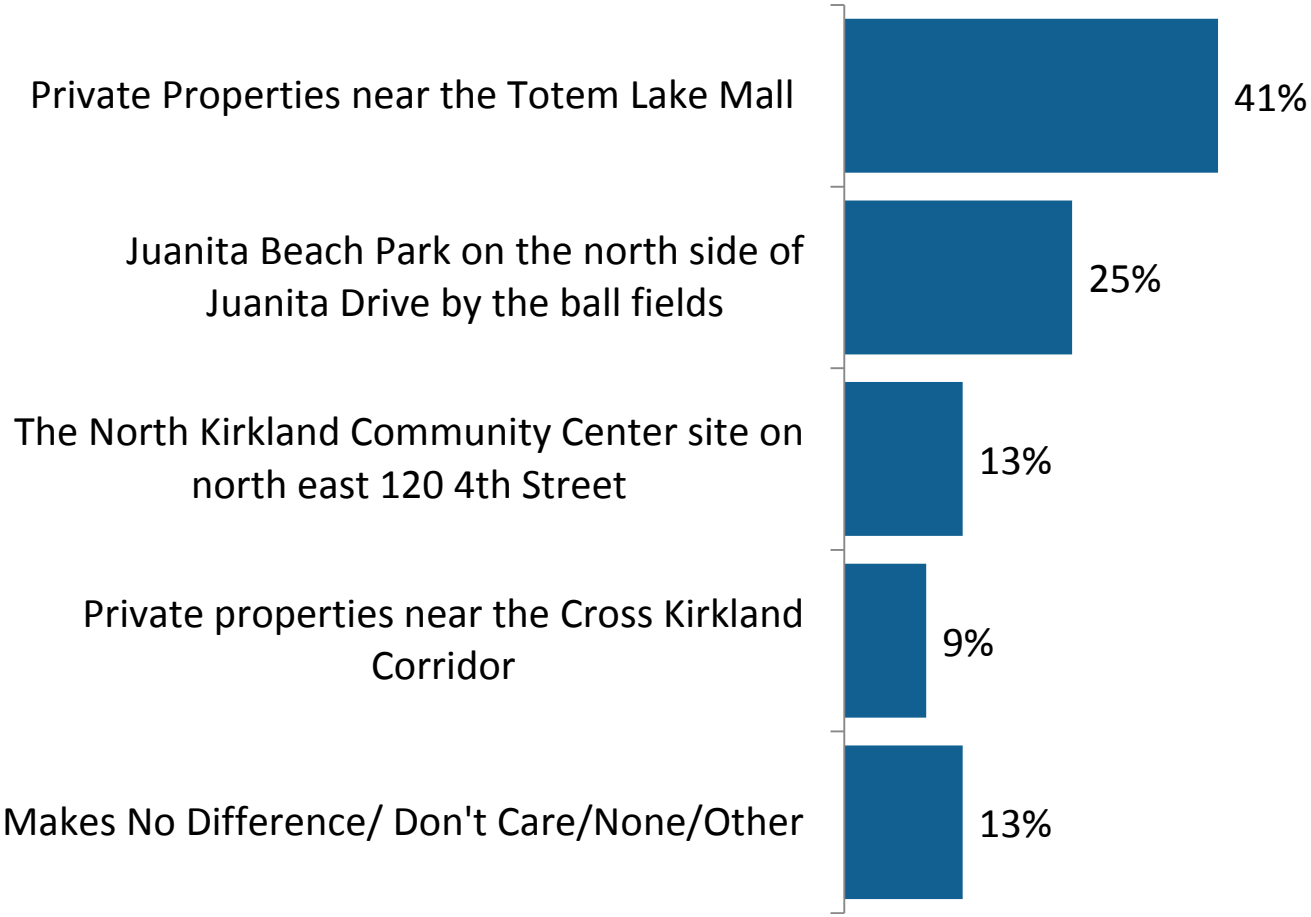
The City of Kirkland estimates the cost to build an Aquatic, Recreation and Community Center on city owned property at $48 million. If voter approved, the City would likely issue 30 year bonds that would cost the owner of a medium priced home in Kirkland about $66 per year or about $5.50 per month.



Q9: Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center?

Location Preference

A plurality of voters (41%) prefer building the new center on private property near Totem Lake Mall; Juanita Beach Park is their second choice

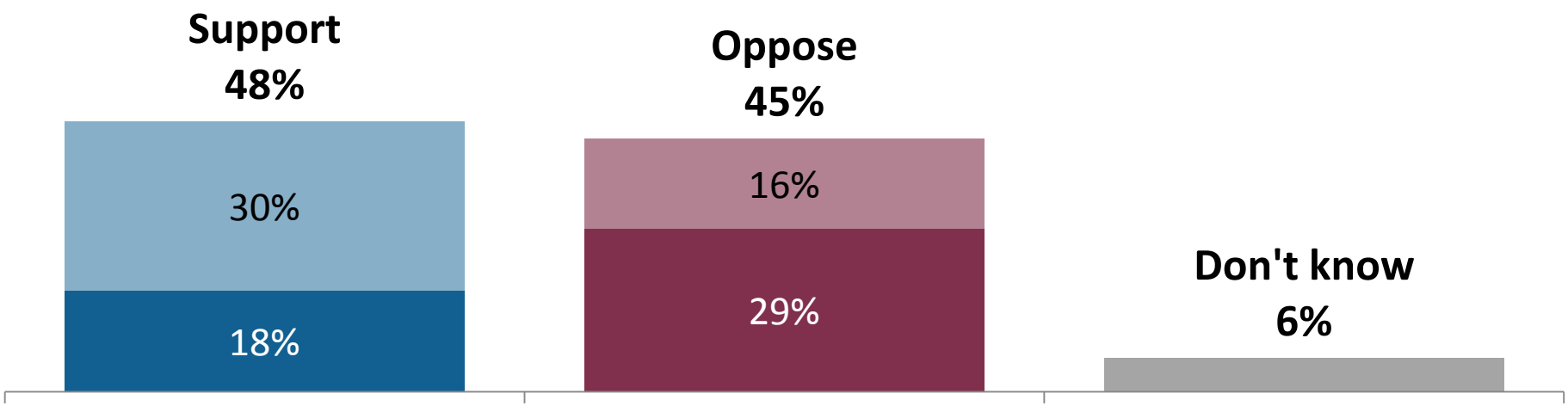


Q10. The City of Kirkland has been evaluating locations for a possible Aquatic Recreation and Community Center Facility and would like your input. The sites currently being considered are:

Juanita Beach Park Initial Ask

Voters are split on whether to build the new aquatic center at Juanita Beach Park

Based on siting criteria and analysis of city owned properties, the north side of Juanita Beach Park by the ball fields is identified as an option to build the Aquatic, Recreation and Community Center Facility.

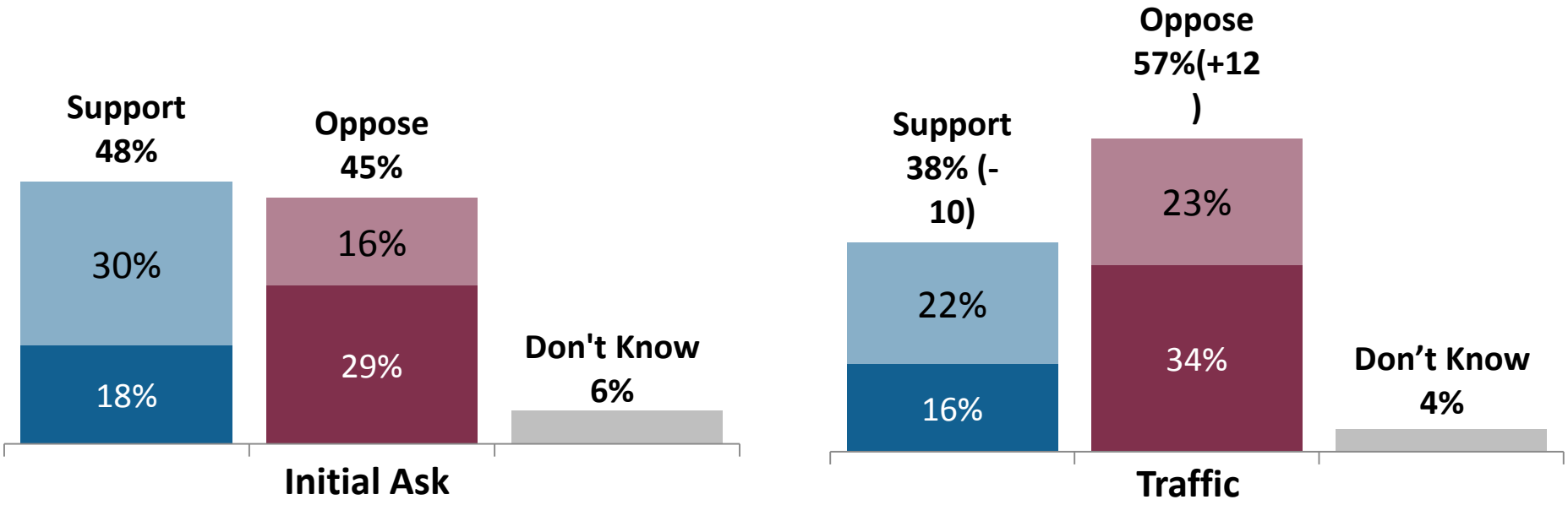


Q11: Would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center at Juanita Beach Park?

Juanita Beach Park - After Traffic Concerns

After voters hear about traffic concerns, opposition to building at Juanita Beach Park increases by 12 points

Some have opposed building a facility at the Juanita Beach Park site because of concerns about current traffic congestion in and around Juanita Beach Park. They say that an Aquatic, Recreation and Community Center would make the traffic problem much worse.

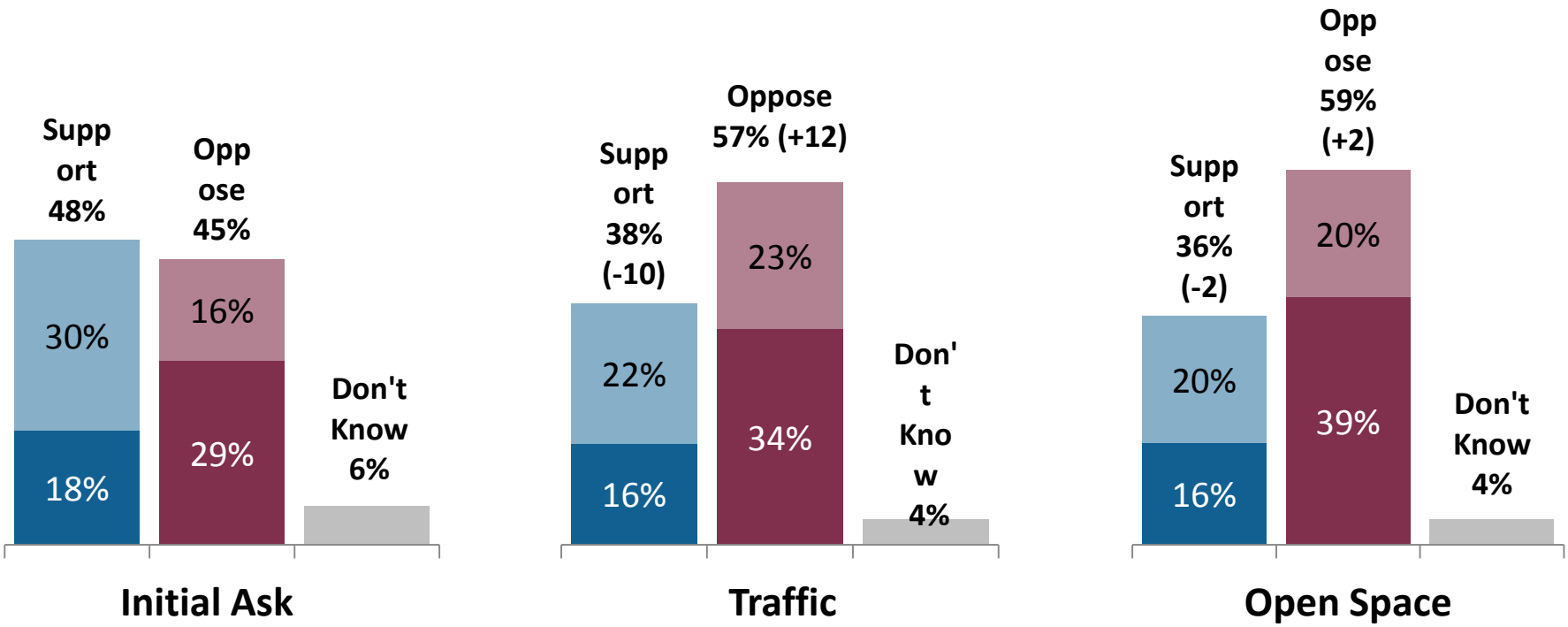


Q12: Knowing this concern would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center at Juanita Beach Park?

Juanita Beach Park - After Open Space Concerns

After voters hear about open space concerns, opposition to building at Juanita Beach Park increases by another 2 points

And some have opposed building a facility at the Juanita Beach Park site because they say the open space and trees should not be sacrificed.

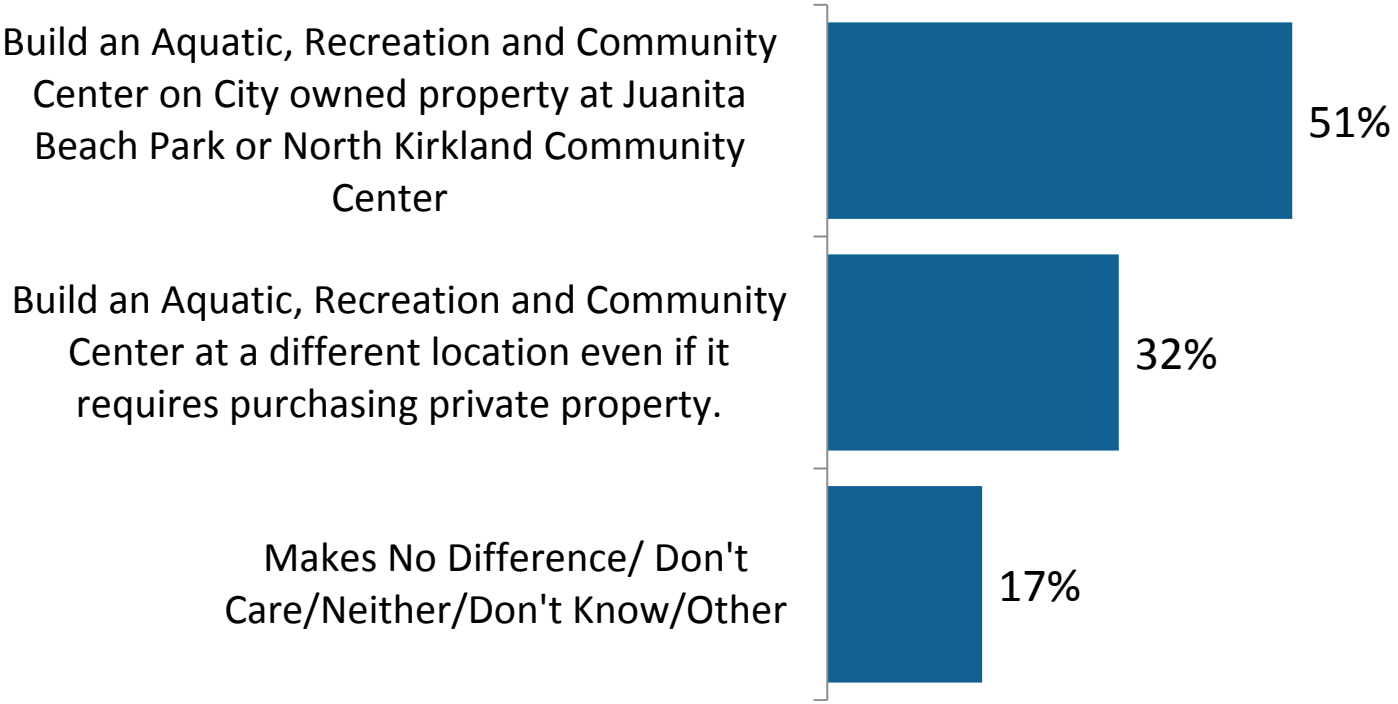


Q13: Knowing this concern would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center at Juanita Beach Park?

Location Preference, After Cost

After hearing the additional costs of building on private property, over half (51%) prefer building at Juanita Beach Park or North Kirkland Community Center

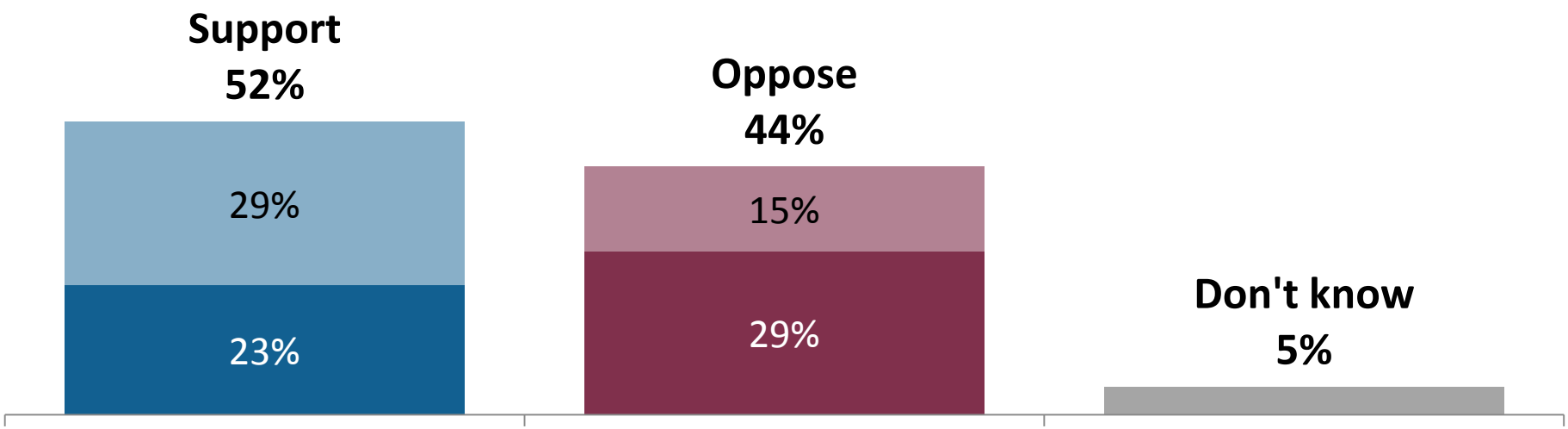
Purchasing private property may cost an additional $10 to $20 million. Knowing this, which would you prefer the City do?



Totem Lake Mall

Even after voters hear about the additional cost of purchasing private land, 52% say they would support building the aquatic center near Totem Lake Mall"

One potential location suggested is to purchase property in or near Totem Lake Mall. Again it would cost between $10 and $20 million more to purchase land to build there.

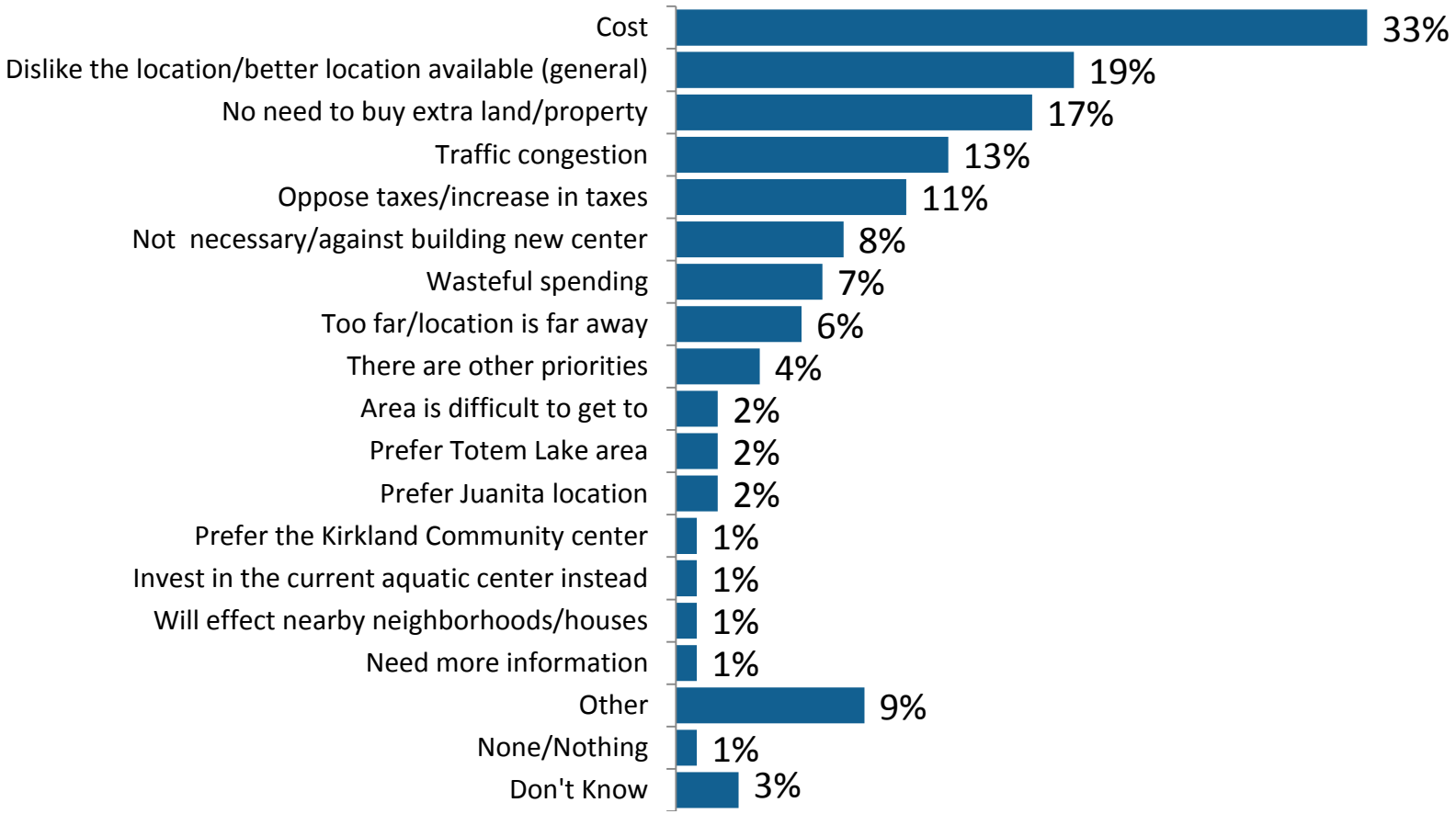


Q15: Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center in or near Totem Lake Mall?

Reasons for Opposing Totem Lake Mall

A third say cost is their reason for opposing the Totem Lake Mall location; another 19% just don't like the location

[Among respondents who opposed Totem Lake Mall plan, n=182]

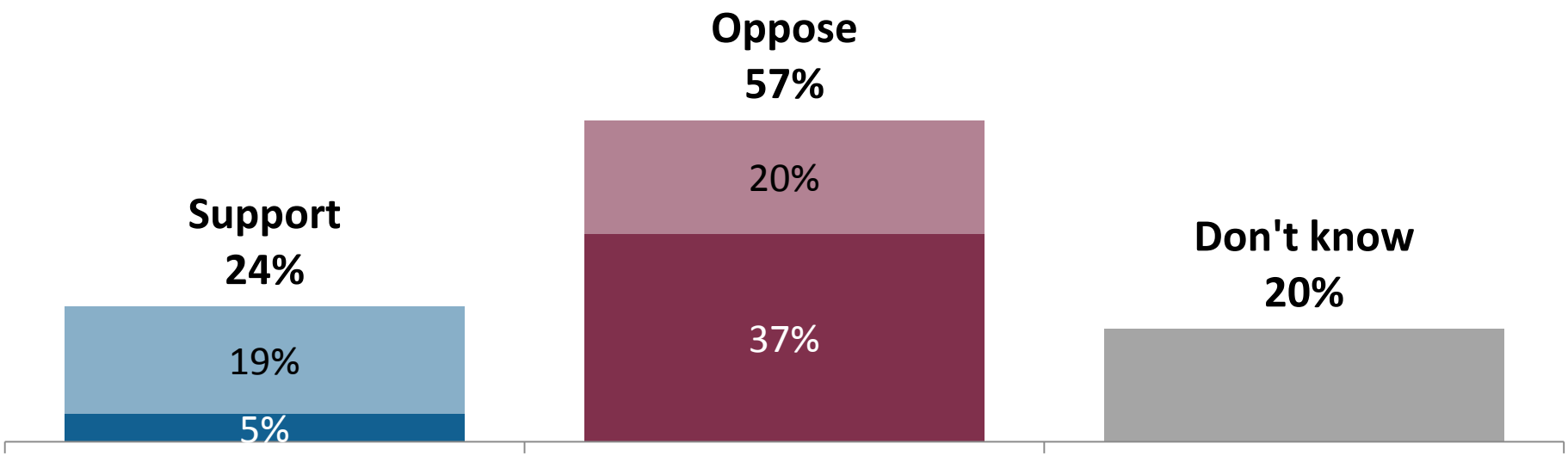


Q16: Why do you say that?

Cross Kirkland Corridor

Support for building near the Cross Kirkland Corridor is low, with only 24% saying they support it

And some have suggested purchasing land to build an Aquatic, Recreation and Community Center near the Cross Kirkland Corridor, again it would cost as much as $20 million more to build.

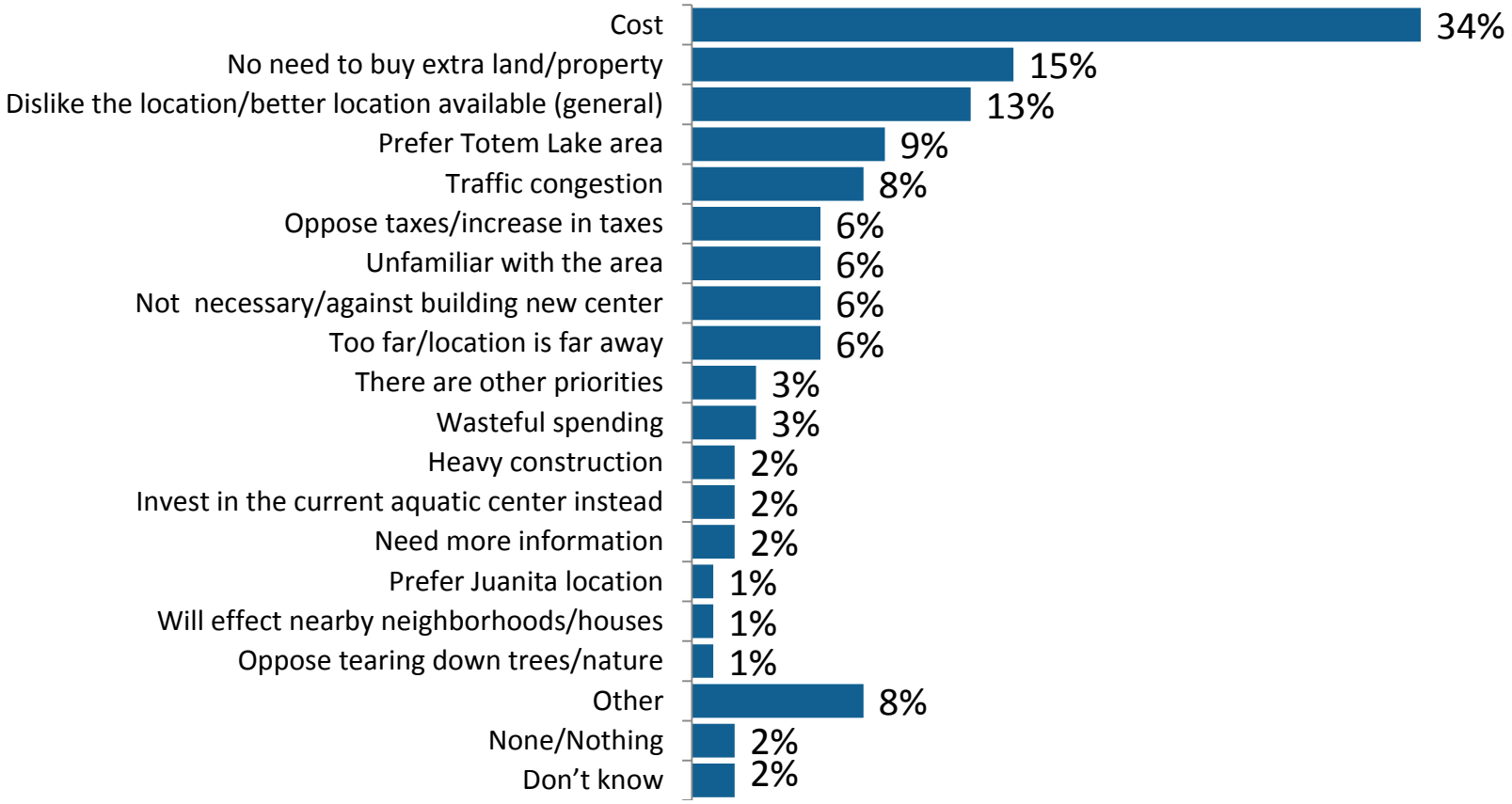


Q17: Knowing this would you say you strongly support, somewhat support, somewhat oppose, or strongly oppose building an Aquatic, Recreation and Community Center near the Cross Kirkland Corridor?

Reasons for Opposing Cross Kirkland Corridor

Cost is still voters' top concern with building at the Cross Kirkland Corridor location; 15% say there is no need to buy extra land and 13% say they dislike the location.

[Among respondents who opposed Cross Kirkland Corridor plan, n=224]



Q18: Why do you say that?

Contact

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Dominick Martin
dominick@emcresearch.com
206.204.8033

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Van Sheth, Management Analyst
Erin Devoto, Public Works Superintendent
Kathy Brown, Public Works Director
James Lopez, Director of Human Resources & Performance Management

Date: March 12, 2015

Subject: EARTH HOUR PROCLAMATION - 2015

RECOMMENDATION**:**

The Mayor of Kirkland declares March 28, 2015 from 8:30 to 9:30 pm Earth Hour in Kirkland, Washington.

BACKGROUND DISCUSSION:

During Earth Hour hundreds of millions of people, organizations, corporations and governments worldwide will come together to celebrate a worldwide commitment to ongoing change for the betterment of the one thing that unites us all – the planet. They will make a statement about their concern for climate change by doing something quite simple—turning off their lights for one hour. Earth Hour symbolizes that by working together, each of us can have a positive impact in the fight against climate change, protecting our future and that of future generations. Locally, Earth Hour will occur on March 28th at 8:30pm.

Please direct any questions to Van Sheth at x3907.

A PROCLAMATION OF THE CITY OF KIRKLAND

Proclaiming "Earth Hour" on March 28, 2015 from 8:30 to 9:30 p.m. in Kirkland, Washington

WHEREAS, this hour has been designated worldwide by World Wildlife Fund as "Earth Hour" in which millions of people around the world will come together to call for action on climate change by turning off their lights for one hour; and

WHEREAS, Earth Hour is a reminder that communities, including the City of Kirkland, can make a positive impact to alleviate climate change; and

WHEREAS, Kirkland is joining cities and states across the country to raise awareness and demonstrate our nation's commitment to fighting climate change by supporting "Earth Hour;" and

WHEREAS, 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 for the local government, its businesses, and its residents; and

WHEREAS, in 2007, the Kirkland City Council adopted Greenhouse Gas Reduction Targets and a long term action plan was developed that will lead to the targeted reductions in greenhouse gas emissions for municipal operations and the community through capital investment, operational changes, program development and public outreach; and

WHEREAS, in 2009, the Kirkland City Council adopted the City's Climate Protection Action Plan committing to the long-range goal of stabilizing atmospheric concentrations of greenhouse gases; and

WHEREAS, Kirkland will continue to work toward solutions to climate change and seek adaptation strategies to protect its future and that of future generations from the impacts of a warming planet;

NOW, THEREFORE, I, Amy Walen, the Mayor of Kirkland, do hereby proclaim March 28, 2015 from 8:30 to 9:30 p.m. as "Earth Hour" in Kirkland, Washington and call upon all residents and businesses to turn off their lights for one hour and join the City in pledging their support to climate protection.

Signed this 17th day of March, 2015

_____

Amy Walen, Mayor

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Marilynne Beard, Deputy City Manager

Date: March 5, 2015

Subject: KIRKLAND 2035 UPDATE #17

RECOMMENDATION:

City Council receives an update on the activities and plans being considered in the "Kirkland 2035 Your Voice.Your Vision.Your Future." initiative.

BACKGROUND DISCUSSION:

This the 17th in a series of updates for the City Council and the public that describes recent and planned activities taking place to complete major plan updates and to involve the public. This update will focus on the sequencing and timing of tasks that need to be completed in order to adopt major plans by the end of 2015. Much work has been accomplished to date and the City Council has already adopted a number of master plans and studies that support the Comprehensive Plan.

Tasks to be Completed

The remaining tasks are interrelated to the Comprehensive Plan update in that they are incorporated in whole or in part to the Comprehensive Plan document or they provide important underlying policies for Comprehensive Plan elements. For instance:

- The Transportation Master Plan (TMP) will become the Transportation Element of the Comprehensive Plan.

- The Parks, Recreation and Open Space Plan (PROS) will provide the goals, policies and narrative for the Parks and Recreation Element of the Comprehensive Plan.

- The underlying impact fee policies will be incorporated into the TMP and the PROS plan while actual impact fee rate schedules and ordinances will be adopted following adoption of all other plans (including the Comprehensive Plan). The Comprehensive Plan includes the Capital Facilities Plan that defines which projects impact fees can fund.

- Finally, the Capital Improvement Program and Capital Facilities Plan serve different purposes but must be consistent with each other and with the Comprehensive Plan and underlying plans from which projects were generated.

Most of the remaining tasks must go through multiple review processes with advisory boards, the City Council and the public. Some of the public involvement activities, such as public hearings, are required by law. Others, such as open houses, are intended to be more interactive and informational. Timely adoption of the Comprehensive Plan is required to comply with the Growth Management Act and to maintain eligibility for state grant programs.

The timeline illustrated in Attachment A describes the sequence and planned timing of City Council meetings and public outreach events that will occur over the coming eight months to complete all outstanding tasks.

- Parks, Recreation and Open Space Plan – Initial Council review of the PROS Plan was completed in 2014. Park impact Fee policies will be presented to the City Council in April. Following Council direction, Parks impact fee policies will be incorporated in the PROS Plan narrative. Once the policy language is added, the PROS Plan can be adopted. Parks projects to be included in the Capital Improvement Program (CIP) and the Capital Facilities Element (CFP) are being reviewed by the Park Board and will come forward to the Council when those two documents are prepared later this year.

- Transportation Master Plan – The TMP has been presented to the City Council in multiple meetings held over the past year, beginning with a review of the underlying goals and policies, an introduction of a multi-modal approach to concurrency and impact fees, and an overview of the project categories with examples of capital projects for each category. At the February 17, 2015 City Council meeting, staff presented draft concurrency and level of service approaches and requested Council direction. The next TMP Council study session will be held on April 21, 2015 when it is expected that the Council will have a draft TMP document to discuss. Again, specific projects for inclusion in the CIP and CFP will be developed based on Council direction provided for the overall

plan. The TMP will be adopted concurrently with the Comprehensive Plan.

- Capital Facilities Plan – The Capital Facilities Plan (CFP) is a six year list of infrastructure projects needed to support the growth in population and jobs assumed in the Comprehensive Plan. The CFP is developed based on level of service standards and the Capital Improvement Program (CIP). The CFP is adopted as part of the Comprehensive Plan but will be reviewed at about the same time as the CIP in July.

- Capital Improvement Program – The CIP includes projects that are emerging from the master plans (e.g. PROS, TMP, and Surface Water Master Plan). This six year plan is in the process of being developed at the staff level. The CIP also includes projects such as information technology investments and replacement and repair projects that are not related to level of service or capacity and not included in the CFP. Overall policy direction was discussed with the Council at the February 20 retreat and a resolution formally adopting the policy direction will be presented at the March 17 City Council meeting. The draft CIP will be presented to the City Council in July with adoption scheduled for December.

- Impact Fees – Impact fees provide a source of funding for capacity projects included in the CFP. The policy basis is included within the Comprehensive Plan, but the fees themselves are adopted separately and after the Comp Plan has been adopted. Preliminary review of impact fee policies will be presented in April and in the Fall, with actual fee ordinances presented later in the year.

- Comprehensive Plan – Review of Comprehensive Plan elements has been taking place over the past several months, beginning with the adoption of an updated vision statement and continuing with drafts of the land use element and others. As the Planning Commission completes their review of drafts the Commission's recommendations are forwarded to the City Council for review. Outstanding sections of the Comprehensive Plan that will come before the City Council over the next 7 months include:

    - Neighborhood Plan Updates and new plans for Finn Hill and Kingsgate (Finn Hill plan will be completed after adoption of the Comprehensive Plan)
    - Citizen amendment requests for zoning changes
    - Human Services element
    - Environment element
    - Implementation strategies and definitions

  The current versions and proposed amendments are posted on the City's K2035 website.

- Totem Lake Planned Action Ordinance – The planned action ordinance for Totem Lake is proceeding on a parallel track to the Comprehensive Plan, although it is not adopted as a component of the Comp Plan. The ordinance is expected to be presented to the City Council in November 2015.

Planned Public Outreach

In addition to the Kirkland 2035 public outreach already completed, additional activities are planned through 2015.

- A series of required public hearings before the Planning Commission will be held on the outstanding Comprehensive Plan elements, citizen amendment requests, Environmental Impact Statement, Totem Lake Planned Action Ordinance and the Capital Facilities Plan.

- A series of "mini open house" events will be held in June, July and August just prior to Planning Commission hearings to provide further education and answer questions on the elements coming before the Planning Commission that evening. Opportunities to comment on the CIP projects will also be included with the open houses.

- A special edition of City Update will be mailed to all Kirkland households and businesses in May. The special edition will focus on accomplishments to date, summarizing key concepts and the process to the finish, including opportunities for public input.

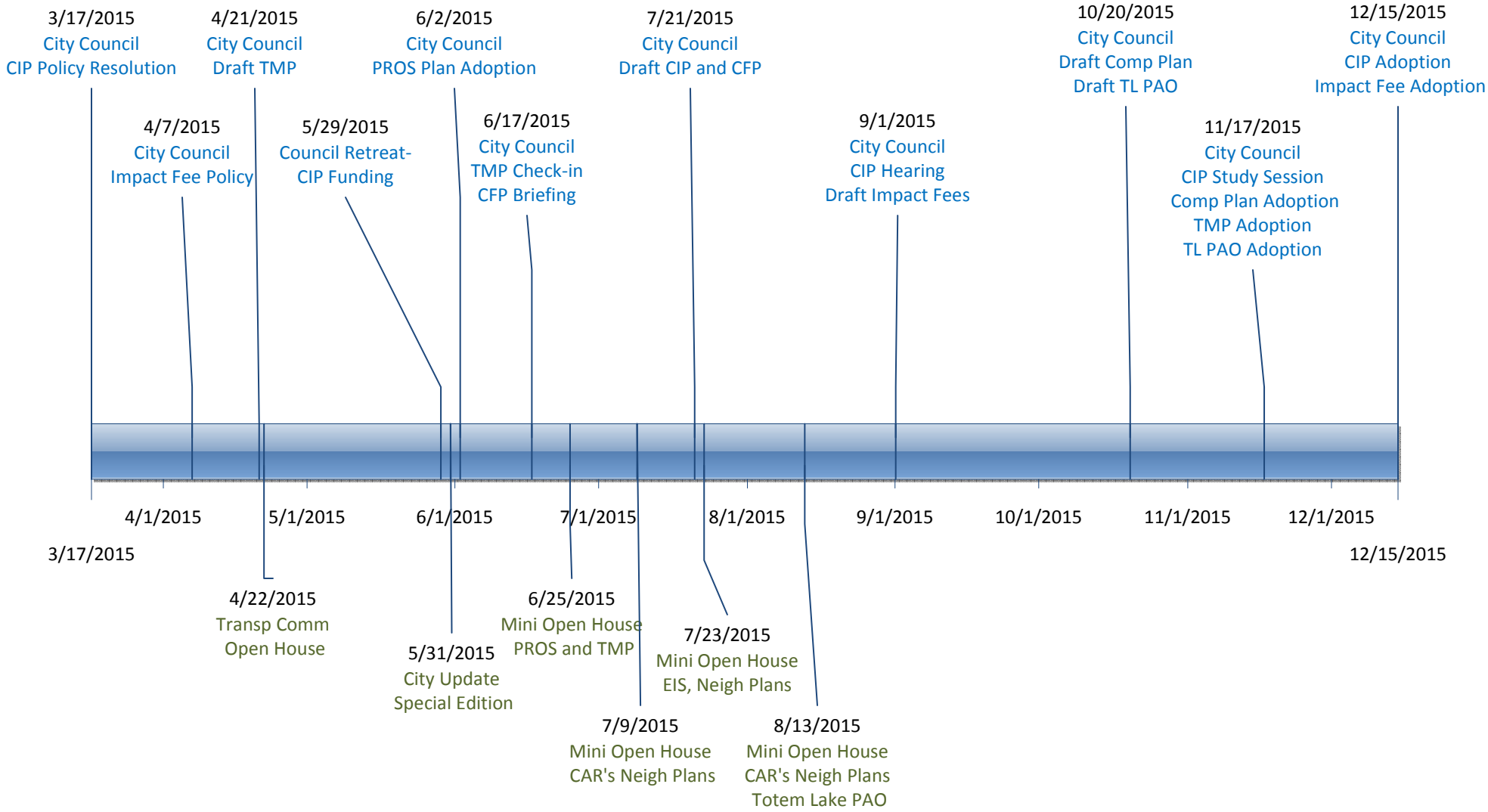
At this point, the focus for public outreach is to communicate how public input received to date is reflected in draft plan documents. Planning staff continue to meet with neighborhood associations about their plans and citizen amendment requests in their area. Additional public outreach around the CIP process will occur throughout the summer and fall to inform the Council's final action in December.

Summary

As mentioned earlier, much work has been accomplished to date. The Planning and Community Development Department developed a schedule of remaining meetings and milestones that culminate in adoption of the Comprehensive Plan before the end of 2015 (Attachment B). Continued forward progress toward completion of the Comprehensive Plan and all of the related activities will require that staff, boards and commissions, the Houghton Community Council and the City Council work through their respective tasks as close to the proposed schedule as possible.

Comp Plan Process to Completion

City Council Schedule



Public Outreach

(in addition to Planning Commission hearings)

Attachment B

COMPREHENSIVE PLAN UPDATE

SCHEDULE FOR SEPT 2014- DEC 2015

03/07/15

(Schedule Subject to Change)

PC = Planning Commission, HCC = Houghton Community Council, CC= City Council

MEETING DATES FOR GROUPS	TOPIC	PLANNER
SEPT 9 – SRH/BT	South Rose Hill/Bridle Trails Plans with Assoc.	Coogan
OCT 14 – SRH/BT	South Rose Hill/Bridle Trails Plans with Board	Coogan
NOV 10 – Juanita	North Juanita Plan with Association	Coogan/T. Swan
NOV 17 – NRH	North Rose Hill Plan with Association	Lieberman-Brill
NOV 17 – MB	Moss Bay Plan with Association	McMahan
NOV 19 Highlands	Highlands Plan with Association	Lieberman-Brill
DEC 8 – MB	Moss Bay Plan with Board	McMahan
DEC 18 – PC	Retreat	Stewart/Swan
2015		
JAN 8 – PC	Environment Element Moss Bay Neighborhood Plan Waddell CAR Nelson/Cruikshank CAR	Barnes McMahan McMahan McMahan
JAN 20 – CC Briefing	Vision, Introduction, General Chapters Economic Development, Community Character	Swan Coogan
JAN 22 - Norkirk	Norkirk Plan with Board	Lieberman-Brill
JAN 22 – PC	Totem Lake Plan	Collins
FEB 3 – CC Briefing	Land Use Element Housing Element	McMahan Nelson
FEB 4 Norkirk	Norkirk Plan with Assoc.	Lieberman-Brill
FEB 12 – PC	South Rose Hill/Bridle Trails Neighborhood Plan NE 85th Street Neighborhood Plan Juanita Neighborhood Plan Newland CAR	Coogan Coogan Coogan Coogan
	Work Program	Stewart
FEB 17 – CC study session	TMP/Transportation Element study session	Godfrey
FEB – 18 Kingsgate	Kingsgate Neighborhood Plan with Association	Swan
FEB 26 – PC	North Rose Hill Neighborhood Plan Griffis CAR Basra CAR Walen CAR	Lieberman-Brill Lieberman-Brill Lieberman-Brill Collins
MARCH 3 - CC	Joint meeting with the Planning Commission (non-Comp Plan item)	
MARCH 12 – PC	MRM CAR Evergreen Healthcare CAR Totem Commercial Center CAR Econ Develop/Community Character follow-up	Ruggeri Collins Collins Coogan
MARCH 17 – CC Briefing	Moss Bay, Juanita, South Rose Hill, Bridle Trails, NE 85th Street subarea Neighborhood Plans Nelson/Cruikshank, Waddell and Newland CARs	McMahan/Coogan
MARCH 23 - HCC	Environment Element Introduction, rest of Vision Chapter Bridle Trails Neighborhood Plan Update (portion) Public Services/Utilities (Climate Commitments)	Barnes Swan Coogan Lieberman-Brill

MARCH 24 – Everest	Everest Plan with Neighborhood Association	Ruggeri
MARCH 26 – PC Start at 6pm	Norkirk Neighborhood Plan Norkirk 7 CARs Highlands Neighborhood Plan Public Services & Utilities (Climate Commitments) Land Use Element follow-up	Lieberman-Brill Lieberman-Brill Lieberman-Brill Lieberman-Brill McMahan
April 7 – CC Briefing	Environment Element	Barnes
APRIL 16 – PC (instead of 4/9)	Everest Neighborhood Plan Morris CAR Rairdon CAR Astronics CAR Totem Lake follow-up	Coogan Collins Collins Collins Collins
April 21 – CC Briefing	None	
APRIL 23 – PC	Transportation Element (cont.) MRM New Kingsgate Neighborhood Plan Human Services Element Capital Facilities Element (except CFP tables) Implementation Strategies and Definitions Appendix C: Move to KMC Council briefing follow-up: Intro, General	Godfrey/Swan Ruggeri Swan Swan Swan Swan/All Swan Swan
APR 27 – HCC	Parks (final), Transportation (final), Human Services Capital Facilities Element (except CFP tables) Implementation Strategies and Definitions	Cogle/Godfrey/Swan Swan Swan Swan/All
MAY 5 – CC Briefing	Highland & North Rose Hill Neighborhood Plans Griffis, Barsa and Walen CARs Public Services & Utilities Elements	Lieberman-Brill Lieberman-Brill/Collins Lieberman-Brill
MAY 14 – PC	Totem Lake Plan and related code amendments Parks Element (cont.)	Collins Cogle/Godfrey/Swan
MAY 19 – CC Briefing	Transportation Element Everest Neighborhood Plan MRM CAR Norkirk Neighborhood Plan and CARs	Godfrey/Swan Coogan Ruggeri Lieberman-Brill
MAY 28 – PC	Comp Plan wrap up, including Council briefings	
JUNE 2 – CC Briefing	Park Element Human Services Element Implementation Strategies and Definitions New Kingsgate Plan	Cogle/Swan Swan Swan/all Swan
JUNE 11 – PC	Wrap up of plan	Swan
	Finn Hill Neighborhood Plan scope of work	Shields
JUNE 16 – CC Briefing	Totem Lake Neighborhood Plan Totem Lake CARs Capital Facilities Element (not including CFP charts)	Collins Collins Swan
JUNE	60 day Notice to Department of Commerce	
JUNE	Issue Draft EIS (15 days before hearing)	
JUNE 25 – prior to PC meeting	OPEN HOUSE on 6/25 hearing items	Same as 6/25
JUNE 25 – PCC/TC/HCC Joint Hearing *Tentative date*	Joint Hearing on Element Chapters (except CFP) Bridle Trails Plan HCC /TCC Recommendations Hearing on MRM CAR Hearing on Everest Neighborhood Plan	All Coogan Ruggeri Ruggeri

	Kingsgate Plan Deliberation and Recommendation	Coogan/Swan
JULY 9 – prior to PC meeting	OPEN HOUSE on 7/9 hearing items	All
JULY 9 – PC *Tentative date*	Draft EIS Hearing (cont) Hearing on Newland, Waddell Nelson/Cruikshank, CARs Hearing on Moss Bay, South Rose Hill, Juanita, NE 85th Street, Everest Neighborhood Plans Deliberation and Recommendation	Shields McMahan/Coogan
JULY 21 – CC	Draft Capital Improvement Program (CIP)	
JULY 23 – prior to PC meeting	OPEN HOUSE on 7/23 hearing items	
JULY 23 – PC *Tentative date*	Draft EIS Hearing Hearing on Norkirk, North Rose Hill & Highlands Hearing on Norkirk and North Rose Hill CARs PC deliberation and recommendation Capital Facilities Plan – review tables	Shields Lieberman-Brill Swan
JULY 27 – HCC	Capital Facilities - review tables	Swan
AUG 13 – prior to PC meeting	OPEN HOUSE on 8/13 hearing items and COMMUNITY MEETING on Totem Lake Planned Action EIS	Collins and Swan
AUG 13 – PC *Tentative date*	Hearing on Totem Lake Neighborhood Plans Hearings on Totem Lake CARs Hearing on Totem Lake Planned Action EIS Joint Hearing on CFP tables (unless HCC waives it) HCC recommendation on CFP tables (unless waived) PC deliberation and recommendation	Collins Swan
AUG 27 – PC	Wrap up of recommendation	
SEPT	Final EIS issued	
OCT 20 – CC	Council Study session	All
NOV 17 – CC	Council Final Plan adoption & Planned Action EIS ordinance (except Capital Facilities Plan/CFP)	All
DEC – CC	Council adoption of Capital Facilities Plan	Swan
DEC TBD - HCC	Jurisdictional Approval	

Planning Commission meetings are held at Kirkland City Hall. Meetings usually start at 7pm, but some meetings may start earlier due to number of items on the agenda. See Planning Commission web page for agendas and staff memos at end of day Friday before meeting.	Staff Contact information: **Dorian Collins,** Senior Planner dcollins@kirklandwa.gov 425-587-3249. **Janice Coogan,** Senior Planner jcoogan@kirklandwa.gov 425-587-3257 **Joan Lieberman-Brill,** Senior Planner jlieberman-brill@kirklandwa.gov 425-587-3254 **Jeremy McMahan,** Planning Supervisor jmcmahan@kirklandwa.gov 425-587-3229 **Angela Ruggeri,** Senior Planner aruggeri@kirklandwa.gov 425-587-3256 **Teresa Swan,** Senior Planner, Comp Plan Update Manager tswan@kirklandwa.gov, 425-587-3258 **Eric Shields,** Planning Director/SEPA Official eshields@kirklandwa.gov 425-587-3226 Paul Stewart, Deputy Planning Director 425-587-3227, pstewart@kirklandwa.gov	➢ Finn Hill Plan: 2015-2016 separate process. ➢ Lakeview (JC), Houghton (AR), Market (JC) Plans are recent plans and may not need to be revised except for maps. Staff is working with the neighborhoods to determine if updates are needed.

KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
March 03, 2015

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:
Members Present: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.
Members Absent: None.

3. STUDY SESSION

a. Joint Meeting with Planning Commission

Joining Councilmembers for this discussion were City Manager Kurt Triplett, Planning and Community Development Director Eric Shields, Planning and Community Development Deputy Director Paul Stewart, and Planning Commission members Carter Bagg, Jon Pascal, C. Ray Allshouse, Colleen Cullen, Eric Laliberte and Chair Glenn Peterson

4. EXECUTIVE SESSION

None.

5. HONORS AND PROCLAMATIONS

None.

6. COMMUNICATIONS

a. Announcements

b. Items from the Audience

Lisa McConnell
Sandy Helgeson
Kirsten Larson
Birgitta Hughes
Brian Staples
Bruce Wynn
Andrew Honig

c. Petitions

7. SPECIAL PRESENTATIONS

a. Kirkland Waterfront Demand Assessment

Philly Hoshko introduced Paul Sorensen of BST Associates, author of the assessment, who reviewed and responded to Council questions. Economic Development Manager Ellen Miller-Wolfe posed questions to the Council and received feedback.

b. Hazardous Slopes Report

Deputy City Manager Marilynne Beard presented information on the City of Kirkland's landslide risk and responded to Council questions.

8. CONSENT CALENDAR

a. Approval of Minutes: February 17, 2015

b. Audit of Accounts:
Payroll $2,766,757.80
Bills $3,723,382.15
run #1394 check #559903
run #1395 checks #559905 - 559920
run #1396 check #559947
run #1397 checks #559948 - 560058
run #1398 checks #560059 - 560061
run #1399 checks #560062 - 560206

c. General Correspondence

d. Claims

e. Award of Bids

(1) Kirkland Intelligent Transportation System (ITS) Implementation Phase IB Project, Prime Electric, Inc., Bellevue, Washington

The construction contract for the Kirkland Intelligent Transportation System (ITS) Implementation Phase IB Project was awarded to Prime Electric, Inc. of Bellevue, WA, in the amount of $407,778.00 via approval of the Consent Calendar.

f. Acceptance of Public Improvements and Establishing Lien Period

(1) NE 85th Street Utility Underground Conversion Project, Tri-State Construction, Inc., Bellevue, Washington
The project work was accepted via approval of the Consent Calendar.

g. Approval of Agreements

h. Other Items of Business

(1) Resolution R-5111, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RATIFYING APPROVAL OF THE KING COUNTY 2014 BUILDABLE LANDS REPORT."

(2) Resolution R-5112, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE DIRECTOR OF FINANCE AND ADMINISTRATION, OR HIS OR HER DESIGNEE, TO CONTRACT WITH FINANCIAL INSTITUTIONS FOR THE ISSUANCE OF CREDIT CARDS AND TO ADOPT A POLICY AND ESTABLISH A SYSTEM GOVERNING THE DISTRIBUTION AND USE OF CREDIT CARDS."

(3) Ordinance O-4478, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE APPEAL PROCESS FOR UTILITY TAX AUDIT ASSESSMENTS AND AMENDING SECTION 5.08.180 OF THE KIRKLAND MUNICIPAL CODE."

This item was pulled for consideration under New Business, item 11.e.

(4) Report on Procurement Activities

Motion to Approve the Consent Calendar, with the exception of item 8.h.(3)., which was pulled for consideration under New Business, item 11.e.
Moved by Deputy Mayor Penny Sweet, seconded by Councilmember Jay Arnold
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

9. PUBLIC HEARINGS

a. Resolution R-5109, Approving an Agreement to Extend and Amend the Redevelopment Agreement for Totem Lake Mall and Authorizing the City Manager to Sign.

Mayor Walen explained the parameters and opened the public hearing. City Manager Kurt Triplett expressed his appreciation for the work done on this project by staff. Planning and Community Development Director Eric Shields, City Attorney Robin Jenkinson, Deputy City Manager Tracey Dunlap, Michael Hodgins of Berk Consulting provided an overview of the proposed redevelopment agreement. Testimony was provided by Jean Large and Mark Nelson. No further testimony was offered and the Mayor closed the hearing.

Motion to Approve Resolution R-5109, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AN AGREEMENT TO EXTEND AND AMEND THE REDEVELOPMENT AGREEMENT FOR TOTEM LAKE MALL AND AUTHORIZING THE CITY MANAGER TO SIGN."

Moved by Councilmember Jay Arnold, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

Council recessed for a short break.

10. UNFINISHED BUSINESS

a. Park Lane Corridor Enhancements - Update

Capital Projects Manager Dave Snider and Project Engineer Frank Reinart reported on construction conditions encountered during January and February 2015 on the Park Lane Project.

Motion to Approve the staff recommendation for additional funding in the amount of $115,000 to provide for a 6.5 percent construction contingency for the completion of the Park Lane Pedestrian Corridor Enhancement Phase 2 and Water Main Replacement Project using Surface Water Construction Reserve funds, Water/Sewer Construction Reserve funds, and REET 2 funds previously allocated by Council in support of proposed revisions to the nearby parking lot policies during construction.
Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

b. 2015 State Legislative Update #4

Intergovernmental Relations Manager Lorrie McKay provided a status report on current Council legislative priorities.

11. NEW BUSINESS

a. Ordinance O-4479, and its Summary, Relating To Land Use and Zoning, Repealing Ordinances O-4439, O-4446, O-4447, O-4453 and O-4462; Permitting State-Licensed Marijuana Production and Processing Facilities in the Totem Lake (TL) 7 and 9A Zones and in Light Industrial (LIT) Zones; Permitting State-Licensed Retail Facilities in TL 7, TL 9A and LIT Zones Where at Least 50 Percent of the Zone is Bounded by Commercial Zones; Prohibiting State-Licensed Retail Facilities in Market Street Corridor (MSC) 1 and 2 Zones; Prohibiting State-Licensed Retail Sales in all Zones on Properties Abutting Designated School Walk Routes; and Amending Kirkland Zoning Code Section 115.100 to Add an Odor Regulation for Processing and Production Facilities; Providing for Severability, and Approving a Publication Summary, File No. CAM14-0237.

Planning and Community Development Director Eric Shields provided a brief overview of the proposed regulations.

Motion to Approve Ordinance O-4479, and its Summary, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO LAND USE AND ZONING, REPEALING ORDINANCES O-4439, O-4446, O-4447, O-4453 AND O-4462; PERMITTING STATE-LICENSED MARIJUANA PRODUCTION AND PROCESSING FACILITIES IN THE TOTEM LAKE (TL) 7 AND 9A ZONES AND IN LIGHT INDUSTRIAL (LIT) ZONES; PERMITTING STATE-LICENSED RETAIL FACILITIES IN TL 7, TL 9A AND LIT ZONES WHERE AT LEAST 50 PERCENT OF THE ZONE IS BOUNDED BY COMMERCIAL ZONES; PROHIBITING STATE-LICENSED RETAIL FACILITIES IN MARKET STREET CORRIDOR (MSC) 1 AND 2 ZONES; PROHIBITING STATE-LICENSED RETAIL SALES IN ALL ZONES ON PROPERTIES ABUTTING DESIGNATED SCHOOL WALK ROUTES; AND AMENDING KIRKLAND ZONING CODE SECTION 115.100 TO ADD AN ODOR REGULATION FOR PROCESSING AND PRODUCTION FACILITIES; PROVIDING FOR SEVERABILITY, AND APPROVING A PUBLICATION SUMMARY, FILE NO. CAM14-0237."
Moved by Councilmember Dave Asher, seconded by Deputy Mayor Penny Sweet
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

b. Resolution R-5113, Ratifying Amendments to the 2014 King County Countywide Policies Regarding Greenhouse Gas Emissions.

Motion to Approve Resolution R-5113, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND RATIFYING AMENDMENTS TO THE 2014 KING COUNTY COUNTYWIDE POLICIES REGARDING GREENHOUSE GAS EMISSIONS."
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 6-1
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Deputy Mayor Penny Sweet, and Mayor Amy Walen.
No: Councilmember Toby Nixon.

c. Resolution R-5114, Authorizing the City Manager to Execute a Real Property Purchase and Sale Agreement for Properties Commonly Known as 6711 106th Avenue Northeast and 6705 106th Avenue Northeast, Kirkland, Washington, and Authorizing an Interfund Loan to Finance the Acquisition of the Real Property.

Facilities Services Manager Chris Dodd presented an overview of the property purchase. City Manager Kurt Triplett then responded to Council questions.

Motion to Approve Resolution R-5114, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE A REAL PROPERTY PURCHASE AND SALE AGREEMENT FOR PROPERTIES COMMONLY KNOWN AS 6711 106TH AVENUE NORTHEAST AND 6705 106TH

AVENUE NORTHEAST, KIRKLAND, WASHINGTON, AND AUTHORIZING AN INTERFUND LOAN TO FINANCE THE ACQUISITION OF THE REAL PROPERTY."
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

d. Waverly Beach Park Renovation Funding

Motion to Approve additional funding to construct improvements to Waverly Beach Park for up to $429,500 from REET reserves.
Moved by Councilmember Dave Asher, seconded by Councilmember Doreen Marchione
Vote: Motion carried 7-0
Yes: Councilmember Jay Arnold, Councilmember Dave Asher, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.

e. Ordinance O-4478, Relating to the Appeal Process for Utility Tax Audit Assessments and Amending Section 5.08.180 of the Kirkland Municipal Code.

Motion to Approve Ordinance O-4478, entitled "AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE APPEAL PROCESS FOR UTILITY TAX AUDIT ASSESSMENTS AND AMENDING SECTION 5.08.180 OF THE KIRKLAND MUNICIPAL CODE."
Moved by Councilmember Doreen Marchione, seconded by Councilmember Jay Arnold
Vote: Motion carried 6-1
Yes: Councilmember Jay Arnold, Councilmember Shelley Kloba, Councilmember Doreen Marchione, Councilmember Toby Nixon, Deputy Mayor Penny Sweet, and Mayor Amy Walen.
No: Councilmember Dave Asher.

12. REPORTS

a. City Council Reports

(1) Finance and Administration Committee

Chair Marchione reported on Council policies and procedures related to communication and Council committees; housekeeping items presented to the Council at the March 3 council meeting; a proposal to discuss initiatives and referendums at the May retreat.

(2) Legislative Committee

Chair Asher noted the legislative report earlier on the evening's agenda.

(3) Planning, and Economic Development Committee

Did not meet.

(4) Public Safety Committee

Chair Sweet referenced the posted minutes from that committee meeting.

(5) Public Works, Parks and Human Services Committee

Did not meet.

(6) Tourism Development Committee

Did not meet.

(7) Regional Issues

Councilmembers shared information regarding the recent King County Regional Law, Safety and Justice Committee meeting; the upcoming Sound Cities Association Public Issues Committee meeting; the Sound Cities Association Networking Dinner; the Greater Kirkland Chamber of Commerce business luncheon; the Higher Leaf grand opening/ribbon cutting; a King County Regional Transit Committee meeting; a King County Mental Illness and Drug Dependency Oversight Committee meeting; the Association of Washington Cities Action Days meetings with legislators; a Master Builders Association of King County reception; an upcoming Youth Eastside Services "Invest in Youth" breakfast; a Microsoft Smart Building Initiative demonstration; a Cascade Water Alliance meeting; the King County Economic Development Council meeting; a North King County Mayors' meeting; and the Sound Cities Association Puget Sound Regional Council Executive Board meeting.

b. City Manager Reports

(1) Calendar Update

City Manager Kurt Triplett noted the Council's desire to have the Initiative/Referendum issue to be placed on the agenda for the City Council retreat in May and reviewed the proposed agenda for the upcoming Joint Meeting with City of Redmond. The City Manager also noted that the City Work Program will be on the agenda for the March 17 Council Meeting.

City Manager Kurt Triplett reported on his recent testimony at a King County Council meeting regarding the need for a ballot measure in support of the Eastside Public Safety Communications Agency radio system.

Councilmember Asher added some Legislative Committee information regarding capital project funding priorities.

13. ITEMS FROM THE AUDIENCE

14. ADJOURNMENT

The Kirkland City Council regular meeting of March 3, 2015 was adjourned at 10:48 p.m.

City Clerk

Mayor

CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathi Anderson, City Clerk

Date: March 5, 2015

Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION
It is recommended that the City Council acknowledges receipt of the following Claim(s) for Damages and refers each claim to the proper department (risk management section) for disposition.

POLICY IMPLICATIONS
This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.040).

BACKGROUND DISCUSSION
The City has received the following Claim(s) for Damages from:

(1) Chris Baccari
13215 NE 123rd Street
Kirkland, WA 98034

Amount: Unspecified Amount

Nature of Claim: Claimant states damage to vehicle resulted from being struck by a City vehicle.

(2) Gary Brooks
8224 2nd Avenue NE
Seattle, WA

Amount: Unspecified Amount

Nature of Claim: Claimant requests post-project reinstallation of pavers removed from 130 & 140 Park Lane during the Park Lane Construction Project.

(3) Thomas Self
11702 98th Avenue NE #302
Kirkland, WA 98034

Amount: $2062.99

Nature of Claim: Claimant states damage to vehicle resulted from striking a pothole at the intersection of NE 85th Street and 132nd Avenue NE.

Note: Names of claimant are no longer listed on the Agenda since names are listed in the memo.

CITY OF KIRKLAND
Department of Parks & Community Services
505 Market Street, Suite A, Kirkland, WA 98033 425.587.3300
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Jason Filan, Park Operations Manager
Jennifer Schroder, Director

Date: February 26, 2015

Subject: 2015 Interlocal Agreement for Waterfowl Management Program

RECOMMENDATION:
That the City Council authorizes the City Manager to sign the 2015 Interlocal Agreement for Waterfowl Management Program.

BACKGROUND DISCUSSION:
Working in collaboration with Wildlife Services of the U.S. Department of Agriculture, the U.S. Fish and Wildlife Service and participating agencies enhances the region's ability to monitor and work with our local population of Canada geese. The purpose of the Waterfowl Management Program is an ongoing resource management activity attempting to maintain a manageable number of birds on a year-to-year basis. Components of the program attempt to alleviate human health and safety concerns including: negative impacts on water quality, safety from sickness and disease for park patrons, and reduced property damage within recreational areas of King County.

The agreement provides joint funding to contract with Wildlife Services to manage the Canada geese population within King County. The program includes egg addling, lethal control, population monitoring, and census of Canada Geese within King County.

2015 will be the 22nd year of the program. The City of Kirkland has been an integral partner with Seattle, Bellevue, Mountlake Terrace, Renton, Tukwila, Woodinville, University of Washington, Tacoma MetroParks, Washington State Parks, US Fish & Wildlife, USDA Wildlife Services, and the Port of Seattle.

COMPENSATION:
The City's contribution will be limited to $2,664. Funding for this partnership is identified in the Park Maintenance division budget.

Attachments

RESOLUTION R-5115

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE CITY MANAGER TO EXECUTE AN INTERLOCAL AGREEMENT BETWEEN THE SEATTLE DEPARTMENT OF PARKS AND RECREATION, THE UNIVERSITY OF WASHINGTON, THE PORT OF SEATTLE, TACOMA METROPARKS, THE CITIES OF BELLEVUE, EDMONDS, KENT, MOUNTLAKE TERRACE, RENTON, TUKWILA, WOODINVILLE AND KIRKLAND TO MANAGE WATERFOWL.

WHEREAS, the various agencies desire to manage waterfowl, especially Canada Geese; and

WHEREAS, all parties require assistance from the Wildlife Services Program of the U.S. Department of Agriculture, to reduce negative impacts on water quality, minimize resource damage, ensure safety from disease for park visitors, and enhance other property managed; and

WHEREAS, information dating to a 1989 Waterfowl Research Project done by the University of Washington and current data indicates a large surplus of geese and other waterfowl species in the greater Seattle area; and

WHEREAS, this Agreement will authorize a program for ongoing resource management activity to attempt to maintain a manageable number of birds on a year-to-year basis; and

WHEREAS, the cities and other local government units are authorized to enter into this Agreement pursuant to RCW Chapter 39.34, the Interlocal Cooperation Act;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Manager is hereby authorized and directed to execute on behalf of the City an interlocal agreement substantially similar to the Agreement attached hereto as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this ___ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

R-5115
Exhibit A

For Your Action

2015 Interlocal Agreement for Waterfowl (Canada Goose) Management Program

Please Note:

Final Form Ready for Your Submittal for Signature and Funding Authorization

2015 INTERLOCAL AGREEMENT FOR WATERFOWL (CANADA GOOSE) MANAGEMENT PROGRAM

WHEREAS, Chapter 39.34.040 RCW (Interlocal Cooperation Act) permits local government units to make the most efficient use of their powers by enabling them to communicate and cooperate with other localities on a basis of mutual advantage and thereby to provide services in a manner pursuant to forms of government organization that will accord best with recreational, park and natural resources and other factors influencing the needs and development of local communities and

WHEREAS, the various agencies, cities, counties, Washington State and agencies of the Federal Government listed in Exhibit A - Page 6 of this Agreement, desire to manage waterfowl, especially Canada Geese; and

WHEREAS, all parties require assistance from the Wildlife Services Program of the U.S. Department of Agriculture, to reduce negative impacts on water quality, minimize resource damage, ensure safety from disease for park visitors, and enhance other property managed; and

WHEREAS, yearly surveys by Wildlife Services indicates an increasing population trend for Canada geese in Lake Washington from the previous 10 years, expanding smaller groups of geese in surrounding areas and along Puget Sound, earlier pairing and nesting activity and a larger surplus of other waterfowl species in the Seattle area; and

WHEREAS, this program will be an ongoing resource management activity attempting to maintain a manageable number of birds on a year-to-year basis; and

NOW, THEREFORE, in consideration of the covenants herein, it is mutually agreed as follows:

SECTION I - PURPOSE

The purpose of this Agreement is to provide joint funding for an egg addling program, lethal control, population monitoring and census; mainly of Canada Geese, within King, Pierce, and Snohomish Counties.

