Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a.

CITY OF KIRKLAND
Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.kirklandwa.gov

MEMORANDUM

Date: **November 29, 2012**

To: **Kurt Triplett, City Manager**

From: **Joan Lieberman-Brill, AICP, Senior Planner**
Jeremy McMahan, AICP, Planning Supervisor
Angela Ruggeri, AICP, Senior Planner
Teresa Swan, Senior Planner
Paul Stewart, AICP, Deputy Planning Director
Eric Shields, AICP, Planning Director

Subject: **2012 City Initiated Comprehensive Plan Amendments and related Zoning and 2012 Private Amendment Requests and related Zoning.**

RECOMMENDATION

City Council considers the recommendations of approval from the Planning Commission and (if applicable) the Houghton Community Council and adopts the individual ordinances and resolutions as noted below.

BACKGROUND DISCUSSION

Proposed Ordinances for Adoption

The proposed ordinances consist of several concurrent efforts that culminate in proposed amendments to the Comprehensive Plan, Zoning Code and Map and Design Guidelines. Except for special circumstances, the Comprehensive Plan may only be amended once per year. Each year the City considers a variety of plan amendments that typically include code and map amendments as well. These are brought to the City Council for adoption at the end of the year after extensive study sessions and public hearings by the Planning Commission and Houghton Community Council. In 2012, two Private Amendment Requests (PAR's) were reviewed as well (Howard and Parker).

The following plan and code amendments were reviewed by the Planning Commission and Houghton Community Council (where applicable). They consist of the following four main topics:

A. Annual City-Initiated Comprehensive Plan Amendments

- Ordinance #4388 (Amendments to the Comprehensive Plan)

B. Commercial Code Amendments

- Ordinance #4389 (Amendments to the Comprehensive Plan)
- Ordinance #4390 (Zoning Code and map amendments)
- Resolution #4945 (Amending Design Guidelines)

C. Howard Private Amendment Request

- Ordinance #4391 (Comprehensive Plan, Zoning Map and code amendment)

D. Parker Private Amendment Request

- Ordinance #4392 (Comprehensive Plan and Zoning Code amendments)
- Resolution #4946 (Amending Design Guidelines)

Below is a summary discussion of each of the four topics including highlights of the key issues that the Council should consider when making their decision on the ordinances.

Please Note: For each topic, there is a Planning Commission transmittal memo that includes both the Planning Commission and Houghton Community Council (HCC) recommendation, a discussion of the issues, policy highlights and process as well as the background material and attachments. The City Council should review the individual transmittal memos from the Planning Commission for each topic. These are noted as separate agenda items under #11.a.

The Planning Commission Chair (Mike Miller) and Vice-Chair (Jon Pascal) will be at the Council meeting to convey the Commission's recommendation and discussion as appropriate.

The Planning Commission has recommended approval of all of the proposed amendments. The HCC has also recommended approval for those amendments that fall within their disapproval jurisdiction. Following City Council action, the amendments applicable in Houghton will be considered by them at their January 28, 2013 meeting.

A. 2012 City Initiated Comprehensive Plan Amendments - See Agenda Item #11.a.(1)

Each year staff proposes amendments to the Comprehensive Plan as appropriate. On September 24 and 27, 2012 respectively, the Houghton Community Council (HCC) and Planning Commission (PC) held study sessions on the 2012 Comprehensive Plan Amendments (CPA), and were in agreement with the proposed 2012 amendments.

Following the joint PC and HCC public hearing on November 8, both bodies again unanimously recommended adoption. This year, the amendments are primarily minor housekeeping amendments, with the exception of annual updates to the Capital Facilities Plan to bring it into consistency with the 2013-2018 Capital Improvement Plan, and new hazardous liquid pipeline policies supporting recently adopted Zoning Code pipeline regulations. All amendments are included as attachments to Ordinance #4388.

The City Initiated amendments also include the Commercial Code Amendments previously reviewed by the City Council. These are discussed in more detail below and consist of separate ordinances and a resolution.

The City Council may approve the proposed amendments by adopting the following:

- Ordinance #4388 (Amendments to the Comprehensive Plan)

B. Commercial Code and Plan Amendments - See Agenda Item #11.a.(2)

The City Council previously received the Planning Commission recommendation on commercial code and plan amendments at their September 18, 2012 meeting. The City Council subsequently indicated agreement with all of the amendments recommended by the Planning Commission with the following exceptions, where direction was provided to staff to incorporate changes into the attached ordinances for adoption:

- Residential Density for the BN and MSC 2 zones at **48 units per acre:**

  Discussion: After considering a wide range of density options, the Planning Commission recommended residential densities of 24 and 36 units per acre. The City Council provided direction that the densities should be consistent among the three BN and MSC 2 areas. The Council also provided direction that the density should be higher (48 units per acre) consistent with Comprehensive Plan policies supporting mixed use development and encourage housing within commercial areas.

It should be noted that the current Zoning Code provisions for affordable housing would be available to developers in the BN zones to increase the density by including affordable units in a project. This information was considered by the Planning Commission during the amendment process (see staff memo for public hearing) and they did not recommend any changes.

While affordable housing is typically required in density restricted zones, the City's current affordable housing provisions for the zones under consideration would only be available as optional incentives. This is because legal requirements for mandatory affordable housing programs anticipate that the Code is providing additional development incentives to achieve that objective. In the case of the current amendments, because the City is contemplating density restrictions where none currently exist, the conditions do not exist to mandate affordable housing.

The existing affordable housing provisions of Kirkland Zoning Code (KZC) Chapter 112 would be available for voluntary use with the BN zone density caps unless specifically precluded in the new regulations. The basic unit bonuses available through these regulations allow an increase of an additional 25% in the number of units based on the underlying zone. For each one affordable housing unit provided, the basic affordable housing incentive provides two bonus units. Under current regulations, these basic incentives are available without an appeals process.

For example:

> Consider development of a one acre site in a BN zone with a 48 unit per acre density. The base density would be 48 units. A development providing six of those units as affordable housing would be allowed an additional 12 bonus units for a total density of 60 units.

An additional 25% increase in density may be allowed at the discretion of the City if certain criteria are met. This additional density can be appealed to the City Hearing Examiner.

- Residential Market definition:

  Discussion: The City Council reviewed the Planning Commission's amendments to the Comprehensive Plan definition of "Residential Market" and directed additional changes to provide clarity. The Planning Commission subsequently reviewed those changes at its joint hearing with the Houghton Community Council (HCC) on the annual Plan amendments on November 8, 2012. The Commission and HCC supported the definition as revised by the City Council (see below) with one additional change, which is the deletion of the term "residential" at the beginning of the second sentence.

  > *Individual stores or ~~very small~~, mixed-use buildings/centers ~~focused on~~ that are pedestrian oriented and serve the local ~~pedestrian traffic~~ neighborhood. ~~Residential s~~Scale and design are critical to integrate these uses into the surrounding residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the comprehensive plan.*

  Their intent is to clarify that a mixed use project does not need to look like a residence in order to integrate into the scale and design of the surrounding residential area. This change has been incorporated into the attached ordinance for Council consideration.

City Council Action
The City Council may approve the proposed amendments by adopting the following:

- Ordinance #4389 (Amendments to the Comprehensive Plan)
- Ordinance #4390 (Zoning Code and map amendments)
- Resolution #4945 (Amending Design Guidelines)

C. Howard Private Amendment Request - See Agenda Item #11.a.(3)

On November 22, 2010, Jeff Howard submitted a PAR request to change the Zoning Map and Comprehensive Plan land use designation for his vacant commercially zoned property (labeled as Lot 1 in the study area) from BNA (commercial) to RMA

2.4 (multifamily at 18 units per acre). His property is located on the west side of Juanita Drive NE in the *Holmes Point Business District*.

On April 19, 2011, the City Council considered the Howard PAR and directed the Planning Commission to study the request in 2012. In addition, the City Council directed that the study include the two other BNA zoned properties on the west side of the *Holmes Point Business District* located south of the Howard BNA zoned site. These other two properties are the Finn Hill Fire Station property owned by the City (labeled as Lot 2 in the study area) and the Holmes Point LLC office complex (labeled as Lot 3 in the study area). In addition, staff identified an issue of inconsistency between the Land Use Map and the Zoning Map for Mr. Howard's RMA zoned lot to the north (labeled as Lot A in the study area) and included this property in the study (see Attachment 1 in the Planning Commission's transmittal memo).

<u>Recommendation</u>
The Planning Commission held study sessions on September 27, 2012 and October 25, 2012, and a public hearing on November 15, 2012. As described in its transmittal memo dated November 29, 2012, the Planning Commission has made the following recommendations:

- Change the Zoning Map and Comprehensive Plan's Land Use Map for Lots 1-3 in the study area **from Commercial (BNA) to Professional Office/Multifamily** at 18 units per acre **(PRA 2.4)**. The residential density of 18 units per acre (or 1 unit for every 2400 square feet of land area) is consistent with the density recommended for this BNA zone in the pending Commercial Code and Plan Amendments.

- Change the Comprehensive Plan's Land Use Map for Lot A in the study area **from Commercial to Multifamily** at 18 units per acre to make the Land Use Map consistent with the existing Zoning Map. Lot A is zoned RMA 2.4 (18 units per acre).

The **key issues** that the Planning Commission considered in their recommendation were:

- Poor or no vehicular access, particularly given the offset configuration of the intersection
- Lack of commercial visibility
- Minimal property frontage
- Appropriateness of requiring commercial on the ground given the site constraints
- Some commercial is still allowed in the PRA zone
- Support of abutting neighbors for Mr. Howard's request
- Future development plans of the property owners in the study area

The Planning Commission concluded that the study area has limited commercial viability because of the site constraints. Furthermore, the request was supported by a petition signed by 37 surrounding property owners. The Professional Office/Multifamily (PRA)

zoning and land use designation allow multifamily, office, restaurant and some limited retail either alone or as a mixed use along with government facilities (fire station).

Minor Code Amendment

Following the Planning Commission's hearing, staff identified a minor code amendment that should be included if the City Council choses to adopt the Planning Commission's recommendation to rezone the study area to the PRA 2.4 zone. The standard maximum allowable height in the PRA zone is 35'. However, the PRA regulations contain a General Regulation 5 that allows a height up to 60' within three stories. This additional height is to accommodate the ventilation requirements for two in-patient treatment facilities (Fairfax and Lakeside Milan) on NE 132nd Street east of 100th Ave NE in the PRA 1.8 zone. These facilities must have large HVAC systems placed on the top floor to meet the state requirements for ventilation of hospitals (e.g. Evergreen's HVAC floors are about 20' high).

Prior to annexation, representatives from these two treatment facilities indicated to staff that they had future plans to rebuild and would like to have the same height standards as was allowed in King County. With annexation, the City adopted the County's height provision of 60' high for these facilities only. Since there is currently only one PRA zone and three properties in that zone (the two treatment facilities and one small medical office in the PRA 1.8 zone), General Regulation 5 does not state what uses can utilize this provision.

It was stated at the public hearing and in the staff memos for the Howard PAR that the height limit for the PRA zone is 35'. To prevent someone in the new PRA 2.4 zone from building a structure higher than 35', staff recommends a minor code amendment shown below. General Regulation 5 in the PR/PRA Use Zone chart, Section 25.08 KZC, would be amended to add the name of the zone in which the greater height allowance applies (PRA 1.8):

PR/PRA Section 25.08 KZC General Regulations:

*25.08.5. Within the PRA **1.8** zone, the maximum building height of a structure may be increased to 60 feet above average building elevation if:*

a. All required yards are increased by one foot for every two feet of height above 35 feet;

b. Buildings may not exceed three stories; and

c. Rooftop appurtenances may not exceed the maximum height and are screened with sloped roof forms.

The amendment is included in the ordinance.

City Council Action

The City Council may approve the proposed amendments by adopting the following:

- Ordinance #4391 (Comprehensive Plan, Zoning Map and code amendment)

D. Parker Private Amendment Request - See Agenda Item #11.a.(4)

The City Council directed staff to study the proposed Parker amendments to the Comprehensive Plan and Zoning Code for PLA5C as part of the 2012 PAR process. The proposed amendments allowed for increased density for the parcel at 911 - 5th Avenue in the Moss Bay Neighborhood (see Attachment 2 to the Planning Commission's transmittal memo). This proposal is a further refinement of the 2008 proposal included in the Downtown Area Planned Action Ordinance. The 2008 proposal included the Parkplace mixed use project along with two other PARs (the Orni proposal and the Altom proposal).

The Parker property was included in the Orni proposal. At that time, the Orni request was to rezone the area from PLA5D to PLA5C, and to change the land use designation from High Density Residential to Office/Multifamily. This rezone increased the permitted height on the subject properties from 30' above average building elevation (ABE) to the lower of 6 stories or 60' above ABE, but the properties included in the Orni proposal were limited to 4 stories or 40' above ABE.

Although multifamily residential uses are allowed in PLA5C, increased density was not part of the original proposal. The density/floor area ratio for the property was raised for office development with the original 2008 amendment, but remained limited for multifamily. Because of this, the present designation and zoning encourages the development of office and discourages multifamily.

An amendment for increased density was approved for the Altom PAR in 2011. The Altom PAR is also located in PLA5C. That amendment allowed the residential density to be commensurate with the increased height allowed in 2008 but only on the Altom site (see Attachment 2 to the Planning Commission's transmittal memo).

The Planning Commission reviewed the Parker request at their study session on September 27, 2012 and directed staff to study the full PLA5C zone, rather than just looking at the Parker property (see Attachment 1 to the Planning Commission's transmittal memo).

The proposed amendments would remove the maximum density indicated by units per acre. Instead, density would be determined by the number of units that would fit in the building envelope. This is how density is currently determined in the Central Business District which is just west of the PLA5C zone.

In addition to increased density for properties in the PLA5C zone, amendments to the Zoning Code would also express height limits in feet rather than in both feet and number of stories which is now the case. Design review for the entire PLA5C zone is recommended, as well as reductions in required front setback yards and the amount of required common recreational open space. These amendments would include adjustments to the Comprehensive Plan, Zoning Code and Municipal Code. All amendments are included as exhibits to the ordinance and resolution.

The Planning Commission held study sessions on September 27, 2012 and October 25, 2012, and a public hearing on November 15, 2012. As described in their transmittal memo dated November 29, 2012, the Planning Commission has made the following recommendations:

Proposed Comprehensive Plan Amendments:

- Remove maximum density for PLA5C on the Comprehensive Plan Land Use maps.
- Remove maximum density language for PLA5C in Comprehensive Plan.

Proposed Zoning Code Amendments:

- Remove maximum density limit for PLA5C.
- Change height limit to feet only - remove maximum number of stories.
- Change front yard setback requirement to 10 feet.
- Require Design Review for development activities in PLA5C.
- Include affordable housing requirements for PLA5C.
- Put a maximum square footage limit of 4800 square feet/acre on the Common Recreational Open Space requirements for PLA5C.

Proposed Update to the Design Guidelines in Municipal Code:

- References to PLA5C would be added to the Design Guidelines for Pedestrian Oriented Business Districts.

City Council Action

The City Council may approve the proposed amendments by adopting the following:

- Ordinance #4392 (Comprehensive Plan and Zoning Code amendments)
- Resolution #4946 (Amending Design Guidelines)

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (1).

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033
425.587.3225 - www.kirklandwa.gov

MEMORANDUM

DATE: **November 29, 2012**

TO: **Kirkland City Council**

FROM: **Mike Miller, Chair, Kirkland Planning Commission**

SUBJECT: **Recommendation to Adopt the 2012 City Initiated Comprehensive Plan Amendments (ZON12-00001 and ZON11-00042)**

Introduction

We are pleased to submit the recommended annual city initiated Comprehensive Plan Amendments for 2012 for consideration by the City Council. This effort culminates the work started with the preparation of the 2013-2018 Capital Improvement Program (CIP), necessitating updates to the Capital Facilities and Transportation Element chapters of the Plan to bring them into consistency with the biennial CIP.
During this cycle there are no new state legislation or major Kirkland policy initiatives to incorporate into the Plan. Recommended revisions include new Hazardous Liquid Pipeline policies, housekeeping amendments, updates to functional maps, and various other minor changes. All amendments are included as attachments to Ordinance 4388.

All of the Comprehensive Plan amendments within the jurisdiction of the Houghton Community Council were reviewed and recommended for approval by the Community Council.

The Planning Commission and HCC held a joint public hearing on November 8.

Issues

The PC concurs with staff to recommend postponing consideration of the request by the Evergreen Hill Neighborhood Association to change the name of the Kingsgate Neighborhood. We agree that more public outreach to businesses and residents is needed to increase awareness of this proposal, and that during the major Plan update commencing in 2013, appropriate attention can be focused on this request. The neighborhood association has agreed to this approach.

The recommended amendments include new Hazardous Liquid Pipeline policies, which support recently adopted zoning regulations addressing land use development close to the Olympic Pipeline corridor. We directed staff to strike specific dimensions from the

proposed text and instead retain this level of specificity in the zoning regulations, which implement the Plan. The ordinance reflects our request.

The revisions to the CFP reflect the voter approved park and road levies. A number of projects are in the Juanita, Finn Hill and Kingsgate neighborhoods. Last year we identified our desire to target these neighborhoods for capital improvement projects and are pleased that the levies included funding for projects in the annexation areas as well as the rest of the City. The Capital Facilities Element, as mandated by GMA, supports the land use plan with funded projects to meet our adopted levels of service.

Regarding the Commercial Code and Plan amendments, the Houghton Community Council supported the Planning Commission's prior recommendation to remove of the Residential Market designation from the Super 24 site within the Lakeview Neighborhood. The Planning Commission and Houghton Community Council reviewed the edits to the definition of Residential Market and the proposed revisions by City Council to the Planning Commission recommendation. The Commission and HCC supported the revised definition with one additional minor change - to remove the term "residential" in reference to the scale and design. The intent is to clarify that a mixed use project does not need to look like a residence in order to integrate into the scale and design of the surrounding residential area. The Houghton Community Council also supported the proposed clarification of Policy LU-5.9 addressing other markets in residential areas. The recommended amendments are included in the text of Ordinance 4389 for the City Council's final review.

The Planning Commission and Houghton Community Council unanimously recommend adoption of the 2012 Comprehensive Plan amendments.

Background

Policy Highlights – City Initiated Amendments

Each year the City reviews and makes changes to its Comprehensive Plan for any needed changes pursuant to the Growth Management Act or other city-initiated amendments as appropriate. Highlights of this cycle include:

- Amendments to the Transportation and Capital Facilities Elements of the Plan, primarily to incorporate the 2013 - 2018 Capital Improvement Program (CIP) into the Capital Facilities Plan (CFP). Pursuant to the GMA, the CIP and CFP/Transportation Element must be consistent. Both the CIP and CFP are scheduled to be adopted on December 11 by the City Council.

- Follow-up text and map amendments to the Utility Element to incorporate Hazardous Liquid Pipeline goals and policies. They address the Olympic Pipeline which runs through the recently annexed Kingsgate and Totem Lake neighborhoods and abuts the eastern boundary of the Bridle Trails neighborhood. New Chapter 118 Zoning Regulations were adopted by Kirkland City Council in August 2012.

- Functional map amendments to reflect updated conditions on the ground, such as incorporating the boundary line adjustment between Bothell and Kirkland, and the Cross Kirkland Corridor.

Links to staff memorandums, draft minutes, and audio recordings for all PC and HCC meetings associated with the city initiated amendments, are provided below (all memorandums were the same for both advisory bodies):

November 8, 2012 joint Planning Commission/Houghton Community Council public hearing three part memo, minutes, and audio

September 27, 2012 Planning Commission study memo, minutes, and audio.

September 24, 2012 Houghton Community Council study memo, minutes, and audio

SEPA

City Initiated Amendments
The State Environmental Policy Act (SEPA) Determination of Nonsignificance may be viewed by following this link to the November 8 joint public hearing memorandum Part 3, Attachment 20.

Public Process & Participation

Notice of the public hearing was provided to the Seattle Times, the Neighborhood Associations and Kirkland Alliance of Neighborhoods. In addition, notices were sent to the Kirkland Chamber of Commerce, and the Olympic British Petroleum Pipe Line Company.

The Planning Commission and Houghton Community Council held one study session each to review the 2012 city initiated amendments leading up to the November 8 joint public hearing.

At the joint hearing, no one spoke or submitted comments.

cc: ZON12-00001
ZON11-00042
Planning Commission
Houghton Community Council
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce
Mail List

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (1). (a).

ORDINANCE O-4388

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON12-00001.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481, as amended, as set forth in the report and recommendation of the Planning Commission and the Houghton Community Council dated November 29, 2012, and bearing Kirkland Department of Planning and Community Development File No. ZON12-00001; and

WHEREAS, prior to making the recommendation the Planning Commission and Houghton Community Council, following notice as required by RCW 35A.63.070, held on November 8, 2012, a joint public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of nonsignificance, including supporting environmental documents, issued by the responsible official pursuant to WAC 197-11-340 and WAC 197-11-625; and

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

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

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

Section 1. Comprehensive Plan Text, Figures and Tables amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended as set forth in Attachment A attached to this Ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision

shall not affect the validity of the remaining portions of this Ordinance.

Section 3. To the extent that the subject matter of this Ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the Ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of the Community Council to disapprove this Ordinance within 60 days of its passage.

Section 4. Except as provided in Section 3, this Ordinance shall be in full force and effect February 1, 2013, after its passage by the City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Section 5. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 20___.

SIGNED IN AUTHENTICATION THEREOF this _____ day of _____, 20___.

_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

Table T-5
Project Descriptions for the 2022 Transportation Project List (Funded – Unfunded)

Non-motorized Improvements

~~**NM20-1**~~ ~~**Sidewalk**~~

~~Location:~~ ~~**NE 100th Street from 116th Avenue NE to approximately 114th Avenue NE**~~

~~Description:~~ ~~**Installation of curb, gutter, sidewalk and storm drainage along the north side. Partially funded CIP project NM 0034-001; grant funding secured with completion scheduled for 2012.**~~

NM20-2 Non-motorized Facilities

Location: 116th Avenue NE (south section) (NE 60th Street to south City limits)

Description: Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.

NM20-3 Sidewalk

Location: 13th Avenue, Van Aalst Park to 3rd Street

Description: Install sidewalk and planter strip along the south side of 13th Avenue. Candidate CIP project NM 0054, included as a part of annual non-motorized program NM 8888.

NM20-4 Pedestrian/Bicycle Facility

Location: 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE at the Cross Kirkland Corridor right-of-way

Description: Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.

NM20-5 Sidewalk

Location: 93rd Avenue NE from Juanita Drive to NE 124th Street

Description: Installation of curb, gutter, sidewalk and planter strip along the east side. Candidate CIP project NM 0032, included as a part of annual non-motorized program NM 8888.

NM20-6 Sidewalk

Location: NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE

Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

NM20-7 Non-motorized Facilities

Location: Cross Kirkland Corridor right-of-way, between south and north City limits (formerly the BNSF right-of-way")

Description: 10- to 12-foot-wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

NM20-8 Sidewalk

Location: 122nd Avenue NE, between NE 70th Street and NE 75th Street

Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Candidate CIP project NM 0055; included as a part of annual non-motorized program NM 8888.

~~**NM20-9**~~ ~~Sidewalk - Walk Route Enhancement~~

~~**Location:**~~ ~~104th Ave NE/NE 68th St (Lakeview School Walk Route)~~

~~**Description:**~~ ~~Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67th Street and west side of 104th Ave NE. Upgrade ADA ramps at NE 67th Street/103rd Ave NE, NE 68th Street/104th Ave NE and mid-block crosswalk on NE 68th Street at Lakeview Elementary. Install RRFB pedestrian activated lighted crosswalk at mid-block crosswalk. The project will complete critical non-motorized facilities to safely get students to and from Lakeview Elementary School; a 2010 Safe Routes to School Grant has been received; project NM 0068 has been moved to funded for 2012.~~

NM20-10 Bike Lane

Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE

Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Candidate CIP project NM 0036, included as a part of annual non-motorized program NM 8888.

NM20-11 Sidewalk

Location: NE 95th Street from 112th Avenue NE to 116th Avenue NE

Description: Install curb, gutter, sidewalk and storm drain along north side. Unfunded CIP project NM 0045.

NM20-12 Sidewalk

Location: 18th Avenue West from Market Street to Rose Point Lane

Description: Install curb, gutter, sidewalk and storm drain along roadway. Candidate CIP project NM 0046, included as a part of annual non-motorized program NM 8888.

NM20-13 Sidewalk

Location: 116th Avenue NE from NE 70th Street to NE 75th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.

NM20-14 Sidewalk

Location: 130th Avenue NE, NE 95th Street to NE 100th Street

Description: Installation of curb, gutter, sidewalk and storm drainage along west side of roadway. Unfunded CIP project NM 0037.

NM20-15 Pedestrian/Bicycle Bridge

Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405

Description: Pedestrian/bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

NM20-16A Sidewalk

Location: NE 90th Street, 124th Avenue NE to 128th Avenue NE (Phase I)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.

NM20-16B Sidewalk

Location: NE 90th Street, 120th Avenue NE to 124th Avenue NE, and 128th Avenue NE to 132nd Avenue NE (Phase II)

Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.

NM20-17 Pathway/Sidewalk

Location: NE 60th Street from 116th Avenue NE to 132nd Avenue NE

Description: Half-street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.

NM20-18 Pedestrian Facility

Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park

Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.

NM20-19 Pedestrian/Bicycle Facility

Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE

Description: Installation of paved multi-purpose path and storm drainage along corridor. Candidate CIP project NM 0043, included as a part of annual non-motorized program NM 8888.

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

NM20-23 Sidewalk

Location: 112th Avenue NE from NE 87th Street to NE 90th Street

Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Candidate CIP project NM 0049, included as a part of annual non-motorized program NM 8888.

NM20-24 Sidewalk

Location: NE 80th Street from 126th Avenue NE to 130th Avenue NE

Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Candidate CIP project NM 0050, included as a part of annual non-motorized program NM 8888.

~~**NM20-25**~~ ~~Sidewalk~~

~~**Location:**~~ ~~NE 85th Street from I-405 to 132nd Avenue NE and along 124th Avenue NE from NE 80th Street to NE 90th Street (AKA Rose Hill Business District Sidewalks)~~

~~**Description:**~~ ~~Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051.~~

NM20-26 Sidewalk

Location: Kirkland Way from 8th Street to Ohde Avenue

Description: Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.

NM20-27 Sidewalk

Location: NE 112th Street from 117th Place NE to the Cross Kirkland Corridor right of way crossing

Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Candidate CIP project NM 0053, included as a part of annual non-motorized program NM 8888.

NM20-28 Annual Sidewalk Maintenance Program

Location: Citywide

Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.

NM20-29 Nonmotorized/Emergency Access Connection

Location: 111th Avenue from the Cross Kirkland Corridor right of way north to Forbes Creek Drive

Description: Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.

~~NM20-30~~ ~~**Sidewalk**~~

~~Location:~~ ~~**6th Street from 1st Avenue South to Kirkland Way**~~

~~Description:~~ ~~**The 6th Street Sidewalk will construct 5 foot wide sidewalk along the north side of 6th St from Kirkland Ave to approximately 180 feet south to connect into existing sidewalk. In addition, approximately 135 ft of 5 ft sidewalk will be constructed along Kirkland Ave to**~~

~~**connect two missing sections of sidewalk and allow pedestrians to walk past an existing power pole and fire hydrant which are currently obstructing the walkway. Two existing sidewalk ramps will be upgraded to meet the requirements of the Americans with Disabilities Act, and two new sidewalk ramps will be constructed to connect the new sidewalk segments. The use of porous concrete will be used for the new sidewalks and storm drain improvements will be made as required. Project NM 0059 has been moved to funded due to the receipt of a TIB Sidewalk Program grant.**~~

~~NM20-31~~ ~~**Elementary School Walk Route Enhancements**~~

~~Location~~ ~~**Various locations adjacent to schools, including Peter Kirk, Lakeview, Ben Franklin, Rose Hill, Mark Twain, AG Bell and Juanita Elementary Schools.**~~

~~Description:~~ ~~**Design and construct curb, gutter and sidewalk, with a planter strip where possible, along designated school walk routes throughout the City. The proposed sidewalks will capitalize on areas where sidewalk has already been constructed with prior development. The proposed concrete sidewalk will be 5 feet wide and will be separated from the edge of the travel lane by a 4.5 foot planter strip and 0.5 foot wide concrete curb (totaling 5 feet). The project will also purchase a portable radar trailer to inform motorists of their speed. Total project cost includes State grant funding of $498,000. Funded CIP project NM 0067.**~~

NM20-32 Pedestrian Enhancements

Location: Park Lane from Lake Street to Peter Kirk Park – Phase II

Description: Repair and replacement of aged and broken sidewalks, curb, gutter and storm drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. Unfunded CIP project NM 0064 001.

~~NM20-33~~ ~~**Bike Lane**~~

~~Location:~~ ~~**100th Avenue from NE 124th Street to NE 132nd Street**~~

~~Description:~~ ~~Install bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration. Project NM 0069 moved to funded for 2011/2012 due to receipt of federal STP grant.~~

~~NM 20-34~~ ~~**Sidewalk**~~

~~Location:~~ ~~**12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter**~~

~~**Kirk Elementary School**~~

~~Description:~~ ~~**Install curb, gutter, sidewalk and storm drainage along north side of roadway. Partial funding by TIB Safe School Walking grant. Funded CIP project NM 0066.**~~

NM 20-35 Annual Non-Motorized Program

Location: City wide

Description: Install up to various funding levels in annually~~2013, 2014, 2015, 2016~~ any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

NM 20-36 Sidewalk

Location: NE 104th Street between 126th Avenue NE and 132nd Avenue NE

Description: Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.

NM 20-37 Sidewalk

Location: 19th Avenue from Market Street to 4th Street

Description: Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.

NM 20-38 Sidewalk

Location: NE 132nd Street from 84th Avenue NE to 87th Avenue NE

Description: Install curb, gutter, sidewalk and planter strip along NE 132nd Street that currently does not have a sidewalk. ADA compliant wheelchair ramps will be installed at crosswalk locations. Unfunded CIP project NM 0071 as grant funding is sought.

~~NM 20-39~~ ~~**Trail**~~

~~Location:~~ ~~**Eastside Rail Corridor, from South Kirkland Park and Ride to Totem Lake**~~

~~Description:~~ ~~**The acquisition of the former BSNFRR corridor for use as a multi-use trail, as one of Kirkland's highest priority non-motorized transportation projects. Funded CIP project NM 0070.**~~

NM 20-40 Non-motorized Facilities

Location: Cross Kirkland Corridor right-of-way, between south and north City limits (formerly the BNSF right-of-way")

Description: A Master Plan to develop the Cross Kirkland Corridor as a public asset for future transportation purposes. Development of the corridor is envisioned to include facilities for pedestrians and

bicycles, and in the future, transit. Unfunded CIP project NM 0024. Funded CIP Project CNM 0024 101.