This program will assist each party in communicating, maintaining, and managing public and selected and approved private site impacts of surplus waterfowl.

SECTION II - SCOPE OF PROGRAM

Wildlife Services (WS) will receive funds from each participating member for the continuation of an egg addling program, lethal control and evaluation during spring and summer 2015.

Using best management practices WS will carry out an egg addling program, seeking as many accessible nesting areas as possible and will make every effort to minimize damage to the surrounding environment.

With the assistance of Wildlife Services, the WMC members will continue a yearly program to increase monitoring activities that will enhance our location and access of nests on public and private land and to facilitate expanded egg addling program, including advertisement of an addling and nesting location hotline number for the general public and others, posters and webpage advertising and other activities to keep the public well informed of the Waterfowl Management Program.

WS will also implement a program of "lethal control" as requested by the Waterfowl Management Committee, subject to the terms and conditions of a permit to be issued by the U.S. Fish and Wildlife Service. This will be done on a case by case basis in situations where an over population of Canada geese may result in an impact on human health and safety, such as potable water contamination, bird aircraft strikes, disease transmission or other situations as determined by WMC members.

WS will provide an annual report to the members of the WMC which will include information regarding egg addling, the general location of nests and number of eggs addled, number of geese removed, difficulties encountered and whatever other information would be valuable to the WMC.

2015 will be the twenty-second year of an egg addling program and the fourteenth year utilizing "lethal control". All methods and tools utilized to accomplish addling and "lethal control" activities in 2014 will again be used in 2015.

WS will conduct a standardized monthly goose population survey of selected area parks and will annually conduct up to six goose surveys of Lake Washington by boat. As in previous years, census counts will be expanded using staff from local agencies and participants at times and places to be specified. Survey results will be presented annually to the WMC.

Where possible, community outreach and educational programs such as ‘don’t feed wildlife’ and interpretive signage will be initiated to inform the public about urban Canada Geese, the associated problems, and the efforts of this committee at addressing those problems.

SECTION III - RESPONSIBILITIES

Each party, represented on the Waterfowl Management Committee, as shown on Exhibit "A", and incorporated by reference herein, will share in the ongoing review of the programs carried out by WS.

Each party agrees that if necessary, an Oversight Committee will be appointed to monitor and report back to the general committee on a regular basis. Three members of the Committee will make up the Oversight Committee chaired by the Seattle Parks and Recreation representative.

SECTION IV - COMPENSATION

The total cost of the 2015 waterfowl management program shall not exceed twenty seven five hundred and twenty-eight dollars ($27,528).

Each party shall contribute to the financial costs of the program. The costs are shared between the agencies. Individual costs per agency may vary year-to-year and are based upon the total number of agencies actively participating in the program and receiving services. Table 1 shows the 2015 minimum and maximum costs for each agency.

SECTION V - TERM AND EXTENSION

The Term of this Agreement is from January 1, 2015 to December 31, 2018. This Agreement may be extended in time, scope or funding by mutual written consent from all parties referenced herein.

SECTION VI - TERMINATION

This agreement may be unilaterally terminated by any of the parties referenced herein or Wildlife Services upon presentation of written notice to the Oversight Committee at least 30 days in advance of the severance date shown in Section V.

Should termination of this agreement occur without completion of the egg addling, each party shall pay only its' pro rata share of any expenses incurred under the agreement at the date of the termination, and each party shall receive copies of all products resulting from the addling activities up to the time of the termination.

SECTION VII - DELIVERABLE

Using best management practices Wildlife Services will carry out an egg addling program, seeking as many accessible nesting areas as possible and will make every effort to minimize damage to the surrounding environment. Field conditions or changing conditions may increase or decrease the number of eggs addled from previous years' totals. Eggs will be coated with vegetable oil on dates to be determined by USDA-Wildlife Services.

Lethal control will be implemented as requested and the total numbers are established by the U.S. Fish and Wildlife Service Permit. Participants will receive a report on the number of eggs addled and geese euthanized in 2015.

SECTION VIII - FILING

As provided by RCW 39.34.040, this agreement shall be filed prior to its entry and force with the City or County Clerks of the participating parties, the County Auditor and the Secretary of State, and, if found to be necessary, with the State Office of Community Affairs as provided by RCW 39.34.120.

SECTION IX - LIABILITY

Each party to this agreement shall be responsible for damage to person or property resulting from the negligence on the part of itself, its employees, its agents or its officers. No party assumes any responsibility to another party for the consequences of any act or omission of any person, firm, or corporation not at party to this agreement.

EXHIBIT A

2015 WATERFOWL MANAGEMENT COMMITTEE PARTICIPANTS

City of Bellevue……Pat Harris

City of Kirkland…….....Jason Filan

City of Mountlake Terrace……Curt Brees

Port of Seattle – Seattle-Tacoma International Airport……Steve Osmek

City of Renton…….Kelly Beymer

City of SeaTac……Roger Chouinard

Tacoma MetroParks……...Marina Becker

City of Tukwila – Foster Golf Links……...Curt Chandler

City of Woodinville……Amy Ensminger

Seattle of Parks and Recreation…….....Barbara DeCaro

University of Washington……Charles Easterberg

U.S.D.A. Wildlife Services…..……...…… Roger Woodruff

U.S. Fish and Wildlife Service…….....Joseph Sands

Washington State Parks…….Andrew Fielding

TABLE I

PARTICIPATING AGENCIES	CONTRIBUTIONS	
	MINIMUM (Total 12 agencies)	MAXIMUM (Total 10 agencies)
Seattle Parks and Recreation	2998	3550
All other agencies	2230	2664

All checks will be made payable to the USDA-APHIS-WS, earmarked for the Wildlife Services and sent to the following addresses:

Mr. Roger Woodruff
State Director -Wildlife Services Program
U.S. Department of Agriculture
720 O'Leary Street Northwest
Olympia, Washington 98502
(360) 753-9884

In case of procedural questions regarding this project, please contact:

Roberta Bushman, Administrative Officer
Wildlife Services Program
(360) 753-9884 FAX: 753-9466

For questions regarding implementation of control measures and census, please contact:

District Supervisor 360-337-2778

SECTION X. - SEVERABILITY

... If any section of this agreement is adjudicated to be invalid, such action shall not affect the validity of any section so adjudged.

This agreement shall be executed on behalf of each party by its authorized representative. It shall be deemed adopted upon the date of execution by the last so authorized representative.

This agreement is approved and entered into by the undersigned county and local government units, university and other private parties.

City of Bellevue By: _____ Patrick Foran, Director of Parks and Community Services Date:_____	**Port of Seattle – Seattle-Tacoma International Airport** By:_____ Mark Reis, Airport Director Date: _____
City of Kent By:_____ John Hodgson, Director Date: _____	**Seattle Department of Parks and Recreation** By: _____ Christopher Williams, Acting Superintendent Date: _____
City of Kirkland By: _____ Kurt Triplett, City Manager Date: _____	**City of SeaTac** By:_____ Todd Cutts, City Manager Date:_____
City of Mountlake Terrace By: _____ Arlene Fisher, City Manager Date: _____	**Tacoma MetroParks** By:_____ Steve Knauer, Director, Parks and Building Services Date: _____
City of Renton By: _____ Denis Law, Mayor Date: _____	**City of Tukwila** By:_____ Rick Still, Parks and Recreation Director Date: _____
City of Woodinville By: _____ Richard A. Leahy, City Manager Date: _____	**University of Washington** By: _____ Jude Van Buren Director of Environmental. Health & Safety Date: _____
	Washington State Parks By:_____ Shawn Tobin, Regional Manager Date:_____

Council Meeting: 03/17/2015
Agenda: Other Business
Item #: 8. h. (1).

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kathy Brown, Public Works Director
Erin Devoto, Public Works Superintendent
Greg Neumann, Water Division Manager

Date: March 3, 2015

Subject: COMPREHENSIVE WATER SYSTEM PLAN (WSP), ADOPTION

RECOMMENDATION:

Staff recommends that the City Council take the following action:

- Approve the Resolution adopting the WSP, subject to any minor changes occurring as a result of final review from the Washington State Department of Health.

BACKGROUND DISCUSSION:

The adoption of this six year WSP is in accordance with Washington State Department of Health (DOH) regulations set forth in the Washington Administrative Code (WAC) 246-290-100. The primary use of the WSP is to present a description of the existing water system and service area, a forecast of future water demands, policies and design criteria for water system operation and improvements, the operations and maintenance program, staffing requirements, a schedule of improvements, and a financial plan to accomplish the improvements. The WSP also includes a Water Use Efficiency plan, a water quality monitoring plan, and a cross-connection control plan.

The City's last WSP update was approved by the DOH in 2007. Below is brief summary of the changes that have occurred since the last approved update:

- On January 22, 2007, the DOH Water Use Efficiency (WUE) Rule became effective. The rule is intended to ensure that water systems have a reliable supply and that water is used efficiently.

- In December, 2009, the DOH Water System Design Manual was updated. Revisions focused on water demand requirements and physical system capacity analysis.

- Miscellaneous rules have been updated or revised, including additional water quality monitoring requirements, revisions to groundwater regulations, and rules regarding byproducts of disinfectants.

The City of Kirkland is a member of the Cascade Water Alliance (Cascade). The Interlocal Contract between the City and the Cascade states that Cascade will provide a full supply commitment to the City for current and future water supply needs.

The City provides water service to over 12,300 customer accounts, servicing a population of over 40,000 people. Residential customers make up about 84 percent of all customer accounts, and use about 52% of all water supplied. Kirkland also operates several joint use facilities that provide water to areas of the cities of Kirkland, Redmond, and Bellevue. All three cities are proportionally responsible for the cost of maintaining and operating the joint facilities.

Total system-wide usage has decreased approximately 5 percent from 2005 to 2013, primarily due to water use efficiency practices and an increase in the number of homes with water-efficient plumbing. The City's WUE Program presents a goal of saving 53,000 gallons per day annually from 2014 through 2019, based on the City's portion of the Cascade Water Alliance's regional goal.

A component of the WSP is an evaluation of the City's water system to determine its ability to meet the policies and design criteria of the City, along with those mandated by the DOH. Below is a brief summary of the evaluation:

- The City's existing reservoirs and supply stations have adequate capacity for the next 20 years.
- Two supply stations (Supply Stations S1 and S3) should be upgraded for improved operability and ease of maintenance.
- The North Reservoir Booster Pump Station should be upgraded with larger pumps. Access and heating/ventilation improvements are needed as well.
- Several water mains need replacement.
- Telemetry, operation, and control improvements are needed to provide access to historical data and to improve data backup procedures. Improvements will also simplify the operation of the water system and optimize control of the facilities.

The projects identified in the adopted WSP will be incorporated into the 2015–2020 Capital Improvement Program and the City's 2035 Comprehensive Plan.

The WSP was developed with City staff and RH2 Consultants. It was submitted to DOH in September of 2014. DOH returned comments in December of 2014. Final plan revisions incorporated comments and answers by the cities of Bellevue, Redmond, Woodinville Water District, Cascade Water Alliance, Northshore Water and Sewer District, and King County. Final plan revisions were submitted to DOH on March 3, 2015. Responses to DOH's comments will be available on the City website.

The draft plan was made available on the City's website and a public hearing was held on October 7, 2014. There were no comments made or submitted by the public.

DOH will issue final approval of the WSP once Council has approved it.

The WSP Update is available at this link for your convenience:
http://www.kirklandwa.gov/depart/Public_Works/Utilities/Water/kir2014WSP.htm

RESOLUTION R-5116

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2014 CITY OF KIRKLAND WATER SYSTEM PLAN.

WHEREAS, the Washington State Department of Health requires updates of water system plans every six years; and

WHEREAS, the Kirkland Department of Public Works has prepared and recommended the "City of Kirkland Water System Plan," dated August 2014 ("Plan"), for the City's water service area; and

WHEREAS, on August 6, 2014 the Plan was discussed at the Parks/Public Works Council Committee, and on October 7, 2014, the City Council held a public hearing on the Plan as required by Washington Administrative Code Section 246-290-100(8); and

WHEREAS, the Plan has been submitted to all neighboring agencies and cities for their review and comment for consistency with their respective plans; and

WHEREAS, The Plan has been submitted to the Washington State Department of Health; and

WHEREAS, the Council has determined the Comprehensive Water System Plan should be adopted.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Plan, dated August 2014, is hereby adopted as the water system plan for the Kirkland water service area.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

Council Meeting: 03/17/2015
Agenda: Other Business
Item #: 8. h. (2).

CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Dave Snider, P.E., Capital Projects Manager
Kathy Brown, Public Works Director

Date: March 5, 2015

Subject: EMERGENCY PURCHASE
STORMWATER PIPE REPLACEMENT AT 99TH PLACE NE

RECOMMENDATION:

Staff recommends that the City Council:

- Authorizes the use of Surface Water Construction Reserve funds for the completion of emergency surface water pipe replacement work on 99th Place NE, near NE 114th Street, and
- Approves the creation of a new Capital Improvement Project (CSD 0086) for the emergency repairs for optimal tracking and capitalization purposes.

BACKGROUND AND DISCUSSION:

On the weekend of December 13, 2014, a major storm brought heavy rains to the region. During that event, a City of Kirkland storm water system on 99th Place NE malfunctioned and overflowed onto the roadway shoulder, causing localized flooding on an adjacent property with multiple rental units. The property address is 11409 99th Place NE (Attachment A). According to the Washington Cities Insurance Authority insurance adjuster who responded to the scene, three families were temporarily displaced by the flooding.

A Public Works Surface Water crew responded immediately, attempting to mitigate impacts. Engineering and maintenance staff remained on-site into the evening and over the following few days to determine the cause of the flooding and to plan appropriate permanent repairs. Through that investigation it was determined that an 18-inch corrugated metal pipe (CMP) had been compromised by corrosion and root intrusion, resulting in a partial collapse and the subsequent flooding incident.

In order to avoid additional impacts to the building structures below the road, and to protect the roadway from failure, engineering staff recommended that an emergency purchase be authorized by the City Manager to allow for an immediate replacement of the entire drainage system, including 110 lineal feet of storm water pipe, attached curb inlets, and catch basin

structures. The damaged pipe was approximately 13-feet deep, crossed under a paved roadway and contained numerous existing utility conflicts. This scope and scale of the work was too large and complex for City crews to accomplish.

On December 18, 2014, an Emergency Purchase was authorized by the City Manager pursuant to Kirkland Municipal Code (KMC) 3.85.210. That same day, Johansen Excavating, Inc. (JEI) was issued a notice to proceed with the emergency drainage system replacement work. JEI already had a presence in Kirkland at that time with readily available heavy equipment and personnel working on the NE 85th Street Corridor project, allowing for a very quick response to the City's immediate need. The public works contract was structured on a labor and materials basis with a not-to-exceed amount of $350,000.

Staff also contracted with KPG Engineering for providing engineering and construction inspection support for the Project. In compliance with the KMC and State law, the notice pertaining to the emergency work was published in the Daily Journal of Commerce, and City Council received initial information on the purchase through a regular Purchasing Update at the January 20, 2015 City Council meeting.

On December 20, 2014, JEI installed a bypass pumping system to relieve the water pressure in the compromised storm pipe and, with this work complete, the displaced residents were able to return to their homes.

Public Works engineering and public outreach staff also immediately began to notify surrounding residents and businesses of the impending work and associated road closure. Staff visited area residents, distributed door hangers and communicated through social media to get the word out about the emergency project. The public outreach effort resulted in a very well informed public and the City received zero complaints from the emergency construction activities and subsequent road closure.

At that same time, JEI had also began to mobilize heavy construction equipment to the site. Traffic control devices were delivered, a detour route was established, and a variable message board was installed to notify motorists.

With the bypass pump system installed prior to December 25, the contractor began excavation work starting on December 26 to excavate and replace the old pipe. In order to accomplish the work in an expedited manner, and to minimize impacts to the surrounding residents and businesses, JEI committed to a work schedule of 12-hour shifts, working weekdays and weekends in order to make the repairs as soon as possible.

The 13-feet deep excavation across the roadway, in very rainy conditions and constrained by the location of multiple buried utilities under the roadway (an 18-inch and 24-inch Metro sewer force mains, a 6-inch PSE gas main, and a 8-inch City water main) proved to be even more complex and challenging than initially anticipated. These complexities caused work to progress slowly at first.

To resolve trench flooding issues, 20,000-gallon holding tanks were brought to the site. Water could then be pumped from the construction area to control the water intrusion and to prevent turbid water from discharging downhill. The Puget Sound Energy (PSE) gas main and the two Metro sewer force mains were also problematic for the new storm pipe alignment because they were not in the location shown by utility locate records. The excavation around the multiple utilities had to be performed with the greatest level of precision in order to not damage the existing utilities. As a result, the new storm pipe alignment had to be revised in the field to accommodate the unforeseen conditions.

On January 9, 2015, after sixteen working days, the emergency project was substantially completed. The collapsed CMP was replaced by new 18-inch PVC pipe. A new catch basin with curb inlets replaced the existing inlet that had overflowed, and two new 48-inch diameter manhole junctions were also installed. The roadway pavement and concrete sidewalk, driveway, curb, and gutter impacted by construction were all rebuilt. A thickened pavement edge was also installed to the west shoulder of the roadway to better channel street runoff into the new catch basins and inlets.

With all project costs known, the amount earned by the contractor is $347,786.83. In addition, the emergency project will incur $34,000 in consultant design and inspection service fees, and approximately $6,000 in City staff charges for public notifications, outreach and general project management for a total Project expenditure of $388,000.

Due to the extensive nature of the work, including the installation of a total of 150feet of new pipe, together with new manholes and other surface water infrastructure, staff recommends City Council approval of a new Surface Water Capital Improvement Project, CSD 0086. By doing so, costs for the emergency repair will be appropriately capitalized and the overall Project will be more readily tracked. Staff also recommends the use of Surface Water Construction Reserves as the funding source for the Project (Attachment B).

Attachment A—Vicinity Map
Attachment B—Fiscal Note

Attachment A

Vicinity Map
Emergency Stormwater Pipe Replacement at 99th Place NE

ATTACHMENT B

FISCAL NOTE

CITY OF KIRKLAND

Source of Request

Kathy Brown, Public Works Director

Description of Request

Funding of $388,000 for the 99th Place Stormwater Pipe Replacement CSD 0086 from the Surface Water Construction Reserve. Due to potential flooding issues and possible road failure, an Emergency Purchase was authorized by the City Manager on December 18, 2014.

Legality/City Policy Basis

Fiscal Impact

One-time use of $388,000 from Surface Water Construction Reserve.

Recommended Funding Source(s)

	Description	2015 Est End Balance	Prior Auth. 2015-16 Uses	Prior Auth. 2015-16 Additions	Amount This Request	Revised 2015 End Balance	2015 Target
Reserve	Surface Wtr. Const. Rsv.	7,828,203	389,583	0	388,000	7,050,620	N/A
						0	N/A
	Prior Authorized Uses of Surface Water Construction Reserves: 100th Ave NE Corridor ($204,700), Decant Facility Upgrade ($125,200), and Park Lane Pedestrian Improvements ($59,683).						
Revenue/Exp Savings							
Other Source							

Other Information

Prepared By	Neil Kruse, Senior Financial Analyst	Date	March 5, 2015

Council Meeting: 03/17/2015
Agenda: Other Business
Item #: 8. h. (3).

CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Barry Scott, Purchasing Agent

Date: March 5, 2015

Subject: REPORT ON PROCUREMENT ACTIVITIES FOR COUNCIL MEETING OF MARCH 17, 2015.

This report is provided to apprise the Council of recent and upcoming procurement activities where the cost is estimated or known to be in excess of $50,000. The "Process" column on the table indicates the process being used to determine the award of the contract.

The City's major procurement activities initiated since the last report, dated February 19, 2015, are as follows:

	Project	Process	Estimate/Price	Status
1.	CKC-NE 124th St. & Totem Lake Blvd Rail Removal and Resurfacing	Small Works Roster	$85,000 - $90,000	Contractors notified on 3/3 with bids due on 3/19.
2.	2015 Curb Ramp & Concrete Repairs	Invitation for Bids	$390,000 – $410,000	IFB advertised on 3/11 with bids due on 3/25.

Please contact me if you have any questions regarding this report.

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Lorrie McKay, Intergovernmental Relations Manager

Date: March 11, 2015

Subject: LEGISLATIVE UPDATE #5

Due to Lorrie McKay attending the National League of Cities in Washington D.C. with Councilmembers Jay Arnold, Shelley Kloba and Deputy Mayor Penny Sweet, there is no formal memo with attachments for the legislative update at the time of the Council packet preparation. However, Lorrie will present materials and provide update #5 at the Council Meeting on Tuesday, March 17, 2015.

CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.kirklandwa.gov

MEMORANDUM

To: City Council

From: Kurt Triplett, City Manager

Date: Monday, March 9, 2015

Subject: ADOPTING 2015-2016 PRIORITY GOALS AND CITY WORK PROGRAM

RECOMMENDATION:

That the City Council reviews and approves the resolution adopting the 2015-2016 Priority Goals and City Work Program of major financial and policy initiatives.

BACKGROUND DISCUSSION:

Biennial Priority Goals and City Work Program

The Council discussed the 2015-2016 Priority Goals and City Work Program at their February 20, 2015 retreat. The detailed background memo provided for the retreat is included as **Attachment A** and is also briefly summarized here. The City Council began formally adopting a City Work Program starting in 2011. The process and purpose of the City Work Program has evolved and improved since then. In 2012 the Council called for a clearer link between the City Work Program and the ten adopted Council Goals to be included in all subsequent Work Programs. The Council also elected to adopt biennial Work Programs starting in 2013 as more effective way to create synergy between the Work Program and the biennial budget process. The Council also concluded that since financial constraints prevented the City from making equal progress on all ten Goals at the same time, the Council would focus on priority Goals for each biennium.

Proposed 2015-2016 Priority Goals and City Work Program Initiatives

Elements for the draft 2015-2016 City Work Plan emerged from the 2015-2016 budget process. At the February retreat the Council discussed these potential Work Program items, as well as additional potential initiatives suggested by staff. (Also included in Attachment A) The Council provided direction for Priority Goals and the City Work Program at the retreat. The resolution has been drafted to include the Council direction and a discussion of the elements follows.

The Priority Goals for 2015-2016 include **Public Safety, Dependable Infrastructure, Balanced Transportation, Parks and Recreation, Financial Stability, Housing** and **Economic Development**.

Modifications and Additions to Work Plan Elements from the Retreat

Modifications for Parkplace, Totem Lake Mall, the North End Fire Station, and the ARC

Several modifications to the preliminary Work Program were directed by the Council at the retreat. Since the Council has approved legislation allowing the Parkplace and the Totem Lake redevelopment plans to proceed, the Council asked that the economic element be modified to focus on implementation.

The Council also felt that the north end fire station element needed to be modified and evaluation of a potential public safety ballot measure should not yet proceed since Kirkland Firefighters do not support the north end fire station plan as currently proposed and have asked the City to return the Fire District #41 money set aside for a new station to the taxpayers. The Council was concerned that a ballot measure would be difficult to pass if the City did not deliver on promised improvements to Finn Hill and neighborhoods did not perceive the City as being united. The Finn Hill Neighborhood Alliance (FHNA) sent the Council a letter on March 4, 2015 that shows those concerns are justified. The FHNA letter is included as **Attachment B**. The Council has authorized staff to "reboot" the public outreach and stakeholder process regarding the north end fire station as well as develop cost estimates for a new Station 27 east of I-405 and renovations to the aging existing stations. That work is proceeding. The Council also asked staff to develop options for Council review that would invest the Fire District #41 revenues in service improvements for Finn Hill with no service reductions to other parts of the City and that still create progress toward Fire Strategic Plan implementation. Those options are being developed.

Finally, the Council asked that the element that called for "exploration" of an ARC ballot measure be made more specific and proactive. The following modifications are proposed:

- The element calling for private sector partnerships has been modified to "*Implement the capital, financial, legislative and organizational actions necessary to facilitate the redevelopment of Parkplace and Totem Lake Mall to further the goals of Economic Development and Financial Stability.*"

- The element calling for the siting and construction of a new north end fire station has been modified to "*Invest Fire District #41 funds and City revenues to improve fire and emergency medical services to Finn Hill, site new north end fire stations and/or improve existing stations and operations to further the goal of Public Safety.*"

- The element exploring a potential ARC ballot measure has been modified to "*Provide the electorate of Kirkland the opportunity to vote on a ballot measure in 2015 or 2016 ballot to fund an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center to further the goals of Parks and Recreation and Economic Development.*"

Staff is looking for any suggestions, edits or changes to the proposed modifications.

City Work Program Additions

At the retreat the Council also directed that the following new elements be included in the resolution:

Comprehensive Plan and Transportation Master Plan completion – Both of these initiatives were included in the 2013-2014 Work Program. The Council agreed to continue them in the 2015-2016 Work Program given their importance to the community and to keep them prominent when considering staff and financial resource allocation.

Sound Transit 3 – The Council agreed that Kirkland needs to actively engage the Sound Transit Board to ensure that any ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit. This element is now included in the Work Plan to highlight its importance, assuming Sound Transit secures additional funding authority from the State Legislature and the Sound Transit Board develops a potential Sound Transit 3 ballot measure for 2016. Additional staffing is likely required to support this effort.

Email Archiving Implementation – The Council agreed that converting all employees of the City to the email archiving system should be included in the Work Program as it will improve responsiveness and transparency to the public, while also reducing the cost and complexity of storing email data. The conversion will also require significant cultural and logistical changes in 2015 to implement successfully. The e-mail archiving element aligns somewhat with Council goals, but embodies two of the operational values of efficiency and accountability that are also adopted as part of the Council goals. Therefore reference to these operational values is included in the resolution instead of goal implementation.

Eastside Women's Shelter in Kirkland – The Council asked staff to include partnering with ARCH and other non-profit organizations to site a permanent women's shelter somewhere in Kirkland. Such a shelter should include social services to help those served by the facility transition to more stable housing over time.

With all the proposed modifications and additions, the **2015-2016 City Work Program** now includes the following eleven initiatives:

1. Continue the implementation of the Cross Kirkland Corridor Master Plan to further the goals of **Balanced Transportation, Parks and Recreation, Economic Development** and **Neighborhoods**.

2. Complete the Comprehensive Plan Update and the Transportation Master Plan to further **all ten Council goals.**

3. Complete a comprehensive update of the Capital Improvement Program to incorporate the projects identified in the Kirkland 2035 master plans and Comprehensive Plan to further the goals of **Public Safety, Neighborhoods, Balanced Transportation, Parks and Recreation, Housing, Economic Development** and **Dependable Infrastructure**.

4. Invest Fire District #41 funds and City revenues to improve fire and emergency medical services to Finn Hill, site new north end fire stations and/or improve existing stations and operations to further the goal of **Public Safety**.

5. Continue annexation-related facility investments by renovating City Hall with a focus on enhancing customer service and identifying options to expand Maintenance Center capacity for both Parks and Public Works to serve the larger City to further the goals of **Neighborhoods, Economic Development, Parks and Recreation** and **Dependable Infrastructure**.

6. Implement the capital, financial, legislative and organizational actions necessary to facilitate the redevelopment of Parkplace and Totem Lake Mall to further the goals of **Economic Development** and **Financial Stability**.

7. Provide the electorate of Kirkland the opportunity to vote on a ballot measure in 2015 or 2016 ballot to fund an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center to further the goals of **Parks and Recreation** and **Economic Development**.

8. Actively engage the Sound Transit Board to ensure that any Sound Transit ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit to further the goals of **Balanced Transportation** and **Economic Development.**

9. Convert all employees of the City to an email archiving system to improve City responsiveness and transparency to the public, while also reducing the cost and complexity of storing email data to further the operation values of **Efficiency** and **Accountability**.

10. Partner with A Regional Coalition For Housing and non-profit organizations to site a permanent Eastside women's shelter in Kirkland to further the goals of **Housing** and **Human Services.**

11. Implement the Healthy Kirkland Plan, the consumer-driven healthcare initiative, including establishing and employee clinic as part of the effort to achieve sustainability of benefits to further the goal of **Financial Stability**.

The City Work Program and the Mid-biennial Budget Process

The Council will have opportunities to amend the Work Program. Throughout the year other issues will arise that also require significant financial and staff resources and City Council review. At the February retreat the Council concurred that these potential new items will be evaluated during the Mid-biennial budget process. This will allow the Council and the City Manager to proactively identify the impact of new initiatives on established priorities and budgets. Decisions can then be made whether to accommodate new items and/or reprioritize the adopted Work Program.

Next Steps

Once the 2015-2016 City Work Program is adopted, the City staff will share the Work Program with the public and all City Boards and Commissions. Staff will then develop implementation steps, prioritize resources to achieve the Work Program, and update the Council on these efforts periodically.

CITY OF KIRKLAND
123 Fifth Avenue, Kirkland, WA 98033 425.587.3000
www.kirklandwa.gov

MEMORANDUM

To: City Council

From: Kurt Triplett, City Manager

Date: February 10, 2015

Subject: PRELIMINARY DISCUSSION OF THE 2015-2016 PRIORITY GOALS AND CITY WORK PROGRAM

RECOMMENDATION:

That the City Council reviews the preliminary 2015-2016 Priority Goals and City Work Program of major initiatives and provides direction on modifications and additions for adoption at a future Council meeting.

BACKGROUND DISCUSSION:

Biennial Priority Goals and City Work Program

The City Council began formally adopting a City Work Program to guide major policy and financial initiatives starting in 2011. The process and purpose of the City Work Program has evolved and improved over the past four years. In 2012 the Council called for a clearer link between the City Work Program and the ten adopted Council Goals. The Council concluded that one of the primary purposes of the Work Program is to allocate resources to the major financial and programmatic elements that create progress towards achieving these Goals. The Resolution adopting the 2012 City Work Program therefore identified the Goals being implemented by each Work Plan initiative. This link between Goals and initiatives has been included in all subsequent Work Programs.

At the December 11, 2012 Study Session regarding the 2013 City Work Program, the Council decided that rather than approving annual Work Programs, the Council would adopt a biennial Work Program as a more effective way to create synergy between the Work Program and the biennial budget process. The Council also concluded that since financial constraints prevented the City from making equal progress on all ten Goals at the same time, the Council would focus on priority Goals for each biennium. On February 5, 2013, the Council passed R-4963, approving the 2013-2014 Priority Goals and City Work Program.

The 2015-2016 Priority Goals and City Work Program will be patterned after R-4963, which is included as Attachment A. The Council subsequently adopted R-5003, which amended R-4963 to add exploration of replacing the Juanita Aquatics Center to the City Work Program. R-5003 is included as Attachment B as an example of how the Work Program can change over time.

Preliminary 2015-2016 Priority Goals and City Work Program Initiatives

As with the 2013-2014 budget, suggestions for the draft 2015-2016 City Work Plan emerged from the 2015-2016 budget process. The preliminary elements suggest that the Priority Goals for 2015-2016 would include **Public Safety, Dependable Infrastructure, Balanced Transportation, Parks and Recreation, Financial Stability** and **Economic Development**.

The following items were preliminary Work Program recommendations (in no particular order) for the biennium that were included in the 2015-2016 budget message:

- Continue implementation of the Cross Kirkland Corridor Master Plan (Council Goals: Balanced Transportation, Parks and Recreation, Economic Development, Neighborhoods).

- Complete a comprehensive update of the Capital Improvement Program to incorporate the projects identified in the Kirkland 2035 master plans and Comprehensive Plan (Council Goals: Public Safety, Neighborhoods, Balanced Transportation, Parks and Recreation, Diverse Housing, Economic Development, Dependable Infrastructure).

- Site and begin construction of a new fire station in North Kirkland (Council Goals: Public Safety).

- Continue annexation-related facility investments by initiating the renovation of City Hall with a focus on enhancing customer service and identifying options to expand Maintenance Center capacity for both Parks and Public Works to serve the larger City (Council Goals: Neighborhoods, Economic Development, Parks and Recreation, Dependable Infrastructure).

- Cultivate private sector partnerships to attract tenants to business districts and respond to redevelopment opportunities, especially Park Place and Totem Lake (Council Goals: Economic Development, Financial Stability).

- Identify locations, costs and explore ballot measure options for funding an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center (Council Goals: Parks and Recreation, Economic Development).

- Implement the Healthy Kirkland Plan, the consumer-driven healthcare initiative, including establishing an employee clinic as part of the effort to achieve sustainability of benefits (Council Goals: Financial Stability).

Potential Modifications and Additions to Work Program Elements

Modifications for Parkplace, Totem Lake Mall and North End Fire Station

Events have evolved since the budget was adopted in December of 2014. Both the Parkplace and the Totem Lake Mall sites are proceeding with redevelopment plans. This suggests modifying the private sector partnership element to focus more on implementation efforts. In addition, the Kirkland Firefighters have expressed concerns about the north end fire station plan

as currently proposed. The Council has authorized staff to "reboot" the public outreach and stakeholder process regarding the north end fire station. This element should potentially be modified in light of these developments and perhaps other options for achieving coverage in Finn Hill should be evaluated and included in the Work Program. Staff is seeking direction on these and other potential modifications at the retreat.

Additions

There are several other potential topics that were not included in the budget message.

Comprehensive Plan and Transportation Master Plan completion – Both of these initiatives were included in the 2013-2014 Work Program. Great progress has been made but they will not be completed and adopted by the Council until the last quarter of 2015. The Council might want to continue these in the 2015-2016 Work Program to keep them prominent when considering resource allocation.

Exploration of Fire/Emergency Medical Service Capital and/or Operating Ballot Measures – Through the discussions about the new north end fire station, the Council has expressed interest in a potential ballot measure for the purposes of siting and building a new Station 27 on the east side of I-405 to better serve the Kingsgate area, as well as to renovate and enhance existing fire stations. Council has also expressed an interest in a potential companion operating levy. The earliest such measures could be ready for the ballot is 2016. Staff is seeking direction from the Council as to whether to pursue such ballot measures at this time given the unsettled nature of this topic. Alternatively, staff could develop options that presume an eventual resolution to the current north end fire station issue and set the stage for future ballot measures beyond the 2015-2016 time frame.

Police Strategic Plan – Council allocated funds for a Police Strategic Plan in the 2013-2014 budget. The Plan was deferred until at least 2015 due to the focus necessary for opening and occupying the Kirkland Justice Center, as well as the ongoing contract negotiations that contemplate a significant change in work schedules and shift staffing levels. Funds for the Police Strategic Plan have been carried forward into the current biennium. Staff recommends waiting until the conclusion of contract negotiations before proceeding with the Strategic Plan.

Sound Transit 3 – Assuming Sound Transit is successful in securing additional funding authority from the State Legislature, the Sound Transit Board will be developing a potential Sound Transit 3 ballot measure for 2016. Kirkland needs to actively engage the Sound Transit Board to ensure that any ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit. The Council may wish to include this element on the Work Plan to highlight its importance.

Email Archiving Implementation – Converting all employees of the City to the email archiving system will improve responsiveness and transparency to the public, while also reducing the cost and complexity of storing email data. However the conversion will require significant cultural and logistical changes in 2015 to implement successfully. The Council may want to include this element in the Work Program given the City-wide scope of the project.

Staff is looking for direction on whether or not to include some or all of these in the Work Program, and whether there are additional topics the Council wishes to consider adding to the Work Program.

CIP Policy Framework and Process Memo

Because the CIP process must occur in 2015, staff is presuming it will be part of the City Work Program. Based on that assumption, staff has developed a draft policy framework to guide Council prioritization of capital projects. A memo outlining the policy framework and the CIP process timeline is included after the City Work Program memo. Staff intends to make a specific presentation about the CIP process at the retreat as part of the City Work Program discussion.

The City Work Program and the Mid-biennial Budget Process

The Council will have other opportunities to amend the Work Program. Given the evolution of the Work Program to a biennial plan, it is likely that throughout the year other issues will arise that also require significant financial and staff resources and City Council review. Based on the 2013-2014 experience, staff proposes that these new items are evaluated during the Mid-biennial budget process. This will allow the Council and the City Manager to proactively identify the impact of new initiatives on established priorities and budgets. Decisions can then be made about whether to attempt to accommodate new items and/or reprioritize the adopted Work Program.

Next Steps

At the retreat, staff is seeking discussion, modification, additions and suggestions on the priority goals and preliminary elements of the 2015-2016 City Work Program. After receiving direction, Staff will bring back a Resolution establishing the priority goals and final Work Program for adoption at one of the March Council meetings. Once the 2015-2016 City Work Program is adopted, the City staff will develop implementation steps, prioritize resources to achieve the Work Program, and update the Council on these efforts.

RESOLUTION R-4963

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SETTING PRIORITY GOALS FOR 2013-2014 AND ADOPTING THE 2013-2014 CITY WORK PROGRAM.

WHEREAS, in 2011 and 2012 the City Council approved annual City Work Programs, but desires that subsequent City Work Programs be adopted as biennial initiatives to better align with the biennial budget process; and

WHEREAS, the City Council has adopted ten Goals for the City that articulate key policy and service priorities and guide the allocation of resources for Kirkland through the budget and capital improvement programs; and

WHEREAS, due to economic conditions and fiscal constraints, equal progress cannot be made on all City Goals at all times and the City Council must prioritize certain Goals at certain times; and

WHEREAS, in 2013-2014 the City Council desires to spur job growth and economic development, retain a high quality of life in Kirkland, and provide efficient, cost-effective City services to an informed and engaged public; and

WHEREAS, to help achieve these purposes in 2013-2014, the Council prioritizes the Goals of Economic Development, Neighborhoods, Parks, Dependable Infrastructure, Balanced Transportation, Financial Stability and Public Safety; and

WHEREAS, the City Council believes it is appropriate to adopt a 2013-2014 City Work Program to help implement these priority Goals, identify the priority focus of the City of Kirkland's staff and resources, and enable the public to measure the City's success in accomplishing its major policy and administrative goals; and

WHEREAS, the 2013-2014 City Work Program is a list of high priority, major cross-departmental efforts, involving significant financial resources designed to maintain public safety and quality of life in Kirkland, as well as an effective and efficient City government; and

WHEREAS, since over the course of two years new issues may arise that require substantial City resources and City Council review, the adopted 2013-2014 City Work Program will be evaluated during the mid-biennial budget process to proactively determine whether emerging items can be accommodated, deferred, or if the City Work Program must be revised or reprioritized;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The 2013-2014 City Work Program consisting of the following initiatives is adopted:

1. Revitalize the Totem Lake Business District through continued implementation of the Totem Lake Action Plan to further the goals of **Financial Stability** and **Economic Development**.
2. Partner with the private sector to attract tenants to Kirkland's major business districts to further the goal of **Economic Development**.
3. Reenergize neighborhoods through partnerships on capital project implementation and plan updates while clarifying neighborhood roles in future planning and transportation efforts to further the goal of **Neighborhoods**.
4. Complete the Comprehensive Plan update and incorporate new neighborhoods into all planning documents to further the goals of **Balanced Transportation, Parks and Recreation, Diverse Housing, Economic Development, Dependable Infrastructure** and **Neighborhoods**.
5. Implement the Development Services Organizational Review recommendations and simplify the Zoning Code to further the goals of **Economic Development** and **Neighborhoods**.
6. Develop a City-wide Multimodal Transportation Master Plan to further the goals of **Economic Development Neighborhoods, Balanced Transportation,** and **Dependable Infrastructure**.
7. Achieve Kirkland's adopted legislative agendas, with emphasis on securing transportation revenues and funding for the NE 132nd Street ramps to I-405 to further the goals of **Balanced Transportation** and **Dependable Infrastructure**.
8. Complete the Cross Kirkland Corridor Master Plan and construction of the Interim Trail to further the goals of **Economic Development, Parks, Neighborhoods** and **Balanced Transportation**.
9. Develop a cost effective 2015-2016 Budget that maintains Kirkland's AAA credit rating and implements an improved performance management system that delivers desired outcomes to further the goal of **Financial Stability**.
10. Continue partnership initiatives with employees to achieve sustainability of wages and benefits to further the goal of **Financial Stability**.

11. Complete construction and occupy the Public Safety Building to further the goal of **Public Safety**.
12. Continue implementation of the Fire Strategic Plan recommendations, including evaluation of a Regional Fire Authority and resolution of a consolidated Finn Hill Fire Station to further the goal of **Public Safety**.

Section 2. The City organization shall demonstrate the operational values of regional partnerships, efficiency and accountability as the 2013-2014 City Work Plan is implemented.

Section 3. The City Manager is hereby authorized and directed to develop implementation steps and benchmarks for each initiative in the 2013-2014 City Work Program, prioritize resources and efforts to achieve those benchmarks, and periodically update the Council regarding progress on these efforts.

Passed by majority vote of the Kirkland City Council in open meeting this 5th day of February, 2013.

Signed in authentication thereof this 5th day of February, 2013.

MAYOR

Attest:

City Clerk

RESOLUTION R-5003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AMENDING THE 2013-2014 CITY WORK PROGRAM TO EXPLORE OPTIONS TO REPLACE THE JUANITA AQUATIC CENTER.

WHEREAS, the City Council has adopted ten Goals for the City that articulate key policy and service priorities and guide the allocation of resources for Kirkland through the budget and capital improvement programs; and

WHEREAS, in 2013-2014 the City Council desires to spur job growth and economic development, retain a high quality of life in Kirkland, and provide efficient, cost-effective City services to an informed and engaged public; and

WHEREAS, to help achieve these purposes in 2013-2014, the Council prioritizes the Goals of Economic Development, Neighborhoods, Parks, Dependable Infrastructure, Balanced Transportation, Financial Stability and Public Safety; and

WHEREAS, the City Council believes it is appropriate to adopt a 2013-2014 City Work Program to help implement these priority Goals, identify the priority focus of the City of Kirkland's staff and resources, and enable the public to measure the City's success in accomplishing its major policy and administrative goals; and

WHEREAS, the 2013-2014 City Work Program is a list of high priority, major cross-departmental efforts, involving significant financial resources designed to maintain public safety and quality of life in Kirkland, as well as an effective and efficient City government; and

WHEREAS, on February 5, 2013, the City Council passed Resolution 4963 which established priority City goals and adopted the City's Work Program for 2013-2014; and

WHEREAS, Resolution 4963 acknowledged that because over the course of two years new issues might arise that required substantial City resources and City Council review, the adopted 2013-2014 City Work Program would be evaluated during the mid-biennial budget process to proactively determine whether emerging items could be accommodated, deferred, or if the City Work Program must be revised or reprioritized; and

WHEREAS, in August of 2013 the Lake Washington School District Board of Directors adopted a resolution to place a school bond measure on the February 2014 ballot; and

WHEREAS, the proposed 2014 school bond measure does not include funding for the replacement of the Juanita Aquatic Center, located at Juanita High School in Kirkland, and therefore the Aquatic Center will close as early as 2017; and

WHEREAS, the Juanita Aquatic Center is the sole public indoor, year-round aquatic facility in the Kirkland community which provides a variety of critical recreational, educational, competitive, and health and wellness activities for citizens of all ages; and

WHEREAS, in September of 2013 the Lake Washington School District Board of Directors adopted a resolution affirming its intent to enter into future pool partnerships with cities and/or other entities and resolving to authorize a portion of unspent existing school capital funds for potential pool partnerships should the 2014 school bond measure pass; and

WHEREAS, the City recognizes the critical importance of recreation programs and facilities which positively impact the social, health, and economic well-being of the community and make Kirkland, Washington an attractive and desirable place to live, work, play, and visit while contributing to its ongoing economic vitality; and

WHEREAS, the City is committed to partnering with the Lake Washington School District and other interested public and private organizations to explore options for replacing the Juanita Aquatic Center by 2017;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The 2013-2014 City Work Program is amended and adopted to include the following initiatives:

1. Revitalize the Totem Lake Business District through continued implementation of the Totem Lake Action Plan to further the goals of **Financial Stability** and **Economic Development**.
2. Partner with the private sector to attract tenants to Kirkland's major business districts to further the goal of **Economic Development**.

3. Reenergize neighborhoods through partnerships on capital project implementation and plan updates while clarifying neighborhood roles in future planning and transportation efforts to further the goal of **Neighborhoods**.
4. Complete the Comprehensive Plan update and incorporate new neighborhoods into all planning documents to further the goals of **Balanced Transportation, Parks and Recreation, Diverse Housing, Economic Development, Dependable Infrastructure** and **Neighborhoods**.
5. Implement the Development Services Organizational Review recommendations and simplify the Zoning Code to further the goals of **Economic Development** and **Neighborhoods**.
6. Develop a City-wide Multimodal Transportation Master Plan to further the goals of **Economic Development Neighborhoods, Balanced Transportation,** and **Dependable Infrastructure**.
7. Achieve Kirkland's adopted legislative agendas, with emphasis on securing transportation revenues and funding for the NE 132nd Street ramps to I-405 to further the goals of **Balanced Transportation** and **Dependable Infrastructure**.
8. Complete the Cross Kirkland Corridor Master Plan and construction of the Interim Trail to further the goals of **Economic Development, Parks, Neighborhoods** and **Balanced Transportation**.
9. Develop a cost effective 2015-2016 Budget that maintains Kirkland's AAA credit rating and implements an improved performance management system that delivers desired outcomes to further the goal of **Financial Stability**.
10. Continue partnership initiatives with employees to achieve sustainability of wages and benefits to further the goal of **Financial Stability**.
11. Complete construction and occupy the Public Safety Building to further the goal of **Public Safety**.
12. Continue implementation of the Fire Strategic Plan recommendations, including evaluation of a Regional Fire Authority and resolution of a consolidated Finn Hill Fire Station to further the goal of **Public Safety**.
13. Partner with the Lake Washington School District and other interested public and private organizations to explore options for replacing the

Juanita Aquatic Center by 2017 to further the goals of **Parks and Recreation**.

Section 2. The City organization shall demonstrate the operational values of regional partnerships, efficiency and accountability as the 2013-2014 City Work Plan is implemented.

Section 3. The City Manager is hereby authorized and directed to develop implementation steps and benchmarks for each initiative in the 2013-2014 City Work Program, prioritize resources and efforts to achieve those benchmarks, and periodically update the Council regarding progress on these efforts.

Passed by majority vote of the Kirkland City Council in open meeting this 17th day of September, 2013.

Signed in authentication thereof this 17th day of September, 2013.

MAYOR

Attest:

City Clerk

ATTACHMENT B

March 4, 2015

Kirkland City Council
City Hall
123 Fifth Avenue
Kirkland, Washington 98033

North Kirkland Fire Station

Dear City Council Members:

On behalf of the Board of the Finn Hill Neighborhood Alliance, we urge you to continue exploring options to improve fire and emergency response times to northern Finn Hill as part of the North Kirkland Fire Station siting process. More specifically, we do not support discontinuing the tax levy that will be utilized to fund the construction of a new station as proposed by the fire fighters at your January 20th meeting.

Returning tax revenue to the taxpayers does not resolve the response time issues for Finn Hill as identified in the Fire Strategic Plan and the Standards of Coverage and Deployment Plan. Instead it would likely jeopardize any future efforts to improve response times and upgrade existing fire stations throughout Kirkland. The City should demonstrate it can wisely use the revenue it has been provided to improve response times; otherwise it will likely be difficult to ask voters for more revenue on any important initiative related to parks, transportation, or public safety.

Several of our members have been actively engaged in the fire station siting process for the last several years. We are convinced of the need to improve response times to northern Finn Hill. We will continue to work with the City and fire fighters to make progress towards achieving our response time goals.

Please keep us apprised as to next steps as we want to stay involved as various options are explored. Thank you for your support of the fire station project, and we look forward to working together to define the best path forward.

Submitted on behalf of the FHNA Board of Directors,

Scott Morris
President

cc: Kurt Triplett
Kevin Nalder
FHNA Board

RESOLUTION R-5117

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SETTING PRIORITY GOALS FOR 2015-2016 AND ADOPTING THE 2015-2016 CITY WORK PROGRAM.

WHEREAS, in 2011 and 2012 the City Council approved annual City Work Programs, but desires that subsequent City Work Programs be adopted as biennial initiatives to better align with the biennial budget process; and

WHEREAS, the City Council has adopted ten Goals for the City that articulate key policy and service priorities and guide the allocation of resources for Kirkland through the budget and capital improvement programs; and

WHEREAS, due to economic cycles and fiscal constraints, equal progress cannot be made on all City Goals at all times and the City Council must prioritize certain Goals at certain times; and

WHEREAS, in 2015-2016 the City Council desires to spur job growth and economic development, retain a high quality of life in Kirkland, and provide efficient, cost-effective City services to an informed and engaged public; and

WHEREAS, to help achieve these purposes in 2015-2016, the Council prioritizes the Goals of Economic Development, Neighborhoods, Housing, Parks, Dependable Infrastructure, Balanced Transportation, Financial Stability and Public Safety; and

WHEREAS, the City Council believes it is appropriate to adopt a 2015-2016 City Work Program to help implement these priority Goals, identify the priority focus of the City of Kirkland's staff and resources, and enable the public to measure the City's success in accomplishing its major policy and administrative goals; and

WHEREAS, the 2015-2016 City Work Program is a list of high priority, major cross-departmental efforts, involving significant financial resources designed to maintain public safety and quality of life in Kirkland, as well as an effective and efficient City government; and

WHEREAS, since over the course of two years new issues may arise that require substantial City resources and City Council review, the adopted 2015-2016 City Work Program will be evaluated during the mid-biennial budget process to proactively determine whether emerging items can be accommodated, deferred, or if the City Work Program must be revised or reprioritized;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The 2015-2016 City Work Program consisting of the following initiatives is adopted:

1. Continue the implementation of the Cross Kirkland Corridor Master Plan to further the goals of **Balanced Transportation, Parks and Recreation, Economic Development** and **Neighborhoods**.
2. Complete the Comprehensive Plan Update and the Transportation Master Plan to further **all ten Council goals.**
3. Complete a comprehensive update of the Capital Improvement Program to incorporate the projects identified in the Kirkland 2035 master plans and Comprehensive Plan to further the goals of **Public Safety, Neighborhoods, Balanced Transportation, Parks and Recreation, Housing, Economic Development** and **Dependable Infrastructure**.
4. Invest Fire District #41 funds and City revenues to improve fire and emergency medical services to Finn Hill, site new north end fire stations and/or improve existing stations and operations to further the goal of **Public Safety**.
5. Continue annexation-related facility investments by renovating City Hall with a focus on enhancing customer service and identifying options to expand Maintenance Center capacity for both Parks and Public Works to serve the larger City to further the goals of **Neighborhoods, Economic Development, Parks and Recreation** and **Dependable Infrastructure**.
6. Implement the capital, financial, legislative and organizational actions necessary to facilitate the redevelopment of Parkplace and Totem Lake Mall to further the goals of **Economic Development** and **Financial Stability**.
7. Provide the electorate of Kirkland the opportunity to vote on a ballot measure in 2015 or 2016 to fund an Aquatics, Recreation, and Community Center to replace the Juanita Aquatic Center to further the goals of **Parks and Recreation** and **Economic Development**.
8. Actively engage the Sound Transit Board to ensure that any Sound Transit ballot measure connects the Totem Lake Urban Center to the region with High Capacity Transit to further the goals of **Balanced Transportation** and **Economic Development.**
9. Convert all employees of the City to an email archiving system to improve City responsiveness and transparency

to the public, while also reducing the cost and complexity of storing email data to further the operational values of **Efficiency** and **Accountability**.

10. Partner with A Regional Coalition for Housing and non-profit organizations to site a permanent Eastside women's shelter in Kirkland to further the goals of **Housing** and **Human Services.**
11. Implement the Healthy Kirkland Plan, the consumer-driven healthcare initiative, including establishing and employee clinic as part of the effort to achieve sustainability of benefits to further the goal of **Financial Stability**.

Section 2. The City organization shall demonstrate the operational values of regional partnerships, efficiency and accountability as the 2015-2016 City Work Plan is implemented.

Section 3. The City Manager is hereby authorized and directed to develop implementation steps and benchmarks for each initiative in the 2015-2016 City Work Program, prioritize resources and efforts to achieve those benchmarks, and periodically update the Council regarding progress on these efforts.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2015.

Signed in authentication thereof this ____ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

Council Meeting: 03/17/2015
Agenda: New Business
Item #: 11. a.

CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Tracey Dunlap, Deputy City Manager
Tom Mikesell, Financial Planning Manager

Date: March 17, 2015

Subject: 2015-2020 CAPITAL IMPROVEMENTS PRIORITIES

Recommendation

City Council adopts the resolution stating guiding principles for 2015 - 2020 CIP project prioritization.

Background

At its February 20th retreat, the City Council received an overview of the 2015-2020 Capital Improvements Program (CIP) planning process. A focus of that overview was a statement of priorities to guide development of the capital budget, in light of the broad array of capital wants and needs likely to be generated from the Kirkland 2035 planning process. In general, the prioritization framework as presented in a draft resolution contemplates a CIP drafted according to the following principles:

- Advance City Council Goals and the 2015-2016 Work Plan;
- Improve public safety, including pedestrian and bike safety;
- Make Kirkland a more livable, sustainable, and connected community according to the Kirkland 2035 Vision;
- Invest in projects that improve service in areas of high importance to the community, as identified in the 2014 Citizen Survey;
- Focus on economic development, increase efficiency of operations, and maintain existing infrastructure as a strategy to proactively address the forecasted gap between revenues and expenditures; and,

During City Council discussion, an additional concept was suggested that provides for the selection of projects in a manner that optimizes the community benefits of the plan while providing the most "bang for the buck." Said another way, given a fixed funding amount, a set of projects that individually rank lower than a single project may receive funding priority if the maximum benefit to the community of doing the set of projects is greater than that provided by completing the single project. This concept is added to the prioritization framework reviewed at the retreat. The revised resolution is attached for City Council consideration and adoption.

RESOLUTION R-5118

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND SETTING POLICY PRINCIPLES FOR PRIORITIZATION IN THE 2015-2020 CAPITAL IMPROVEMENT PROGRAM.

WHEREAS, the Kirkland 2035 Comprehensive Plan represents a collaboration between residents, staff and the City Council to develop a long-term vision for the City of Kirkland's growth over the next 20 years; and

WHEREAS, the City Council has adopted ten goals for the City that articulate key policies and service priorities, and guide the allocation of resources for Kirkland through the budget and capital improvement programs; and

WHEREAS, the City Council desires to spur job growth and economic development, retain a high quality of life in Kirkland, and provide efficient and cost-effective city services to an informed and engaged public; and

WHEREAS, the three Strategic Anchors, the Kirkland Quad, the Price of Government and the five-year General Fund Forecast, are fundamental tools for the sustainable allocation of resources to meet the wants and needs of Kirkland residents; and

WHEREAS, the 2015-2020 Capital Improvement Program provides an opportunity to utilize the Strategic Anchors to guide public investments over the next six years that continue the City's progress towards meeting the Council goals.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Kirkland City Council endorses development of a 2015-2020 Capital Improvement Program prioritized according to the following principles:

a. Sustains and enhances public safety, including bicycle and pedestrian safety.
b. Invests in projects that facilitate near term economic development to help address the gap between revenues and expenditures as identified in the most recent five-year General Fund Forecast.
c. Creates measureable progress toward achieving the City Council's ten goals.
d. Implements the 2015-2016 City Work Program.
e. Improves services identified in both the "Imperatives" and "Stars" sections of the most recent Kirkland Quad.

f. Improves efficiency of existing facilities and maintains integrity of existing infrastructure.
g. Sequences projects in a manner that advances the Vision Statement and Guiding Principles of the Kirkland 2035 Comprehensive Plan.
h. Maximizes the benefit to the community within a given level of funding.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2015.

Signed in authentication thereof this ___ day of _____, 2015.

_____
MAYOR

Attest:

_____
City Clerk

Council Meeting: 03/17/2015
Agenda: New Business
Item #: 11. b.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

KIRKLAND 2035 | YOUR VOICE. YOUR VISION. YOUR FUTURE.

MEMORANDUM

Date: March 4, 2015

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Jeremy McMahan, Planning Supervisor
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Director

Subject: COMPREHENSIVE PLAN UPDATE BRIEFING, CAM13-00465, SUB-FILE #9

I. RECOMMENDATION

Staff recommends that the City Council provides comments to staff on the Planning Commission's preliminary recommendations on the draft Neighborhood Plan Chapters and Citizen Amendment Requests (CAR's) reviewed so far. For this briefing the following items will be discussed:

- Draft Neighborhood Plans:
  - Moss Bay
  - Juanita (North and South)
  - South Rose Hill
  - Bridle Trails
  - NE 85th ST Subarea Plan
- Citizen Amendment Requests:
  - Nelson/Cruikshank
  - Waddell
  - Newland

II. BACKGROUND

This is the second briefing to City Council on draft sections of the Comprehensive Plan Update and preliminary recommendations on the CAR's. The goal of these briefings is to allow more time for Council revisions and for the Planning Commission to review the Council feedback. Ideally, it will speed up the adoption process this fall. Below is a summary of the revisions to each Neighborhood Plan and preliminary recommendations on the Citizen Amendment Requests.

III. SUMMARY OF REVISIONS TO THE NEIGHBORHOOD PLAN CHAPTERS

Public Involvement Process

As part of the Comprehensive Plan update process, the City conducted a series of meetings with the neighborhoods to review their existing neighborhood plans and identify potential amendments that could be addressed within the scope of the overall Plan amendment process. These reviews were not intended to replace a full neighborhood plan update process or to address major policy changes. All comments received at the neighborhood meetings are available on the City's K2035 website under the Learning Center webpage under Neighborhood Plan Sessions.

The City is also taking the opportunity to clean up the text of all the Plans to better reflect current conditions and fix inconsistencies, update maps, and figures. Where text references development standards for a site that is already developed and has no further developable options, it was deleted.

In preparing amendments to neighborhood plans, staff first hosted meetings with groups of neighborhoods soliciting ideas for neighborhood plan amendments, then hosted following up meetings, explaining those items that we felt could be incorporated in revised plans and obtaining further community feedback. Next, staff prepared draft changes to the plans and reviewed those with leaders from the neighborhoods. Often the neighborhood associations suggested additional amendments. At this point, draft amendments were reviewed by the entire membership of the neighborhood associations. Then, the revised plans were forwarded to the Planning Commission for review.

The attached plans show the resulting specific changes to the documents with explanatory text shown in the margins.

The Citizen Amendment Request (CAR) study areas are being evaluated concurrently with each neighborhood plan update. On January 8, 2015 the Planning Commission conducted a study session on the draft Moss Bay Neighborhood Plan, Waddell, Nelson and Cruikshank Citizen Amendment Requests. On February 12, 2015, the Planning Commission conducted a study session on the revisions to the Juanita, South Rose Hill, Bridle Trails, NE 85th ST Plan chapters of the Comprehensive Plan and the Newland Citizen Amendment Request. Packets from those meetings are available on the Planning Commission webpage. The enclosed draft plans reflect this public involvement and initial Planning Commission direction. No decisions have yet been made and the preferred option or approach may be modified based on additional public comment particularly on the citizen amendment requests.

Proposed Changes to Neighborhood Plans including Citizen Amendment Requests

Below is an overview of the proposed changes to these chapters, key issues discussed and additional public comments expressed during the study sessions with the Planning Commission. Preliminary recommendations from the Planning Commission for each citizen amendment request are also included. *The enclosed Attachments show the existing chapter with strikeout/underlined text and clean versions of the chapters.*

A. Revisions to Moss Bay Neighborhood Plan (see Attachments 1 and 2)

Following the neighborhood plan update meetings, staff met twice with the leadership of the Moss Bay Neighborhood Association (MBNA) to review draft amendments and attended the November 17th MBNA general meeting to discuss the process and solicit additional feedback. The attached draft amendments to the neighborhood plan (Attachments 1 and 2) reflect the results of this process, have been endorsed by the Moss Bay Neighborhood Association, and have been reviewed by the Planning Commission.

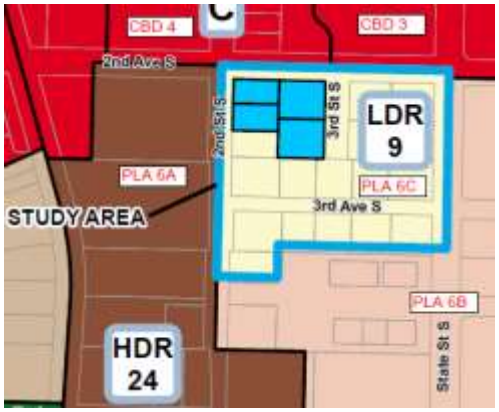
1. The following list summarizes the **key changes** incorporated into the Moss Bay Neighborhood Plan (see Attachment 1):

   - vision statement - reflect that downtown is now home for many residents in addition to a destination;
   - parking – broaden public/private opportunities to create shared parking to areas beyond north and south slopes as currently noted;
   - Planned area 6C CAR (Nelson Cruikshank request discussed below) – reconsider mitigations required in CBD zones if plan/zoning does change from single family to multifamily in PLA 6C;
   - Traffic diversion – delete the concept of shifting Lake Washington Blvd. traffic to 6th St S.;
   - RM development on 6th St S – pare down language since the area already entirely developed;
   - Mixed use/office on State St – delete inference that allowed height for offices should be lower than the allowed height for adjoining residential development.

2. **Nelson and Cruikshank Citizen Amendment Request and Study Area**

   Proposal

   Tom Cruikshank and France and Jason Nelson submitted applications for Citizen Amendments for their adjoining properties located in the Moss Bay Neighborhood. The Cruikshank request is for a change from low density single family to high density zoning and the Nelsons simply request multifamily zoning. The Cruikshanks own two properties in the area, one with four apartment units and the other with a single family home. The Nelsons also own two properties, both with single family homes. As part of the scoping process, the Planning Commission and City Council expanded the scope to include the entire PLA 6C zone, rather than just the four properties owned by the applicants.



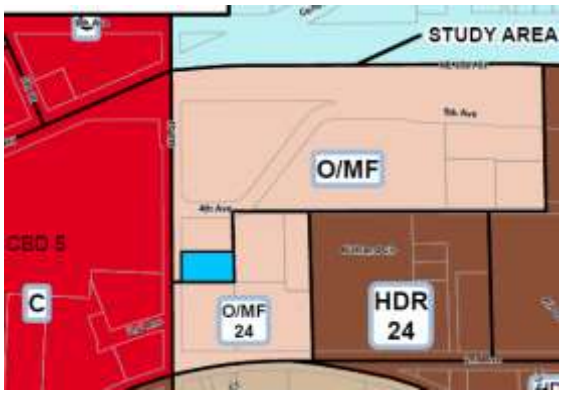
Planning Commission Recommendation

The Planning Commission has not yet made a recommendation on this proposal, pending the public hearing later this spring. However, the Commission has considered options to change the density for study area from low density residential to either medium density (similar to areas to the south and east), or high density (similar to the areas to the west. For purposes of the public hearing on the CARs, the Commission decided to consider the high density option. This would allow for consideration of the maximum density that may be considered and preserve the latitude to recommend adoption of something less if warranted.

3. **Waddell Common Rec. Open Space Citizen Amendment Request**

Proposal

Doug Waddell submitted an application for a Citizen Amendment Request for the Planned Area 5C properties located in the Moss Bay Neighborhood in the vicinity of the Post Office. The request is to eliminate requirements for common recreational open space in the PLA 5C area, consistent with other zones where density is determined by building height and bulk (such as the CBD, JBD and Totem Lake). Mr. Waddell owns the property located at 220 6th Street.



Planning Commission Position

The Planning Commission has not yet made a recommendation on this proposal pending the public hearing later this spring. The Commission discussed the options of eliminating or retaining the common recreational open space requirement. Staff recommended elimination of the requirement to make the PLA 5C zone consistent with all similar zones in the City. The Commission discussed how the requirement may potentially preclude redevelopment at the planned intensity and asked staff to study a sliding scale option where the requirement would not be as impactful on redevelopment of smaller sites. Further review is needed before the Commission has a draft for consideration at the public hearing.

B. Revisions to the Juanita Neighborhood Plan (North and South) (see Attachments 3 and 4)

With the Juanita Neighborhood Plan, it was necessary to fold in new text describing the annexation area with the existing sections of South Juanita, Juanita Heights, Juanita Slough and Juanita Business District. Therefore, staff completely reformatted and reorganized the current

Chapters XVI and XVJ of the Comprehensive Plan and added new plan narrative for the annexation consistent with existing land use and zoning. No substantive changes were made to the Juanita Business District.

1. The following list summarizes the new policies requested by the neighborhood and incorporated into the Juanita Neighborhood Plan (see Attachment 3):

    - increase the number of parks and enhance parks so that they are actively utilized by residents;
    - link parks to surrounding neighborhoods with sidewalks, trails and bike ways;
    - acquire pedestrian easements or land through conditioning new development;
    - install a new emergency/pedestrian/bike overpass at 140th Ave & HWY 405. This will connect Juanita, Totem Lake and Kingsgate neighborhoods and 2 elementary schools
    - remodel the existing North Kirkland Community Center site *(described in PROS Plan);*
    - provide incentives for redevelopment of the old Albertson's site. *(General text was added stating that future design guidelines and zoning development standards should be addressed as part of a future Neighborhood Plan update)*;
    - add a gateway feature near NE 145th Street and 100th Avenue NE such as a neighborhood entryway sign;
    - improve pedestrian and bicycle connections from Juanita to Cross Kirkland Corridor;
    - text was added to encourage developing design guidelines and development regulations for the North Juanita Commercial area. The specific design principles such as height and building setbacks for this commercial area are beyond the scope of this update and appropriate for a future work program with more extensive public participation;
    - development of a continuous trail from Juanita Bay Park to the Cross Kirkland Corridor through the Forbes Creek Valley wetlands; *(staff had initially proposed to delete the text given discussions with the Parks Department and previous studies conducted several years ago. The concept was not pursued because of public concerns regarding environment impact and cost. Rather it was decided to use Forbes Creek Drive right of way as the public connection. The existing text has been retained (see page 30).*
    - rezone the Newland CAR study area from RSX 7.2(2) to RM 3.6 and delete the text related to the study area as discussed below.

2. During the public meetings and discussions with the Juanita Neighborhood Association **three Neighborhood Boundary changes were discussed**:

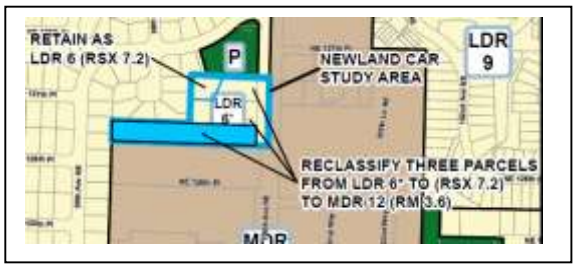
    - Eliminate the boundary line between North and South Neighborhoods to become one Juanita Neighborhood. The neighborhood association and staff support this change. The draft plan figures eliminates the north-south boundary.

- Move the western boundary into the Finn Hill Neighborhood west of the North Juanita commercial area to approximately 94th Avenue in order to have a greater say in future development on both sides of the 100th Avenue NE corridor. To the extent the boundary line proposal was discussed with the Finn Hill Neighborhood Association is not known. The Planning Commission and staff do not support this change at this time.

- Move the Kingsgate Park and Ride and one parcel to the south, into the Totem Lake Neighborhood and Urban Center designation area. This is supported by staff and the Planning Commission.

3. **Newland Citizen Amendment Request and Study Area**

Proposal



Victoria Newland submitted a request to rezone her property at 12625 100th Avenue NE from RSX 7.2 (2) to multifamily with no specific density. Over the last few months the property was sold to a new owner who is in support of the land use change. RM 3.6 zoning is to the south and east of the property. RSX 7.2 zoned property is located to the west. The study area was expanded to include three parcels to the north to reclassify from Low Density Residential 6* to Medium Density Residential.

Existing Conditions

The three parcels in the study area contain single family homes with individual driveways on narrow lots. A section of Juanita Creek runs through the three parcels. Some of the properties in the study area have further development potential especially on the west side of Juanita Creek which is currently inaccessible without building a bridge.

Existing Neighborhood Plan Text

The existing neighborhood plan notes specific development standards. The notation (2) on the Zoning Map and * on the Comprehensive Plan Land Use Map refer back to the existing text of the Neighborhood Plan. The text establishes flexibility to allow clustered or attached housing through a planned unit development (PUD) process, if located away from the Creek, access is limited to 100th Avenue NE, and common open space is provided (see Attachment 3 page 10).

Limiting vehicular access and consolidating access along 100th Avenue NE is ideal, however this restriction as now stated in the neighborhood plan would result in building a bridge over Juanita Creek in order to access the west side of the parcels. Another option would be to gain access from the west through the single family neighborhood.

General development standards for medium and high density residential throughout the neighborhood are also listed on page 11 of the draft Juanita Neighborhood Plan. These standards address site design, vegetative buffering, pedestrian connections, vehicular access points combined and orient to collector or arterial streets.

Planning Commission Recommendation

The CAR study area evaluated three density options: Keep existing zoning as RSX 7.2, or rezone to RM 5.0 or RM 3.6. Redevelopment potential at RSX 7.2 would be approximately 10 homes; at RM 5.0, 18 units; and at RM 3.6, 23 units.

Pending the public hearing later this spring, the Planning Commission has preliminarily concurred with staff's recommendation to rezone three of the four parcels to RM 3.6 and keep the fourth parcel, located at 9835 NE 128th Street, at RSX 7.2 zoning (see figure above). The evaluation concluded that the parcels are no longer desirable for single family residential given the traffic on 100th Avenue NE. The proposed rezone is consistent with surrounding multifamily development to the south and east. RM zoning allows for greater flexibility in site design (rather than a standard subdivision) opportunities for lot consolidation and affordable housing. The Planning Commission recommended strengthening the driveway consolidation text in the Comprehensive Plan for the area.

Staff is also recommending removal of the notations on the Zoning and Comprehensive Plan maps which incorporate as regulations development standards listed in the Comprehensive Plan. The City Attorney has advised that using the Comprehensive Plan to regulate development is not appropriate. Existing zoning regulations already address the issues discussed in the Comprehensive Plan so there is no need to add new regulations.

C. Revisions to the South Rose Hill Neighborhood Plan (See Attachments 5 and 6)

Following the neighborhood plan update meetings, planning staff met with leadership of the South Rose Hill Neighborhood Association to discuss draft edits to the South Rose Hill and Bridle Trails Neighborhood Plans. The group responded with suggested edits to the South Rose Hill, Bridle Trails Neighborhood Plans and NE 85th Street Subarea Plan (discussed below).

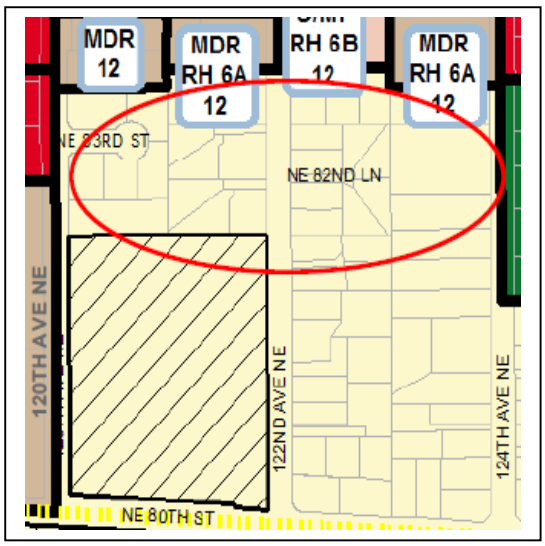
1. The following list summarizes the new policies incorporated into the **South Rose Hill Neighborhood Plan**:

   - focus traffic onto the arterial and collector streets to avoid cut-through traffic on local streets;

- high priorities are safe bicycle and pedestrian access in the neighborhood, a bicycle and pedestrian overpass at NE 60th ST over I-405, connections to the Cross Kirkland Corridor and North Rose Hill neighborhood;
- edits to text describing the stream, wetlands, moderate and seismic hazard areas;

2. **Additional public comments** were received at the February 12, 2015 Planning Commission study session:

   - A few property owners submitted text changes that would result in a rezoning an area from low density residential RS 7.2 to medium density nine dwelling units per acre (RM 5.0 zoning) and/or change an existing RM 3.6 area from 12 dwelling units per acre to office/mixed use at 24 dwelling units per acre or RM 1.8 (see February 3, 2015 email sent from Martin Morgan to the City Council). Other than the email and proposed text changes, no letter detailing the proposal, map or who was making the request. The area is located south of NE 85th Street (between 120th Avenue NE and 124th Avenue, north of the cemetery) (see figure to the right). This request would also affect land use in the NE 85th Street Subarea Plan.



   The Planning Commission discussed that the proposal should have been submitted as a Citizen Amendment Request. The Commission concluded that the proposed change in land use is beyond the scope of work for this stage in the Comprehensive Plan/Neighborhood Plan update process and therefore, should not be included in the draft plan. The proposal could be considered with a future private amendment request or more in depth Neighborhood Plan update process at a future time.

   - Another person commented that all neighborhood plans should have a common minimum level of specification for bicycle and pedestrian systems.

D. Revisions to the Bridle Trails Neighborhood Plan (see Attachments 7 and 8)

1. The following summarizes new policies incorporated into the Bridle Trails Plan (see Attachment 7):

   - revised text should the City's water tower be redeveloped;
   - clarified that with subdivisions noise mitigation measures may be required;
   - Washington Department of Transportation should include sound walls and planting of trees with highway expansions;
   - a community garden or off leash dog park is desired at the King County Transfer station when it is redeveloped;

- Bridle Trails shopping center (see discussion below) - There was a fair amount of discussion on whether or how the Bridle Trails shopping center should develop if the property owners choose to do so. The existing Plan contains a list of policies for future redevelopment of the subject property.

  Early on in the Comprehensive Plan update process, Brian Gaines, with Tech City Bowl discussed with the neighborhood about wanting to redevelop his property but later withdrew the idea. Don Wells representing the Bridle Trails shopping center owners later approached the Planning Commission on the issue (see below). He clarified that there are currently no plans to redevelop the shopping center but would like the City to consider allowing an increase in building height, reduced landscape buffers and eliminating the restriction to use the driveway on 130th Avenue NE (currently use now).

  Based on discussions with the Neighborhood Association and neighborhood update meetings, text changes were made to clarify the following: while redevelopment of the shopping center may occur in the future, expansion of commercial boundaries are not desired. Other text changes included encouraging a grocery store at the location, providing wide sidewalks with new development and clarifying the term "scale" by stating that building modulation and pedestrian oriented design should be incorporated into new development. Based on direction from the Planning Commission (discussed below) new text is added to support developing new development standards and design guidelines for the commercial area with a future neighborhood plan update and public involvement process (see Attachment 7 page 14).

2. <u>Additional public comments received at the February 12, 2015 Planning Commission study session</u>:

   - Don Wells spoke on behalf of property owners of the Bridle Trails Shopping Center and Totem Bowl and Investment and sent an email. Mr. Wells was under the impression that with this current Bridle Trails Neighborhood Plan update, the City was going to study the private amendment request they submitted in 2008. The 2008 proposal requested the City study increasing building height for the property.

     The Planning Commission responded that the neighborhood plan had been through several reviews by the neighborhood and that it is late in the process to be considering the request. The Commission discussed the need to revisit several of the commercial centers throughout the City. However, the Commission directed staff to craft some language for the neighborhood plan that would call for future study and the development of design guidelines for redevelopment of the commercial area (see Attachment 7, 13).

   - Andy Held, resident of the Bridle Trails Neighborhood, requested the City not take up the request by Mr. Morgan for South Rose Hill at this time and that the Planning Commission prioritize conducting a more in depth update of the Bridle Trails Neighborhood Plan as soon as possible.

E. Revisions to the NE 85th Street Subarea Plan (Attachments 9 and 10)

1. The following summarizes the following new policies incorporated into the revised Subarea Plan (see Attachment 9):

   - reference the Rose Hill Business District, Design Guidelines and Design Regulations adopted after the Subarea Plan;
   - revised outdated text referring to the need for street improvements that are currently under construction;
   - depending on outcome of the Griffis CAR, text or map changes may be necessary;
   - figures related to sensitive areas, geologically hazardous areas, street classifications, transit routes, description of Parks were deleted and referred to in the North and South Rose Hill Neighborhood Plans;
   - reference to NE 85th ST as a state route, reference to Sound Transit express route or Department of DOT no longer applicable,
   - the Planning Commission directed staff to add text to encourage property owners along NE 85th ST to provide reciprocal shared vehicular access easements to allow cars to travel between parking lots;

IV. COMPREHENSIVE PLAN UPDATE SCHEDULE

The Planning Commission's goal is complete the study sessions in time to hold public hearings on the Draft Plan, including the Citizen Amendment Requests and the neighborhood plan revisions, in June before the bulk of summer vacations begin for the public, complete its deliberations in July and have a Final Draft Plan transmitted to City Council in early September.

The State deadline for completion of the Comprehensive Plan Update is June 30, 2015, which may be extended provided that a jurisdiction has made progress on the Plan Update. Staff anticipates completion of many of the element by mid-summer with public hearings sequenced over June, July and August. The Council review would occur beginning in October.

The tentative schedule for **future Council briefings** on the element chapters and CAR's are:

April 7-	Environment Element
May 5-	Highlands and North Rose Hill Neighborhood Plans, Public Services and Utilities Elements and Griffis, Basra and Walen CAR's
May 19-	Transportation and Park Elements, Everest and Norkirk Neighborhood Plans, MRM and Norkirk Light Industrial CAR's
June 2-	Human Services Element, Implementation Strategies and Kingsgate Neighborhood Plan
June 16-	Totem Lake Neighborhood Plan and CAR's, Capital Facilities Element continued

Attachments:

1. Draft Moss Bay Plan
2. Clean copy of Moss Bay Plan
3. Draft Juanita Plan

4. Clean copy of Juanita Plan
5. Draft South Rose Hill
6. Clean South Rose Hill
7. Draft Bridle Trails
8. Clean copy of Bridle Trails
9. Draft NE 85th ST Subarea Plan
10. Clean NE 85th ST Subarea Plan

MOSS BAY NEIGHBOHOOD PLAN

DRAFT for Public Hearing

~~*Note: The Moss Bay Neighborhood Plan had its last major update in 1987. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.*~~[1]

Commented [JM1]: All good with this update

1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, ~~a freeway interchange,~~ industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and ~~a railroad~~the Cross Kirkland Corridor.

Commented [JM2]: Inaccurate

Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure MB-1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

Open streams exist within the eastern portion of the Moss Bay Neighborhood. These streams should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

~~1. *The name of this neighborhood was changed from Central to Moss Bay in December 2001.*~~

~~Flood insurance is required in identified flood hazard zones.~~

~~Portions of the Downtown area and lands to the east have been designated as flood hazard zones by the Federal Insurance Administration. Federal law requires that flood insurance be obtained before any federally insured lending institution may approve a loan for development within an identified flood hazard zone.~~

Commented [JM3]: Irrelevant - Only NW corner of PK Park is mapped

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

Potentially unstable slopes exist in portions of the Moss Bay Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design, and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.

Figure MB-1: Moss Bay Area Boundaries

Commented [JM4]: Small maps inserted for reference. For full size, view plan on city webpage

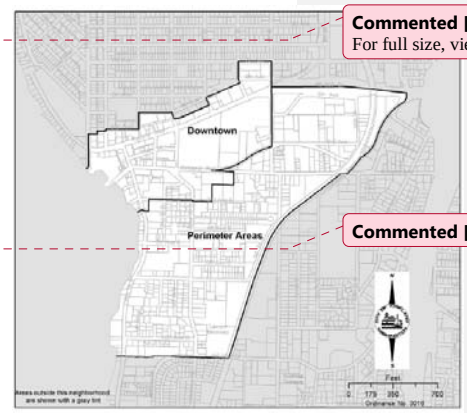


Figure MB-1: Moss Bay Area Boundaries

Figure MB-2: Moss Bay Area Land Use

Commented [JM5]: Large size attached

3. Downtown Plan

A. Vision Statement

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirkland~~ers~~ residents by Downtown's historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work.

Commented [JM6]: Better reflect the growing population and employment base that calls it home

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland~~ers~~ residents and employees to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure MB-3.

Figure MB-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirkland~~ers~~ residents, employees and visitors ~~alike~~.

Figure MB-3: Downtown Land Use Districts

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

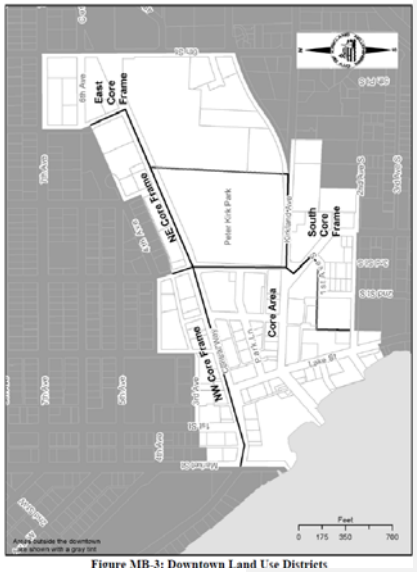


Figure MB-3: Downtown Land Use Districts

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment. ~~For example, in areas where take-out eating facilities are permitted, a litter surcharge on business licenses should be considered as a means to pay for additional trash receptacles or cleaning crews.~~

Commented [JM7]: Has not been an issue. If so, City-wide issue, not just one part of CBD

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated ~~role as one form of open area in the Downtown should be improved~~ with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

Commented [JM8]: Don't celebrate parking lots as open space.

~~A high-priority policy objective should be for developers to include only enough parking stalls in their projects within the core area to meet the immediate need and to locate the majority of their parking in the core frame. This approach would reserve the majority of core land area for pedestrian movement and uses and yet recognize that the adjacent core frame is within a very short walk.~~

Commented [JM9]: Most core frame sites have been developed and this policy objective has not come to pass. May not want to discourage the opportunity if an opportunity for shared parking occurred in the core area.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking "transferred" from projects in the core or funded by the fee-in-lieu or other municipal source. ~~While pedestrian pathways are not as critical in this area as they are in the core,~~To maintain the pedestrian character of this area, drive-through facilities should be prohibited~~nevertheless be encouraged to locate elsewhere, to the east of 3rd Street~~.

Commented [JM10]: I think this was written when car dealers were here. It has turned out better than expected. Drive thru prohibited in KZC

Figure MB-4: Downtown Master Plan

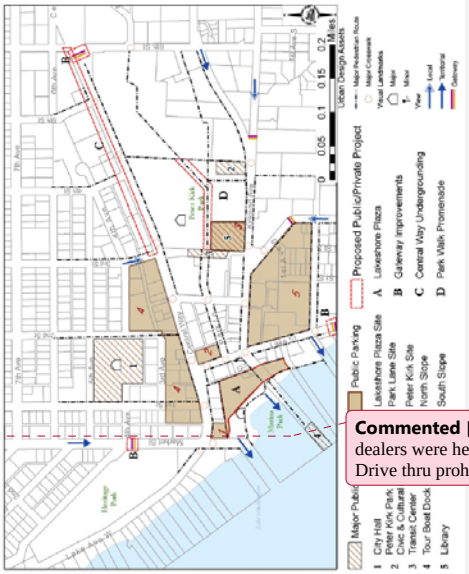


Figure MB-4: Downtown Master Plan

NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

~~The Northeast Core Frame currently contains the bulk of the Downtown area's automobile-oriented uses.~~ Redevelopment or new development in this area should be encouraged to represent a broad~~er~~ range of commercial uses with an increased emphasis on pedestrian character.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. ~~Development should also underground utilities, and incorporate parking lot landscaping and a reduction in lot coverage in site design.~~ This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

Commented [JM11]: Is transitioning, not a good vision for area

Commented [JM12]: done

Commented [JM13]: parking lots not happening with redevelopment

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex.
Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

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

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

Public parking may be provided in the South Core Frame.

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

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

Commented [JM14]: done

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

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

Commented [JM15]: Single family area subject of Citizen Amendment Request

C. URBAN DESIGN

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

The following discussion is organized into three sections:

A. Downtown Design Guidelines and Design Review;
B. Building Height and Design Districts; and
C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The ~~booklet entitled~~ "Design Guidelines for Pedestrian-Oriented Business Districts," which ~~is~~ are adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. ~~The booklet includes an explanation of the mechanics of the Design Review process to be used for all new development and major renovations in the Downtown area.~~ The ~~booklet entitled~~ "Master Plan and Design Guidelines for Kirkland Parkplace" contain~~s~~ guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown's visual and historic character. This is to be achieved by injecting into each project's creative design process a recognition and respect of design

principles and methods which incorporate new development into Downtown's overall pattern. ~~The Guidelines would be applied to any specific site in conjunction with the policy guidance provided by the Downtown Master Plan and the following text regarding Design Districts.~~

Commented [JM16]: not accurate for development review

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

BUILDING HEIGHT AND DESIGN DISTRICTS

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

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

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

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street. ~~To preserve the existing human scale of this area, development over two stories requires review and approval by the Design Review Board based on the priorities set forth in this plan.~~

Commented [JM17]: This is true of all of downtown

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

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

Figure MB-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the ~~L~~lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

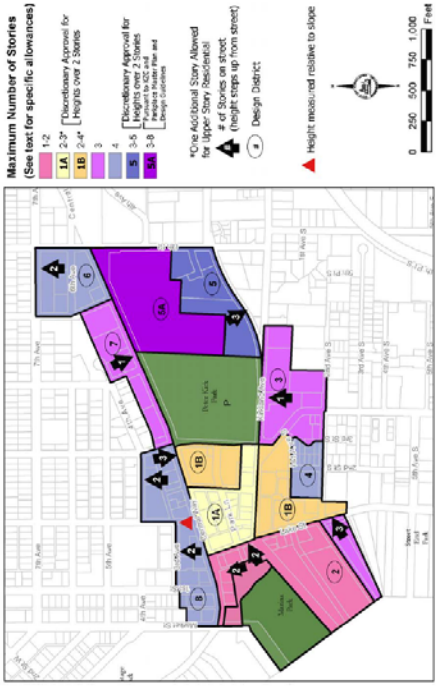


Figure MB-5: Downtown Height and Design Districts

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

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

Design Districts 3 and 7

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

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

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

Design District 4

Maximum building height to be four stories.

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

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

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

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

This district lies at the east side of Downtown_between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back significantly. Buildings over three stories in height should generally reduce building mass above the third story.

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

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 5A

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

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

~~This large block of land located between 5th Street and 6th Street, north of Central Way, and south of 7th Avenue, is identified as a major opportunity site for redevelopment elsewhere in this document.~~ Figure MB-6 contains a schematic diagram of design and circulation considerations

that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping.

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

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

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

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

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

Building height calculation should require terracing of building forms on sloped sites.

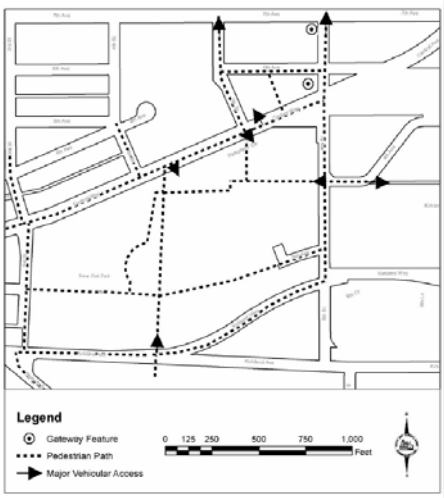


Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the ~~GTE~~ telecommunications site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to ~~the Waverly site~~Heritage Park.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, Central Way, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with ~~the Waverly site~~Heritage Park ~~and Marina Park~~ enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture. ~~and play equipment for children at Marina Park~~.

Commented [JM18]: Delete per Michael Cogle

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

~~Downtown projects which are not directly related to the parks should continue to locate adjacent to the parks, and in some cases, should share access or parking.~~ Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

Commented [JM19]: Delete, meaning unclear

The boat launch ramp ~~which exists~~ at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. Relocated in 1982~~In its new location~~, City

Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as ~~the~~ Lakeshore Plaza at Marina Park ~~Boardwalk~~, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for ~~the~~ pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks.~~would be increased greatly by reducing opportunities for conflicts with cars. The reprogramming of crosswalk signals to favor the pedestrian would discourage jaywalking and allow sufficient time for slower walkers to cross the street.~~

Commented [JM20]: Simplify, this is a citywide emphasis. Reflect the diverse age groups that use the ped system in downtown

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to

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

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

Commented [JM21]: Out of date. Crosswalk direction occurs below

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

Commented [JM22]: Need to update and fix gaps

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

Commented [JM23]: Not effective, not desired

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

Commented [JM24]: Clean up and integrate with section below

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue. ~~The plexiglas and metal "space frames" used at Mercer Island's Luther Burbank Park and at the Seattle Center are possible design options for protective structures. The concrete and metal gateway feature where Parkplace abuts Peter Kirk Park is a good model for visual markers along the east-west pedestrian spine.~~

Commented [JM25]: Dated design direction, we'll want something unique to Kirkland and contemporary

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

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown's lakefront setting (See Figure MB-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza

would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

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

Commented [JM26]: Out of place, section moved up

VEHICULAR

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown~~, and often between the core area and the frame. Within the Downtown, pedestrian circulation should be given equal priority with vehicular circulation.~~ A primary circulation goal should be to~~ emphasize pedestrian circulation within the Downtown~~, ~~while~~ facilitate~~ing~~ vehicle and transit access into and out of the Downtown, while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.

Commented [JM27]: Not sure this is true

Commented [ES28]: Redundant

~~Alternate traffic routes should be considered~~.

Commented [JM29]: This concept dropped long ago

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

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

Commented [JM30]: Idea never got traction. Must have been popular in Moss Bay, but less so in Everest, Central Houghton…

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

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

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

PARKING

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

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

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

Commented [JM31]: Few opportunities left, broaden the policies to explore all partnership opportunities

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

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as T~~t~~he Market Street-End lot ~~and the Peter Kirk lot,~~ would adapt well to structured parking due to the topography in the immediate vicinity ~~of these lots~~. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

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

~~Another option for off-site parking should be considered which would allow developers to provide the parking required for their projects elsewhere in the core area or core frame. This alternative should include the construction of parking stalls in conjunction with another developer, if it can be shown that the alternative parking location will be clearly available to the public and is easily accessible to the core area.~~

Commented [JM32]: Intent unclear. Public parking encouraged above. Off site private parking already allowed by KZC under certain circumstances

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

4. PERIMETER AREAS

A. ~~LIVING ENVIRONMENT~~LAND USE

Residential

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure MB-1).

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.

Considerations for medium- and high-density residential development are discussed.

A medium-density designation is appropriate for areas where sufficient land area is available to separate such development from adjacent single-family uses. In addition, medium-density residential development should not be allowed where it would significantly increase traffic volumes on streets where single-family housing is the predominant land use. Other considerations include the overall compatibility of medium-density development with adjacent single-family uses, with respect to height, setbacks, landscaping, and parking areas. If special precautions are taken to reduce adverse impacts on existing single-family homes, higher densities may be allowed. Within the Moss Bay Neighborhood, land surrounding the Downtown is generally most appropriate for these higher-density developments.

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area as indicated on the Land Use Map, to serve as a transition between high-density development to the north and low- to medium-density development to the south.

Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area as shown on the Land Use Map at a density of 18 dwelling units per acre. This area lies both north and south of land with the potential for high-density residential development.

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, in-fill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area~~, to protect the Everest creek and ravine,~~ and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

(1) ~~Single-family d~~Detached units, rather than attached or stacked, should be developed.

~~(2) Peaked (pitched) roofs are desired design elements.~~

~~(3) The ravine and stream should be protected in perpetuity with greenbelt easements.~~

~~(4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.~~

(2~~5~~) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.

(3~~6~~) No vehicular connection should be established between 2nd and 3rd Avenue South.

(4~~7~~) Pedestrian connection should be provided in lieu of vehicular connection.

~~(8) A maximum Floor Area Ratio of 65 percent should be allowed in order to encourage smaller and presumably less expensive homes.~~

Commented [JM33]: Citywide policies and regulations address these issues

Commented [JM34]: 6th street condo units assessed value = 628-713K

Commented [JM35]: This area has been fully developed. Eliminate map suffix and incorporate regs in KZC if needed.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure MB-2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure MB-2), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure MB-2), contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.

~~B. Economic Activities~~

Commercial and Mixed Use

Economic Activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure MB-2.

Economic Activities in Planned Area 5 are discussed.

While Planned Area 5 has been developed largely in multifamily uses, several offices – including the United States Post Office – serving the Greater Kirkland area, are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Residential section of this chapter.

Limited economic activities presently exist in State Street area.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial development has occurred near the Cross Kirkland Corridor~~railroad~~. The ~~Living Environment~~Residential Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Land on the east side of Lake Street South is generally not suitable for commercial development.

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Avenue~~Street~~ South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location (see Figure MB-2), therefore, should be allowed to remain.

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

(1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.

(2) As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.

(3) Design review should be used to address scale, context, and pedestrian orientation of new development.

Industrial activities east of the ~~railroad tracks~~Cross Kirkland Corridor described.

The strip of land located east of the ~~railroad tracks~~Cross Kirkland Corridor, south of Central Way and west of Kirkland Way, contains an existing office and light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas~~. In addition, the number and size of signs should be strictly limited, with only wall- and ground-mounted signs permitted. Pole signs, such~~

~~as the one currently located in this gateway area, are inappropriate.~~ Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls. Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

Commented [JM36]: Pole sign gone, KZC prohibits in all LIT zones already

~~C~~B. PLANNED AREA 5

High-density residential and office uses permitted in Planned Area 5.

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.

North C Subarea

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could themselves take advantage of views to the west while maintaining greater open area on site and

enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

East D Subarea

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

South E Subarea

The most southerly subarea is the smallest and is somewhat isolated from the other subareas. Lying between 2nd Avenue and Kirkland Way, this area could develop with high-density multifamily residential (up to 24 units per acre). Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Avenue.

~~D~~C. PLANNED AREA 6

Concept of "Subareas" discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Land use in Subarea A discussed.

Land contained in Subarea A lies south of the Downtown area, east of Lake Street, and west of State Street. This land is designated for high-density development due to its nearness to the Downtown and adjacency to Lake Street.

Land use in Subarea B discussed.

The lands along State Street are designated as Subarea B. Much of this land is already developed with office uses making future office development also appropriate. Multifamily development should also be allowed due to its compatibility with offices and adjacent residential uses. Such multifamily development should occur at a density of 12 dwelling units per acre.

Standards for future professional office development along State Street are listed.

Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor. The standards pertaining to office development should be as follows:

(1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.

(2) ~~Structures should generally be limited to one story in height~~ Building massing should be modulated ~~in order to preserve~~to respond to the visual character of the~~this~~ residential neighborhood. ~~Two-story structures may be permitted if their overall bulk is limited~~.

(3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.

(4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.

(5) Free-standing signs should not be allowed.

Land use in Subarea C discussed.

Subarea C located west of State Street and south of the Downtown contains a pocket of single-family homes which should be maintained as low-density residential. This will help preserve the housing stock of dwelling units close to the Downtown for low- and fixed-income people.

High-density residential uses to be permitted in Subarea D with improvements to public facilities.

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the ~~railroad~~Cross Kirkland Corridor, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure MB-2). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea D is designated for medium-density residential (up to 12 dwelling units per acre). ~~The future development potential for Subarea D is considerable, given the amount of vacant or undeveloped land, particularly in the northern third of the subarea.~~ Because of its close proximity to existing high-density residential development, residential densities up to 24 dwelling units per acre may be appropriate. ~~The area, however, now lacks adequate public facilities, such as sewers, water, sidewalks, and streets t~~To support these higher densities, streets and sidewalks will need to be upgraded at the time of development~~. Until these facilities are adequately upgraded, development should be limited to medium density (12 dwelling units per acre).~~ In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints exist in northeast corner of Subarea D.

Commented [JM37]: Height limits are the same as adjoining residential & city-wide regulations limit building massing adjoining single family

Commented [JM38]: very poor rationale. new homes are about $1 mil

Commented [JM39]: Revisit with CAR

Commented [JM40]: Reflect changed conditions

Commented [JM41]: Update and simplify

Natural constraints including potentially unstable slopes and the presence of Everest Creek may also require the limitation of development potential in the northeast corner of Subarea D, although an increase to higher density may be feasible if these constraints are adequately addressed.

Subarea E to be limited to single-family residential.

Subarea E, located north of 7th Avenue South and south of Subarea D is developed almost exclusively with detached single-family homes. Although this area is surrounded by higher-density development, it remains viable for single-family development. Consequently, future development should be limited to single-family residential.

Subarea F is appropriate for medium-density (12 dwelling units per acre) residential development.

Subarea F is developed in medium- to high-density residential development. Due to the nearness of this area to single-family units in Subarea E, additional residential development should be at a density no greater than 12 units per acre.

Subarea G~~-1~~ to develop in light industrial uses.

Subarea G~~-1~~ should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the ~~railroad tracks~~Cross Kirkland Corridor ~~and other industrial uses to the east~~ make a light industrial designation appropriate for this subarea.

Buffering of industrial development in Subarea G~~-1~~ from nearby residences is discussed.

Commented [JM42]: Merge G1 & G2 since residential is off the table for G2 (Google Phase 2)

While the ~~railroad tracks~~Cross Kirkland Corridor borders Subarea G~~-1~~ to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

~~***Subarea G-2 to develop with light industrial and office uses, or if developed in its entirety, Subarea G-2 is appropriate for medium-density (12 dwelling units per acre) residential development.***~~

~~Subarea G-2, south of 7th Avenue South, is appropriate for light industrial and stand-alone office development. Office use here would be compatible with the existing light~~

~~industrial use in PLA 6 G 2.~~ Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

~~Medium density residential development at 12 dwelling units per acre is appropriate within Subarea G 2 if the entire subarea is developed at one time, thereby eliminating any chance for incompatible uses or impacts to remain. Multifamily development should be regulated to ensure compatibility with nearby single family development, Lakeview Elementary School, as well as light industrial uses.~~

~~(1) Traffic from residential uses should gain access from the west, to avoid light industrial traffic along 5th Place South.~~

~~(2) Pedestrian access should be developed to the elementary school and available for public use.~~

Commented [JM43]: Site of Google Phase 2

~~Existing industrial t~~Traffic from uses in Subarea~~s~~ G ~~1 and 2 to be limited to 7th Avenue South in Subarea E~~should be routed to the east.

~~Single family development in Subarea E is also significantly affected by traffic generated in neighboring Subarea G. Truck traffic traveling from the industrial area to State Street should be restricted within Subarea E, in order to minimize its impact on single family uses.~~ Industrial and office traffic should not be permitted on ~~2nd, 3rd,~~ 4th, 5th, ~~or~~ 6th, or 7th Avenue South, since ~~thus, existing industrial traffic should be limited to 7th Avenue South. Even at present levels, however, this traffic~~ it is not compatible with single-family homes in the area. ~~If possible, therefore, existing i~~Industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.

Commented [JM44]: Updated to reflect fact that 5th Pl S was opened after this policy was written.

Access concerns for expansion of industrial development along the ~~railroad~~ Cross Kirkland Corridor are discussed.

Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved ~~along the railroadCross Kirkland Corridor,~~ from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. ~~Access directly across the railroad tracks from 7th Avenue South should also be considered, upon redevelopment of those properties located east of the tracks.~~ Measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.

Standards for industrial and office activities in Subarea G ~~1 and 2~~ are listed.

In addition, industrial or office activities in Subarea G ~~1 and 2~~ must conform with the following standards:

(1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.

(2) Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they ~~are not noticeable from~~ do not disrupt nearby residential areas.

(3) Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.

(4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.

(5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Land use in Subarea H discussed.

A transition of density, building, and other special design considerations are appropriate where Subarea H adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than nine dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Land use in Subarea I discussed.

The property in Subarea I which lies between Subarea H (9 units per acre) and Subarea A (24 units per acre) is appropriate for up to 18 units per acre (see Figure MB-2). This would represent an intermediate density between the lands to the north and the south.

Special considerations for development in Subareas H and I are discussed.

Due to the steep hillside which rises above Lake Street South, the potential exists for a taller building in Subareas H and I. In such case, the buildings should be designed to step back into the hill and maintain a scale which is both compatible with surrounding buildings, and does not have a massive appearance from Lake Street. Obstruction of views from the east and the preservation of trees should be among the issues considered for development in Subareas H and I. In addition, in order to protect the pocket of single-family homes to the south from excessive traffic impacts, development other than single-family homes in the southern 100 feet of this area should not be allowed to gain from 7th Avenue South.

Special considerations for development in Subarea J discussed.

Subarea J is located east of State Street and north of Second Avenue South. This land is designated for high-density development (up to 24 dwelling units per acre) due to its nearness to the Downtown area and access directly off Kirkland Avenue, an arterial. Within Subarea J, land lying directly south of the intersection of Kirkland Way and Kirkland Avenue may accommodate commercial uses as well as high-density uses. Such commercial development should be limited to the northern half of the site and to access only from Kirkland Avenue.

Commented [JM45]: There is no PLA 6K text. PLA 6K Zone is essentially and RM 2.4 and existing condo is split zone between 6K and RM 3.6. Consider rezone to simplify PLA 6 and Zoning Code

~~E~~D. OPEN SPACE/PARKS

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. ~~Lake Street Landing Park and a small waterfront pocket park at the end of 5th Avenue~~Street End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

~~South of Kirkland Avenue in the Moss Bay Neighborhood, there should be at least one aggregation of dedicated open space between Lake Street South and State Street for the development of a neighborhood park. The open space sites may be private use areas contained within private developments; or these sites could include public use as a result of land dedications, outright public purchase, or some combination of these methods.~~

Commented [JM46]: not planned, not in PROS plan, low comparative need. Delete per Michael Cogle

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figure MB-7.

~~F~~E. PUBLIC SERVICES/FACILITIES

~~***Adequate water, sewer, and drainage facilities are to be provided prior to occupancy of new development.***~~

~~Sewer and water service is not adequate to support full development of the Moss Bay Neighborhood according to land use designations in Figure MB-2. Isolated problems have also arisen with regard to storm drainage in the Moss Bay Neighborhood. These system deficiencies should not necessarily prohibit additional development in the area. However, prior to the occupancy of new development, the water, sewer, and drainage facilities should be extended and/or upgraded as necessary to meet the requirements of designated land use for the area.~~

~~Water, sewer, and drainage facilities discussed.~~

~~One area in which sanitary sewer service is inadequate is located in Planned Area 6, on the east side of State Street. In some parts of this area, sanitary sewers do not exist. In other cases, existing sewer lines are old and will need to be replaced. Similarly, water service is absent or provides insufficient fire flow throughout much of the area. As discussed in the Living Environment Section of this chapter, the water, sewer, and drainage lines must be upgraded and/or extended as necessary to meet the requirements for development at the maximum potential density for this area and not just the parcel being developed.~~

Commented [JM47]: Not needed, Basic GMA concurrency requirements

Undergrounding of utilities is ~~to be actively~~ encouraged.

In order to contribute to a more amenable and safe living environment, as well as to enhance views and a sense of community identity, the undergrounding of utilities should be ~~actively~~ encouraged.

Vehicular circulation patterns described, and the following provisions are recommended:

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure MB-7). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and ~~108th Avenue NE (~~6th Street South~~)~~. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street. Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

(1) Dead-end streets between State Street and ~~railroad~~ the Cross Kirkland Corridor should be improved.
The dead-end streets between State Street and the ~~railroad tracks~~Cross Kirkland Corridor are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.

(2) Industrial traffic in residential areas to be minimized. Industrial access should occur along ~~the railroad~~5th Place South~~,~~ and
~~In order to minimize the impact of industrial traffic in residential areas, access to industrial uses should follow the routes so designated in Figure MB-7. If industrial access along the west side of the railroad is extended to 6th Street South, then~~ 7th Avenue South should be

Commented [JM48]: MB 7 does not show routes

closed to industrial traffic. ~~As discussed in the Living Environment Section of this chapter, no expansion of industrial uses in this area should be permitted unless access to the east is provided.~~

(3) Major pedestrian and bicycle pathways should be enhanced according to Figure MB-7.

Major pedestrian and bicycle pathways should be enhanced throughout the Moss Bay Neighborhood according to the designations shown in Figure MB-7. ~~The proposed pathway along presently unopened segments of 4th Street South should be designed in such a way that access would be possible for emergency vehicles, while at the same time precluding other motor vehicles from using the pathways.~~ Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed. Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South.

Sidewalks have not been installed in many of the residential areas in the Moss Bay Neighborhood. Sidewalks are particularly needed in the multifamily areas surrounding the Downtown, to provide residents with safe and convenient pedestrian access to shops and activities.

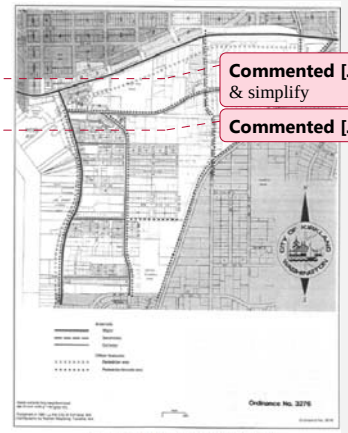


Figure MB-7: Moss Bay Area Circulation

Figure MB-7: Moss Bay Area Circulation

Commented [JM49]: Update to reflect current conditions & simplify

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MOSS BAY NEIGHBOHOOD PLAN

DRAFT for Public Hearing

1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established single-family areas, large-scale multifamily development, a marina, a baseball facility, a post office, and the Cross Kirkland Corridor.

Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium to high density residential uses in the perimeter of the Downtown (Figure MB-1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.

2. NATURAL ENVIRONMENT

The functional integrity of watercourses should be maintained or improved.

Open streams exist within the eastern portion of the Moss Bay Neighborhood. These streams should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

Possible drainage problems exist in the eastern portion of Moss Bay Neighborhood.

In the eastern portion of the Moss Bay Neighborhood, the water table is at, or very near, the surface. In this area, the topsoil is wet and soggy and there could be drainage problems associated with

development. Future proposals for development in this area must take these hydrologic conditions into consideration.

Potentially unstable slopes are discussed. Slope stability analysis should be required, and development should be regulated accordingly.

Potentially unstable slopes exist in portions of the Moss Bay Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these potentially unstable slopes. The type, design, and/or density of land use should be restricted where landslide or drainage problems are likely to occur. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns.

Figure MB-1: Moss Bay Area Boundaries

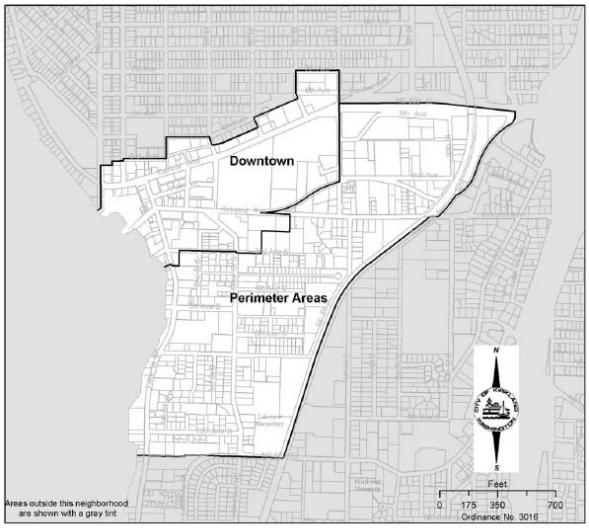

Figure MB-1: Moss Bay Area Boundaries

Figure MB-2: Moss Bay Area Land Use

3. DOWNTOWN PLAN

A. VISION STATEMENT

Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity is derived from Downtown's physical setting along the lakefront, its distinctive topography, and the human scale of existing development. This identity is reinforced in the minds of Kirkland residents by Downtown's historic role as the cultural and civic heart of the community. Downtown Kirkland is also a vibrant, walkable community where many choose to live and work.

Future growth and development of the Downtown must recognize its unique identity, complement ongoing civic activities, clarify Downtown's natural physical setting, enhance the open space network, and add pedestrian amenities. These qualities will be encouraged by attracting economic development that emphasizes diversity and quality within a hometown setting of human scale.

B. LAND USE

A critical mass of retail uses and services is essential to the economic vitality of the Downtown area.

The Downtown area is appropriate for a wide variety of permitted uses. The area's economic vitality and identity as a commercial center will depend upon its ability to establish and retain a critical mass of retail uses and services, primarily located west of 3rd Street. If this objective is not reached, it relegates the Downtown to a weaker and narrower commercial focus (i.e., restaurants and offices only) and lessens the opportunities and reasons for Kirkland residents and employees to frequent the Downtown.

The enhancement of the area for retail and service businesses will best be served by concentrating such uses in the pedestrian core and shoreline districts and by encouraging a substantial increase in the amount of housing and office floor area either within or adjacent to the core. In implementing this land use concept as a part of Downtown's vision, care must be taken to respect and enhance the existing features, patterns, and opportunities discussed in the following plan sections on urban design, public facilities, and circulation.

Land use districts in the Downtown area are identified in Figure MB-3.

Figure MB-3 identifies five land use districts within the Downtown area. The districts are structured according to natural constraints such as topographical change, the appropriateness of pedestrian and/or automobile-oriented uses within the district, and linkages with nearby residential neighborhoods and other commercial activity centers.

CORE AREA

Pedestrian activity in the core area is to be enhanced.

The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. Appropriate uses include retail, restaurant, office, residential, cultural, and recreational.

Restaurants, delicatessens, and specialty retail shops, including fine apparel, gift shops, art galleries, import shops, and the like constitute the use mix and image contemplated in the Vision for Downtown. These uses provide visual interest and stimulate foot traffic and thereby provide opportunities for leisure time strolling along Downtown walkways for Kirkland residents, employees and visitors.

Figure MB-3: Downtown Land Use Districts

Drive-through facilities and ground-floor offices are prohibited.

The desired pedestrian character and vitality of the core area requires the relatively intensive use of land and continuous compact retail frontage. Therefore, automobile drive-through facilities should be prohibited. Similarly, office uses should not be allowed to locate on the ground level. These uses generally lack visual interest, generate little foot traffic, and diminish prime ground floor opportunities for the retail uses that are crucial to the ambiance and economic success of the core area.

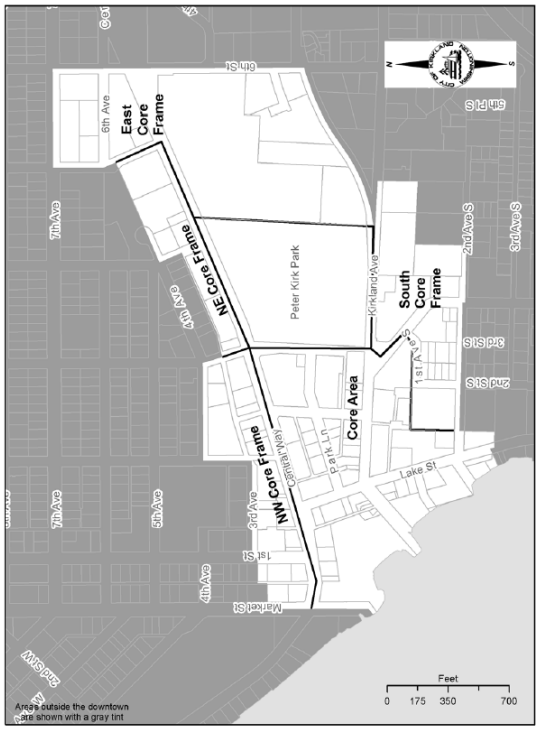

Figure MB-3: Downtown Land Use Districts

The attractiveness of the core area for pedestrian activity should be maintained and enhanced. Public and private efforts toward beautification of the area should be promoted. Mitigation measures should be undertaken where land uses may threaten the quality of the pedestrian environment.

The creation and enhancement of public open spaces is discussed.

Public open spaces are an important component of the pedestrian environment. They provide focal points for outdoor activity, provide refuge from automobiles, and stimulate foot traffic which in turn helps the retail trade. The establishment and use of public spaces should be promoted. Surface parking lots should be eliminated in favor of structured parking. In the interim, their presence should be mitigated with landscaped buffers adjacent to rights-of-way and between properties. Landscaping should also be installed where rear sides of buildings and service areas are exposed to pedestrians.

The City should generally avoid vacating alleys and streets in the core area. The existing network of street and alleys provides a fine-grained texture to the blocks which allows service access and pedestrian shortcuts. The small blocks also preclude consolidation of properties which might allow larger developments with less pedestrian scale. Vacations may be considered when they will not result in increased building mass and there is a substantial public benefit. Examples of public benefit might include superior pedestrian or vehicular linkages, or superior public open space.

NORTHWEST CORE FRAME

Office and office/multifamily mixed-use projects are appropriate in the Northwest Core Frame.

The Northwest Core Frame includes the area south of City Hall and north of the core area. This area should develop with office, or office/multifamily mixed-use projects, whose occupants will help to support the commercial establishments contained in the core. Retail and restaurant uses are desirable; provided, that they have primary access from Central Way.

This area presents an excellent opportunity for the development of perimeter parking for the core area and is so shown in the Downtown Master Plan (Figure MB-4). Developers should be encouraged to include surplus public parking in their projects, or to incorporate private parking "transferred" from projects in the core or funded by the fee-in-lieu or other municipal source. To maintain the pedestrian character of this area, drive-through facilities should be prohibited.

Figure MB-4: Downtown Master Plan

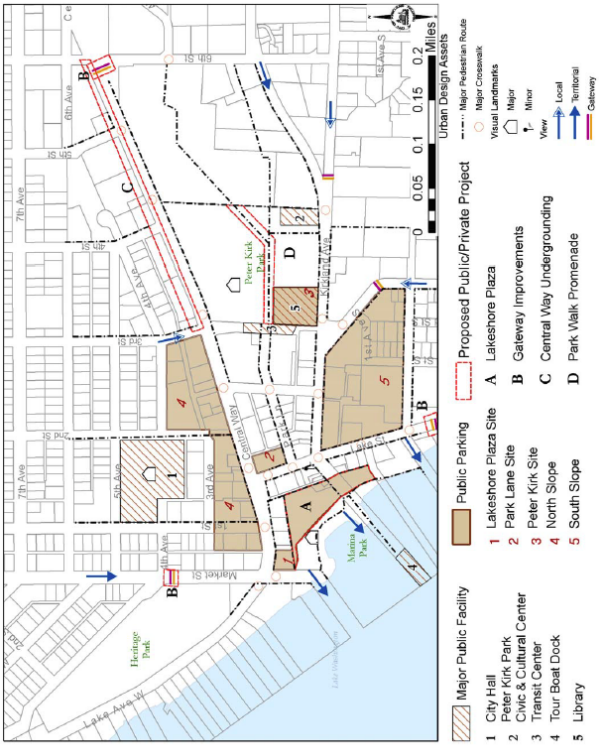

Figure MB-4: Downtown Master Plan

NORTHEAST CORE FRAME

A broad range of commercial uses should be encouraged in the Northeast Core Frame.

Redevelopment or new development in this area should be encouraged to represent a broad range of commercial uses with an increased emphasis on pedestrian character.

Future development should set the bulk of structures back from the street while providing low, one-story retail shops at the edge of the sidewalk. This will present an open, green face to Central Way and, in conjunction with Peter Kirk Park on the south side of the street, create a tree-lined boulevard effect as one approaches the core area from the east.

EAST CORE FRAME

Development in the East Core Frame should be in large, intensively developed mixed-use projects.

The East Core Frame is located east of Peter Kirk Park, extending from Kirkland Way northerly to 7th Avenue. The area includes the Kirkland Parkplace shopping center as well as several large office buildings and large residential complexes. South of Central Way, the area is largely commercial and provides significant opportunities for redevelopment. Because this area provides the best opportunities in the Downtown for creating a strong employment base, redevelopment for office use should be emphasized. Within the Parkplace Center site, however, retail uses should be a significant component of a mixed-use complex. Limited residential use should be allowed as a complementary use.

The north side of Central Way, within the East Core Frame, has been redeveloped to nearly its full potential with high density residential uses.

SOUTH CORE FRAME

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

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

Public parking may be provided in the South Core Frame.

The South Core Frame, like the Northwest Core Frame, presents an excellent opportunity for the development of close-in public parking. Developers should be allowed to include surplus public parking in their projects in this area or to accommodate private parking transferred from the core or funded by fee-in-lieu or other municipal source.
The western half of the South Core Frame should develop more intensively than the eastern half of this area, due to its proximity to the Downtown core.

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

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

modulated both horizontally and vertically to reduce their visual bulk and to reflect the topography which presently exists.

C. URBAN DESIGN

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

The following discussion is organized into three sections:

A. Downtown Design Guidelines and Design Review;
B. Building Height and Design Districts; and
C. The Image of the City: Urban Design Assets.

DOWNTOWN DESIGN GUIDELINES AND DESIGN REVIEW

Mechanics of Design Review are described.

The "Design Guidelines for Pedestrian-Oriented Business Districts," which are adopted in Chapter 3.30 of the Kirkland Municipal Code, contains policy guidelines and concepts for private development in Downtown Kirkland. The "Master Plan and Design Guidelines for Kirkland Parkplace" contain guidelines for the master planned development of the Kirkland Parkplace site (Design District 5A). Discretion to deny or condition a design proposal is based on specific Design Guidelines or a master plan adopted by the City Council and administered by the Design Review Board and Planning Department. Design Review enables the City to apply the Guidelines in a consistent, predictable, and effective manner.

The Guidelines are intended to balance the desired diversity of project architecture with the equally desired overall coherence of the Downtown's visual and historic character. This is to be achieved by injecting into each project's creative design process a recognition and respect of design principles and methods which incorporate new development into Downtown's overall pattern.

The Design Review Process enables the City to require new development to implement the Guidelines and to protect and enhance the area's urban design assets.

BUILDING HEIGHT AND DESIGN DISTRICTS

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

Design District 1

Maximum building height in Design District 1 is between two and five stories, depending on location and use.

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

The maximum building height in this area should be between two and five stories with no minimum setback from property lines. Stories above the second story should be set back from the street.

Buildings should be limited to two stories along all of Lake Street South to reflect the scale of development in Design District 2. Along Park Lane west of Main Street, Third Street, and along Kirkland Avenue, a maximum height of two stories along street frontages will protect the existing human scale and pedestrian orientation. Buildings up to three stories in height may be appropriate along Central Way to reflect the scale of development in Design District 8 and as an intermediate height where adequately set back from the street. A continuous three-story street wall should be avoided by incorporating vertical and horizontal modulations into the design of buildings.

The portions of Design District 1 designated as 1A in Figure MB-5 should be limited to a maximum height of three stories. As an incentive to encourage residential use of upper floors and to strengthen the retail fabric of the Core Area, a fourth story of height may be allowed. This additional story may be considered by the Design Review Board for projects where at least two of the upper stories are residential, the total height is not more than four feet taller than the height that would result from an office project with two stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third and fourth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

The portions of Design District 1 designated as 1B in Figure MB-5 provide the best opportunities for new development that could contribute to the pedestrian fabric of the Downtown. Much of the existing development in these areas consists of older auto-oriented uses defined by surface parking lots and poor pedestrian orientation. To provide incentive for redevelopment and because these larger sites have more flexibility to accommodate additional height, a mix of two to four stories in height is appropriate. East of Main Street, development should combine modulations in building heights with modulations of facade widths to break large buildings into the appearance of multiple smaller buildings. South of Kirkland Avenue, building forms should step up from the north and west with the tallest portions at the base of the hillside to help moderate the mass of large buildings on top of the bluff. Buildings over two stories in height should generally reduce the building mass above the second story.

As with Design District 1A, an additional story of height may be appropriate in 1B to encourage residential use of the upper floors and to strengthen the retail fabric in the Core Area. This additional story may be considered by the Design Review Board for projects where at least three of the upper stories are residential, the total height is not more than one foot taller than the height that would result from an office project with three stories of office over ground floor retail, stories above the second story are set back significantly from the street and the building form is stepped back at the third, fourth, and fifth stories to mitigate the additional building mass, and the project provides superior retail space at the street level. Rooftop appurtenances and related screening should not exceed the total allowed height, and should be integrated into the height and design of any peaked roofs or parapets.

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

Figure MB-5: Downtown Height and Design Districts

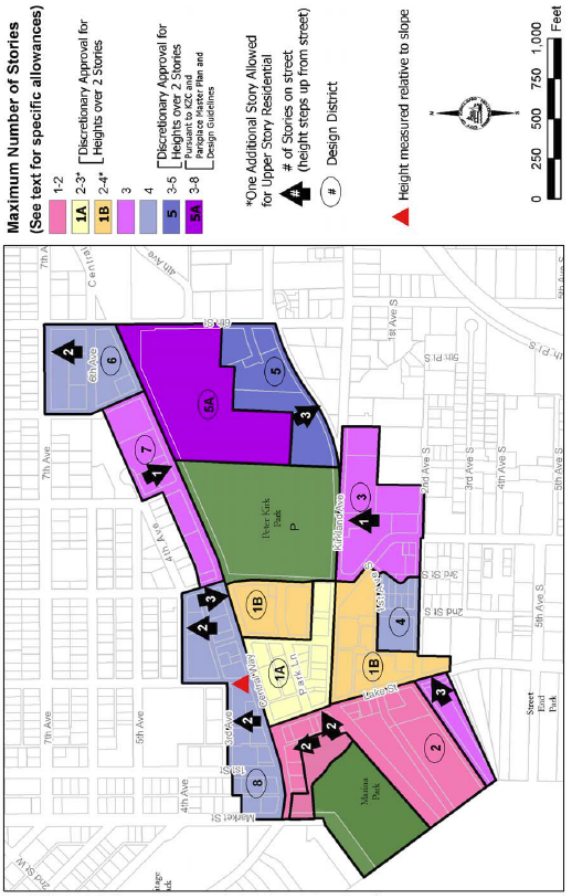

Figure MB-5: Downtown Height and Design Districts

Design District 2

One to three stories in building height above Central Way or Lake Street are appropriate in Design District 2, depending on location.

This area is bordered by the shoreline, Central Way, Lake Street, and 3rd Avenue South. This area serves as the link between Downtown and the lake and helps define the traditional pedestrian-oriented retail environment. In addition, the existing low development allows public views of the lake from many vantages around the Downtown and allows evening sun into the Downtown core. To emphasize this link and the traditional role, building heights in this area should remain low. Two stories above the street are appropriate along Central Way and south of Kirkland Avenue. Along Lake Street South between Kirkland Avenue and Central Way, buildings should be limited to one story above the street. Two stories in height may be allowed in this area where the impacts of the additional height are offset by substantial public benefits, such as through-block public pedestrian access or view corridors. Buildings over one story in this area should be reviewed by the Design Review Board for both design and public benefit considerations. These benefits could also be provided with the development of the Lakeshore Plaza project identified in the Downtown Master Plan (see Figure MB-4). Building occurring in conjunction with that project or thereafter should be reviewed in relation to the new context to determine whether two stories are appropriate. South of Second Avenue South, buildings up to three stories above Lake Street South are appropriate. Buildings over two stories should be reviewed by the Design Review Board to ensure an effective transition along the street and properties to the south.

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

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

Design Districts 3 and 7

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

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

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

Design District 4

Maximum building height to be four stories.

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

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

Vehicular circulation will be an important consideration in project design in this area. The restriction of access points to nonresidential streets in order to prevent a negative impact of development in this area on the single-family enclave which exists to the south may be necessary.

Design District 5

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

This district lies at the east side of Downtown_between Design District 5A and Kirkland Way. Maximum building height should be between three and five stories. The existing mix of building heights and arrangement of structures within the district preserves a sense of openness within the district and around the perimeter. Placement, size, and orientation of new structures in this district should be carefully considered to preserve this sense of openness. Buildings over two stories in height should be reviewed by the Design Review Board for consistency with applicable policies and criteria. Within the district, massing should generally be lower toward the perimeter and step up toward the center. Portions of buildings facing Kirkland Way and Peter Kirk Park should be limited to between two and three stories, with taller portions of the building stepped back

significantly. Buildings over three stories in height should generally reduce building mass above the third story.

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

Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district, a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Design District 5A

Building heights of three to eight stories are appropriate in Design District 5A.

This district lies at the east side of Downtown between Central Way and Design District 5 and is commonly known as Parkplace. This property is distinguished from the remainder of Design District 5 by the following factors: it is a large parcel under common ownership; it is topographically distinct based on previous excavation to a level that is generally lower than Central Way and abutting properties to the south and east; it has frontage on Central Way; and it contains a mix of uses not found on other office or residential only properties in District 5. Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. Within the district a north-south vehicular access between Central Way and Kirkland Way should be preserved and enhanced with pedestrian improvements.

Redevelopment of this area should be governed by the Kirkland Parkplace Master Plan and Design Guidelines as set forth in the Kirkland Municipal Code. Heights of up to eight stories are appropriate as an incentive to create a network of public open spaces around which is organized a dynamic retail destination. Development under the Master Plan and Design Guidelines should guide the transformation of this district from an auto-oriented center surrounded by surface parking into a pedestrian-oriented center integrated into the community by placing parking underground; activating the streets with retail uses; and creating generous pedestrian paths, public spaces and gathering places. Pedestrian connections to adjoining streets, Peter Kirk Park, and adjoining developments should be incorporated to facilitate the integration of the district into the neighborhood. Residential development could be designed to integrate into both the office/retail character of the zone and the active urban nature of Peter Kirk Park. Special attention to building design, size, and location should be provided at three key locations: at the intersection of Central Way and Sixth Street to define and enhance this important downtown gateway; along Central Way to respond to the context along the north side of the street; and facing Peter Kirk Park to provide a transition in scale to Downtown's central greenspace.

Because of the intensity of land use in 5A, the design of the buildings and site should incorporate aggressive sustainability measures, including low impact development measures, deconstruction, green buildings, and transportation demand management.

Design District 6

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

Figure MB-6 contains a schematic diagram of design and circulation considerations that should be incorporated in the redevelopment of this district. Development of this district should be relatively intensive and should be physically integrated through pedestrian access routes, design considerations, and intensive landscaping. Safe, convenient, and attractive pedestrian connections across the district should be provided.Design considerations related to vehicular and pedestrian access, landscaping, and open space are particularly important in this area. The intersection of 6th Street and Central Way is a prominent gateway to the Downtown. Development in this area should have a positive impact on the image of Kirkland and should be designed to enhance this entry.

The northern portion of this district should be developed in uses that are residential both in function and scale. Access to this portion of the site may be either from 7th Avenue or from one of the adjacent side streets. Some of the significant trees along 7th Avenue should be incorporated into the site design as a means of softening the apparent mass of any new structures and to provide additional elements of continuity facing the single-family residences along 7th Avenue. In addition, building mass should step down toward 7th Avenue and design consideration should be given to the massing and form of single-family homes to the north.

Design District 8

Building heights of two to four stories are appropriate, depending on location.

This district is located north of Central Way and south of 4th Avenue, between Market Street and 3rd Street. Maximum building height should be three stories abutting Central Way and two stories at 3rd and 4th Avenues. Structures which do not abut either of these streets should be allowed to rise up to four stories.

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

Building height calculation should require terracing of building forms on sloped sites.

Where dramatic elevation changes exist in this district, an innovative method of calculating height is appropriate. In order to encourage the terracing of building forms on the hillside, building height should be calculated relative to the ground elevation above which the individual planes of the structure lie. Additional bulk controls should apply to restrict the height within 100 feet of noncommercial neighborhoods to the same height allowed in the adjacent zone. Heights on the north side should step down to ease the transition to the core area and moderate the mass on top of the hillside.

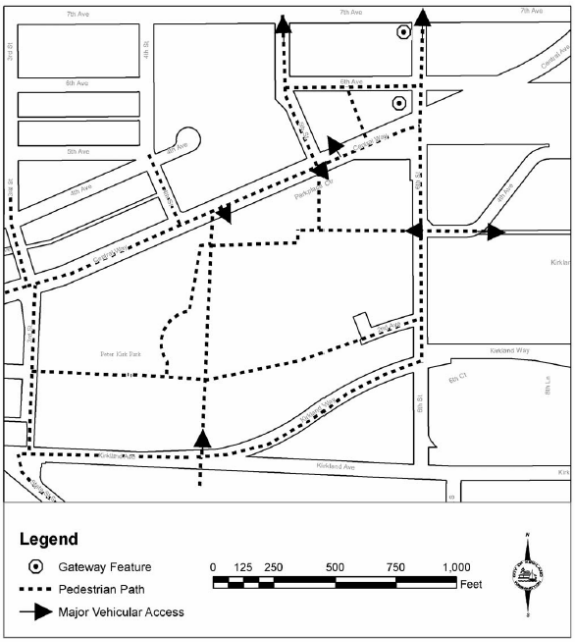

Figure MB-6: Design Districts 5 and 6 - Circulation and Gateways

Vehicular circulation to nonresidential portions of projects within this area should not occur on primarily residential streets. In addition, design elements should be incorporated into developments in this area which provide a transition to the residential area to the north.

THE IMAGE OF THE CITY: URBAN DESIGN ASSETS

Many of Downtown's urban design assets are mapped on the Master Plan (Figure MB-4) or are discussed explicitly in the text of the Height and Design Districts or the Downtown Design Guidelines. The following text should read as an explanation and amplification of references made in those two parts of the Downtown Plan.

Visual Landmarks

Lake Washington is a major landmark in Downtown Kirkland.

The most vivid landmark in Downtown Kirkland is Lake Washington. The lake provides a sense of openness and orientation and is a prominent feature from two of the three main approaches to the Downtown. Many residents and visitors to Kirkland form their impressions of the community from these important vantage points. The preservation and enhancement of views from the eastern (NE 85th Street) and northern (Market Street) approaches is a high-priority policy objective.

Despite the prominence from these vantage points, the core area is not well oriented to capitalize on its waterfront setting. The existing activity centers of the retail core and the lake are separated by large surface parking lots. The City and property owners around Marina Park should aggressively pursue opportunities to correct this deficiency by structuring the existing surface parking below a public plaza. This open space amenity could redefine the Downtown and become the focal point of the community.

Other outstanding visual landmarks include the large green expanse of Peter Kirk Park, which provides an open space relief to the densely developed Downtown core to the west. The Peter Kirk Park civic and cultural facilities (Library, Municipal Garage, Peter Kirk Pool, Kirkland Performance Center, Peter Kirk Community Center, Teen Union Building) located at the south edge of Peter Kirk Park, as well as the METRO transit center at the western boundary of the park, are also well-known local landmarks.

The City Hall facility provides an important visual and civic landmark on the northern slope above the Downtown. Marina Park and the pavilion structure situated there are also symbolic reference points of community, recreational, and cultural activities.

There are a number of features in and nearby the Downtown area with historic significance which add to its visual character and historic flavor. These landmarks include the historic buildings on Market Street and the old ferry clock on Lake Street at Kirkland Avenue. These structures should be recognized for their community and historic value, and their preservation and enhancement should have a high priority. In contrast to the bland architecture of many of the buildings in the Downtown constructed since the 1940s, some of the older structures help define the character of the Downtown. The City will consider preserving this character through a process of inventorying these structures and adopting historic protection regulations. New regulations could range from protecting the character of designated historic buildings to protecting the actual structure. Some form of preservation would provide continuity between the Downtown vision and its unique past.

Public Views

Important Downtown views are from the northern, southern, and eastern gateways.

A number of dramatic views exist in the Downtown and its immediate vicinity due to the hills, the valley, and the sloping land areas which form the bowl-like topography characterizing the City's center. One of the views most often associated with Downtown Kirkland is from NE 85th Street just west of Interstate 405. From this vantage point, the hills north and south of the core area form a frame for a sweeping view of Lake Washington in the distance and the Olympic mountain range beyond.

Another striking view, identified in Figure MB-4, is from the Market Street entry into Downtown. This approach is met with a view of the lake, Marina Park and its pavilion, and the City's shoreline. This view could be enhanced with redevelopment of the telecommunications site, where the existing massive building substantially diminishes this broad territorial view.

Where the Kirkland Avenue and 2nd Avenue South rights-of-way cross Lake Street and continue to Lake Washington, an unobstructed view of open water is visible to pedestrians and people traveling in vehicles. These views are very valuable in maintaining the visual connection and perception of public accessibility to the lake. These views should be kept free of obstruction.

Gateways

Topographic changes define gateways into the Downtown area.

The gateways into Downtown Kirkland are very clear and convey a distinct sense of entry. Two of the Downtown's three major gateways make use of a change in topography to provide a visual entry into the area.

At the eastern boundary of the Downtown area, Central Way drops toward the lake, and the core area comes clearly into view. This gateway could be enhanced by an entry sign, similar to one located farther up the hill to the east, or some other distinctive structure or landscaping feature.

A second major gateway is the Downtown's northern entrance where Market Street slopes gradually down toward Marina Park. The historic buildings at 7th Avenue begin to form the visual impression of Downtown's character and identity, and the landscaped median adds to the boulevard feeling of this entryway. Some type of sign or other feature could be incorporated into the improvements to Heritage Park.

At the Downtown's southern border, the curve of Lake Street at about 3rd Avenue South provides a very clear gateway into the commercial core. It is at this point that the transition from residential to retail uses is distinctly felt. Here, also, is an opportunity to enhance this sense of entry by creation of literal gateposts, signs, or landscape materials.

Pathways

An extensive network of pedestrian pathways covers the Downtown area.

The size and scale of Downtown Kirkland make walking a convenient and attractive activity. An extensive network of pedestrian pathways covers the Downtown area, linking residential, recreational, and commercial areas. Downtown Kirkland is a pedestrian precinct unlike virtually any other in the region. It is almost European in its scale and quality.

The core of the shopping district, with its compact land uses, is particularly conducive to pedestrian traffic. Both sides of Lake Street, Park Lane, Central Way, and Kirkland Avenue are major pedestrian routes. Many residents and visitors also traverse the land west of Lake Street to view and participate in water-oriented activities available there.

The Downtown area's major east/west pedestrian route links the lake with Peter Kirk Park, the Kirkland Parkplace shopping center, and areas to the east. For the most part, this route is a visually clear pathway, with diversity and nearby destinations contributing to its appeal to the pedestrian. Enhancement and improved definition of this important east-west pedestrian corridor would help link Parkplace with the rest of the shopping district. East/west pedestrian routes along Central Way and Kirkland Way should continue to be improved with a strong pedestrian emphasis as new development and street improvements occur.

Minor pedestrian routes link the residential areas north of Central Way and south of Kirkland Avenue. These linkages need to be strengthened in order to accommodate the residential and office populations walking from the Norkirk Neighborhood and core frames, respectively. Additional improvements, such as brick paver crosswalks, pedestrian safety islands, and signalization, are methods to strengthen these north-south linkages.

Enhancement of Downtown pedestrian routes should be a high-priority objective.

Enhancement of the Downtown area's pedestrian routes should be a high-priority policy and design objective. For example, minor architectural features and attractive and informative signs should be used to identify public pathways. Public and private efforts to make pedestrian walkways more interesting, functional, convenient, and safe, should be strongly supported. Figure MB-4 highlights a number of projects proposed for this purpose. These projects are discussed in detail elsewhere in this text.