NM 20-41 Non-motorized Facilities

Location: NE 132nd Street from 82nd Avenue NE to 84th Avenue NE

Description: Install curb, gutter and sidewalk along south side of NE 132nd Street and west side of 84th Ave NE to complete missing links between Carl Sandberg Elementary and Finn Hill Middle School. Unfunded CIP Project CNM 0072.

N20-42 Non-motorized Facilities

Location: City-wide

Description: Establishing a new neighborhoods-based project for minor transportation related improvements throughout the City. Funded CIP project NM 0073.

NM20-43 Non-motorized Facilities

Location: 90th Avenue NE north of NE 134th Street

Description: Construct curb, gutter and sidewalk along west side of 9~~7~~0th Avenue NE from NE 134th Street to the north, connecting existing sidewalk near 13427 90th Avenue NE. Unfunded CIP project NM 0074.

NM20-44 Non-motorized Facilities

Location: 84th Avenue NE from NE 145th Street to NE 124th Street

Description: Construct curb, gutter and sidewalk along the west side of 84th Avenue NE between NE 145th Street to Finn Hill Junior High School, and along west side of 84th Avenue Ne between NE 128th Street and NE 124th Street. Unfunded CIP project CNM 0075.

NM20-45 Non-motorized Facilities

Location: NE 140th Street between 127th Place NE and 132nd Avenue NE

Description: Construct curb, gutter and sidewalk along south side of NE 140th Street between 127th Place NE and 132nd Avenue NE. Unfunded CIP project NM 0076.

NM20-46 Non-motorized Facilities

Location: North side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE

Description: Construct curb, gutter and sidewalk along north side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE. Unfunded CIP project NM 0077.

NM20-47 Non-motorized Facilities

Location: South side of NE 140th Street from Juanita-Woodinville Way to 113th Avenue NE

Description: Construct curb, gutter and sidewalk along south ~~north~~ side of NE 140th Street between Juanita-Woodinville Way and 113th Avenue NE. Unfunded CIP project NM 0078.

NM20-48 Non-motorized Facilities

Location: NE 140th Street between 124th Avenue NE and 127th Place NE

Description: Construct curb, gutter and sidewalk along south side of NE 140th Street between 124th Avenue NE and 127th Place NE. Unfunded CIP project NM 0079.

Street Improvements

ST20-1 New Street

Location: 118th Avenue NE, NE 116th Street to NE 118th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

ST20-2 New Street

Location: 119th Avenue NE, NE 128th Street to NE 130th Street

Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

ST20-3 Street Widening

Location: 120th Avenue NE, NE 128th Street to NE 132nd Street

Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Candidate CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888.

ST20-4 Street Widening

Location: 124th Avenue NE, NE 116th Street to NE 124th Street

Description: Widen to five lanes, from existing three lanes with sidewalks. Candidate CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding included as a part of

the annual concurrency street improvements ST 8888.

ST20-5 Street Widening

Location: 124th Avenue NE, NE 85th Street to NE 116th Street

Description: Widen to three lanes with a center two-way left turn lane (including landscaped center median islands where possible) and 2 travel-lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Street Widening

Location: 132nd Avenue NE-/-NE 85th Street to NE 120th Street

Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.

ST20-8 New Street

Location: 120th Avenue NE from NE 116th Street to Eastside Rail Corridor crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

ST20-9 New Street

Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Project ST 0057 -001 moved to funded for 2012 due to receipt of federal STP grant.

ST20-10 Street Improvements

Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street and Totem Lake Plaza

Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements. Unfunded CIP project ST 0070.

ST20-11 New Street

Location: NE 130th Street, Totem Lake Boulevard to 120th Avenue NE

Description: Extend two-lane roadway including non-motorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.

ST20-12 New Street

Location: NE 120th Street (west section) from 124th Avenue NE to Cross Kirkland Corridor crossing

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.

ST20-13 Annual Street Preservation Program

Location: Various sites throughout the City based on Pavement Management Program

Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

ST20-14 Street Widening

Location: NE 132nd Street from 100th Avenue NE to the WSDOT interchange

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0077.

ST20-15 Street Widening

Location: NE 132nd Street from WSDOT Interchange to 124th Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST 0078.

ST20-16 Street Widening

Location: NE 132nd Street from 124th Avenue NE to 132nd Avenue NE

Description: Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132nd Street master plan. Unfunded CIP project ST0079.

ST20-17 Street Improvements

Location: Annual Striping Program

Description: Annual program to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in restriping of more than 30 miles of collector and arterial streets throughout the City. Funded CIP project ST 0080.

ST20-18 Annual Concurrency Street Improvements

Location: City-wide

Description: This project provides for the construction and re-construction of city roadways to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate. Funded CIP project ST 8888.

ST20-19 Annual Street Preservation Program – One Time Project

Location: NE 85th Street

Description: The overlay of NE 85th Street coincident with intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR908 from the WSDOT to the City of Kirkland. Funded CIP project ST 0006-002

ST 20-20 Street Maintenance and Pedestrian Safety

Location: City-wide

Description: Voter approved levy funded annual project to meet City Council goals for dependable infrastructure, balanced transportation, neighborhoods, public safety, and financial stability. Funded CIP project ST 0006 003.

ST 20-21 Development Opportunity Program

Location: Totem Lake

Description: Establishing a new project in anticipation of development opportunities funded through grants that may require a City matching portion. Unfunded CIP project ST 0081.

ST 20-22 Street

Location: Juanita Drive Corridor

Description: Master plan to guide future capital improvement construction phases for Juanita Drive. Funded CIP project ST 0082

ST20-23 Street

Location: NE 139th Street to NE 145th Street

Description: Widen existing roadway to improve existing ~~current~~ 5-lane to 2-lane transition. Unfunded CIP project ST 0083.

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR 0084.

TR20-2 Intersection Improvements

Location: Kirkland Way/Eastside Rail Corridor Abutment/Intersection Improvements

Description: New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.

~~Location:~~ ~~Kirkland Way/Eastside Rail Corridor Abutment/Intersection Improvements~~

~~Description:~~ ~~**New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.**~~

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065.

TR20-4 Intersection Improvements

Location: Totem Lake Way-/-120th Avenue NE

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0099.

TR20-5 HOV Queue Bypass

Location: NE 124th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.

~~TR20-6~~ ~~**Intersection Improvements**~~

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Candidate CIP project TR 0088, included as a part of the annual concurrency traffic improvements TR 8888.

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue Bypass

Location: NE 85th Street and I-405, east to southbound

Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Funded CIP project TR 0056.

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

Description: Add southbound Lake Washington Boulevard queue bypass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

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

TR20-11 Intersection Improvements

Location: Various as identified

Description: New signals or signal improvements that are not included in other projects are as follows:

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. NE 53rd Street/108th Avenue NE
6. NE 60th Street/116th Avenue NE
7. NE 60th Street/132nd Avenue NE
8. NE 64th Street/Lake Washington Boulevard
9. NE 70th Street/120th Avenue NE or 122nd Avenue NE
10. NE 80th Street/132nd Avenue NE
11. NE 112th Street/124th Avenue NE
12. NE 116th Street/118th Avenue NE
13. NE 116th Street/124th Avenue NE (northbound dual left turn) (TR 0092)
14. NE 126th Street/132nd Place NE
15. NE 128th Street/Totem Lake Boulevard
16. NE 100th Street/132nd Avenue NE
17. Market Street-/-Forbes Creek Drive
18. NE 112th Street/120th Avenue NE

19. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

Description: Install westbound and northbound right-turn lanes. Candidate CIP project TR 0086, included as a part of the annual concurrency traffic improvements TR 8888.

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

Description: Install upgrades to the existing signalized intersection including one additional northbound Lake Washington Boulevard travel lane through the intersection. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. Funded CIP project TR 0090.

TR20-14 Intersection Improvements

Location: 124th Avenue NE at NE 124th Street - Phase III

Description: Install improvements on the north leg of this intersection. Candidate CIP project TR 0091; included as a part of the annual concurrency traffic improvements, TR 8888.

TR20-15 Intersection Improvements

Location: 100th Avenue NE/NE 132nd Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. Candidate CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888.

TR20-16 Traffic Signal

Location: Central Way & Park Place entrance (between 4th St and 5th St)

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signaled crosswalks at 5th St and 4th St will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. Funded CIP project TR 0082.

TR20-17 Intersection Improvements

Location: NE 132nd Street/124th Avenue NE

Description: Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Funded CIP project TR 0096.

TR20-18 Intersection Improvements

Location: NE 132nd Street at 116th Way NE to Totem Lake Blvd-/-I-405

Description: Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405 as recommended in the NE 132nd Street Master Plan. Funded CIP project TR 0098.

~~**TR20-19**~~ ~~Intersection Improvements~~

~~**Location:**~~ ~~6th Street/Central Way~~

~~**Description:**~~ ~~The installation of multiple upgrades to the existing signalized intersection. The intersection improvements will result in a new signature "Gateway" to the Central Downtown area of Kirkland with associated necessary upgrades to surface water elements and a sensitive area (stream). The project will result in the construction of a significant retaining wall structure and the acquisition of new right-of-way, in addition to general signal, pedestrian and ITS improvements. Funded CIP project TR 0100.~~

TR20-20 Intersection Improvements

Location: Central Way/4th Street

Description: Extend two-way-left turn by moving crosswalk to Park Place Signal. Funded CIP project TR 0103.

TR20-21 Intersection Improvements

Location: 6th Street S/4th Avenue

Description: Dual eastbound left turn, with widening on 6th Street. Funded CIP project TR 0104.

TR20-22 Intersection Improvements

Location: Central Way/5th Street

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Funded CIP project TR 0105.

TR20-23 Intersection Improvements

Location: 6th Street-/-7th Avenue

Description: Add left turn lanes on northbound and southbound approaches. Funded CIP project TR 0106.

TR20-24 Intersection Improvements

Location: Market Street-/-15th Avenue

Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Funded CIP project TR 0107.

TR20-25 Intersection Improvements

Location: NE 85th Street-/-124th Avenue NE

Description: Add northbound right-turn-only pocket. Funded CIP project TR 0108.

TR20-26 Intersection Improvements

Location: NE 132nd St/ Juanita High School

Description: Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0093.

TR20-27 Intersection Improvements

Location: Totem Lake Plaza/120th Ave NE Intersection Improvements

Description: Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Funded CIP project TR 0110.

TR20-28 Intersection Improvements

Location: Totem Lake Plaza/Totem Lake Blvd

Description: Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation. Funded CIP project TR 0109.

TR20-29 Intersection Improvements

Location: NE 132nd Street/~~-~~ 1~~1~~08th Avenue NE

Description: Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0094.

TR20-30 Intersection Improvements

Location: NE 132nd Street-/-Fire Station Access

Description: Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.

TR20-31 Intersection Improvements

Location: NE 132nd St/132nd Ave NE

Description: Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.

~~**TR20-32**~~ ~~Intersection Improvements~~

~~**Location:**~~ ~~NE 85th St/132nd Ave NE~~

~~**Description:**~~ ~~Phase 1. Extend the southbound to eastbound left-turn lane pocket. Construct a northbound to eastbound right-turn lane, and extend the westbound to northbound right-turn lane (by Redmond). Sound Transit has contributed funding towards the cost of the westbound right-turn lane. Funded CIP project TR 0078.~~

~~**TR20-33**~~ ~~Intersection Improvements~~

~~**Location:**~~ ~~NE 85th St/124th Ave NE~~

~~**Description:**~~ ~~Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. The installation of a northbound 124th Ave NE taper will provide for a bike lane, wide planter strip with landscaping, and a new sidewalk. Funded CIP project TR 0080.~~

TR20-34 Annual Concurrency Traffic Improvements

Location: City-wide

Description: This project provides for the construction and re-construction of traffic signals and/or intersections to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate. Funded CIP project TR 8888.

~~**TR20-35**~~ ~~Kirkland ITS Improvements – Phase I~~

~~**Location:**~~ ~~City-wide~~

~~**Description:**~~ ~~The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location. Funded CIP Project TR 0111 000.~~

TR20-36 Kirkland ITS Improvements – Phase II

Location: City-wide

Description: The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location. Unfunded CIP Project TR 0111 001.

~~TR20-37~~ ~~**Downtown Pedestrian Safety Improvements – Central Way**~~

~~Location:~~ ~~**Various intersections on Central.**~~

~~Description:~~ ~~**Installation of Countdown Pedestrian Signals (CPS) at intersections of Lake St/Central Way, 3rd St/Central Way, and 6th St/Central Way. Funded CIP project TR 0112 000.**~~

TR20-38 Kirkland Citywide Safety and Traffic Flow Improvements

Location: Citywide

Description: Improvements to safety and traffic flow on Kirkland's main arterial corridors through signal timing optimization, signal interconnection enhancements and communication improvements. The Project will also enhance signal interconnection and improve communication with the NE 124th Street ITS corridor. Funded CIP project TR 0113 000.

TR20-39 6th Street & Central Way Intersection Improvements Phase 2

Location: 6th Street & Central Way

Description: New signature "Gateway" to the Central Downtown area of Kirkland, and frontage improvements on 6th Street, additional travel lanes, a bicycle lane, and pedestrian improvements. Unfunded CIP project TR 0100 100.

TR20-40 Kirkland ITS Phase IIB

Location: NE 132nd Street, 120th Avenue/124th Avenue NE in Totem Lake

Description: Intelligent Transportation System improvements at 9~~11~~ signals to connect these corridors to the Phase I ITS project and to the City's Traffic Management Center. Unfunded CIP project TR 0111 002.

TR20-41 Kirkland ITS Phase IIC

Location: NE 132nd Street, 120th Avenue/124th Avenue NE in Totem Lake

Description: Intelligent Transportation System improvements at 15~~1~~ signals to connect these corridors to the P~~p~~hase 1 ITS project and to the City's Traffic Management Center. Unfunded CIP project TR 0111 003.

NM20-42 Slater Avenue NE Traffic Calming Phase 1

Location: Slater Avenue from 100th Street NE to NE 112th Street

Description: Traffic calming measures along Slater Avenue, including traffic circles, curb bulbs, and a mid-block raised crosswalk. Activated emergency vehicle beacon may also be installed, if further study deems it necessary.

END

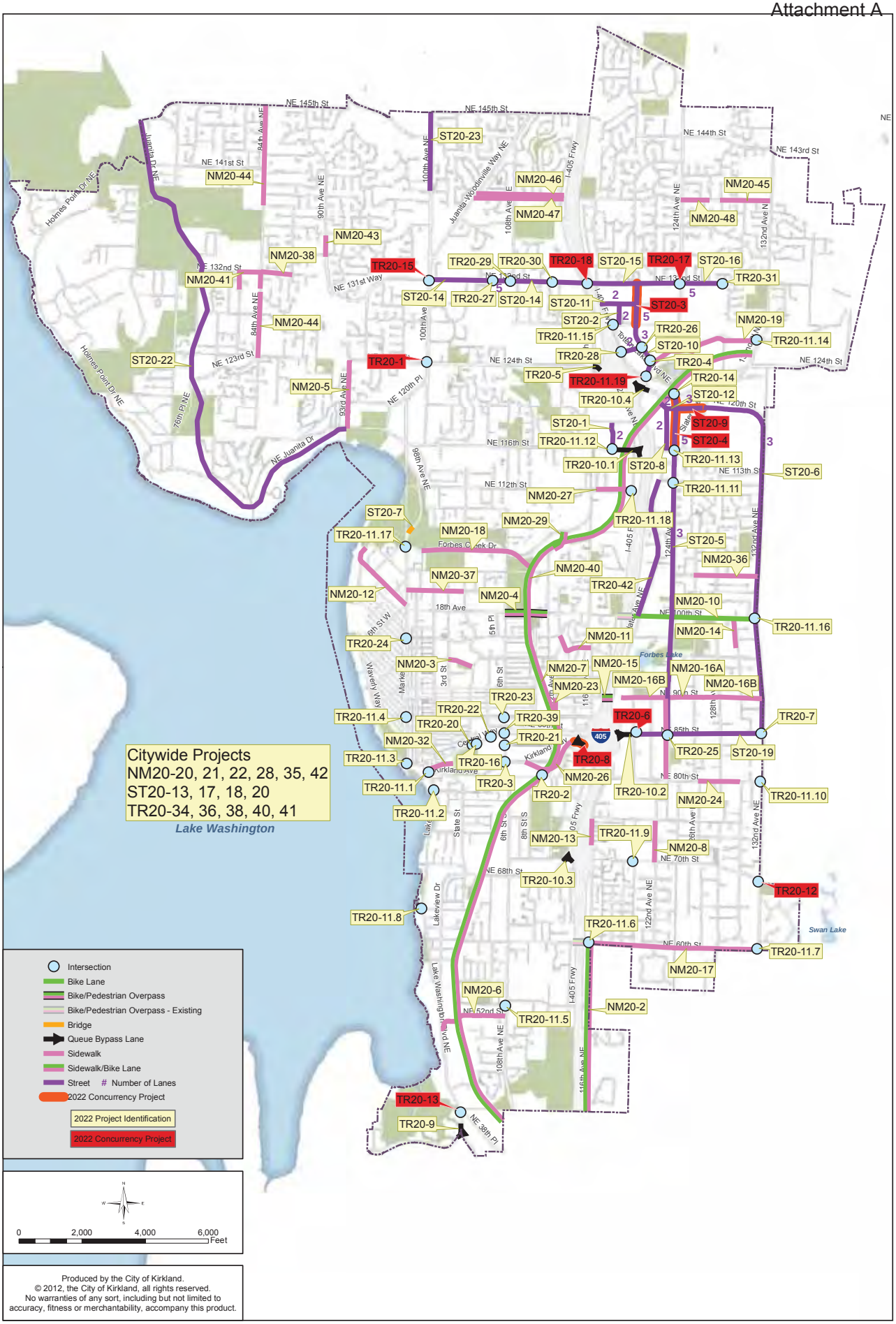


Figure T-6: Transportation Project List Funded/Unfunded

Table CF - 8
Capital Facilities Plan: Transportation Projects -- 2013-2018

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
Local	Surface Water Fees	905,500	208,900	243,800	444,000	461,300	580,000	2,843,500
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Local	Real Estate Excise Tax	1,424,000	1,467,000	1,511,000	1,556,000	1,602,000	1,651,000	9,211,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	558,000	575,000	592,000	610,000	628,000	647,000	3,610,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000
Local	Reserves	557,500	480,000	480,000	480,000	480,000	480,000	2,957,500
Local	2012 Road Levy	2,845,000	2,574,000	2,600,000	2,600,000	2,600,000	2,600,000	15,819,000
External	Grants	5,693,200	5,691,900	2,501,000				13,886,100
	Subtotal 2013-2018 Fund Sources excluding Park Place & Totem Lake	12,903,200	11,916,800	8,847,800	6,610,000	6,691,300	6,878,000	53,847,100
External	Developer Funded -- Park Place (including Impact Fees)		200,000	1,331,000	1,297,000	789,400	7,218,000	10,835,400
External	Developer Funded -- Totem Lake (including Impact Fees)		1,500,000	1,500,000				3,000,000
Total Sources		12,903,200	13,616,800	11,678,800	7,907,000	7,480,700	14,096,000	67,682,500

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
ST 0006	Annual Street Preservation Program	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000
ST 0006 002	Annual Street Preservation Program - One-time Project		1,122,000					1,122,000
ST 0006 003	Street Maintenance & Pedestrian Safety	2,345,000	2,574,000	2,600,000	2,600,000	2,600,000	2,600,000	15,319,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)	3,595,000						3,595,000
ST 0080	Annual Striping Program	300,000	350,000	350,000	350,000	350,000	350,000	2,050,000
ST 0082	Juanita Drive Corridor Study	200,000	80,000					280,000
ST 0083	100th Ave NE Corridor Study	50,000						50,000
ST 8888	Annual Concurrency Street Improvements			482,400	480,000	215,000	852,500	2,029,900
ST 9999	Regional Inter-Agency Coordination	82,000	82,000	82,000	82,000	82,000	82,000	492,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0024	Cross Kirkland Corridor - Interim Trail	2,158,000	1,239,000					3,397,000
NM 0024 101	Cross Kirkland Corridor - Master Plan	500,000						500,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0064 001	Park Lane Pedestrian Corridor Enhancements Phase II	350,000	1,888,900					2,238,900
NM 0073	JFK Non-Motorized Program	75,000	75,000					150,000
NM 8888	Annual Non-Motorized Program			208,300	605,000	1,043,000	1,043,500	2,899,800
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements	350,000	350,000	2,501,000				3,201,000
TR 0111 003	Kirkland ITS Implementation Phase IIC	576,000	2,205,900	129,100				2,911,000
TR 0113	Citywide Safety & Traffic Flow Improvements	302,200						302,200
TR 8888	Annual Concurrency Traffic Improvements			475,000	543,000	381,300		1,399,300
	Subtotal 2013-2018 CIP Projects	12,903,200	11,916,800	8,847,800	6,610,000	6,691,300	6,878,000	53,847,100
TR 0056 (1)	NE 85th Street HOV Queue Bypass						841,000	841,000
TR 0065 (1)	6th Street/Kirkland Way Traffic Signal			200,000	364,000			564,000
TR 0082 (1)	Central Way/Park Place Center Traffic Signal			200,000				200,000
TR 0090 (1)	Lake Washington Blvd/NE 38th Place Intersection Improvements					500,000		500,000
TR 0096 (1)	NE 132nd St/124th Ave NE Intersection Improvements						5,713,000	5,713,000
TR 0098 (1)	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improvements						300,000	300,000
TR 0103 (1)	Central Way/4th Street Intersection Improvements			31,000				31,000
TR 0104 (1)	6th Street/4th Ave Intersection Improvements			200,000	380,000			580,000
TR 0105 (1)	Central Way/5th Street Intersection Improvements			200,000	364,000			564,000
TR 0106 (1)	6th Street/7th Ave Intersection Improvements					89,400		89,400
TR 0107 (1)	Market Street/15th Ave Intersection Improvements					200,000	364,000	564,000
TR 0108 (1)	NE 85th Street/124th Ave NE Intersection Improvements		200,000	500,000	189,000			889,000
	Subtotal Park Place Redevelopment Revenue - Related Projects	-	200,000	1,331,000	1,297,000	789,400	7,218,000	10,835,400
TR 0109 (2)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 (2)	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
	Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects	-	1,500,000	1,500,000	-	-	-	3,000,000
Total Funded Transportation Projects		12,903,200	13,616,800	11,678,800	7,907,000	7,480,700	14,096,000	67,682,500
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

^ The transportation capital projects totaling $50,893,900 for the six-year period 2013-18 constitute the funded portion of the City's six-year transportation capital improvement plan (CIP). Other projects in this table include capital improvements that will be undertaken only if the proposed redevelopments (Park Place and/or Totem Lake) are completed. Project costs and associated funding beyond 2018 are estimates and do not reflect the City's adopted CIP.

*These projects provide new capacity towards concurrency

(1) Projects associated with Park Place redevelopment

(2) Projects associated with Totem Lake redevelopment

Table CF - 8A
Capital Facilities Plan: Transportation Projects -- 2019-2024

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*	*Multi-Year Total*
Local	Surface Water Fees	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	1,048,700	6,292,200	9,135,700
Local	Solide Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,600,000
Local	Real Estate Excise Tax	900,000	970,000	900,000	970,000	900,000	900,000	5,540,000	14,751,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,240,000
Local	Gas Tax	450,000	450,000	450,000	450,000	450,000	450,000	2,700,000	6,310,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	391,300	391,300	391,300	391,300	391,300	391,300	2,347,800	4,447,800
Local	Reserves	180,000	180,000	180,000	180,000	180,000	180,000	1,080,000	4,037,500
Local	2012 Road Levy	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000	33,819,000
External	Grants	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	16,886,100
External	Developer Funded -- Park Place (including Impact Fees)	2,166,400						2,166,400	56,013,500
External	Developer Funded -- Totem Lake (including Impact Fees)			4,000,000				4,000,000	14,835,400
Total Sources		9,206,400	7,110,000	11,040,000	7,110,000	7,040,000	7,040,000	48,546,400	167,076,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*	*Multi-Year Total*
ST 0006	Annual Street Preservation Program	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	10,500,000	21,000,000
ST 0006 002	Annual Street Preservation Program One-Time Project							-	1,122,000
ST 0006 003	Street Maintenance & Pedestrian Safety	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000	33,319,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)							-	3,595,000
ST 0080	Annual Striping Program	350,000	350,000	350,000	350,000	350,000	350,000	2,100,000	4,150,000
ST 0082	Juanita Drive Master Plan							-	280,000
ST 8888	Annual Concurrency Street Improvements	394,000	414,000	394,000	414,000	394,000	379,000	2,389,000	4,418,900
ST 9999	Regional Inter-Agency Coordination	82,000	82,000	82,000	82,000	82,000	82,000	492,000	984,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000	420,000
NM 0024	Cross Kirkland Corridor - Interim Trail							-	3,397,000
NM 0024 101	Cross Kirkland Corridor - Master Plan							-	500,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,400,000
NM 0073	JFK Non-Motorized Program							-	150,000
NM 8888	Annual Non-Motorized Program	800,000	900,000	800,000	900,000	800,000	900,000	5,100,000	7,999,800
TR 0083	100th Ave NE/NE 132nd Street Intersection Improvements							-	3,201,000
TR 0113	Citywide Safety & Traffic Flow Improvements								302,200
TR 8888	Annual Concurrency Traffic Improvements	394,000	414,000	394,000	414,000	394,000	379,000	2,389,000	3,788,300
	Subtotal Future Year Costs	7,040,000	7,110,000	7,040,000	7,110,000	7,040,000	7,040,000	42,380,000	91,027,200
TR 0056 (1)	NE 85th Street HOV Queue Bypass	166,400						166,400	1,007,400
TR 0065 (1)	6th Street/Kirkland Way Traffic Signal							-	564,000
TR 0082 (1)	Central Way/Park Place Center Traffic Signal							-	200,000
TR 0090 (1)	Lake Washington Blvd/NE 38th Place Intersection Improvements							-	500,000
TR 0096 (1)	NE 132nd St/124th Ave NE Intersection Improvements	2,000,000						2,000,000	7,713,000
TR 0098 (1)	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improvements							-	300,000
TR 0103 (1)	Central Way/4th Street Intersection Improvements							-	31,000
TR 0104 (1)	6th Street/4th Ave Intersection Improvements							-	580,000
TR 0105 (1)	Central Way/5th Street Intersection Improvements							-	564,000
TR 0106 (1)	6th Street/7th Ave Intersection Improvements							-	89,400
TR 0107 (1)	Market Street/15th Ave Intersection Improvements							-	564,000
TR 0108 (1)	NE 85th Street/124th Ave NE Intersection Improvements							-	889,000
	Subtotal Park Place Redevelopment Revenue - Related Projects	2,166,400	-	-	-	-	-	2,166,400	13,001,800
TR 0109 (2)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			2,000,000				2,000,000	3,500,000
TR 0110 (2)	Totem Lake Plaza/120th Ave NE Intersection Improvements			2,000,000				2,000,000	3,500,000
	Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects	-	-	4,000,000	-	-	-	4,000,000	7,000,000
Total Funded Transportation Projects		9,206,400	7,110,000	11,040,000	7,110,000	7,040,000	7,040,000	48,546,400	116,228,900

SURPLUS (DEFICIT) of Potential Development Revenue	-	-	-	-	-	-	-	-

*These projects provide new capacity towards concurrency
(1) Projects associated with Park Place redevelopment
(2) Projects associated with Totem Lake redevelopment

Table CF - 9
2022 Transportation Projects List (Funded - Unfunded)

Comp Plan ID Number	Project Description	Total Cost [1]	Cip Project Number	Funded in 6-yr CIP	Source Doc [2]	Comp Plan Goal	2022 Concurrency Project
NM20-2	116th Ave NE Nonmotorized Facilities	$ 3.4	NM 0001		C, NM	T-2	
NM20-3	13th Ave Sidewalk (Phase II)	$ 0.4	NM 0054		C, NM	T-2	
NM20-4	Crestwoods Park/Eastside Rail Corridor Ped/Bike Facility	$ 2.5	NM 0031		C, NM	T-2	
NM20-5	93rd Ave NE Sidewalk	$ 1.0	NM 0032		C, NM	T-2	
NM20-6	NE 52nd Street Sidewalk	$ 1.1	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Corridor Interim Trail	$ 3.6	NM 0024	√	C, NM	T-2, T-8	
NM20-8	122nd Avenue NE Sidewalk	$ 0.9	NM 0055		C, NM	T-2	
NM20-10	NE 100th Street Bike Lane	$ 1.6	NM 0036		C, NM	T-2	
NM20-11	NE 95th St Sidewalk (Highlands)	$ 0.6	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	$ 2.3	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	$ 0.4	NM 0047		C, NM	T-2	
NM20-14	130th Ave NE Sidewalk	$ 0.8	NM 0037		C, NM	T-2	
NM20-15	NE 90th St Bicycle/Ped Overpass Across I-405	$ 3.7	NM 0030		C, NM	T-2	
NM20-16A	NE 90th St Sidewalk (Phase I)	$ 1.2	NM 0056		C, NM	T-2	
NM20-16B	NE 90th St Sidewalk (Phase II)	$ 2.6	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	$ 5.0	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	$ 2.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St NM Facilities	$ 4.3	NM 0043		C, NM	T-2	
NM20-20	Crosswalk Upgrades (various locations)	$ 0.2	NM 0012	√	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)		various		C, NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)		various		C, NM	T-2	
NM20-23	112th Ave NE Sidewalk	$ 0.5	NM 0049		C, NM	T-2	
NM20-24	NE 80th St Sidewalk	$ 0.9	NM 0050		C, NM	T-2	
NM20-26	Kirkland Way Sidewalk	$ 0.4	NM 0063		C, NM	T-2	
NM20-27	NE 112th St Sidewalk	$ 0.4	NM 0053		C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	$ 1.2	NM 0057	√	C, NM	T-2	
NM20-29	111th Ave NM/Emergency Access Connection	$ 2.0	NM 0058		C, NM	T-2	
NM20-32	Park Lane Pedestrian Corridor (Phase II)	$ 2.4	NM 0064 001		C, NM	T-2	
NM20-35	Annual Nonmotorized Program	$ 3.2	NM 8888	√	C, NM	T-2	
NM20-36	NE 104th St Sidewalk	$ 1.1	NM 0061		C, NM	T-2	
NM20-37	19th Ave Sidewalk	$ 0.8	NM 0062		C, NM	T-2	
NM20-38	NE 132nd Street Sidewalk	$ 0.4	NM 0071		C, NM	T-2	
NM20-40	Cross Kirkland Corridor Master Plan	$ 0.5	NM 0024 101	√	C, NM	T-2, T-8	
NM20-41	NE 132nd Street Sidewalk at Finn Hill Middle School	$ 0.7	NM 0072		C, NM	T-2	
NM20-42	JFK Non-Motorized Program	$ 0.2	NM 0073	√	C, NM	T-2	
NM20-43	90th Ave NE Sidewalk	$ 0.4	NM 0074		C, NM	T-2	
NM20-44	84th Ave NE Sidewalk	$ 4.1	NM 0075		C, NM	T-2	
NM20-45	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 1	$ 1.1	NM 0076		C, NM	T-2	
NM20-46	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - N	$ 1.2	NM 0077		C, NM	T-2	
NM20-47	NE 140th St Sidewalk - Keller Elem Walk Rt Enhan. - S	$ 0.7	NM 0078		C, NM	T-2	
NM20-48	NE 140th St Sidewalk - Muir Elem Walk Rt Enhan. Phase 2	$ 0.6	NM 0079		C, NM	T-2	
NM20-49	Juanita - Kingsgate Pedestrian Bridge	$ 4.5	NM 0080		C, NM	T-2	
	Subtotal Nonmotorized	$ 64.9					
ST20-1	118th Ave NE Roadway Extension	$ 6.4	ST 0060		C, TL	T-4	
ST20-2	119th Ave NE Roadway Extension	$ 5.6	ST 0061		C, TL	T-4	
ST20-3	120th Ave NE Roadway Improvements	$ 9.0	ST 0063		C	T-1, T-4	√
ST20-4	124th Ave NE Roadway Improvements	$ 10.0	ST 0059		C	T-1, T-4	√
ST20-5	124th Ave NE Roadway Widening Improvements	$ 30.3	ST 0064		C	T-4	
ST20-6	132nd Ave NE Roadway Improvements	$ 25.2	ST 0056		C	T-4	
ST20-7	98th Ave NE Bridge Project	$ 1.4	ST 0055		C	T-4	
ST20-8	120th Ave NE Roadway Extension	$ 16.4	ST 0073		TL	T-4	
ST20-9	NE 120th St Roadway Extension (east section)	$ 6.6	ST 0057 001	√	C	T-1, T-4	√
ST20-10	120th Ave NE/Totem Lake Plaza Roadway Improvements	$ 3.0	ST 0070		TL	T-4	
ST20-11	NE 130th Street Roadway Extension	$ 10.0	ST 0062		C	T-4	
ST20-12	NE 120th St Roadway Improvements (west section)	$ 5.9	ST 0072		TL	T-4	
ST20-13	Annual Street Preservation Program	$ 10.5	ST 0006	√	C	T-4	
ST20-14	NE 132nd St Rdwy Imprv - Phase I (west section)	$ 1.4	ST 0077		C, 132	T-4	
ST20-15	NE 132nd St Rdwy Imprv - Phase II (mid section)	$ 0.3	ST 0078		C, 132	T-4	
ST20-16	NE 132nd St Rdwy Imprv - Phase III (east section)	$ 1.1	ST 0079		C, 132	T-4	
ST20-17	Annual Striping Program	$ 2.1	ST 0080	√	C	T-4	
ST20-18	Annual Concurrency Street Improvements	$ 2.0	ST 8888	√	C	T-4	√
ST20-19	Annual Street Pres Program - One-time Project	$ 1.1	ST 0006 002	√	C	T-4	
ST20-20	Street Maintenance & Pedestrian Safety	$ 18.0	ST 0006 003	√	C	T-4	
ST20-21	Totem Lake Area Development Opportunity Program	$ 0.5	ST 0081		C	T-4	
ST20-22	Juanita Drive Corridor Study	$ 0.3	ST 0082	√	C	T-4	
ST20-23	100th Ave NE Roadway Improvements	$ 9.5	ST 0083 101		C	T-4	
ST20-24	101st Ave NE Corridor Study	$ 0.5	ST 0083	√	C	T-4	
	Subtotal Streets	$ 177.1					