D. PUBLIC FACILITIES

OPEN SPACE/PARKS

Four major park sites are critical to the Downtown's feeling of openness and greenery. These parks weave a noncommercial leisure-time thread into the fabric of the area and provide a valuable amenity, enhancing Downtown's appeal as a destination. Each of the major approaches to the Downtown is met with a park, with Heritage Park enhancing the northern entry, Marina Park enhancing both the northern entry and western entry via Lake Washington, and Peter Kirk Park and Dave Brink Park augmenting the eastern and southern approaches. Physical improvements in and near these parks should strengthen their visual prominence and prevent view obstruction.

Marina Park and Peter Kirk Park in particular are well-used by families and recreational groups. Public facilities at these parks should continue to expand opportunities for residents, such as the installation of permanent street furniture. .

Pedestrian improvements should be made to improve connections between parks and nearby facilities.

Impacts from projects, such as the tour boat dock at Marina Park and the METRO transit center at Peter Kirk Park, should be minimized. Efforts to provide continuity between these facilities and the parks through the use of consistent walkway materials, landscaping, and other pedestrian amenities will help to reduce the appearance of a separation of uses at these locations.

The boat launch ramp at Marina Park is an important amenity in the community. It should be retained until another more suitable location is found.

OTHER PUBLIC FACILITIES

City Hall and the Peter Kirk Park civic and cultural center add to the community atmosphere and civic presence in the Downtown area. The plan for Downtown developed in 1977 recommended that the City Hall facility be moved from its previous location in the core area to its present site overlooking the Downtown from the northern slope. Relocated in 1982, City Hall is close enough to Downtown to contribute workers to the retail and restaurant trade, as well as to provide a visually prominent and symbolic landmark when viewed from the Downtown.

Public efforts to assist the Downtown business district should be continued.

The City should help to foster economic vitality in the Downtown by working with the private sector and by encouraging independent efforts toward economic development by the private sector. Such assistance to the business community might include supporting efforts to establish local improvement or business improvement districts. This could take the form of seed money for preliminary studies and the dissemination of information.

Other public efforts to strengthen the Downtown business climate should include the continued promotion of public projects such as the tour boat dock, in addition to continued support for public and/or private projects such as Lakeshore Plaza at Marina Park, which would help to implement public policy goals.

E. CIRCULATION

PEDESTRIAN

Pedestrian routes should have equal priority to vehicular routes in Downtown circulation.

Pedestrian amenities and routes should continue to be improved, and should be given equal priority with that of vehicular routes for circulation within the Downtown. Modifications to the street network and traffic patterns should not be allowed to disrupt Downtown pedestrian activity and circulation.

To be a truly successful walking environment, the core area of the Downtown must be safe, convenient, and pleasant for pedestrians of all ages. Pedestrian safety should continue to be a high priority in the placement and design of intersections, crosswalks, and sidewalks.

Convenience to the pedestrian will be enhanced by improving the directness and ease of pedestrian routes. "Shortcuts" between streets, or even between buildings, can link pedestrian routes over large distances where vehicles cannot circulate. Coordinated public directory signs and maps of walkways should be developed to clearly identify public pathways for the pedestrian.

A system of overhead coverings should be considered to improve the quality of pedestrian walkways year-round.

The pleasures of walking in the Downtown area would be enhanced by the installation of minor public improvements, such as street furniture (benches, planters, fountains, sculptures, special paving treatments), flower baskets, and coordinated banners and public art. The creation of a system of overhead coverings such as awnings, arcades, and marquees would provide protection to the pedestrian during inclement weather, allowing for pedestrian activity year-round. All of these features would add visual interest and vitality to the pedestrian environment.

The establishment and improvement of pedestrian pathways between activity centers should be a high-priority policy objective. Major pedestrian routes within the Downtown area are identified in

Figure MB-4. Major pathways include the extensive east-west "spine" or "Park Walk Promenade," which links the lake with points east of 6th Street and the shoreline public access trail.

The Downtown Master Plan also identifies other important pedestrian routes which provide north-south pedestrian access. Improvements to these pathways should be promoted, particularly at the intersection of 6th Street and Central Way.

The Park Walk Promenade identified on the Downtown Master Plan should consist of a series of minor structures placed at prominent locations along the walkway in order to clearly identify the pathway throughout its length, as well as to provide some protection during wet weather. The walk serves the Peter Kirk Park civic and cultural center, as well as commercial areas to the east and west. This walkway should be expanded upon when the remaining land south of Kirkland Parkplace develops to complete a connection between Central Way and Kirkland Avenue.

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

A large public plaza should be constructed west of buildings on Lake Street to enhance the Downtown's lakefront setting (See Figure MB-4).

The Lakeshore Plaza shown on the Downtown Master Plan envisions a large public plaza constructed over structured parking. Ideally, the plaza would be developed through public/private partnerships to provide a seamless connection between the Downtown and the lake. The plaza would be at the same grade as Lake Street and would provide visual and pedestrian access from a series of at-grade pedestrian connections from Central Way and Lake Street.

VEHICULAR

Automobiles and public transit are still the modes of transportation which move most people in and out of the Downtown A primary circulation goal should be to, facilitate vehicle and transit access into and out of the Downtown, while emphasizing pedestrian circulation and supporting alternative transportation choices into and around the Downtown.

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

State Street should continue to serve as a major vehicular route, bringing shoppers and workers into the Downtown area. Sixth Street should be developed to accommodate additional vehicles

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

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

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

PARKING

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

The Downtown area contains a variety of parking opportunities. Three public parking lots exist in the Downtown area (the street-end of Market Street at Marina Park, in Lakeshore Plaza, and at the intersection of Central Way and Lake Street) and one public parking structure (the Library garage). These facilities are shown on the Downtown Master Plan (Figure MB-4).

Public parking to be a permitted use on private properties.

Public parking would help to serve core-area businesses, but should not detract from the dense pattern of development critical to the pedestrian environment there.

More intensive development of existing parking areas should be considered as a way to provide more close-in public parking. Certain sites, such as The Market Street-End lot would adapt well to structured parking due to the topography in the immediate vicinity. Structuring parking below Lakeshore Plaza could make more efficient use of the available space and result in a dramatic increase in the number of stalls available.

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

The City's parking management and enforcement program should be maintained. The program should be evaluated periodically to assess its effectiveness, with revisions made when necessary.

4. PERIMETER AREAS

A. LAND USE

Residential

The Moss Bay Neighborhood contains a wide variety of housing types, including many single-family residences and multifamily units. It is the intent of the Comprehensive Plan to provide a range of housing opportunities, and a continued broad range is planned for the Moss Bay Neighborhood (Figure MB-1).

Considerations for low-density residential development are discussed.

The various residential densities designated for land in the Moss Bay Neighborhood, and particularly for the areas lying south of Kirkland Avenue, will be compatible if certain concerns are addressed. For example, a low-density designation is appropriate in any area developed predominantly in single-family homes, if the likelihood exists that these structures will be maintained for the lifetime of this Plan. Similarly, an area should remain committed to low-density uses if a higher-density development in the area could not be adequately buffered from single-family houses.

Considerations for medium- and high-density residential development are discussed.

A medium-density designation is appropriate for areas where sufficient land area is available to separate such development from adjacent single-family uses. In addition, medium-density residential development should not be allowed where it would significantly increase traffic volumes on streets where single-family housing is the predominant land use. Other considerations include the overall compatibility of medium-density development with adjacent single-family uses, with respect to height, setbacks, landscaping, and parking areas. If special precautions are taken to reduce adverse impacts on existing single-family homes, higher densities may be allowed. Within the Moss Bay Neighborhood, land surrounding the Downtown is generally most appropriate for these higher-density developments.

Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.

The block of land lying east of 6th Street, between Kirkland Way and Kirkland Avenue, is largely developed in a mix of single-family and multifamily uses. Medium-density residential development at a density of 12 dwelling units per acre is appropriate for this area as indicated on the Land Use Map, to serve as a transition between high-density development to the north and low- to medium-density development to the south.

Several small offices have developed near the intersection of Kirkland Avenue and Kirkland Way, west of 6th Street. Multifamily residential development is also permitted in this area as shown on the Land Use Map at a density of 18 dwelling units per acre. This area lies both north and south of land with the potential for high-density residential development.

Land is designated for a density of 12 dwelling units per acre between Planned Area 6D and 6th Street South as shown on the Land Use Map. Here, infill housing opportunities exist close to the Downtown. Redevelopment should blend in with small lot single-family development to the west along 3rd Avenue South. To ensure compatibility with the existing single-family character of the area and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

(1) Detached units, rather than attached or stacked, should be developed.
(2) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
(3) No vehicular connection should be established between 2nd and 3rd Avenue South.
(4) Pedestrian connection should be provided in lieu of vehicular connection.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (see Figure MB-2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South (see Figure MB-2), are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South (see Figure MB-2), contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

Development along the shoreline is discussed.

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.

[redacted]

Commercial and Mixed Use

Economic Activities in the Moss Bay Neighborhood occur primarily in the Downtown area, and in Planned Areas 5 and 6. The boundaries of these three major activity areas are shown in Figure MB-2.

Economic Activities in Planned Area 5 are discussed.

While Planned Area 5 has been developed largely in multifamily uses, several offices – including the United States Post Office – serving the Greater Kirkland area, are located in this planned area. Land use in Planned Area 5 is discussed in greater detail in the Residential section of this chapter.

Limited economic activities presently exist in State Street area.

Although the character of Planned Area 6 is predominantly residential, several economic activities are presently located in the area. Small offices and some commercial uses exist along Lake Street South and along State Street, and industrial development has occurred near the Cross Kirkland Corridor. The Residential Section of this chapter contains a more in-depth discussion of land use in Planned Area 6.

Land on the east side of Lake Street South is generally not suitable for commercial development.

Most of the land on the east side of Lake Street South appears to be unsuitable for commercial use because of steep slope conditions, as well as problems concerning vehicular ingress and egress. The southeast quadrant of the 10th Avenue South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location (see Figure MB-2), therefore, should be allowed to remain.

To mitigate impacts to the adjoining residential area, new development should be subject to the following standards:

(1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in or drive-through businesses, auto service and sales, or storage facilities.

(2) As part of mixed-use development, upper floors should be limited to residential uses rather than office uses and residential should be limited to a density of 48 units per acre.

(3) Design review should be used to address scale, context, and pedestrian orientation of new development.

Industrial activities east of the Cross Kirkland Corridor described.

The strip of land located east of the Cross Kirkland Corridor, south of Central Way and west of Kirkland Way, contains an existing office and light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near

residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped buffer, and loading and outdoor storage areas should be located away from residential areas Development along the Cross Kirkland Corridor should include an attractive orientation to the Corridor in terms of well modulated buildings and avoidance of blank walls. Finally, it is noted in the Everest Neighborhood Plan that there is a major territorial view at the intersection of NE 85th Street and Kirkland Way. This view of Lake Washington, Seattle, the Olympic Mountains and Downtown Kirkland falls over property in this area.

B. PLANNED AREA 5

High-density residential and office uses permitted in Planned Area 5.

The eastern portion of the Moss Bay Neighborhood has been designated as Planned Area 5. Due to topographic conditions and circulation patterns, land in Planned Area 5 is relatively secluded. The area has been designated for high-density residential and office uses because of the ability to buffer such high-density development from other uses in the area. The area is developed primarily in high-density residential development while limited office uses exist in the northwestern portion of the area. This planned area is divided into five subareas, based on the unique conditions for development within each area.

Central A Subarea

The Central A subarea of PLA 5 should be permitted to develop with high-density residential uses (up to 24 dwellings/acre).

West B Subarea

The southern portion of Subarea B is adjacent to 6th Street and the entire subarea is south of 4th Avenue. Subarea B is heavily impacted by traffic, as well as existing and future commercial uses and offices to the west. The noise and traffic make this area inappropriate for single-family use, while its ease of access and proximity to the Downtown makes it appropriate for both offices and multifamily uses at a density of up to 24 dwelling units per acre. New development in this subarea should minimize access points directly onto 6th Street. Access for offices, however, should be provided exclusively from 6th Street or 4th Avenue and precluded from Kirkland Way. Structures should be limited to three stories in height.

North C Subarea

Subarea C, located north of Subareas B and A, and north and west of Subarea D, contains office development and the U.S. Post Office facility serving Greater Kirkland. Remaining land should develop as professional office or multifamily residential with no designated density limit. Structures up to five or six stories in height are appropriate in the area north of Subareas B and A for developments containing at least one acre. The adjacent steep hillside limits potential view obstruction from tall buildings. At the same time, taller than normal structures could

themselves take advantage of views to the west while maintaining greater open area on site and enhancing the greenbelt spine. Structures up to four stories in height are appropriate in the eastern portion near Subarea 5D for developments containing at least one acre, if additional building setbacks are provided from residential development to the east in Subarea 5D.

East D Subarea

The easternmost third of PLA 5 is identified as Subarea D. This area has developed in high-density multifamily uses. Any future development should be multifamily residential at a density of up to 24 dwelling units per acre.

South E Subarea

The most southerly subarea is the smallest and is somewhat isolated from the other subareas. Lying between 2nd Avenue and Kirkland Way, this area could develop with high-density multifamily residential (up to 24 units per acre). Due to sight distance problems on Kirkland Way, access to and from this area should be restricted to 2nd Avenue.

C. PLANNED AREA 6

Concept of "Subareas" discussed.

The bulk of the land south of Kirkland Avenue is contained in Planned Area 6 (Figure MB-2). Within this planned area, land is divided into a number of subareas, based on unique conditions including use conflicts, various parcel ownerships, traffic problems, lack of utilities, and other factors which may influence future development of the land. Due to its location, this planned area also has a special relationship with the Downtown.

Land use in Subarea A discussed.

Land contained in Subarea A lies south of the Downtown area, east of Lake Street, and west of State Street. This land is designated for high-density development due to its nearness to the Downtown and adjacency to Lake Street.

Land use in Subarea B discussed.

The lands along State Street are designated as Subarea B. Much of this land is already developed with office uses making future office development also appropriate. Multifamily development should also be allowed due to its compatibility with offices and adjacent residential uses. Such multifamily development should occur at a density of 12 dwelling units per acre.

Standards for future professional office development along State Street are listed.

Future professional offices along State Street should locate only north of 7th Avenue South, in order to encourage a compact office corridor. The standards pertaining to office development should be as follows:

(1) The hours of operation should be limited if noise or other adverse conditions would impact nearby residential uses.
(2) Building massing should be modulated to respond to the visual character of the residential neighborhood.
(3) Parking should be visually screened from adjacent residential uses. Driveways are not to be located adjacent to residential uses.
(4) Appropriate landscaping should be required to visually integrate office buildings with the residential character of the surrounding area.
(5) Free-standing signs should not be allowed.

Land use in Subarea C discussed.

Subarea C located west of State Street and south of the Downtown contains a pocket of single-family homes which should be maintained as low-density residential. This will help preserve the housing stock of dwelling units close to the Downtown for low- and fixed-income people.

High-density residential uses to be permitted in Subarea D with improvements to public facilities.

Subarea D is roughly bounded on the west by properties fronting on State Street, on the east by the Cross Kirkland Corridor, on the north by the Downtown, and on the south by the midblock between 6th Avenue and 5th Avenue South (see Figure MB-2). The subarea is a residential area between a mixture of commercial and residential uses to the west and industrial activities to the east. There are single-family and multifamily units of varied densities intermingled. The area has been long designated for multifamily use and has been going through a period of transition.

Subarea D is designated for medium-density residential (up to 12 dwelling units per acre). Because of its close proximity to existing high-density residential development, residential densities up to 24 dwelling units per acre may be appropriate. To support these higher densities, streets and sidewalks will need to be upgraded at the time of development In addition, multifamily development should be regulated to ensure compatibility with existing single-family homes within and bordering this area.

Natural constraints exist in northeast corner of Subarea D.

Natural constraints including potentially unstable slopes and the presence of Everest Creek may also require the limitation of development potential in the northeast corner of Subarea D, although an increase to higher density may be feasible if these constraints are adequately addressed.

Subarea E to be limited to single-family residential.

Subarea E, located north of 7th Avenue South and south of Subarea D is developed almost exclusively with detached single-family homes. Although this area is surrounded by higher-density development, it remains viable for single-family development. Consequently, future development should be limited to single-family residential.

Subarea F is appropriate for medium-density (12 dwelling units per acre) residential development.

Subarea F is developed in medium- to high-density residential development. Due to the nearness of this area to single-family units in Subarea E, additional residential development should be at a density no greater than 12 units per acre.

Subarea G to develop in light industrial uses.

Subarea G should be reserved for light industrial and office uses. The presence of the existing industrial and office uses as well as the Cross Kirkland Corridor make a light industrial designation appropriate for this subarea.

Buffering of industrial development in Subarea G from nearby residences is discussed.

While the Cross Kirkland Corridor borders Subarea G to the east, residential developments lie to the west and north. Existing industrial uses are not adequately buffered from adjoining residential uses. Prior to any expansion of industrial development in this area, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Special precautions should be taken to buffer new light industrial or office uses from adjoining residential uses. Existing light industrial development is not adequately buffered from adjoining residential uses. Therefore, prior to any expansion, landscaped buffers and acoustical barriers should be installed where necessary with particular attention to mitigating noise and lighting impacts.

Traffic from uses in Subarea G should be routed to the east.

Industrial and office traffic should not be permitted on 4th, 5th, 6th, or 7th Avenue South, since it is not compatible with single-family homes in the area. Industrial and office traffic should be routed to the east on 5th Place South. In addition, pedestrian and bicycle enhancements, including sidewalks, curbs, gutters, and crosswalks should be developed along 7th Avenue South to provide safe access to and from Lakeview Elementary School.

Access concerns for expansion of industrial development along the Cross Kirkland Corridor are discussed.

Fifth Place South, adjacent to the Cross Kirkland Corridor, has been improved from 7th Avenue South to 6th Street South. It was opened in part to alleviate incompatible traffic impacts generated from light industrial uses onto residential uses to the west. Measures should be taken to prevent 7th Avenue South from becoming a through route between State Street and 6th Street South.

Standards for industrial and office activities in Subarea G are listed.

In addition, industrial or office activities in Subarea G must conform with the following standards:

(1) The height of structures associated with industrial or office activity should not exceed 25 feet near the perimeter of the development. Taller structures may be permitted if there is additional setback to compensate for the added height and bulk and if mountain views from 6th Street South, 5th Avenue South, and 9th Avenue South are not blocked.

(2) Hours of operation should be restricted to normal daytime working hours. Industrial or office activities during evening or weekend hours may be permitted on a case-by-case basis, if they do not disrupt nearby residential areas.

(3) Industrial and office uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.

(4) Adequate fencing, landscaping, and/or other visual screening should be required between residential uses and adjacent industrial and office developments and their related parking.

(5) New industrial and office uses or tenants should receive all access from the east, on 6th Street South, to mitigate traffic impacts on residential uses along 7th Avenue South.

Land use in Subarea H discussed.

A transition of density, building, and other special design considerations are appropriate where Subarea H adjoins the established single-family enclave lying along 7th Avenue South, 1st Street South, and 2nd Street South. The density of development in this southernmost portion of the subarea should be no greater than nine dwelling units per acre. A higher density (12 units per acre) may be appropriate, provided that such development observes substantial setbacks from the

neighboring single-family units. The maintenance of existing vegetation and additional screening in the setback buffer also should be required. In any case, development within 100 feet of 7th Avenue South should be restricted to detached, single-family homes.

Land use in Subarea I discussed.

The property in Subarea I which lies between Subarea H (9 units per acre) and Subarea A (24 units per acre) is appropriate for up to 18 units per acre (see Figure MB-2). This would represent an intermediate density between the lands to the north and the south.

Special considerations for development in Subareas H and I are discussed.

Due to the steep hillside which rises above Lake Street South, the potential exists for a taller building in Subareas H and I. In such case, the buildings should be designed to step back into the hill and maintain a scale which is both compatible with surrounding buildings, and does not have a massive appearance from Lake Street. Obstruction of views from the east and the preservation of trees should be among the issues considered for development in Subareas H and I. In addition, in order to protect the pocket of single-family homes to the south from excessive traffic impacts, development other than single-family homes in the southern 100 feet of this area should not be allowed to gain from 7th Avenue South.

Special considerations for development in Subarea J discussed.

Subarea J is located east of State Street and north of Second Avenue South. This land is designated for high-density development (up to 24 dwelling units per acre) due to its nearness to the Downtown area and access directly off Kirkland Avenue, an arterial. Within Subarea J, land lying directly south of the intersection of Kirkland Way and Kirkland Avenue may accommodate commercial uses as well as high-density uses. Such commercial development should be limited to the northern half of the site and to access only from Kirkland Avenue.

D. OPEN SPACE/PARKS

Marina Park and Peter Kirk Park are to be preserved.

The Moss Bay Neighborhood contains two parks of communitywide and perhaps regional significance. These facilities are Marina Park and Peter Kirk Park. These parks should be maintained not only because of their importance in terms of recreation, but also because of their contribution to open space in the Downtown area. In addition, Lakeview Elementary School helps meet some of the recreational needs of residents in the southern portion of the neighborhood. Street

End Park, David Brink Park, and Settlers Landing Park also provide further recreational opportunities as well as a sense of openness along Lake Street South.

Major pedestrian and bicycle pathways considered.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Moss Bay Neighborhood should be established according to the designations in Figure MB-7.

E. PUBLIC SERVICES/FACILITIES

Undergrounding of utilities is encouraged.

In order to contribute to a more amenable and safe living environment, as well as to enhance views and a sense of community identity, the undergrounding of utilities should be encouraged.

Vehicular circulation patterns described, and the following provisions are recommended:

Vehicular circulation patterns are fairly well established in the Moss Bay Neighborhood area (see Figure MB-7). There is a relatively large flow of traffic through the area, in addition to traffic generated by activities within the Downtown. The major north/south traffic corridors include Lake Street, State Street, 3rd Street, and 6th Street South. The major east/west corridors include Central Way, Kirkland Avenue/Kirkland Way, and NE 68th Street. Future modifications to circulation patterns in the Moss Bay Neighborhood include the following provisions:

(1) Dead-end streets between State Street and the Cross Kirkland Corridor should be improved. The dead-end streets between State Street and the Cross Kirkland Corridor are very narrow and, in some cases, are in need of resurfacing. In order to enhance access for residents and emergency vehicles, appropriate improvements to these streets should be made as new development occurs in the area. In some cases, developments should establish a vehicular connection between these narrow streets, provided this connection does not significantly increase traffic volumes on streets where predominantly single-family homes exist.

(2) Industrial traffic in residential areas to be minimized. Industrial access should occur along 5th Place South and 7th Avenue South should be closed to industrial traffic.

(3) Major pedestrian and bicycle pathways should be enhanced according to Figure MB-7. Major pedestrian and bicycle pathways should be enhanced throughout the Moss Bay Neighborhood according to the designations shown in Figure MB-7. Pedestrian and bicycle connections from the Cross Kirkland Corridor to the Downtown and other activity nodes in the neighborhood should be completed. Bicycle lanes should be established along Lake Street South and along State Street. Pedestrian and bicycle access across Lake Street South

should also be improved. Such improvements would facilitate safer access to the waterfront and could allow for some waterfront-related parking east of Lake Street South.

Sidewalks have not been installed in many of the residential areas in the Moss Bay Neighborhood. Sidewalks are particularly needed in the multifamily areas surrounding the Downtown, to provide residents with safe and convenient pedestrian access to shops and activities.

Figure MB-7: Moss Bay Area Circulation

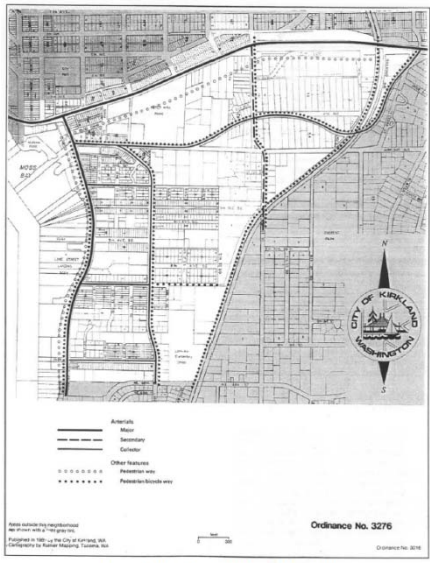


Figure MB-7: Moss Bay Area Circulation

Draft Juanita Neighborhood Plan *3-2-2015 Strikethrough and Underlined text version*

Includes Planning Commission Comments from 2-12-15 meeting

Neighborhood Association or public comment edits are highlighted in yellow.

Note: As part of the GMA Update in 2015 the Juanita Neighborhood Plan was reorganized to combine areas previously described as North and South Juanita, Juanita Slough, Juanita Heights and areas of North Juanita annexed in 2012.

1. Overview

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th ST on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91rd Avenue NE on the west. The northern portion from NE 132nd ST to NE 145th ST was annexed in 2011 from unincorporated King County (See Figure J-1, Land Use Map).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th ST, Forbes Creek Drive, NE 116th ST, NE 124th ST, NE 132nd ST provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The South Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE. The area east of 100th Ave NE and north of NE 132nd Street contain office uses and two medical treatment facilities. See Juanita Business District section below and the Pedestrian Oriented Design Guidelines for the Juanita Business District for the long term vision for that area.

The majority of the land area is devoted to low density residential. Medium and high density residential surround the commercial areas and along main arterials as a transition to low density residential neighborhoods. Planned Area 9 on Forbes Creek Drive, now developed with multi family, was once the location for the Kirkland Sand and Gravel Company.

2. Vision Statement

Juanita is a diverse neighborhood containing two mixed use neighborhood commercial centers (known as the South Juanita and North Juanita Neighborhood Centers) with nearby multifamily and substantial

single-family residential areas. The neighborhood centers are stable and provide goods and services to the surrounding community along with housing and local jobs. The South Juanita Neighborhood Center continues to redevelop with the initial development of Juanita Village. The North Juanita Neighborhood Center has great potential for redevelopment and improvement. The two neighborhood centers will evolve into cohesive pedestrian-oriented mixed-use neighborhood centers that incorporate innovative urban design features. Gateways containing signs and landscaping are located in prominent location that identify the boundaries of the neighborhood.

Pedestrian access and views to and along the shoreline within Juanita Bay of Lake Washington are primarily limited to Juanita Beach Park and Juanita Bay Park because most of the private development along the shoreline restricts access and views. Pedestrian access should be extended along the entire Juanita shoreline, provided that it does not impact the ecological function of the wetlands, streams and shoreline habitat. Juanita Bay and associated wetlands to the east are single most critical environmental feature of the neighborhood that must be protected and thus pedestrian access requires careful planning and design. Whenever redevelopment occurs, major view corridors to the lake should be opened. Measures should be taken to significantly improve public views of the lake. The City's Shoreline Master Program contains policies and regulations to ensure that the ecological function of the lake and shoreline will be maintained and even restored where possible and that public views and access are provided.

Juanita Creek drains into Juanita Bay. It is a major fish-bearing stream that has suffered from the impacts of urbanization. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams have been and will continue to be restored and enhanced in sections through future public and private action. The Juanita Bay Park and wetland areas along Forbes Creek Drive will continue to be preserved.

There are relatively few large vacant parcels within the neighborhood so most new development will be infill and redevelopment. A major policy direction for Juanita is to protect the low-density residential areas of the neighborhood. High-density residential development is to be contained within clear and stable boundaries.

The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See also the Community Character Element.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood.

Taken in total, these actions will create a "sense of place" for Juanita residents that make Juanita unique from other neighborhoods. The neighborhood will develop in the future aligned with its environment and strengths.

3. LAND USE

Specific land use designations for the Juanita neighborhood are illustrated in Figure J-1. These designations are based on several factors including natural environment (see Natural Environment section below), adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the land use areas are divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural and built environments, economic activities, open space, and public services).

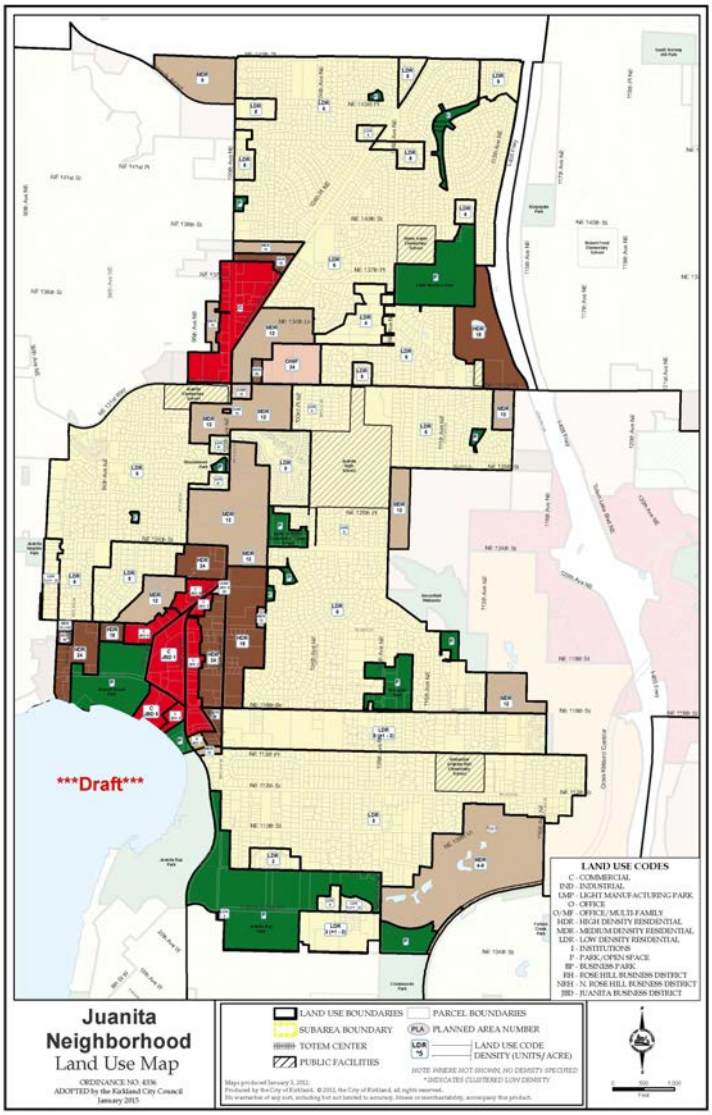


Figure J-1: Land Use

Commented [JC1]: Regarding Neighborhood Boundaries:
The Neighborhood Association supports the removal of the boundary between North and South Juanita. In discussions with the Planning Commission the Kingsgate Park and Ride and a multifamily parcel to the south would transfer to the Totem Lake Neighborhood. This map reflects these two changes. The Neighborhood Association discussed moving the western boundary further to the west into Finn Hill near the north Juanita commercial center. This would need further discussion with both neighborhoods.

Low Density Residential Areas

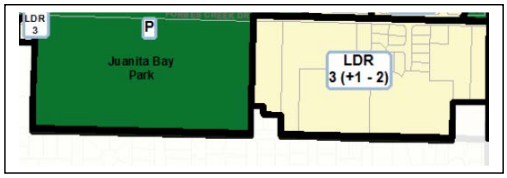
Most single-family residential areas in Juanita are designated at six units per acre.

Juanita is a varied neighborhood with significant and well-defined multifamily and single-family areas. The majority of the single-family residential areas in the neighborhood are designated for development at six units per acre (Figure J-1). There should be no encroachment of multifamily or commercial development into these low density areas except along the perimeter where properties are served by arterials, where transit, bike and pedestrian facilities are available. New development along collector or arterial streets should combine driveways whenever possible.

Forbes Creek Valley

Land use along Forbes Creek Drive is almost entirely of park and open space with some single-family detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9 discussed in the Natural Environment Section, residential development should continue comparable to existing low densities at four to five dwelling units per acre.

Residential development on the unstable slope south of Forbes Creek Drive is to be limited to up to three dwelling units per acre subject to standards and development is permitted up to five units per acre if additional standards are met.



The natural and other development constraints discussed in the Natural Environment Section combine to limit residential densities to one to three dwelling units per acre. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern for increase in hazards of life and property. The wooded character of the slope should be maintained regardless of the allowed density.

The base density for residential development on the unstable slope south of Forbes Creek Dr. is three dwelling units per acre subject to the following standards:

(1) Soils analysis is required.

(2) Clustering of structures is encouraged.

(3) The maintenance of vegetative cover to the maximum extent feasible is required.

(4) Watercourses are to be retained in a natural state.

(5) Surface runoff is to be controlled at predevelopment levels.

(6) Points of access are to be minimized.

Four to five dwelling units per acre are permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

(1) Soils and geologic analysis are required. The City will approve a qualified professional and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.

(2) The developer indemnifies and holds the City harmless.

(3) Structures are clustered away from the steepest slopes and watercourses.

(4) The vegetative cover is maintained to the maximum extent possible.

(5) Watercourses are retained in a natural state.

(6) Surface runoff is controlled at predevelopment levels.

(7) Points of access to arterials are minimized.

(8) The City has the ability to provide the necessary emergency services.

(9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.

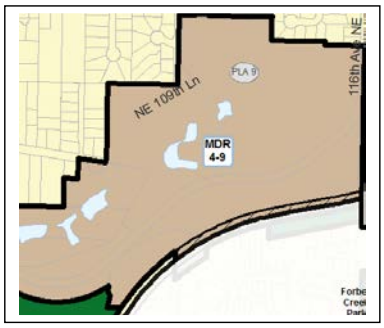
(10) There is a public review process of the development proposal, such as a Planned Unit Development or Rezone review process.

Medium Density Residential Planned Area 9

Medium density residential, commercial recreation, and limited small offices are permitted in Planned Area 9 subject to standards.

Planned Area 9 was designated for several reasons including previous location of the Kirkland Sand and Gravel, locational characteristics, and challenges associated with future development. Forbes Creek flows through the area. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac industrial area in Totem Lake (see Figure J-1).

The property is developed as stacked dwelling units at a medium density residential at a density of nine dwelling units per acre. A clubhouse or restaurant is permitted as part of a recreation facility. Small offices also may be permitted on a limited basis if well integrated into a predominantly residential or recreational facility.



Standards for commercial recreation uses in Planned Area 9 are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area.

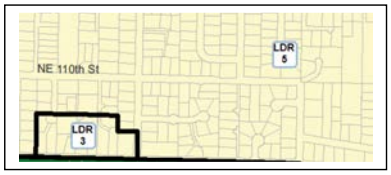
(1) Noises produced from these activities are not to exceed levels normally found in a residential setting.

(2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.

(3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.

North of NE 108th Street

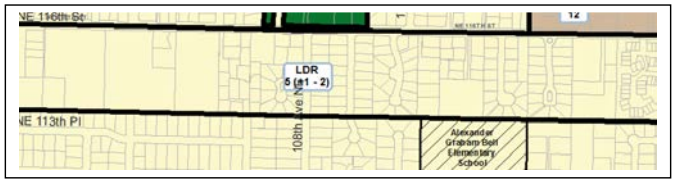
Residential development may be limited on potentially unstable slopes north of NE 108th ST based on slope stability investigations.



Portions of the hillside north of NE 108th ST fall within a potentially hazardous slope area (see Figure J-4). Residential densities of five dwelling units per acre are permitted except for lower areas, at three dwelling units per acre. All permitted developments should be preceded by adequate slope stability investigations. The presence of an open unnamed stream, limited access, and a large groundwater supply impose limits on the feasible residential densities.

South of NE 116th Street

Medium density clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street subject to conditions.



A number of properties fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single-family density. Low-density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

(1) This added increment of density would only be allowed through a Planned Unit Development permit.

(2) Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.

(3) There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs, or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.

(4) Pedestrian access through the development should be required to facilitate access to schools or other public destinations.

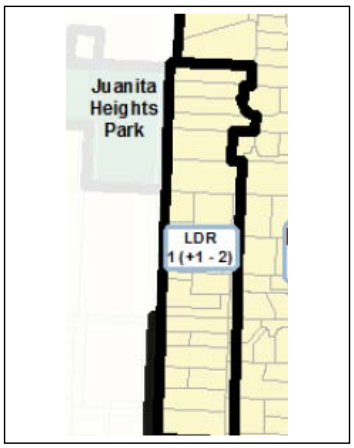
(5) Extensions of higher-density development should not penetrate into lower-density areas and should therefore, be permitted only within a specified distance from NE 116th Street (to the approximate alignment of NE 114th Street).

(6) The height of structures should not exceed that of adjacent residential zones.

(7) Some common open space usable for a variety of activities should be included on site.

Southeast slope of Finn Hill

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.



The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre (See Land Use Figure J-1). As discussed in the Natural Environment section, limitations on development are necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:

(1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;

(2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;

(3) Maintenance of maximum amount of vegetative cover and trees;

(4) Retention of watercourses in a natural state; and

(5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

(6) Control of surface runoff at predevelopment levels;

(7) Limitation on the number of points of access;

(8) A minimum level of aggregation of land in order to minimize adverse impacts;

(9) Clustering of structures; and

(10) Public review of the development proposal such as a Planned Unit Development or Rezone.

~~Clustered housing at single-family density should be allowed on properties along 100th Avenue designated on Figure J-1, subject to conditions.~~

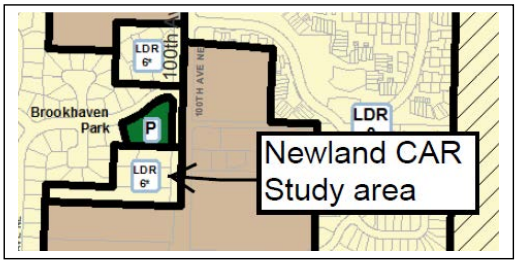
~~Clustered housing at single family residential density (six units per acre) should be allowed in the properties fronting on the west side of 100th Avenue NE north of NE 124th Street that is designated on Figure J-1. Lots in this area are limited because of presence of streams. Clustering should only be allowed given the following conditions:~~

~~(1) The proposal would be reviewed through a Planned Unit Development permit.~~

~~(2) Units should be clustered away from Juanita Creek.~~

~~(3) There is to be no direct access from individual dwelling units onto 100th Avenue NE. 100th Avenue NE is to be limited to interior loop roads, cul-de-sacs, or similar streets. Furthermore, access should be limited to 100th Avenue NE, and not onto residential streets to the west.~~

~~(4) Some common open space usable for a variety of activities should be included on site.~~



Commented [JC2]: The Newland CAR is in this area. The request is to change from RSX 7.2 (2) to multifamily. If the rezone is approved to RM 3.6 the development standards text in this section will no longer be needed and therefore would be deleted. See Newland CAR staff memo.

Commented [JC3R2]: The following general development policies for multifamily would still apply including encouraging shared driveways.

Medium and High Density Residential

The densities shown in Figure J-1 for medium and high density residential areas either reflect the prevailing existing development levels or have standards to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

General standards for multifamily development are as follows:

(1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.

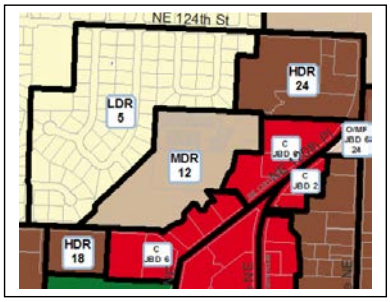
(2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.

(3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to King County METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.

(4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.

(5) Guest parking should be provided in all new developments and with any substantial remodels.

Medium density residential development is allowed north of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with up to 18 units per acre allowed if affordable housing is provided and the following standards are met.



Northeast 120th Street west of Juanita Business District JBD 6 is a natural boundary line for the medium to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street and west of 93rd Avenue NE are suitable for medium-density residential at 12 – 18 units per acre, subject to the following standards:

(1) Dwelling units may be detached, attached or stacked.

(2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and

window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit should have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

(3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.

(4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.

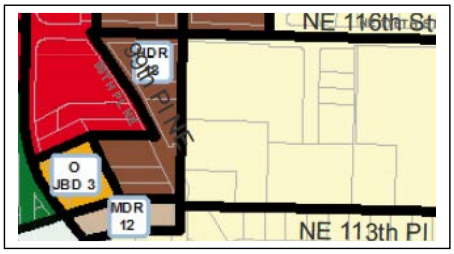
(5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.

(6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave. NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or 99th Place NE, access should be limited to 99th Place NE because of limited sight distances, high traffic volumes along NE 116th Street and 98th Avenue NE and presence of streams and wetlands.



Other medium and high density areas north of NE 132nd ST are discussed- New Section

Medium and high density residential uses located north of NE 132nd ST reflects land use designations and zoning at the time of annexation and functions as a transition between the mixed use commercial North Juanita Neighborhood Center and low density residential development. Medium density residential on the north and south side of Simonds Road reflects existing uses and densities at the time of annexation from King County and allows for clustering around steep slope areas.

COMMERCIAL LAND USES

5. Juanita Neighborhood Centers

Existing conditions in both commercial neighborhood centers are discussed.

Juanita contains two mixed use commercial neighborhood centers: South Juanita Neighborhood Center located between NE 116th ST and NE 124th ST and North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

5.A. South Juanita Neighborhood Center

The mixed use South Juanita Neighborhood Center is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the hub of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Ave NE anchored by Juanita Village. It encompasses several recreational amenities found at the Juanita Bay Park and Juanita Beach Park. Currently, the commercial district is not oriented to Juanita Bay and only limited views to Lake Washington are available through park land. The opportunity for the neighborhood center to function as a recreational focus is hampered by the lack of multiple access points to the shoreline, and the difficulty of crossing the busy arterials of NE 116th Street and 98th Ave NE.

Goals for the South Juanita Neighborhood Center are listed

The Center's Role in the Community is

(1) To make the neighborhood center the heart of the community, reflecting its identity and serving as a local social, commercial, and recreation center.

(2) To recognize that the neighborhood center contains a strong residential community.

(3) To provide a full range of neighborhood commercial services.

Relationship to Parks,
Lake Washington Shoreline, and Natural Features

(1) To take advantage of the lake, other natural features and the parks, and emphasize the recreation-oriented area with more pedestrian access and views to Lake Washington.

(2) To enhance these features through cooperative community improvement actions.

Visual Character and Identity

(1) To make the Juanita Bay shoreline a key aspect of the district's identity.

(2) To emphasize the district's recreational assets as a major part of its identity.

(3) To reduce visual clutter, such as non-conforming signs and overhead wires.

(4) To visually enhance the center's streetscapes.

(5) To protect the wooded hillsides surrounding the district.

(6) To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities, and reduction of environmental impacts.

(7) To utilize Juanita's history as a part of its identity.

Business Development

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

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

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

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

Traffic Circulation and Parking

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

(2) To make intersections safer and more efficient.

(3) To establish bicycle facilities.

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

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

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

Pedestrian Activity Goals

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

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

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

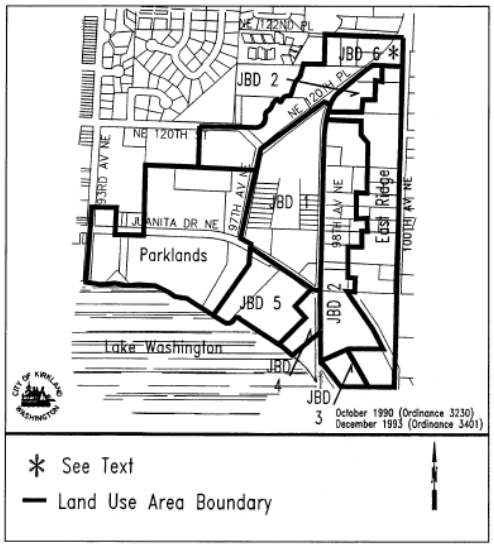


Figure J-2 Juanita Neighborhood Center Sub districts

Land Use Figure J-1 and Figure J-2 above identifies several subdistricts within the South Juanita Neighborhood Center.

Commented [JC4]: Delete chart because Zoning Code establishes requirements.

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

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

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

Two primary types of development are permitted in JBD 1

JBD 1

Juanita Business District 1 subarea contains the mixed use Juanita Village Development with a variety of retail, services, restaurants, banks and residential uses to serve the surrounding neighborhood. There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

Where a development is proposed on a site containing fewer than eight acres, retail, office, and/or multifamily are allowed. The maximum height for this development type is two stories, and the project

would be subject to Design Review. Individual projects should be designed to combine vehicular and pedestrian access points whenever possible.

Master-Planned Mixed-Use Development

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

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

Design standards are discussed.

Design standards for both development types are further described in the Design Guidelines for the business district contained in the Kirkland Municipal Code. ~~Options should be explored for (i) establishing and maintaining the view corridor to the lake shown in Figure J-9 establishing and maintaining pedestrian connections across the block.~~ Appropriate types of pedestrian connections should include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects the East Ridge multi-family area west through JBD 2 to Juanita Beach Park (see Figure J-3).

Commented [JC5]: Deleted because there are no views of the lake from Juanita Village.

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

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

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects except along streets. To provide convenience for shoppers, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to two stories should be allowed with buildings up to three stories if approved by the Design Review Board if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should

be provided for connections between East Ridge and Juanita Beach Park through the business district (see Figure J-3 for approximate locations).

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

JBD 3

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

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

JBD 4

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

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired provided that it does not negatively impact the sensitive areas.

JBD 5

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

***Pedestrian access easements along Juanita Creek should be* acquired.**

JBD 6

Appropriate uses in this area should be office and multifamily with restaurants, taverns, and neighborhood-oriented retail allowed. Drive-through facilities should be prohibited. Buildings should be a maximum of two stories. However, three-story buildings could be approved by the Design Review Board. Pedestrian access easements along Juanita Creek should be acquired which are designed to prohibit unrestricted access to the creek. All development should protect the creek as described in the

Natural Environment section. In the triangular parcel between 98th Avenue NE and 100th Avenue NE, office and multifamily should also be allowed, but not restaurant, tavern, or neighborhood-oriented retail due to its prominent location when entering the district and its proximity to the East Ridge area.

Pedestrian access between the business district and JBD 2/East Ridge should be improved.

JBD 2/East Ridge

Multifamily residential development should be permitted in this area at the densities established in Figure J-1. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-9; however, consideration for these important connections should be given when any site develops or remodels. Another important objective for East Ridge area should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district, provide a visual buffer and give it the look of the Northwest.

Parklands

Juanita Beach Park

The vision for the Juanita Beach Park Master Plan is to provide a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park is a focal point for the neighborhood center and 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

A Master Plan for Juanita Beach Park has been adopted and includes the long term plan for park development with improvements already made to the south portion. As funding is available the Master Plan should continue to be implemented to upgrade the park facilities, provide recreation activities and restore natural areas.

CIRCULATION

Figure J-__ graphically portrays pedestrian and bicycle circulation concepts for the neighborhood center. Policies for specific streets follow.

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

(1) Reducing curb cuts/consolidating driveways.

(2) Installing large landscaped pedestrian islands at or near crosswalks.

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

(4) Installing a bicycle facility.

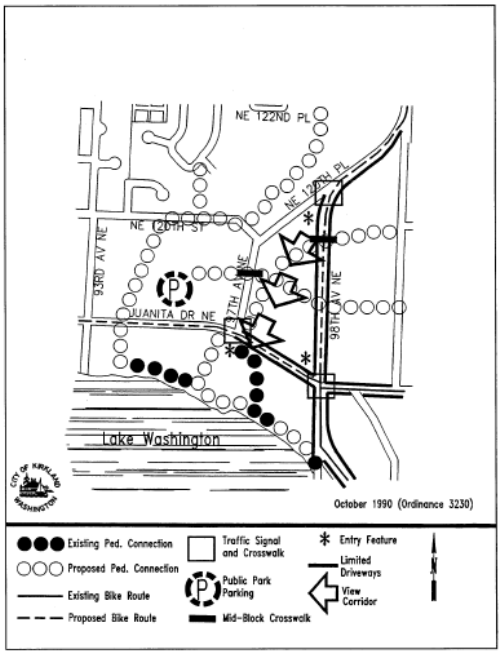


Figure J-3: Juanita Business District Circulation & Urban Design

Commented [JC6]: Figure J-3 will be updated to remove view corridor in JBD 1, update pedestrian connections and mid block crosswalks not complete.

Street improvements are recommended that will tie the neighborhood center with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the South Juanita Neighborhood Center plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added.

Juanita Drive – The Juanita Drive Corridor Study was completed in 2014. The study developed a plan for future improvements to the Juanita Dr. corridor between Juanita Village and the northern city limits in Finn Hill. The improvements in the study should be implemented to improve pedestrian and bicycle connections including curb, gutter, sidewalks, street trees, lighted crosswalks, intersection improvements and traffic calming. The variety of street trees used should not block views of the lake.

URBAN DESIGN

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

The underlying goal of redevelopment in the South Juanita Neighborhood Center is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure J-3 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from JBD 2/East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way as there are no direct routes.

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

Entry features , such as signs or sculpture, should be established in the locations shown in Figure J-3. These features should be identity-giving elements which, for example, could reflect Juanita Bay. In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.

Design regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

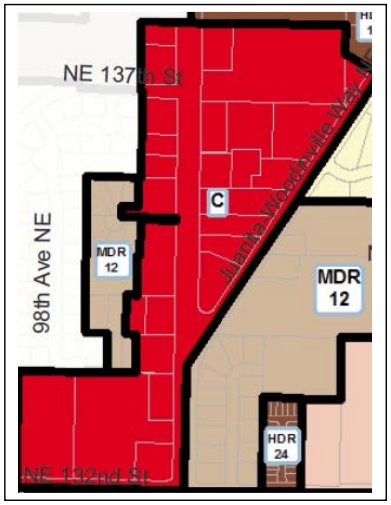
5.B. North Juanita Neighborhood Center

New section 5.B.

Commented [JC7]: Some public comments received expressed the desire for creating incentives for redevelopment of Albertson's property at 2-3 stories; some say higher.

The North Juanita Neighborhood Center is the commercial and activity center for north Juanita (see Figure J-1). It contains shops and businesses that serve the local residents, but redevelopment would provide more needed services and gathering places, and improve the vitality of the area. The center is split by the location of the two parallel main arterials (100th Ave NE and Juanita-Woodinville Way NE) serving the area and pass through traffic between I-405 and the Bothell Highway. A corridor plan for 100th Avenue NE and adjacent uses should be prepared. The corridor plan could address such issues

as street improvements, landscaping and lighting improvements, bicycle and pedestrian facilities to improve circulation, safety, and techniques to improve the visual appearance of the district similar to the Juanita Village development to the south.



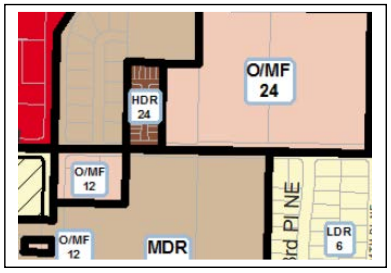
Along 100th Avenue north of NE 132nd Street is a commercial neighborhood center area that contains a mix of commercial uses (see Figure J-1). The goal of this area is to create in the future, a mixed use, pedestrian oriented district that is similar to the South Juanita Business District in design but to a lesser degree in scale.

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, groceries, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Design Guidelines and design review should be established for the Business District for all new, expanded or remodeled commercial, multi family or mixed use buildings.

See also the general Urban Design section.

Properties at the east and south corners of NE 132nd Street and 100th Avenue NE are designated for office/multifamily use.



Office/multifamily residential uses are appropriate for property on the east side of 100th Avenue NE at the intersection of NE 132nd Street and 100th Avenue NE shown in Figure J-1.

Such uses would be compatible with the surrounding multifamily developments and professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate at on the south side of the intersection due to Juanita Elementary School to the west. Therefore, restaurant, tavern, or neighborhood-oriented retail uses should not be permitted on the south side of the intersection.

Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

The area along the north side of NE 132nd Street east of 100th Ave NE should be retain as office and multifamily uses. Existing development includes an office building, and two medical in-patient treatment facilities. Building height for the office area should be permitted up to 60 feet to accommodate the needs of these specialty facilities, including hospital standards for ventilation.

3. NATURAL ENVIRONMENT

Geologically Hazardous Areas

Juanita contains geologically hazardous soil areas shown on Figure J-4 which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins which are subject to risk of earthquake damage as a result of seismically induced settlement.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Ave NE and along the south and north side of Forbes Creek Drive.

Much of the area south of Forbes Creek Dr. lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There also is considerable amount of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of clay in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landslides when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake. Limitations on development in geologically hazardous areas are described below and in the Environment Chapter.

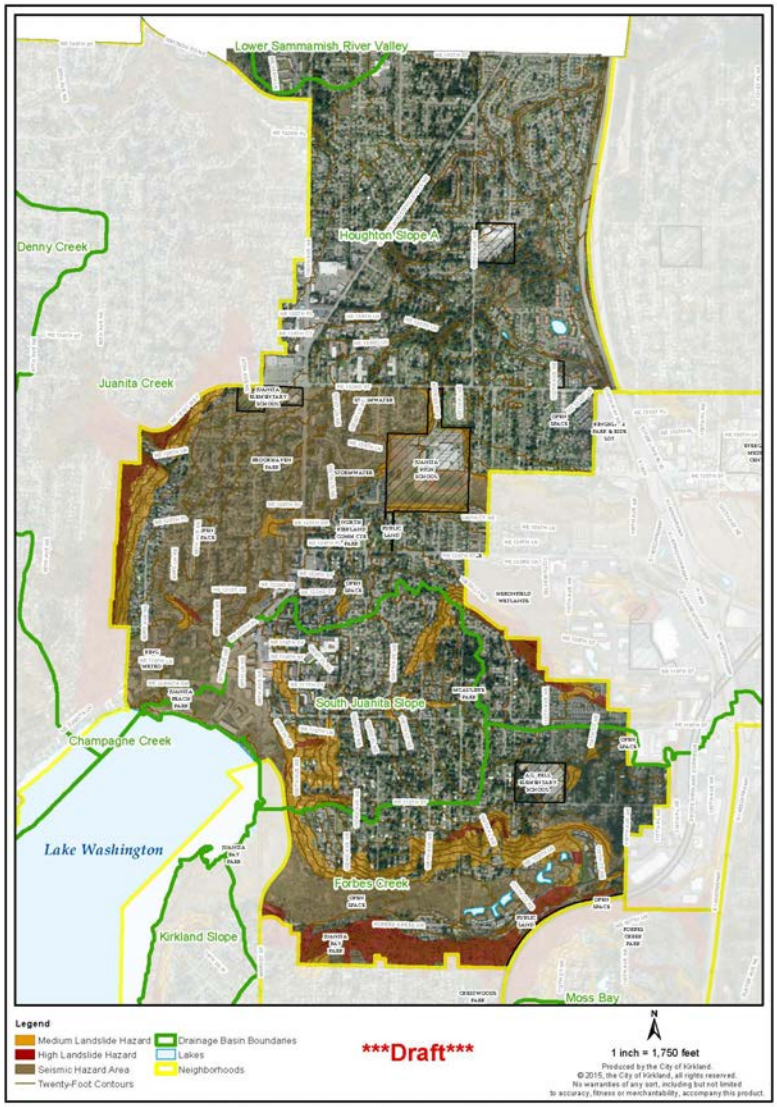


Figure J-4: Juanita Geologically Hazardous Areas

The moderate and high landslide hazard slopes are expected to remain stable if left in a natural condition. Construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Moderate and High Landslide Hazard steep slopes can be stabilized by preserving vegetative cover and following recommendations of slope stability analysis. Development should be regulated on these slopes to avoid or minimize damage to life and property. Therefore, a slope stability analysis should be required prior to development on these slopes as well as seismic hazard areas identified in Figure J-4.

It is important to retain significant trees because they can help to maintain the visual character of the neighborhood and help to protect unstable areas. Where possible, new development should be required to retain visually prominent stands of significant trees. Development in slope areas these areas could result in extensive cut and fill and disturbance. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover to the maximum extent feasible, in turn, helps to control the rate of surface water runoff which minimizes erosion and enhances water quality. See Environment Element and Utilities Element Chapters.

It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas, such as access, utility service, adjacent uses, and others.

Sensitive Areas

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands, and streams (see Figure J-5). Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. Analysis of proposed developments should be required to mitigate problems associated with these factors. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The Finn Hill slope and hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are maintained in a natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on these slopes from many vantages and if retained, they will help to reduce erosion on steep slopes.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks.

Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible, and new culverting should be prohibited as regulated in KZC Chapters 83 and 90. The City has made improvements to

portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not impact the wetland. Public access should be developed along the Juanita Bay shoreline or through the wetland associated with the bay where appropriate and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant public views of the lake whenever possible which will benefit the general public, provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should be left in a natural state. Public access as described for the Juanita Bay wetlands should also be developed along this wetland.

The unnamed stream located east of the hillside above Juanita Bay (and associated wetlands along 98th Ave NE) should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area.

The policies found in the Environment and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

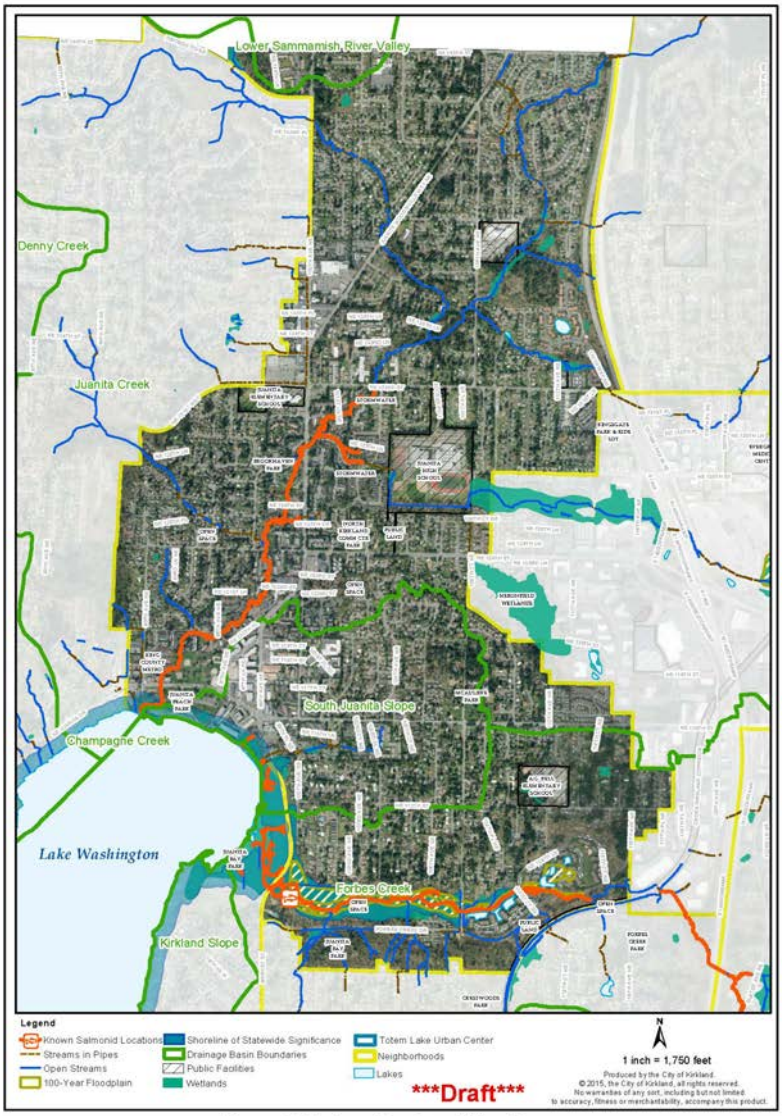


Figure J-5: Juanita Sensitive Areas

6. Open Space and Parks

Enhance parks within the Juanita neighborhood

There are approximately ten publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake or protect sensitive and natural areas (see Figure J-1). The two regional parks include the Juanita Bay Park and the Juanita Beach Park. Juanita Bay Park, developed under a master plan, offers wildlife watching, a boardwalk, trails and passive recreation opportunities in around a large wetland system. Juanita Beach Park, also developed under a master plan, contains 25 acres and is developed with a swimming beach, play structures, restroom and launches for non-motorizing boats also under a master plan. Juanita Creek and associated wetlands located within the Park underwent restoration as part of the master plan. Continued implementation of the park master plan should occur, including new restrooms and concessions shelter near the shoreline, and a skatepark and playfield on the north side of Juanita Drive.

North Kirkland Community Center and Park is a recreation activity focal point for the neighborhood. The five acre site with a recreation center and playground has been identified in the Parks Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for safe access to it. In addition, the master plan should incorporate the following ideas:

(1) Surrounding single-family residences should be buffered from major activity areas.

(2) Vehicular traffic should be routed so as not to negatively impact the single-family residences to the east.

Other parks in the Juanita Neighborhood include:

- McAuliffe Park is 26.7 acres and developed for special outdoor events and enjoyment of the gardens.
- Juanita Heights Park is 6 acres. The PROS Plan identifies a need for pedestrian easements or access ways across private property to improve the entrance to the park.
- Brookhaven Park and Wiviott Property, and some unnamed small neighborhood parks of less than an acre in size provide additional recreational opportunities, and in some cases storm detention facilities and open space.
- Edith Moulton Park is 26.7 acres and partially developed. A park master plan will be developed for the park, including restoration of native vegetation along Juanita Creek as planned in the PROS Plan.
- Windsor Vista Park is 4.8 acres, is currently undeveloped and contains a creek through the property. A park master plan should be developed for the park for active and passive recreation as described in PROS Plan.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section. During development, tree cutting should be minimized.

The open space character of the Forbes Valley should be maintained.

The Forbes Valley area, extending from Lake Washington east to 116th Avenue NE, remains today as a large natural open space that is an extension of Juanita Bay Park. The Forbes Valley, with many wetland areas, is wooded with few existing homes. In the eastern section is Planned Area 9 which is developed as an attached and stacked residential project. The primary policy thrust for the Forbes Valley is to maintain it as a large open space along with low density residential development.

Wooded open spaces dominate the character of the Forbes Valley and should be maintained.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington places it under the jurisdiction of the state Shoreline Management Act.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Forbes Valley area does occur, the maintenance and preservation of the open space character will be required. In addition to maintaining the character of the area, specific requirements will include the preservation of open space within vegetative buffers adjacent to the creek with a possible pedestrian trail paralleling the stream. A continuous trail through the Forbes Valley should be planned and completed. Similar requirements of vegetative buffers and trails along the creek are discussed in the section dealing with the development of Planned Area 9.

Acquisition of parkland should be actively pursued.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita lacks park facilities and parkland given the size of the neighborhood. General areas where parks are needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easement or tracts that are part of single family developments, but they are not part of the City's open space system.

The City should actively pursue acquisition of parkland when opportunities to preserve open space present themselves and when funding is available. Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

The City also partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities. See Community Character and Park, Recreation and Open Space Elements.

Other important goals and objectives for open space and parks are described in the Open Space/Parks Element chapter.

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are recognized as part of the open space system.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Bicycle facilities separated from vehicles should be provided where feasible on main arterials. Major pathways in the Juanita should be established according to the designations in the Transportation Element. See also Figure J- 8 in the Transportation Section below.

7. TRANSPORTATION

The Eastside has experienced increased traffic as a clear result of ongoing growth trends. Various transportation programs have set forth regional policies to handle this situation as it transcends any single jurisdiction. As with most of Kirkland, Juanita is located such that it is heavily impacted by the region's week day rush hour traffic.

The transportation system should serve local and regional needs.

The transportation system in Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided by the following principal: 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street (Figure J-6). These streets are heavily traveled by local residents and commuters from outside the neighborhood. These streets and Juanita Drive and Juanita-Woodinville Way NE, which are minor arterials, take commuters to and from I-405. Future improvements should recognize this situation and protect the integrity of the residential neighborhoods.

The following is a list of priorities desired for the transportation network in Juanita:

- **NE 132nd Street** - The City should improve this street to provide safe access to and from Finn Hill, particularly near Juanita Elementary

- **100th Avenue NE** north of NE 124th Street- A 100th Avenue NE Corridor Study for the street segment between NE 132nd ST and NE 145th ST recommended intersection, crosswalk, access control, lighting, signing, bike lanes and other street and stream improvements to the corridor. As funding is available these improvements should be implemented.

- **Juanita Drive -** see discussion in the Juanita Business District section and approved Juanita Dr. Master Plan.

- **NE 145th ST/100th Avenue NE intersection**- add a City or neighborhood gateway sign.

- Consideration should also be given to the use of native, drought-tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.

- A new emergency, pedestrian and bike overpass across I-405 at approximately NE 140th ST connecting Juanita, Totem Lake and Kingsgate neighborhood is desired.

- Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods.

~~As King County METRO works to improve its public transportation system, consideration should be given to adding bus routes and scheduled times to serve the neighborhood. In addition, King County METRO or Washington State Department of Transportation (WSDOT) should consider additional park and ride facilities or mixed use transit oriented development at the Kingsgate Park and Ride facilities.~~

Commented [JC8]: This text is deleted because the Kingsgate Park and Ride property is proposed to be added to the Totem Lake Neighborhood.

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Master Plan.

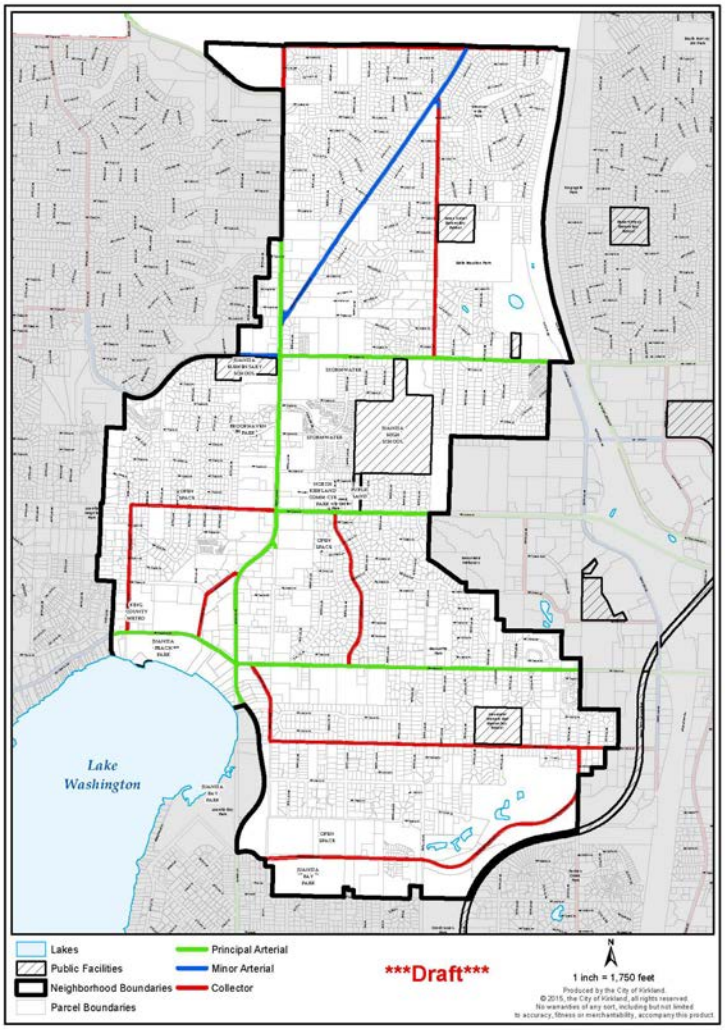


Figure J-6: Juanita Street Classifications

BICYCLE FACILITIES

Bicycles are permitted on all public streets, but several streets in Juanita are designated in Figure J-7 to be improved bicycle routes. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made as part of the City's Capital Improvement Program.

King County has a special bicycle route called the "Lake Washington Loop" so riders can ride around the lake. In Juanita, this route follows 98th Avenue and Juanita Drive.

A designated bicycle route should be identified between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail.

Similarly, the City should work to identify the best bicycle route between Finn Hill, Juanita Beach Park, Cross Kirkland Corridor and the Sammamish Valley Trail in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood. See also the Transportation Master Plan.

Access easements are encouraged to connect with pedestrian and bicycle corridors.