Comp Plan ID Number	Project Description	Total Cost (1)	Cip Project Number	Funded in 6-yr CIP	Source Doc (2)	Comp Plan Goal	2022 Concurrency Project
TR20-1	100th Ave NE/NE 124th St Intersection Improvements	$ 2.2	TR 0084		C	T-4	√
TR20-2	Kirkland Way/Cross Kirkland Corridor Abutment/Intersection Imps	$ 6.9	TR 0067		C	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	$ 0.6	TR 0065		C	T-4	
TR20-4	120th Ave NE / Totem Lake Way Intersection Improvements	$ 2.8	TR 0099		C	T-4	√
TR20-5	NE 124th St/I-405 Queue Bypass (EB to SB)	$ 1.7	TR 0057		C	T1 T4 T5	√
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	$ 5.3	TR 0088		C	BKR T1 T4	√
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	$ 1.8	TR 0089		C	BKR T1 T4	
TR20-8	NE 85th St HOV/I-405 Queue Bypass	$ 0.8	TR 0056		C	T1 T4 T5	√
TR20-9	Lake Wash Blvd/Northup Way Queue Bypass	$ 6.6	TR 0068		C	T-4	
TR20-10.1	NE 116th St/I-405 Queue Bypass	$ 7.3	TR 0072		C	T1 T4 T5	
TR20-10.2	NE 85th St/I-405 Queue Bypass	$ 1.8	TR 0074		C	T1 T4 T5	
TR20-10.3	NE 70th St/I-405 Queue Bypass	$ 1.7	TR 0073		C	T1 T4 T5	
TR20-10.4	NE 124th St/I-405 Queue Bypass (WB to NB)	$ 1.3	TR 0075		C	T1 T4 T5	√
TR20-11.1	Kirkland Ave/Lake Street South				P20	T-4	
TR20-11.2	Lake Street South/2nd Ave South				P20	T-4	
TR20-11.3	Market Street/Central Way				P20	T-4	
TR20-11.4	Market Street/7th Avenue NE				P20	T-4	
TR20-11.5	NE 53rd Street/108th Ave NE				P20	T-4	
TR20-11.6	NE 60th Street/116th Ave NE				P20	T-4	
TR20-11.7	NE 60th Street/132nd Avenue NE				P20	T-4	
TR20-11.8	NE 64th Street/Lake Washington Blvd				P20	T-4	
TR20-11.9	NE 70th Street/120th Avenue NE				P20	T-4	
TR20-11.10	NE 80th Street/132nd Avenue NE				P20	T-4	
TR20-11.11	NE 112th Street/124th Avenue NE				P20	T-4	
TR20-11.12	NE 116th Street/118th Avenue NE				P20	T-4	
TR20-11.13	NE 116th Street/124th Avenue NE	$ 1.7	TR 0092		C	T-4	√
TR20-11.14	NE 126th Street/132nd Place NE				P20	T-4	
TR20-11.15	NE 128th Street/Totem Lake Blvd				P20	T-4	
TR20-11.16	NE 100th Street/132nd Avenue NE				P20	T-4	
TR20-11.17	Market Street/Forbes Creek Drive				P20	T-4	
TR20-11.18	NE 112th Street/120th Avenue NE				P20	T-4	
TR20-11.19	Totem Lake Blvd/120th Avenue NE				P20	T-4	
TR20-12	NE 70th Street/132nd Ave NE Intersection Imp	$ 4.6	TR 0086		C	T-4	√
TR20-13	Lake Wash Blvd/NE 38th Place Intersection Imp	$ 0.5	TR 0090		C	T-4	
TR20-14	NE 124th St/124th Ave NE Intersection Imp	$ 3.5	TR 0091		C	T-4	
TR20-15	NE 132nd Street/100th Ave NE Intersection Imp	$ 3.2	TR 0083	√	C	T-4	√
TR20-16	Central Way/Park Place Center Traffic Signal	$ 0.2	TR 0082		C	T-4	
TR20-17	NE 132nd Street/124th Ave NE Intersection Imp	$ 5.7	TR 0096		C	T-4	√
TR20-18	NE 132nd Street/116th Way NE Intersection Imp	$ 0.3	TR 0098		C	T-4	√
TR20-20	Central Way/4th Street Intersection Imp	$ 0.03	TR 0103		C	T-4	
TR20-21	6th Street/4th Ave Intersection Imp	$ 0.6	TR 0104		C	T-4	
TR20-22	Central Way/5th Street Intersection Imp	$ 0.6	TR 0105		C	T-4	
TR20-23	6th Street/7th Ave Intersection Improvements	$ 0.1	TR 0106		C	T-4	
TR20-24	Market Street/15th Ave Intersection Imp	$ 0.6	TR 0107		C	T-4	
TR20-25	NE 85th Street/124th Ave NE Intersection Imp	$ 0.9	TR 0108		C	T-4	
TR20-26	Totem Lake Plaza/Totem Lake Blvd Intersection Imp	$ 1.5	TR 0109		C	T-4	
TR20-27	NE 132nd St/Juanita HS Access Road Intersection Imp	$ 0.9	TR 0093		C	T-4	√
TR20-28	Totem Lake Plaza/120th Ave NE Intersection Imp	$ 1.5	TR 0110		C	T-4	
TR20-29	NE 132nd St/108th Ave NE Intersection Imp	$ 0.6	TR 0094		C	T-4	√
TR20-30	NE 132nd St/Fire Station Access Dr Intersection Imp	$ 0.4	TR 0095		C	T-4	
TR20-31	NE 132nd St/132nd Ave NE Intersection Imp	$ 0.9	TR 0097		C	T-4	√
TR20-34	Annual Concurrency Traffic Improvements	$ 1.4	TR 8888	√	C	T-4	√
TR20-36	Kirkland ITS Improvements – Phase II	$ 1.2	TR 0111 001		C	T-4	
TR20-38	Citywide Safety & Traffic Flow Improvements	$ 0.3	TR 0113	√	C	T-4	
TR20-39	6th Street & Central Way Intersection Improvements Phase 2	$ 1.9	TR 0100 100		C	T-4	
TR20-40	Kirkland ITS Improvements – Phase II B	$ 2.6	TR 0111 002		C	T-4	
TR20-41	Kirkland ITS Improvements – Phase II C	$ 2.9	TR 0111 003	√	C	T-4	
TR20-42	Slater Ave NE Traffic Calming - Phase 1	$ 0.3	TR 0114		C	T-4	
	Subtotal Traffic	$ 79.7					

Notes:

(1) '12 Costs in millions; Funded projects indexed for inflation

(2) C = CIP, NM = Non-Capacity, P20 - 20 year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan

Table CF - 10
2022 Concurrency Transportation Projects List

Comp Plan ID Number	Project Description	Remaining Costs (1)	CIP Project Number	Funded in 6-yr CIP	Source Doc (2)	Comp Plan Goal	2022 Concurrency Project
ST20-3	120th Avenue NE, NE 128th Street to NE 132nd Street	$ 9.0	ST 0063	No	C	T-1, T-4	√
ST20-4	124th Avenue NE, NE 116th Street to NE 124th Street	$ 10.0	ST 0059	No	C	T-1, T-4	√
ST20-9	NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE	$ 6.6	ST 0057-001	Yes	C	T-1, T-4	√
ST20-18	Annual Concurrency Street Improvements	$ 2.0	ST 8888	Yes	C	T-4	√
TR20-1	100th Avenue NE / NE 124th Street	$ 2.2	TR 0084	No	C	T-4	√
TR20-4	120th Ave NE / Totem Lake Way Intersection Improvements	$ 2.8	TR 0099	No	C	T-1, T-4, T-5	√
TR20-5	NE 124th Street and I-405, HOV Queue By-pass east to southbound	$ 1.7	TR 0057	No	C	T-1, T-4, T-5	√
TR20-6	NE 85th Street / 120th Avenue NE	$ 5.3	TR 0088	No	C	BKR, T-1, T-4	√
TR20-8	NE 85th Street and I-405, HOV Queue By-pass east to southbound	$ 0.8	TR 0056	No	C	T-1, T-4, T-5	√
TR20-10.4	NE 124th Street / I-405 HOV Queue By-pass,westbound to northbound	$ 1.3	TR 0075	No	C	T-1, T-4, T-5	√
TR20-11.13	NE 116th Street/124th Avenue NE	$ 1.7	TR 0092	No	C	T-1, T-4	√
TR20-12	NE 70th Street / 132nd Avenue NE	$ 4.6	TR 0086	No	C	BKR, T-1, T-4	√
TR20-15	NE 132nd Street / 100th Avenue NE	$ 3.2	TR 0083	No	C	BKR, T-1, T-4	√
TR20-17	NE 132nd Street / 124th Avenue NE	$ 5.7	TR 0096	No	C, 132	T-4	√
TR20-18	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	$ 0.3	TR 0098	No	C, 132	T-4	√
TR20-27	NE 132nd Street / Juanita High School Entry	$ 0.9	TR 0093	No	C, 132	T-4	√
TR20-29	NE 132nd Street / 108th Avenue NE	$ 0.6	TR 0094	No	C, 132	T-4	√
TR20-31	NE 132nd Street / 132nd Avenue NE	$ 0.9	TR 0097	No	C, 132	T-4	√
TR20-34	Annual Concurrency Traffic Improvements	$ 1.4	TR 8888	Yes	C	T-4	√

CONCURRENCY PROJECT LIST TOTAL ('10 Costs w/o INFLATION) $ 61.00

Years to attain 2022 network: 2012 -- 2022 = 11 years

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURE $ 5.55

Notes: Remaining costs with 2010 as "base year"
(1) '10 Costs in millions; Funded projects indexed for inflation
(2) C = CIP, P20 - 20 year list, 132 = 132nd Street Masterplan (2008)

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
Local	Water and Sanitary Sewer Utility Rates	2,326,600	1,643,700	3,009,100	2,533,500	2,408,000	2,408,000	14,328,900
Local	Reserves	922,000	478,000	969,000	431,000	950,000	450,000	4,200,000
Local	Debt	885,700	3,152,300					4,038,000
Local	Connection Fees	865,000	802,700	694,900	308,500	865,000	865,000	4,401,100
Total Sources		4,999,300	6,076,700	4,673,000	3,273,000	4,223,000	3,723,000	26,968,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm	50,000		50,000		50,000		150,000
WA 0102	104th Ave NE Watermain Replacement					974,500		974,500
WA 0116*	NE 80th Street Watermain Replacement (Phase II)	442,000	2,394,400					2,836,400
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement	156,300						156,300
WA 0134	5th Ave S / 8th St S Watermain Replacement						850,000	850,000
WA 0139	6th Street S Watermain Replacement			671,000				671,000
WA 0140	NE 85th Street Watermain Replacement	2,413,000						2,413,000
WA 0145	Kirkland Avenue/6th Street S Watermain Replacement				755,000			755,000
WA 0148	Park Lane Watermain Replacement	62,000	235,000					297,000
WA 8888	Annual Watermain Replacement Program					385,000	385,000	770,000
WA 9999	Annual Water Pump Station/System Upgrade Pgm			222,000		385,000	385,000	992,000
SS 0056*	Emergency Sewer Construction Program	922,000	478,000	969,000	431,000	950,000	450,000	4,200,000
SS 0064	7th Avenue South Sewermain Replacement				593,000	1,053,000		1,646,000
SS 0067	NE 80th Street Sewermain Replacement (Phase II)	600,000	1,836,000					2,436,000
SS 0073	Rose Point Sewer Lift Station Replacement		944,400	1,343,000				2,287,400
SS 0078	5th Avenue S Sewermain Replacement		188,900	38,000				226,900
SS 0079	3rd Avenue S & 2nd Street S Sewermain Replacement			487,000	740,000			1,227,000
SS 0080	20th Avenue Sewermain Replacement						812,000	812,000
SS 0081	7th / 8th Ave West Alley Sewermain Replacement	354,000						354,000
SS 8888	Annual Sanitary Pipeline Replacement Program			446,500	377,000	213,000	441,000	1,477,500
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm			446,500	377,000	212,500	400,000	1,436,000
Total Funded Utility Projects		4,999,300	6,076,700	4,673,000	3,273,000	4,223,000	3,723,000	26,968,000

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

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
Local	Surface Water Utility Rates	1,588,000	1,588,000	1,588,000	1,588,000	1,588,000	1,588,000	9,528,000
Local	Reserves	3,485,300	53,100	50,000		50,000		3,638,400
External	External Sources	168,000	168,000	-				336,000
Total Sources		5,241,300	1,809,100	1,638,000	1,588,000	1,638,000	1,588,000	13,502,400

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0048	Cochran Springs / Lake Washington Blvd Crossing Enh.		340,000	667,100	450,000			1,457,100
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.					688,000	370,700	1,058,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls						164,700	164,700
SD 0058	Surface Water Sediment Pond Reclamation Phase II			497,600	238,000			735,600
SD 0059	Totem Lake Boulevard Flood Control Measures	302,800	1,048,000					1,350,800
SD 0067	NE 129th Place/Juanita Creek Rockery Repair			223,300				223,300
SD 0075	Totem Lake Twin 42 Inch Culvert Replacement	4,347,000						4,347,000
SD 0076	NE 141st Street/111th Avenue NE Culvert Repair	181,500						181,500
SD 0077	Goat Hill Storm Drainage Repair		153,700					153,700
SD 0078	Billy Creek Ravine Stabilization Phase II		67,400					67,400
SD 0079	Public Safety Building Stormwater Quality Demonstration	160,000						160,000
SD 0081	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SD 8888	Annual Streambank Stabilization Program				350,000	350,000	425,000	1,125,000
SD 9999*	Annual Surface Water Infrastructure Replacement Program				350,000	350,000	427,600	1,127,600
Total Funded Surface Water Utility Projects		5,241,300	1,809,100	1,638,000	1,588,000	1,638,000	1,588,000	13,502,400
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
Local	Real Estate Excise Tax	718,000	740,000	762,000	785,000	808,000	832,000	4,645,000
Local	Reserves	100,000						100,000
Local	2012 Parks Levy	725,000	1,125,000	1,250,000	1,250,000	1,250,000	1,250,000	6,850,000
External	Grant (State of Washington)						500,000	500,000
Total Sources		1,543,000	1,865,000	2,012,000	2,035,000	2,058,000	2,582,000	12,095,000

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
PK 0049	Open Space, Pk Land & Trail Acq Grant Match Program	100,000						100,000
PK 0066	Park Play Area Enhancements			50,000	50,000	50,000	50,000	200,000
PK 0087 100#	Waverly Beach Park Renovation		500,000					500,000
PK 0095 200	Heritage Park - Heritage Hall Renovations	50,000						50,000
PK 0113 100	Spinney Homestead Park Renovation	443,000						443,000
PK 0114 101	Mark Twain Park Renovation (Design)					75,000		75,000
PK 0115	Terrace Park Renovation	75,000	440,000					515,000
PK 0116 100	Lee Johnson Field Lighting Replacements		150,000					150,000
PK 0119	Juanita Beach Park Development Phase 2					100,000	1,207,000	1,307,000
PK 0119 100#	Juanita Beach Bathhouse Replacement			200,000	1,000,000			1,200,000
PK 0121	Green Kirkland Forest Restoration Program	75,000	75,000	75,000	75,000	75,000	75,000	450,000
PK 0131	Park and Open Space Acquisition Program					508,000		508,000
PK 0133 100#	Dock & Shoreline Renovations	150,000	150,000	250,000	250,000			800,000
PK 0133 200#	City-School Playfield Partnership					500,000	500,000	1,000,000
PK 0133 300#	Neighborhood Park Land Acquisition	475,000	375,000			750,000	750,000	2,350,000
PK 0133 400#	Edith Moultan Park Renovation	100,000	100,000	800,000				1,000,000
PK 0134	132nd Park Playfields Renovation	75,000		637,000				712,000
PK 0138	Everest Park Restroom/Storage Building Replacement		75,000		660,000			735,000
		1,543,000	1,865,000	2,012,000	2,035,000	2,058,000	2,582,000	12,095,000

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

*These projects provide new capacity towards levels of service.

Table CF-12
Capital Facilities Plan: Public Safety Projects

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
Local	General Fund	902,100	599,500	87,300	219,800	471,600	42,600	2,322,900
Total Sources		902,100	599,500	87,300	219,800	471,600	42,600	2,322,900

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2013*	*2014*	*2015*	*2016*	*2017*	*2018*	*Six-Year Total*
PS 0067*	Dive Rescue Equipment Replacement		55,000					55,000
PS 0071*	Self Contained Breathing Apparatus (SCBA)	741,600						741,600
PS 0075	Portable Radios					347,000		347,000
PS 0076	Personal Protective Equipment		518,200					518,200
	Subtotal Funded Fire and Building Projects	741,600	573,200	-	-	347,000	-	1,661,800
PS 1000	Police Equipment Replacement	160,500	26,300	87,300	219,800	124,600	42,600	661,100
	Subtotal Funded Police Projects	160,500	26,300	87,300	219,800	124,600	42,600	661,100
Total Funded Public Safety Projects		902,100	599,500	87,300	219,800	471,600	42,600	2,322,900
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

IV. COMMUNITY CHARACTER

- Retain and repair the architectural features that distinguish a building as an historic resource.
- Restore architectural or landscape/streetscape features that have been destroyed.
- Move historic buildings to a location that will provide an environment similar to the original location.
- Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

Policy CC-2.2: Identify and prioritize historic buildings, structures, sites and objects for protection, enhancement, and recognition.

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

Table CC-1 identifies Designated Historic Buildings, Structures, Sites and Objects in Kirkland.

The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table CC-1. All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain "Landmarks," designated by the Kirkland Landmark Commission, and "Historic Landmarks," designated pursuant to Chapter 75 KZC.

(New paragraph)
Development permits involving ~~these~~ buildings, structures, sites and objects in Table CC-1 are subject to environmental review under the City's local SEPA regulations~~ and review pursuant to the Kirkland Zoning Code~~. In addition, landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to Kirkland Municipal Code Title 28. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council. City of Kirkland "Historic Landmarks" noted with a footnote (¥) are subject to review by Chapter 75 KZC. ~~The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland res- ident appointed by the Kirkland City Council.~~

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

List A: Historic Buildings, Structures, Sites and Objects Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Market
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Market
Trueblood House	127 7th Ave.	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	[illegible]rk

¥Marsh Mansion	6610 Lake Wash. Blvd.	French Ecl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

IV. COMMUNITY CHARACTER

List B: Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral	400 State St.	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
¥Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South Juanita
French House (moved)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.		1889	KL&IC	Market
First Baptist Church/ American Legion Hall	138 5th Ave.	Vernacular	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	South Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Market
Shumway Site	510 – 528 Lake St. S.	site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./ Carillon Point	site only		Anderson/ WW	Lakeview
Lake House Site	10127 NE 59th St.	site only		Hotel	Lakeview
*First Church of Christ [illegible] (moved) a.k.a. [illegible] Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market

¥Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk

V. COMMUNITY CHARACTER

List B: Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland (Continued)

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/ Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	South Juanita
Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita
Carillon Woods Park	NW corner of NE 53rd St. and 106 Ave. NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton

Footnotes:

* The City of Kirkland Landmark Commission has formally designated these buildings, structures, sites and objects as Landmarks pursuant to KMC Title 28.

¥ The City of Kirkland has formally designated these buildings, structures, sites and objects as Historic Landmarks pursuant to Chapter 75 KZC.

Note: KL&IC is the Kirkland Land Improvement Company.

XV.H. TOTEM LAKE NEIGHBORHOOD

Totem Lake Neighborhood Land Use Matrix

Districts

	TL 1	TL 2	TL 3	TL 4	TL 5	TL 6	TL 7	TL 8	TL 9	TL 10A	TL 10B	TL 10C	TL 10D	TL 10E	TL 11
Residential (>24 d.u./acre)	♦ a	♦ c		♦ ~~c~~	♦ c	♦ c		♦ ~~c~~			♦	♦	♦		
Medium Density Residential									♦ i						♦
Office	♦ a	♦ ~~d~~	♦ f	♦ ~~g~~	♦ ~~g~~	♦ ~~g~~	♦	♦	♦	♦	♦	♦	♦	♦	♦
Retail		♦ g		♦ ~~g~~	♦ ~~g~~	♦ ~~g~~	♦ h	♦ g				♦ k			
Industrial							♦		♦ j	♦	♦	♦	♦	♦	
Housing Incentive (b)	♦	~~♦~~				♦					♦	♦	♦		
Master/Specific Plan			♦		♦										
Design Review	♦	♦	♦	♦	♦	♦	♦	♦ l		♦	♦	♦	♦	♦	♦
Building Height Considerations (e)	♦	♦	♦		♦	♦				♦	♦	♦	♦	♦	

Notes:

♦ Denotes districts in which land uses are allowed and/or where consideration noted below applies.

a. Minimum density of 50 dwelling units per acre required. High nonresidential FAR encouraged (minimum 1.0)
b. Housing incentive may include additional height for upper story residential ~~uses and/or additional provisions for affordable housing~~.
c. Upper story housing encouraged to be combined with lower level commercial uses.
d. Area of office to be subordinate to retail use.
e. See Neighborhood Plan text for discussion of building height.
f. Medical and general office uses to support Evergreen Hospital Medical Center will be subject to City approval based on consistency with the ~~of a~~ campus Master Plan.
g. Ground floor uses may be limited to retail in certain areas ~~of property~~within the zone.
h. Types of retail uses may be limited within the zone.
i. Medium density residential uses allowed in northwest portion of subarea, north of NE 126th Place. subject to standards (see Neighborhood plan text).
j. Industrial uses to be encouraged to remain and locate in this area through special incentives.
k. Vehicle sales/repair allowed only with direct vehicle access to NE 116th Street. Other retail uses must be accessory to a primary use.
l. Design guidelines for the Totem Lake Neighborhood apply to development in TL 7, in lieu of design regulations in Chapter 92.

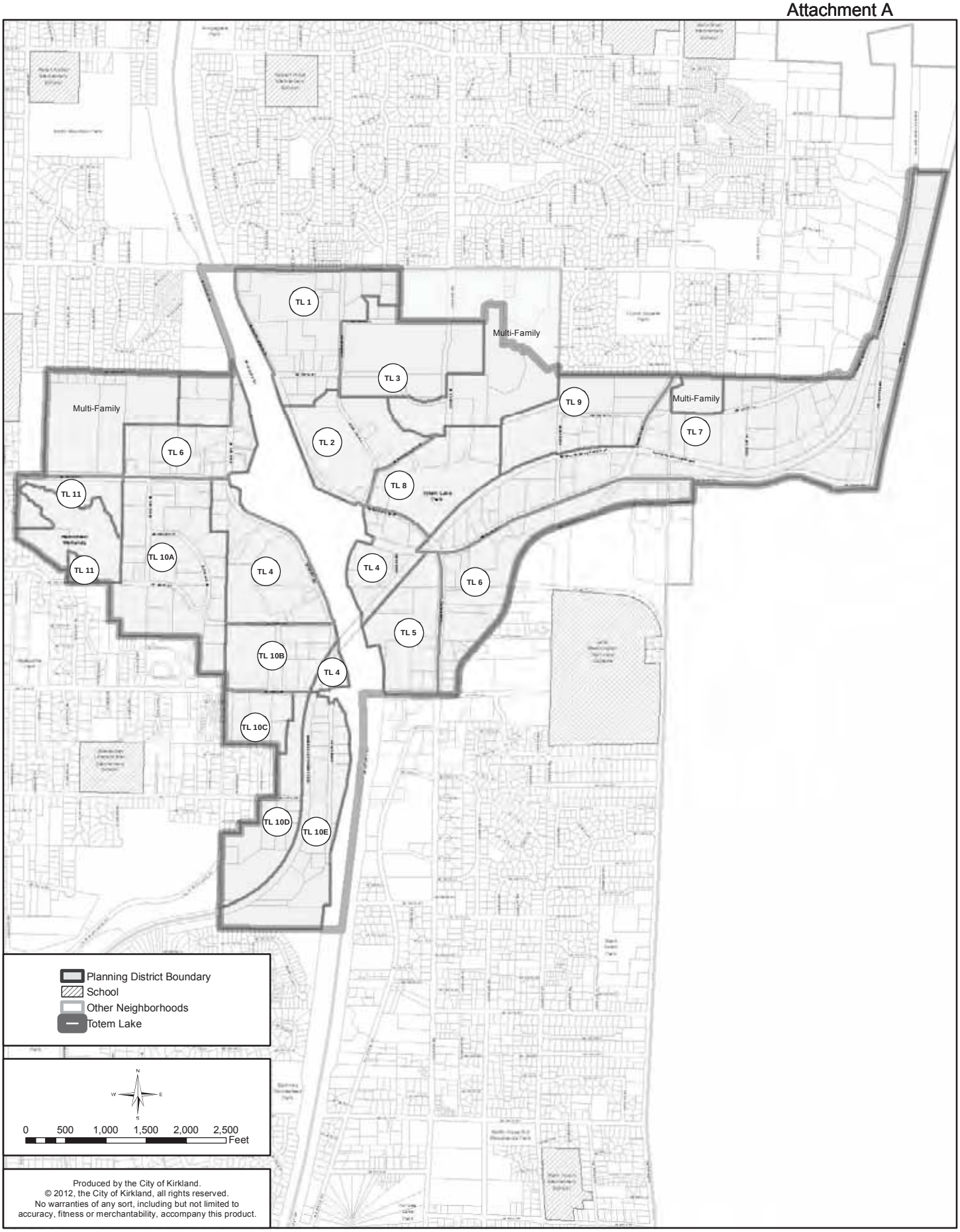


Figure TL-11: Totem Lake Planning Districts

XIII. Capital Facilities

The City should take a leadership role in the community by using and promoting these practices. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities.

Policy CF-2.3:

Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient scheduling and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front. For example, the addition of bike lanes identified in the City's Nonmotorized Plan should be included when streets are widened, or newly constructed.

Policy CF-2.4:

If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.

The Growth Management Act provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What is concurrency?," in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted.

Level of Service Standards and Concurrent Provision of Adequate Public Facilities

Level of service standards are the benchmark the City uses to determine the adequacy of public facilities to serve existing and new development. The City may choose the level of service standards it desires, but they must be achievable with existing facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

Goal CF-3: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

The Capital Improvements Schedule and Financing Plan assures that adequate public facilities can be provided concurrent with their demands. The City must ensure that the improvements are made in a timely manner so as to not jeopardize concurrency requirements. One of the basic goals of GMA is to ensure that growth does not outpace the demand for public facilities. In that sense, the community is assured that its infrastructure needs are met when development occurs.

Sewer and Water Facilities

Water and sewer facilities are essential to public health. Therefore, they must be available and adequate upon first use of development. The Growth Management Act permits up to six years to achieve standards for transportation facilities after new development is completed.

Policy CF-3.1:

Use the following level of service standards for determining the need for public sewer and water facilities:

Table CF-2
Sewer and Water Level of Service

Facility	Standard
Water distribution	~~113~~ gallons/day/capita
Water storage	~~190~~ gallons/capita (includes 1.5 million gallons for fire storage)
Sanitary sewer collection	100 gallons/day/capita

103 gallons/day/capita

249 gallons/capita (includes 1.5 million gallons for fire storage

Sewer and water facilities are essential to the protection and enhancement of public health. While the City does not provide the source for water, nor the treat-

XI. UTILITIES

and enhancements while providing appropriate public input. The environmental and aesthetic concerns of the community are balanced with the need to provide affordable and reliable utility service.

The importance of efficiency and conservation is stressed as a cost-effective means of accommodating the growing demand for services.

C. UTILITIES GOALS AND POLICIES

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Goal U-2: Provide an efficient system to deliver high quality water.

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer facilities.

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services.

Goal U-6: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

GENERAL

Community Values

As an urban area, Kirkland is accustomed to a high level of utility service. These services accommodate the lifestyles of Kirkland residents and the success of Kirkland businesses. To maintain these community values, Kirkland must balance the quality of the service provided with the costs and community impacts.

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.

An accurate inventory of existing utility locations and capacities will ensure that the City can plan for new growth in a manner that reflects the ability to service that growth with adequate services.

Policy U-1.2: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan.

This policy is intended to ensure that the Capital Facilities, Land Use, and Utilities Elements are functioning in concert. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

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

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

Facility	Standard
Water distribution:	~~113~~ 103 gallons/day/capita
Water storage:	~~190~~ 249 gallons/capita (includes 1.5 million gallons for fire t)
Sanitary sewer collection:	100 gallons/day/capita

IX. TRANSPORTATION

Table T-4 below lists intersections that are not system intersections and are therefore not considered in the calculations.

Table T-4
Signalized Intersections That Are Not System Intersections

The following signalized intersections are not system intersections. ~~All other signalized intersections installed prior to August 2001 are system intersections~~.
6th Street/4th Avenue
3rd Street/Kirkland Avenue
6th Street/Kirkland Way
98th Avenue NE/NE 120th Place
93rd Avenue NE/Juanita Drive
97th Avenue NE/Juanita Drive
NE 124th Street/120th Place NE
NE 118th Street/120th Avenue NE
NE 128th Street/116th Way NE
120th Avenue NE/NE 80th Street
NE 132nd Street/108th Avenue NE
NE 132nd Street/Juanita High School
NE 132nd Street/Juanita Elementary School
120th Avenue Pedestrian Signal at Totem Lake Mall
NE 140th Street/132nd Avenue NE
NE 137th Street/100th Avenue NE

NON-CITY-MANAGED UTILITIES

Northshore Utility District: Water and Sewer

The Northshore Utility District provides water and sewer services to northern portions of the City. Figure U-4 illustrates the existing Northshore water system and proposed improvements. Figure U-5 illustrates the existing Northshore sewer system. Northshore wastewaters are treated at King County's Department of Natural Resources West Point and Renton treatment plants. The water system has five reservoir sites with a 29-million-gallon capacity. The District is in the process of developing a sewer system capital improvement plan for replacement and repair of the older, damaged sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

Northshore can provide service to accommodate Kirkland's future growth.

Woodinville Water District: Water and Sewer

The Woodinville Water District provides water services to the northeast portion of the City and sewer service to a few single family homes in the City. Figure U-4 illustrates the existing Woodinville water system and proposed improvements. Figure U-5 illustrates the existing Woodinville sewer system. Woodinville Water wastewaters are treated at King County's Department of Natural Resources West Point and Renton treatment plants. The water system has six reservoir sites with a 14.9-million-gallon capacity. The District has a capital improvement plan for the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer. Woodinville Water can provide service to accommodate Kirkland's future growth.

Puget Sound Energy: Electricity and Natural Gas

Puget Sound Energy (PSE) is a public service company regulated by the Washington Utilities and Transportation Commission (WUTC), which provides the Kirkland area with electricity and natural gas. PSE distributes power transmitted by Bonneville Power Administration (BPA), and generates, transmits, and distributes power as part of the interconnected Northwest power grid. Although there has historically been a net surplus in electricity supply in the Northwest, in recent years there has been a balance between supply and demand. Future forecasts indicate some scenarios where deficits may emerge, requiring additional power purchases, new generation, and further conservation.

Kirkland is a part of the Eastside and Northshore Electrical Subareas. Power is delivered on 230 kV transmission lines to substations in Redmond and Renton, where the voltage is transformed to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV which is then distributed to customers. A double-circuit 230 kV Seattle City Light transmission line runs through Kirkland near 124th Avenue NE, but does not directly serve the Eastside subarea.

PSE's long-range plans through the year 2022 indicate the need for three new distribution substations in Kirkland and a new 115 kV line along the eastern and northern City boundaries to connect to the Sammamish substation in Redmond.

PSE provides natural gas to five Washington counties, including King County. PSE has not historically planned for gas main and service extensions, but reacts to customer demand. The gas industry is regulated by the Washington Utilities and Transportation Commission, which requires gas companies to demonstrate that existing ratepayers will not subsidize new customers.

The Northwest distribution pipeline and gas station are located east of the Kirkland City limits. Existing four-inch to eight-inch gas lines in Kirkland, as well as extensions currently anticipated, will service Kirkland's growth.

Telecommunication Service Providers

Wired telephone service and certain related special services are available in the City. System facilities within Kirkland include switching stations, trunk

lines, and distributions lines. There are four switching stations in Kirkland at 101 Market Street, 10020 133rd Place NE, NE 95th Street/128th Avenue NE, and NE 43rd Street/Lake Washington Boulevard. Trunk lines connecting the switching stations are concrete-encased four-inch conduit, and distribution lines are either pole-mounted or underground. Service and facility expansions are driven by customer demand.

Several companies provide wireless telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e., mobile telephone communications). Receivers may be placed on tall poles, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future, but uses market demand to determine expansion into new service areas.

Cable TV and internet services are also available in Kirkland. The Kirkland system is fed from a microwave receiving site in Bellevue. The majority of trunk and distribution lines are overhead lines rather than underground. The local provider has the technical capacity to serve any new development in the City by simply adding new trunk or distribution lines. High speed DSL services are available in the community.

Many telecommunication vendors own optic fiber in Kirkland rights-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

Olympic Pipeline Company: Hazardous Liquid Pipelines

The Olympic Pipeline Company, operated by BP Pipelines, North America, operates a 400-mile-long petroleum pipeline system from Ferndale Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch, generally along the Puget Sound Energy easement, pass through the Evergreen Hills and Totem Lake neighborhoods in the northeast portion of Kirkland and close to a portion of the eastern boundary of the Bridle Trails neighborhood,. The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle Tacoma and Vancouver Washington, and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law (RCW 81.88.040). Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the fuel.

The Federal Office of Pipeline Safety (OPS) is responsible for regulation of the interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response of pipeline facilities. The Washington State Utilities and Transportation Commission (UTC) has authority to act as an agent for OPS.

Kirkland's Fire Department has reciprocal emergency response agreements with Redmond and other surrounding jurisdictions in the event of a pipeline failure. The Redmond Fire Department Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources. It contains the fundamentals of The City of Kirkland Fire Department response, and in addition maintains city specific data to be used in such an emergency.

The City has established policies to supplement state regulations and the City's risk management/response plan. Utility Element policies focus primarily on land use measures that help minimize and prevent unnecessary risk to the public due to hazardous liquid pipelines, recognizing it is impossible to eliminate risk entirely.

Relationship to Other Elements

The Utilities Element supports other elements of the Comprehensive Plan by establishing policies for provision of efficient urban services to serve anticipated growth and development. This Element supports an

infrastructure for servicing existing development and areas targeted for growth by the Land Use Element. The general policies in this Element support the Shoreline Area Chapter by encouraging joint use of utility corridors and mitigating environmental impacts caused by the utility. The telecommunications policies will help implement the policies of the Land Use, Economic Development, Transportation, and Public Services Elements by facilitating the movement of information as an alternative to the historic commuter/work relationship. Finally, utility policies provide direction to the goals and policies of the Capital Facilities Element.

Policies for public services such as emergency services, schools, and libraries are contained in the Public Services Element.

Relationship to Other Plans

In preparing this Element, the City has reviewed and considered the following documents:

- City of Kirkland Comprehensive Water Plan;
- City of Kirkland Comprehensive Sewer Plan;
- City of Kirkland Surface Water Master Plan;
- Northshore Utility District Comprehensive Water Plan;
- Northshore Utility District Sewer and Water Plan Maps;
- Woodinville Water District Comprehensive Water System Plan and General Sewer Plan;
- Puget Sound Energy GMA Electrical Facilities Plan.
- Redmond Fire Department Olympic Pipeline Response Plan

B. Utilities Concept

The Utilities Element supports the continued provision of adequate utility services to support existing and future development. Levels of service are established for City-managed utilities and levels of service are established for non-City purveyors of water and sewer. In addition, concurrency requirements are established for new development.

The Utilities Element provides policies for regional coordination of utility needs. A basis for coordination with regional and local providers is established to ensure fair and consistent review of system expansions

and enhancements while providing appropriate public input. The environmental and aesthetic concerns of the community are balanced with the need to provide affordable and reliable utility service.

The importance of efficiency and conservation is stressed as a cost-effective means of accommodating the growing demand for services.

C. Utilities Goals and Policies

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Goal U-2: Provide an efficient system to deliver high quality water.

Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer facilities.

Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services.

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

Goal U-~~6~~7: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

General

Community Values

As an urban area, Kirkland is accustomed to a high level of utility service. These services accommodate the lifestyles of Kirkland residents and the success of Kirkland businesses. To maintain these community values, Kirkland must balance the quality of the service provided with the costs and community impacts.

Goal U-1: Maintain the quality of life in Kirkland through the planned provision of public and private utilities.

Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.

An accurate inventory of existing utility locations and capacities will ensure that the City can plan for new growth in a manner that reflects the ability to service that growth with adequate services.

Policy U-1.2: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan.

This policy is intended to ensure that the Capital Facilities, Land Use, and Utilities Elements are functioning in concert. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

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

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

Facility	Standard
Water distribution:	~~113~~ 103 gallons/day/capita
Water storage:	~~190~~ 249 gallons/capita (includes 1.5 million gallons for fire
Sanitary sewer collection:	100 gallons/day/capita

Policy U-4.11: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources.

The City should coordinate surface water management requirements and programs with a variety of State and federal programs and regulations, including but not limited to the following:

- National Pollutant Discharge Elimination System, Phase II;
- Puget Sound Water Quality Management Plan; and
- Federal Endangered Species Act listing of Chinook salmon as a threatened species.

This policy is intended to acknowledge and accommodate future regulatory changes.

Telecommunications

Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services.

Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.

The City should plan and install sufficient capacity into its telecommunication system to meet future City needs.

Policy U-5.2: Use partnerships to achieve cooperation and cost-sharing in building telecommunication systems and providing service.

The City should establish partnerships with other public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing services. Partnerships may include the use of shared telecommunication space, such as towers, buildings and fiber-optic lines.

Policy U-5.3: Review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.

The City should review and update its policies, procedures and practices to ensure that they facilitate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations need to be flexible or revised on a regular basis to respond to changes in technology and consumer needs.

Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and encourage competitive pricing and high quality customer service.

Choice, availability and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitively priced and high quality telecommunication systems in Kirkland.

Policy U-5.5: Involve community stakeholders and service providers in telecommunication decisions.

The City should involve consumers, service providers and other public entities with telecommunication systems in Kirkland when reviewing its policies, practices and development regulations to ensure that consumer needs are being met and that providers and other public entities can install the facilities.

NON-CITY-MANAGED UTILITIES

The Washington Utilities and Transportation Commission (WUTC) has traditionally been the primary regulatory agency for private utilities. The WUTC has the authority to define the costs that a utility can recover, and consequently has the oversight to ensure that the utility acts prudently and responsibly. Under the Growth Management Act, local jurisdictions now have the obligation and requirement to plan for utilities including the identification of utility corridors.

Kirkland will need to consider the obligations of the utilities to WUTC regulation when considering policies and regulation affecting their operations.

Hazardous Liquid Pipelines

Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.

This goal addresses safety concerns. Damage from external forces such as construction equipment can produce an immediate fuel release or a scratch on a coated-steel pipeline can lead to accelerated corrosion and failure at a later time. Other safety concerns are location of land uses with high on-site populations that are difficult to evacuate, and location of emergency facilities and other land uses where the consequence of the loss in the event of a pipeline failure is high.

Actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. These provisions are intended to protect the health, safety and welfare of the general public.

During development review and construction of projects in the vicinity of the pipeline, setting requirements for avoidance of damage and coordination between Kirkland and the pipeline operator, Olympic Pipeline Company, or its successor can help avoid problems. The following actions can reduce the chance of an incident:

Identifying the location of the pipeline corridor on site plans, plats or other construction drawings;

Using the one-call locator service, particularly during construction on adjacent properties;

Physically verifying pipeline locations as needed to minimize the likelihood of damage;

Establishing and maintaining setback requirements from the hazardous liquid pipelines for new or expanded structures and other significant land disturbance; and

Monitoring land disturbance close to the pipeline by the pipeline operator or its representative.

Policy U-6.1. Establish standards to Minimize Pipeline Damage

Require development activity near pipelines to provide the following information in order to evaluate the proposal:

- Location of the liquid pipeline corridor in relation to proposed structures, utilities, or clearing and grading activities;
- Proposed techniques to minimize the potential disturbance to the pipeline prior to and during construction.
- Potential stormwater discharge impacts to the pipeline, and mitigation measures to prevent erosion.
- Setbacks and other site design techniques to minimize the potential hazard,
- Emergency plans as appropriate

Policy U-6.2. Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor to reduce the potential for problems.

The City and operator should communicate and coordinate their review. Methods include the following:

- Notifying the pipeline operator of proposed development projects located near the pipeline corridor.
- Receiving verification that the pipeline operator has received and reviewed the proposal, and provided comments prior to City review of development activity.

- Seeking the pipeline operator's participation in preconstruction meetings if warranted.

- Seeking monitoring by the pipeline operator of development that involves land disturbance or other significant work within or near the pipeline corridor.

Policy U-6.3. Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high consequence land uses to avoid increasing the level of risk in the event of a pipeline failure, and where feasible, to reduce the risk.

Kirkland can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations that cannot be readily evacuated or protected in the event of a pipeline failure are considered "high consequence land uses." Examples are schools and multifamily housing exclusively for the elderly or the handicapped. Uses such as these carry a relatively higher risk and have higher potential consequences in the event of a pipeline failure and therefore are not as appropriate as other uses near pipelines. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service, are also considered "high consequence land uses."

John Muir Elementary School is located near the pipeline corridor in the Evergreen Hill neighborhood. Future expansions can use measures such as site planning that reflect anticipated flow paths for leaking hazardous materials and emergency response.

Policy U-6.4. Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms,:

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that the pipeline locations are marked and that missing markers are replaced is also important, as is periodic aerial inspection of the pipeline corridor to detect potential problems. Kirkland can assist this effort when permits are necessary for inspections or repair with prompt permit processing. The pipeline operator should maintain the pipeline corridor on a continual basis by:

- Maintaining vegetation to enable visibility and access for inspection while ensuring that such maintenance does not contribute to soil erosion.

- Using plant species and plantings that prevent erosion.

- Ensuring that above and below grade pipeline markers containing information, such as operator name and number and facility type, are in place; and

- Conducting periodic visual inspections of the corridor.

Policy U-6.5. Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.

Policy U-6.6 Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is important. This unified approach can address issues, such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City concerns regarding pipeline safety regulations.

Policy U-6.7 Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.

People who live own property or work near the pipelines can also play an important part in

avoiding pipeline damage and identifying potential problems early on. The Olympic Pipe Line Company or its successor can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

Coordination

Goal U-~~6~~7: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.

Policy U-~~6~~7.1: Work with non-City-managed utili- ties and review facility plans to ensure that they re- flect and support Kirkland's land use plan.

Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.

This policy is intended to ensure that non-City providers are in compliance with the City's Comprehensive Plan as mandated by the Growth Management Act. This systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

Policy U-~~6~~7.2: Coordinate with non-City providers of water and sewer on a joint program for maintain- ing adopted levels of service, concurrency require- ments, funding, and construction of shared public facilities.

Under the provisions of this Comprehensive Plan, the City is establishing specific utility requirements for itself and utilities serving the Kirkland area consistent

with the requirements of the Growth Management Act.

Policy U-~~6~~7.3: Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.

Working with utilities in advance of key land use decisions has the potential to eliminate potential conflicts and ensure that utility considerations are factored into the development review process.

Policy U-~~6~~7.4: Provide timely and effective notice to utilities of the construction, maintenance, or re- pair of streets, roads, or other facilities and coordi- nate such work with the serving utilities.

Providing utilities the opportunity to coordinate construction projects with City projects has two distinct advantages: it could save the utility money by reducing construction expenditures and it can help the City to avoid multiple roadcuts for various utility installations

The vision statement, goals, and policies set forth in previous elements of the Comprehensive Plan together describe the desired type and character of growth in Kirkland during the next 20 years. They do not, however, tell us precisely how to create the kind of community envisioned by the Plan. Yet unless appropriate actions are taken, the plan will remain unrealized. Consequently, a strategy for how to implement the Plan is needed. It is the intent of this Element to provide such a strategy and identify the actions necessary to make the plan a success.

A. Implementation Methods

There are a broad range of measures necessary to implement the Comprehensive Plan involving a wide variety of people and organizations. It is the responsibility of the City, however, to put in place the mechanisms that will promote the actions needed for implementation. Listed below are the methods that will be used to implement the Plan over the 20-year planning horizon.

Annual Plan Amendments. To keep the Comprehensive Plan current, it will be necessary to review and update it on a regular basis. At the very least, it will be necessary to annually consider amendments to the six-year projects list in the Capital Facilities Element. Other issues are likely to arise each year which can also be considered in the annual update.

Neighborhood Plans. An important part of the Comprehensive Plan are the plans for Kirkland's 15 neighborhoods. Those plans have been prepared and updated over a period of years to address in detail issues relevant to each specific neighborhood. Regular update of the neighborhood plans should continue, both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements.

Functional and Management Plans. ~~Although not technically a part of~~ Referenced in the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. Existing functional plans include:

- Capital Improvement Program;
- Sewer Comprehensive Plan;
- Water Comprehensive Plan;
- Surface Water Master Plan;
- Park, Open Space and Recreation Plan;
- Fire Protection Master Plan;
- Active Transportation Plan;
- Natural Resource Management Plan;
- Downtown Strategic Plan;
- Housing Strategy Plan.
- Redmond Fire Department Olympic Pipeline Response Plan

Functional and management plans are both guided by and help to guide the Comprehensive Plan. Theoretically, the Comprehensive Plan sets the broad policy framework which functional and management plans address in more detail. In practice, however, functional and management plans also raise issues and ideas which help to shape Comprehensive Plan goals and policies. Either way, general consistency between the Comprehensive Plan and functional and management plans is important, as is regular updating of functional and management plans to maintain their currency.

Regulations. Regulations set the legal requirements for new development. The vast majority of the regulations are found in the Kirkland Zoning Code (including the official Zoning Map and shoreline management regulations), and Subdivision Code. Local administration of the State Environmental Policy Act is also a regulatory tool. The Growth Management Act requires that development regulations must be consistent with the Comprehensive Plan; and to a large extent Kirkland's existing regulations already are. Even so, update of Kirkland's regulatory documents must be a high priority, and should be undertaken as appropriate on a regular basis.

Although by nature regulations impose restrictions on the development of property, many of the regulatory revisions required to implement the Plan will involve easing of current restrictions. In the same vein, where

appropriate, regulations can be structured to provide incentives to desired development, rather than being solely restrictive.

Programs. Another way to implement the Comprehensive Plan is through the establishment of programs that provide services to help achieve the goals and policies in the Plan.

- The Neighborhood Traffic Control Program;
- The Neighborhood Service Team;
- Action teams, such as the Downtown, Totem Lake and Rose Hill Action Teams;
- The Kirkland Economic Partnership;
- The Natural Resource Team; and
- Assistance to employers in undertaking transportation demand management measures and achieving the goals of the Commute Trip Reduction Act.

Ongoing Administrative Activities. Implementation also depends on a variety of day-to-day actions such as development permitting and code enforcement. Ongoing monitoring of land capacity, demographics, development trends, housing costs, traffic levels, transit usage, levels of service for public facilities, and other factors affecting growth is also necessary.

Intergovernmental Coordination. Many of the goals and policies in the Comprehensive Plan cannot be achieved by Kirkland alone. Because Kirkland is part of a much larger and growing metropolitan area, issues involving growth rates, housing demand and supply, and transportation systems increasingly require intergovernmental responses. To protect local interests and meet regional obligations, Kirkland must involve itself at a variety of levels, including:

- Ongoing communication with neighboring cities and adoption of interlocal agreements where appropriate;
- Participation in subregional organizations such as A Regional Coalition for Housing (ARCH) and the Eastside Transportation Partnership (ETP);
- Participation in Countywide organizations such as the Growth Management Planning Council (GMPC) and Metropolitan King County;
- Participation in and with multicounty organizations such as the Puget Sound Regional Council (PSRC) and the Regional Transit Authority (RTA) (Sound Transit).

Citizen Involvement and Education. Implementation also depends upon keeping the lines of communication open between City government and its citizens. The Comprehensive Plan will only be successful if it is understood and embraced by the public and if it is regularly revised to reflect evolving community aspirations and concerns.

Budgeting. Governmental expenditures play an essential role in implementation. The City's annual operating budget allocates resources for personnel and supplies needed to carry out implementation measures; and the annual Capital Improvement Program targets the resources for transportation facilities, parks, utilities, and other public facilities necessary to implement the Plan.

B. Implementation Tasks

Table IS-1, below, lists specific tasks which are identified to be undertaken at a future date. ~~needed to fully implement the Comprehensive Plan.~~ The tasks are organized to correspond to the elements they are primarily intended to implement. The list also distinguishes one-time projects from ongoing activities. The implementation of these tasks are dependent upon available resources. ~~In addition, projects with highest priority are noted in the right hand column (**), as are second pri- ority projects which are also important in assuring the Plan's success (*).~~

While the list in Table IS-1 is intended to be complete, other additional or alternative tasks may be identified at a later time. Also, while the tasks listed are specific as to the methods to be used, the outcomes indicated are somewhat general, leaving latitude for a variety of alternative techniques to be considered when the task is undertaken.

Table IS-1
Implementation Tasks

TASK	~~PRIORITY~~
GENERAL ELEMENT	
Project	
G.1. In 2022, review "time capsule," located in the City Hall vault, containing the "Kirkland 2022 – Community Conversations" video and the citizen responses.	
G.2. Update the General Element to include 2010 census data and 2011 annexation.	
Ongoing	
G.3. Annually update the Comprehensive Plan.	
G.4. Evaluate the ~~Update~~ update process for the Neighborhood and Business District plans.	
COMMUNITY CHARACTER ELEMENT	
Projects	
CC.1. Review and update Zoning Code Chapter 100: Signs.	
CC.2. Establish incentives to private owners for preservation, restoration, redevelopment and use of significant historic buildings and sites.	
CC.3. Consider public improvements for historic districts to help encourage preservation.	
~~CC.4. Add Carillon Woods to Community Landmarks – Table CC-1~~	
Ongoing	
CC.5. When the neighborhood plans and business district plans are updated, consider design principles for new structures that respect the scale, massing, and design of existing adjacent buildings and the neighborhood context.	
CC.6. Incorporate historic preservation into neighborhood plans as they are updated including: - A list of each neighborhood's historic structures and sites. - Design principles for areas where historic structures are clustered.	
NATURAL ENVIRONMENT ELEMENT	
Projects (renumber as a result of deletions)	
NE.1. Assess and amend the Comprehensive Plan, City codes, resource management practices, and other City activities as needed for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements.	**
NE.2. Promote removal of fish barriers.	
NE.3. ~~Amend the Zoning Code to specify criteria and procedures for handling clearing and grading violations in sensitive areas and their buffers.~~	**
NE.4. Study and implement methods to preserve and, where feasible, increase pervious surface in Kirkland.	*
NE.5. Review Kirkland Municipal Code, Zoning Code Definitions Chapter, and Comprehensive Plan to identify inconsistencies in natural system terminology.	*
~~NE.6. Review Zoning Code regulations for protection of existing landscaping and trees.~~	*
NE.7. Develop a City street tree program for appropriate species, planting and maintenance, and community stewardship.	**

delete priority column and all asterisks

renumber as appropriate throughout Table

Table IS-1
Implementation Tasks (Continued)

	TASK	~~PRIORITY~~
NE.8.	Develop a street tree plan for commercial and residential corridors.	
NE.9.	Develop a program for community stewardship of the environment, including:	**
	- Publicize practices that help/harm the environment.	**
	- Utilize volunteers for resource monitoring, restoration, and enhancement.	*
	- Design standard environmental markers, interpretive signs, and brochures for production and distribution by the City and developers.	
NE.10.	Establish a program which identifies priorities and funding sources for sensitive areas acquisition, restoration, and education.	**
Ongoing		
NE.11.	Implement and update the Natural Resource Management Plan.	**
NE.12.	Maintain our plans and codes for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements.	*
NE.13.	Coordinate with other jurisdictions, agencies, and affected Federally Recognized Tribes.	
NE.14.	Continue to monitor information concerning innovative techniques for resource management, including:	
	- Adaptive management of Sensitive Areas,	**
	- Mitigation banking,	
	- Transfer of development rights,	
	- Funding sensitive areas acquisition, restoration, and education through innovative techniques,	
	- Other nonregulatory protection measures.	
	Identify for further study those techniques that have potential for successful implementation in Kirkland.	
NE.15.	Continue to comprehensively address recovery of species that are officially listed as threatened or endangered.	*
NE.16.	Continue to approach natural resource management comprehensively through interdepartmental coordination.	*

delete priority column and all asterisks

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
LAND USE ELEMENT	
Projects (renumber as a result of deletions)	
~~LU.1. Prepare zoning regulations consistent with the revised NE 85th Street Subarea Plan.~~	~~*~~
~~LU.2. Prepare zoning regulations consistent with the revised Totem Lake Neighborhood Plan.~~	~~*~~
~~LU.3. Review existing development regulations for consistency with State law on the process for essential public facilities.~~	~~*~~
~~LU.4. As part of the Bridle Trails Neighborhood Plan Update project, review land use densities and zoning for consistency with the GMA.~~	~~*~~
LU.5. Refine open space network maps, identify missing links, and develop preservation techniques.	
~~LU.6. Amend the Zoning Code as appropriate to establish standards for residential markets.~~	~~*~~
LU.7. Update the Land Use Element to include 2010 census data and 2011 annexation.	
LU.8. Develop business district plan, zoning and design guidelines for Houghton/Everest Neighborhood Center.	
~~LU.9. Research Chapter 162 KZC allowance for maintenance and redevelopment of existing multifamily developments that do not conform to current density standards. Consider the ability of these units to retain housing capacity and affordability.~~	
Ongoing	
LU.10. When neighborhood plans are updated, consider design principles and standards for the local ~~commercial center(s).~~business districts.	
LU.11. Monitor and update information concerning:	
HOUSING ELEMENT	
Projects (renumber as a result of deletions and additions)	
~~H.1. Consider regulations that allow innovative housing, including compact development and cottage housing.~~	~~**~~
~~H.2. Adopt regulations for market incentives to encourage low- and medium-income housing.~~	~~**~~
H.3. Update the Housing Element to include 2010 census data and 2011 annexation.	
Ongoing	
H.4. Adopt a housing strategy plan and work program at least every five years that outlines housing strategies to be considered in order to address the City's housing needs and goals.	
H.5. Monitor and update information concerning:	
▪ Construction and demolition of affordable housing;	
▪ Creation of accessory units and associated rent levels.	

delete priority column and all asterisks

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
H.6. Continue to work with ARCH to fund low-income and special needs housing projects.	
Consider further regulation refinements to encourage innovative housing, including compact development and cottage housing.	
Consider further refinements and incentives to encourage low- and medium-income housing.	

ECONOMIC DEVELOPMENT ELEMENT		
Projects		
ED.1.	Create steering committees or action teams within each major commercial district to lead implementation of economic development components of neighborhood plans.	**
~~ED.2.~~	~~Conduct an analysis of industrial areas of the City to determine the types of uses and future land use needs in these areas.~~	**
ED.3.	Conduct an assessment of economic benefits of Kirkland's cultural, historic and recreational resources.	*
ED.4.	Develop a system of economic indicators to monitor the Kirkland economy such as employment growth, wage rates, tax revenue, business starts, and commercial vacancy rates.	delete priority column and all asterisks
ED.5.	Update the Economic Development Element to include 2010 census data and 2011 annexation.	
Ongoing		
ED.6.	Implement and update the Economic Development Action Plan consistent with the Element.	
ED.7.	Implement and update the Downtown Strategic Plan.	**
ED.8.	Support a partnership of community stakeholders to oversee implementation and community outreach of economic development strategies and priorities.	*
ED.9.	Actively conduct business retention and recruitment programs.	**
ED.10.	Implement the tourism marketing and promotion plan through the tourism program and the Lodging Tax Advisory Committee.	**
ED.11.	Continually improve permit processes and customer service.	
ED.12.	Monitor City policies and revise those that unreasonably restrict opportunities for economic development.	*
ED.13.	Monitor commercial and industrial land use trends, vacancies and capacity to match the needs of the economy.	*
ED.14.	Where authorized by State statutes, use public/private financial or regulatory incentives to implement economic development opportunities.	**
ED.15.	Coordinate and implement telecommunications, transportation infrastructure improvements and permit processing improvements with other cities on the Eastside.	*
ED.16.	Monitor and update information concerning economic indicators.	

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
TRANSPORTATION ELEMENT	
Ongoing	
T.1. Annually update the Transportation Element of the Comprehensive Plan as appropriate to:	
☐ Review and revise, if necessary, mode split targets;	
☐ Review and revise, if necessary, levels of service standards; and	
☐ Identify transportation needs to implement the Land Use Element and update the 20-year list of transportation projects.	
T.2. Monitor and update information on traffic movement, mode splits and level of service.	
T.3. Regularly update the Active Transportation Plan.	
T.4. Continue the Neighborhood Traffic Control Program.	
T.5. Continue the annual street overlay program.	
T.6. Maintain and periodically update the *Bellevue Kirkland Redmond* (BKR) transportation model.	
T.7. Work cooperatively with other local governments to update transportation information and to address regional transportation.	
T.8. Participation in the Eastside Transportation Partnership.	
T.9. Work with the Regional Transit Authority (Sound Transit) and King County Metro to develop a regional transit system which serves Kirkland.	
T.10. Work cooperatively with employers to implement programs to reduce the use of single-occupant vehicles and number of miles traveled in compliance with the Commute Trip Reduction Act.	delete priority column and all asterisks
T.11. Identify projects potentially eligible for State grants and submit grant applications.	
UTILITIES ELEMENT	
~~Project~~ (renumber as a result of deletions)	
~~U.1. Create and maintain a Municipal Telecommunications Plan.~~	~~*~~
Ongoing	
U.2. Regularly update functional utility plans for City-managed utilities.	
U.3. Review utility plans for non-City-managed utilities to ensure their plans are not inconsistent with the Comprehensive Plan.	
U.4. Work with utilities to encourage pruning of trees to direct growth away from utility lines and encourage the phased replacement of vegetation interfering with utility lines.	
PUBLIC SERVICES ELEMENT	
Ongoing	
PS.1. Coordinate services with non-City service providers.	
PS.2. Update fire protection and police plans.	