The Parks, Recreation and Open Space Plan (PROS) identifies two signature bicycle and pedestrian routes for bicycles and pedestrians. The Juanita Bay to Valley Trail would connect Juanita Bay with North Rose Hill Woodlands Park and eventually to Sammamish Valley with a greenway bicycle and pedestrian route. The route generally follows Juanita Drive in Finn Hill south through Forbes Valley, and south along 18th Avenue NE/ NE 100th ST, connects to the Cross Kirkland Corridor and east to the Sammamish Trail in Redmond.

Public pedestrian and bicycle easements should be provided across properties to access these signature trails when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details. The City should work to improve routes for bicycles and pedestrians including clearly marked signs and connections to transit facilities, schools, parks and commercial activity areas.

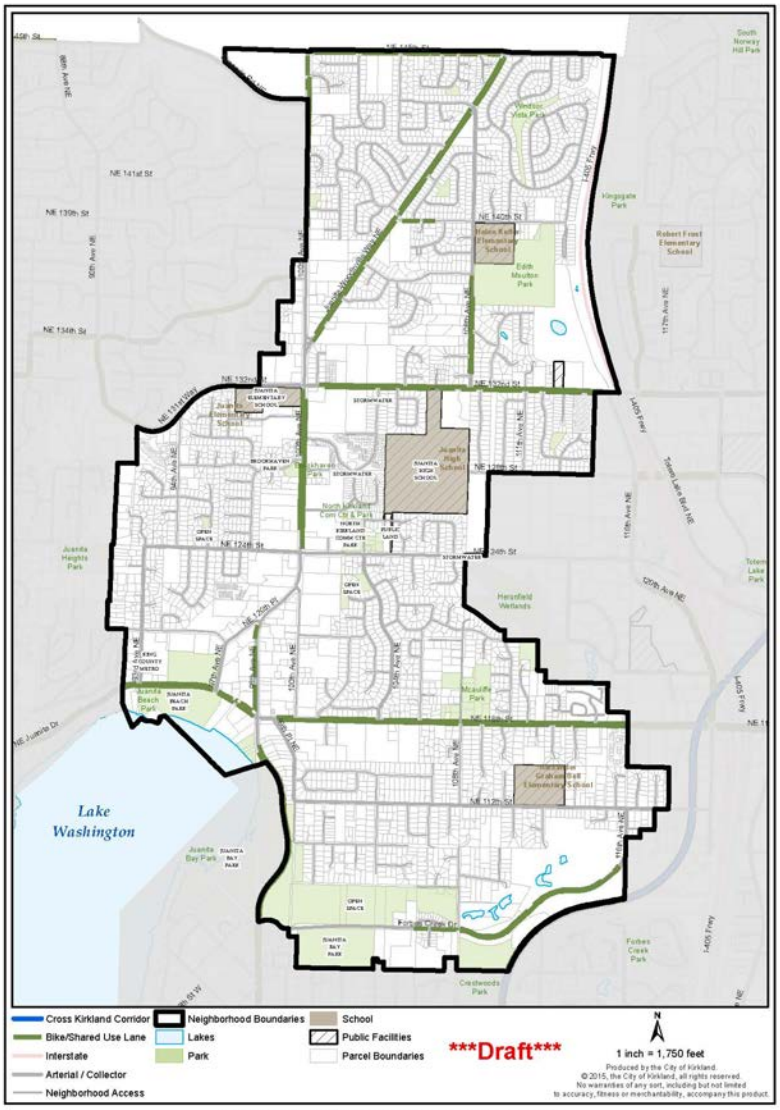


Figure J-7: Juanita Bicycle System

PEDESTRIAN CIRCULATION

Areas targeted for improved pedestrian access are listed

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. Figure J-8 shows existing and desired pedestrian. In the following areas, pedestrian easements should be acquired either through conditioning new development or major redevelopment:

(1) Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.

(2) From 100th Avenue NE to 98th Avenue NE in the business district (see also South Juanita Business District Section).

(3) From 95th Place NE to the South Juanita Business District.

(4) Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake Business District if consistent with the Shoreline Area and Environment Chapters.

(5) From the Idylwood neighborhood to NE 124th Street.

(6) From Finn Hill (such as from Juanita Heights Park) through Juanita to Cross Kirkland Corridor.

(7) From the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to King County METRO stops and parks.

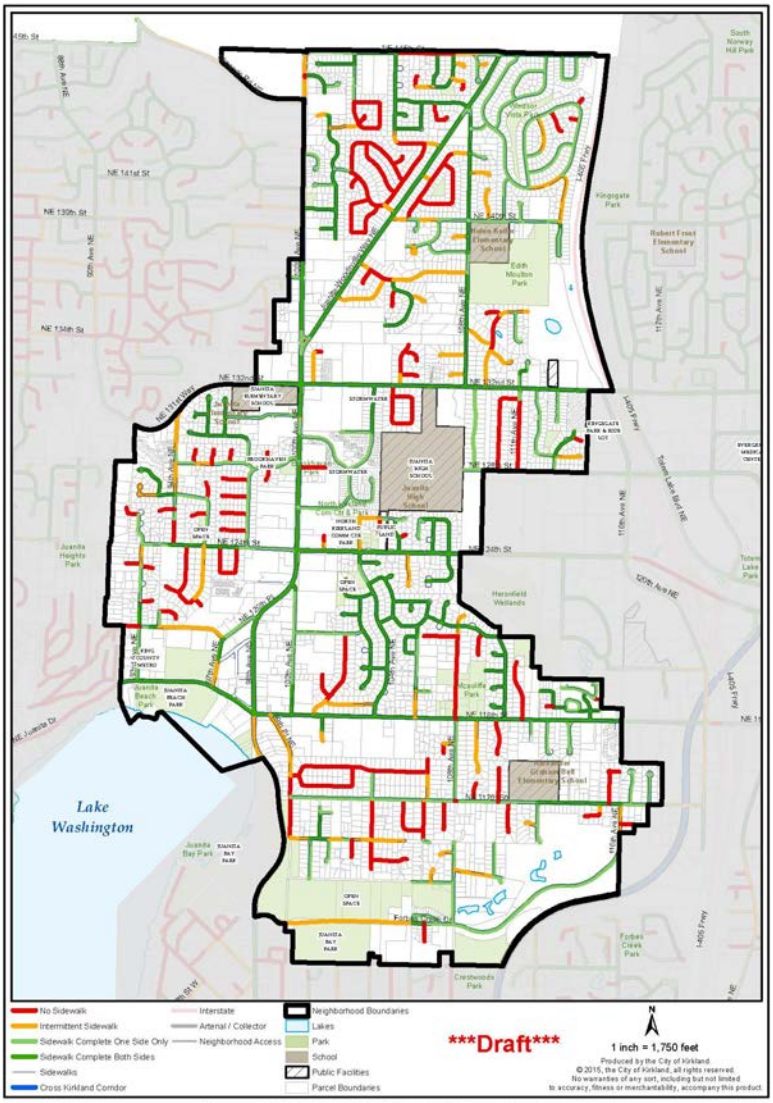


Figure J-8: Juanita Pedestrian System

8. Public Services and Facilities

Water, sewer, and drainage facilities are adequate for planned development in the Juanita Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

Utilities

The Northshore Utility District and the City both provide utility service to the neighborhood.

The Northshore Utility District provides water service generally north of NE 124th ST and sanitary sewer service north of NE 116th ST. The City of Kirkland serves the remaining areas (see the Utilities Element). Sewer and water main extensions are typically installed by developers as part of a development project.

Encourage undergrounding of overhead utilities.

Overhead utility lines often disrupt significant public views and require more maintenance than underlines. View corridors provided by street systems should be protected and enhanced by placing utilities underground.

Storm Water

Natural storm drainage systems should be used as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

Juanita is part of the Juanita and Forbes Creek Drainage Basins. New development should ensure protection of the creeks (see Natural Environment section). One way to accomplish this is through the use of low impact development techniques, such as biofiltration swales and natural systems. Therefore, future development in Juanita should use natural systems for storm drainage purposes as much as possible.

Forbes Creek and Juanita Creek should to be maintained or restored as functioning elements of the natural drainage system.

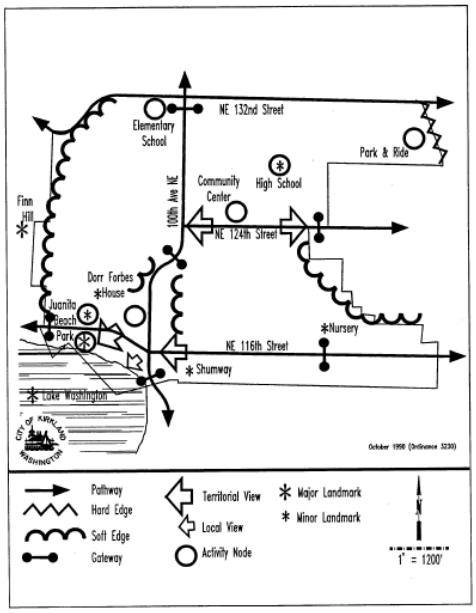
The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Environment Element).

Natural drainage systems are to be maintained.

The natural drainage system should be preserved and utilized according to the goals and policies in the Environment and Utilities Elements. Future development adjacent to streams should maintain the stream in an open, natural configuration or restore the stream if necessary.

9. URBAN DESIGN

The Urban Design Elements shown in Figure J-9 taken together create a visual identity for Juanita. Discussion of these elements follows. See the Juanita Business District section of this chapter and the Community Character Element chapter for more discussion of urban design.



Gateways to the neighborhood are identified on Figure J-9.

Commented [JC9]: This graphic will be updated to include North Juanita.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Gateway locations are noted on Figure J-9 some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. Improvement of these

gateways is recommended by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of project approval. Typical improvements include landscaping and signs which recognize Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

Given Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Public territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view, such as certain non-conforming signs and utility lines.

"Edges" created by landscaping or topographic change should be preserved.

Juanita is fortunate to have significant stands of trees which create a "soft edge" and provide containment for the South Juanita Business District (Figure J-__). Similarly the hillside in Totem Lake, once known as "Welcome Hill," helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between Juanita and Kingsgate. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

Pathways, with directional signs, should be developed to connect to activity areas. Landmarks should be preserved and enhanced.

There are several important nodes in Juanita where activity is concentrated. Juanita Bay Park and the walking bridge east of 100th Ave NE, and Juanita Beach Park are nodes with regional significance. Other key focal points include schools, the North Kirkland Community Center and Park, and the two business neighborhood centers. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks and urban design features shown on Figure J-9 are significant, for they help to distinguish the neighborhood from other places and provide a point of reference and a sense of place for the residents. Efforts should be taken to preserve and enhance these identity-giving features.

ATTACHMENT 4

Draft Juanita Neighborhood Plan *3-2-2015 Clean text version*

Includes Planning Commission Comments from 2-12-15 meeting

Note: As part of the GMA Update in 2015 the Juanita Neighborhood Plan was reorganized to combine areas previously described as North and South Juanita, Juanita Slough, Juanita Heights and areas of North Juanita annexed in 2012.

1. OVERVIEW

The Juanita neighborhood is located in the central north portion of Kirkland. The neighborhood is bounded by the city limits of NE 145th ST on the north; generally 20th Avenue NE on the south; Interstate 405 and Totem Lake neighborhood to the east; and the lower slope of Finn Hill following the alignment of 91rd Avenue NE on the west. The northern portion from NE 132nd ST to NE 145th ST was annexed in 2011 from unincorporated King County (See Figure J-1, Land Use Map).

100th Avenue NE and Juanita-Woodinville Way NE provide the main north-south vehicular, bicycle and pedestrian connections through the neighborhood, while NE 112th ST, Forbes Creek Drive, NE 116th ST, NE 124th ST, NE 132nd ST provide the main east-west connections.

The neighborhood contains many active and natural parks, a regional shoreline park, a recreational community center and various types of open spaces. Three elementary schools and one high school are located in the neighborhood.

Two neighborhood commercial areas provide business services, restaurants, banks, and grocery stores for nearby residents and businesses. The South Juanita Neighborhood Center is located on either side of 100th Avenue NE between NE 124th Street and just south of NE 116th Street. The North Juanita Neighborhood Center is located north of NE 132nd Street on the west side of Juanita-Woodinville Way NE. The area east of 100th Ave NE and north of NE 132nd Street contain office uses and two medical treatment facilities. See Juanita Business District section below and the Pedestrian Oriented Design Guidelines for the Juanita Business District for the long term vision for that area.

The majority of the land area is devoted to low density residential. Medium and high density residential surround the commercial areas and along main arterials as a transition to low density residential neighborhoods. Planned Area 9 on Forbes Creek Drive, now developed with multi family, was once the location for the Kirkland Sand and Gravel Company.

2. VISION STATEMENT

Juanita is a diverse neighborhood containing two mixed use neighborhood commercial centers (known as the South Juanita and North Juanita Neighborhood Centers) with nearby multifamily and substantial single-family residential areas. The neighborhood centers are stable and provide goods and services to the surrounding community along with housing and local jobs. The South Juanita Neighborhood Center

continues to redevelop with the initial development of Juanita Village. The North Juanita Neighborhood Center has great potential for redevelopment and improvement. The two neighborhood centers will evolve into cohesive pedestrian-oriented mixed-use neighborhood centers that incorporate innovative urban design features. Gateways containing signs and landscaping are located in prominent location that identify the boundaries of the neighborhood.

Pedestrian access and views to and along the shoreline within Juanita Bay of Lake Washington are primarily limited to Juanita Beach Park and Juanita Bay Park because most of the private development along the shoreline restricts access and views. Pedestrian access should be extended along the entire Juanita shoreline, provided that it does not impact the ecological function of the wetlands, streams and shoreline habitat. Juanita Bay and associated wetlands to the east are single most critical environmental feature of the neighborhood that must be protected and thus pedestrian access requires careful planning and design. Whenever redevelopment occurs, major view corridors to the lake should be opened. Measures should be taken to significantly improve public views of the lake. The City's Shoreline Master Program contains policies and regulations to ensure that the ecological function of the lake and shoreline will be maintained and even restored where possible and that public views and access are provided.

Juanita Creek drains into Juanita Bay. It is a major fish-bearing stream that has suffered from the impacts of urbanization. Development will not be allowed to interfere or negatively impact the Juanita Creek drainage system; in fact, the streams have been and will continue to be restored and enhanced in sections through future public and private action. The Juanita Bay Park and wetland areas along Forbes Creek Drive will continue to be preserved.

There are relatively few large vacant parcels within the neighborhood so most new development will be infill and redevelopment. A major policy direction for Juanita is to protect the low-density residential areas of the neighborhood. High-density residential development is to be contained within clear and stable boundaries.

The Juanita neighborhood values its many historic structures that are landmarks to the neighborhood. The Langdon House and Homestead (1888), Ostberg Barn (1905), Dorr Forbes House (1906), Shumway Mansion (1909) and Johnson Residence (1928) are located in South Juanita. The Shumway Mansion was relocated from the Moss Bay Neighborhood when the property at its former location was redeveloped. The Malm House (1929) is located in North Juanita. If at all feasible, these structures should be preserved. See also the Community Character Element.

Public services and capital facilities will be required to implement the neighborhood plan and support the community. The traffic circulation system must acknowledge the needs of the region yet provide a safe and efficient network for the Juanita residents. The expansion and upgrading of park and recreation facilities will be necessary to be more accessible to the neighborhood.

Taken in total, these actions will create a "sense of place" for Juanita residents that make Juanita unique from other neighborhoods. The neighborhood will develop in the future aligned with its environment and strengths.

3. LAND USE

Specific land use designations for the Juanita neighborhood are illustrated in Figure J-1. These designations are based on several factors including natural environment (see Natural Environment section below), adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the land use areas are divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural and built environments, economic activities, open space, and public services).

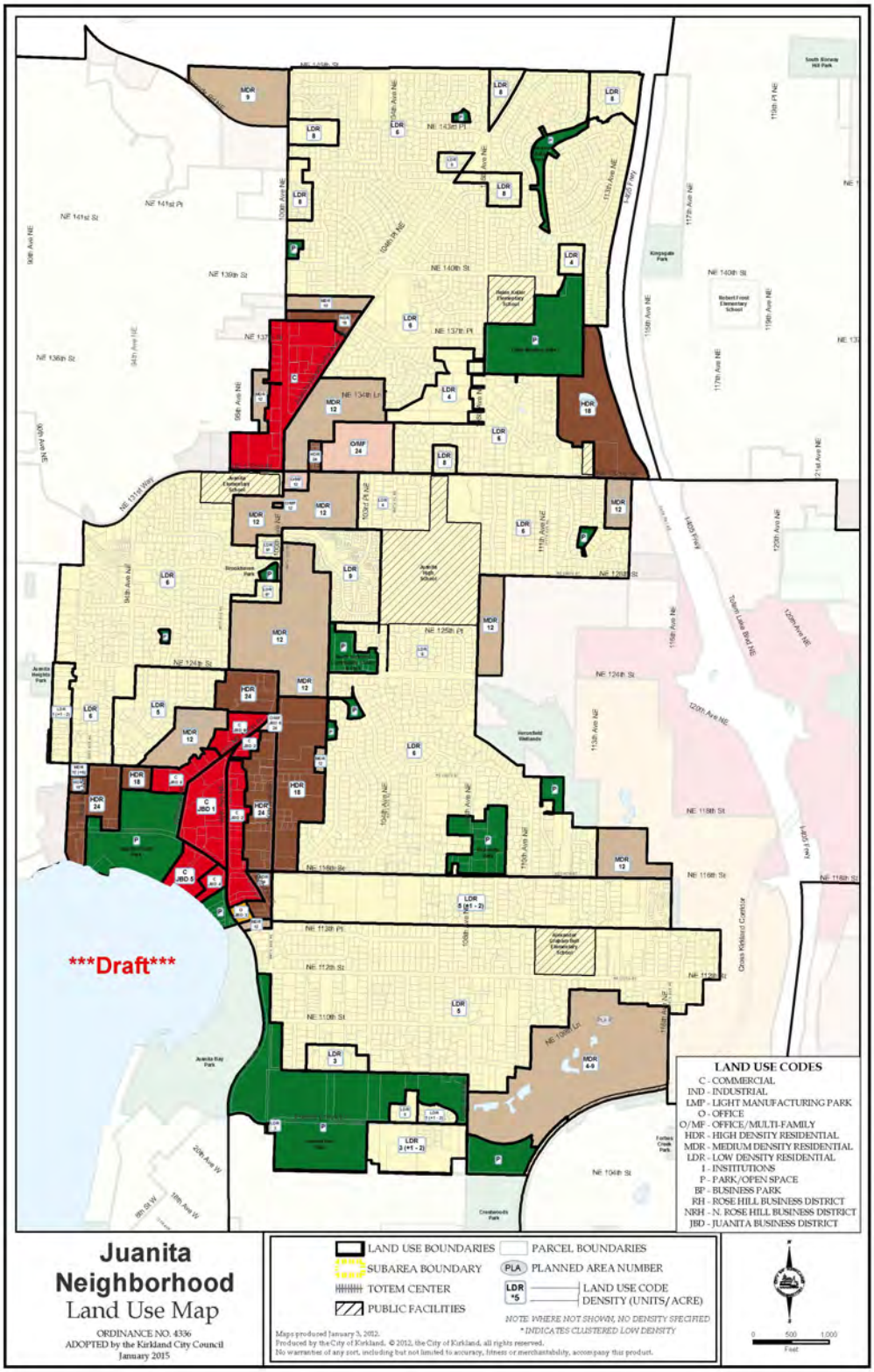


Figure J-1: Land Use

Low Density Residential Areas

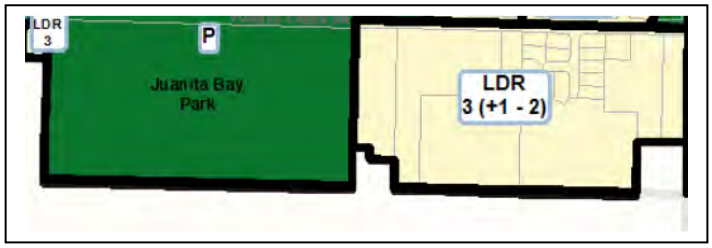
Most single-family residential areas in Juanita are designated at six units per acre.

Juanita is a varied neighborhood with significant and well-defined multifamily and single-family areas. The majority of the single-family residential areas in the neighborhood are designated for development at six units per acre (Figure J-1). There should be no encroachment of multifamily or commercial development into these low density areas except along the perimeter where properties are served by arterials, where transit, bike and pedestrian facilities are available. New development along collector or arterial streets should combine driveways whenever possible.

Forbes Creek Valley

Land use along Forbes Creek Drive is almost entirely of park and open space with some single-family detached homes, including a clustered small lot development. For seismic and flood hazard areas west of Planned Area 9 discussed in the Natural Environment Section, residential development should continue comparable to existing low densities at four to five dwelling units per acre.

Residential development on the unstable slope south of Forbes Creek Drive is to be limited to up to three dwelling units per acre subject to standards and development is permitted up to five units per acre if additional standards are met.



The natural and other development constraints discussed in the Natural Environment Section combine to limit residential densities to one to three dwelling units per acre. It is the cumulative effects resulting from full development at medium to high densities that are of greatest concern for increase in hazards of life and property. The wooded character of the slope should be maintained regardless of the allowed density.

The base density for residential development on the unstable slope south of Forbes Creek Dr. is three dwelling units per acre subject to the following standards:

(1) Soils analysis is required.

(2) Clustering of structures is encouraged.

(3) The maintenance of vegetative cover to the maximum extent feasible is required.

(4) Watercourses are to be retained in a natural state.

(5) Surface runoff is to be controlled at predevelopment levels.

(6) Points of access are to be minimized.

Four to five dwelling units per acre are permitted according to additional standards.

Residential densities on the unstable slope may be increased by an extra one to two dwelling units per acre (up to five dwelling units per acre) depending on the degree to which the development proposal conforms to the following standards:

(1) Soils and geologic analysis are required. The City will approve a qualified professional and establish reasonable study parameters. Analysis would cover the area of the site to be developed as well as adjacent sites.

(2) The developer indemnifies and holds the City harmless.

(3) Structures are clustered away from the steepest slopes and watercourses.

(4) The vegetative cover is maintained to the maximum extent possible.

(5) Watercourses are retained in a natural state.

(6) Surface runoff is controlled at predevelopment levels.

(7) Points of access to arterials are minimized.

(8) The City has the ability to provide the necessary emergency services.

(9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.

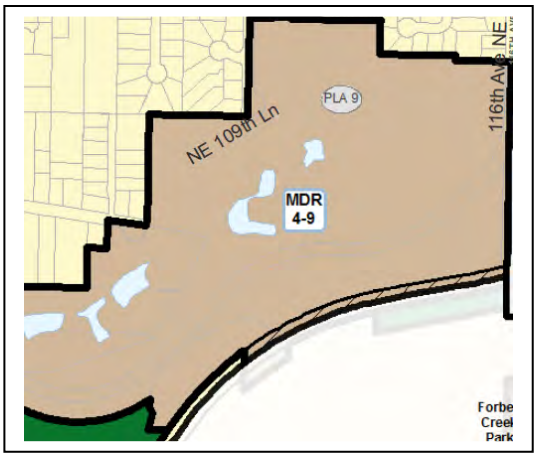
(10) There is a public review process of the development proposal, such as a Planned Unit Development or Rezone review process.

Medium Density Residential Planned Area 9

Medium density residential, commercial recreation, and limited small offices are permitted in Planned Area 9 subject to standards.

Planned Area 9 was designated for several reasons including previous location of the Kirkland Sand and Gravel, locational characteristics, and challenges associated with future development. Forbes Creek flows through the area. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac industrial area in Totem Lake (see Figure J-1).

The property is developed as stacked dwelling units at a medium density residential at a density of nine dwelling units per acre. A clubhouse or restaurant is permitted as part of a recreation facility. Small offices also may be permitted on a limited basis if well integrated into a predominantly residential or recreational facility.



Standards for commercial recreation uses in Planned Area 9 are listed.

The following standards apply to any commercial recreation facilities that would be permitted in this Planned Area.

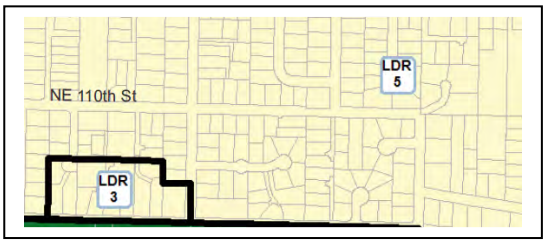
(1) Noises produced from these activities are not to exceed levels normally found in a residential setting.

(2) Visual buffering towards residential uses will be required to reduce the impacts of structures or parking areas.

(3) Night lighting of outdoor areas should be limited and shielded in a manner that will not illuminate residential areas adjacent to the facility or elsewhere in the Valley.

North of NE 108th Street

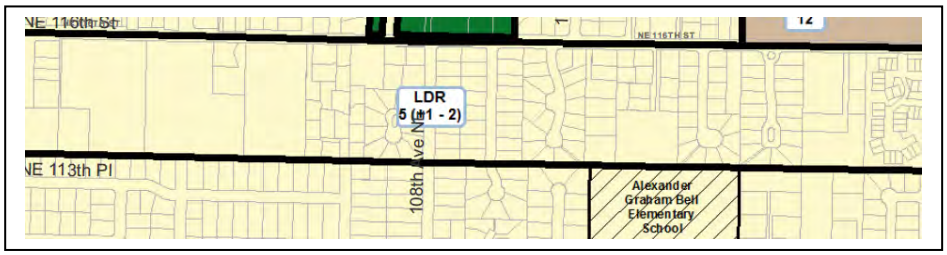
Residential development may be limited on potentially unstable slopes north of NE 108th ST based on slope stability investigations.



Portions of the hillside north of NE 108th ST fall within a potentially hazardous slope area (see Figure J-4). Residential densities of five dwelling units per acre are permitted except for lower areas, at three dwelling units per acre. All permitted developments should be preceded by adequate slope stability investigations. The presence of an open unnamed stream, limited access, and a large groundwater supply impose limits on the feasible residential densities.

South of NE 116th Street

Medium density clustered housing at up to seven units per acre is allowed on the south side of NE 116th Street subject to conditions.



A number of properties fronting on the south side of NE 116th Street have been developed with common wall or clustered housing at a single-family density. Low-density development up to five units per acre is allowed, and slightly higher densities up to seven units per acre may be permitted subject to the following conditions:

(1) This added increment of density would only be allowed through a Planned Unit Development permit.

(2) Visual buffering by a landscaped setback (normally 40 feet) should separate the slightly higher density development from adjacent single-family residences.

(3) There is to be no direct access from individual dwelling units onto NE 116th Street. Access to NE 116th Street is to be limited to interior loop roads, cul-de-sacs, or similar streets. The added increment of density should not be available to properties where topographic conditions pose traffic hazards due to line-of-sight problems. Furthermore, access should be limited to NE 116th Street and not onto residential streets to the south.

(4) Pedestrian access through the development should be required to facilitate access to schools or other public destinations.

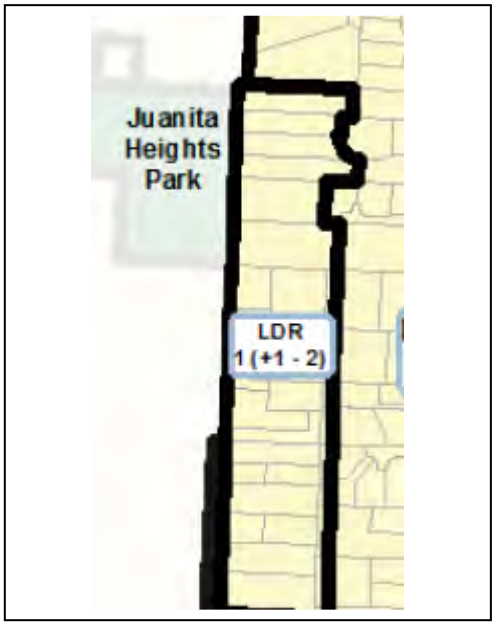
(5) Extensions of higher-density development should not penetrate into lower-density areas and should therefore, be permitted only within a specified distance from NE 116th Street (to the approximate alignment of NE 114th Street).

(6) The height of structures should not exceed that of adjacent residential zones.

(7) Some common open space usable for a variety of activities should be included on site.

Southeast slope of Finn Hill

Up to three units per acre should be permitted on the southeast slope of Finn Hill subject to additional standards.



The base density for residential development on the southeast slope of Finn Hill and the hillside northeast of NE 121st Place should be one unit per acre (See Land Use Figure J-1). As discussed in the Natural Environment section, limitations on development are necessary in these areas to preserve the natural features and to minimize potential hazards. Development in these areas should be subject to the following standards:

(1) Preparation of geotechnical studies and slope stability analyses which address the site to be developed, as well as adjacent sites and the immediate drainage area;

(2) Recording of a covenant which indemnifies and holds the City harmless for any damage resulting from slope instability;

(3) Maintenance of maximum amount of vegetative cover and trees;

(4) Retention of watercourses in a natural state; and

(5) Establishment of Natural Greenbelt Protective Easements at a minimum around streams and in areas of greater than 40 percent slope.

Additional density up to three units per acre on the southeast slope of Finn Hill should be permitted subject to the following additional standards:

(6) Control of surface runoff at predevelopment levels;

(7) Limitation on the number of points of access;

(8) A minimum level of aggregation of land in order to minimize adverse impacts;

(9) Clustering of structures; and

(10) Public review of the development proposal such as a Planned Unit Development or Rezone.

Medium and High Density Residential

The densities shown in Figure J-1 for medium and high density residential areas either reflect the prevailing existing development levels or have standards to help protect sensitive areas, such as Juanita Creek, or to lessen traffic and parking problems in heavily congested areas, such as along 100th Avenue NE south of NE 124th or along 93rd Avenue NE.

General standards for multifamily development are as follows:

(1) The site design and placement of multifamily units should take advantage of the topography and existing vegetation to minimize the visual impacts of the new structures.

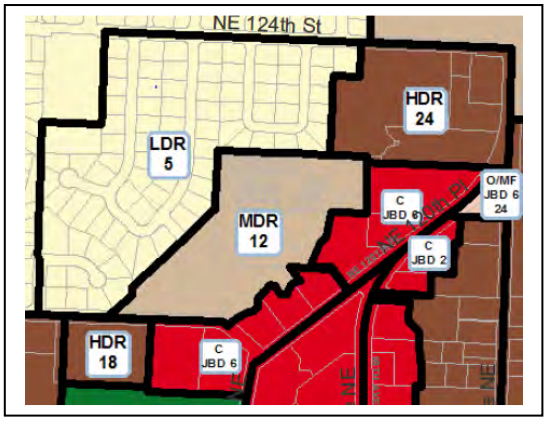
(2) Vegetative buffering (preferably with native, drought-tolerant plants) should be provided next to single-family areas.

(3) Public pedestrian easements should be provided to connect to schools or other public destinations. Convenient access to King County METRO stops should be provided. Medium- and high-density development around the business district should provide public pedestrian access to the commercial area.

(4) Vehicular access to multifamily projects should not negatively impact adjacent single-family areas. Vehicular access points should be combined and oriented to collector or arterial streets.

(5) Guest parking should be provided in all new developments and with any substantial remodels.

Medium density residential development is allowed north of NE 120th Street and west of 93rd Avenue NE at a density of 12 units per acre with up to 18 units per acre allowed if affordable housing is provided and the following standards are met.



Northeast 120th Street west of Juanita Business District JBD 6 is a natural boundary line for the medium to high-density residential to the south and low-density residential to the north. Two properties directly south of NE 120th Street and west of 93rd Avenue NE are suitable for medium-density residential at 12 – 18 units per acre, subject to the following standards:

(1) Dwelling units may be detached, attached or stacked.

(2) Future development should compliment the adjacent single-family residential neighborhood. Building height, modulation, rooflines, separate exterior front entry doors to each unit and window treatments, and garages should reflect the design and character of single-family development as seen from the east, west or north. Each unit should have its own exterior front door. One common main door with interior corridor access to the units and/or a second level access with a common walkway to more than three units are not allowed. With the building permit application, the applicant shall provide the exterior building design showing compliance with the above elements for review by the Planning Official.

(3) Enclosed garages are encouraged. On-site surface parking or carports with peaked roofs should be screened by buildings or dense evergreen vegetation from the west and north.

(4) Buildings should be set back a minimum of 10 feet from the west property line adjoining the low-density residential development to the west.

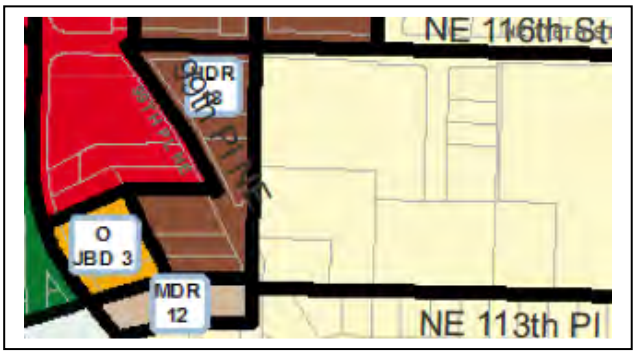
(5) Evergreen trees (preferably with native, drought-tolerant trees) should be planted along the west property line to provide a buffer between the medium-density development and the adjacent single-family residence to the west.

(6) The property adjacent to 93rd Avenue NE should have vehicular access only from 93rd Avenue NE. If both properties are developed together at the same time, vehicular access should be combined and taken from 93rd Ave. NE and not from NE 120th Street to reduce traffic impacts for the single-family neighborhood to the north.

In addition, the properties may be developed at 18 units per acre if affordable housing is provided at one affordable unit for each three market rate housing units beyond the 12 units per acre.

Access to the high-density residential area south of NE 116th Street and west of 100th Avenue NE should be taken from NE 99th Place.

South of NE 116th Street and west of 100th Avenue NE is a high-density residential area. Although this area could receive access from NE 116th Street, 98th Avenue NE, or 99th Place NE, access should be limited to 99th Place NE because of limited sight distances, high traffic volumes along NE 116th Street and 98th Avenue NE and presence of streams and wetlands.



Other medium and high density areas north of NE 132nd ST are discussed

Medium and high density residential uses located north of NE 132nd ST reflects land use designations and zoning at the time of annexation and functions as a transition between the mixed use commercial North Juanita Neighborhood Center and low density residential development. Medium density residential on the north and south side of Simonds Road reflects existing uses and densities at the time of annexation from King County and allows for clustering around steep slope areas.

COMMERCIAL LAND USES

5. Juanita Neighborhood Centers

Existing conditions in both commercial neighborhood centers are discussed.

Juanita contains two mixed use commercial neighborhood centers: South Juanita Neighborhood Center located between NE 116th ST and NE 124th ST and North Juanita Neighborhood Center located north of NE 132nd Street as described below (see Figure J-1).

5.A. South Juanita Neighborhood Center

The mixed use South Juanita Neighborhood Center is the historic, commercial and activity center of South Juanita (see Figure J-1 and JBD Section below). The district lies at the hub of the community street network and transit corridor at NE 116th Street, Juanita Drive and 98th Ave NE anchored by Juanita Village. It encompasses several recreational amenities found at the Juanita Bay Park and Juanita Beach Park. Currently, the commercial district is not oriented to Juanita Bay and only limited views to Lake Washington are available through park land. The opportunity for the neighborhood center to function as a recreational focus is hampered by the lack of multiple access points to the shoreline, and the difficulty of crossing the busy arterials of NE 116th Street and 98th Ave NE.

Goals for the South Juanita Neighborhood Center are listed

The Center's Role in the Community is

(1) To make the neighborhood center the heart of the community, reflecting its identity and serving as a local social, commercial, and recreation center.

(2) To recognize that the neighborhood center contains a strong residential community.

(3) To provide a full range of neighborhood commercial services.

Relationship to Parks, Lake Washington Shoreline, and Natural Features

(1) To take advantage of the lake, other natural features and the parks, and emphasize the recreation-oriented area with more pedestrian access and views to Lake Washington.

(2) To enhance these features through cooperative community improvement actions.

Visual Character and Identity

(1) To make the Juanita Bay shoreline a key aspect of the district's identity.

(2) To emphasize the district's recreational assets as a major part of its identity.

(3) To reduce visual clutter, such as non-conforming signs and overhead wires.

(4) To visually enhance the center's streetscapes.

(5) To protect the wooded hillsides surrounding the district.

(6) To maintain the small scale building character, except where development of a larger building complex would result in substantial public benefit through excellence in design, provision of pedestrian amenities, and reduction of environmental impacts.

(7) To utilize Juanita's history as a part of its identity.

Business Development

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

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

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

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

Traffic Circulation and Parking

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

(2) To make intersections safer and more efficient.

(3) To establish bicycle facilities.

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

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

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

Pedestrian Activity Goals

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

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

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

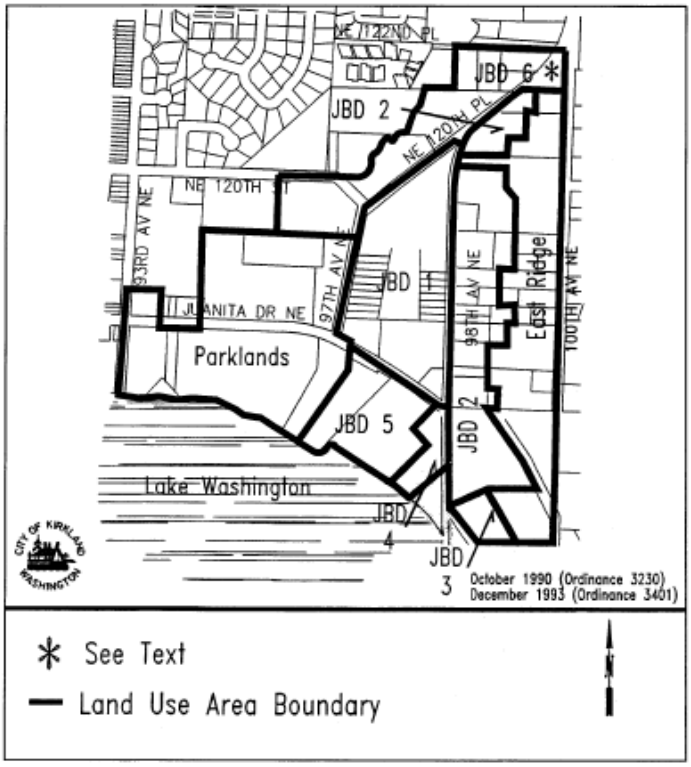


Figure J-2 Juanita Neighborhood Center Sub districts

Land Use Figure J-1 and Figure J-2 above identifies several subdistricts within the South Juanita Neighborhood Center.

Two primary types of development are permitted in JBD 1

JBD 1

Juanita Business District 1 subarea contains the mixed use Juanita Village Development with a variety of retail, services, restaurants, banks and residential uses to serve the surrounding neighborhood. There are two primary types of development available in this subarea: individual parcel development and master-planned mixed-use development.

Individual Parcel Development

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

Master-Planned Mixed-Use Development

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

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

Design standards are discussed.

Design standards for both development types are further described in the Design Guidelines for the business district contained in the Kirkland Municipal Code. Appropriate types of pedestrian connections should include sidewalks along building fronts and landscaped public open spaces tied to a pedestrian system which connects the East Ridge multi-family area west through JBD 2 to Juanita Beach Park (see Figure J-3).

In addition, the master-planned development should include a plan for the entire development parcel. Individual increments of development should show how they relate to adjacent developed properties in terms of common access, and a complementary arrangement of facilities, spaces, and linkages. For

example, shared accesses and reciprocal vehicular easements should be established in order to reduce the number of curb cuts on the major streets to the minimum necessary. Similarly, shared parking/service areas are strongly encouraged. Signs should be coordinated.

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

JBD 2

In this area, retail, office, and residential uses should be allowed. As in JBD 1, residential units may be allowed on the ground floor of mixed-use projects except along streets. To provide convenience for shoppers, drive-through facilities should be allowed in JBD 2 as stand-alone uses. Buildings up to two stories should be allowed with buildings up to three stories if approved by the Design Review Board if views from East Ridge are preserved. More efficient parking lots, combined drives, and a more attractive streetscape along 98th Avenue should be encouraged. Pedestrian access easements should be provided for connections between East Ridge and Juanita Beach Park through the business district (see Figure J-3 for approximate locations).

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

JBD 3

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

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

JBD 4

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

Continuous shoreline access between Juanita Bay Park and Juanita Beach Park is important; the missing link should be acquired provided that it does not negatively impact the sensitive areas.

JBD 5

Office and multifamily uses are allowed as should be restaurants, taverns, or neighborhood-oriented retail. Drive-through facilities should be prohibited. The maximum building height should be two stories. The most important objective in this area is to provide pedestrian access along the shoreline

and views to the lake. The City should pursue acquisition of a footbridge or other structure waterward of the Bayview Condominiums. This stretch of shoreline is a critical pedestrian link needed to complete a Juanita Bay Shoreline Trail between Rose Point and Juanita Beach Park. The shoreline trail should be completed where possible and clearly signed for use by the public and maintained properly.

***Pedestrian access easements along Juanita Creek should be* acquired.**

JBD 6

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

Pedestrian access between the business district and JBD 2/East Ridge should be improved.

JBD 2/East Ridge

Multifamily residential development should be permitted in this area at the densities established in Figure J-1. The maximum building height should be three stories. The most important objective for this area should be to provide public pedestrian easements for access to the business district. Potential locations for these easements are shown in Figure J-9; however, consideration for these important connections should be given when any site develops or remodels. Another important objective for East Ridge area should be to maintain the existing conifers which are located primarily at the south end of the subdistrict. These trees help to frame the business district, provide a visual buffer and give it the look of the Northwest.

Parklands

Juanita Beach Park

The vision for the Juanita Beach Park Master Plan is to provide a family friendly, multi-generational community park that fits the scale, character, and history of the park site and the surrounding neighborhood. The park is a focal point for the neighborhood center and 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

A Master Plan for Juanita Beach Park has been adopted and includes the long term plan for park development with improvements already made to the south portion. As funding is available the Master Plan should continue to be implemented to upgrade the park facilities, provide recreation activities and restore natural areas.

CIRCULATION

Figure J-__ graphically portrays pedestrian and bicycle circulation concepts for the neighborhood center. Policies for specific streets follow.

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

(1) Reducing curb cuts/consolidating driveways.

(2) Installing large landscaped pedestrian islands at or near crosswalks.

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

(4) Installing a bicycle facility.

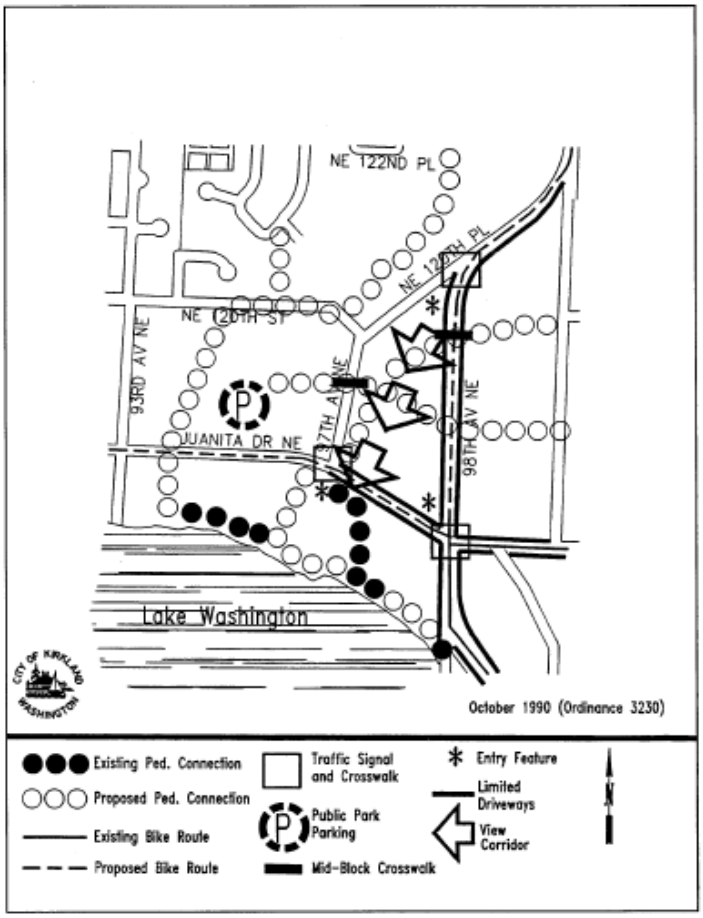


Figure J-3: Juanita Business District Circulation & Urban Design

Street improvements are recommended that will tie the neighborhood center with Juanita Beach Park.

NE 120th Place/97th Avenue NE - A critical component of the South Juanita Neighborhood Center plan is to tie the business district with the park. Sidewalk extensions, special paving, or other features should be used to allow for safe pedestrian crossing between the business district and Juanita Beach Park. Curb, gutter, sidewalk, and street trees also should be added.

Juanita Drive – The Juanita Drive Corridor Study was completed in 2014. The study developed a plan for future improvements to the Juanita Dr. corridor between Juanita Village and the northern city limits in Finn Hill. The improvements in the study should be implemented to improve pedestrian and bicycle connections including curb, gutter, sidewalks, street trees, lighted crosswalks, intersection improvements and traffic calming. The variety of street trees used should not block views of the lake.

URBAN DESIGN

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

The underlying goal of redevelopment in the South Juanita Neighborhood Center is to create a neighborhood-scale pedestrian district which takes advantage of the amenities offered by Juanita Bay. Figure J-3 displays some important urban design features of the business district.

Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved. Currently there are some informal trails from JBD 2/East Ridge to the core area, but they are inadequate and cross private property. Residents wishing to walk to the district have to go out of their way as there are no direct routes.

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

Entry features, such as signs or sculpture, should be established in the locations shown in Figure J-3. These features should be identity-giving elements which, for example, could reflect Juanita Bay. In addition, coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities like flowers, banners, and signs.

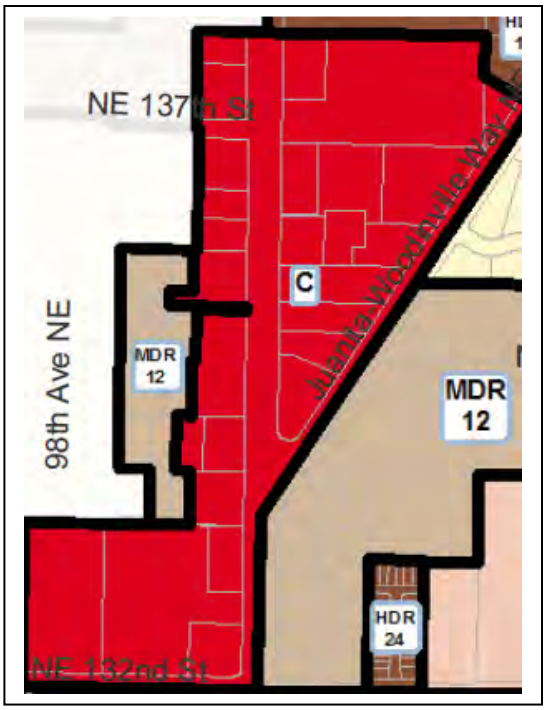
Design regulations and Guidelines are established for the JBD.

Design regulations and Design Guidelines for Pedestrian-Oriented Business Districts are established for the Juanita Business District. The regulations will be implemented through a Design Review process in the Zoning Code. The Guidelines include policies and concepts for parking lot landscaping and layout, pedestrian linkages, through sites, public open space landscaping, signs, building materials, roof treatments, building placement, and other design elements.

5.B. North Juanita Neighborhood Center

The North Juanita Neighborhood Center is the commercial and activity center for north Juanita (see Figure J-1). It contains shops and businesses that serve the local residents, but redevelopment would provide more needed services and gathering places, and improve the vitality of the area. The center is split by the location of the two parallel main arterials (100th Ave NE and Juanita-Woodinville Way NE) serving the area and pass through traffic between I-405 and the Bothell Highway. A corridor plan for 100th Avenue NE and adjacent uses should be prepared. The corridor plan could address such issues as street improvements, landscaping and lighting improvements, bicycle and pedestrian facilities to improve circulation, safety, and techniques to improve the visual appearance of the district similar to the Juanita Village development to the south.

Along 100th Avenue north of NE 132nd Street is a commercial neighborhood center area that contains a mix of commercial uses (see Figure J-1). The goal of this area is to create in the future, a mixed use, pedestrian oriented district that is similar to the South Juanita Business District in design but to a lesser degree in scale.

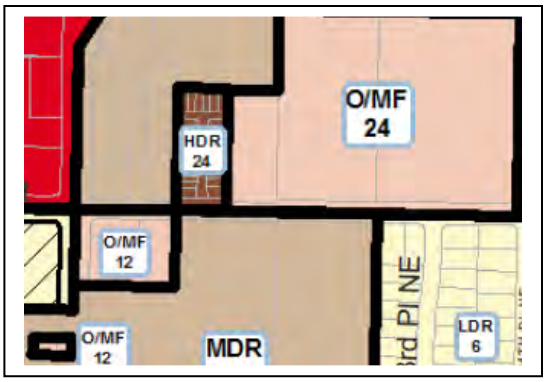


A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, groceries, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Design Guidelines and design review should be established for the Business District for all new, expanded or remodeled commercial, multi family or mixed use buildings.

See also the general Urban Design section.

Properties at the east and south corners of NE 132nd Street and 100th Avenue NE are designated for office/multifamily use.



Office/multifamily residential uses are appropriate for property on the east side of 100th Avenue NE at the intersection of NE 132nd Street and 100th Avenue NE shown in Figure J-1.

Such uses would be compatible with the surrounding multifamily developments and professional offices along NE 132nd Street. Commercial uses which are high traffic generators are not appropriate at on the south side of the intersection due to Juanita Elementary School to the west. Therefore, restaurant, tavern, or neighborhood-oriented retail uses should not be permitted on the south side of the intersection.

Special attention should be given to landscaping at the intersection to create a gateway and attractive entrance into the neighborhood and City. The City may require dedication of land for a sign.

The area along the north side of NE 132nd Street east of 100th Ave NE should be retain as office and multifamily uses. Existing development includes an office building, and two medical in-patient treatment facilities. Building height for the office area should be permitted up to 60 feet to accommodate the needs of these specialty facilities, including hospital standards for ventilation.

3. Natural Environment

Geologically Hazardous Areas

Juanita contains geologically hazardous soil areas shown on Figure J-4 which include moderate and high landslide slopes and seismic hazard soils. Juanita also contains Juanita and Forbes Creeks within the South Juanita Slope, Juanita Creek and Forbes Creek drainage basins which are subject to risk of earthquake damage as a result of seismically induced settlement.

Primary areas at risk for moderate and high landslide include the southeast slope of Finn Hill, southwest of the Heronfield Wetlands, the South Juanita Slope on the east and west sides of 100th Ave NE and along the south and north side of Forbes Creek Drive.

Much of the area south of Forbes Creek Dr. lies on the part of the Juanita Slope identified as unstable. Slopes are steep at an average of 15 percent with some slopes up to 40 percent. There is a series of ravines which represent a particularly high hazard of sliding. There also is considerable amount of groundwater in the slope causing artesian pressure and many small streams. Some creep and sloughing indicate active slope movement. The instability of the sand layer greatly increases when wet or modified. The presence of clay in the lower portions of the slope and saturated sand and gravel can also be contributing factors to landslides when wet. The slope will also be particularly prone to sliding in a time of a low-intensity earthquake. Limitations on development in geologically hazardous areas are described below and in the Environment Chapter.

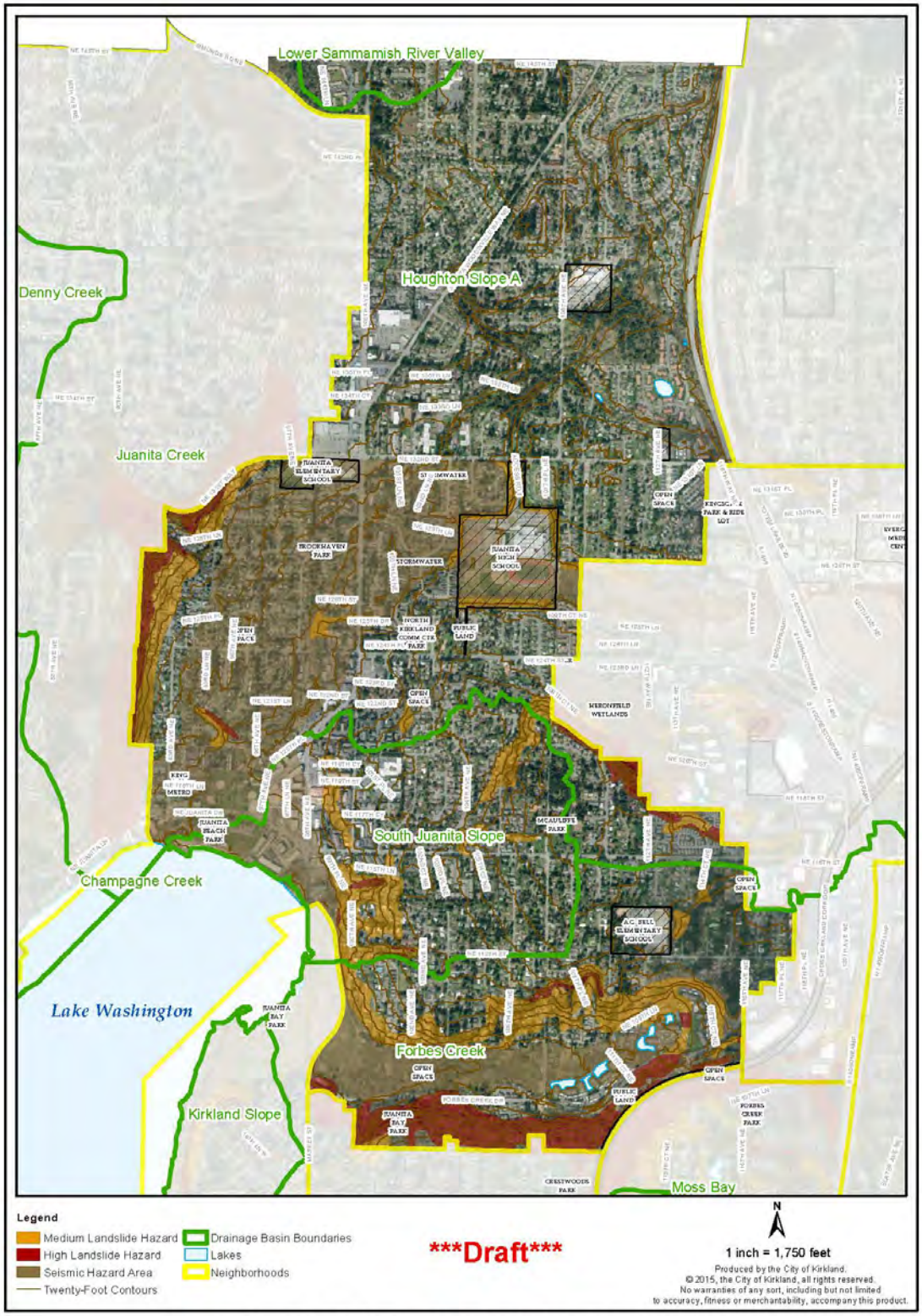


Figure J-4: Juanita Geologically Hazardous Areas

The moderate and high landslide hazard slopes are expected to remain stable if left in a natural condition. Construction on or adjacent to these slopes may cause or be subject to landslides, excessive erosion, drainage, or other problems associated with development on a slope. Moderate and High Landslide Hazard steep slopes can be stabilized by preserving vegetative cover and following recommendations of slope stability analysis. Development should be regulated on these slopes to avoid or minimize damage to life and property. Therefore, a slope stability analysis should be required prior to development on these slopes as well as seismic hazard areas identified in Figure J-4.

It is important to retain significant trees because they can help to maintain the visual character of the neighborhood and help to protect unstable areas. Where possible, new development should be required to retain visually prominent stands of significant trees. Development in slope areas these areas could result in extensive cut and fill and disturbance. The stability of the slope can be maintained by preserving vegetative cover. Maintenance of vegetative cover to the maximum extent feasible, in turn, helps to control the rate of surface water runoff which minimizes erosion and enhances water quality. See Environment Element and Utilities Element Chapters.

It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons for limiting the type or density of development in slope areas, such as access, utility service, adjacent uses, and others.

Sensitive Areas, Streams and Wetlands

The Valley portion contains Forbes Creek and areas subject to uneven settlement and flooding due to wetlands, and streams (see Figure J-5). Much of the Forbes Creek Valley area has been identified as a Flood Hazard and Seismic Hazard Area. Analysis of proposed developments should be required to mitigate problems associated with these factors. These flood areas are designated by the Federal Emergency Management Agency (FEMA). Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated stream corridor should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Environment Element).

The Finn Hill slope and hillsides north and south of Juanita Bay and Forbes Creek Drive also contain streams and ravines which flow into the Juanita Creek and Forbes Creek drainage basins. In order to ensure these streams, ravines and slopes are maintained in a natural condition and minimize disturbance of unstable slopes, Natural Greenbelt Protective Easements should be created over them. Significant trees are prominent on these slopes from many vantages and if retained, they will help to reduce erosion on steep slopes.

The Juanita Creek drainage basin has suffered from development impacts over the years. The gradual filling of Juanita Bay with eroded sediments is one indication of this as is the decreased fish population. Therefore, stringent erosion control measures and substantial stream setbacks should be imposed on new development during and after construction. Native riparian vegetation should be planted in the setbacks to improve fish habitat and discourage activity near the banks.

Many of the minor creeks feeding Juanita Creek have been culverted which speeds flow and eliminates natural filtration. Streams should be removed from culverts whenever possible, and new culverting should be prohibited as regulated in KZC Chapters 83 and 90. The City has made improvements to

portions of Juanita Creek to reduce erosion and restoration projects, such as at Juanita Beach Park. The City should continue efforts to rehabilitate Juanita Creek as a priority in its Capital Improvement Program. In addition, stream teams or volunteer citizen groups could work to enhance this resource.

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not impact the wetland. Public access should be developed along the Juanita Bay shoreline or through the wetland associated with the bay where appropriate and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant public views of the lake whenever possible which will benefit the general public, provided the action will not negatively impact the wetland.

The portion of the Juanita Creek wetlands east of Juanita High School should be left in a natural state. Public access as described for the Juanita Bay wetlands should also be developed along this wetland.

The unnamed stream located east of the hillside above Juanita Bay (and associated wetlands along 98th Ave NE) should be preserved and maintained in its natural state not only to provide storage and flow for natural runoff, but to provide natural amenities in the area.

The policies found in the Environment and Shoreline Area Chapters should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

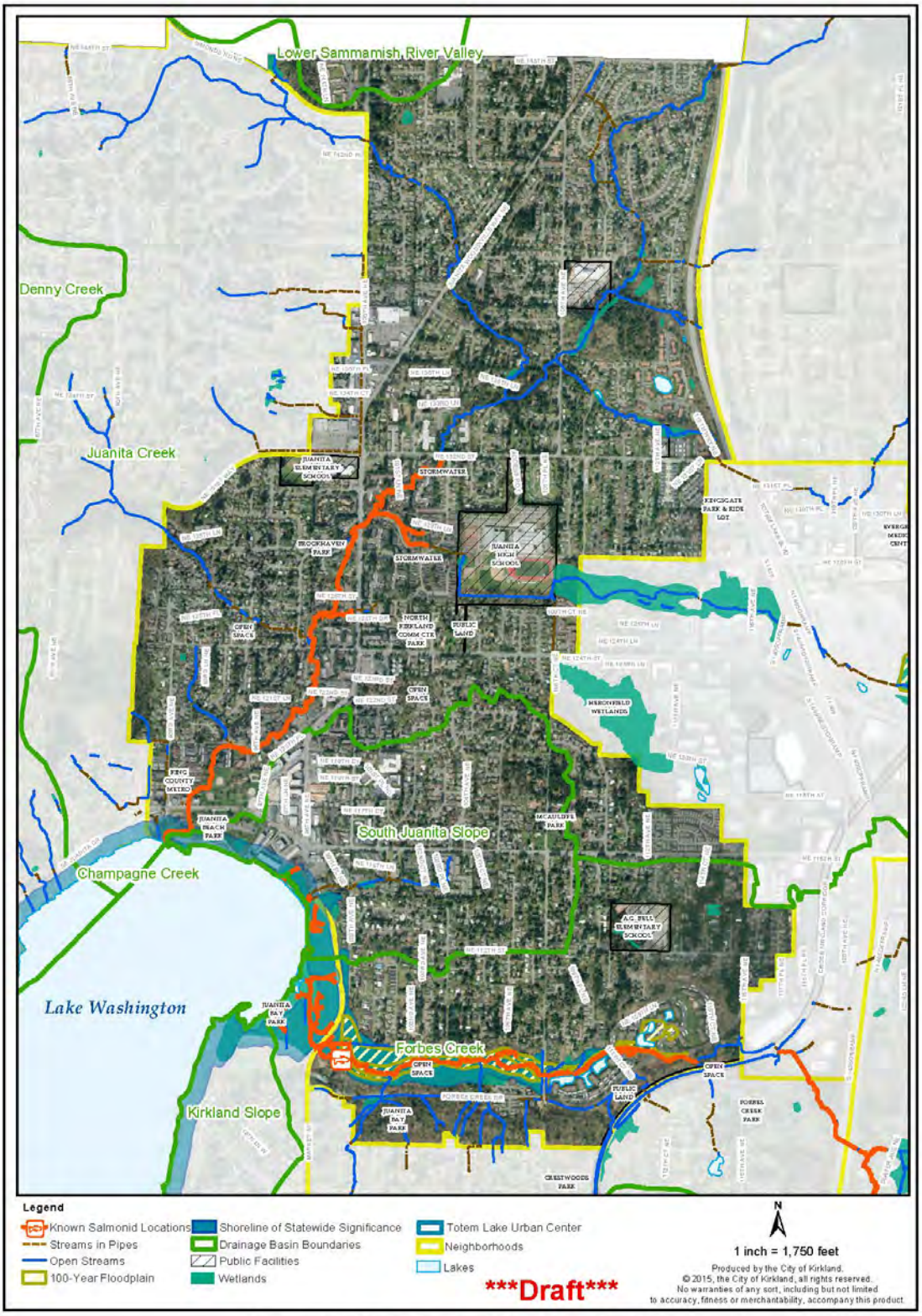


Figure J-5: Juanita Sensitive Areas

6. Open Space and Parks

Enhance parks within the Juanita neighborhood

There are approximately ten publicly owned parks in the Juanita Neighborhood that provide park, recreation and open space amenities, offer public access to the lake or protect sensitive and natural areas (see Figure J-1). The two regional parks include the Juanita Bay Park and the Juanita Beach Park. Juanita Bay Park, developed under a master plan, offers wildlife watching, a boardwalk, trails and passive recreation opportunities in around a large wetland system. Juanita Beach Park, also developed under a master plan, contains 25 acres and is developed with a swimming beach, play structures, restroom and launches for non-motorizing boats also under a master plan. Juanita Creek and associated wetlands located within the Park underwent restoration as part of the master plan. Continued implementation of the park master plan should occur, including new restrooms and concessions shelter near the shoreline, and a skatepark and playfield on the north side of Juanita Drive.

North Kirkland Community Center and Park is a recreation activity focal point for the neighborhood. The five acre site with a recreation center and playground has been identified in the Parks Recreation and Open Space Plan (PROS Plan) as in need of redevelopment to provide additional capacity and amenities. In light of this, effort should be taken to acquire public pedestrian easements over lands surrounding the park for safe access to it. In addition, the master plan should incorporate the following ideas:

(1) Surrounding single-family residences should be buffered from major activity areas.

(2) Vehicular traffic should be routed so as not to negatively impact the single-family residences to the east.

Other parks in the Juanita Neighborhood include:

- McAuliffe Park is 26.7 acres and developed for special outdoor events and enjoyment of the gardens.
- Juanita Heights Park is 6 acres. The PROS Plan identifies a need for pedestrian easements or access ways across private property to improve the entrance to the park.
- Brookhaven Park and Wiviott Property, and some unnamed small neighborhood parks of less than an acre in size provide additional recreational opportunities, and in some cases storm detention facilities and open space.
- Edith Moulton Park is 26.7 acres and partially developed. A park master plan will be developed for the park, including restoration of native vegetation along Juanita Creek as planned in the PROS Plan.
- Windsor Vista Park is 4.8 acres, is currently undeveloped and contains a creek through the property. A park master plan should be developed for the park for active and passive recreation as described in PROS Plan.

The southeast slope of Finn Hill, the slope northeast of NE 121st Place, and Forbes Valley are important open spaces for the neighborhood. Significant stands of trees should be preserved as described in the Natural Environment section. During development, tree cutting should be minimized.

The open space character of the Forbes Valley should be maintained.

The Forbes Valley area, extending from Lake Washington east to 116th Avenue NE, remains today as a large natural open space that is an extension of Juanita Bay Park. The Forbes Valley, with many wetland areas, is wooded with few existing homes. In the eastern section is Planned Area 9 which is developed as an attached and stacked residential project. The primary policy thrust for the Forbes Valley is to maintain it as a large open space along with low density residential development.

Wooded open spaces dominate the character of the Forbes Valley and should be maintained.

The dominant visual quality of the lower Forbes Valley is one of wooded areas and open space. This area is recognized as a significant regional open space and is preserved as an extension of Juanita Bay Park. The area's ecological and drainage connections to Lake Washington places it under the jurisdiction of the state Shoreline Management Act.

If development does occur, open space, particularly along the stream, must be maintained.

If private development of the lower Forbes Valley area does occur, the maintenance and preservation of the open space character will be required. In addition to maintaining the character of the area, specific requirements will include the preservation of open space within vegetative buffers adjacent to the creek with a possible pedestrian trail paralleling the stream. A continuous trail through the Forbes Valley should be planned and completed. Similar requirements of vegetative buffers and trails along the creek are discussed in the section dealing with the development of Planned Area 9.

Acquisition of parkland should be actively pursued.

Even with the acquisition of the McAuliffe Park, Juanita Beach Park and annexation of Edith Moulton Park, Juanita lacks park facilities and parkland given the size of the neighborhood. General areas where parks are needed are southwest and northeast portions of North Juanita as shown in Figure J-1 and as noted in the Parks Recreation and Open Space (PROS) Plan.

Juanita has open space tracts that were originally part of the subdivisions and subsequently purchased by King County. These are part of the City's Open Space System but are storm water facilities managed by the Public Works Department. Other open space parcels are private storm water facilities. The City maintains those facilities located in easement or tracts that are part of single family developments, but they are not part of the City's open space system.

The City should actively pursue acquisition of parkland when opportunities to preserve open space present themselves and when funding is available. Adequate funding for continued maintenance of parks and open spaces should be encouraged concurrent with new development of the parks and open spaces.

The City also partners with the Lake Washington School District to provide joint use of Juanita Elementary School recreational facilities that help meet the community's needs for recreation after school hours and during the summer. The City should continue a partnership with schools to provide recreational facilities to residents, including Juanita High School.

View corridors provided by the street system should be protected and enhanced.

One important open space of great community value is often overlooked. The street system provides Juanita with a number of excellent local and regional views. Such view corridors lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart. These view corridors are to be preserved and enhanced. One way to achieve this is through the undergrounding of utilities. See Community Character and Park, Recreation and Open Space Elements.

Other important goals and objectives for open space and parks are described in the Open Space/Parks Element chapter.

Major pedestrian/bicycle path system discussed.

Pedestrian and bicycle pathways are recognized as part of the open space system.

Pedestrian and bicycle pathways are also part of the park and open space system in addition to providing a transportation function. Bicycle facilities separated from vehicles should be provided where feasible on main arterials. Major pathways in the Juanita should be established according to the designations in the Transportation Element. See also Figure J- 8 in the Transportation Section below.

7. TRANSPORTATION

The Eastside has experienced increased traffic as a clear result of ongoing growth trends. Various transportation programs have set forth regional policies to handle this situation as it transcends any single jurisdiction. As with most of Kirkland, Juanita is located such that it is heavily impacted by the region's week day rush hour traffic.

The transportation system should serve local and regional needs.