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
HUMAN SERVICES ELEMENT	
Ongoing	
HS.1. Review the Senior Council's Strategic Plan every five years and revise as appropriate.	
HS.2. Review the Youth Council's Strategic Plan every five years and revise as appropriate.	
HS.3. Continue regional collaboration of the Human Service's grant program to increase efficiencies.	
HS.4. Identify potential funding sources and submit grant applications for Senior, Youth and Human Services programs.	
CAPITAL FACILITIES ELEMENT	
Projects	
CF.1. Consider new revenue sources for capital facilities and implement as appropriate, including voter-approved bond issues.	*
CF.2. Update Level of Service standards to include the annexation area.	
CF.3. Update transportation and park impact fee rate studies to include the annexation area.	
Ongoing	delete priority column and all asterisks
CF.4. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability.	
CF.5. Annually update the Capital Facilities Element consistent with the Capital Improvement Program.	
CF.6. Periodically update impact fees to reflect increases in road and park construction costs.	
NEIGHBORHOOD PLANS	
Ongoing	
NP.1. Regularly review neighborhood plans and amend as appropriate. Explore efficiencies in the neighborhood planning process to ensure a predictable and sustainable update cycle.	*
NP.2. Develop neighborhood plans for the 2011 annexation neighborhoods.	
NP.3. Incorporate the following capital project elements into the CIP and CFP processes and/or the neighborhood connection and neighborhood grant program:	
Central Houghton Neighborhood	
1. Work with the Public Works Department to have historic street names added to street signs as they are replaced.	
2. Identify design standards for 108th Avenue NE.	
Lakeview Neighborhood	
1. Work with the Public Works Department to have historic street names added to street signs as they are replaced.	

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
2. Identify streetscape standards for Lake Washington Boulevard.	
Highlands Neighborhood	
Emergency Access Bridge to Forbes Creek Drive	
Highlands Park facility improvement	
Nonmotorized street enhancements to 116th Avenue NE and NE 87th Street	
Cedar View Park play structure	
Market Neighborhood	
Neighborhood park development in north sector	
View stations at 4th and 5th Street West	
Improved Market Street access	
Market Street Corridor	
Pedestrian and bicycle facilities	
Norkirk Neighborhood	
Nonmotorized street enhancements to:	
7th Avenue	
19th Avenue	
20th Avenue	
6th Street	
4th Street	
Moss Bay Neighborhood	
Lakeshore Plaza at Marina Park	
Park walk promenade along east/west pedestrian spine	
Public parking on public sites and/or in conjunction with private development	
NE 85th Subarea	
Sidewalks on north-south streets connecting to NE 85th Street	
Traffic signal at 126th Avenue NE/NE 85th Street	
Bike connection between Slater and NE 80th Street	
Neighborhood park acquisition in south part of subarea or South Rose Hill	

Table IS-1
Implementation Tasks (Continued)

TASK	~~PRIORITY~~
North Rose Hill Neighborhood	
Nonmotorized enhancements:	
Between bus stops and residential development	
Along school routes	
Connecting activity areas such as parks, Boys & Girls Club, and Lake Washington Technical College	
Between Redmond regional trail and I-405 pedestrian overpasses	
Between Lake Washington Technical College and residential development to the west and south	
Along Seattle City Light Transmission Line Easement	
Nonmotorized arterial street enhancements:	
NE 116th Street, west of 124th Avenue NE	
Slater Avenue, south of NE 116th Street	
Sensitive areas property acquisition, restoration or education	
Totem Lake Neighborhood	
Totem Lake Circulator	
118th Avenue NE roadway extension	
123rd Avenue NE roadway extension	
NE 120th Street extension	
SHORELINE AREA CHAPTER	
Ongoing	
SA.1. Track and monitor No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation.	
SA.2. Implement priority restoration projects and programs contained in the Shoreline Restoration Plan component of the Shoreline Master Program.	
SA.3. Work with other jurisdictions, agencies and affected Federally Recognized Tribes to coordinate and improve the permitting process.	
SA.4. Promote public education about the functions and values of the shorelines and best management practices.	*

delete priority column and all asterisks

XII.A. PUBLIC SERVICES

A. INTRODUCTION

The Public Services Element addresses fire and emergency medical services, police protection, solid waste collection and transfer, schools and libraries.

PROBLEM STATEMENT

Kirkland's level of public services has generally been adequate. Deficiencies that have occurred in the past have been due to growth, both in population and business activity and as the result of annexations. These deficiencies can be avoided by incorporating planning for specific services more completely into the general planning process.

Historically, individual service providers have prepared master plans based on assumptions of growth from a variety of sources. The intent of the Public Services Element is to serve as an umbrella for these individual master plans and help establish a consistent set of growth assumptions based on the Land Use and Housing Elements of the Comprehensive Plan.

Each provider will still face unique challenges in meeting the expected demands. For fire and police services, the primary challenge is in maintaining an appropriate level of service as growth occurs and the demand for services increases. For solid waste garbage and recycling, the challenges are to encourage recycling and reduce solid waste disposal to lessen the capacity problems of the transfer stations and landfills. The County must find solutions to capacity problems with existing and new transfer stations. For the Lake Washington School District, a major challenge is in finding ways to be flexible and responsive to fluctuating demand for services.

As an urban area, Kirkland has an established infrastructure for the efficient provision of public services. The policies of the Public Services Element anticipate no changes in appropriate service providers and no new districts.

EXISTING CONDITIONS

The City currently provides the following public services:

Fire Protection and Emergency Medical Services – The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue and paramedic services. The City has County and State mutual aid agreements for emergency response. Fire station locations and emergency fire response times are shown in Figure PS-1. Response times for emergency medical services are shown in Figure PS-2.

Police Protection – The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis ~~response~~ negotiation team; ~~conflict resolution~~; investigations; crime analysis; explorers; crime prevention; school resource officers; record keeping; jail services; internal and external training; and contacts for~~a~~ 911 communication~~s~~ services ~~center~~ that serves as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State.

Solid Waste and Recycling Collection – The City contracts with Waste Management, Inc., to provide curbside solid waste and recycling collection to all single-family and multifamily residents and commercial customers. The King County Comprehensive Solid Waste Management Plan sets specific goals for the City to achieve. The County and the City have committed to achieve recycling goals of a 55 percent curbside recycling diversion rate by 2015, and 70 percent by 2020 and a waste prevention goal of 20.4 pounds per household per week by 2020. The City started one of the first residential food waste recycling programs followed by commercial organics recycling and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkland residents and businesses.

A. INTRODUCTION

"Puddle Jumpers" sculpture at Marina Park

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

The City continues to be faced with the challenge of meeting the park and recreation needs of a diverse range of age groups and interests throughout the entire City. At the same time, the window of opportunity to acquire available land suitable for parks and open space is shrinking. Consequently, the City must strategically and creatively position itself to deal with the open space demands of those areas within its urban growth boundaries. Renovation of certain parks is important to keep them safe and functional and to reduce unnecessary maintenance costs.

Looking at current City parks and recreation services through the year 2022, the following important issues and opportunities face Kirkland:

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

(2) Providing additional pedestrian and bicycle trails and linkages, including the acquisition of greenways, between parks, open spaces, and neighborhoods.

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

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

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

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

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

(8) Encouraging healthy lifestyles by providing a variety of opportunities for physical exercise.

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

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

EXISTING CONDITIONS

The existing City-owned park system contains ~~502~~ 554 acres, of which about ~~172~~ 209 acres are developed. Much of the developed park system consists of 10 water- front parks, ~~18~~ 22 neighborhood parks, ~~five~~ seven community parks and ~~four~~ five nature parks. The balance of the City's

park acreage can be classified as natural/open space areas and underdeveloped community and neighborhood parkland.

In addition to City-owned parks, other public parks in Kirkland include the King County-owned Big Finn Hill Park (220 acres) and Juanita Woodlands (37 acres); O.O. Denny Park (46 acres), which is owned by the City of Seattle and operated by the Finn Hill Park and Recreation District; and Totem Lake Park (17 acres) which is owned by the King Conservation District.
A detailed inventory and classification of existing parks, open space, and recreational facilities is contained in the parks functional plan, titled Kirkland's Comprehensive Park, Open Space, and Recreation Plan. That inventory is adopted as background for this Element as though set forth herein.

Waterfront Parks

Kirkland's waterfront parks (both city and non- city owned) are a distinctive part of the City's park system. They bring identity and character to the park system and contribute significantly to Kirkland's charm and quality of life. The 14 water- front parks (two of which are classified officially as nature parks) stretch from the Yarrow Bay Wetlands on the south, to ~~Juanita Bay and Juanita Beach~~O.O. Denny Park~~s~~ on the north, providing Kirkland residents year-round waterfront access. Kirkland's waterfront parks pro- vide citizens a diversity of waterfront experiences for different tastes and preferences. Citizens can enjoy the passive and natural surroundings of Juanita Bay and Kiwanis Park as well as the more active swimming and sunbathing areas of Houghton and Marsh Parks. These parks truly identify Kirkland as a water- front community.

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

Marina Park in Downtown Kirkland

Natural Park Areas

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

Community Parks

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

Relationship to Other Elements

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

Relationship to Park, Recreation, and Open Space Comprehensive Plan

The Park, Recreation, and Open Space Comprehensive Plan is the City's long-range functional plan for Kirkland's parks, open spaces, and recreational uses. The Plan is prepared by the Department of Parks and Community Services and the Kirkland Park Board for City Council review and adoption. To remain eligible for certain State and County grant funding, the City is required to update the Plan every six years. The Plan was updated in ~~2000~~2012~~, immediately prior to the review and adoption of this Element~~. That Plan is closely related to the Parks Element of the City Comprehensive Plan. The Park~~s~~ Board has relied heavily on the City Comprehensive Plan and, in turn, this Element relies heavily on the work of the Park Board in establishing goals and policies.

B. Parks, Recreation, and Open Space Concept

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

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

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

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

Goal PR-3: Protect, ~~and~~ preserve, and restore natural resource areas.

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

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

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

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

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

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

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

Although Kirkland is blessed with extraordinary waterfront parks, we should capture opportunities if additional waterfront becomes available. If privately held lakefront parcels adjacent to existing beach parks or at other appropriate locations become available, we should make an effort to acquire these pieces. The City should continue to pursue creative use of waterfront street ends.

Policy PR-1.2: Develop pedestrian and bicycle trails within parks and linkages between parks and the city's major pedestrian and bicycle routes identified in the Active Transportation Plan (ATP) and between parks and nearby neighborhoods, commercial centers and public facilities, including schools.

Trails provide people with valuable links between neighborhoods, parks, schools and other public facilities, commercial centers and other regional nonmotorized facilities. In some cases, public trails provide alternative transportation connections between communities. The citizens of Kirkland have consistently identified the need for more trails as a top priority.

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

One important goal for recreational and commuter trail planning noted in the Active Transportation Plan is the development of a recreational trail system within the Cross Kirkland Corridor. This ~~proposed~~ trail is part of the Eastside Rail Corridor, a regional facility traveling through many Eastside cities and providing critical links to other existing regional trails such as the Sammamish River Trail. This project is visionary and ~~would~~ requires an inter-jurisdictional effort for planning and implementation.

Another goal is development of a north-south recreational trail under the Seattle City Light (SCL) power lines within the SCL easement and various access points to the future trail. This trail would also connect to other communities and neighborhoods.

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

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

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

As the City's park system matures and requires periodic renovation, emphasis should be placed on developing improved methods of conserving energy, using better equipment and innovative practices, and designing park areas in such a manner as to reduce long-term maintenance and operating expenses.

To maintain efficiency in the areas of renovation and maintenance, the City`s parks maintenance program includes:

- A systematic inventory of parks system infrastructure, including site furniture, sports courts, park pathways, playgrounds, and buildings in order to project future budgeting and timing for replacement and repairs.

- Use of modern, efficient and certified equipment.

- Efficient and effective use of seasonal part-time employees.

- A scheduled preventative maintenance management system to efficiently allocate and plan maintenance activities.

- Supplementation of park maintenance with volunteer groups, students, neighborhood groups, and service organizations.

- Ongoing training provided for full-time maintenance staff.

- Use of contract maintenance in selected functions to meet peak demands and help maintenance staff respond to more specialized and urgent work needs.

Renovation is a key component to a healthy park system. As Kirkland grows, and park use increases in frequency and intensity, periodic renovation is essential to keep pace with recreational needs, changes in safety guidelines, demands on use, and the need for continued effective and efficient maintenance.

Policy PR-1.6: Ensure that parks are provided using the following standards to determine the need for parks.

Table PR-1
Park and Open Space Levels of Service

Facility	Standard
Neighborhood Parks	2.1 acres/1,000 persons
Community Parks	2.1 acres/1,000 persons
Nature Parks	5.7 acres/1,000 persons

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

RECREATION

Goal PR-2: ~~***Provide services and programs that enhance the quality of life in the community and promote healthy lifestyles.***~~ ***Enhance the quality of life in the community by providing services and programs that offer positive opportunities for building healthy productive lives.***

Recreation provides individuals in the community with opportunities for satisfying use of their leisure time and for engaging in daily physical exercise. Participation in recreation activities e
nriches lives, pre- vents social isolation, and increases the sense of community. It also helps people maintain a healthy weight and heart which can reduce the risk of many diseases and health conditions. People may enjoy ex- posure to a wide variety of recreation skills and expe- rience. A significant share of demand for recreation services is met by the private sector and nonprofit agencies and organizations.

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

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

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

At present, Kirkland has two Community Centers and a Teen Center. The Parks and Community Services Department has been extremely fortunate in being able to use Lake Washington School District indoor facilities for City-sponsored recreation activities and programs. The use of school district facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. Factors including increased demand for City and school district facilities, and limited availability of school district facilities continue to fuel the need for additional City-managed public recreation facility.

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

Table PR-2
Recreation Space Levels of Service

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

The "concurrency" requirement does not apply to the facilities identified in Table PR-2 (i.e., new development will not be denied based on these identified stan-

dards). However, mitigation, impact fees, or other development contributions may be required to meet the standards for level of service found in Table PR-2.

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

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

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

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

Partnership with Lake Washington School District

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

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

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

To ensure that school district facilities will continue to be available for City-sponsored recreation programs, in 2000, the City and school district entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities and joint development of capital projects.

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

Partnership with King County

As the Eastside continues to urbanize, the role of King County parks becomes more important in acquiring, developing, and maintaining the larger land holdings

for the region. In the future, there will be an increasing need for regional parks. The role of King County in providing parks is also changing with a major focus on systems of open space corridors that conserve natural resources, and agriculture lands that provide recreation opportunities, fish and wildlife habitat, scenic beauty, and regional trails that link cities and communities.

~~An important component in "partnering" with King County is acquiring local park sites in the unincorporated urban areas. The City should work with King County to acquire sites for future parkland in Kirkland's planning areas to be landbanked for future development. Some possible methods of acquiring future sites in unincorporated areas include grant funding and conservation futures tax funding.~~

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

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

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

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

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

Pedestrian bridge through Juanita Bay Park wetlands

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

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

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

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

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

NATURAL RESOURCES CONSERVATION

Goal PR-3: Protect, ~~and~~ preserve and restore natural resource areas.

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

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

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

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

Recognized impacts associated with an ever increasing urban population include the loss of privately owned open spaces, an increase in ornamental and invasive plants which threaten native vegetative communities, and an increase in competitive pressure upon native wildlife by nonnative species and domestic pets.

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

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

Educational sign and boardwalk at Juanita Bay Park

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

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

XV.L. NORKIRK NEIGHBORHOOD

The preferred routes for visitors coming from outside the neighborhood to City Hall and for other City vehicles leaving City Hall are along 7th Avenue via 1st Street and 5th Avenue, along 3rd Street via 4th and 5th Avenues, and along 1st Street via 3rd Avenue. Emergency vehicles responding or leaving City Hall or the Maintenance Center to respond to police, fire or medical emergencies take whatever route provides the most timely response. The preferred routes for service vehicles and visitors to the Maintenance Center are along 7th Avenue and 8th Street, internal to the industrial area in which it is located.

TRANSIT

In 2006, Metro transit routes 234, 236, and 255 serve the Norkirk Neighborhood. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle, and the Brickyard Park and Ride lot. The 236-transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.

The ~~BNSF railroad right-of-way~~Cross Kirkland Corridor, located at the eastern boundary of the neighborhood, was acquired by the City in 2012. In the near term it will be used as a recreational trail connecting to other neighborhoods and cities. It may provide regional rail service to commuters in the future.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Active Transportation Plan (ATP) maps the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Norkirk Neighborhood Plan that are not shown in the ATP should be added. Figures N-6 and N-7 show the planned bike and pedestrian system in the Norkirk Neighborhood.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. As new development occurs, pedestrian [illegible] are usually installed by the developer. In [illegible]d areas without sidewalks, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. Bike facilities may include a shared roadway; a designated bike lane with a painted line; or a shared use path for bicycle and pedestrian use. Those routes identified for proposed bicycle improvements are shown in Figure N-6.

Goal N-11: Encourage nonmotorized mobility by providing improvements for pedestrians and bicyclists throughout the Norkirk Neighborhood.

Policy N-11.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Norkirk Neighborhood, especially on routes to schools, activity nodes and adjacent neighborhoods.

The following routes should be added to the Active Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in ATP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting as needed:

- 19th Avenue between Market and 6th Street leads to Kirkland Junior High School and Crestwoods Park.
- 7th Avenue between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.
- 4th Street between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue between 3rd Street and 5th Street provides an east/west pedestrian route at the northern boundary of the Norkirk Neighborhood.

VI. LAND USE

Policy LU-3.2: Encourage residential development within commercial areas.

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

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

Policy LU-3.3: Consider housing, offices, shops, and services at or near the park and ride lots.

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

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

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

~~Industrial users may also need service by rail, and, in fact, most of Kirkland's industrial areas are located near the Burlington Northern railroad tracks. Access to rail lines should be preserved for major industrial areas.~~ t

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

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

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

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduce congestion on streets, number of turning movements and gasoline consumption. Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Fences or impenetrable landscape buffers may prevent pedestrian connection to the business next door or force long detours out to the sidewalk and then back into the adjoining property. The intent of this policy is to encourage connections and to avoid such unintentional barriers to easy access.

RESIDENTIAL LAND USES

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

XV.H. Totem Lake Neighborhood
Economic Development

To ensure intensive economic development activity, a minimum development threshold is required within the District. Please refer to the Totem Center policies for a more specific discussion of Totem Center economic development policies.

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

Policy TL-3.1:

Protect and nurture existing retail and office areas.

Outside of Totem Center, established retail areas are located around the I-405/NE 124th Street interchange and extend to the east and west along NE 124th Street as well as to the north and south along 120th Avenue NE and along both sides of 124th Avenue NE (see Figure TL-3).

The greatest concentration of offices is located on the west side of I-405. The primary office area is the I-405 Corporate Center, extending south from NE 124th Street. A smaller office area is located along the south side of NE 128th Street (see Figure TL-3).

These established retail and commercial areas provide a range of employment opportunities and services, and contribute to the City's retail sales tax revenue for a healthy economy. These areas should be retained and strengthened. In some areas, housing is the preferred use on upper floors, as described in Policy TL-26.3.

Policy TL-3.2:

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

The area south of NE 116th Street, known as Par Mac, is currently developed with a mix of light industrial, office, retail and service uses. Historically, this area was planned for and developed with manufacturing and light industrial uses that ~~might~~ may have benefitted from proximity to the ~~BNRR~~ BNSF right-of- way, now known as the Cross Kirkland Corridor. Prior to 2010 train service in this corridor was discontinued, and in 2012 the right-of-way was acquired by the City of Kirkland for a non-motorized multi-use trail and/or transit route through Kirkland. (new paragraph)

Over the past decade, many of these traditional light industrial and manufacturing uses have been converted to office, retail and other service uses, and the existing space no longer meets the needs of many industrial tenants. At the same time, the demand for office space in Kirkland and the Eastside as a whole has been increasing.

In recognition of this ongoing trend toward office use, the Par Mac area should be designated for office use. Office spaces designed for uses in the high- technology sector should be specifically encouraged. These types of firms tend to provide high-wage jobs and other benefits to the area's economy.

Additional building height should be considered for future development in this area. Due to the topographic characteristics of the land, situated at a lower elevation than the freeway to the east and from many areas of residential development to the west, greater height in this area would have limited impacts on views or the character of the area. Additional height would also encourage greater redevelopment of the area than might occur at the existing permitted intensity. Design considerations associated with additional height will include views from the freeway, and the need to preserve some openness across the area.

IX. TRANSPORTATION

~~Kirkland has a total of 41 miles of bicycle facilities within the street network.~~ Figure T-2 displays existing shared use path and bike lane facilities. ~~The former vehicle bridge in Juanita Bay Park is the only shared use path facility (route for the exclusive use of non-motorized transportation) in Kirkland.~~ There are approximately ~~24.2~~ 50.2 miles of bike lane facilities, which are striped lanes alongside vehicle lanes, ~~on a street. The remaining 16.8 miles are composed of 16.4 miles of shared roadway facilities, which are designated bicycle routes without signs or striping on residential streets,~~ and 0.4 miles of ~~nonmotorized~~ paths ~~for bicycles, pedestrians and other users~~.

shared use

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

Transit service in Kirkland is provided by Metro and Sound Transit. Figure T-4 and Table T-1 display the routes serving Kirkland. Time between buses on the same route during rush hour spans between 15 and 30 minutes, depending on the route. Non-rush hour frequency is generally about 30 minutes between buses, depending on the route. The Kirkland Transit Center is in the Downtown on 3rd Street by the library. There are eight park and ride lots within the City limits. Of the three largest park and rides, the Houghton facility has the most remaining capacity.

The ~~Burlington Northern~~ Cross Kirkland Corridor, formally the BNSF Railroad right-of-way, ~~(BNR)~~ runs north- south through Kirkland~~. It serves the industrial areas of the City and is used by a dinner train.~~ The City acquired the right-of-way in 2012 for a nonmotorized multi-use trail and/or transit route through Kirkland. The right-of- way is 100 feet in width in most areas, and travels through many Eastside cities providing critical links to other existing regional trails such as the Sammamish River Trail. The City has improved some sections of the route with trail amenities. ~~There are nine at-grade crossings, and five over/underpasses in the City. The BNR right-of-way provides an important opportunity as a direct access through Kirkland for transit and/or a nonmotorized multi-use trail. In the future, when the BNR right-of-way is developed for transit and/or nonmotorized uses, the City should work to provide access points along the right-of-way.~~Future inter-jurisdictional planning and implementation is envisioned for this multi-model facility..

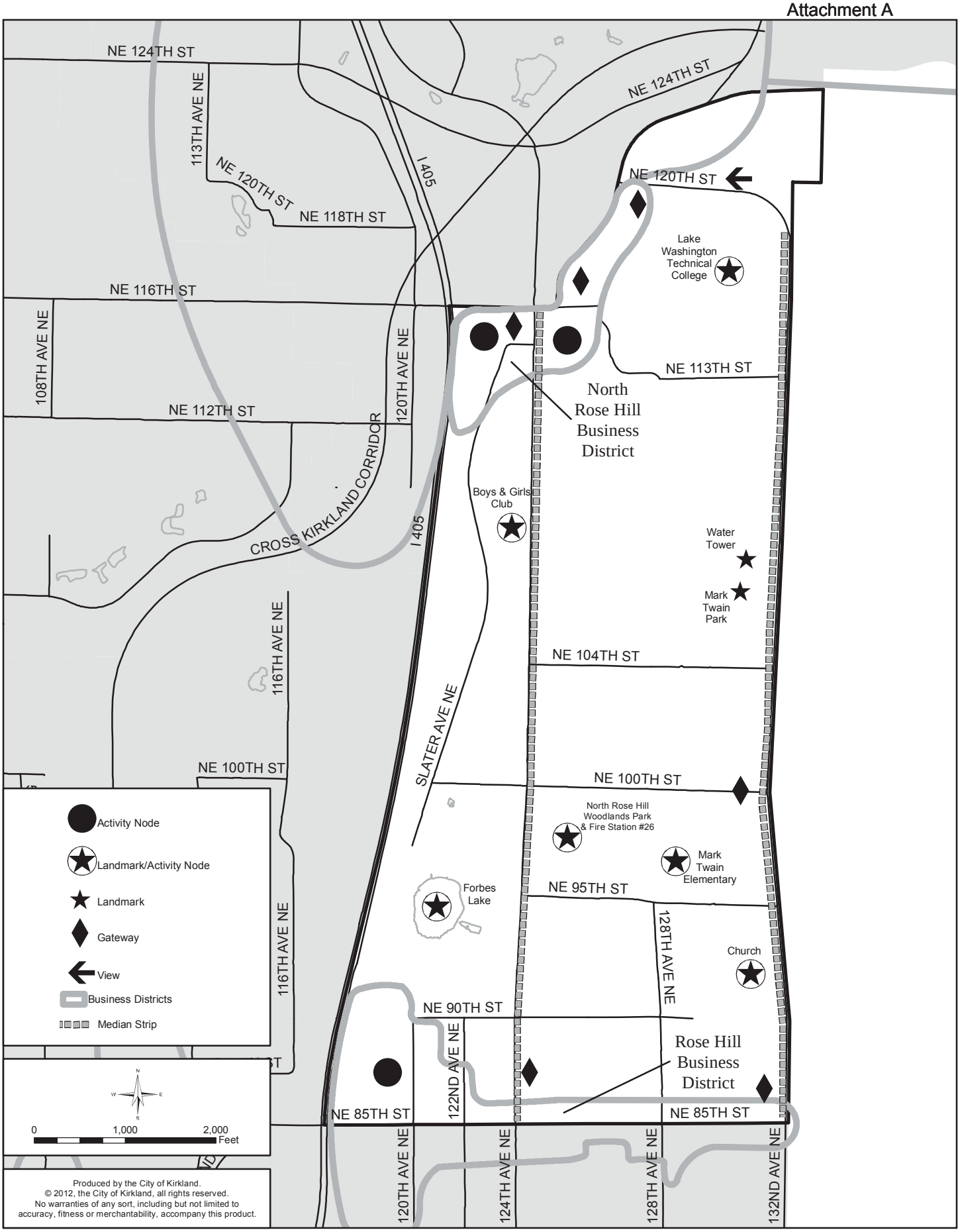


Figure NRH-10: North Rose Hill Urban Design

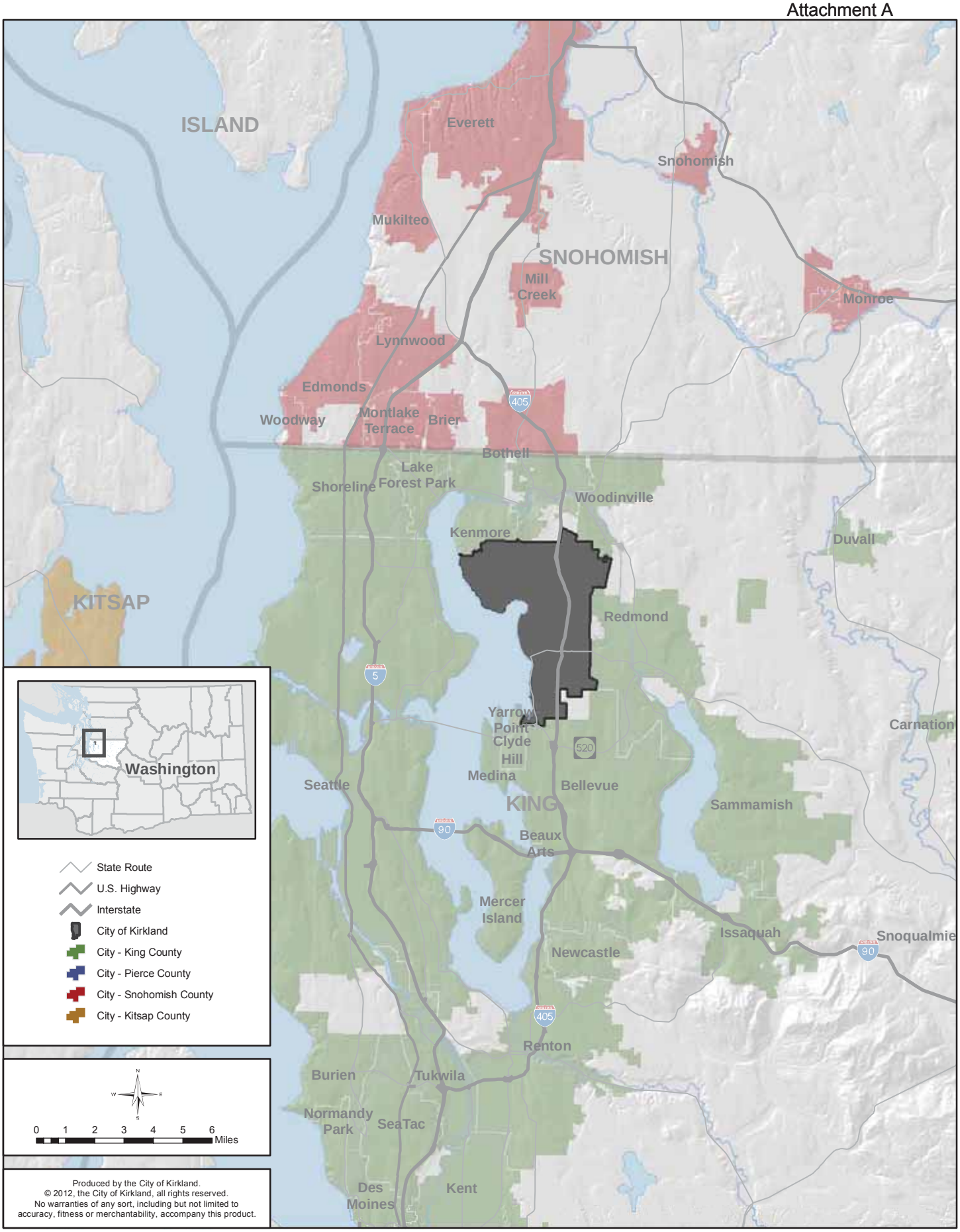


Figure I-1: Kirkland and Surrounding Area

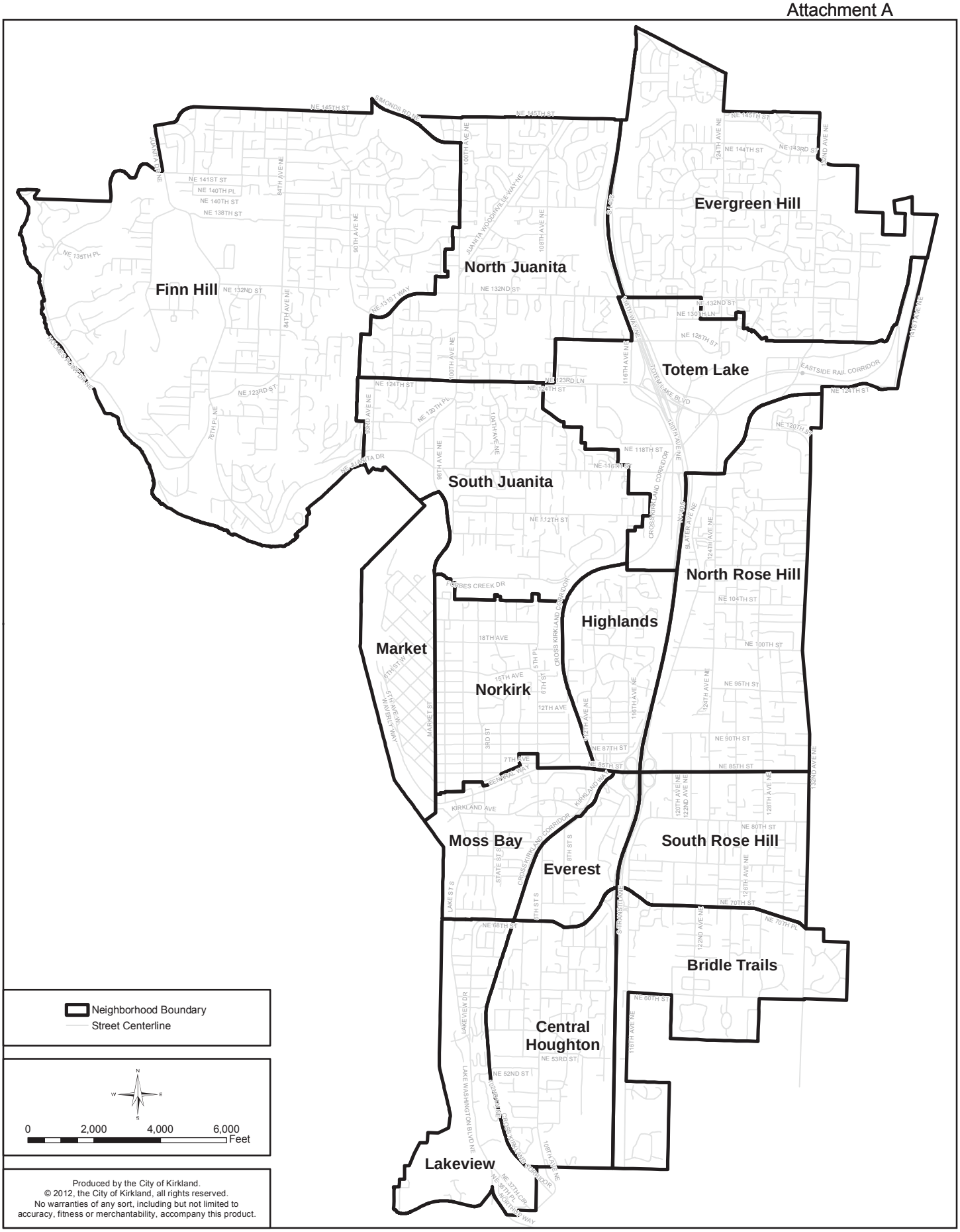
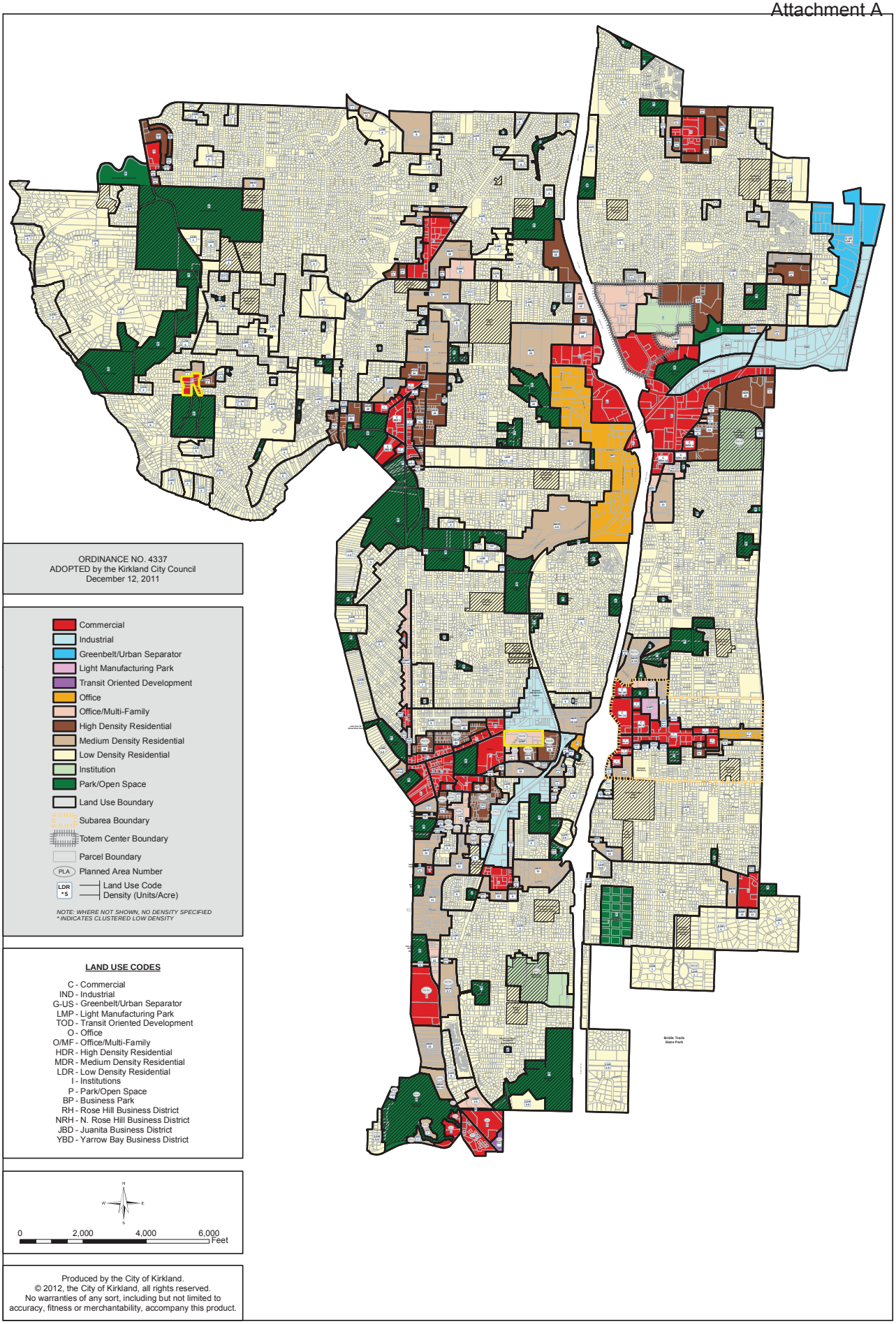