The transportation system in Juanita should provide a network of safe streets to serve the residents, while recognizing and serving the regional needs. The neighborhood is divided by the following principal: 100th Avenue NE, NE 116th Street, NE 124th Street, NE 132nd Street (Figure J-6). These streets are heavily traveled by local residents and commuters from outside the neighborhood. These streets and Juanita Drive and Juanita-Woodinville Way NE, which are minor arterials, take commuters to and from I-405. Future improvements should recognize this situation and protect the integrity of the residential neighborhoods.

The following is a list of priorities desired for the transportation network in Juanita:

- **NE 132nd Street** - The City should improve this street to provide safe access to and from Finn Hill, particularly near Juanita Elementary

- **100th Avenue NE** north of NE 124th Street- A 100th Avenue NE Corridor Study for the street segment between NE 132nd ST and NE 145th ST recommended intersection, crosswalk, access control, lighting, signing, bike lanes and other street and stream improvements to the corridor. As funding is available these improvements should be implemented.

- **Juanita Drive -** see discussion in the Juanita Business District section and approved Juanita Dr. Master Plan.

- **NE 145th ST/100th Avenue NE intersection**- add a City or neighborhood gateway sign.

- Consideration should also be given to the use of native, drought-tolerant plant materials along streets. In addition, every effort should be taken to retain significant trees in the right-of-way during construction of streets.

- A new emergency, pedestrian and bike overpass across I-405 at approximately NE 140th ST connecting Juanita, Totem Lake and Kingsgate neighborhood is desired.

- Measures should be taken to reduce the speed of traffic on all Collector Streets through residential neighborhoods.

Further discussion of planned transportation improvements are described in the Transportation Element and Transportation Master Plan.

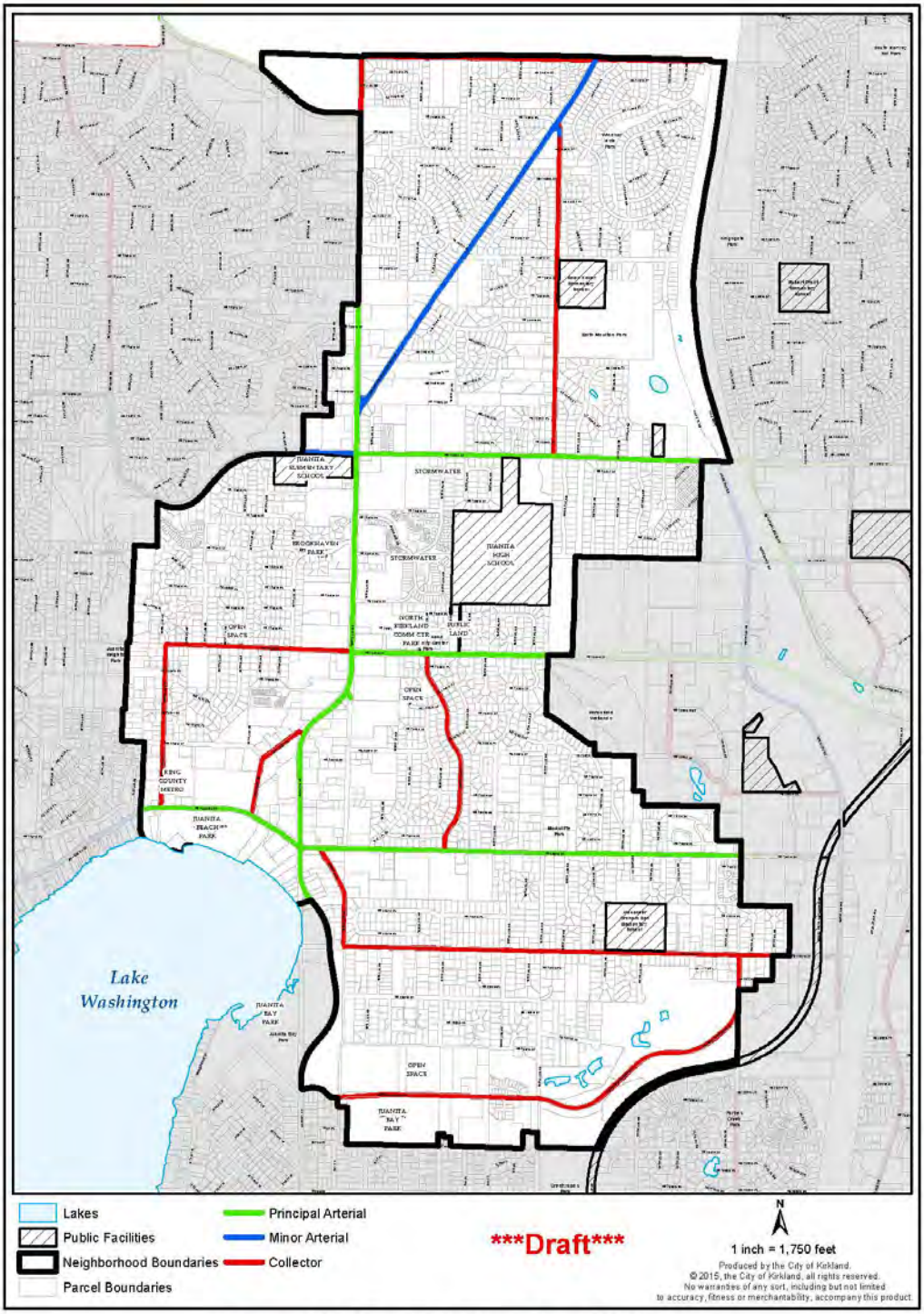


Figure J-6: Juanita Street Classifications

BICYCLE FACILITIES

Bicycles are permitted on all public streets, but several streets in Juanita are designated in Figure J-7 to be improved bicycle routes. Improvements for bicycles can include a separate lane, signs, or simply a wide shoulder. Improvements for specific streets are to be made as part of the City's Capital Improvement Program.

King County has a special bicycle route called the "Lake Washington Loop" so riders can ride around the lake. In Juanita, this route follows 98th Avenue and Juanita Drive.

A designated bicycle route should be identified between Finn Hill, Juanita Beach Park, the Cross Kirkland Corridor and the Sammamish Valley Trail.

Similarly, the City should work to identify the best bicycle route between Finn Hill, Juanita Beach Park, Cross Kirkland Corridor and the Sammamish Valley Trail in Redmond. The route should be clearly marked and tied with facilities in the Totem Lake Neighborhood. See also the Transportation Master Plan.

Access easements are encouraged to connect with pedestrian and bicycle corridors.

The Parks, Recreation and Open Space Plan (PROS) identifies two signature bicycle and pedestrian routes for bicycles and pedestrians. The Juanita Bay to Valley Trail would connect Juanita Bay with North Rose Hill Woodlands Park and eventually to Sammamish Valley with a greenway bicycle and pedestrian route. The route generally follows Juanita Drive in Finn Hill south through Forbes Valley, and south along 18th Avenue NE/ NE 100th ST, connects to the Cross Kirkland Corridor and east to the Sammamish Trail in Redmond.

Public pedestrian and bicycle easements should be provided across properties to access these signature trails when development, redevelopment or platting occurs to complete the trail system. See the PROS Plan for further details. The City should work to improve routes for bicycles and pedestrians including clearly marked signs and connections to transit facilities, schools, parks and commercial activity areas.

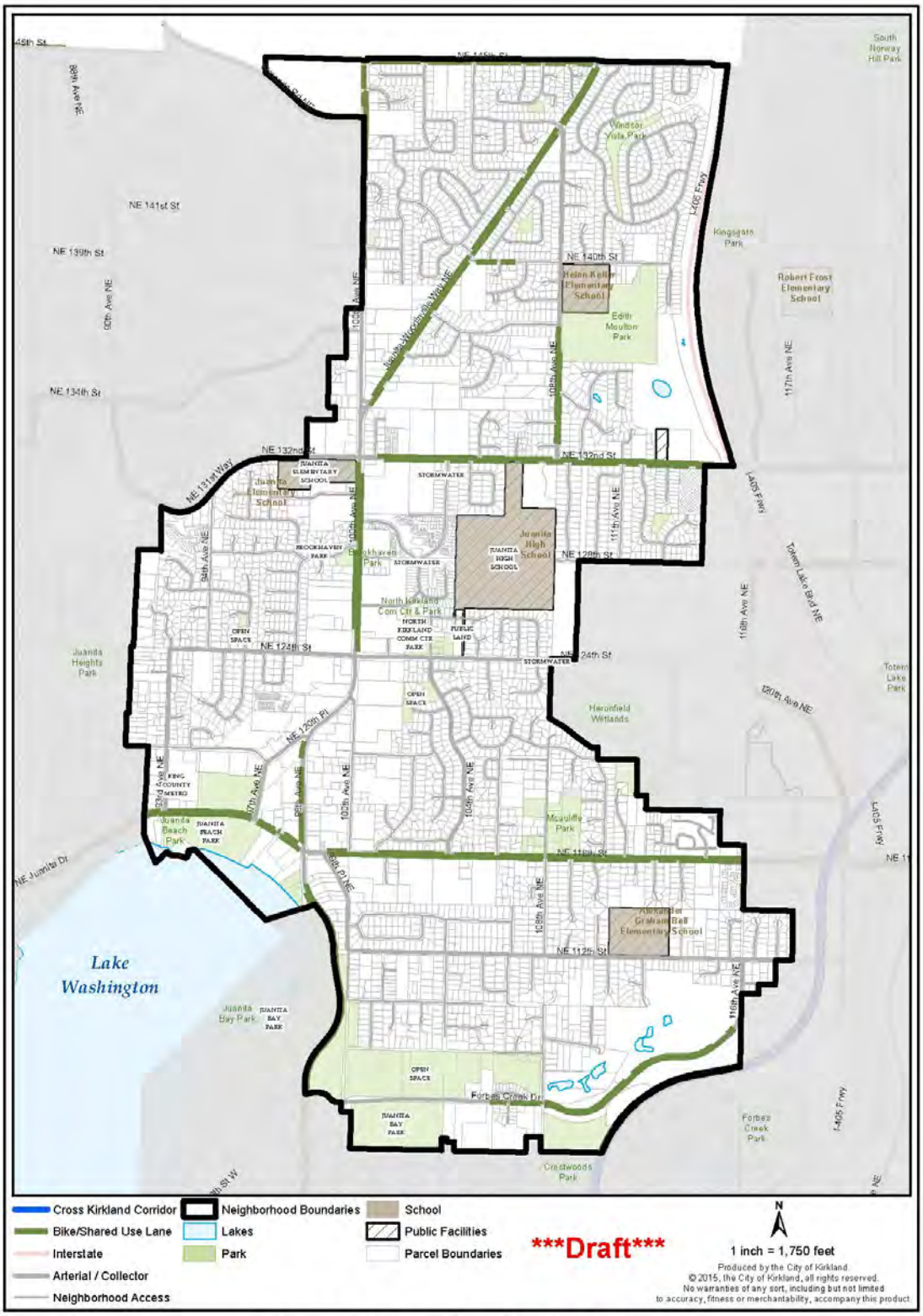


Figure J-7: Juanita Bicycle System

PEDESTRIAN CIRCULATION

Areas targeted for improved pedestrian access are listed

There are several areas in Juanita where improved pedestrian access would be highly desirable to the residents. Figure J-8 shows existing and desired pedestrian. In the following areas, pedestrian easements should be acquired either through conditioning new development or major redevelopment:

(1) Along the Lake Washington shoreline from Juanita Bay Park to Juanita Beach Park.

(2) From 100th Avenue NE to 98th Avenue NE in the business district (see also South Juanita Business District Section).

(3) From 95th Place NE to the South Juanita Business District.

(4) Along Juanita Creek from Lake Washington to 100th Avenue NE and from 100th Avenue NE to the Totem Lake Business District if consistent with the Shoreline Area and Environment Chapters.

(5) From the Idylwood neighborhood to NE 124th Street.

(6) From Finn Hill (such as from Juanita Heights Park) through Juanita to Cross Kirkland Corridor.

(7) From the lakeshore to the Cross Kirkland Corridor by way of Forbes Creek Drive.

When reviewing development proposals, attention should be given to improve and establish pedestrian connections from the developments to King County METRO stops and parks.

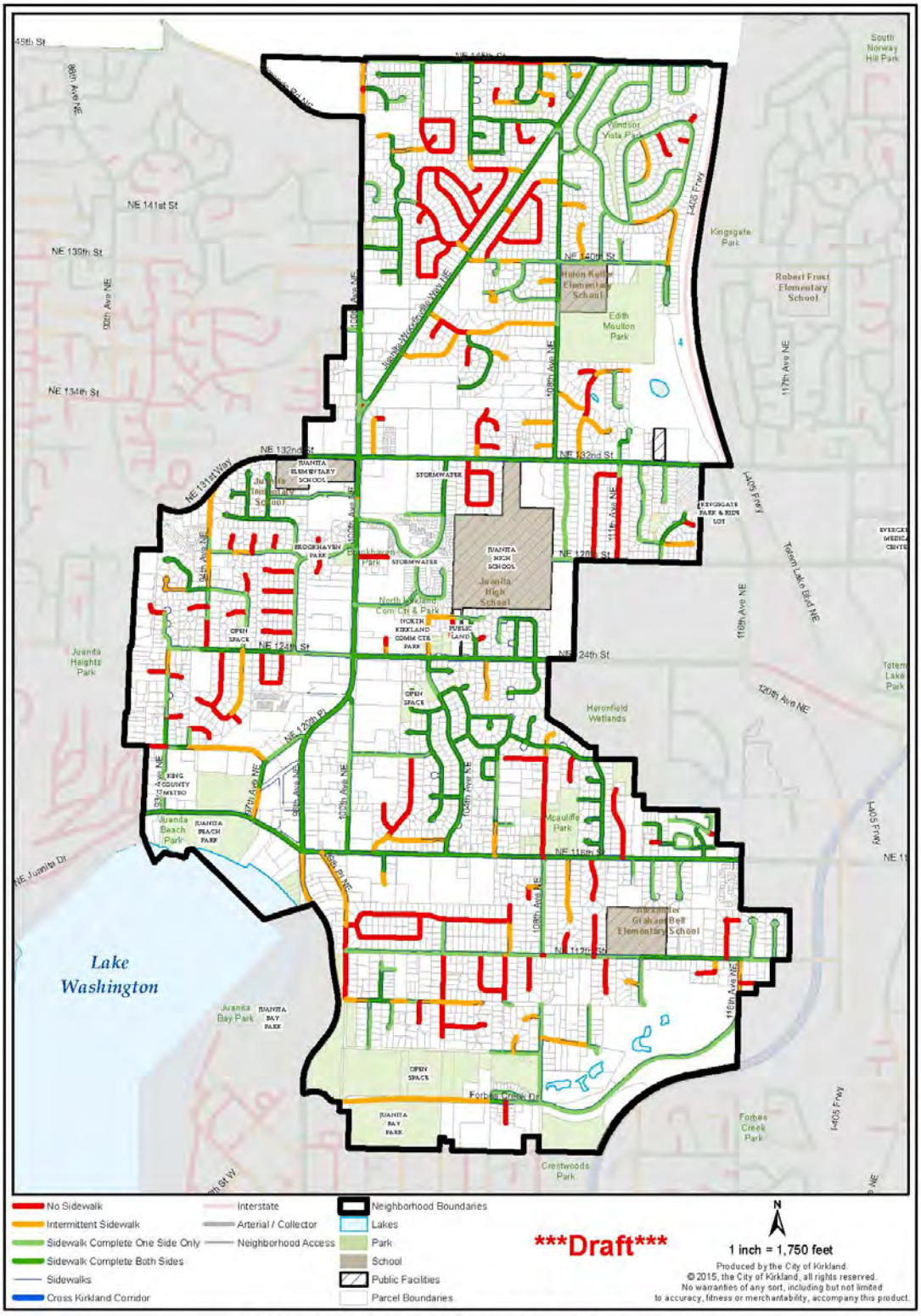


Figure J-8: Juanita Pedestrian System

8. Public Services and Facilities

Water, sewer, and drainage facilities are adequate for planned development in the Juanita Neighborhood. The goals and policies contained in the Utilities, Capital Facilities and Public Services Chapters of the Comprehensive Plan provide the general framework for these services and facilities.

Utilities

The Northshore Utility District and the City both provide utility service to the neighborhood.

The Northshore Utility District provides water service generally north of NE 124th ST and sanitary sewer service north of NE 116th ST. The City of Kirkland serves the remaining areas (see the Utilities Element). Sewer and water main extensions are typically installed by developers as part of a development project.

Encourage undergrounding of overhead utilities.

Overhead utility lines often disrupt significant public views and require more maintenance than underlines. View corridors provided by street systems should be protected and enhanced by placing utilities underground.

Storm Water

Natural storm drainage systems should be used as one measure to protect the Juanita Creek and Forbes Creek Drainage Basins.

Juanita is part of the Juanita and Forbes Creek Drainage Basins. New development should ensure protection of the creeks (see Natural Environment section). One way to accomplish this is through the use of low impact development techniques, such as biofiltration swales and natural systems. Therefore, future development in Juanita should use natural systems for storm drainage purposes as much as possible.

Forbes Creek and Juanita Creek should to be maintained or restored as functioning elements of the natural drainage system.

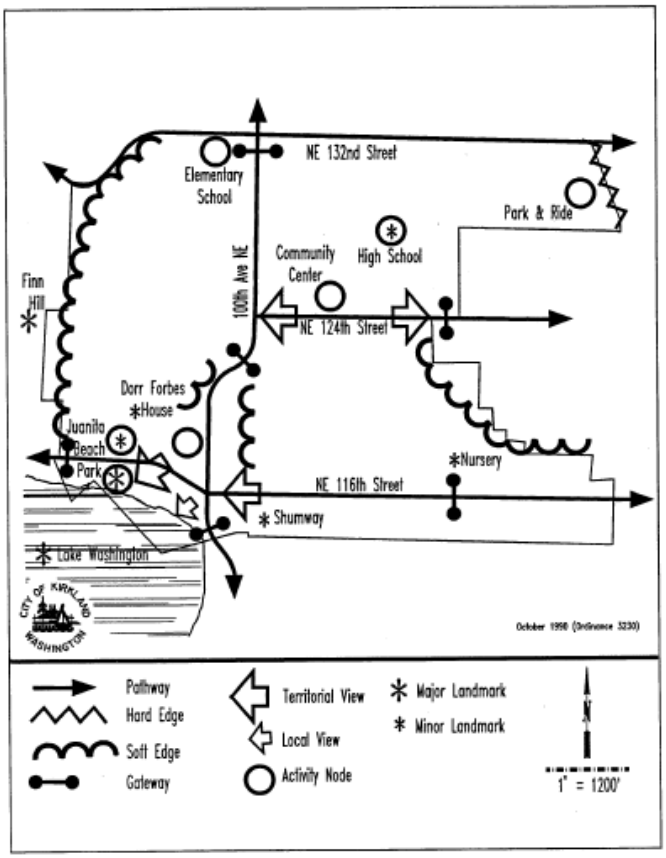
The restoration and maintenance of Forbes Creek and the associated wetlands is of special concern in order to serve drainage, aesthetic, educational, and biological functions (see Natural Environment Element).

Natural drainage systems are to be maintained.

The natural drainage system should be preserved and utilized according to the goals and policies in the Environment and Utilities Elements. Future development adjacent to streams should maintain the stream in an open, natural configuration or restore the stream if necessary.

9. URBAN DESIGN

The Urban Design Elements shown in Figure J-9 taken together create a visual identity for Juanita. Discussion of these elements follows. See the Juanita Business District section of this chapter and the Community Character Element chapter for more discussion of urban design.



Gateways to the neighborhood are identified on Figure J-9.

Gateways to the neighborhood provide an important first impression of the area's character and quality. Gateway locations are noted on Figure J-9 some of which have been previously described in this chapter. The locations were selected because they are prominent vantage points when entering the neighborhood. Each is located on a major pathway in the neighborhood. Improvement of these

gateways is recommended by the most available means. This may involve dedication of land or construction and maintenance of the gateways by private developers as part of project approval. Typical improvements include landscaping and signs which recognize Juanita not only as a unique neighborhood, but also as part of the City of Kirkland.

View corridors to the lake and to Finn Hill should be opened and enhanced.

Given Juanita's unique location on Juanita Bay, whenever there is development, major view corridors to the lake should be opened. Measures should be taken to improve significant public views. Public territorial views of the southeast slope of Finn Hill should be preserved and enhanced by removing elements which clutter the view, such as certain non-conforming signs and utility lines.

"Edges" created by landscaping or topographic change should be preserved.

Juanita is fortunate to have significant stands of trees which create a "soft edge" and provide containment for the South Juanita Business District (Figure J-__). Similarly the hillside in Totem Lake, once known as "Welcome Hill," helps to define the boundary between Totem Lake and Juanita. Interstate 405 in the northeast corner of the neighborhood provides a hard edge or distinct boundary between Juanita and Kingsgate. Future development should preserve these edge conditions and encourage additional landscaping or topographic change to demarcate different areas or provide organization.

Pathways, with directional signs, should be developed to connect to activity areas. Landmarks should be preserved and enhanced.

There are several important nodes in Juanita where activity is concentrated. Juanita Bay Park and the walking bridge east of 100th Ave NE, and Juanita Beach Park are nodes with regional significance. Other key focal points include schools, the North Kirkland Community Center and Park, and the two business neighborhood centers. Pathways and signs should be developed to lead to these nodes.

Finally, the landmarks and urban design features shown on Figure J-9 are significant, for they help to distinguish the neighborhood from other places and provide a point of reference and a sense of place for the residents. Efforts should be taken to preserve and enhance these identity-giving features.

South Rose Hill Neighborhood Plan
Draft 1/20/15

Includes review by Planning Commission on 2/12/2015

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. A minor update was made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter. ~~Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.~~

Neighborhood Association or public comment edits are highlighted in yellow.

1. VISION STATEMENT

The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including "pocket parks") will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is ~~heavily~~ influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street.

Although, r~~R~~etail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District ~~-~~also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multi family and office uses serve as a transition between the NE 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets. ~~is equitably distributed throughout the neighborhood and not channeled to impact certain streets.~~ New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton. ~~Extension of the sanitary sewer system into areas currently not served should occur prior to further development.~~

Moved this text up. ~~As part of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood was has been adjusted to the centerline of NE 85th Street.~~

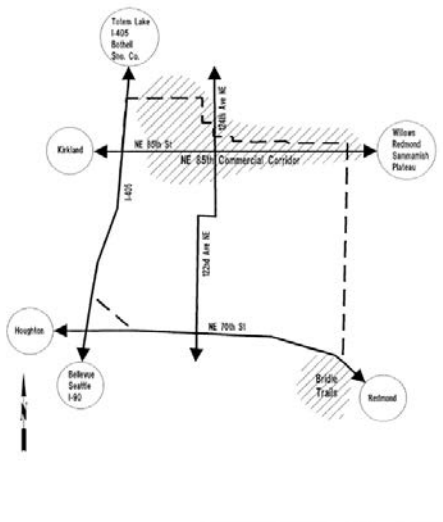


Figure SRH-1: South Rose Hill Regional Influences

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2. NATURAL ENVIRONMENT

Sensitive Areas

Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection.

~~The South Rose Hill Neighborhood contains a stream associated with the Forbes Lake drainage basin as shown in Figure SRH-2. The stream originates north of NE 80th Street between 124th and 126th Avenue NE and travels in a northwestern direction to NE 85th Street.~~ The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood's only open stream originates at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in ~~its~~ their natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter and Zoning Code should be observed including buffer setbacks~~. In addition, setbacks should be provided,~~ and natural greenbelt easements ~~should be~~ recorded to preserve these sensitive areas.

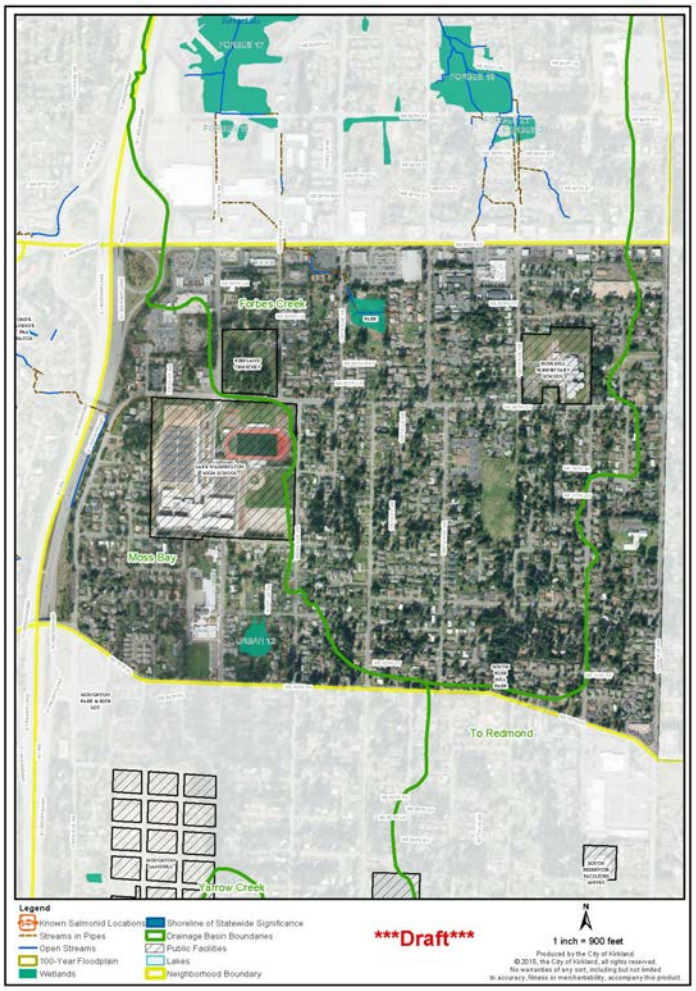

Figure SRH-1: South Rose Hill Sensitive Areas

Moderate landslide hazard and s~~S~~eismic hazard areas~~s~~ are identified. New development in these areas should be in accordance with geotechnical analysis.

~~The South Rose Hill Neighborhood also contains seismic hazards in its northwest quadrant due to soil types and conditions as shown in Figure SRH-2.~~The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. Seismic ~~The~~ soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the ~~Natural~~ Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.

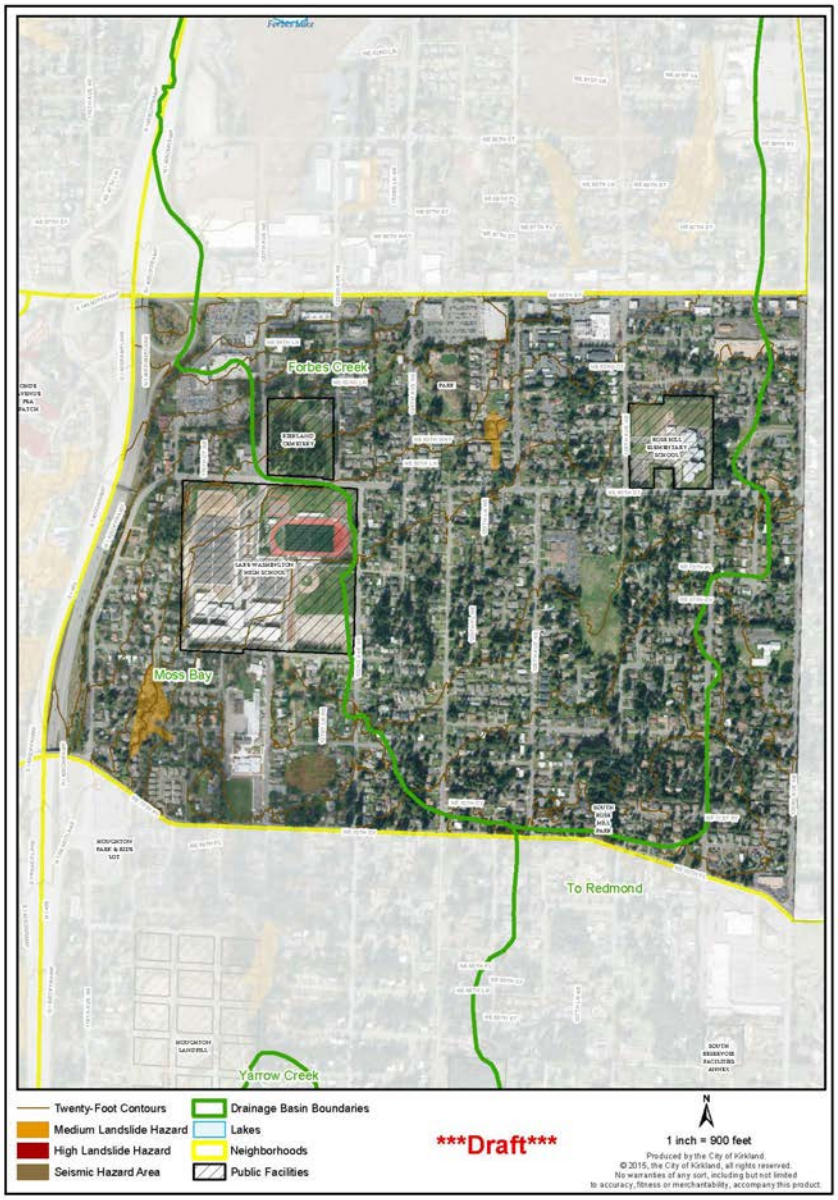

Figure SRH-2: South Rose Hill Geologically Hazardous Areas

3. ~~LIVING ENVIRONMENT~~ LAND USE

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood ~~commercial corridor,~~ the predominant land use in the South Rose Hill Neighborhood is ~~predominantly a~~ low-density single-family detached residential housing. ~~The lack of s~~Sanitary sewer service into the neighborhood continues to be expanded as development occurs. ~~will likely slow the development rate.~~ Outside of the designated commercial ~~district~~areas, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development as a transition between single family and commercial areas ~~the two districts~~ or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

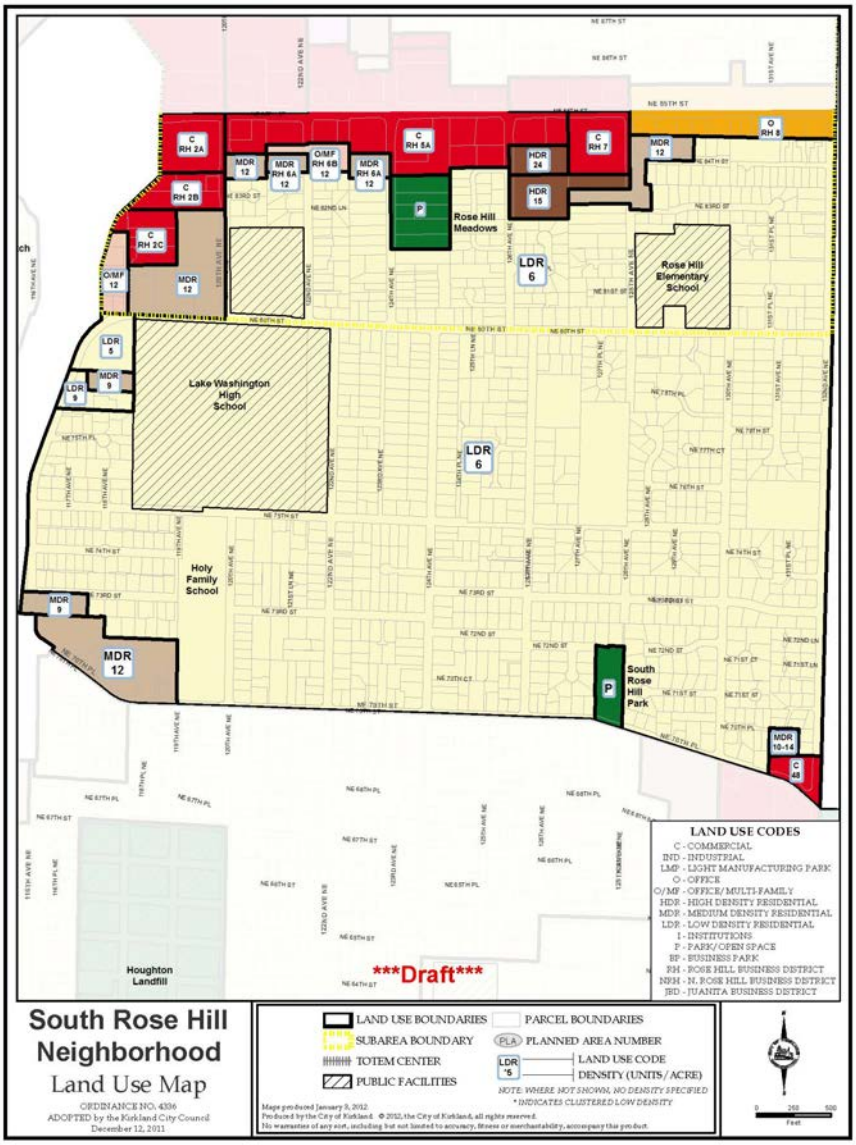

Figure 3 South Rose Hill Land Use Map

Limited opportunities exist in certain areas for medium-density, multifamily development.

Commented [JC2]: See comments from a group of residents in South Rose Hill who propose two changes in land use from low density residential to multi family in the area south of NE 85th ST.

Opportunities for medium-density development ~~in the residential district of South Rose Hill~~ are limited to parcels around the perimeter of the Rose Hill Business district and east and west ends of NE 70th ST. Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

Along NE 70th Street and west of 119th Avenue NE, multifamily development at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and 116th Avenue NE ~~the eastern boundary of the multifamily use on the west, south of approximately NE 72nd Street if extended,~~ consists of existing multi family and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate where shown on Land Use Map Figure 1 ~~at this location~~ due to ~~its~~ the proximity to the NE 70th Street, Houghton park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed for multifamily development:

(1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.

(2) ~~Horizontal facade setback modulation~~ Setbacks between units and building modulation should be incorporated into the design of the units. ~~to diminish solid lines adjoining NE 70th Street.~~

(3) Structure size and height~~s~~ should be limited abutting low density zone or uses to be visually compatible with ~~adjoining~~ single-family development.

(4) Structures should be clustered to preserve significant groupings of trees and provide open space.

(5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family properties~~y~~ to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments and the High School ~~from the subject property~~.

(6) Properties should be consolidated where feasible ~~The entire site should be developed as a whole~~ to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

Medium-density development at 12 dwelling units per acre is appropriate in areas north of NE 70th Street and east of 116th Avenue NE.

The land located north of NE 70th Street and east of 116th Avenue NE is currently developed with multifamily housing. The land is oriented toward the freeway and the NE 70th Street Houghton park and ride. Multifamily housing is appropriate at 12 dwelling units per acre at this location due to its adjacency to transit service along NE 70th Street, 116th Avenue NE, and the park and ride, as well as to adjoining properties that are similarly designated. Therefore, medium-density development at 12 dwelling units per acre is appropriate.

The area south of NE 73rd Street and east of 116th Avenue NE is appropriate for a transitional density of nine dwelling units per acre. Guidelines for detached units are discussed.

A half-block area, adjoining the south side of NE 73rd Street and east of 116th Avenue NE, is bordered on the south by multifamily uses. Proximity to the NE 70th StreetHoughton park and ride, orientation to bus routes along 116th Avenue NE, and the lower elevation of this area which buffers it from single-family homes to the east, make this area well-suited for a transitional density of nine dwelling units per acre. In order to reduce impacts on adjoining single-family homes to the north, across NE 73rd Street, detached residences should be allowed, subject to the following standards:

(1) Water pressure must be sufficient to serve existing homes and any additional density.

(2) Development improvements to NE 73rd Street along the property frontage should occur prior to occupancy.

Further development potential for nine dwelling units per acre exists north along 116th Avenue NE from NE 78th Street to the southern boundary of Lakeview Estates. Standards should be followed to ensure compatibility and vegetation preservation.

Commented [JC3]: This section deleted because it is redundant with section above.

In the northwest corner of the residential district, extending north along 116th Avenue NE from the alignment of NE 78th Street to the southern boundary of Lakeview Estates, the land consists of vacant and large lots with further development potential. This area is close to the park and ride, is oriented toward a transit route along 116th Avenue NE, and is between Lake Washington High School, I-405, and south of existing multifamily housing. These factors combine to make this land well-suited for multifamily uses at a density of nine dwelling units per acre. Future multifamily development should be subject to the following standards to ensure compatibility with detached dwelling units to the south and the preservation of significant vegetation:

(1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.

(2) Horizontal facade setback modulation Setbacks between units and building modulation should be required design elements.

(3) Structures size and heights should be limited abutting low density zones or uses to be visually compatible with adjoining single family development.

(4) Clustering of sStructures should to clustered to help preserve significant groupings of trees and provide open space.

(5) Establishment of nNatural Ggreenbelt Pprotective easements should be established to perpetually retain the significant trees adjoining the Lakeview Estates parcel and the high school.

(6) Access to multifamily uses should not impact adjacent single family areas.

(7) Pedestrian access through the development should be required to facilitate access to Lake Washington High School.

(8) Vegetative buffering (preferably with native, drought tolerant plants) should be provided next to single family areas.

Existing multifamily areas south of NE 80th Street and east of 116th Avenue NE should remain zoned as low-density development due to impacts north of NE 80th ST. Redevelopment should focus on vegetation preservation and access.

Existing multifamily housing located south of NE 80th Street and east of 116th Avenue NE is impacted by existing Planned Area 13 office and multifamily uses to the north across NE 80th Street, the freeway, and Lake Washington High School. Its designation of low-density development to a maximum of seven dwelling units per acre should continue. If redevelopment occurs, the existing vegetative buffer along the southern border should be preserved. Access should be located so as to maximize sight distances along 116th Avenue NE and NE 80th Street by keeping the access away from the curve formed by their junction. Therefore, the access should be aligned with 118th Avenue NE.

Commented [JC4]: This section below is deleted because it is developed with Lakeview Estates PUD (is zoned RS 7.2). Property north of NE 80th ST is zoned PR 3.6 and contains a mix of offices and residential (no longer PLA 13).

~~4. Economic Activities~~COMMERCIAL

Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, ~~and~~ business park and medium to ~~uses. Some medium- and~~ high-density multifamily development. ~~is also present.~~

The ~~only area of economic activity in South Rose Hill is within the commercial~~ Rose Hill Business district along NE 85th Street (see Figure SRH-3~~). It~~ is recognized as both a regional transportation and mixed use commercial corridor~~. This area includes~~with retail, office, and business park uses, and~~, to a lesser degree, some~~ medium- and high-density multifamily development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Neighborhood c~~C~~ommercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development. Development should not extend into the surrounding low-density residential neighborhood. ~~, however.~~

The northern boundary of the commercial area lies south of the existing single-family development along 132nd Avenue NE (see Figure __). The western boundary lies east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary generally follows the toe of the existing slope.

To mitigate impacts to the adjoining residential area, development is subject to the following standards:

(1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.

(2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.

(3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.

(4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.

(5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.

(6) Parking areas should be landscaped and visually screened from adjoining residential development.

(7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.

(8) Noise impacts to surrounding residential development should be minimized.

(9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area is an existing~~,~~ medium-density residential development~~ is appropriate~~. ~~Units should be small-lot detached single-family residences, however.~~

~~5.~~3 OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below. In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, basketball area and restroom.

Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.

Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. ~~Future funded improvements include irrigation, planting, relocation and improvement of cemetery entry, additional parking, new cemetery services, improved pedestrian and vehicular circulation, and expansion to the southeast corner of the property.~~

Rose Hill Meadows is a 4.10 acre park located south of NE 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.

~~Figure SRH-4: South Rose Hill Parks and Open Space~~

Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.

Despite these parks and open space facilities, the neighborhood is deficient in parkland especially in the western portion of the neighborhood ~~based on the standard of 15 acres per 1,000 population, because much of this land is owned by the Lake Washington School District~~. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as "pocket parks." These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. See the Parks Recreation and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.

~~***The broadcasting tower site should be acquired, if possible.***~~

~~North of NE 75th Street and west of 128th Avenue NE, the 6.4-acre broadcasting tower property has been identified as a potential park site. However, since the site has a long-term lease, acquisition is unlikely in the near term. If acquisition becomes possible, it should be pursued.~~

Lake Washington School District should maintain open space and recreation facilities for public access.

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ballfields, when redevelopment or expansion occurs at the high school or elementary school.

~~Community and regional park needs will also be met outside of the South Rose Hill Neighborhood. Community parks that serve South Rose Hill include Peter Kirk Park, Everest Park, and Crestwoods Park. Regional parks that serve the neighborhood include the Kirkland waterfront parks, Juanita Beach Park, and Marymoor Park.~~

Commented [JC5]: Property is being developed for 35 lot subdivision

Commented [JC6]: No need for reference to regional park need outside neighborhood.

6. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities and Transportation chapters.

STREETS

Street system should provide and maintain integrity of the residential district.

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe circulation of vehicles, bicycles and pedestrians ~~movement~~ within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood are found in the Transportation Element.

~~***Changes to street system may occur in accordance to City and regional decisions mandated by the GMA.***~~

Commented [JC7]: Discussion will be included in the Transportation Element.

~~Like all neighborhoods in Kirkland, this neighborhood is experiencing increased traffic. Much of the projected traffic increase is based on regional growth and is felt to some degree by every neighborhood in the City and on the Eastside. As such, the issue of traffic and use of single-occupancy vehicles requires a broader response. The City-side policies addressing the transportation system will be formulated and discussed as part of the Transportation Element to be included in a subsequent update of the Comprehensive Plan that was mandated by recent Statewide Growth Management Act (GMA) legislation. As City, State and regional decisions are made, changes to the Kirkland street system may be necessary.~~ A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought~~.~~

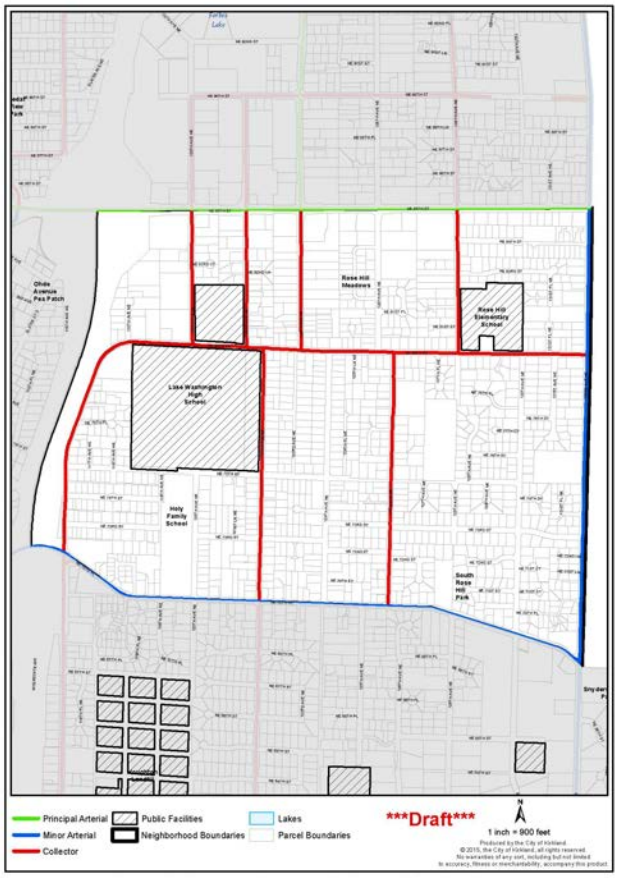

Figure SRH-4: South Rose Hill Street Classifications

~~***Transportation management programs should be required for all commercial and medium- to high-density residential developments.***~~

Commented [JC8]: TMP's regulations are contained in the Kirkland Municipal Code.

~~Transportation demand management is a concept that attempts to control traffic by reducing the overall number of trips generated by a specific use. Successful use of this concept may help reduce the need for future capital improvements. Components of a typical transportation management program are discussed in the Public Services/Facilities chapter in Policy 4.2.~~

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-4 shows the Street Classification System for South Rose Hill.

Principal ~~mary~~ Arterials

NE 85th Street is a ~~primary~~ principal arterial that is the most traveled route into and through the neighborhood.

124th Avenue NE north of NE 85th Street is a primary arterial leading in the North Rose Hill Neighborhood. See discussion in the North Rose Hill Neighborhood chapter.

~~Secondary~~ Minor Arterial~~s~~

132nd Avenue NE is a ~~secondary~~ minor arterial along the eastern boundary of the neighborhood. Metro provides bus service along this route.

Collector Streets

124th Avenue NE between NE 85th Street and NE 80th Street ~~is a collector arterial.~~

122nd Avenue NE south of NE 80th Street ~~is a collector arterial.~~

NE 80th Street, ~~is a collector arterial.~~ This is a Metro bus route.

116th Avenue NE is a collector ~~arterial~~ street and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the ~~NE 70th Street~~ Houghton park and ride with the high school is desirable when possible to increase safety.

BICYCLE FACILITIES

Bicycles are permitted on all public streets. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, ~~and~~ distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the principle and secondary and collector arterials ~~major,~~ that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. ~~—~~Desired i~~I~~mprovements for bicycling~~es~~ include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made. ~~striped and marked bicycle lanes, and posted signs.~~ See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.

The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116th Avenue NE at the NE 80th ST pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.

PEDESTRIAN CIRCULATION

Developed areas in need of sidewalks should be identified, and then installed through the capital facilities budget process.

~~Within the South Rose Hill Neighborhood, the existing and proposed pedestrian trail system shown in Figure SRH-7 includes only the major pedestrian paths and sidewalks. Improvements to public rights-of-way include curb, landscape strip, and sidewalk.~~ As new development occurs, pedestrian improvements are usually installed by the developer. ~~In developed areas,~~ ~~T~~the City has identified ~~should identify~~ areas where ~~of need and install~~ sidewalks are needed such as along 116th Avenue NE and in the Transportation and Public Facilities Elements through the capital improvement plan ~~facilities~~ budget process.

~~***Other areas targeted for pedestrian access are listed.***~~

~~South of NE 80th Street, 128th Avenue NE should be upgraded with a pedestrian route connecting to the South Rose Hill Neighborhood Park and beyond to NE 70th Street. This route would go through the potential park site at the radio broadcasting tower property. The unimproved portion of the right-of-way between NE 80th Street and the potential park site should be developed as a pedestrian path until future development eventually requires sidewalk improvements. When redevelopment occurs at the radio tower site, either as a park or as another use, a trail should develop there to complete the connection between the North Rose Hill and Bridle Trails Neighborhoods along the 128th Avenue NE street alignment.~~

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be ~~developed~~ improved and signed as a pedestrian path until future development requires sidewalk improvements.

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th Avenue provides a future potential opportunity to create a ~~greenway~~ pedestrian and bicycle trail through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

~~A potential future pedestrian path connecting NE 76th Street to 132nd Avenue NE should be developed in cooperation with the church when opportunities arise to implement this trail.~~

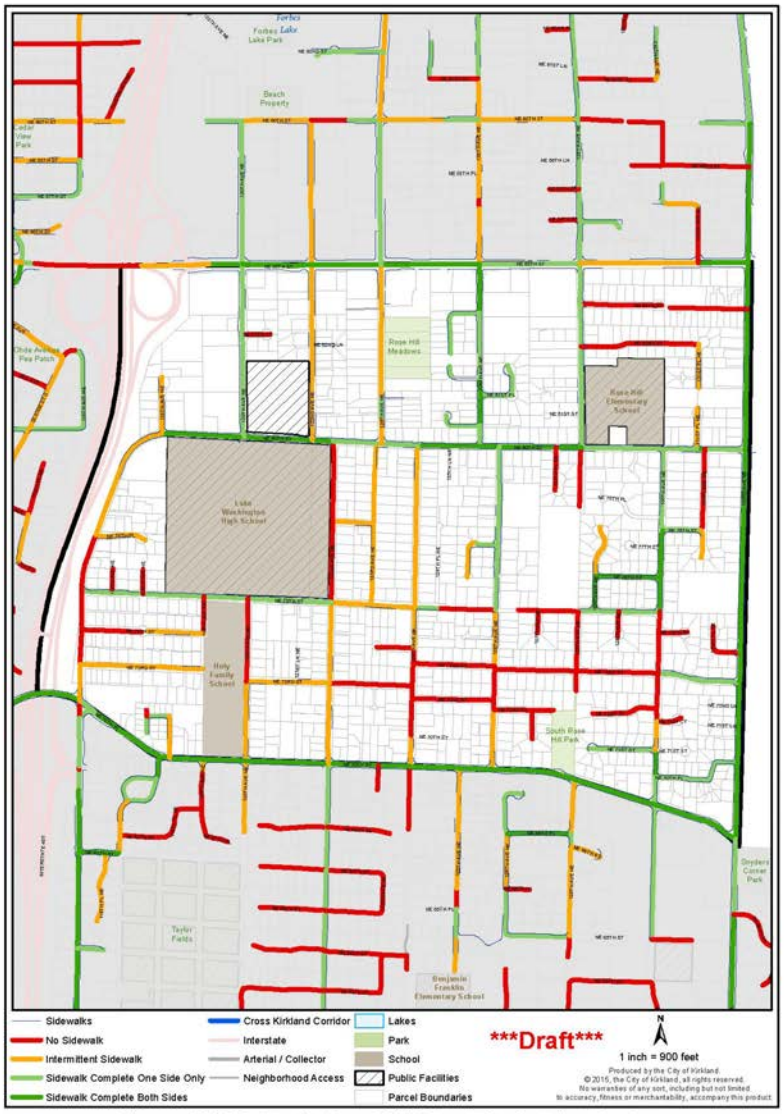

Figure SRH-5: South Rose Hill Street Pedestrian System

Figure SRH:6 South Rose Hill Bicycle System

UTILITIES

~~Rose Hill Water District provides water, and~~ ~~T~~the City provides water and sewer service to the neighborhood.

~~The Rose Hill Water District provides water service to the entire South Rose Hill Neighborhood.~~ The City of Kirkland provides water and sewer service to the neighborhood. Many properties still use ~~Currently, the majority of the neighborhood uses~~ septic systems. Sanitary Sewer- mains and connections~~s~~ should be provided to these areas before new development can occur. ~~Sewer main extensions are typically installed by developers as part of a development project.~~

New development must ensure protection of Forbes Lake and Creek and Lake Washington.

North of NE 7~~8~~0th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek ~~Lake~~ drainage basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington via underground storm sewers that cross I-405. New development should ~~must~~ ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available stormwater management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

With redevelopment of the NE 85th Street sections of the overhead utilitity lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district. When possible, the remainder ~~the undergrounding of~~ of overhead utility lines ~~is encouraged, especially~~ along NE 85th Street should be undergrounded. ~~where significant public views are interrupted~~.

7. URBAN DESIGN

The urban design ~~elements~~ features shown in Figure SRH-8 give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design ~~elements~~ features follows.

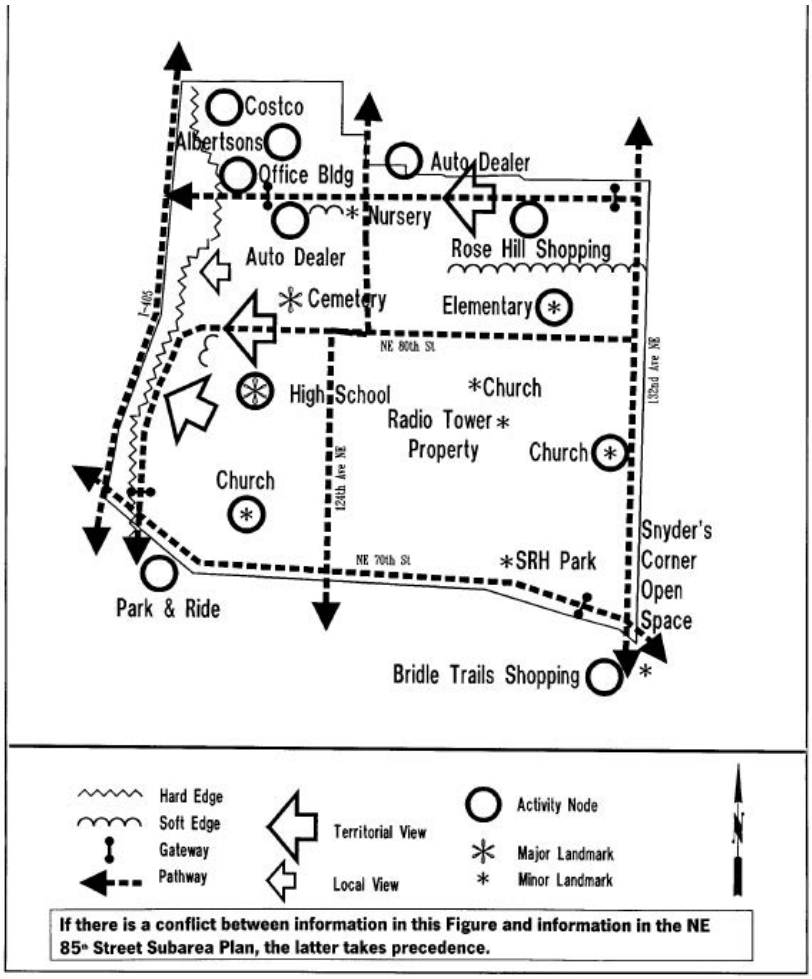

Figure SRH-8: South Rose Hill Urban Design Elements

Commented [JC9]: Note: Update Figure below to delete Albertsons, Nursery, Radio Tower property, add Rose Hill Meadows, neighborhood commercial, activity band along NE 85th Street, other religious organizations at 81/132nd Ave, 13000/NE 84th ST

Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the Rose Hill Business ~~commercial~~ district~~ in South Rose Hill~~, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood (or City) gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street and east and west ends of NE 85th ST. ~~A City gateway sign and landscaping should be installed at the intersection of NE 85th Street and 132nd Avenue NE, along NE 85th Street~~. These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects.~~, such as the NE 70th Street Improvement Project~~.

Activity nodes are identified.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Houghton park and ride, two parks and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and ~~Mark Twain~~Rose Hill Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill such as the Landry House. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged. ~~Possible locations may include, but not be limited to, the Cemetery and Cemetery caretaker's residence, Rose Hill Community Club, and the Great Western Iron and Steel Works in Rose Hill.~~

Major public views should be enhanced and preserved.

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.

Interstate 405 constitutes a “hard edge” or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a “soft edge” between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.

South Rose Hill Neighborhood Plan
Draft 1/20/15-Clean Copy

Includes review by Planning Commission on 2/12/2015. No changes made.

Note: The South Rose Hill Neighborhood Plan had its last major update in 1991 with a partial update in 2002. A minor update was made in 2015 as part of the GMA Update. See also NE 85th ST Subarea Plan Chapter.

1. VISION STATEMENT

The South Rose Hill Neighborhood should continue to retain its character as a stable residential neighborhood. The neighborhood should be enhanced to emphasize its human scale, pedestrian orientation, and economic vitality. Strong emphasis should be placed on providing pedestrian and bicycle pathways. These nonmotorized corridors should provide safe passageways for school, educational/institutional uses as well as to the commercial district. The expansion, upgrading, and acquisition of park and recreation facilities (including "pocket parks") will be necessary to make them more accessible to the neighborhood and its residents. The neighborhood does offer some limited options for higher-density development at appropriate locations to provide housing diversity.

The South Rose Hill Neighborhood is influenced by I-405 on the west and the NE 85th Street commercial corridor to the north. This corridor is a major entranceway to Kirkland on the east and provides a view of Lake Washington, Seattle, and the Olympic mountains to the west. With the adoption of the NE 85th Street Subarea Plan, the north boundary of the South Rose Hill Neighborhood is the centerline of NE 85th Street.

Although, retail and auto-oriented commercial development will probably continue to cluster around the interchange, over time the commercial corridor will become more mixed use with residential above ground floor commercial. While serving some of the needs of both the South Rose Hill and North Rose Hill Neighborhoods, the NE 85th Street corridor known as the Rose Hill Business District also provides community and regional commercial shopping and retail and personal services (see Figure SRH-1). Multifamily and office uses serve as a transition between the NE 85th Street corridor and single family neighborhoods. See the NE 85th Street Subarea Plan for more information about the corridor.

Public services and facilities should be planned to adequately meet the needs of existing and future demands and strive to achieve a high level of service for South Rose Hill. The traffic circulation system should be designed so that traffic is focused onto the arterial and collector roads to avoid cut-through traffic on local streets. New street improvements and undergrounding of overhead utility lines along NE 85th Street will improve the pedestrian experience and attractiveness of the commercial area. NE 70th Street provides a significant east-west connection to Redmond and Houghton.

2. NATURAL ENVIRONMENT

Sensitive Areas, Wetlands and Streams

Wetland and stream areas should be rehabilitated, if necessary, and preserved for future protection.

The South Rose Hill Neighborhood is primarily a broad plateau with only two small identified wetland areas, shown in Figure SRH-1. The neighborhood's only open stream originates at the wetlands in Rose Hill Meadows Park and flows to the northwest, where it is mostly piped until it reaches NE 90th Street where the stream daylights in the wetland area draining to Forbes Lake. The other small wetland area sits behind houses in the block just east of Holy Family School. The stream and wetlands should be left in their natural state and rehabilitated where possible when new development occurs. The policies found in the Natural Environment chapter and Zoning Code should be observed including buffer setbacks and natural greenbelt easements recorded to preserve these sensitive areas.

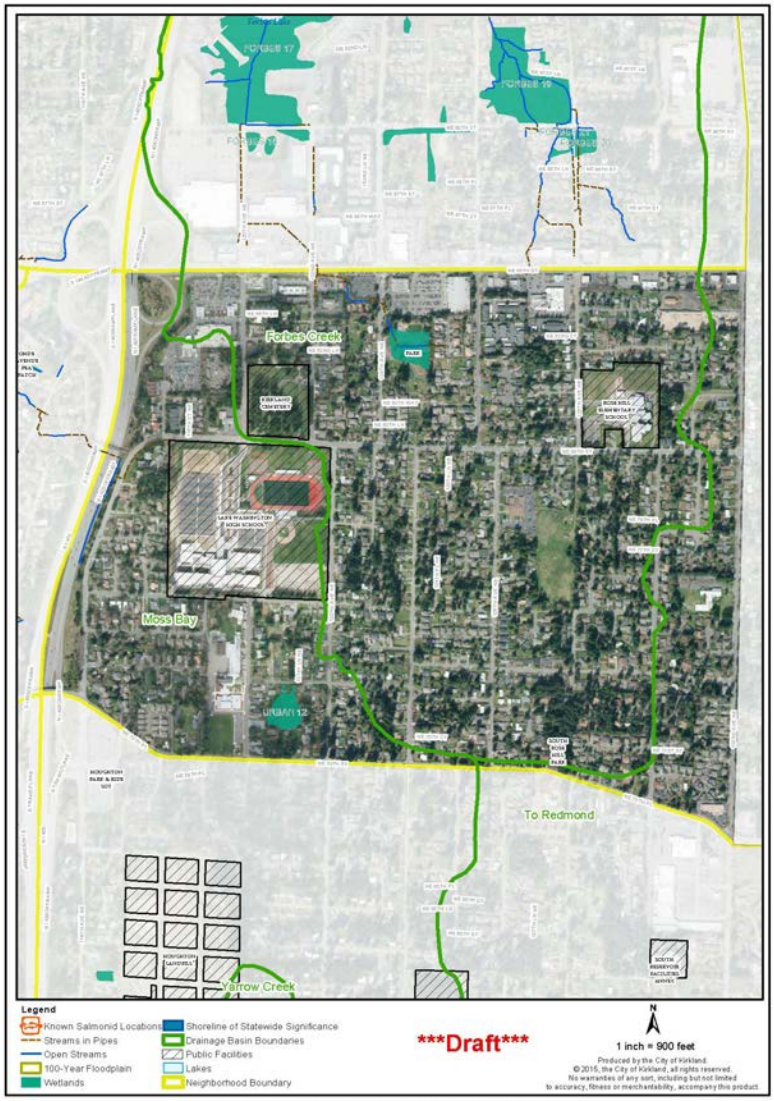

Figure SRH-1: South Rose Hill Sensitive Areas

Moderate landslide hazard and seismic hazard areas are identified. New development in these areas should be in accordance with geotechnical analysis.

The South Rose Hill Neighborhood contains two moderate landslide areas in its north and west due to soil types and slope conditions. The small wetland in the block east of Holy Family School is the only identified seismic hazard area in South Rose Hill. These areas are shown in Figure SRH-2. Seismic soils are saturated or sometimes flooded formations of organic materials and fine-textured alluvial deposits subject to liquefaction. Moderate landslide soils are underlain by permeable soils consisting of sand, gravel or glacial till. The policies found in the Environment chapter of this Plan and the Zoning Code should be observed. In addition, recommendations of a geotechnical engineering study should be followed when new development is proposed.

Figure SRH-2: South Rose Hill Geologically Hazardous Areas

3. LAND USE

Residential

Low-density detached residential housing is the predominant land use, except in the NE 85th ST commercial corridor and portions of NE 70th ST.

Except for the north and south perimeter of the neighborhood the predominant land use in the South Rose Hill Neighborhood is low-density single-family detached residential housing. Sanitary sewer service into the neighborhood continues to be expanded as development occurs. Outside of the designated commercial areas, future development should remain predominantly low-density residential at six dwelling units per acre with limited pockets of medium-density development as a transition between single family and commercial areas or at locations which have access to transportation corridors, transit service, and commercial facilities (see Figure SRH-3).

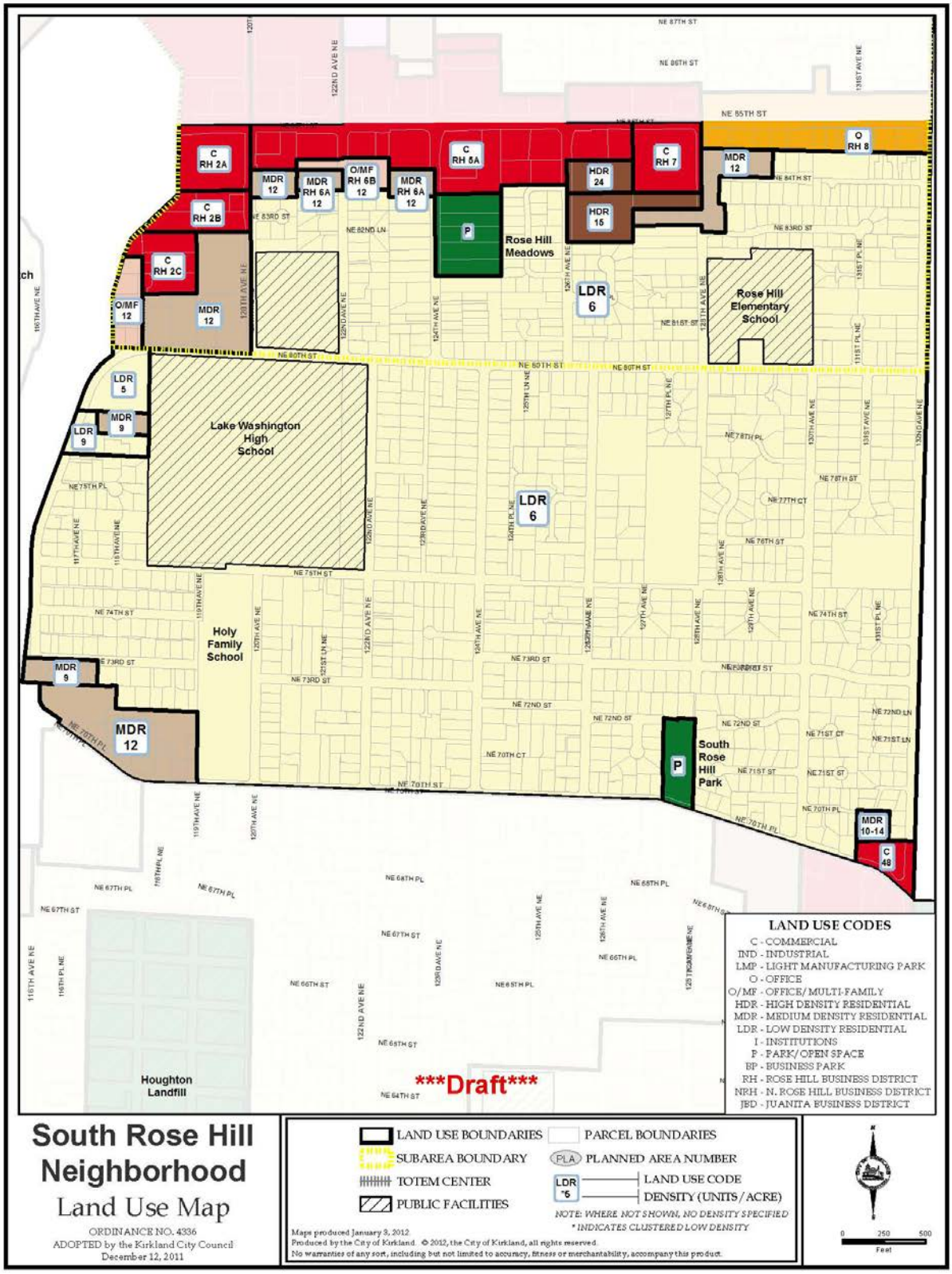

Figure 3 South Rose Hill Land Use Map

Limited opportunities exist in certain areas for medium-density, multifamily development.

Opportunities for medium-density development are limited to parcels around the perimeter of the Rose Hill Business district and east and west ends of NE 70th ST. Medium-density development should include design standards that ensure compatibility with the low-density single-family development that dominates the character of the residential core. Areas where multifamily development is appropriate are described below.

Along NE 70th Street and west of 119th Avenue NE, multifamily development at 9-12 dwelling units per acre should be permitted subject to standards which reduce impacts on single-family areas and preserve vegetation.

Property adjoining NE 70th Street, and between the alignment of 119th Avenue NE on the east and 116th Avenue NE consists of existing multifamily and large, further developable lots. Future development of multifamily housing at 9 to 12 dwelling units per acre is appropriate where shown on Land Use Map Figure 1 due to the proximity to the NE 70th Street, Houghton park and ride, access to a secondary arterial and transit routes along NE 70th Street, and the existing multifamily and institutional land uses to the east and west. In order to reduce the impacts on adjoining single-family areas to the north and to preserve existing significant vegetation on the western slope and along the northern boundary of this area, the following standards should be followed for multifamily development:

(1) Multifamily development should consist of attached rather than stacked dwelling units. This standard would allow duplex or townhouse development.

(2) Setbacks between units and building modulation should be incorporated into the design of the units.

(3) Structure size and height should be limited abutting low density zone or uses to be visually compatible with single-family development.

(4) Structures should be clustered to preserve significant groupings of trees and provide open space.

(5) Natural Greenbelt Protective Easements should be established to perpetually retain the significant trees adjoining the single-family properties to the north and along the slope separating the Willow Run and Lakeview Estates multifamily developments and the High School.

(6) Properties should be consolidated where feasible to ensure one access point along NE 70th Street as far to the east as possible to avoid turning movements and backups at the NE 70th Street park and ride, the intersection at 116th Avenue NE and NE 70th Street, and the Willow Run apartments.

Commercial

NE 85th Street is a mixed use regional transportation and commercial corridor, featuring retail, office, business park and medium to high-density multifamily development.

The Rose Hill Business district along NE 85th Street (see Figure SRH-3) is recognized as both a regional transportation and mixed use commercial corridor with retail, office, and business park uses, and medium- and high-density multifamily development. From I-405 east to the Kirkland city limits, the commercial corridor generally tapers from a depth of over 1,100 feet to about 150 feet at 132nd Avenue NE on both sides of NE 85th Street. See the NE 85th Street Subarea Plan for more information about the commercial corridor.

Neighborhood commercial development is permitted on the north side of NE 70th Street, across from the Bridle Trails Shopping Center. Medium-density detached single-family residential development is also appropriate in the immediate vicinity.

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development. Development should not extend into the surrounding low-density residential neighborhood.

The northern boundary of the commercial area lies south of the existing single-family development along 132nd Avenue NE (see Figure 3). The western boundary lies east of the existing single-family development along NE 70th Street. In the northwestern portion of the site, the boundary generally follows the toe of the existing slope.