Figure I-2: City of Kirkland Neighborhoods



LU-1 Comprehensive Land Use Map

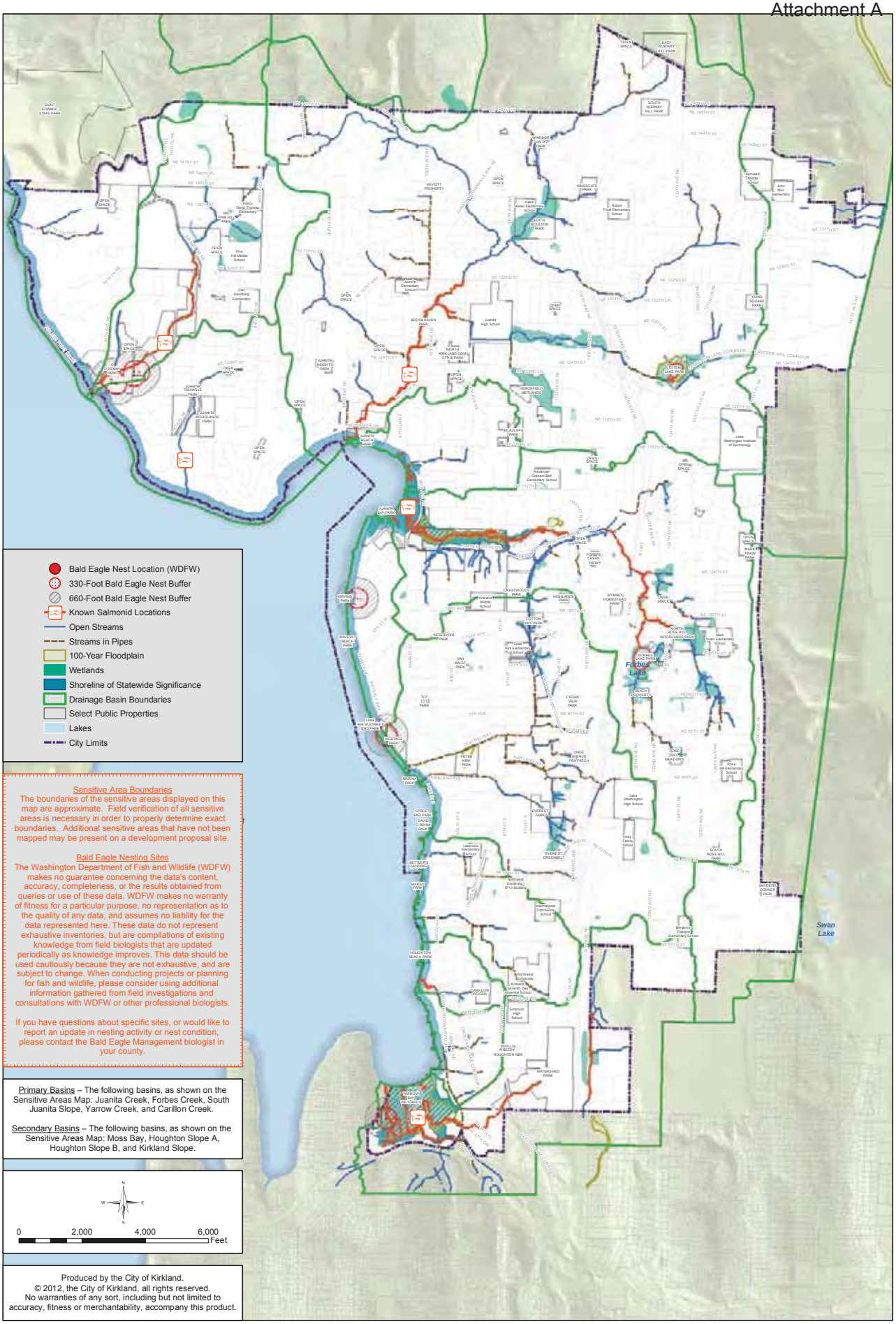


Figure NE-1: Sensitive Areas

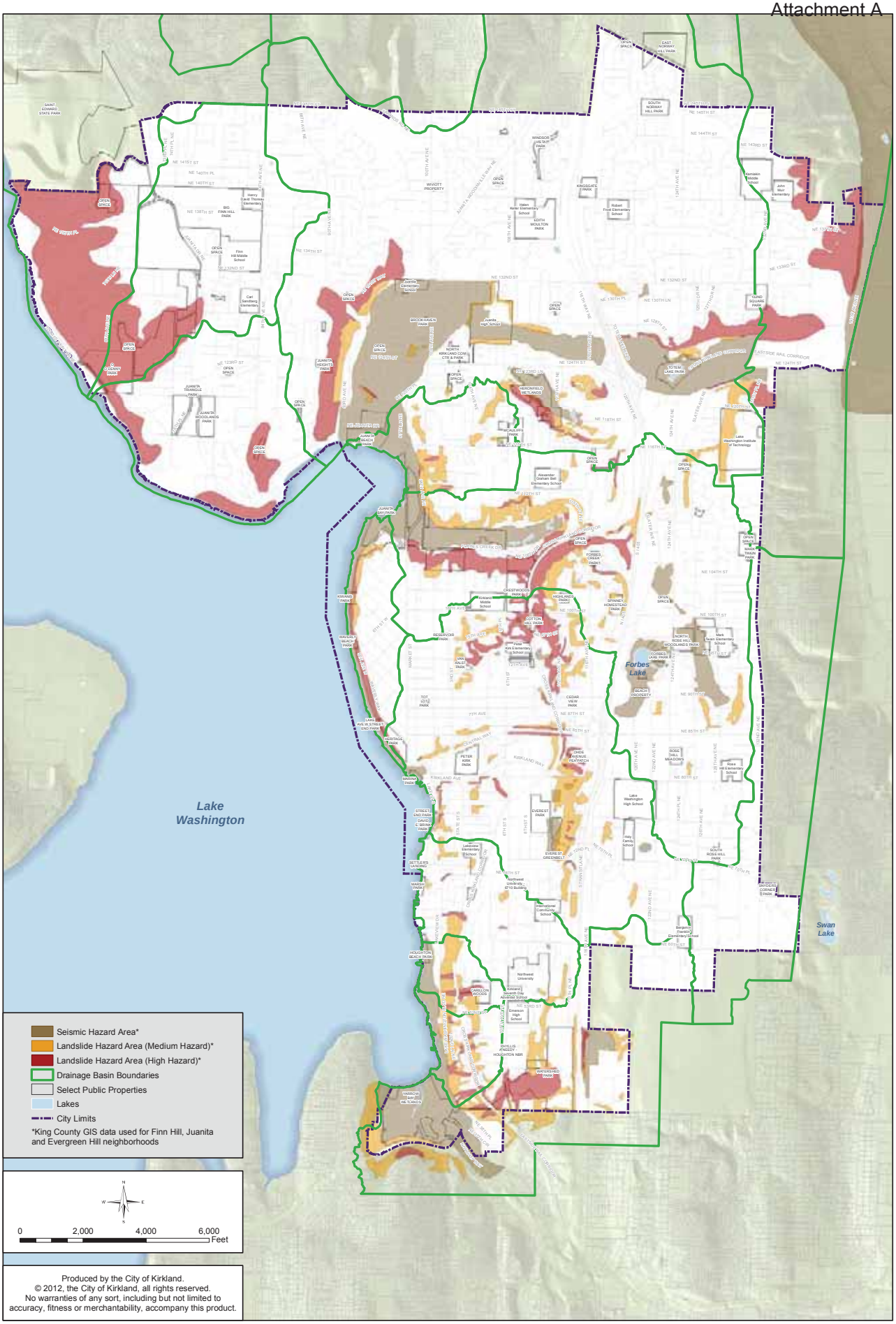


Figure NE-2: Landslide and Seismic Hazard Areas

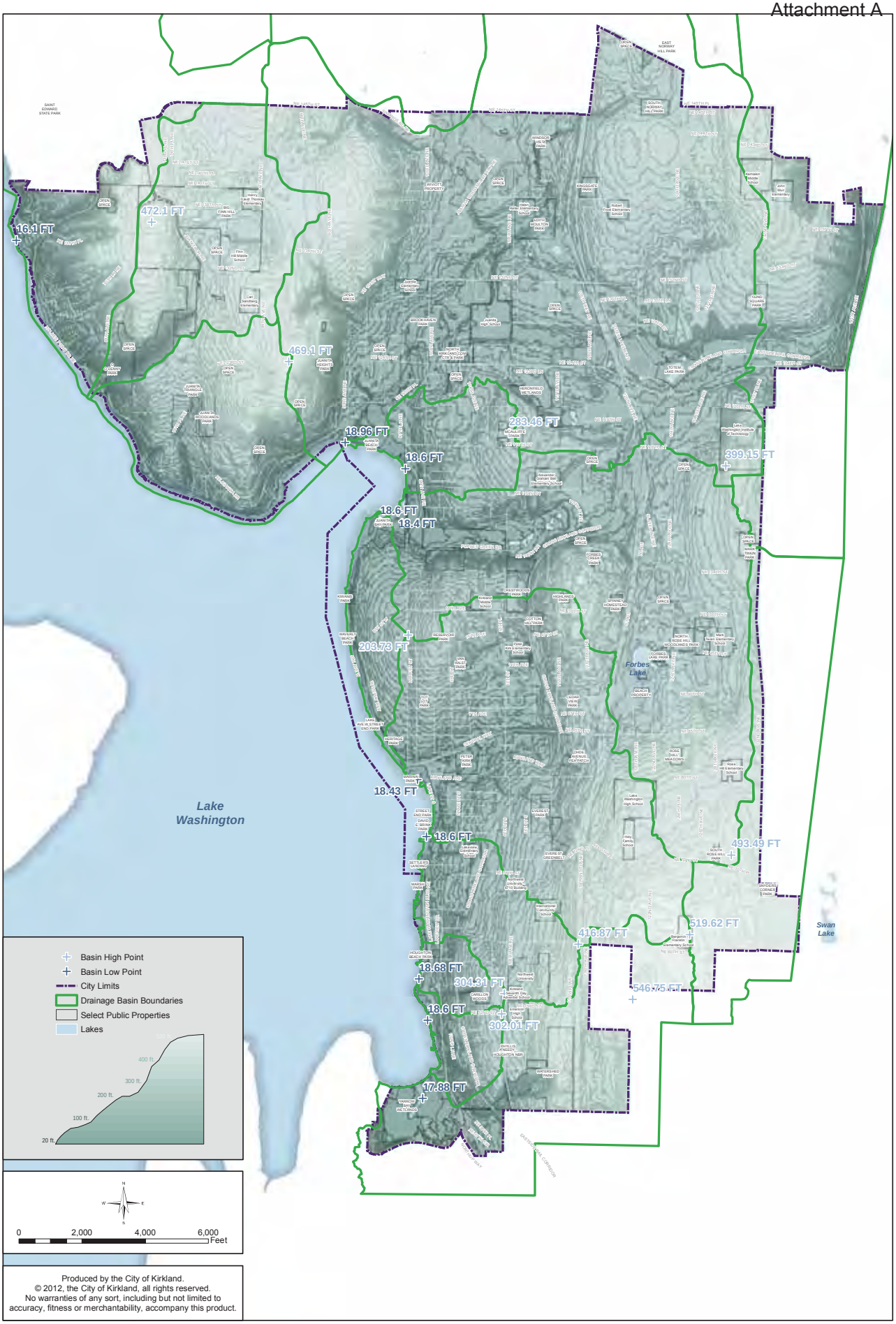


Figure NE-3: Topography

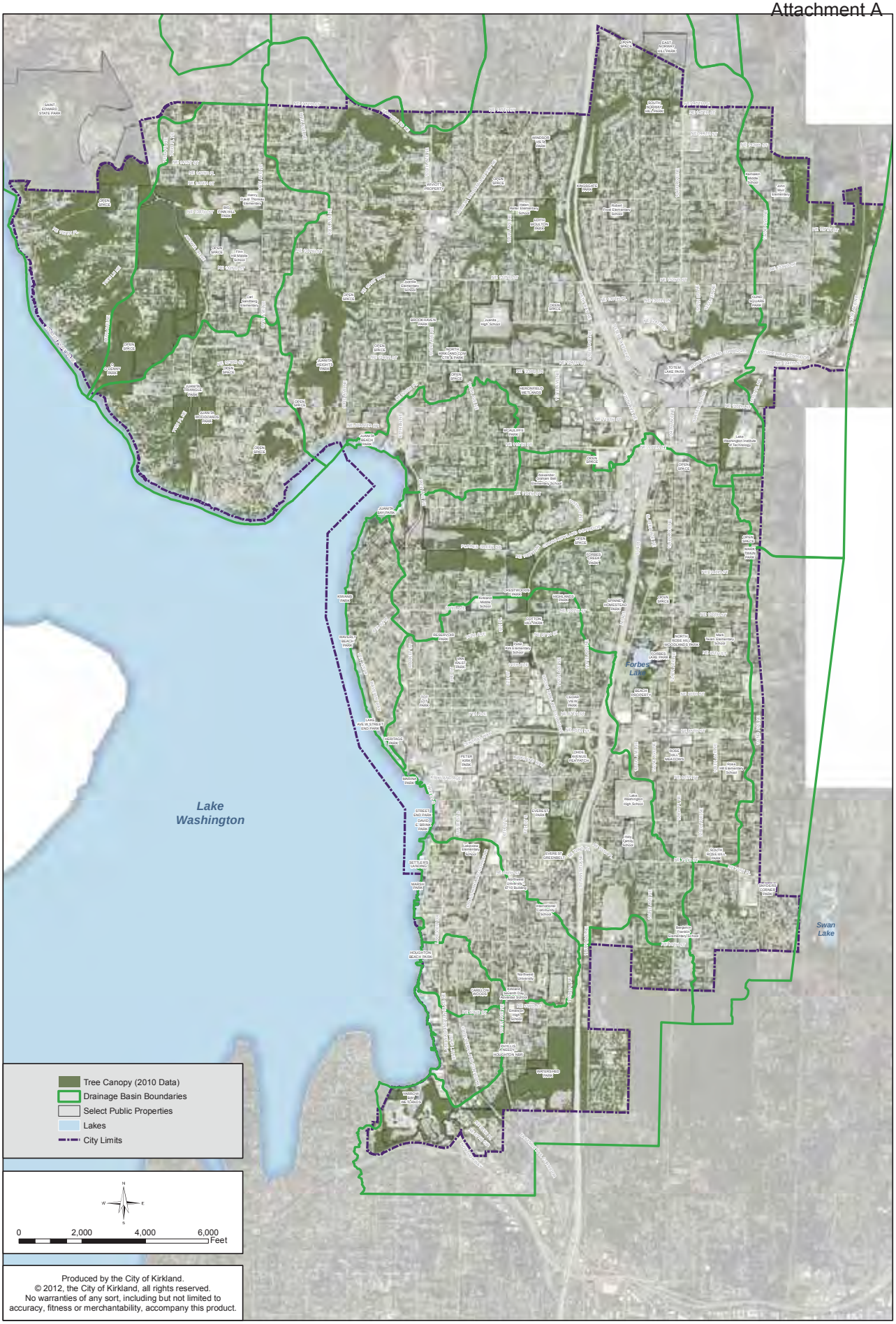


Figure NE-4: Tree Canopy

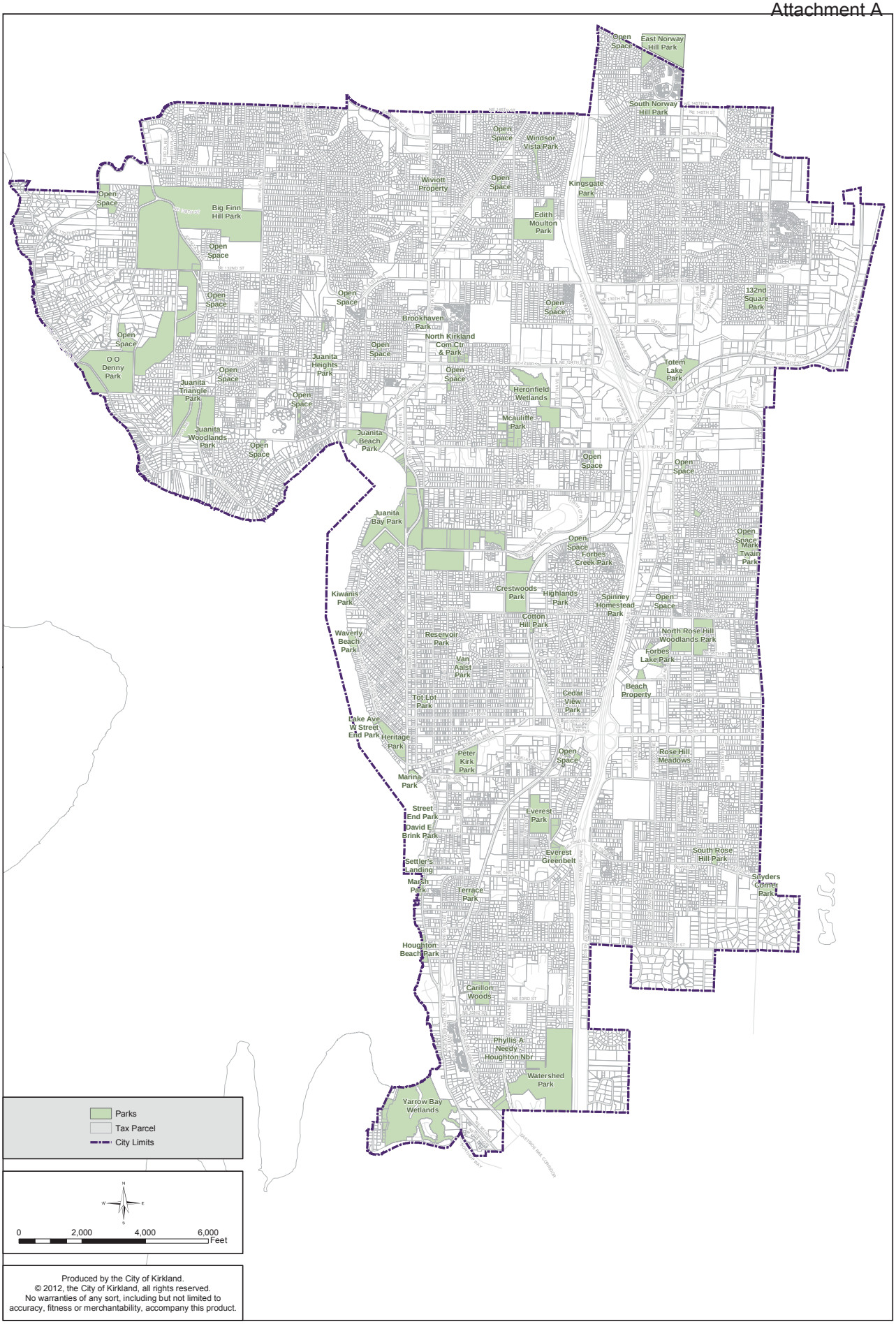


Figure PR-1: Kirkland Parks

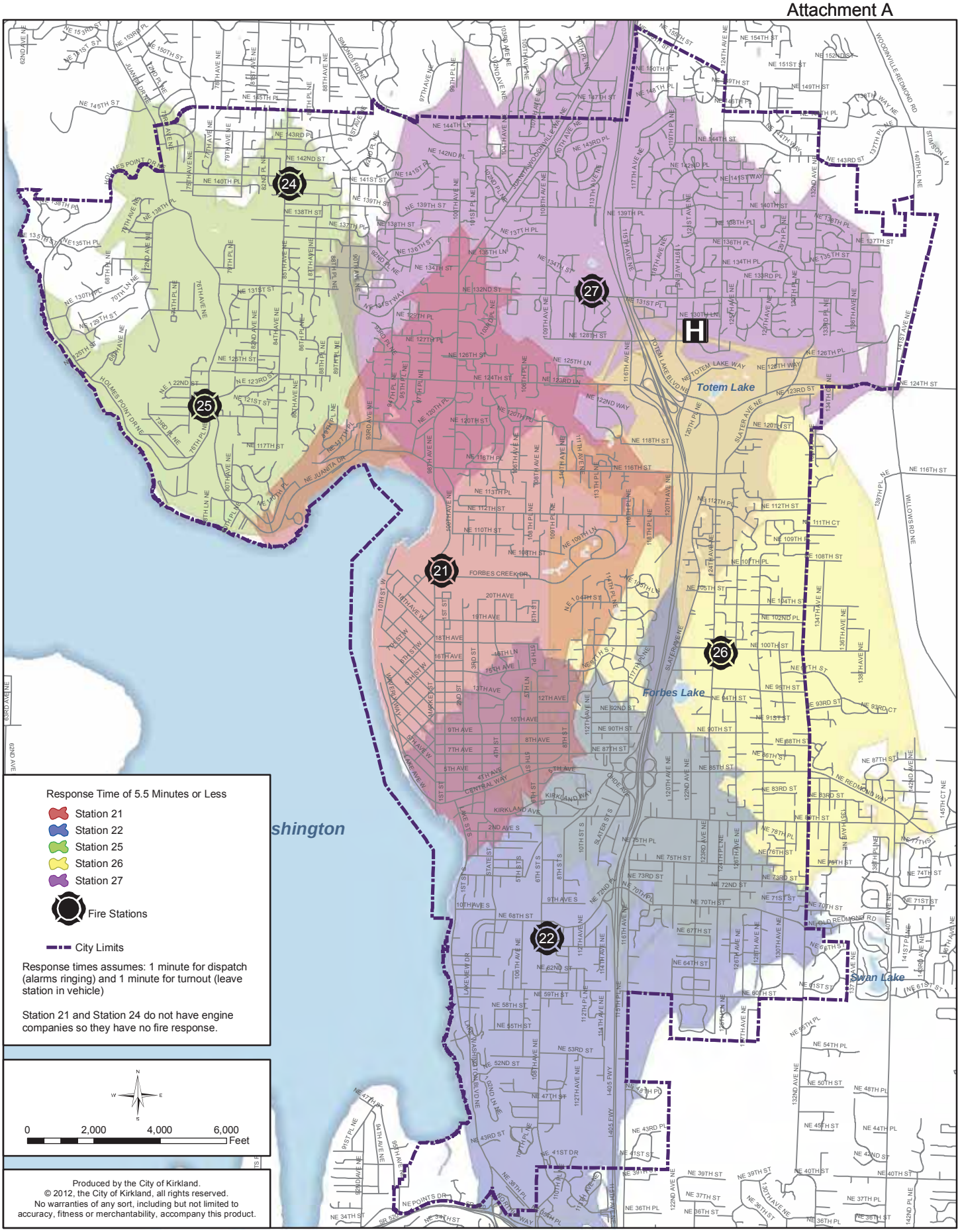


Figure PS-1: Fire Response Times within 5.5 minutes

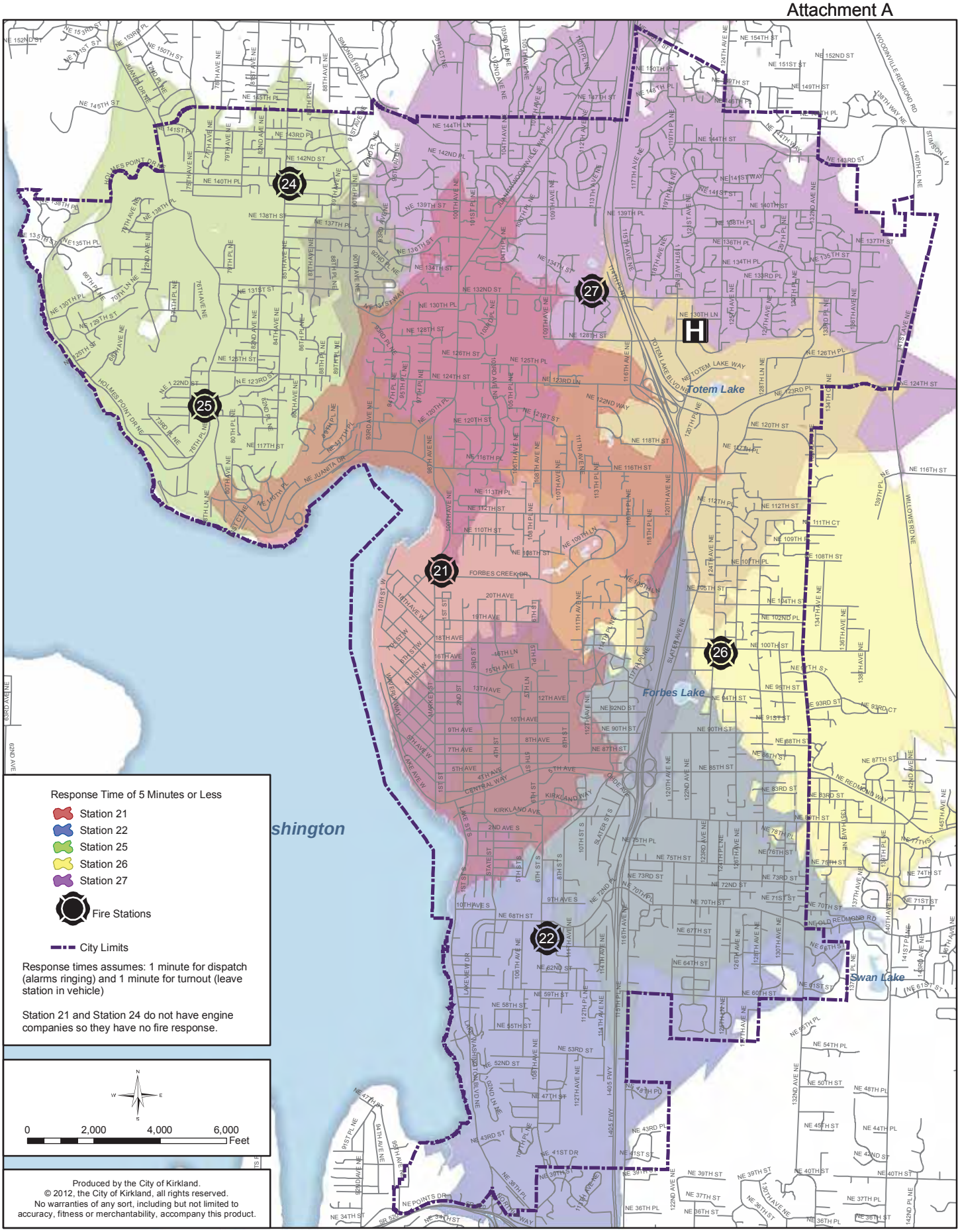


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

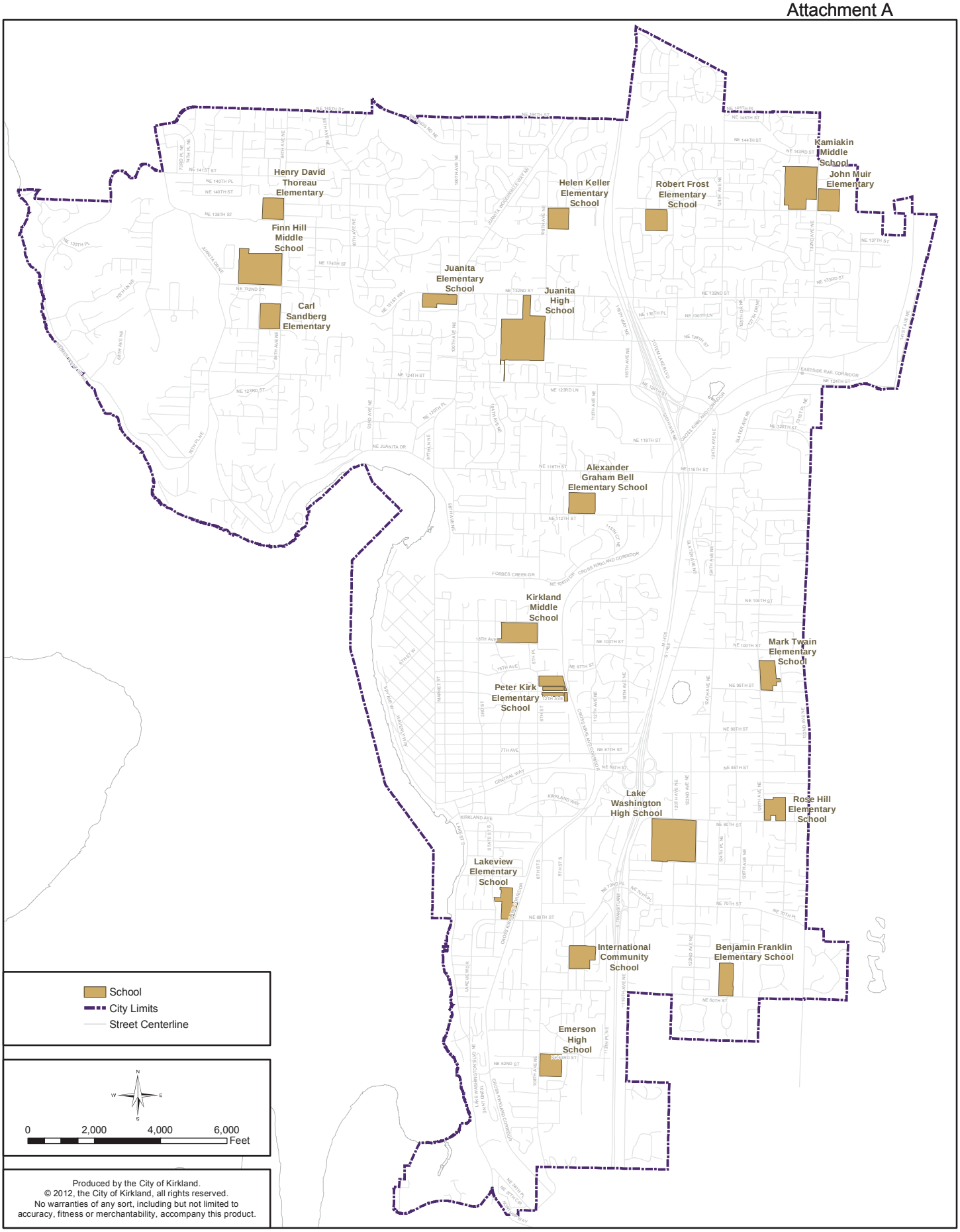


Figure PS-3: Public School Facilities

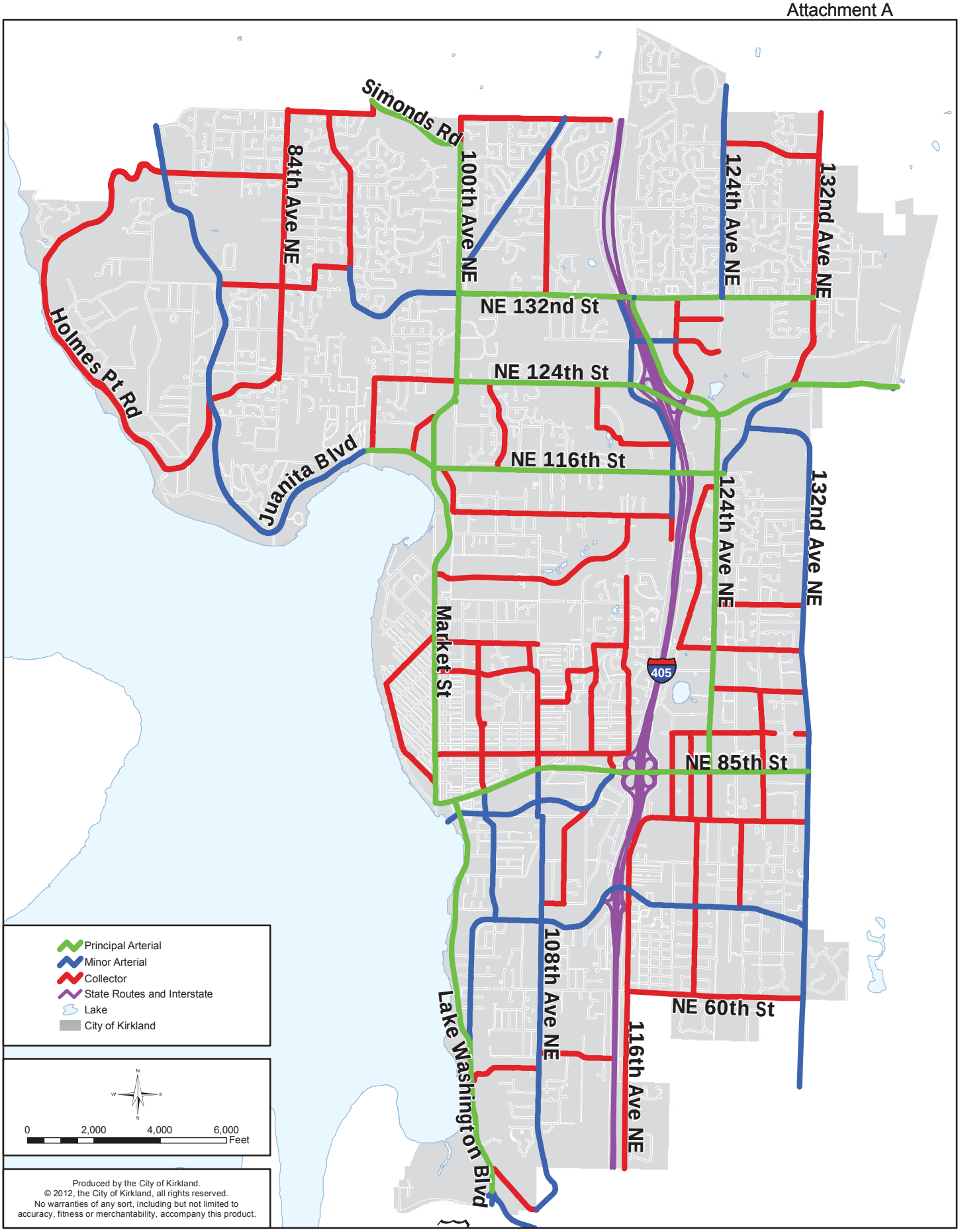


Figure T-1: Street Classifications and State Routes

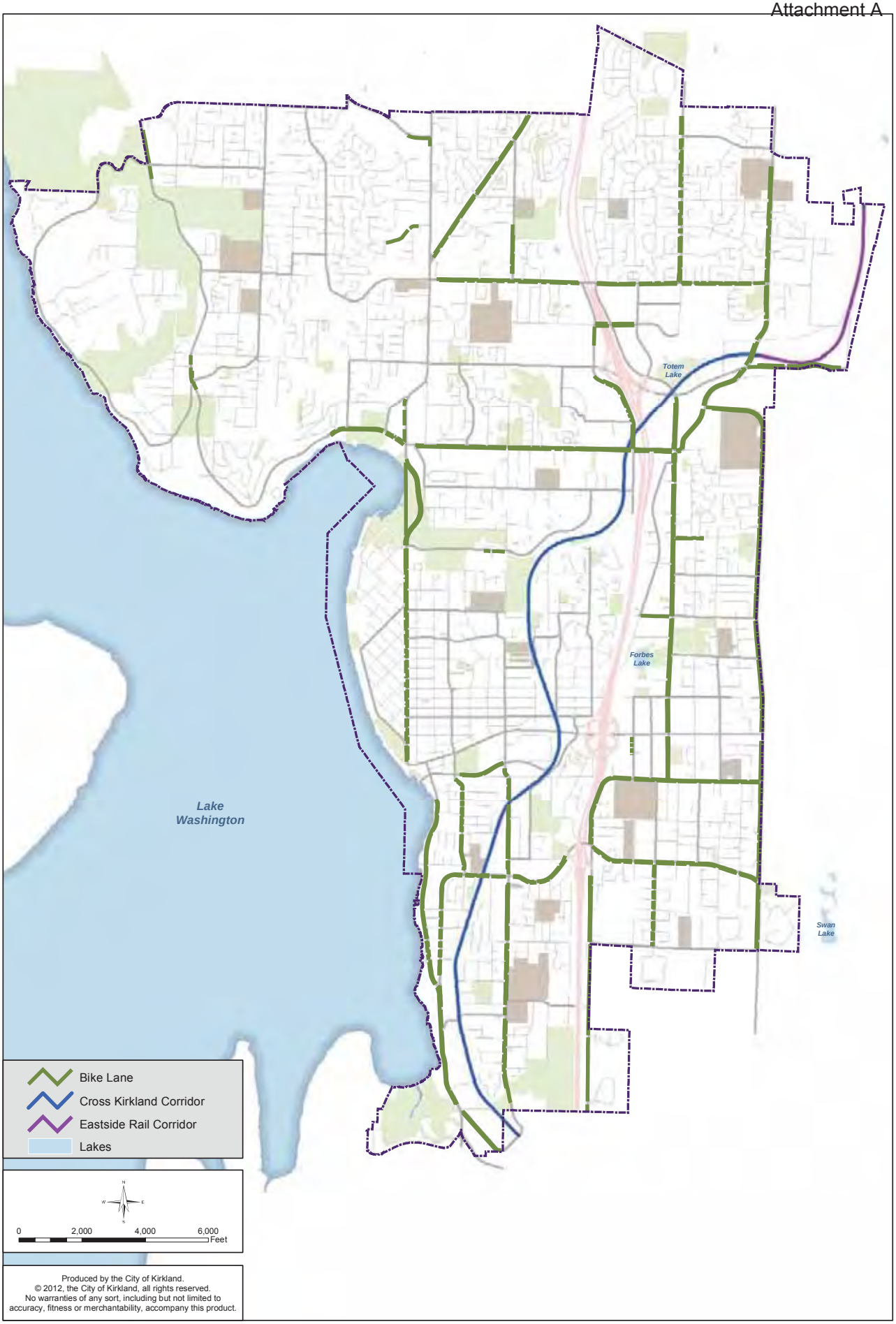


Figure T-2: Bicycle System

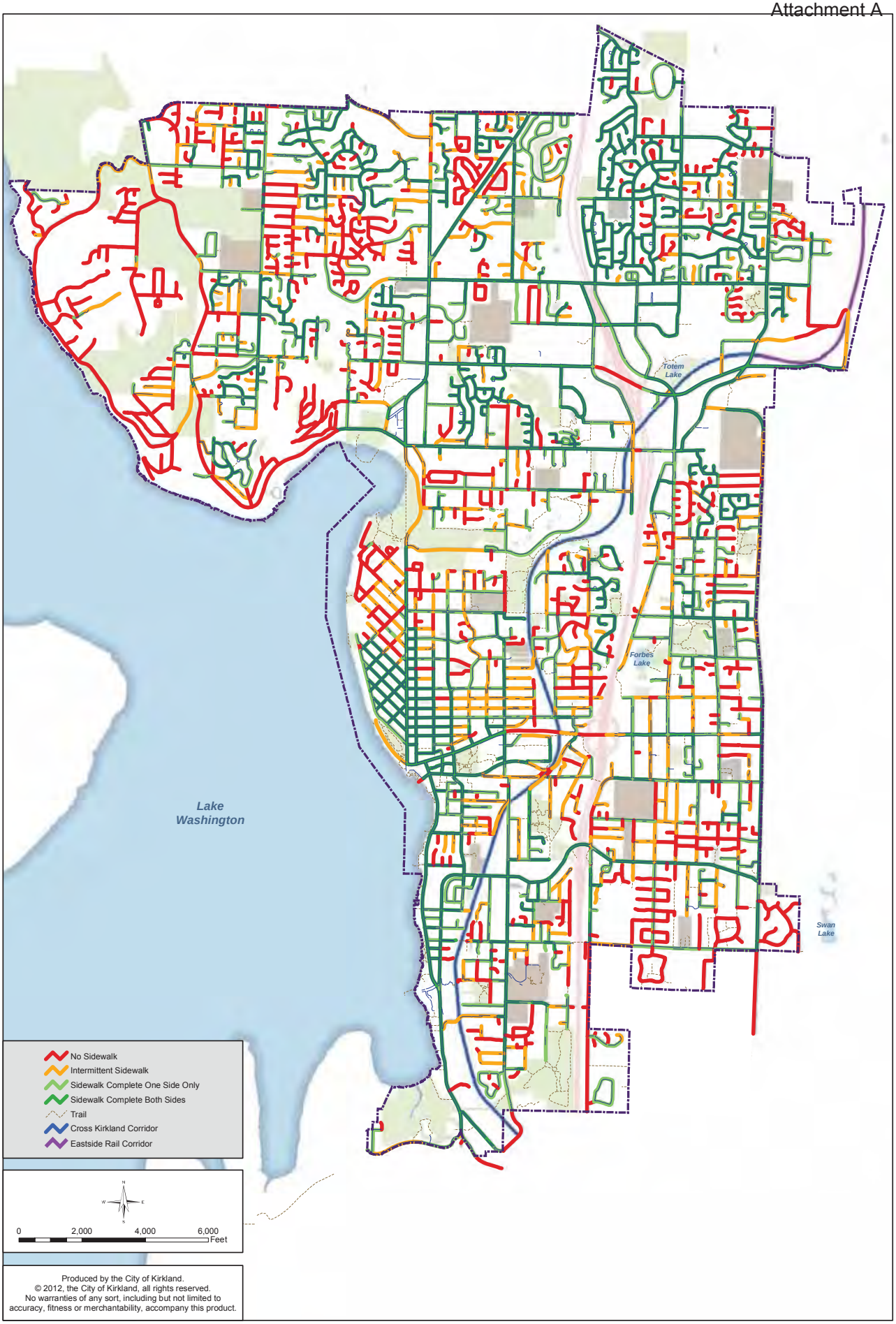


Figure T-3: Pedestrian System

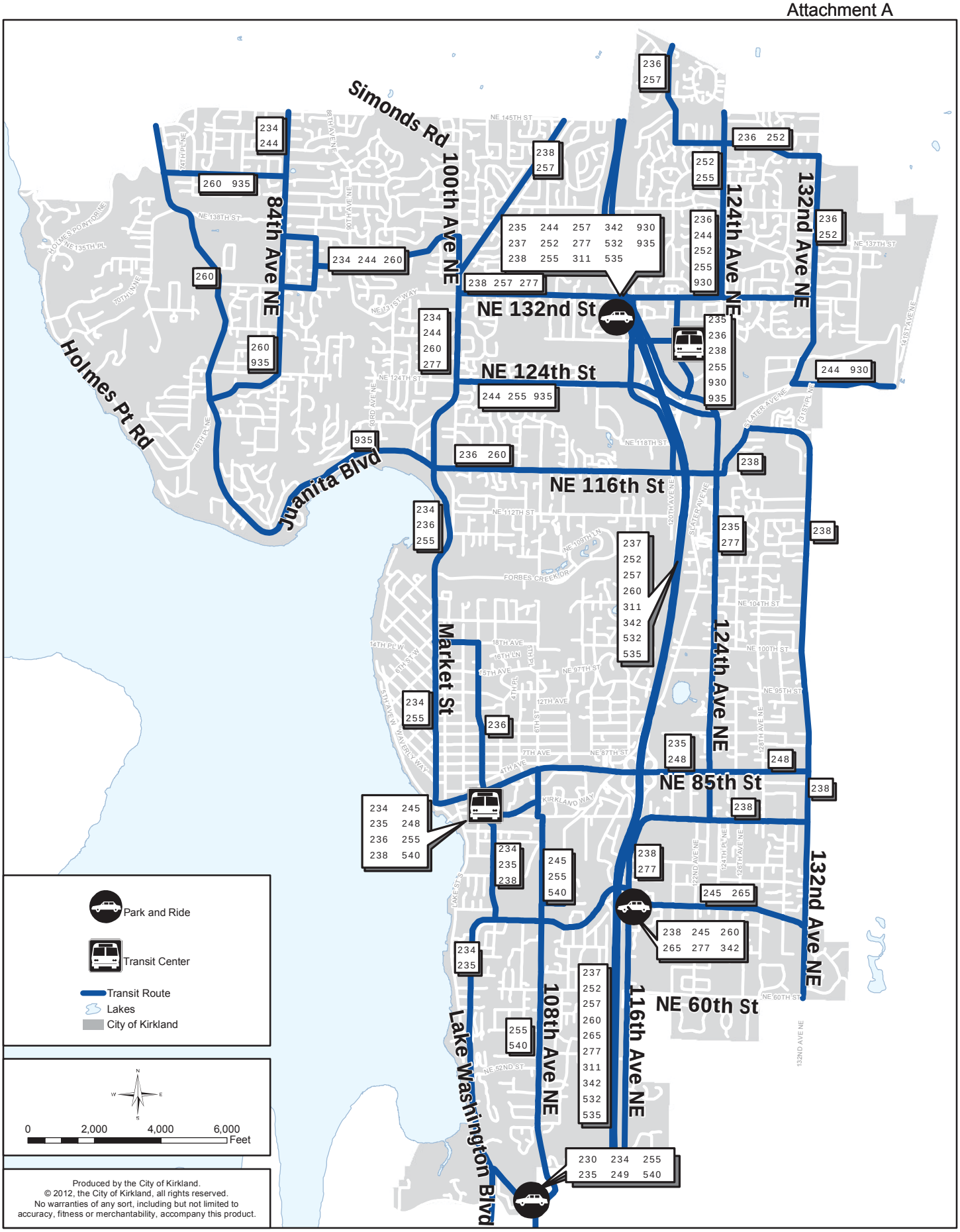


Figure T-4: Transit Service

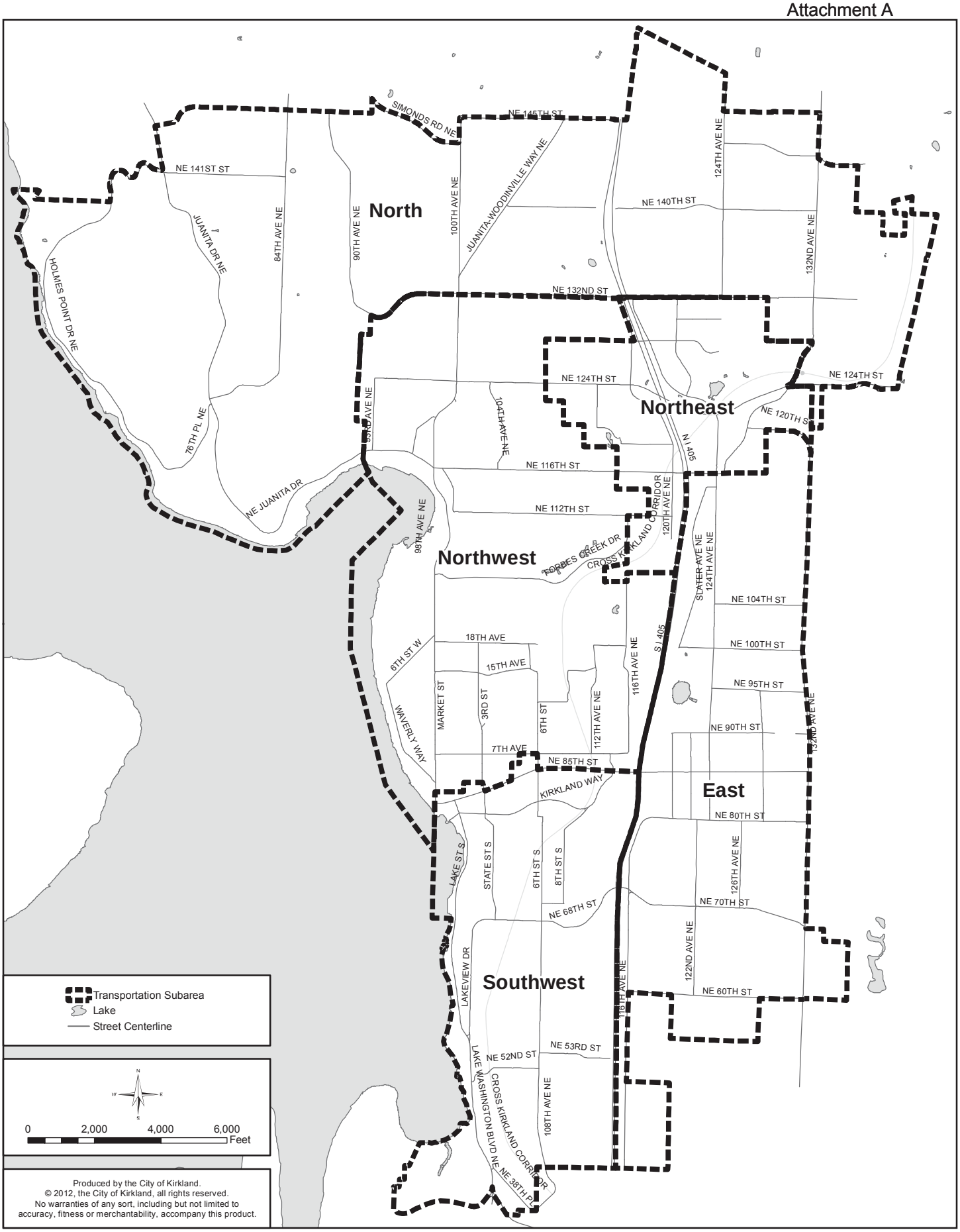


Figure T-5: Transportation Subareas

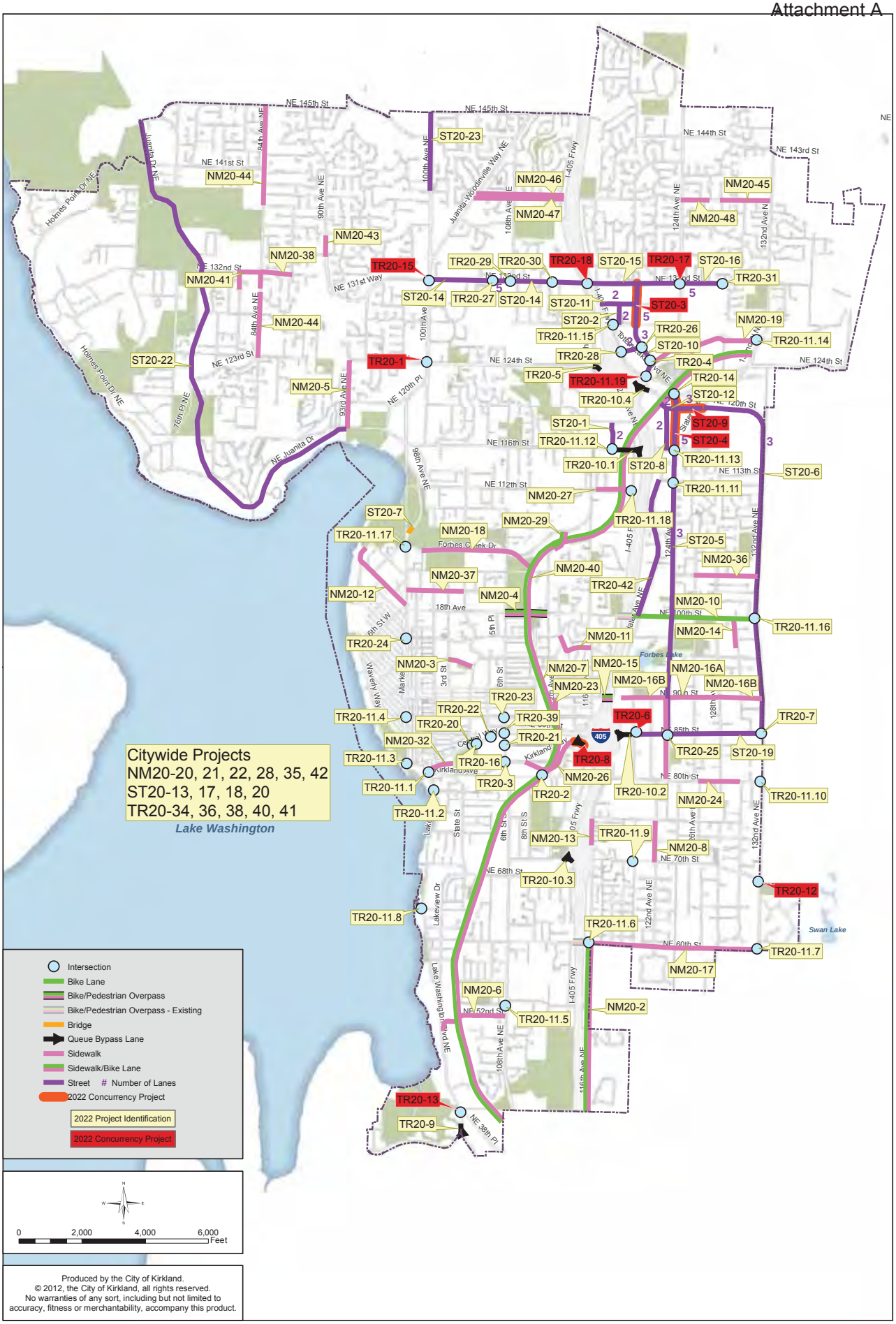


Figure T-6: Transportation Project List Funded/Unfunded

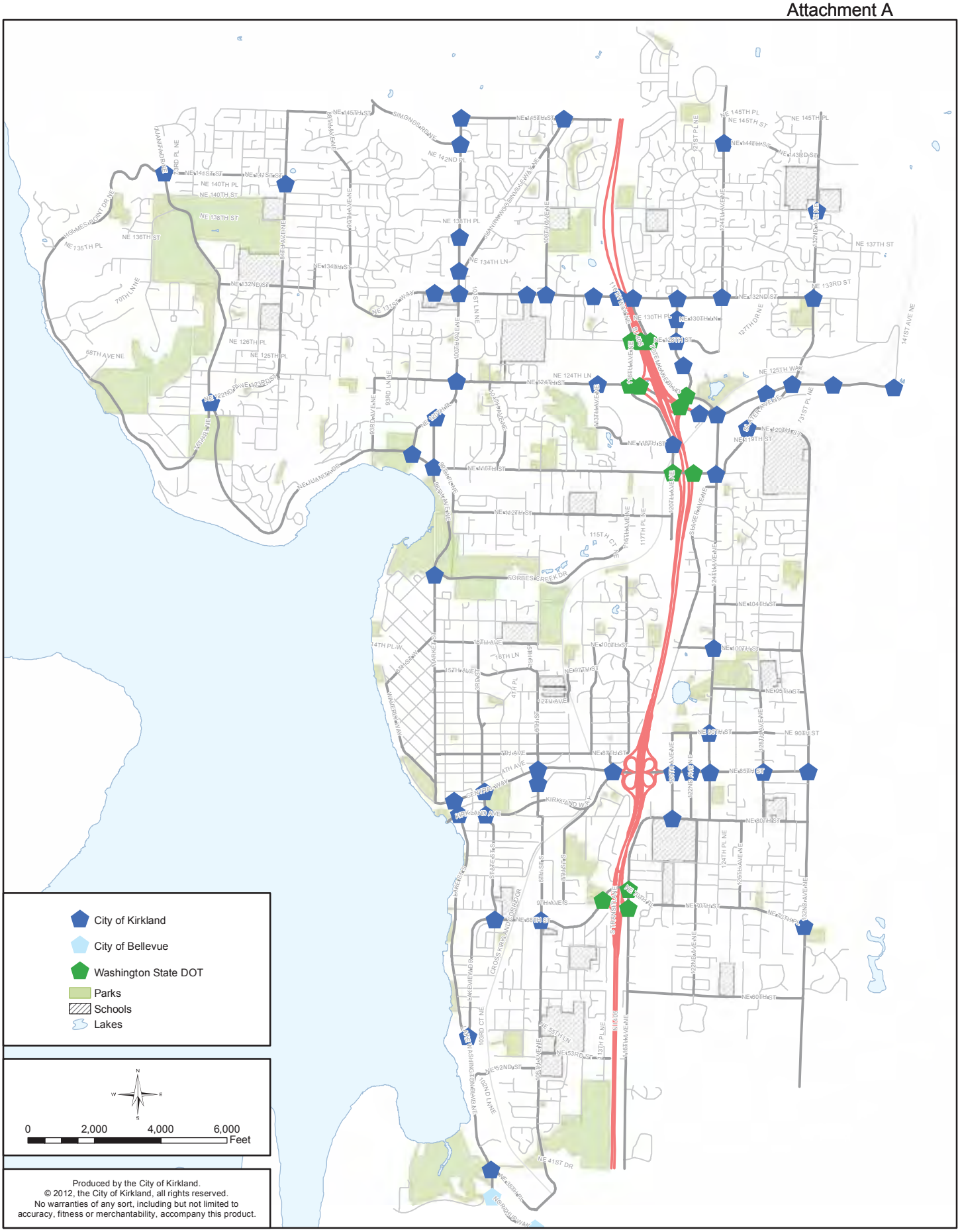


Figure T-7: Signalized Intersections

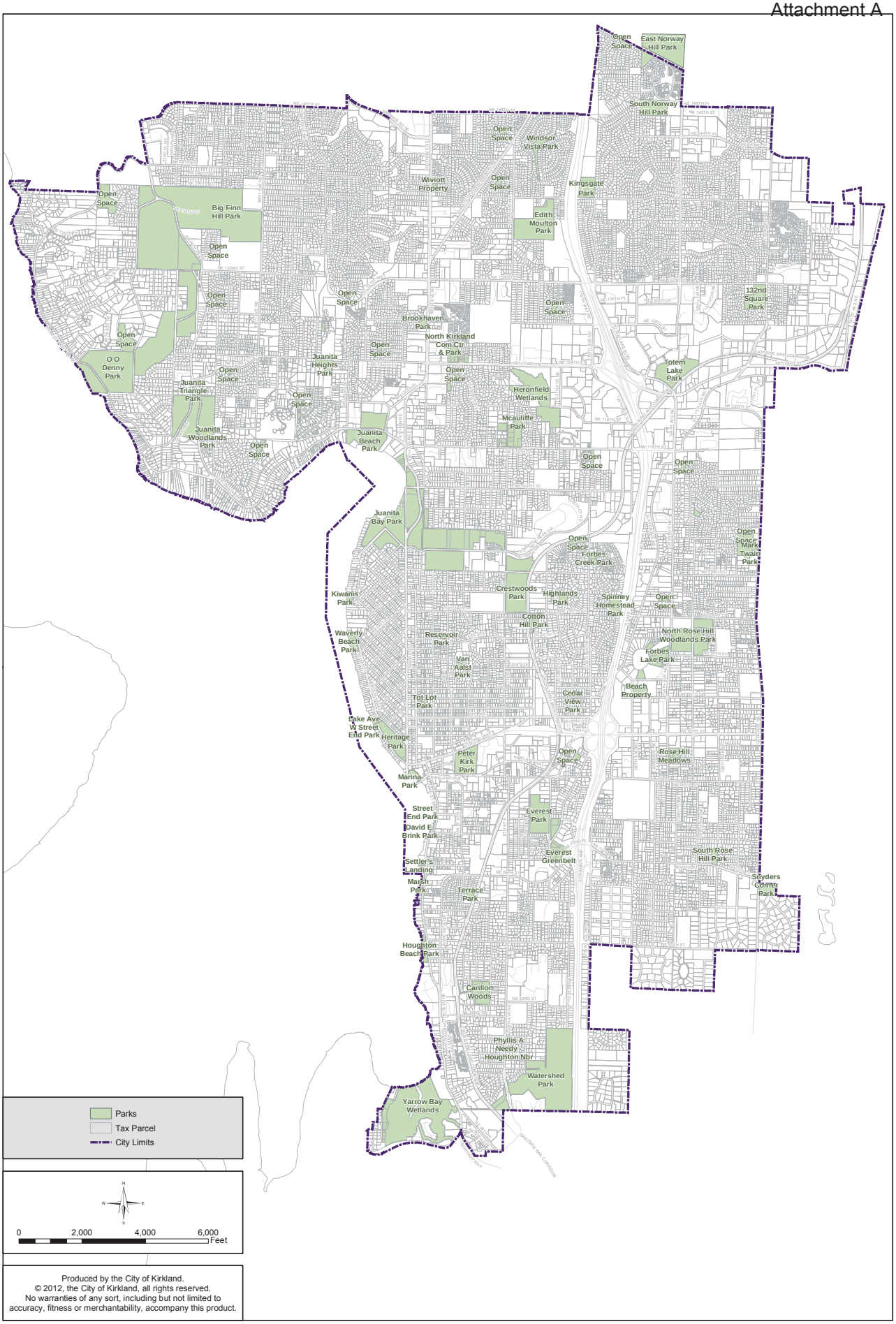


Figure PR-1: Kirkland Parks

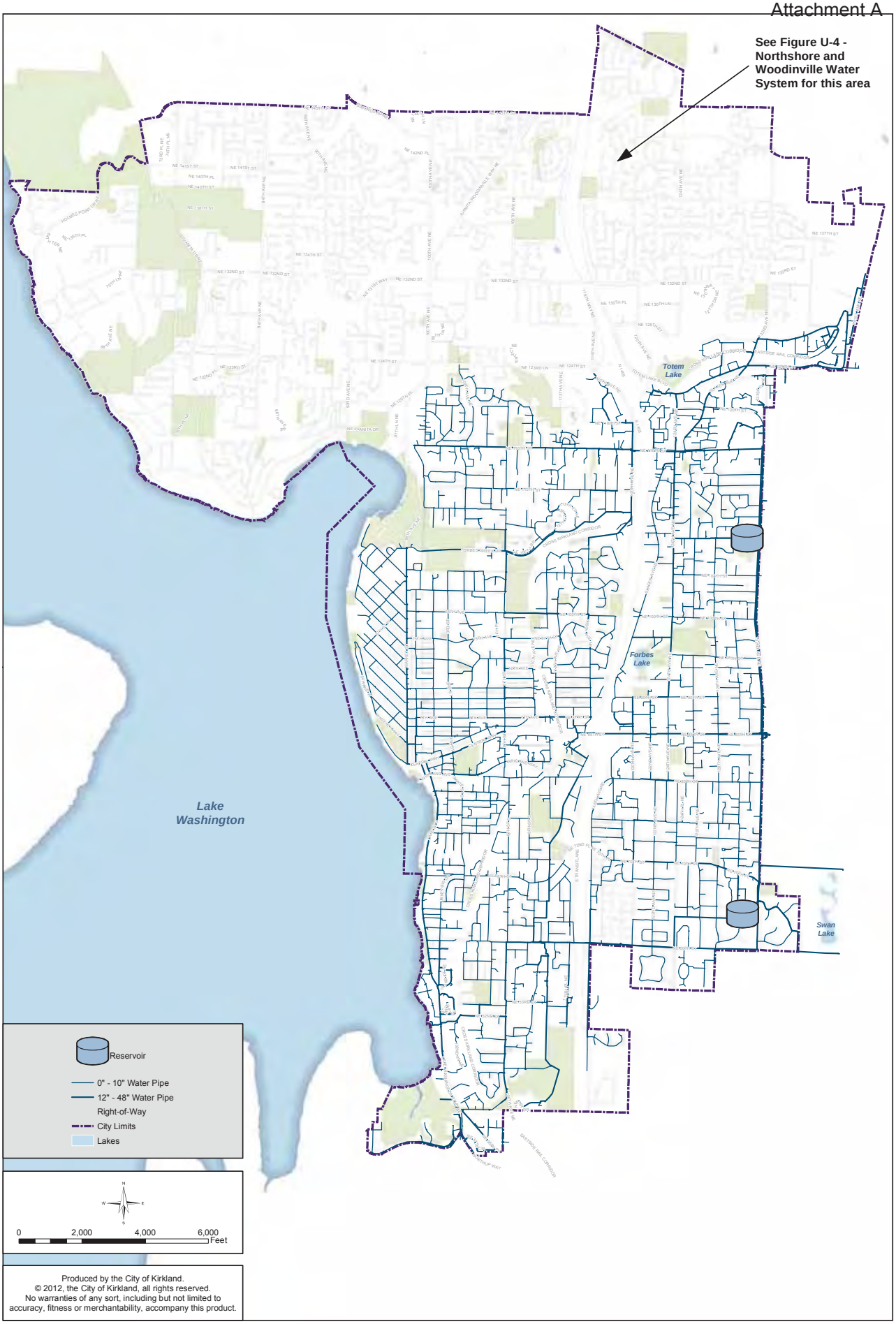


Figure U-1: Water System

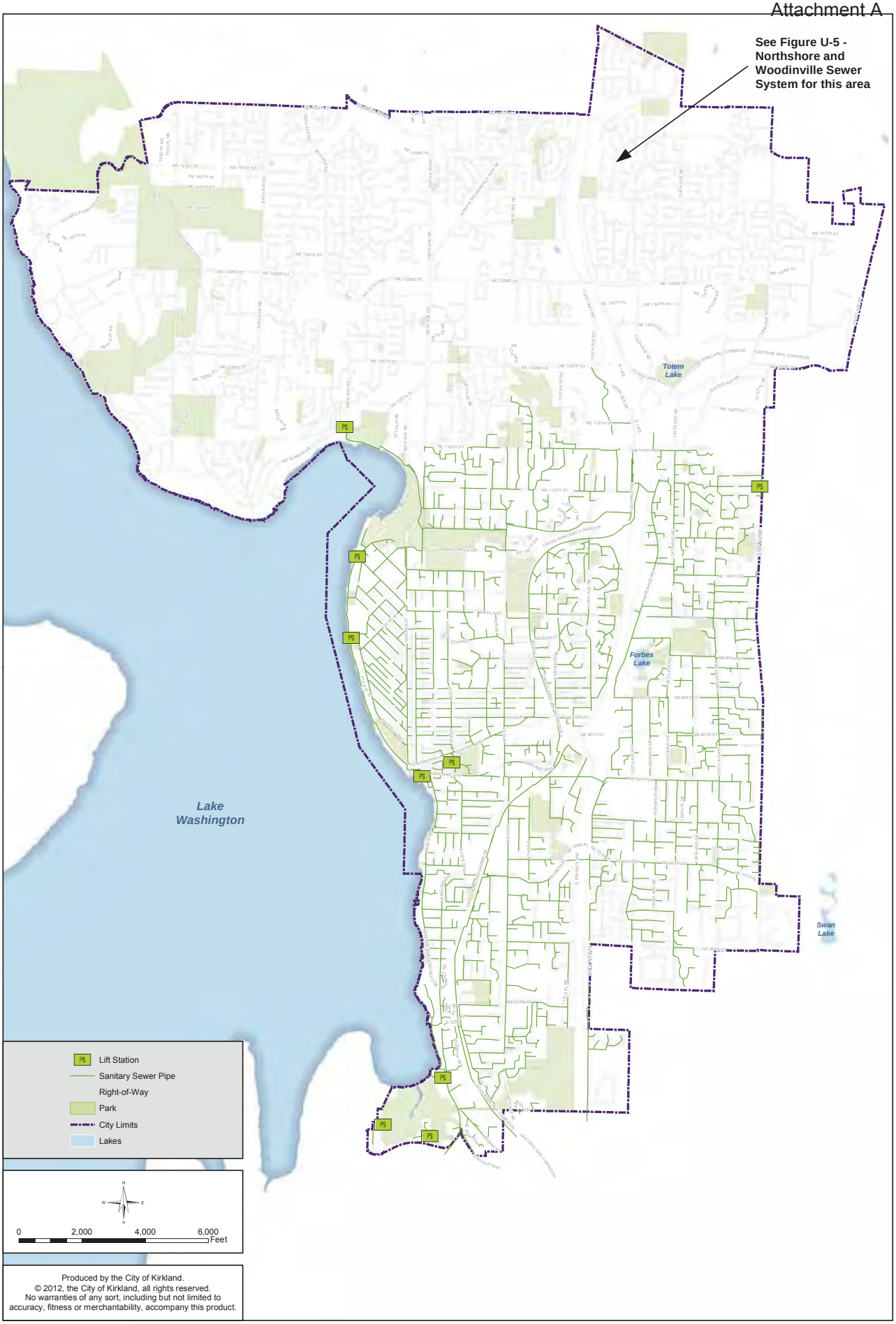


Figure U-2: Sanitary Sewer System

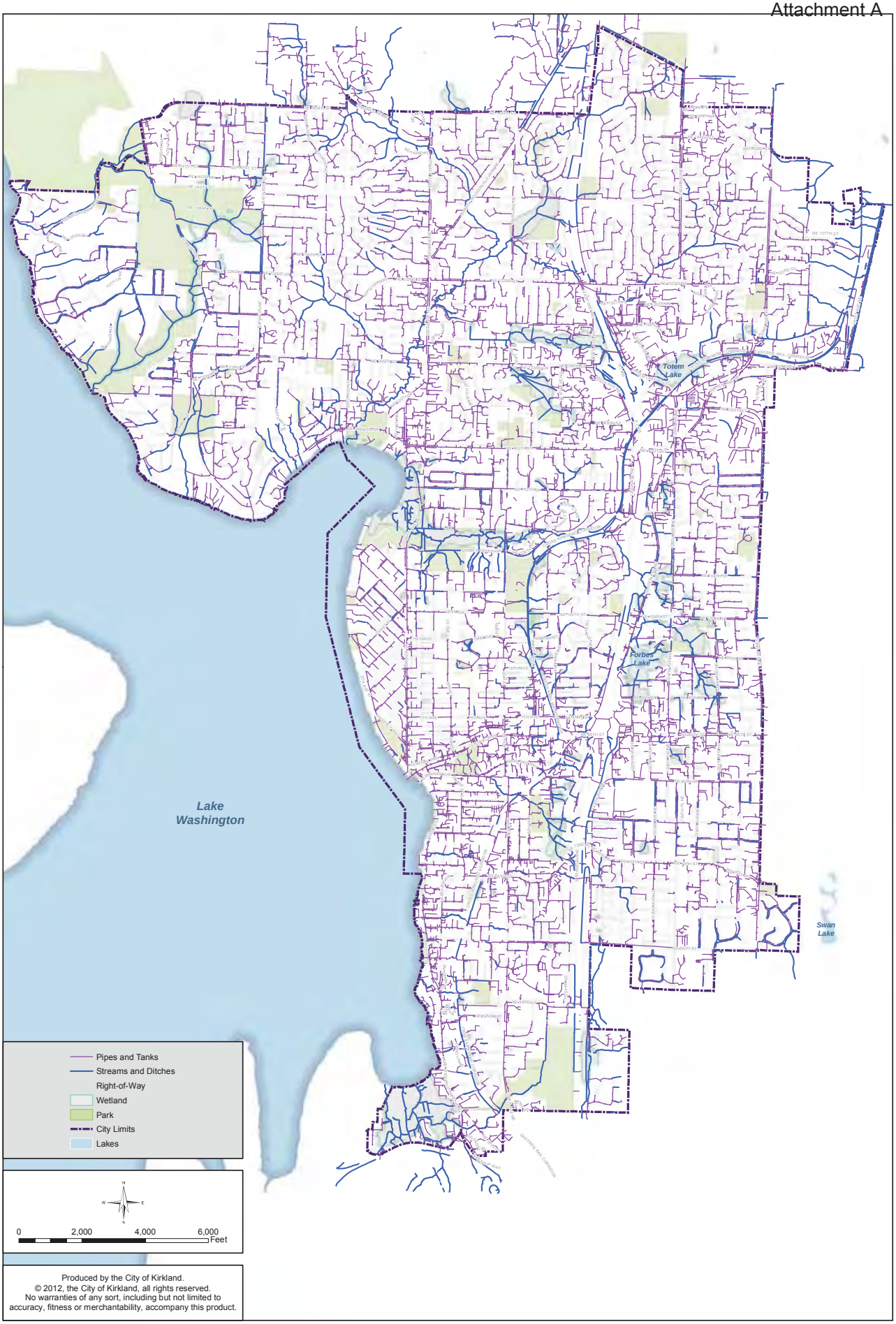


Figure U-3: Surface Water Management System

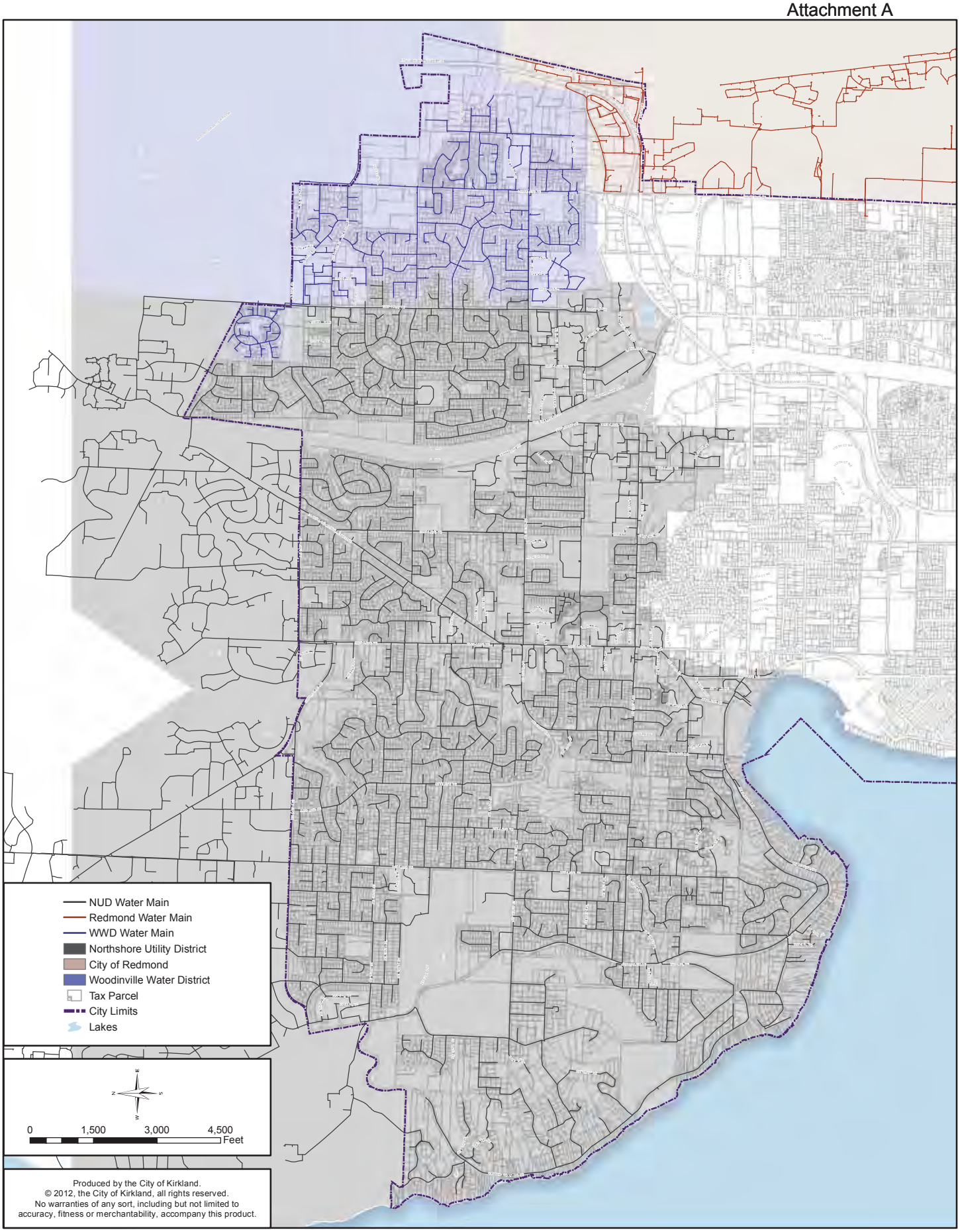


Figure U-4: Northshore and Woodinville Water Systems

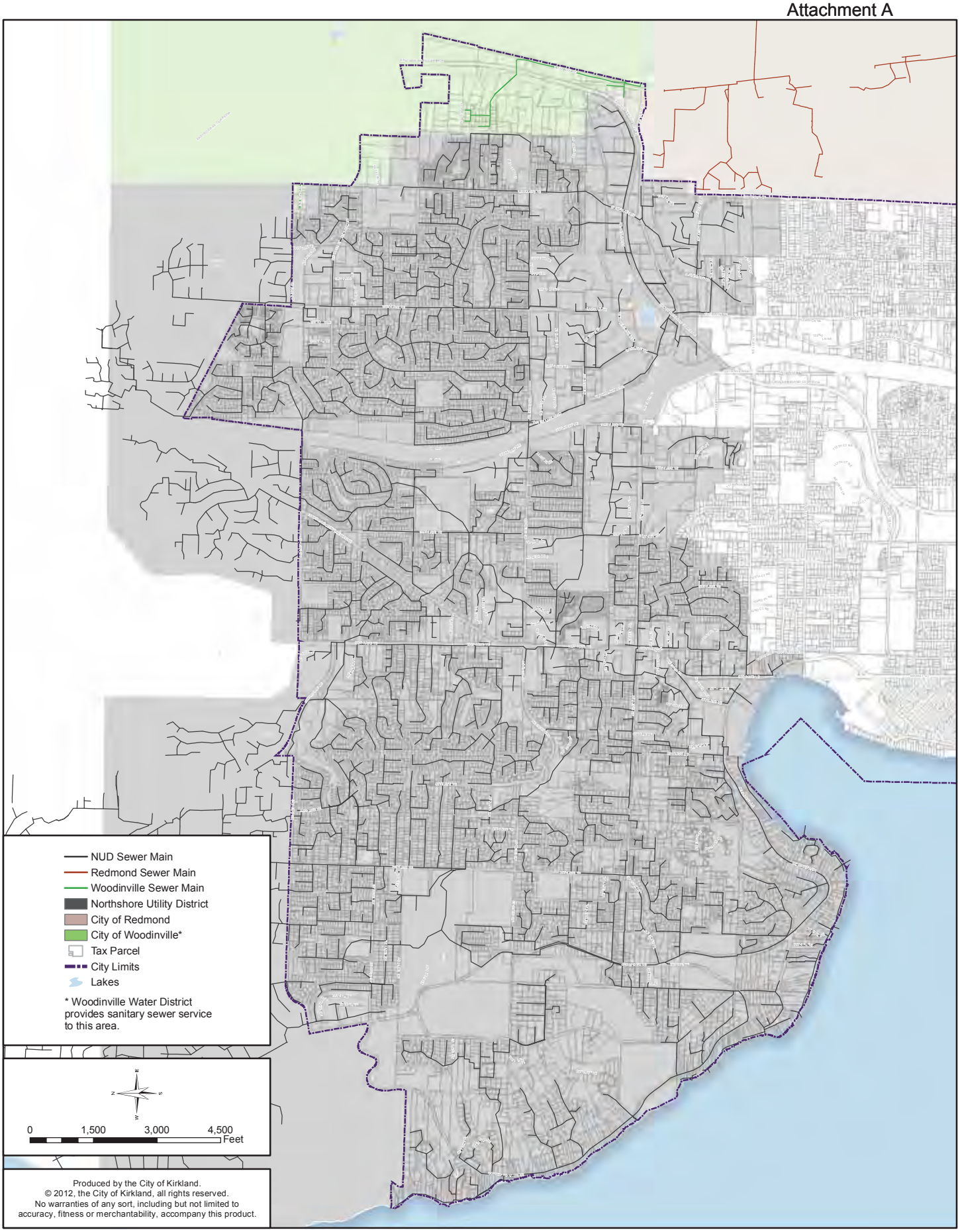


Figure U-5: Northshore and Woodinville Sewer Systems

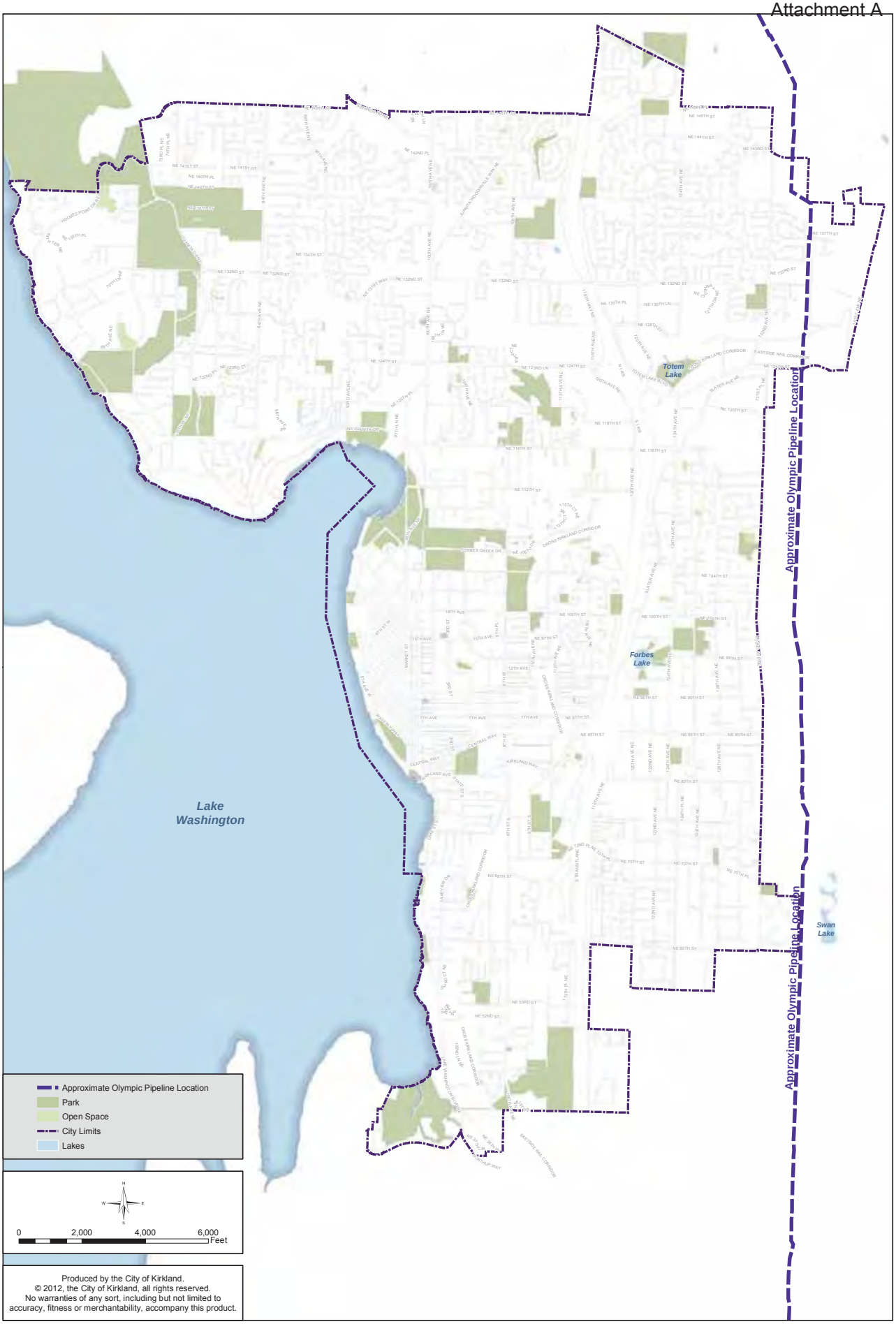


Figure U-x: Hazardous Liquid Pipelines

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (1). (a).

PUBLICATION SUMMARY
OF ORDINANCE O-4388

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON12-00001.

SECTION 1. Amends the following portions of the Comprehensive Plan:

A. CIP related amendments to the Capital Facilities and Transportation Elements Tables and Figures.
B. Amendments to Table CC1 List B in the Historic section of the Community Character Element related to the historic designation of the Carillon Woods Park.
C. Amendments to the Totem Lake Neighborhood Plan related to recent zoning amendments.
D. Water LOS related amendments to Tables CF-2 and U-1 in the Capital Facilities and Utilities Elements.
E. Amendments related to the addition of two intersections to Table T-4 Non-System Signalized Intersections in the Transportation Element.
F. New goal and policy amendments related to Hazardous Liquid Pipelines in the Utilities Element.
G. Amendments to the Implementation Strategies Element related to updating Table IS-1 Implementation Tasks.
H. Amendments to address Police emergency management functions and communications in the Public Services Element.
I. Amendments to the Parks and Open Space Element reflecting existing conditions.
J. Cross Kirkland Corridor related amendments in the Norkirk Neighborhood Plan, Totem Lake Neighborhood, and the Land Use and Transportation Elements.
K. Amendments to Figure NRH-10 Urban Design Map adding planned landscape median, in the North Rose Hill Neighborhood Plan.