To mitigate impacts to the adjoining residential area, development is subject to the following standards:

(1) Commercial uses should be oriented to serving the neighborhood. Uses should not include vehicle service stations, drive-in businesses, auto service and sales, or storage facilities.

(2) Building height, bulk, modulation, and roofline design should reflect the scale and character of single-family development. Blank walls should be avoided.

(3) New structures should be substantially buffered from nearby low-density residential uses. Such buffering should consist of an earthen berm a minimum of 20 feet wide and five feet high at the center. In some places, the existing slope may replace the berm. The berm or slope should be planted with trees and shrubbery in sufficient size, number, and spacing to achieve a reasonable obstruction of views of the subject property. Alternatively, an equal or superior buffering technique may be used.

(4) Businesses must be oriented to NE 70th Street or 132nd Avenue NE and must be directly connected, with on-site sidewalks, to sidewalks in adjacent rights-of-way.

(5) Commercial access must be taken only from NE 70th Street and/or 132nd Avenue NE. Turning movements may be restricted to promote public safety.

(6) Parking areas should be landscaped and visually screened from adjoining residential development.

(7) The number and size of signs should be minimized to avoid a cluttered, intensive, commercial appearance. A master sign plan should be implemented. Back-lit or internally-lit translucent awnings should be prohibited. Only wall- or ground-mounted signs should be permitted.

(8) Noise impacts to surrounding residential development should be minimized.

(9) Hours of operation of businesses on the site should be limited to no more than 16 hours per day, ending at 10 p.m.

Immediately to the north of the commercial area is an existing medium-density residential development.

3. OPEN SPACE/PARKS

South Rose Hill has a number of publicly owned areas that currently provide park and open space opportunities for neighborhood residents. They are briefly described below. In addition, the City has a joint use agreement with the Lake Washington School District to use the Rose Hill Elementary school for recreation.

South Rose Hill Neighborhood Park is a 2.5-acre site that was purchased as a result of a successful Park Bond in 1989. This park is located on NE 70th Street, at approximately 128th Avenue NE (see Figure SRH-4). Improvements in this park are typical of a neighborhood park facility, including pedestrian access, basketball area and restroom.

Lake Washington High School is a 38.31-acre site located at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and track.

Rose Hill Elementary School is a 9.75-acre site located at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.

Kirkland Cemetery is a 5.75-acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood.

Rose Hill Meadows is a 4.10 acre park located south of NE 85th ST on 124th Avenue NE. Park improvements were completed in 2009 and include a play area, walking trails, picnic areas and shelter, and wetland restoration.

Efforts should be made to acquire additional parkland for this neighborhood, including smaller parcels.

Despite these parks and open space facilities, the neighborhood is deficient in parkland especially in the western portion of the neighborhood. As a result, every effort should be made to acquire additional parkland for this neighborhood, including smaller parcels for use as "pocket parks." These parks serve limited park needs where neighborhood park opportunities are lacking. Pocket parks are typically less than one acre in size and developed with amenities like picnic

tables and playground facilities. They serve a smaller user group and service area than neighborhood parks. See the Parks Recreation and Open Space Plan and Element for the status of park development in the South Rose Hill neighborhood.

Lake Washington School District should maintain open space and recreation facilities for public access.

To the maximum extent possible, the Lake Washington School District should allow public access and maintain and enhance open space and recreation facilities, like ball fields, when redevelopment or expansion occurs at the high school or elementary school.

6. PUBLIC SERVICES/FACILITIES

Public Services/Facilities include street improvements, bicycle and pedestrian facilities, and utilities such as water, sewer, and storm drainage. Specific policies for these topics as they relate to South Rose Hill follow. Citywide policies can be found in the Public Services/Facilities and Transportation chapters.

STREETS

Street system should provide and maintain integrity of the residential district.

The underlying goal of the transportation system in South Rose Hill is to provide efficient and safe circulation of vehicles, bicycles and pedestrians within and through the neighborhood. At the same time, the street system should promote and maintain the integrity of the residential district. Street classifications for the streets and needed sidewalks, street and intersection improvements for the South Rose Hill Neighborhood are found in the Transportation Element. A balance between safe and efficient circulation of vehicles, bicycles, and pedestrians, and maintenance of the integrity of the residential neighborhood should be sought

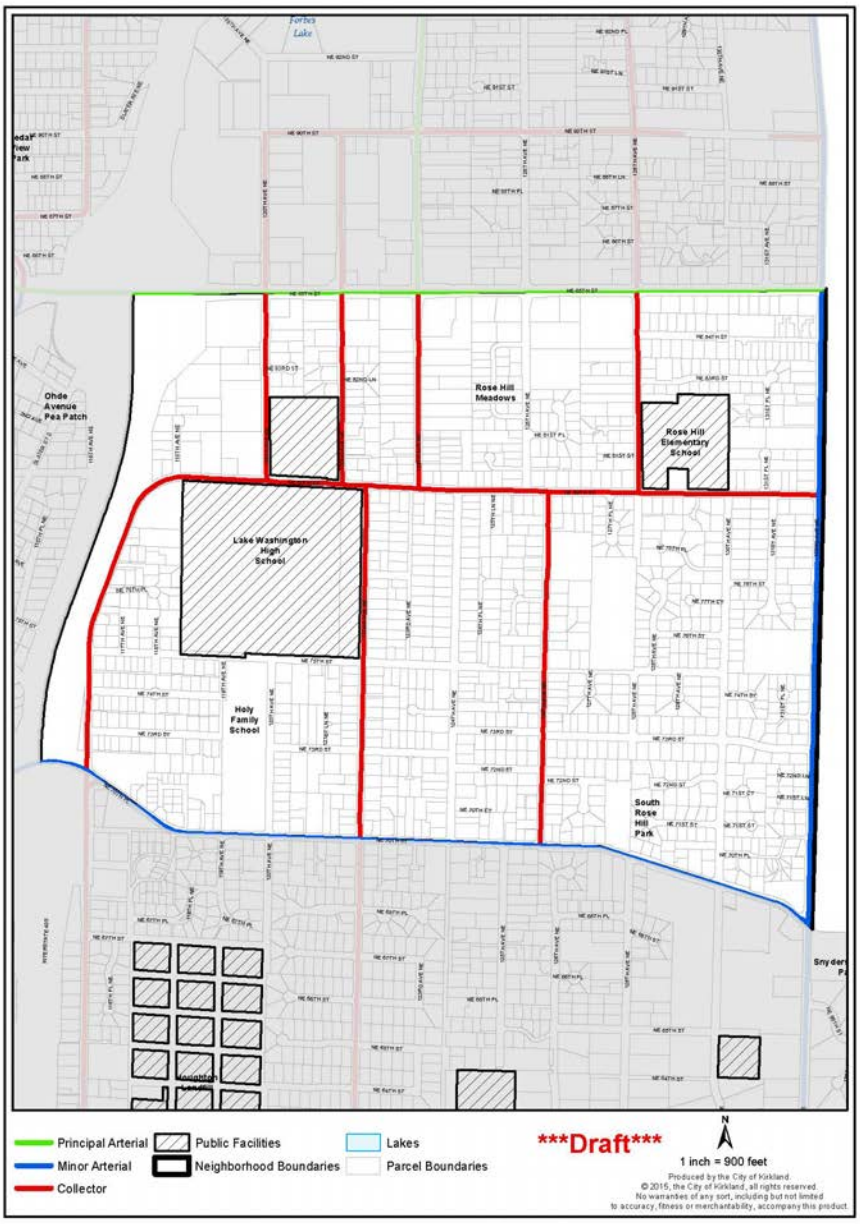

Figure SRH-4: South Rose Hill Street Classifications

The original circulation pattern in South Rose Hill was laid out in a grid pattern. Maintenance and enhancement of this grid system will promote neighborhood mobility and will provide for equitable distribution of traffic on neighborhood streets. Traffic should be managed to keep I-405 destination traffic on arterials and discourage its use of neighborhood streets. Figure SRH-4 shows the Street Classification System for South Rose Hill.

Principal Arterials

NE 85th Street is a principal arterial that is the most traveled route into and through the neighborhood.

124th Avenue NE north of NE 85th Street is a primary arterial leading in the North Rose Hill Neighborhood. See discussion in the North Rose Hill Neighborhood chapter.

Minor Arterial

132nd Avenue NE is a minor arterial along the eastern boundary of the neighborhood. Metro provides bus service along this route.

Collector Streets

124th Avenue NE between NE 85th Street and NE 80th Street

122nd Avenue NE south of NE 80th Street

NE 80th Street. This is a Metro bus route.

116th Avenue NE is a collector street and is served by Metro transit. A sidewalk along the east side of 116th Avenue NE to connect the Houghton Park and Ride with the high school is desirable when possible to increase safety.

BICYCLE FACILITIES

Bicycles are permitted on all public streets. Bicycle routes in South Rose Hill are designated in Figure SRH-6. South Rose Hill residents place a high priority on safe bicycle access through the neighborhood due to its proximity to the NE 80th ST pedestrian/bicycle overpass over I-405, distance to the Bridle Trails Shopping Center and the NE 85th ST commercial district. However, the principle and secondary and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Desired improvements for bicycling include providing protected bicycle lanes on arterial or collector streets and improved safe crossings particularly NE 85th ST, 116th Ave NE and NE 70th ST. Maintenance or improvements to pedestrian, bicycle and equestrian facilities should be made. See the Transportation Management Plan in the Transportation Element for the bicycle facilities network Map.

The bicycle and pedestrian overpass located at NE 60th ST and I-405 provides a vital link between downtown Kirkland, the Cross Kirkland Corridor and Redmond. Providing comfortable bicycle facilities to connect to this overpass and to the schools in and around the neighborhood is a priority. In particular, a safe crossing of 116th Avenue NE at the NE 80th ST, and a pedestrian and bicycle bridge to connect to downtown and the Cross Kirkland Corridor is desired. Good bicycle access should be provided to key destinations via neighborhood greenway streets that include safe crossings of the arterials. An additional priority should include providing safe and comfortable bicycle connections across NE 85th ST to connect to the North Rose Hill neighborhood.

PEDESTRIAN CIRCULATION

Developed areas in need of sidewalks should be identified, and then installed through the capital facilities budget process.

As new development occurs, pedestrian improvements are usually installed by the developer. The City has identified areas where sidewalks are needed such as along 116th Avenue NE and in the Transportation and Public Facilities Elements through the capital improvement plan budget process.

Within the residential district, NE 75th Street and NE 80th Street provide east/west pedestrian links between the schools and surrounding residential development. The unopened portion of the NE 75th Street right-of-way located between 126th and 127th Avenues NE should be improved and signed as a pedestrian path until future development requires sidewalk improvements.

The Seattle City Light Transmission Line Easement which extends across the entire South Rose Hill Neighborhood from north to south east of 124th Avenue provides a future potential opportunity to create a pedestrian and bicycle trail through the neighborhood. Here another opportunity exists to link the North Rose Hill and Bridle Trails Neighborhoods.

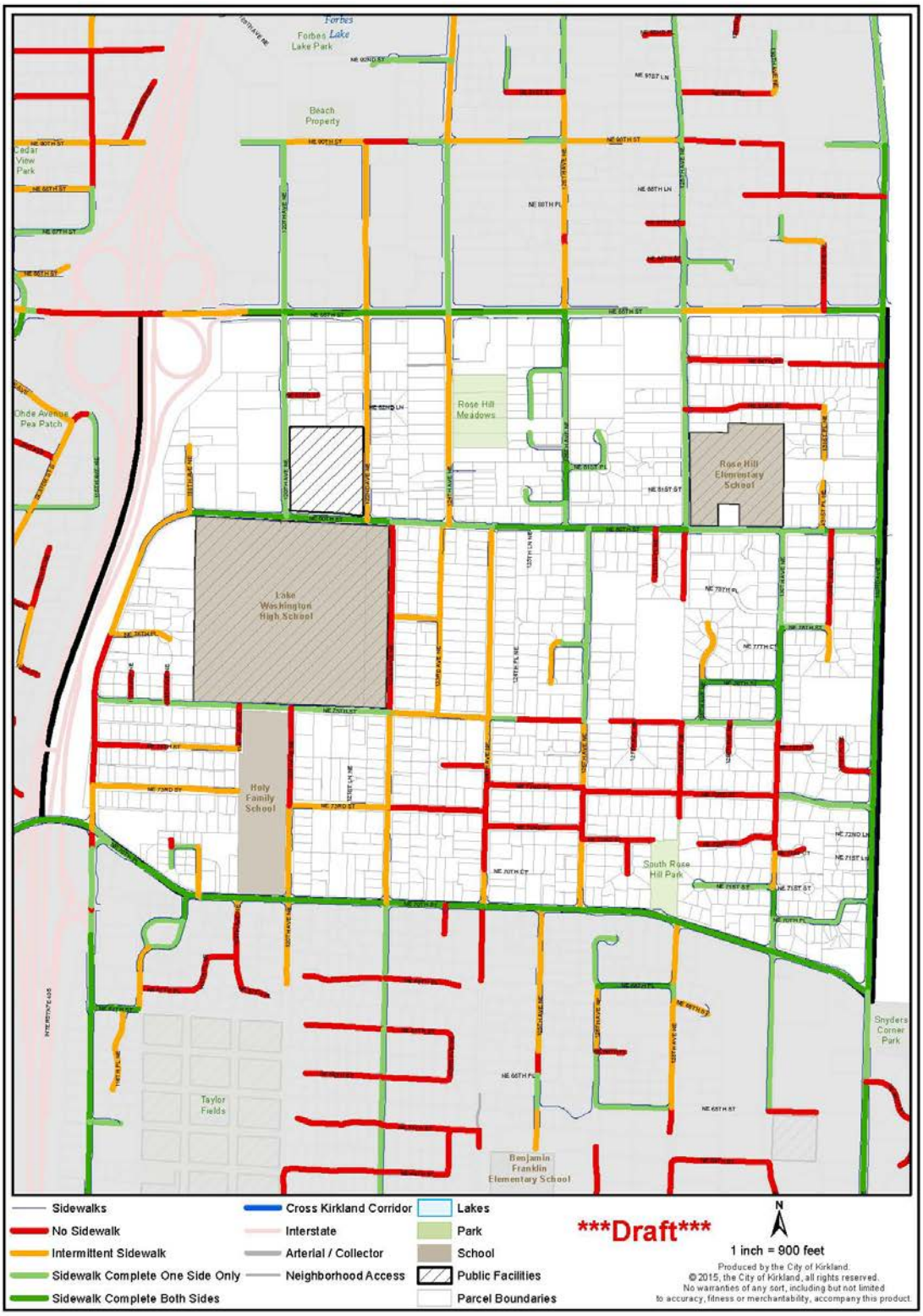

Figure SRH-5: South Rose Hill Street Pedestrian System

Figure SRH:6 South Rose Hill Bicycle System

UTILITIES

The City provides water and sewer service to the neighborhood.

The City of Kirkland provides water and sewer service to the neighborhood. Many properties still use septic systems. Sanitary Sewer mains and connections should be provided to these areas before new development can occur.

New development must ensure protection of Forbes Lake and Creek and Lake Washington.

North of NE 70th Street and east of approximately 122nd Avenue NE, South Rose Hill is part of the Forbes Creek Drainage Basin. South of NE 80th Street, west of 122nd Avenue NE is part of the Moss Bay drainage basin, drainage flows into Lake Washington via underground storm sewers that cross I-405. New development should ensure protection of Forbes Lake and Creek as well as Lake Washington. To this end, the best available storm water management practices should be utilized. These include preservation and use of natural, rather than mechanical, drainage systems.

With redevelopment of the NE 85th Street sections of the overhead utility lines were undergrounded improving the public views to the west significantly and attractiveness of the commercial district. When possible, the remainder of overhead utility lines along NE 85th Street should be undergrounded. .

7. URBAN DESIGN

The urban design features shown in Figure SRH-8 give the South Rose Hill Neighborhood its visual image and identity. These are central in establishment of the character of the neighborhood. Discussion of these urban design features follows.

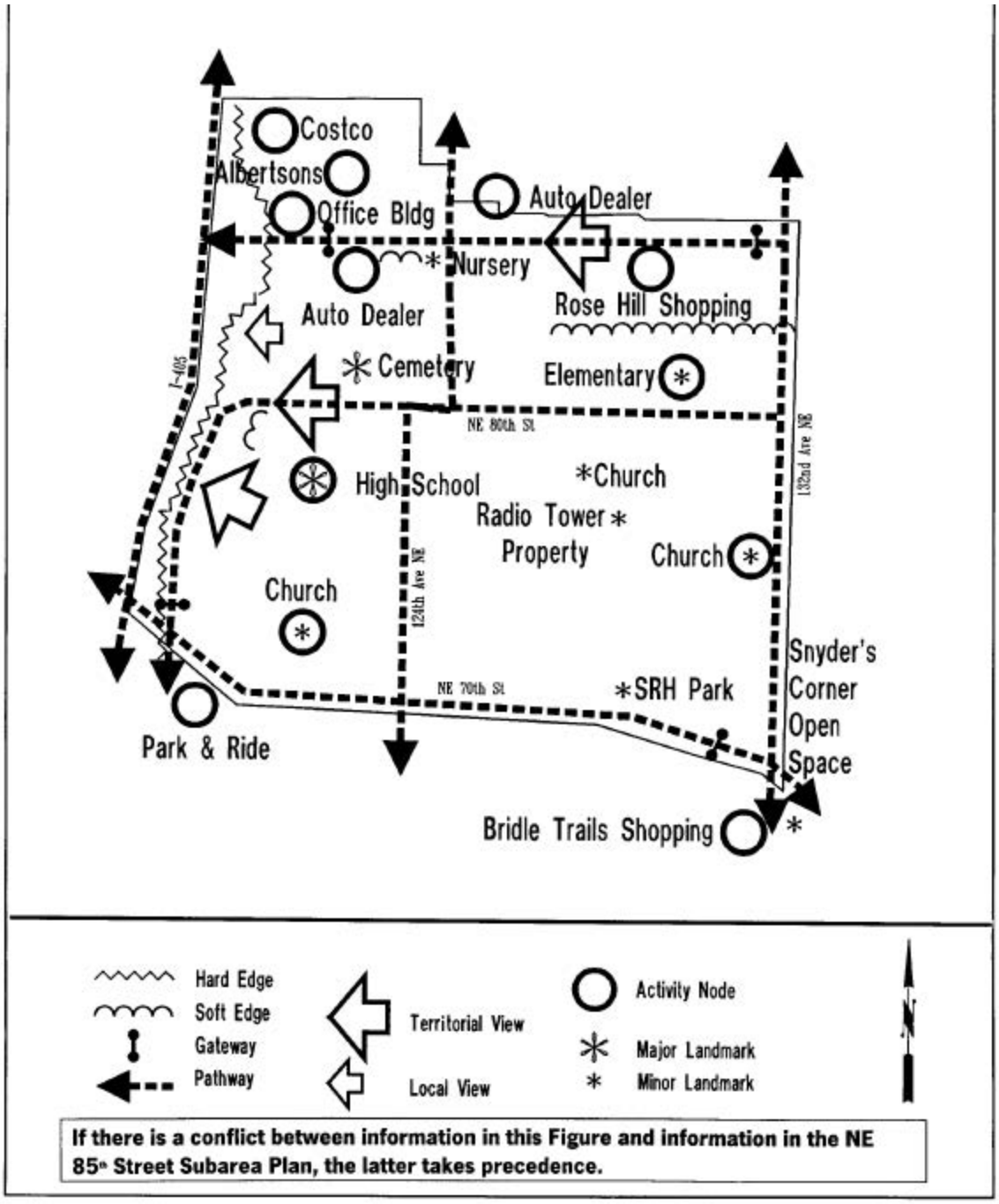

Figure SRH-8: South Rose Hill Urban Design Elements

Note: Figure SRH-8 will be updated.

Four gateways to South Rose Hill are identified, as are recommendations for installation of signs and landscaping.

The first impression of a neighborhood's character is derived from its entrances or gateways. Four gateways have been identified in South Rose Hill, all of them located along major streets or pathways leading into the neighborhood. The gateways on NE 85th Street mark the major entrances to the Rose Hill Business district, while those at 116th Avenue NE and NE 70th Street mark entrances into the residential district. A neighborhood (or City) gateway sign and landscaping should be installed near the intersection of NE 70th Street and 132nd Avenue NE, along NE 70th Street and east and west ends of NE 85th ST. These should be developed either as a part of or in combination with private development, through land acquisition, or as part of street improvement projects.

Activity nodes are identified.

The neighborhood contains both major and minor activity nodes. Lake Washington High School, the Houghton Park and Ride, two parks and shopping areas both in and outside the neighborhood are major activity centers for residents in South Rose Hill. The various churches and Rose Hill Elementary School are viewed as minor activity centers.

Landmarks of visual or historical significance are discussed.

Visual landmarks such as the Cemetery and Lake Washington High School contribute to the residential character of South Rose Hill. They also help distinguish this neighborhood from others. In addition, yet to be identified historical landmarks may also be located within South Rose Hill such as the Landry House. Creation of easements for the installation of historical interpretive signs that identify sites of historical value should be encouraged.

Major public views should be enhanced and preserved.

Major public views of Lake Washington, the Seattle skyline, and the Olympic Mountains beyond should be enhanced and preserved.

Landscaping and site design techniques should be used in future development to create "edges" to separate various land uses.

Interstate 405 constitutes a "hard edge" or boundary on the west edge of the South Rose Hill Neighborhood. Existing trees and residential uses form a "soft edge" between the commercial and residential districts. Finally, existing clusters of trees along the slope to the west of the high school separate the institutional land use from residential uses to the west. Where appropriate, future development should use landscape materials or site design techniques to help create these edges between different land uses, in order to help stabilize development patterns within the South Rose Hill Neighborhood.

City of Kirkland Comprehensive Plan
Bridle Trails Neighborhood Plan Update
Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.
Yellow highlighted text denotes public or neighborhood association comment.

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986 with a minor update in 2015 as part of the GMA Update.

1. VISION STATEMENT

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

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

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

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. ~~These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of~~ T~~t~~he Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Landslide and seismic hazard ~~Environmentally sensitive slopes~~ areas are identified. Slope stability analysis should be required and

development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist ~~An environmentally sensitive and potentially hazardous slope in the Bridle Trails Neighborhood occurs mostly on publicly owned land in the State Park and~~on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). ~~No severe problems appear to exist for many types of park development, although~~ S~~s~~ome areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities. Residential development is possible on ~~this~~ the slope area ~~south~~ between 116th Avenue NE and Bridle Trails~~of the~~ State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.

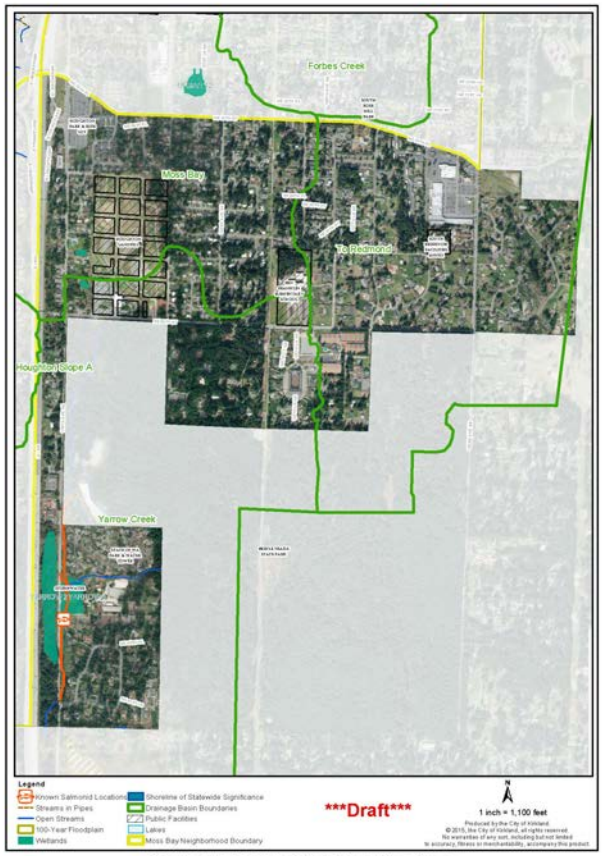

Figure BT-2: Bridle Trails Sensitive Areas

3. ~~Living Environment~~ Land Use

Residential

Low-density residential uses are to be maintained east of I-405.

For the ~~The~~ residential area ~~developments~~ east of I-405 ~~are relatively new with the exception of a few older homes. The~~ the major policy direction ~~for this area~~ is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre)~~ and conform with existing development~~ based on Figure BT-3.

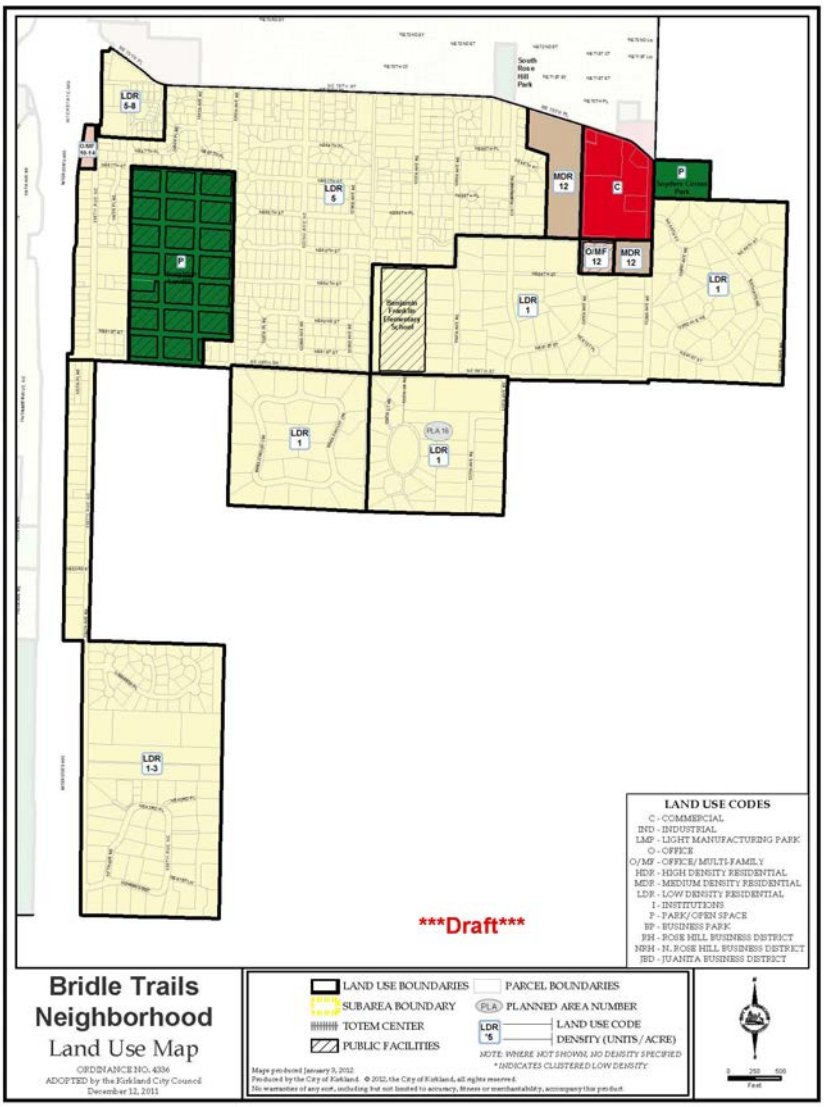

Figure BT-3: Bridle Trails Land Use

The single-family area ~~north of~~ surrounding Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites on large lots within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and ~~to appropriately buffer development bordering equestrian areas.~~ setbacks for barns, paddocks and manure piles.

In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's Active Transportation Plan shall reflect and support the character and equestrian use of the neighborhood.

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

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

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

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

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

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

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

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

Commented [JC1]: Property is developed as Lakeview Park

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

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

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

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

~~* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.~~

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

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

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

Commented [JC2]: Property is already developed.

City's water tower ~~and administrative facility~~ should be permitted to remain.

The City's water tower ~~and an administrative building are~~is ~~l~~located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The ~~City's~~ water tower ~~facility~~ is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide ~~should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if~~ adequate setbacks and buffering ~~are provided~~. ~~and if future buildings are compatible in scale and in design with adjoining single-family development.~~It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.

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

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

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

~~Southw~~West of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

~~***Problems with utilities and traffic are discussed for the area.***~~

~~Present utility service levels throughout this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either the City of Kirkland or the City of Bellevue. In all instances (water and sewer services) developer extensions should be a condition of development with the potential of a latecomer agreement to charge benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher-density residential uses would increase traffic volumes, noise, and hazards in the area committed to low-density residences.~~

Commented [JC3]: Water and sewer lines were extended along 116th Ave with Sablewood. Some properties on septic which is no different than other parts of the City and discussed later in chapter

~~Higher-density residential~~ Development ~~not~~ be ~~permitted~~ limited to low density in this~~e~~ area.

~~Based upon the above considerations~~ Due to the equestrian nature of the area, development in the vicinity ~~this area~~ should be limited to low-density equestrian-oriented residential (one to

three dwelling units per acre) (see Figure BT-3). In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

Noise impacts adjacent to the Interstate should be minimized.

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

~~4. Planned Area 16~~

Planned Area 16

Planned Area 16 ~~Central Park Area~~ is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

Commented [JC4]: Note: Now Kirkland Hunt Club. PLA 16 zoning sets forth specific requirements.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, ~~commonly referred to as Central Park,~~ contains a master plan approved for ~~mix of~~ a commercial equestrian ~~stables~~ facility~~and an indoor arena~~, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The ~~Central Park~~ a~~A~~rea has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park ~~equestrian park~~. The planned area designation ~~will permit the application of special development procedures and standards to~~ allows for full development of the area subject to standards while maintaining the equestrian character including~~. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of~~ the State P~~p~~ark. ~~and its uses by the general public.~~

~~Very~~ Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16 ~~in the Central Park Area.~~

To be compatible with nearby residential ~~density~~ uses and the adjacent Bridle Trails State Park ~~equestrian park~~ permitted development should include very-low-density residential (one dwelling unit per acre) in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. ~~and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities.~~ Private and commercial equestrian ~~stables~~ facilities ~~and arena buildings~~ should be permitted if the following performance standards are met:

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

(2) Commercial p~~P~~arking areas are aggregated and visually screened from adjoining single-family development.

(3) Equestrian f~~F~~acilities are designed and maintained in a manner compatible with nearby residential uses.

(4) Existing equestrian access to Bridle Trails State Park, the master plan site and right-of-ways ~~from this area~~ should be preserved.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

Commented [JC5]: This was a requirement of the expansion of the Tennis Club.

~~5. Commercial Economic Activities~~

Commercial

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

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. ~~Some of the 12 acres is undeveloped which allows for some commercial expansion.~~

Staff suggested text as a result of comments from Planning Commission on February 12, 2015:

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

(1) Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development. ~~The scale of all buildings is in accord with the scale of adjoining residential development~~.

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

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

Commented [JC6]: Inserted after 2-12-15 PC meeting

Commented [JC7]: Text change to try to better define what scale of buildings should be adjoining residential development. Planning Commission should determine if this is considered a policy change.

(4) Parking areas are aggregated and~~,~~ landscaped or place underground to ~~, and~~ visually screen~~ed~~ from adjoining residential development.

(5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.

(6) C~~c~~ommercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store. ~~More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.~~

(7) Wide sidewalks are provided adjacent to the shopping center.

(8) Gateway feature is provided with redevelopment.

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

Property on the west side of 116th Avenue NE, across from the park and ride lot and along I-405, is suitable for office and/or medium-density residential development. The property contains an existing office building. ~~, subject to the following standards:~~

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

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

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

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

Commented [JC8]: Property is developed with an office building. Delete #1 on zoning map that directs reader to neighborhood plan development standards.

Commercial recreation facilities should be permitted to expand.

The other ~~major~~ economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails ~~King County~~State Park and the Bridlewood Circle area. ~~In addition,~~ Other

commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page C-_).

46. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

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

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Commented [JC9]: Recommended in the PROS Plan.

Development of Snyder's Corner Park should be completed.

The Snyder's Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these

times should be ensured as it helps meet ~~many important~~ park and recreation needs ~~particularly for those residing in the southwest portion~~ of the neighborhood.

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

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

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-4~~2~~.

5~~7~~. PUBLIC SERVICES/FACILITIES

~~Sewer Service~~

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

~~Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single-family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be~~

~~required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed~~

Commented [JC10]: Note: City wide, with redevelopment use of septic tanks is prohibited and sewer lines extensions required.

Storm Water

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

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

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

Transportation

~~Modifications to major roadways in the Bridle Trails area are listed~~ Pedestrian, bicycle and equestrian facilities should be ~~made~~ maintained and upgraded according to the Active Transportation Plan.

Commented [JC11]: In this section the street classifications are deleted because they are addressed in the Transportation Element and CIP.

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-4~~2~~).

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

NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be Mmaintenance or improvements to pedestrian/bicycle/equestrian trails facilities should be made, especially on NE 60th Street, 116th Avenue NE and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area.

Commented [JC12]: The Neighborhood Association reworked this section regarding pedestrian and bicycle facilities below.

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

NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to NE 70th ST this traffic corridor should include a three lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.

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

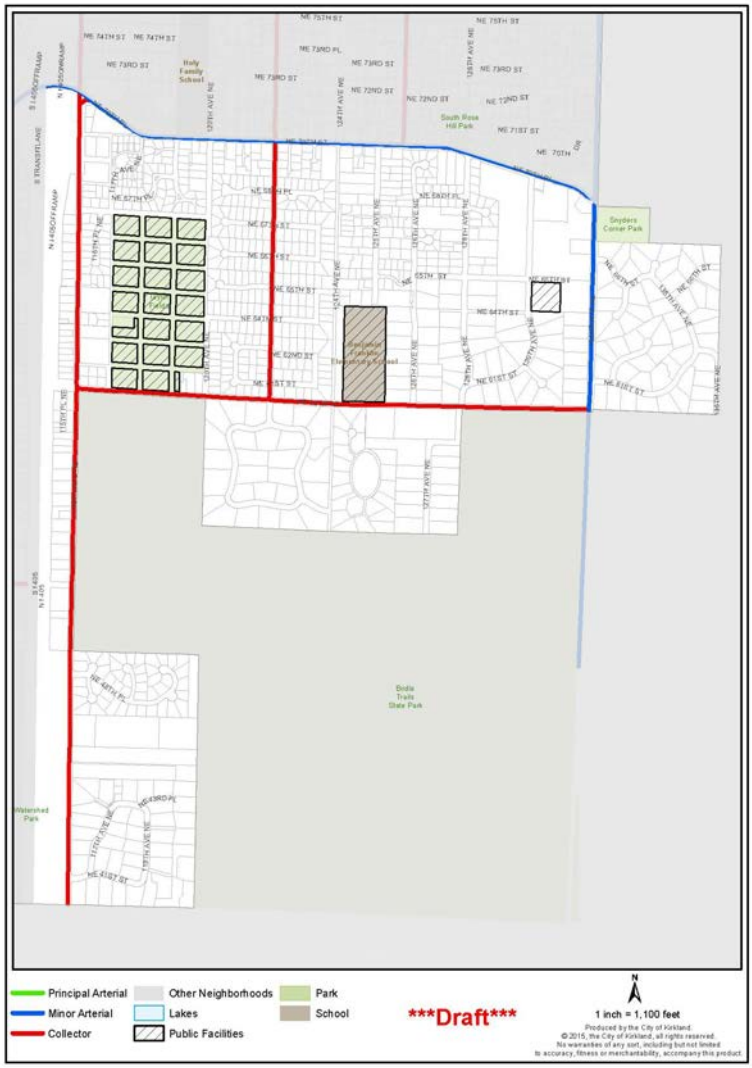

Figure BT-4: Bridle Trails Street Classifications

~~One hundred sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of 116th Avenue NE this arterial are single family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a~~

~~pedestrian/bicycle/equestrian trail separated from traffic should be included.~~

Within the Bridle Trails Neighborhood, bicycle and pedestrian paths ~~the path system~~ are shown in the Transportation Element and Active Transportation Plan. Figure BT-5 does not include all existing and future sidewalks and paths but merely the major elements.

The ~~A~~ bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within 2 relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.

The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians ~~surrounding residences and the school~~ and ~~should be~~ improved with public signs ~~provided~~ to designate the path.

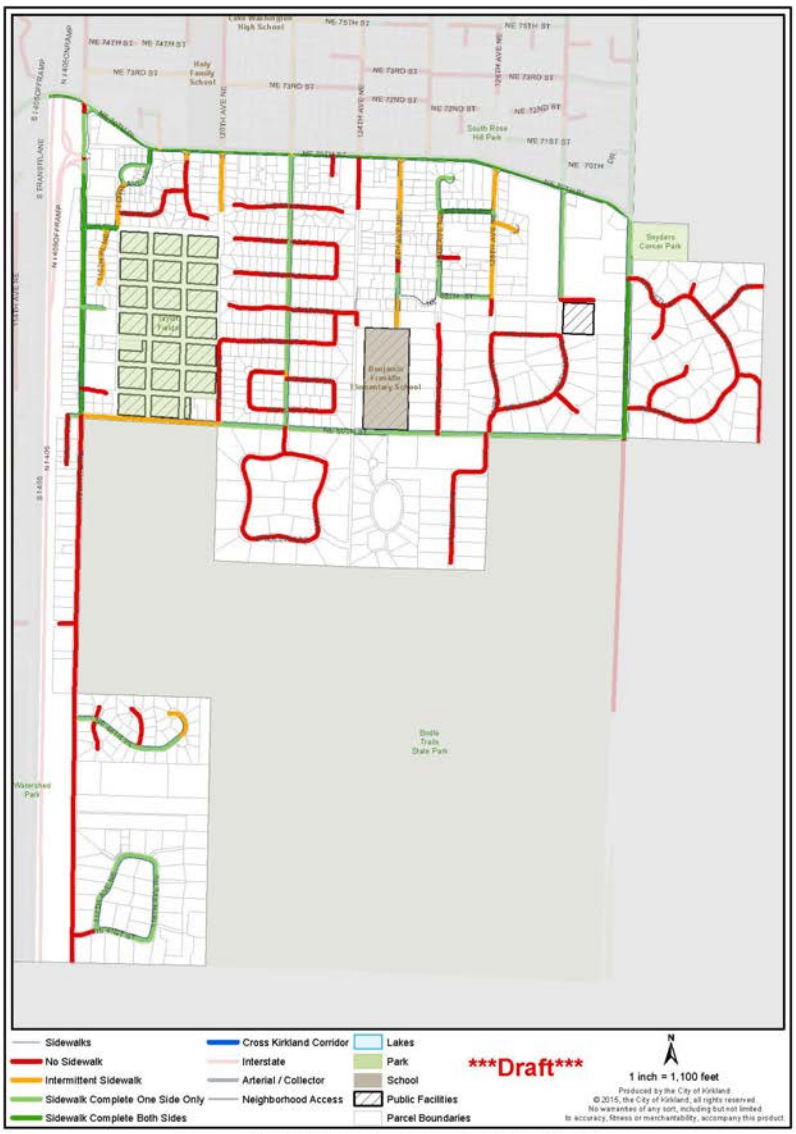

Figure BT:5 Bridle Trails Pedestrian System

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

~~The~~ Interstate 405 ~~highway~~ borders this area on the west and creates severe noise impacts on adjacent uses. As ~~If~~ the State Department of Transportation ~~Highway Department~~ makes ~~further~~ future improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees. ~~and an extensive program of berm or other noise deflector construction.~~

Commented [JC13]: Note: Sound walls in but not the entire length.

Impacts from the Houghton ~~Kirkland~~ Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any~~ ~~F~~future redevelopment ~~expansion~~ of the facility ~~-~~should be carefully designed to protect the adjacent residences to the east and south. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. Vehicular ~~Points of~~ access points should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

Commented [JC14]: Planning Commission should discuss if adding text is considered a policy change beyond the scope of update.

Figure BT:6 Bridle Trails Bicycle System

6.~~8.~~ URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

'Edges' and 'visual landmarks' are discussed.

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

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

~~***'Major view' is discussed.***~~

~~A major view in this neighborhood is identified on Figure BT-36 Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I-405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility power lines.~~

Commented [JC15]: Views no longer exist because of existing trees at Everest Park

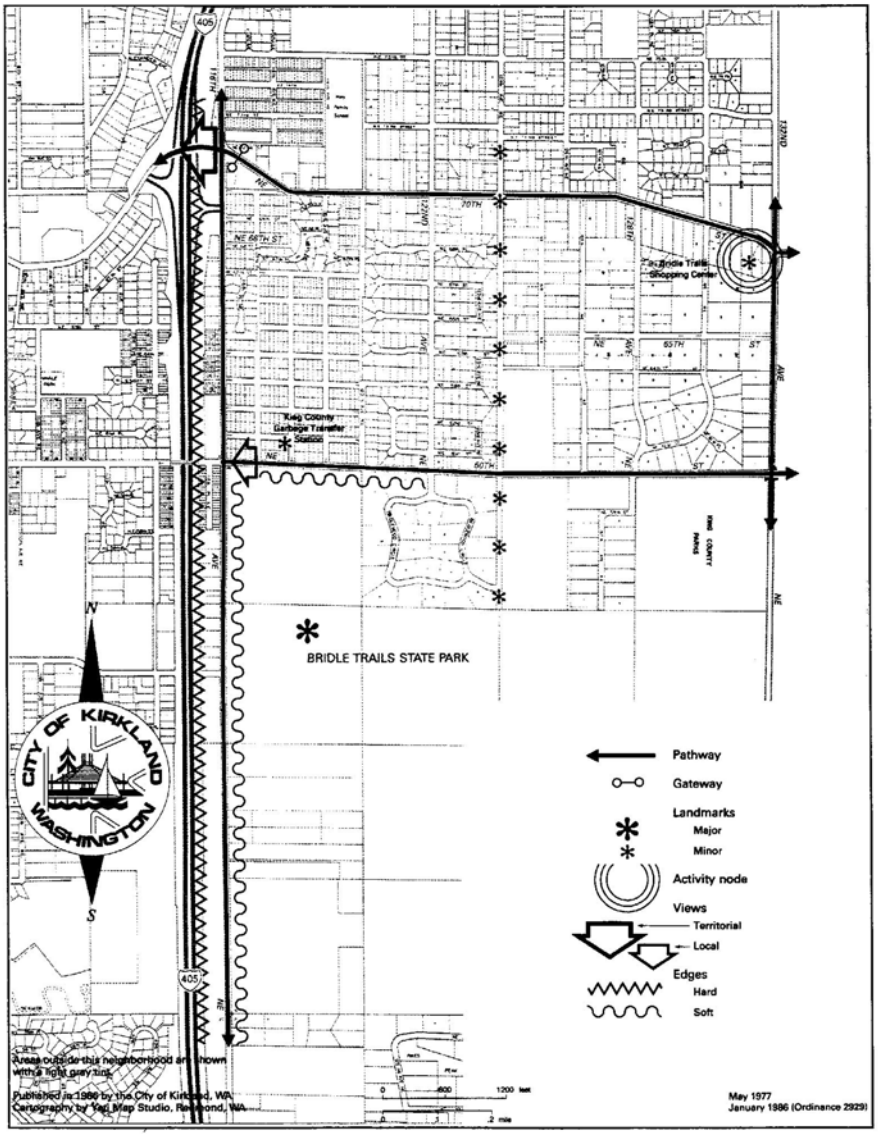

Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*

City of Kirkland Comprehensive Plan
Bridle Trails Neighborhood Plan Update-Clean Copy

Draft 2/27/2015

Includes staff changes from Planning Commission comments on 2-12-15.

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986 with a minor update in 2015 as part of the GMA Update.

1. VISION STATEMENT

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

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

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

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. The Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Landslide and seismic hazard areas are identified. Slope stability analysis should be required and development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). Some areas of the transfer site may be subject to uneven settlement and contamination

problems due to past landfill activities. Residential development is possible on the slope area between 116th Avenue NE and Bridle Trails State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.

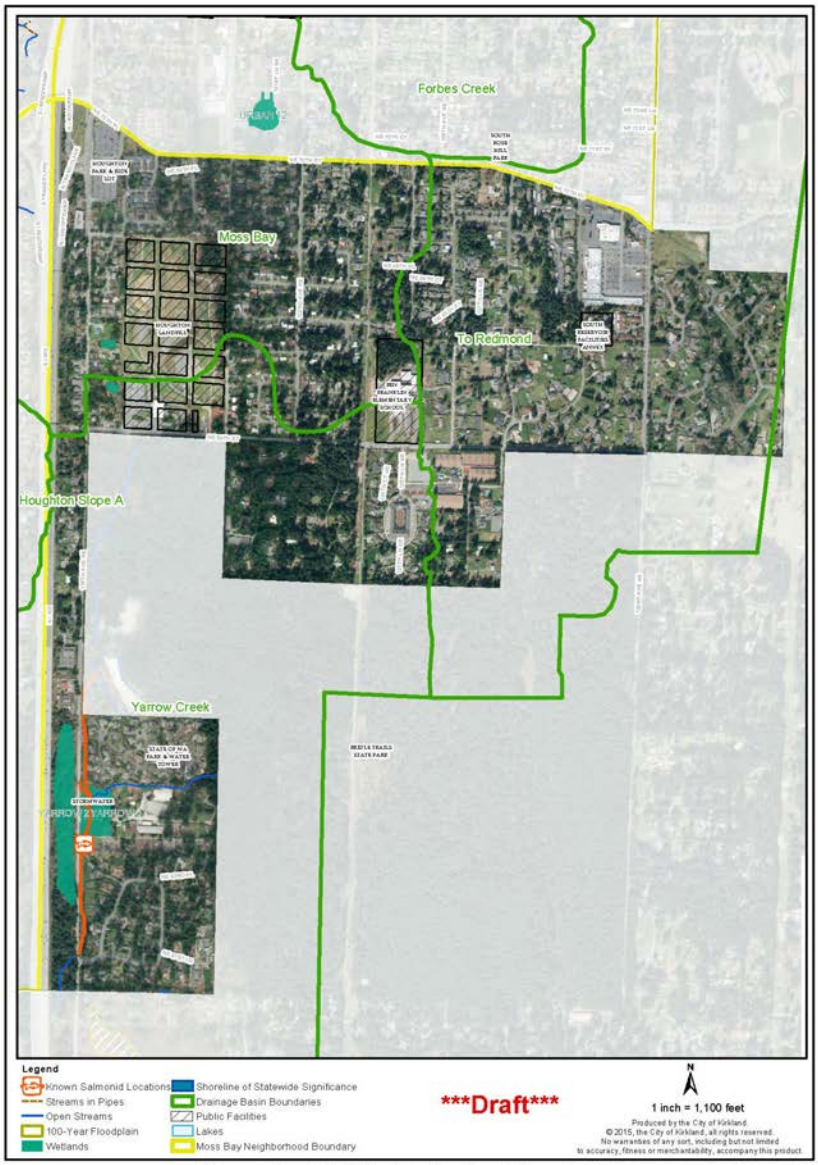

Figure BT-2:Bridle Trails Sensitive Areas

3. LAND USE

Residential

Low-density residential uses are to be maintained east of I-405.

For the residential area east of I-405 the major policy direction is to maintain the low-density residential quality of the neighborhood, except as described below. New residential development should be low density (up to five dwelling units per acre) based on Figure BT-3.

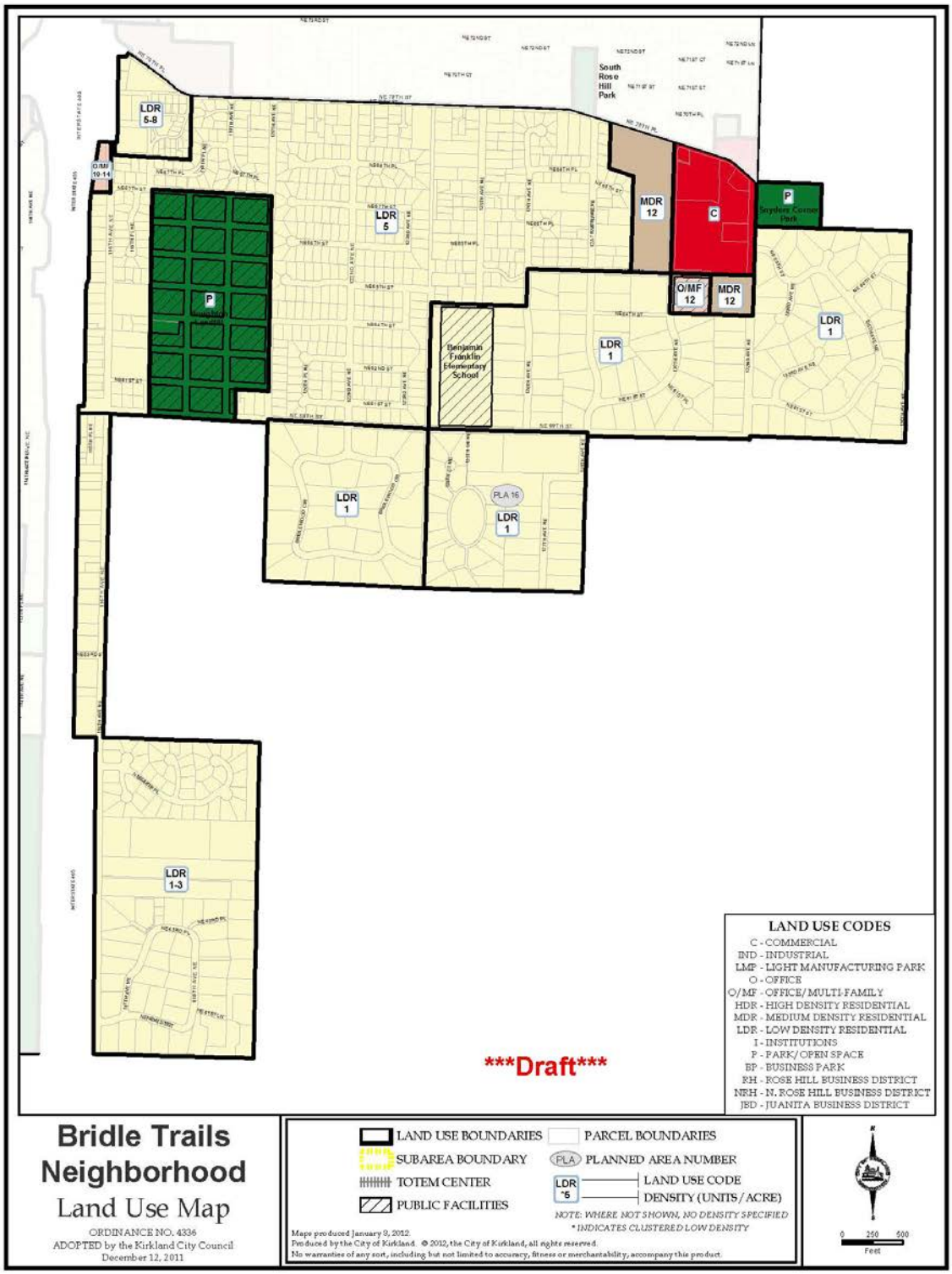

Figure BT-3: Bridle Trails Land Use

The single-family area surrounding Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites on large lots within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and setbacks for barns, paddocks and manure piles. In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's Active Transportation Plan shall reflect and support the character and equestrian use of the neighborhood.

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

The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. The standards of the approved Planned Unit Development are required for any future redevelopment of the site.

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

Land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center.

City's water tower should be permitted to remain.

The City's water tower is located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The water tower is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide adequate setbacks and buffering. It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.

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

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

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

West of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

Development should be limited to low density in this area.

Due to the equestrian nature of the area, development in the vicinity should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre) (see Figure BT-3). In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

Noise impacts adjacent to the Interstate should be minimized.

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

Planned Area 16

Planned Area 16 is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.

The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a "planned area." This area, contains a master plan approved for a commercial equestrian facility, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park. The planned area designation allows for full development of the area subject to standards while maintaining the equestrian character including the State Park.

Low- density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16

To be compatible with nearby residential uses and the adjacent Bridle Trails State Park permitted development should include very-low-density residential (one dwelling unit per acre) in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. Private and commercial equestrian facilities should be permitted if the following performance standards are met:

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

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

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

(4) Existing equestrian access to Bridle Trails State Park, the master plan site and right-of-ways should be preserved.

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

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

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

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

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

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

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

(6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. The boundaries of the commercial area should not be expanded.

The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land.

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted

to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

(1) Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development.

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

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

(4) Parking areas are aggregated and landscaped or place underground to visually screen from adjoining residential development.

(5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.

(6) Commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store.

(7) Wide sidewalks are provided adjacent to the shopping center.

(8) Gateway feature is provided with redevelopment.

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

Property on the west side of 116th Avenue NE, across from the park and ride lot and along I-405, is suitable for office and/or medium-density residential development. The property contains an existing office building.

Commercial recreation facilities should be permitted to expand.

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

4. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

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

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Development of Snyder's Corner Park should be completed.

The Snyder's Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet park and recreation needs of the neighborhood.

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

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

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-4.

5. PUBLIC SERVICES/FACILITIES

Storm Water

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

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other

techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of overhead utility lines should be actively encouraged (see Utilities Element,).

Transportation

Pedestrian, bicycle and equestrian facilities should be maintained and upgraded according to the Active Transportation Plan.

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-4).

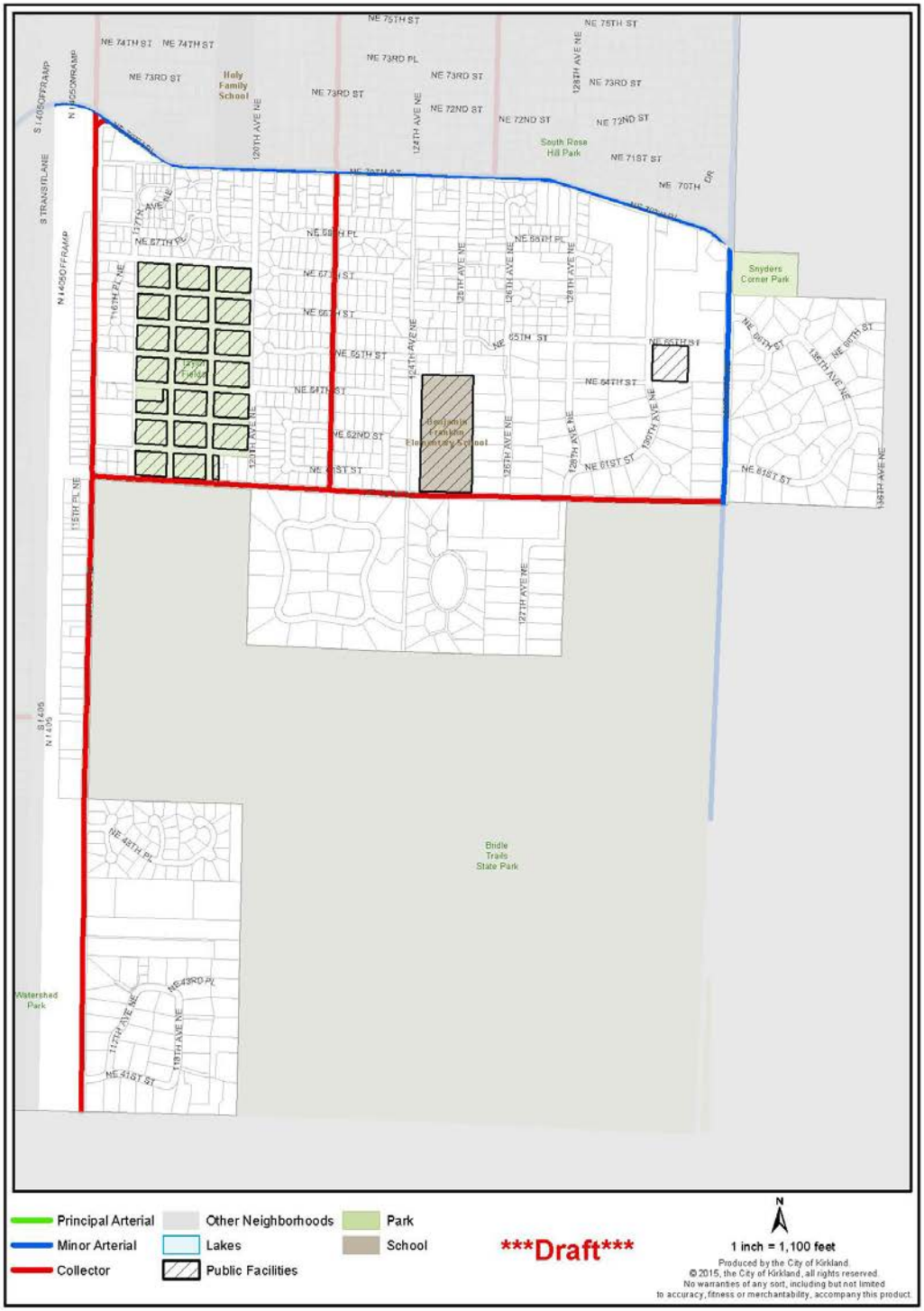

Figure BT-4: Bridle Trails Street Classifications

Within the Bridle Trails Neighborhood, bicycle and pedestrian paths are shown in the Transportation Element and Active Transportation Plan. Figure BT-5 does not include all existing and future sidewalks and paths but merely the major elements.

The bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within 2 relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.

The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians and improved with public signs to designate the path.

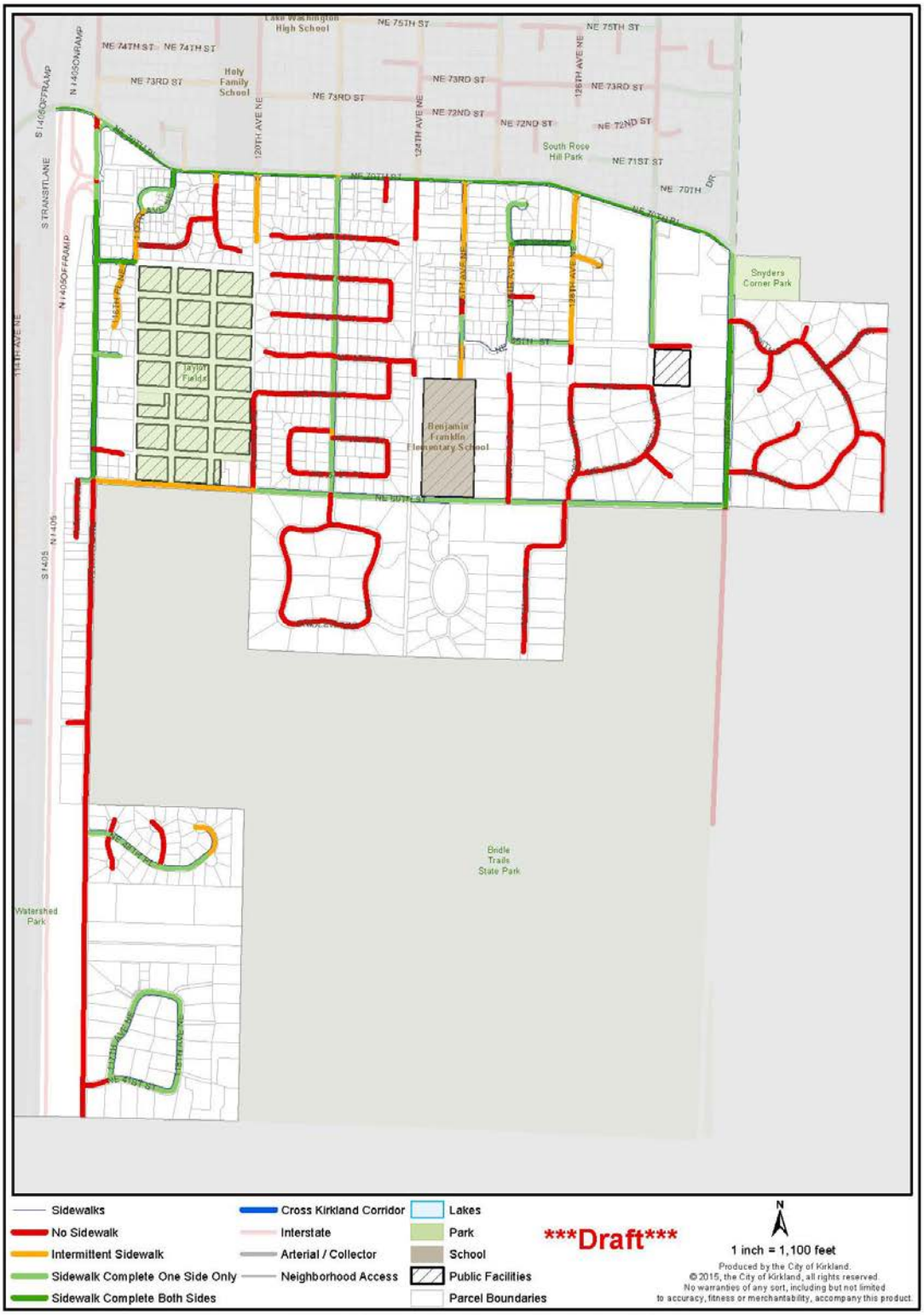

Figure BT:5 Bridle Trails Pedestrian System

The Washington State Department of Transportation should mitigate existing and possible future impacts of I-405.

Interstate 405 borders this area on the west and creates severe noise impacts on adjacent uses. As the State Department of Transportation makes future improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees.

Impacts from the Houghton Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. Future redevelopment of the facility should be carefully designed to protect the adjacent residences to the east and south. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. Vehicular access points should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

Figure BT:6 Bridle Trails Bicycle System

6. URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

'Edges' and 'visual landmarks' are discussed.

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

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

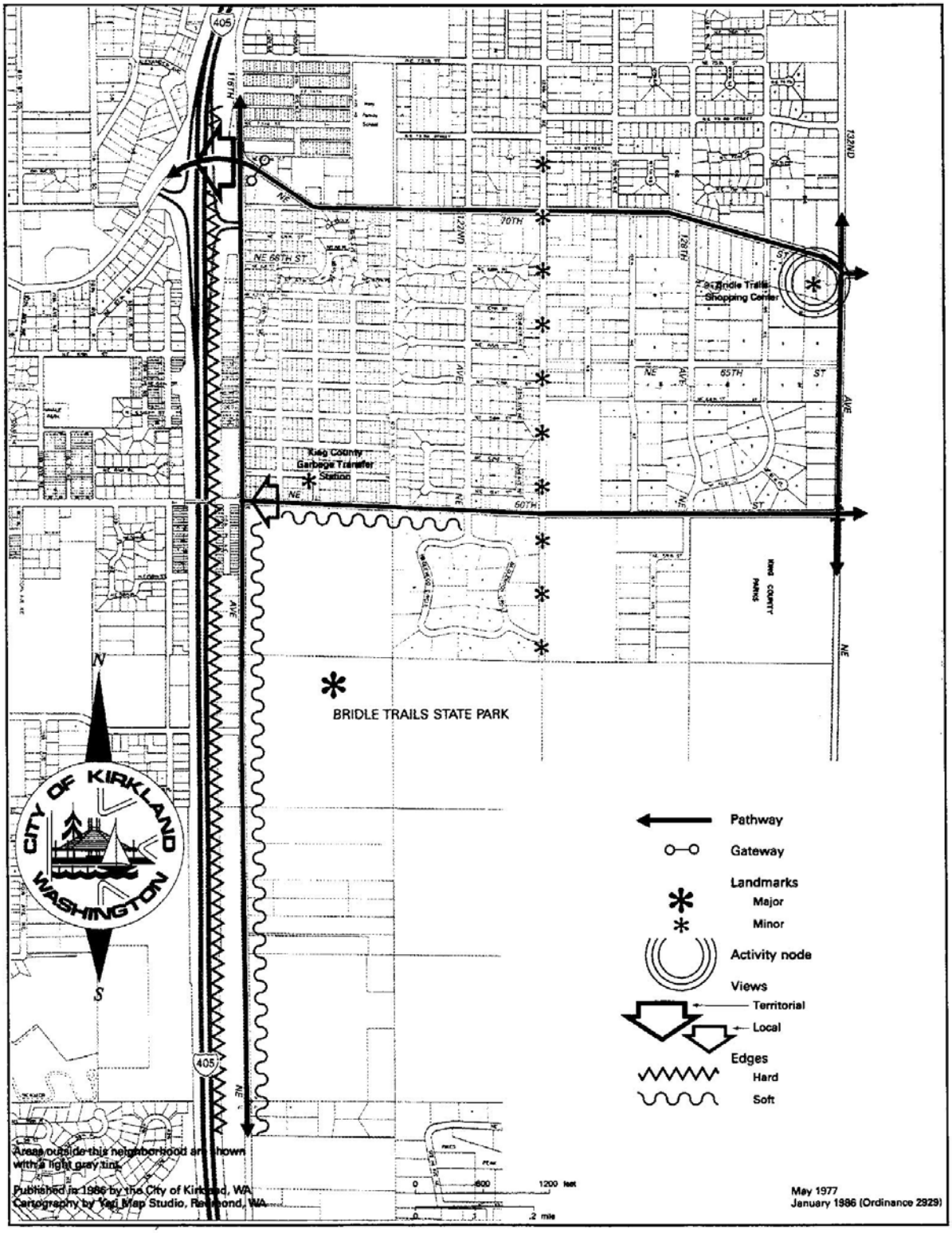

Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*

NE 85TH STREET SUBAREA PLAN

Includes staff changes from Planning Commission comments on 2-12-2015
Yellow highlighted text denotes suggested edits as a result of public or neighborhood association comments.

The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 and a minor update in 2015 as part of the GMA Update.

1. ~~INTRODUCTION~~OVERVIEW

The NE 85th Street Subarea Plan covers an area ~~(Figure NE85-1, "NE 85th Subarea and Neighborhood Boundaries")~~ centered on the NE 85th Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90th Street west from 132nd Avenue NE until it reaches 124th Avenue NE, where it jogs north to NE 92nd Street and then turns west to I-405. The south boundary extends along NE 80th Street. The Subarea extends less than one mile east to west, and about six-tenths of a mile north to south. ~~At the end of 1999, the estimated residential population of the Subarea was about 1600 people; in the same year, the Subarea contained approximately 39,400 square feet of office floor space, and 520,400 square feet of retail floor space.~~

A~~B~~. PLANNING CONTEXT

The NE 85th Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85th Street Subarea Plan in recognition of the influence that NE 85th Street and the surrounding commercial district (known as the Rose Hill Business District) exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85th Street Subarea. ~~If there is a conflict between one of the earlier neighborhood plans and a goal or policy in this more recent NE 85th Street Subarea Plan, the latter goal or policy takes precedence~~.

However, both neighborhoods are still affected by City decisions in the NE 85th Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85th Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85th Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early

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NE 85TH STREET SUBAREA PLAN

1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods were~~was~~ annexed in 1988 per resident requests. ~~The City already provided sewer and water to some of the potential annexation area. In addition, many area residents expressed a desire to be annexed to the City because of their concern with the type of land uses (such as used car sales and auto repair) that were being permitted along NE 85th Street by King County and which they felt were beginning to characterize the area.~~

B~~C~~. PHYSICAL CONTEXT

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, ~~including Costco~~ and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132nd Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and ~~some~~ multifamily housing.

~~**Figure NE85-1: NE 85th Subarea and Neighborhood Boundaries**~~

Commented [JC1]: This graphic is not needed. The Subarea boundaries are shown on the land use map.

~~NE 85th Street is designated State Route Number 908. In addition to serving the businesses located on it, and the businesses and residences nearby to the north and south,~~ NE 85th Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.

Visually, NE 85th Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access. ~~There are few adequate sidewalks along NE 85th Street, or elsewhere in the study area, and crossing the busy arterial can be a daunting task due to a lack of well-marked crosswalks and pedestrian-friendly signals.~~

Commented [JC2]: New street improvements will include wider sidewalks where they do not exist, landscape strips with street trees, decorative lighting and improved crosswalks. New sidewalks were added to 124th Avenue NE

2. VISION STATEMENT

The NE 85th Street Subarea ~~in the year 2012~~ is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85th Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

The Rose Hill business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multifamily housing. The newer multifamily

NE 85TH STREET SUBAREA PLAN

developments have been designed to be compatible in scale and architectural features with their single-family neighbors.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange. ~~However,~~ M~~m~~odifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for ~~single occupant passenger cars~~vehicles. Included in these modifications are wide new sidewalks with street trees, and ~~a landscaped~~ curbed median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize "cut-through" traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85th Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.

The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. ~~In addition to the wider sidewalks, street trees and landscaped median already noted, this has included new, more attractive street lights and traffic signals, better public signage, and new benches, crosswalk markings, and other public improvements. It also has included better looking buildings throughout the area, as the~~ As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district~~an ever increasing impact as properties redevelop~~. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.

Commented [JC3]: The NE 85th Street improvements are under construction and are scheduled to be completed by the time the Comprehensive Plan update is adopted in Fall 2015.

3. LAND USE

~~A. INTRODUCTION~~

The NE 85th Street Subarea is characterized by a wide range of land uses, from single-family residences to large regional stores ~~such as the Costco membership warehouse~~ and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85th Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the Subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the Subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85th Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80th Street, just out of the Subarea.

NE 85TH STREET SUBAREA PLAN

The Subarea includes ~~some~~ multifamily housing, generally on properties adjacent to commercial uses. Much of the Subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

~~B.~~ RESIDENTIAL

Outside of the NE 85th Street commercial area, most of the NE 85th Street Subarea is designated for, and developed as, residential use. There are several ~~limited~~ areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1~~2~~, NE 85th Subarea Land Use).

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

Commented [JC4]: See comments from a few residents in South Rose Hill who may want to change low density to medium density residential.

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

Goal NE85-1: Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85th Street commercial area.

Policy NE85-1.1:

Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, ~~and~~ east of 124th Avenue NE, ~~and~~ south of the commercial area and east of 120th Avenue NE.

Policy NE85-1.2:

Encourage the efficient use of larger lots within the Subarea at the maximum densities allowed by the underlying zoning.

NE 85TH STREET SUBAREA PLAN

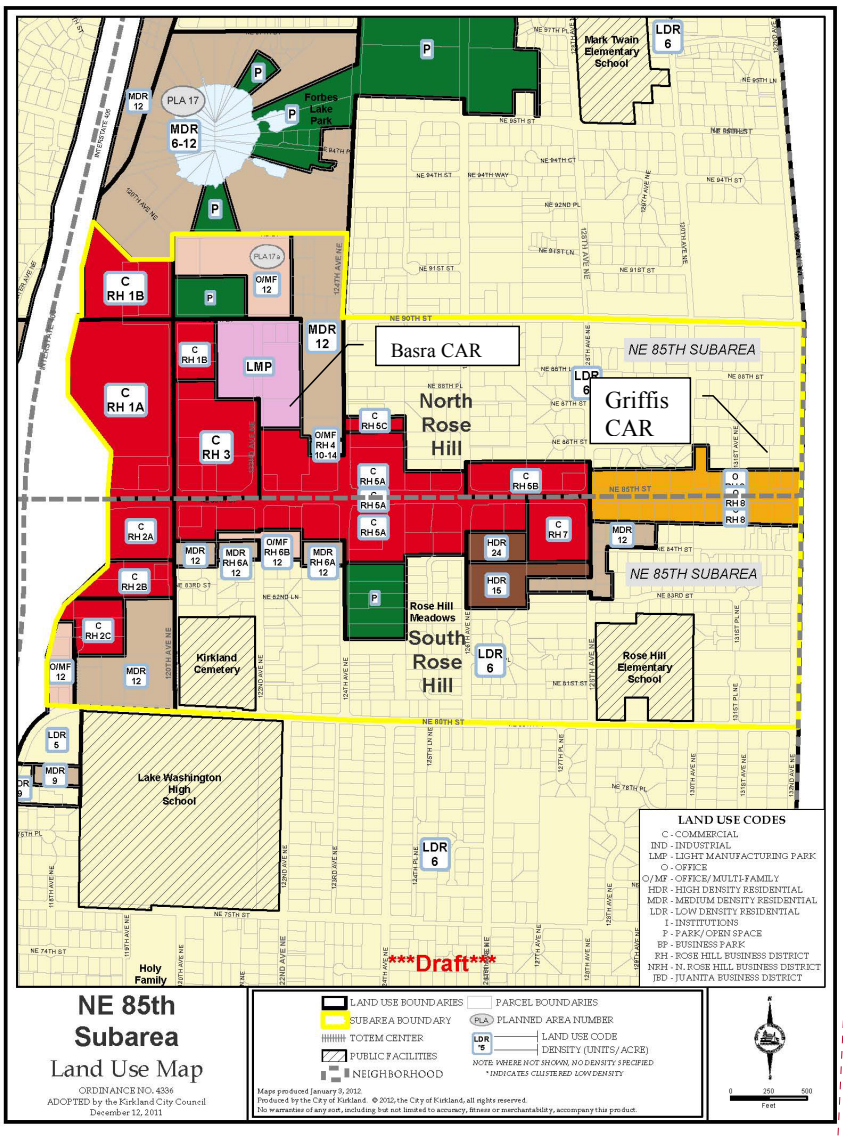

Figure NE85-~~21~~1: NE 85th Subarea Land Use

Commented [JC5]: Depending on the outcome of the Basra and Griffis Citizen Amendment Requests being considered with the update of the North Rosehill Plan the land use map and text may need changing.

NE 85TH STREET SUBAREA PLAN

Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

Policy NE85-2.1:

Implement ~~Develop and adopt~~ Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan. See Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations.

~~C.~~ COMMERCIAL ~~(RETAIL, OFFICE, AND LIGHT MANUFACTURING PARK)~~

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated ~~either~~ for commercial (retail, office, and service), office, light manufacturing park, or mixed commercial ~~office/~~and multifamily uses. These designations extend north-south from NE 92nd Street to NE 80th Street (the full north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85th Street itself at the east end of the Subarea.

Commented [JC6]: The light industrial manufacturing park designation may change depending on the decision of the Basra CAR request

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, ~~such as Costco membership warehouse~~ and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A ~~new~~ grocery store and drug store have been built on the south side of NE 85th Street, between 124th and 126th Avenues NE. ~~However,~~ T~~t~~here are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies ~~should~~ recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies ~~should~~ also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th

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NE 85TH STREET SUBAREA PLAN

Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies ~~should prohibit~~ discourage large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies ~~should~~ encourage redevelopment of older commercial properties and converted single-family structures. ~~All n~~New and remodeled commercial development ~~should be~~ is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Commented [JC7]: The last sentence relates to the Griffis CAR and expanded commercial boundaries

Goal NE 85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy NE85-3.1:

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-1~~2~~, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Commented [JC8]: Policy 3.3 relates to the Griffis CAR.

Policy NE85-3.4:

Require that all new and remodeled commercial and multi-family development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

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NE 85TH STREET SUBAREA PLAN

Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

(1) The parcel fronts on a principal arterial; and

(2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and

(3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and

(4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and

(5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

~~This area contains a well established,~~Support large regional retailer to ~~. Allow this use to~~ continue.

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

  Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

- **Building bulk:**

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Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85th Street and 120th Avenue NE. Permit emergency vehicles only to access from 118th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

  Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

- **Building bulk:**

  Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120th Avenue NE.

- **Traffic and access:**

  Same as RH-2a.

- **Design considerations:**

  Same as RH-2a. Limit the impacts of new signs for residents across 120th Avenue NE.

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

  Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

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NE 85TH STREET SUBAREA PLAN

- **Building bulk:**

  Allow buildings to step up to three stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85th Street or 120th Avenue NE. Permit traffic from office and residential uses to access from 118th Avenue NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85th or 120th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118th Avenue NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.3:

Area RH-3:

Allow this area to redevelop with mixed-use development up to five stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120th to 122nd Avenues NE. Encourage infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85th Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

Policy NE85-4.5:

Areas RH-5a, 5b, and 5c:

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to

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limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

(1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.

(2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.

(3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.

(4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

(5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.

(6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:

(a) Allowable uses should be limited to the following:

i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and

ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and

(b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.~~25~~42.~~1~~) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and

NE 85TH STREET SUBAREA PLAN

ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and

iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:

(a) Is approved in writing by Seattle City Light; and

(b) Does not worsen existing drainage conditions; and

(c) Does not, in and of itself, result in the loss of on-site significant trees; and

(c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and

(d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and

(e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and

(f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and

(g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaries, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and

(h) Changes to the existing site topography should be minimized; and

(i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:

(i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;

(ii) Detain collected storm water runoff on-site;

(iii) Treat collected storm water runoff through approved filtration devices;

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NE 85TH STREET SUBAREA PLAN

(iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and

(v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b:

Allow multifamily residential and office uses only.

Commented [JC9]: See comments from group in South Rose Hill who may want to expand boundary of this area to the south.

Area RH-6a and 6b:

Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased

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front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light manufacturing park) development.

4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and Kirkland, and between both communities and I-405. It also provides access to the many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. ~~Finally, a new Sound Transit express bus linking Redmond and the University of Washington will run along NE 85th Street. Sound Transit also considered transit and carpool improvements to the NE 85th Street/I-405 interchange, but these improvements will not be part of Sound Transit's first phase of work.~~

~~However, NE 85th Street does not now accommodate a balanced mix of transportation modes. NE 85th Street currently is oriented almost exclusively to serving the private automobile (see Figure NE85-3, "NE 85th Subarea Street Classification"). The street has no bicycle, transit, or carpool facilities, and only the most minimal pedestrian facilities. At various points along the street, sidewalks are narrow or nonexistent, and pedestrian crossings are perceived as inadequate at best, dangerous at worst. Because of ever-increasing traffic volumes, even automobile traffic is experiencing increasingly frequent and severe delays during peak traffic periods. NE 85th Street currently has uncontrolled left turns from the center lane.~~

Many agencies in addition to the City of Kirkland have contributed in ~~a voice in~~ shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. ~~In addition, NE 85th Street is designated State Route Number 908, providing the Washington State DOT a role in any improvements to be made to the arterial.; options for interchange reconfiguration (such as a direct access off-ramp or road serving the commercial area in the northeast quadrant of the interchange) will be considered. that travels along NE 85th Street (see Figure NE85-4, "NE 85th Subarea Transit Routes").~~

The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed

Commented [JC10]: Griffis CAR requests expanding the north boundary of RH 8.

Commented [JC11]: No longer part of the express bus program.

Commented [JC12]: Again NE 85th Street and intersection improvements should help this situation. No bike lanes are planned for NE 85th ST according to Public Works. Bicycle network system is being planned and prioritized in Transportation Master Plan and Active Transportation Plan.

Commented [JC13]: NE 85th Street is no longer a State Route.

NE 85TH STREET SUBAREA PLAN

improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as ~~the median,~~center curbing to control left turn lanes and driveway locations on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy NE85-6.1:

Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

Policy NE85-6.2:

~~Eliminate~~ Minimize traffic bottlenecks and ~~minimize~~ traffic delays on NE 85th Street and other arterial streets.

Policy NE85-6.3:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy NE85-6.4:

Encourage transit use by providing adequate transit facilities in the corridor.

Goal NE85-7: Enhance opportunities for local access to NE 85th Street from adjacent residential areas while discouraging bypass traffic into the residential neighborhoods.

Policy NE85-7.1:

Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage bypass traffic through this portion of the South Rose Hill Neighborhood.

Policy NE85-7.2:

Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

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Goal NE85-8: Minimize traffic congestion and hazards by implementing access management improvements.

Policy NE85-8.1:

Pursue conversion of the two-way center left turn lanes on NE 85th Street to landscaped medians (where feasible) and curbing from I-405 to 132nd Avenue NE, while providing adequate left turn opportunities~~, and U-turn vehicle storage space at each intersection. The final decision on the conversion shall be made by the City Council by ordinance or resolution.~~

Commented [JC14]: As it turns out with the design of NE 85th Street an entire landscape boulevard was not feasible to maintain left turn opportunities to businesses and U turns or BAT lanes no longer planned.

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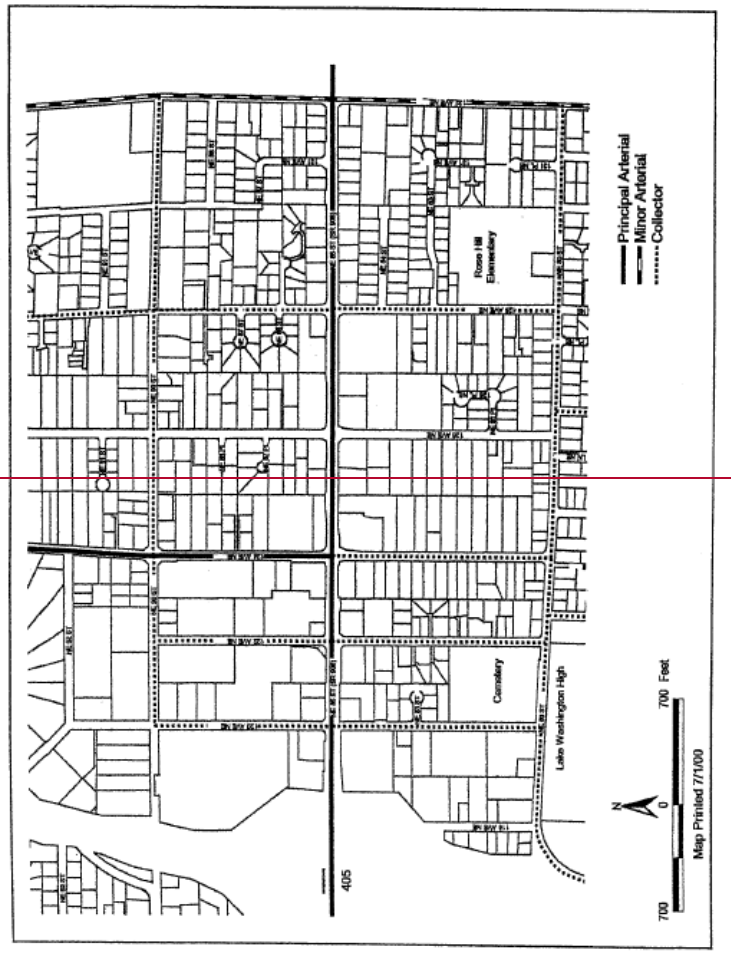
NE 85TH STREET SUBAREA PLAN



~~Figure NE85-32: NE 85th Subarea Street Classification~~ (refer to figure in North and South Rose Hill Plans

NE 85TH STREET SUBAREA PLAN

Policy NE85-8.12: Note: staff suggested changes as a result of Planning Commission comments on 2-12-15:

~~Eliminate~~ Minimize multiple driveways on NE 85th Street when properties redevelop. Encourage properties on NE 85th Street to consolidate their existing driveways prior to redevelopment or provide reciprocal shared vehicular access easements between properties.

Policy NE85-8.23:

Clearly delineate and keep free of sight obstructions, all access points onto NE 85th Street.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Policy NE85-9.1:

Protect pedestrians on NE 85th Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

Policy NE85-9.2:

Increase the safety of pedestrians who cross NE 85th Street by designing signalized intersections with special paving materials and street furniture. ~~Install a new traffic signal at 126th Avenue NE and 128th Avenue NE with an emphasis for pedestrian crossing.~~

Commented [JC15]: According to Public Works no signal is planned at 126th Avenue NE because one was added at 128th Avenue NE

Policy NE85-9.3:

Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

Policy NE85-9.4:

Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy NE85-9.5:

Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Policy NE85-9.6:

Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

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Goal NE85-10: Provide designated bicycle routes throughout the NE 85th Street Subarea, in accordance with the City's Transportation Master ~~Nonmotorized~~ Plan.

Policy NE85-10.1:

Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's ~~Nonmotorized~~ Transportation Master Plan.

Goal NE85-11: Encourage transit ~~and consider high-occupancy vehicle (HOV)~~ usage on NE 85th Street to improve local and regional mobility.

Commented [JC16]: High occupancy vehicle lanes on NE 85th Street were determined to not be beneficial or feasible.

Policy NE85-11.1:

Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy NE85-11.2:

Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

~~**Figure NE85-4: NE 85th Subarea Transit Routes**~~

Commented [JC17]: Delete Transit Route Figure because it is in Transportation Element and the routes change.

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Policy NE85-12.1:

Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132nd Avenue NE.

Policy NE85-12.2:

Work with Sound Transit and King County to develop solutions to public transportation issues.

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Policy NE85-12.2~~3~~:

Coordinate with WSDOT to ensure effective improvements to ~~Highway 908 (NE 85th Street) in Kirkland, as well as to~~ the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

~~***Goal NE85-13: Require transportation management programs for major commercial developments.***~~

~~***Policy NE85-13.1:***~~

~~Observe transportation management policies in the Transportation and Public Services Chapters.~~

Commented [JC18]: TMP's are required for major commercial developments city wide as regulated by the KMC. Policies are also in the Transportation Master Plan.

5. PARKS/OPEN SPACE

The City of Kirkland has a number of publicly owned areas in the NE 85th Street Subarea that provide parks and open space opportunities such as the Rose Hill Elementary School and Kirkland Cemetery. These are discussed in the North and South Rose Hill Neighborhood Plans and Parks, Recreation and Open Space Element. ~~They are briefly described below:~~

~~*Lake Washington High School* is a 38.31 acre site located directly south of the Subarea at NE 80th Street and 122nd Avenue NE. Improvements to this site include school buildings, a playfield, tennis courts, and a track.~~

~~*Rose Hill Elementary School* is a 9.75 acre site located in the Subarea at NE 80th Street and 128th Avenue NE. Improvements to this site include school buildings and a playground.~~

~~*Kirkland Cemetery* is a 5.75 acre site located at NE 80th Street and 122nd Avenue NE. The cemetery is an important public historic landmark and open space feature in the neighborhood. Future funding improvements include irrigation, planting, relocation and improvement of the cemetery entry, improved pedestrian and vehicular circulation, and expansion adjacent to the northwest corner of the property.~~

~~In addition, Forbes Lake is located immediately north of the Subarea. Although largely in private ownership, Forbes Lake is an important public landmark and open space feature in the vicinity of the neighborhood. The City owns a 5.5 acre future park site on the lake. There are wetlands associated with Forbes Lake that are within the NE 85th Street Subarea. These wetlands serve as an important reminder of the natural resources that serve the area.~~

Commented [JC19]: Deleted no need to be redundant. Parks are discussed in the North and South Rose Hill Neighborhood Plans and Parks Elements.

Seattle City Light has a power line that runs north and south just east of the alignment of 124th Avenue NE. Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See Parks Recreation Open Space Plan for further details.

Commented [JC20]: Public comments regarding this and listed as desired in the PROS Plan.

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Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the Subarea or as described in the South Rose Hill plan where there is a lack of neighborhood parkland. In addition, public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the Park. This need has been identified in the Park Recreation and Open Space Plan (PROS). See the PROS Plan for further details.

~~Goal NE85-14: Pursue acquisition of property for a neighborhood park and public pedestrian access easements to Forbes Lake Park.~~

Commented [JC21]: Park property has been acquired near lake and discussed in the North Rose Hill Plan.

6. NATURAL ENVIRONMENT

Goal NE85-~~15~~13: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

The NE 85th Street Subarea contains areas with erosion hazards, seismic hazard areas (see ~~Figure NE85-53, "NE 85th Subarea Landslide and Seismic Hazards")~~, wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion of the Subarea;

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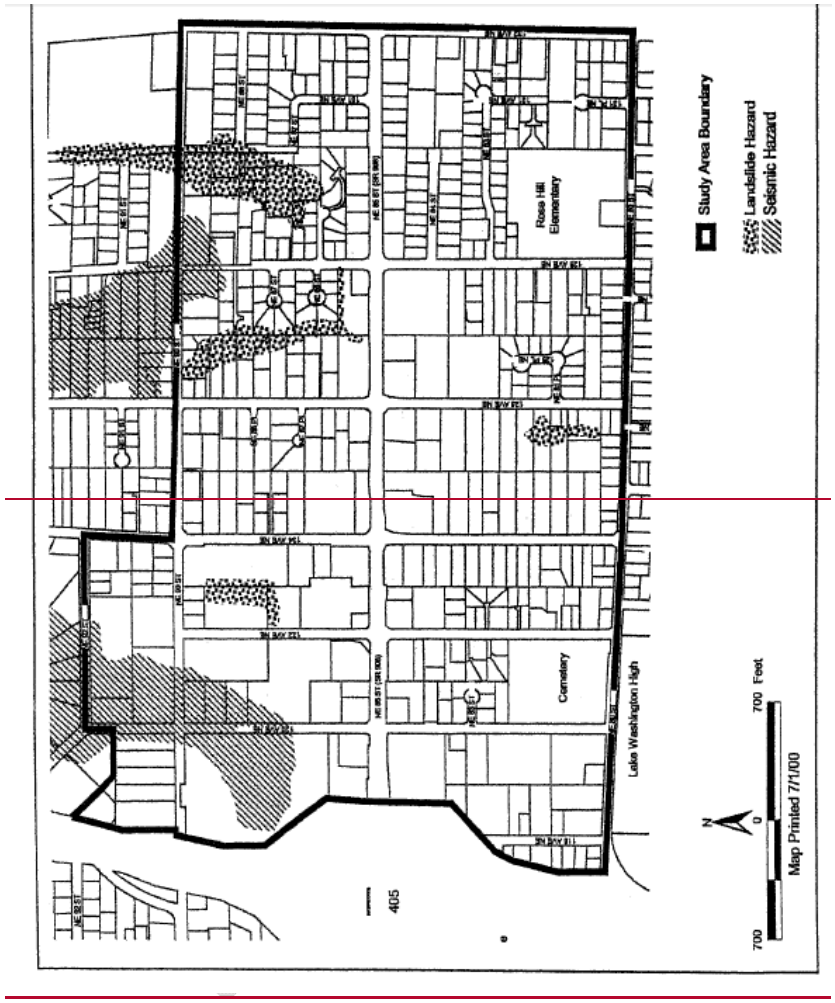
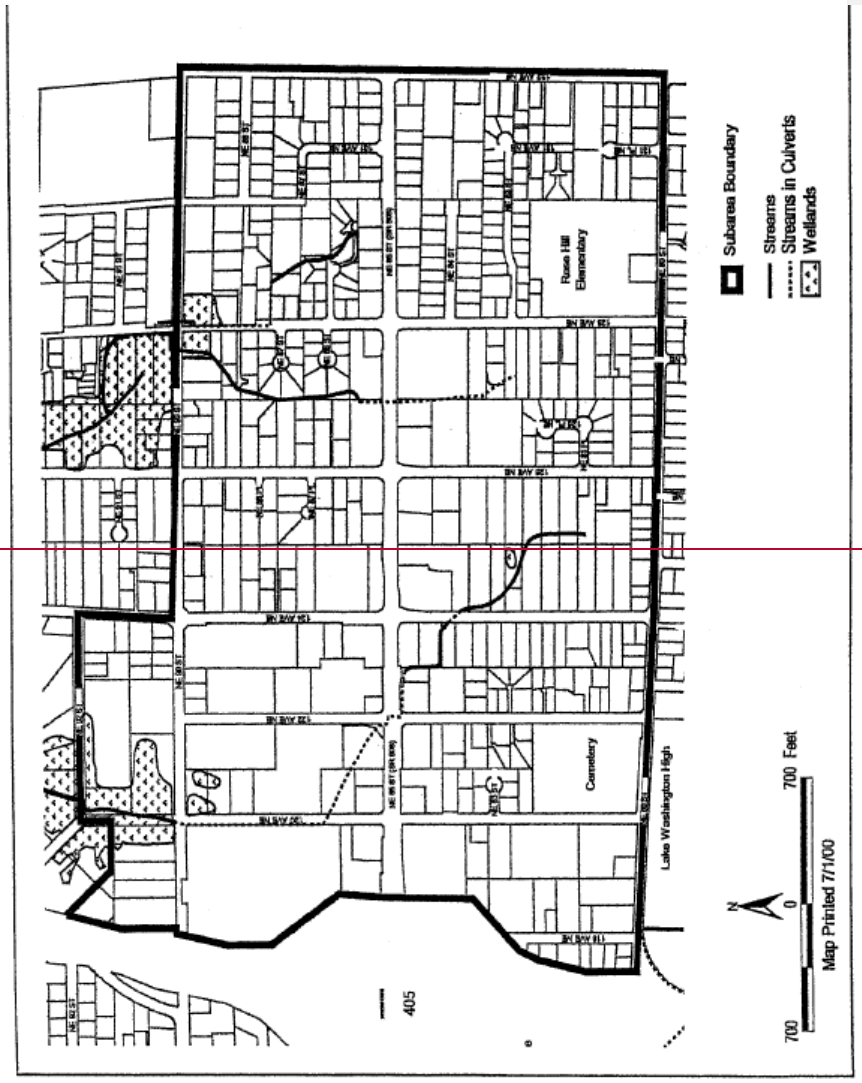


~~Figure NE85-53: NE 85th Subarea Landslide and Seismic Hazards~~

Commented [JC22]: Not needed because figures are located in North and South Rose Hill neighborhoods.

NE 85TH STREET SUBAREA PLAN



~~Figure NE85-64: NE 85th Subarea Sensitive Areas~~

several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylights north of NE 90th Street and upstream from where it crosses NE 85th Street

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at approximately 124th Avenue NE~~ (see Figure NE85-64, "NE 85th Subarea Sensitive Areas")~~. The NE 85th Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea. See Environment Element or North and South Rose Hill Neighborhood Plans for more detail.

7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland provides water and sewer service to the NE 85th Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea. As part of the NE 85th Street project public infrastructure improvements were completed such as a new waterline and undergrounding of overhead utility lines.

Goal NE85-~~16~~14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

~~***Policy NE85-16.1:***~~

~~Require new development to be served by sewers. Where sewer extensions are required, enter into agreements with developers to allow cost reimbursement from future development.~~

~~***Policy NE85-16.2:***~~

~~Require that all new development and redevelopment, including street improvements, make adequate provisions for storm drainage.~~

~~***Policy NE85-16.3:***~~

~~Place existing overhead utility lines underground when making major arterial street improvements. Require the undergrounding of existing utility lines by developers, when properties fronting on NE 85th Street and arterial streets develop or redevelop.~~

Commented [JC23]: The Utility and Public Services Elements and KMC establish policies establish related policies for new development:
Undergrounding utility distribution and telephone lines U-1.8, U-5.7
Eliminate septic systems and connect to sanitary sewer U-3.3
Surface water design standards U-4.2
Also overhead utility lines are being undergrounded with the NE 85th ST project

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8. URBAN DESIGN

Visually, NE 85th Street is an auto-oriented landscape. The Subarea's "main street" is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. ~~NE 85th Street has few sidewalks, inadequate crosswalks, very long blocks, and nothing in the way of pedestrian amenities such as benches, drinking fountains, or other street furniture. Nor have any of the rproperties along NE 85th Street developed any "pedestrian-oriented frontage," such as street front retail shops, display windows, or other architectural features to give a pedestrian an interesting walk. Rather,~~ NE 85th Street is characterized by a mix of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single-family. Although in some locations (particularly on the north side of NE 85th Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design polices for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. ~~In addition to the~~ The new NE 85th Street improvements provide wider sidewalks, street trees and landscaped~~ing medians~~ that will improve the appearance of the corridor. ~~, these policies call for more attractive street lights and traffic signals, better public signage, new benches, crosswalk markings, and other public improvements. The impact of proposed urban design improvements, such as the median, on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street.~~ The policies below also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single-family homes. See Zoning Code Design Regulations and Design Guidelines for Rose Hill Business District.

Goal NE85-~~17~~15: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy NE85-15~~7~~.1:

~~Coordinate with WSDOT to provide streetscape improvements on NE 85th Street.~~ Develop NE 85th Street with ~~Include~~ wider sidewalks with street trees and curbside landscape strips,

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attractive streetlights, ~~and~~ public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

Policy NE85-~~17~~15.2:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

~~Policy NE85-1715.3:~~

~~Coordinate with WSDOT to Cconvert the two-way center left turn lanes on NE 85th Street into landscaped medians or use curbing between I-405 to 132nd Avenue NE, to provideing adequate left turn opportunities, and U-turn vehicle storage space at each intersection.~~

Policy NE85-~~17~~15.~~4~~3:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy NE85-~~17~~15.~~4~~5:

Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85th to walking routes to and from schools, and to other locations as set forth in the Transportation section of this Subarea plan.

Goal NE85-~~18~~16: ~~Establish~~ Implement ~~mandatory~~ building and site design standards that apply to all new, expanded, or remodeled commercial and multifamily buildings in the Subarea, with the objective~~s~~ of creating a more attractive ~~commercial~~ Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily ~~land~~ uses and the established residential neighborhoods to the north and south.

Policy NE85-~~18~~16.1:

~~Establish~~ Implement building design standards that address issues including but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential homes~~areas~~.

Policy NE85-~~18~~16.2:

~~Establish~~ Implement site design standards that address issues including but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial and multifamily development ~~and~~ adjacent residential homes.

Commented [JC24]: WSDOT no longer involved. Redundant with previous text.

Commented [JC25]: Goals and policies in NE 85-16 and old 18 for commercial and multifamily design review were combined.

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Policy NE85-~~18~~16.3:

Utilize the design review process to administer the ~~new~~ building and site design standards applicable to the Subarea.

Policy NE85-~~18~~16.4:

Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85th Street Subarea~~commercial area~~.

Policy NE85-~~18~~16.5:

To the extent authorized by law, require the removal of billboards.

~~***Goal 85-19: Establish mandatory building and site design standards that apply to all new, expanded, or remodeled multifamily residential buildings in the Subarea, with the objective of creating effective buffers and transitions between multifamily land uses and the established single-family residential neighborhoods to the north and south.***~~

~~***Policy NE85-19.1:***~~

~~Establish building design standards that address issues including, but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent single-family residential areas.~~

~~***Policy NE85-19.2:***~~

~~Establish site design standards that address issues including, but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between multifamily development and adjacent single-family homes.~~

~~***Policy NE85-19.3:***~~

~~Utilize the design review process to administer the new building and site design standards applicable to the Subarea.~~

Insert new Figure NE-85-6 Urban Design Elements

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NE 85TH STREET SUBAREA PLAN

Includes staff changes from Planning Commission comments on 2-12-2015

The NE 85th Street Subarea Plan was originally adopted in 2001 by O-3787 and a minor update in 2015 as part of the GMA Update.

1. OVERVIEW

The NE 85th Street Subarea Plan covers an area centered on the NE 85th Street commercial area, including residential areas to the north and south. The area covered by the Subarea Plan extends from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east. The north plan area boundary extends along NE 90th Street west from 132nd Avenue NE until it reaches 124th Avenue NE, where it jogs north to NE 92nd Street and then turns west to I-405. The south boundary extends along NE 80th Street. The Subarea extends less than one mile east to west, and about six-tenths of a mile north to south.

A. PLANNING CONTEXT

The NE 85th Street Subarea Plan includes areas that are part of the North Rose Hill and the South Rose Hill Neighborhood Plans. Portions of these larger areas were combined in the NE 85th Street Subarea Plan in recognition of the influence that NE 85th Street and the surrounding commercial district (known as the Rose Hill Business District) exerts on its neighbors to the north and south. Development of a Subarea Plan makes it easier for the City to plan in an effective, coordinated way for future land use, transportation improvements, and urban design enhancements in this important area. The North Rose Hill and South Rose Hill Neighborhood Plans stay in effect, and continue to provide policy direction for their respective neighborhoods, exclusive of the NE 85th Street Subarea. .

However, both neighborhoods are still affected by City decisions in the NE 85th Street Subarea and both should continue to be consulted about plans for the Subarea in the future. In recognition of this, the boundary between the North Rose and South Rose Hill Neighborhoods was moved to the middle of NE 85th Street as part of the Subarea planning process. Previously, the boundary between the neighborhoods followed the north edge of the commercial district. Both neighborhood associations have committed to work together and to have an equal voice in decisions that affect the Subarea.

The NE 85th Street area originally developed in unincorporated King County. The City of Kirkland annexed the commercial area closest to Interstate 405 in 1970. In the 1970s and early 1980s, there were a number of additional, small annexations in the study area. The remainder of the North Rose Hill and South Rose Hill neighborhoods were annexed in 1988 per resident requests.

B. PHYSICAL CONTEXT

NE 85TH STREET SUBAREA PLAN

NE 85th Street is recognized as both a commercial area and transportation corridor serving regional and local users. The western portion of the Subarea (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south (tapering from a depth of over 1,100 feet at I-405, to about 150 feet at 132nd Avenue NE), and generally becomes less intensively developed as you move west to east. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

NE 85th Street serves as an important transportation link between Redmond and Kirkland, and between both communities and I-405.

Visually, NE 85th Street is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

2. VISION STATEMENT

The NE 85th Street Subarea is an attractive, economically healthy, commercial area combining regional, community, and local retailers. These latter are more prevalent along the east end of NE 85th Street. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the Subarea (near the freeway) and less intensive (more neighborhood oriented) on the east end. The City has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

The Rose Hill business district is surrounded on the north and south with stable, attractive residential neighborhoods. These areas are predominantly single-family, although there are several areas adjacent to the business core with multifamily housing. The newer multifamily developments have been designed to be compatible in scale and architectural features with their single-family neighbors.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and a reconfigured I-405/NE 85th Street interchange. Modifications to NE 85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Included in these modifications are wide new sidewalks with street trees, and curbed median designed to control left turns across on-coming traffic while continuing to provide access to local businesses. Steps also have been taken to minimize “cut-through” traffic and other traffic impacts in the residential areas north and south of the business district. In addition to the new, wider sidewalks on NE 85th Street, sidewalks throughout the area have been improved, with new sidewalks added where none previously existed.

The appearance of the business district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between

different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and encourage the aggregation of smaller properties into larger, more coordinated developments with coordinated signage and less of a "strip mall" feel.

3. LAND USE

The NE 85th Street Subarea is characterized by a wide range of land uses, from single-family residences to large regional stores and several car dealerships. Commercial (retail, office, and service) land uses are located along and adjacent to NE 85th Street itself. Generally speaking, the largest and most intensive of these uses are in the west end of the Subarea, nearest I-405. In this area, the commercial uses also extend farther north and south than they do in the east end of the Subarea, where the retail and commercial uses are generally smaller and less intensive. North and south of the NE 85th Street commercial area, the Subarea is almost exclusively residential, with the exception of the Kirkland Cemetery and Rose Hill Elementary School. Lake Washington High School is located immediately south of NE 80th Street, just out of the Subarea.

The Subarea includes multifamily housing, generally on properties adjacent to commercial uses. Much of the Subarea was developed in unincorporated King County prior to annexation by the City of Kirkland. Following annexation, the City of Kirkland adopted a dual set of zoning categories that recognized the earlier King County standards in the annexation areas and facilitated the transition of these areas to City of Kirkland standards. Eventually, new and remodeled commercial structures in these areas should meet the same standards as those that apply in similar zones throughout the City.

RESIDENTIAL

Outside of the NE 85th Street commercial area, most of the NE 85th Street Subarea is designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure NE85-1, NE 85th Subarea Land Use).

With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.

New residential development in the low-density residential areas should be compatible with the current character of the neighborhood. New multifamily development or redevelopment should incorporate architectural and site design features to assure compatibility with adjacent single-family areas.

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Goal NE85-1: Maintain and enhance the predominantly single-family residential character of the neighborhoods adjacent to the north and south of the NE 85th Street commercial area.

Policy NE85-1.1:

Maintain low-density detached residential housing as the primary land use in the areas north of the NE 85th Street commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.

Policy NE85-1.2:

Encourage the efficient use of larger lots within the Subarea at the maximum densities allowed by the underlying zoning.

NE 85TH STREET SUBAREA PLAN

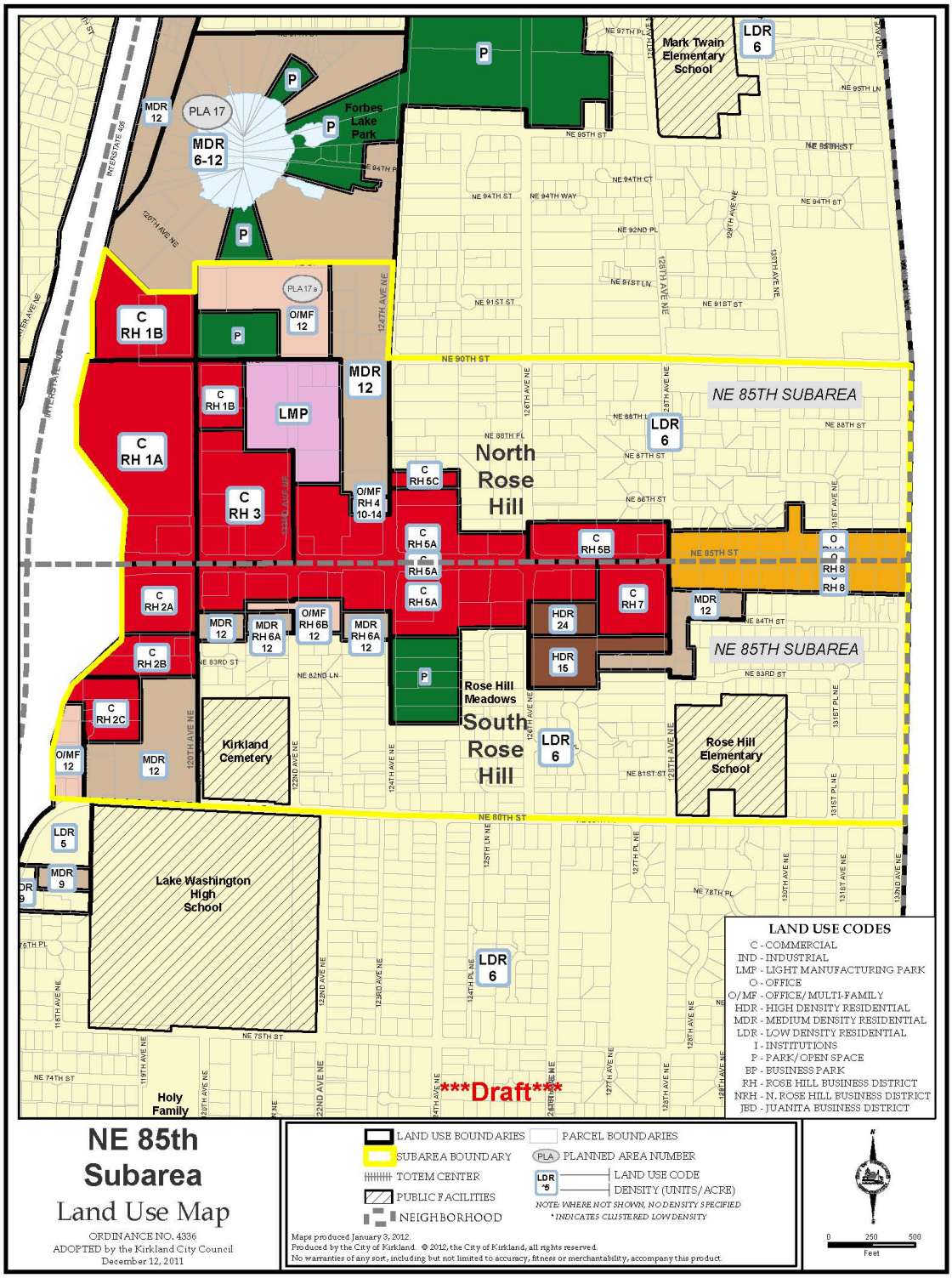

Figure NE85-1: NE 85th Subarea Land Use

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Goal NE85-2: Assure an effective transition between single-family and multifamily areas by establishing architectural and site design standards for new and remodeled multifamily development.

Policy NE85-2.1:

Implement Subarea-wide architectural and site design standards for medium-density residential development as described in the Urban Design section of this Subarea Plan. See Rose Hill Business District Design Guidelines and Zoning Code Chapter 92 Design Regulations.

COMMERCIAL

Much of the NE 85th Street Subarea, including all the land along NE 85th Street itself, currently is designated for commercial (retail, office, and service), office, light manufacturing park, or mixed commercial and multifamily uses. These designations extend north-south from NE 92nd Street to NE 80th Street (the full north-south dimension of the Subarea) at the west end of the Subarea (adjacent to I-405), and gradually taper down to include only the properties fronting on NE 85th Street itself at the east end of the Subarea.

The Subarea contains a wide range of commercial land uses. The west end of the Subarea (nearest I-405) includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. The central and east end of the Subarea also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.) in the Subarea. The Subarea also includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

Commercial developments in the Subarea vary widely in age and condition. A grocery store and drug store have been built on the south side of NE 85th Street, between 124th and 126th Avenues NE. There are a number of smaller, older strip mall developments, some of which are partially vacant or underutilized. In several cases these older developments have poor visibility and/or poor access from NE 85th Street. On NE 85th Street between 130th and 132nd Avenues NE there are several single-family structures converted to office or retail uses.

Subarea Plan policies recognize the economic significance to the City of the major regional retail uses located in the NE 85th Street commercial area, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. These policies also designate appropriate locations for various types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange, and a scaling down of development to the north, south and east. Policies discourage

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large retail or wholesale uses (except where currently located or explicitly allowed) in order to avoid new uses that generate excessive traffic, are massive, and can displace smaller, locally owned businesses. Policies encourage redevelopment of older commercial properties and converted single-family structures. New and remodeled commercial development is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street commercial area into adjacent residential areas.

Goal NE 85-3: Enhance the commercial viability of the NE 85th Street Subarea, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.

Policy NE85-3.1:

Recognize the economic significance to the City of the major retail uses located in the NE 85th Street Subarea, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this Subarea Plan.

Policy NE85-3.2:

Prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet in the NE 85th Street Subarea. Note, however, exceptions for Area RH-1a and Area RH-2a as described in Policies NE85-4.1a and NE85-4.2a.

Policy NE85-3.3:

Limit commercial development to the NE 85th Street commercial area as defined by the land use designations in Figure NE85-1, NE 85th Subarea Land Use. Except as provided in Policy NE85-3.7, do not allow such development to spread into the adjoining residential neighborhoods.

Policy NE85-3.4:

Require that all new and remodeled commercial and multi-family development be subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and the adjacent residential areas.

Policy NE85-3.5:

Utilize zoning incentives or other techniques to encourage commercial redevelopment in the Subarea.

Policy NE85-3.6:

Upgrade public infrastructure to support commercial redevelopment in the Subarea.

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Policy NE85-3.7:

The parcel fronting on 124th Avenue NE and located immediately north of the existing automobile dealership on the northeast corner of NE 85th Street and 124th Avenue NE is appropriate for conversion from low-density residential use to commercial use due to the following factors:

(1) The parcel fronts on a principal arterial; and

(2) The parcel abuts and would functionally serve an established commercial use fronting on NE 85th Street; and

(3) The size of the parcel is less than 25 percent of the size of the established commercial uses it would serve; and

(4) The site lies within close proximity (less than 1/2 mile) of the I-405 interchange; and

(5) Development standards contained in Policy NE85-4.5 will ensure that the potential impacts on surrounding uses resulting from commercial use of this parcel will be minimized.

Goal NE85-4: Using the RH (Rose Hill) prefix, designate areas within the Subarea that need site-specific development standards.

Policy NE85-4.1a:

Area RH-1a:

Support large regional retailer to continue.

Policy NE85-4.1b:

Area RH-1b:

Limit new development to accessory parking for the commercial development in Area RH-1a, or alternatively to light industrial uses that generate minimal traffic. Do not allow uses that have high traffic generation, such as most retail uses. Observe wetland constraints and observe all applicable wetland and sensitive area regulations. Allow retail sale of fuel on the north side of NE 90th Street if ancillary to commercial development in RH-1a.

Policy NE85-4.2a:

Area RH-2a:

- **Land use:**

  Require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use. However, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the Subarea.

- **Building bulk:**

  Establish a maximum building height that allows for a maximum of five stories if offices above retail or a maximum of six stories if residential above retail. The maximum height

should be 67 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from NE 85th Street.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access to NE 85th Street and 120th Avenue NE. Permit emergency vehicles only to access from 118th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.2b:

Area RH-2b:

- **Land Use:**

  Permit retail (including car dealer) if developed in conjunction with RH-2a, office and/or residential uses.

- **Building bulk:**

  Establish a maximum building height that allows for a maximum of four stories if office above retail or a maximum of five stories if residential above retail. The maximum height should be 55 feet with additional height allowed for a sloping roof form (five feet) and roof top appurtenances. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation. Step back upper stories from 120th Avenue NE.

- **Traffic and access:**

  Same as RH-2a.

- **Design considerations:**

  Same as RH-2a. Limit the impacts of new signs for residents across 120th Avenue NE.

Policy NE85-4.2c:

Area RH-2c:

- **Land use:**

  Permit a car dealer use if developed in conjunction with RH-2a and RH-2b, office and/or residential uses.

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- **Building bulk:**

  Allow buildings to step up to three stories with lower heights starting next to existing residences. Provide openness by limiting the total floor area, separating the buildings and including ample building modulation.

- **Traffic and access:**

  Recognizing that redevelopment will generate additional traffic compared to traffic generated by existing development, require mitigation for traffic impacts from the redevelopment. Allow vehicular access for the car dealer use from NE 85th Street or 120th Avenue NE. Permit traffic from office and residential uses to access from 118th Avenue NE that is equal to traffic that could be generated from office/residential development at 12 units per acre. Any traffic in excess of this amount should access from NE 85th or 120th Avenue NE.

- **Design considerations:**

  Buffer new structures from nearby residential uses through the use of substantial landscaping, fences, and/or berms. Design new signs facing onto 118th Avenue NE to be compatible with nearby properties. Mitigate noise and light and glare impacts on adjacent residential properties. Encourage underground or structured parking (discourage large ground level parking lots).

Policy NE85-4.3:

Area RH-3:

Allow this area to redevelop with mixed-use development up to five stories in height on the northern part of the site (where the ground elevation is lower) if the area is developed as a single, coordinated project with ground-level retail and pedestrian amenities. This mixed-use development may be phased to include office, retail, hotel and multifamily residential. Emphasize transit access in any such redevelopment. Require redevelopment to include an east-west pedestrian connection near the north end of the site, between 120th to 122nd Avenues NE. Encourage infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Reduce the number of vehicular access points onto NE 85th Street in any redevelopment, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.4:

Area RH 4:

Allow office or medium-density multifamily residential uses in this area. Alternately, allow the site to be developed as parking and access for the commercial use to the south. Do not allow Area RH-4 to be developed as a self-contained commercial use.

Policy NE85-4.5:

Areas RH-5a, 5b, and 5c:

Continue to allow general commercial uses in this core portion of the NE 85th Street commercial area, subject to district-wide design guidelines. Require new development to

limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:

(1) Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE.

(2) Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.

(3) Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.

(4) Keep sources of noise and light to a minimum and directed away from adjacent residential properties.

(5) Area RH-5b: On the north side of NE 85th Street east of 126th Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation.

(6) Area RH-5c: In addition to standards (1) through (4) above, development in Area RH-5c should observe the following development standards:

(a) Allowable uses should be limited to the following:

i. Any use permitted in an RS zone, subject to the applicable use regulations of KZC 15.10; and

ii. Parking serving an established commercial use fronting on NE 85th Street. No new above-grade structures should be allowed; and

(b) A landscape buffer meeting the requirements of Buffering Standard 1 (KZC 95.42) should be provided along any property line adjoining low-density residential use. If Buffering Standard 1, Option b, is proposed, the required fence should be allowed to meander through the buffer or otherwise be placed so as to minimize impacts on adjoining property. The landscape buffer should be contained in an easement, and the easement language should prohibit relocation, alteration, or relinquishment of the easement without a majority affirming vote of the City Council.

In addition, the buffers should include the following:

i. Trees within the north and east buffers should be 10 to 12 feet in height at the time of planting; and

ii. The planting strip between the parking area and 124th Ave. NE should be at least 10 feet wide; and

iii. The east buffer should include raised topography, either in the form of fill or a berm at least three feet in height, but taller if feasible, if the raised topography:

(a) Is approved in writing by Seattle City Light; and

(b) Does not worsen existing drainage conditions; and

(c) Does not, in and of itself, result in the loss of on-site significant trees; and

(c) Landscape islands should be provided in the parking lot interior and designed and oriented to help shield surrounding properties from light and glare; and

(d) The following significant tree shall be retained: The large conifer tree adjacent the north property line; and

(e) The use of this property should not result in any new driveways along 124th Avenue NE. However, existing driveways should be allowed to be widened or relocated to improve ingress to and egress from the site if such widening or relocation is consistent with City-adopted engineering standards; and

(f) Prior to issuance of construction permits, the applicant should provide an acoustical study prepared by a qualified acoustical engineer demonstrating that the project will comply with City-adopted noise level standards; and

(g) Site lighting should minimize off-site light and glare impacts by (i) utilizing state-of-the-art technology, (ii) incorporating low-glare and low-wattage luminaries, and (iii) being located to minimize off-site light and glare impacts. Higher wattage and higher mounted lights should be turned off no later than 10:00 p.m. Monday through Friday and no later than 8:00 p.m. Saturday and Sunday. Existing sources of light should be removed or replaced with new fixtures where such would effectively reduce off-site light intrusion; and

(h) Changes to the existing site topography should be minimized; and

(i) Prior to issuance of construction permits, the applicant should demonstrate through appropriate civil engineering drawings and data that the project will comply with City-adopted standards for storm water runoff control and treatment. Storm water control should, at a minimum, accomplish the following:

(i) Collect all new storm water runoff from newly-introduced impervious surfaces in on-site catch basins;

(ii) Detain collected storm water runoff on-site;

(iii) Treat collected storm water runoff through approved filtration devices;

(iv) Release detained and treated storm water runoff into the City system in 124th Avenue NE; and

(v) Demonstrate that the existing drainage along the east edge of the subject parcel will not be reduced, increased, or redirected.

Policy NE85-4.6:

Area RH-6a:

Allow multifamily residential uses at a density of 12 units per acre. Allow a greater density if affordable housing is a component of the development.

Area RH-6b:

Allow multifamily residential and office uses only.

Area RH-6a and 6b:

Establish design standards to make new buildings compatible in scale and character with the single-family residential development to the south. To the extent possible, save existing significant trees to buffer new development from adjacent single-family homes.

Policy NE85-4.7:

Area RH-7:

Encourage mixed-use development. Allow additional building heights as an incentive to develop the areas as a single, coordinated project with ground-level retail and pedestrian amenities. Include office, retail, and multifamily residential in any such development; orient the multifamily to the south and east (i.e., towards existing adjacent multifamily-designated areas). Encourage the development of the area as a neighborhood center with a cluster of smaller, primarily neighborhood-oriented businesses. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage infill or "liner" retail along NE 85th Street as an interim alternative to complete site redevelopment. Require new development to reduce the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts.

Policy NE85-4.8:

Area RH-8:

Allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE. Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased

front setbacks. Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.

Goal NE85-5: Assure an effective transition between residential and commercial areas by establishing architectural and site design standards for new and remodeled commercial (office, retail, and light manufacturing park) development.

4. TRANSPORTATION

NE 85th Street is an important transportation link between Redmond and Kirkland, and between both communities and I-405. It also provides access to the many large and small businesses and offices within the commercial area that includes NE 85th Street and extends varying distances to the north and south. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south.

Many agencies in addition to the City of Kirkland have contributed in shaping the future of NE 85th Street. It is a main arterial route linking the City of Redmond to I-405. The City of Kirkland should cooperate with these various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians. Ideally, these improvements can be made while maintaining or enhancing NE 85th Street's overall vehicular capacity, and if possible without adding to the overall width of the street. Finally, proposed improvements need to recognize and reinforce NE 85th Street's dual role of a regional transportation corridor, and a street serving local businesses and adjacent neighborhoods. The impact of proposed transportation improvements, such as center curbing to control left turn lanes and driveway locations on existing businesses should be acknowledged and carefully considered in evaluating such changes to the street. See the North and South Rose Hill Neighborhood Plan chapters for figures related to classification of streets, pedestrian and bicycle networks within the Subarea.

Goal NE85-6: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes.

Policy NE85-6.1:

Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea.

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Policy NE85-6.2:

Minimize traffic bottlenecks and traffic delays on NE 85th Street and other arterial streets.

Policy NE85-6.3:

Develop a transportation system network that adequately supports the existing and planned land uses in the Subarea.

Policy NE85-6.4:

Encourage transit use by providing adequate transit facilities in the corridor.

Goal NE85-7: Enhance opportunities for local access to NE 85th Street from adjacent residential areas while discouraging bypass traffic into the residential neighborhoods.

Policy NE85-7.1:

Place neighborhood traffic control devices at appropriate locations near the Rose Hill Elementary School, to discourage bypass traffic through this portion of the South Rose Hill Neighborhood.

Policy NE85-7.2:

Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays, and to discourage short cuts through the neighborhoods.

Goal NE85-8: Minimize traffic congestion and hazards by implementing access management improvements.

Policy NE85-8.1:

Pursue conversion of the two-way center left turn lanes on NE 85th Street to landscaped medians (where feasible) and curbing from I-405 to 132nd Avenue NE, while providing adequate left turn opportunities.

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Policy NE85-8.2:

Minimize multiple driveways on NE 85th Street when properties redevelop. Encourage properties on NE 85th Street to consolidate their existing driveways prior to redevelopment or provide reciprocal shared vehicular access easements between properties.

Policy NE85-8.3:

Clearly delineate and keep free of sight obstructions, all access points onto NE 85th Street.

Goal NE85-9: Improve pedestrian safety and enhance the pedestrian environment throughout the Subarea, with particular attention to NE 85th Street itself.

Policy NE85-9.1:

Protect pedestrians on NE 85th Street by providing wider sidewalks (at least seven feet), planting strips separating street from sidewalks, and streetlights.

Policy NE85-9.2:

Increase the safety of pedestrians who cross NE 85th Street by designing signalized intersections with special paving materials and street furniture.

Policy NE85-9.3:

Place high priority for constructing sidewalks on the local streets on which children walk to go to schools.

Policy NE85-9.4:

Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street.

Policy NE85-9.5:

Install pedestrian improvements at developer expense as new development occurs. In developed areas, the City should identify areas of need and install sidewalks through the capital facilities budget process.

Policy NE85-9.6:

Add east-west pedestrian pathways in the Subarea as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.

Goal NE85-10: Provide designated bicycle routes throughout the NE 85th Street Subarea, in accordance with the City's Transportation Master Plan.

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Policy NE85-10.1:

Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Master Plan.

Goal NE85-11: Encourage transit usage on NE 85th Street to improve local and regional mobility.

Policy NE85-11.1:

Work with Sound Transit and King County to provide transit facilities that would improve speed and reliability of bus operation on NE 85th Street. Provide preferential treatments for buses and possibly carpools at congested intersections. Install transit improvements and consider carpool improvements at appropriate locations.

Policy NE85-11.2:

Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.

Goal NE85-12: Pursue ongoing and effective inter-jurisdictional coordination on transportation issues affecting the NE 85th Street Subarea.

Policy NE85-12.1:

Coordinate transportation facility improvements with the City of Redmond, particularly in the area of 132nd Avenue NE.

Policy NE85-12.2:

Work with Sound Transit and King County to develop solutions to public transportation issues.

Policy NE85-12.3:

Coordinate with WSDOT to ensure effective improvements to the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.

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5. PARKS/OPEN SPACE

The City of Kirkland has a number of publicly owned areas in the NE 85th Street Subarea that provide parks and open space opportunities such as the Rose Hill Elementary School and Kirkland Cemetery. These are discussed in the North and South Rose Hill Neighborhood Plans and Parks, Recreation and Open Space Element.

Seattle City Light has a power line that runs north and south just east of the alignment of 124th Avenue NE. Public pedestrian and bicycle easements should be provided under the Seattle City Light power easement when development, redevelopment or platting occurs to complete the trail system. See Parks Recreation Open Space Plan for further details.

Despite these facilities and open spaces, every effort should be made to acquire property for park use in the southern portion of the Subarea or as described in the South Rose Hill plan where there is a lack of neighborhood parkland. In addition, public pedestrian access easements should be provided across properties abutting Forbes Lake Park when development, redevelopment or platting occurs to improve access to the Park. This need has been identified in the Park Recreation and Open Space Plan (PROS). See the PROS Plan for further details.

6. NATURAL ENVIRONMENT

Goal NE85-13: Observe all citywide sensitive areas policies and development regulations when developing or redeveloping properties in the Subarea.

The NE 85th Street Subarea contains areas with erosion hazards, seismic hazard areas (see, wetlands, and streams. These sensitive areas are primarily found in the northwest portion of the Subarea closest to Forbes Lake. Another wetland is located in the north central portion of the Subarea; several streams drain into this wetland. Also, a stream runs from the south central portion of the Subarea west and then north, draining into Forbes Lake. Most of the stream is piped, although the stream daylights north of NE 90th Street and upstream from where it crosses NE 85th Street at approximately 124th Avenue NE. The NE 85th Street Subarea is part of the Forbes Lake drainage basin.

Together these sensitive areas, in conjunction with Forbes Lake, constitute a valuable natural drainage system that in part serves as the drainage, water quality, and open space function for the Subarea. See Environment Element or North and South Rose Hill Neighborhood Plans for more detail.

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7. PUBLIC SERVICES AND FACILITIES

The City of Kirkland provides water and sewer service to the NE 85th Street Subarea. Some older single-family homes in the eastern part of the Subarea still use septic systems. Puget Sound Energy provides electric and natural gas service to the Subarea. As part of the NE 85th Street project public infrastructure improvements were completed such as a new waterline and undergrounding of overhead utility lines.

Goal NE85-14: Provide adequate public services within the Subarea consistent with City wide policies in the Utilities and Public Services Elements.

8. URBAN DESIGN

Visually, NE 85th Street is an auto-oriented landscape. The Subarea's "main street" is given over almost completely to cars, with traffic speeding by large, minimally landscaped parking lots, car dealerships, tire stores, and gas stations. NE 85th Street is characterized by a mix of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use.

In most of the Subarea, commercial development abuts single-family residential properties; in some places, multifamily buildings provide a limited transition between commercial and single-family. Although in some locations (particularly on the north side of NE 85th Street, in the eastern half of the Subarea), there is a topographic change that helps to separate these adjacent land uses, in other places the change is quite abrupt.

Urban design polices for the Subarea should guide a coordinated effort by the City, business owners and property owners to improve the appearance and the pedestrian friendliness of the area. The new NE 85th Street improvements provide wider sidewalks, street trees and landscaped that will improve the appearance of the corridor. The policies below also provide the basis for building and site design standards for new or remodeled retail, commercial, and multifamily residential buildings throughout the Subarea. This will help assure that such development is attractive, provides a pedestrian-friendly face to the street, and incorporates effective buffering and transition both between commercial areas and multifamily homes and between multifamily homes and adjacent single-family homes. See Zoning Code Design Regulations and Design Guidelines for Rose Hill Business District.

NE 85TH STREET SUBAREA PLAN

Goal NE85-15: Provide coordinated streetscape improvements throughout the Subarea that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.

Policy NE85-15.1:

Develop NE 85th Street with wider sidewalks with street trees and curbside landscape strips, attractive streetlights, public signage, and enhanced pedestrian crosswalk markings, signals and signage at appropriate locations.

Policy NE85-15.2:

Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.

Policy NE85-15.3:

Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.

Policy NE85-15.4:

Construct additional sidewalks throughout the Subarea, focusing on connecting NE 85th to walking routes to and from schools, and to other locations as set forth in the Transportation section of this Subarea plan.

Goal NE85-16: Implement building and site design standards that apply to all new, expanded, or remodeled commercial and multifamily buildings in the Subarea, with the objective of creating a more attractive Subarea, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily uses and the established residential neighborhoods to the north and south.

Policy NE85-16.1:

Implement building design standards that address issues including but not limited to: building scale, color and materials; building entries; service areas; roof treatments; pedestrian-oriented frontage; and relationship to adjacent residential homes.

NE 85TH STREET SUBAREA PLAN

Policy NE85-16.2:

Implement site design standards that address issues including but not limited to: building placement on the site; vehicular access and on-site circulation; site lighting; landscaping, including parking lot landscaping; signs; and buffers between commercial and multifamily development adjacent residential homes.

Policy NE85-16.3:

Utilize the design review process to administer the building and site design standards applicable to the Subarea.

Policy NE85-16.4:

Continue to work closely with business and property owners in the Subarea, and business groups which represent them, to improve and upgrade the appearance of the NE 85th Street Subarea.

Policy NE85-16.5:

To the extent authorized by law, require the removal of billboards.

Insert new Figure NE-85-6 Urban Design Elements

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Kari Page, Neighborhood Outreach Coordinator

Date: March 5, 2015

Subject: Upcoming 2015 City Council Meetings with the Neighborhoods

RECOMMENDATION:

City Council finalizes the agenda for the City Council Meeting with the Juanita Neighborhood Association. In addition, Council reviews and approves the City Council Meeting date with the Finn Hill Neighborhood Alliance. City Council Meetings with the Lakeview and Moss Bay Neighborhoods will be scheduled in the Fall of 2015. Lakeview and Moss Bay will have an option to join their meetings into one.

BACKGROUND:

The Council is scheduled to meet with the Juanita Neighborhood Association, April 13, 2015 6:45–8:45 p.m. at Kirkland Justice Center, 11740 NE 118th Street.

Unless otherwise instructed by Council, staff will continue to format the meetings as previously done.

The agenda for the meeting is as follows:

6:45-7:00 p.m.	Informal Casual Conversations
7:00-7:05 p.m.	Welcome and Introduction - Mayor Amy Walen
7:05-7:10 p.m.	Comments from Doug Rough and Patrick Fitzgerald, Juanita Neighborhood Co-Chairs
7:10-7:30 p.m.	Introductions from City Council Members
7:30-8:45 p.m.	General Discussion and Questions from Audience
8:45 p.m.	Social Time

The following topics were submitted by the Juanita Neighborhood Association Board. These will be added to the list of questions submitted online by residents and answers will be distributed at the meeting and posted online.

Juanita Neighborhood:

1. The siting of the aquatic center.
2. The siting of the new fire station.
3. Connecting bike/pedestrian trails into Juanita from the Cross Kirkland Corridor.
5. Totem Lake Development/New Goodwill store.
6. The future of Juanita: viable business center and more park space.

Proposed 2015 City Council Meetings with the Neighborhoods

Juanita:
April 13, 2015
Kirkland Justice Center, 11740 NE 118th St

Finn Hill Neighborhood Alliance:
May 27, 2015
Finn Hill Middle School, 8040 NE 132nd St

Lakeview:
October 21, 2015 (tentative)
Fall 2015

Moss Bay:
September 21, 2015 (tentative)
Fall 2015

Attachment A outlines the timeline for receiving the questions and answers in advance of the 2015 meetings with the Juanita Neighborhood and Finn Hill Neighborhood Alliance and a map of the areas.

Please contact Kari Page with any questions at (425) 587-3011.

Attachment A

City Council Meetings with the Neighborhoods

2015 Schedule

M	T	W	T	F	S	S
JANUARY						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

M	T	W	T	F	S	S
FEBRUARY						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

M	T	W	T	F	S	S
MARCH						
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

M	T	W	T	F	S	S
APRIL						
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

MAY						
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

JUNE						
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

JULY						
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

AUGUST						
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

SEPTEMBER						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

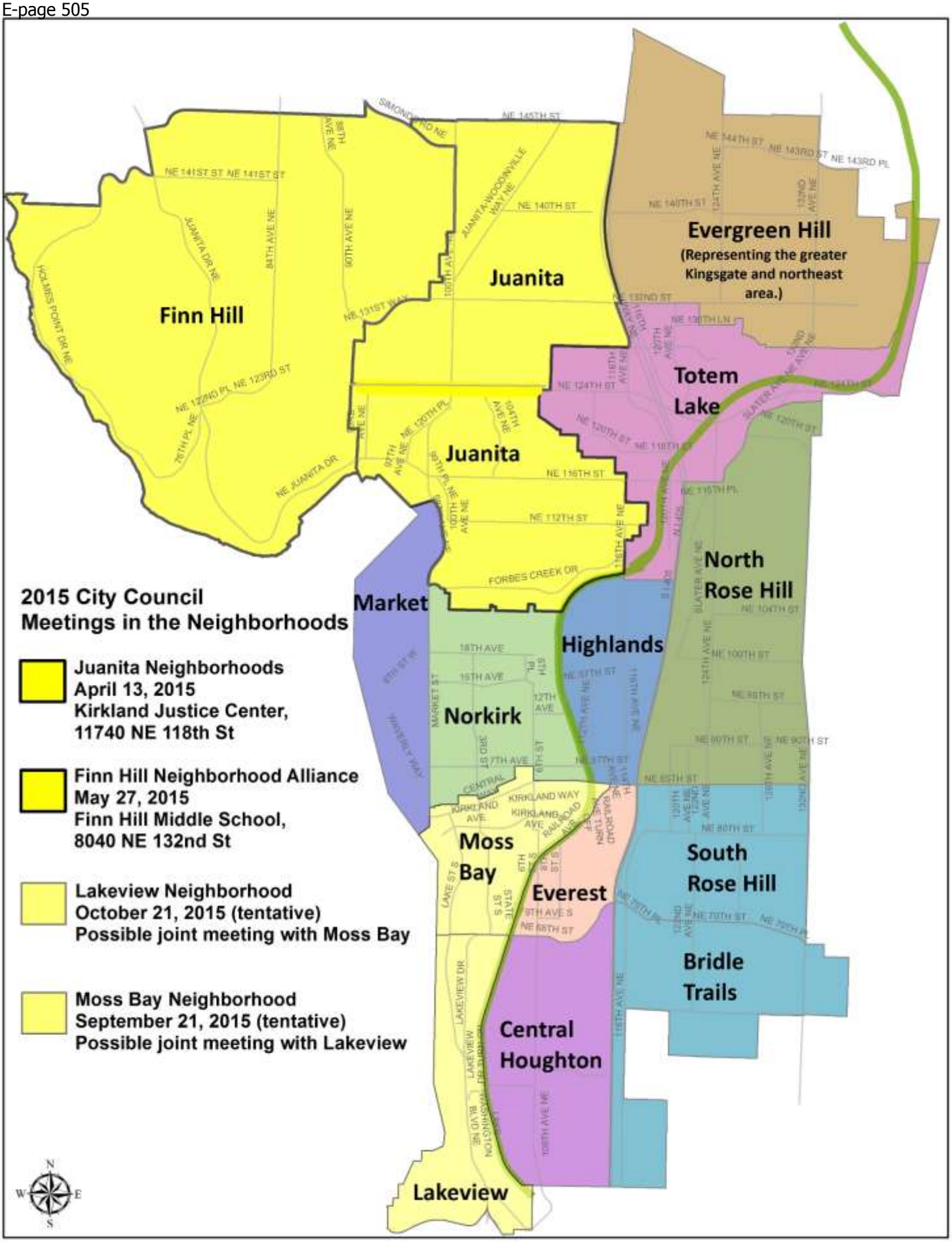
OCTOBER						
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

NOVEMBER						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

DECEMBER						
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Neighborhood Meetings Dates	
	Juanita: April 13, 2015 Kirkland Justice Center, 11740 NE 118th St
	Finn Hill Neighborhood Alliance: May 27, 2015 Finn Hill Middle School, 8040 NE 132nd St
	Lakeview: To Be Determined Fall 2015
	Moss Bay: To Be Determined Fall 2015

Milestones	
	Residents receive mailing and submit questions
	Regular Council meeting to finalize agenda
	Directors answer questions from residents
	City Council receives questions and answers
	City Council Meeting with the Neighborhood


2015 City Council
Meetings in the Neighborhoods
Juanita Neighborhoods
April 13, 2015
Kirkland Justice Center,
11740 NE 118th St
Finn Hill Neighborhood Alliance
May 27, 2015
Finn Hill Middle School,
8040 NE 132nd St
Lakeview Neighborhood
October 21, 2015 (tentative)
Possible joint meeting with Moss Bay
Moss Bay Neighborhood
September 21, 2015 (tentative)
Possible joint meeting with Lakeview
Finn Hill
Juanita
Evergreen Hill
(Representing the greater Kingsgate and northeast area.)
Totem Lake
Juanita
North Rose Hill
Market
Highlands
Norkirk
Moss Bay
Everest
South Rose Hill
Bridle Trails
Central Houghton
Lakeview
N
W
E
S