L. Functional Map amendments to reflect existing conditions.

SECTION 2. Provides a severability clause for the Ordinance.

SECTION 3. Provides that the effective date of the Ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 4. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

SECTION 5. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 20__.

I certify that the foregoing is a summary of Ordinance 4388 approved by the Kirkland City Council for summary publication.

_____
City Clerk

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2).

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033
425.587.3225 - www.kirklandwa.gov

MEMORANDUM

DATE: **November 29, 2012**

TO: **Kirkland City Council**

FROM: **Mike Miller, Chair, Kirkland Planning Commission**

SUBJECT: **Recommendation to Adopt the 2012 City Initiated Comprehensive Plan Amendments (ZON12-00001 and ZON11-00042)**

Introduction

We are pleased to submit the recommended annual city initiated Comprehensive Plan Amendments for 2012 for consideration by the City Council. This effort culminates the work started with the preparation of the 2013-2018 Capital Improvement Program (CIP), necessitating updates to the Capital Facilities and Transportation Element chapters of the Plan to bring them into consistency with the biennial CIP.
During this cycle there are no new state legislation or major Kirkland policy initiatives to incorporate into the Plan. Recommended revisions include new Hazardous Liquid Pipeline policies, housekeeping amendments, updates to functional maps, and various other minor changes. All amendments are included as attachments to Ordinance 4388.

All of the Comprehensive Plan amendments within the jurisdiction of the Houghton Community Council were reviewed and recommended for approval by the Community Council.

The Planning Commission and HCC held a joint public hearing on November 8.

Issues

The PC concurs with staff to recommend postponing consideration of the request by the Evergreen Hill Neighborhood Association to change the name of the Kingsgate Neighborhood. We agree that more public outreach to businesses and residents is needed to increase awareness of this proposal, and that during the major Plan update commencing in 2013, appropriate attention can be focused on this request. The neighborhood association has agreed to this approach.

The recommended amendments include new Hazardous Liquid Pipeline policies, which support recently adopted zoning regulations addressing land use development close to the Olympic Pipeline corridor. We directed staff to strike specific dimensions from the

proposed text and instead retain this level of specificity in the zoning regulations, which implement the Plan. The ordinance reflects our request.

The revisions to the CFP reflect the voter approved park and road levies. A number of projects are in the Juanita, Finn Hill and Kingsgate neighborhoods. Last year we identified our desire to target these neighborhoods for capital improvement projects and are pleased that the levies included funding for projects in the annexation areas as well as the rest of the City. The Capital Facilities Element, as mandated by GMA, supports the land use plan with funded projects to meet our adopted levels of service.

Regarding the Commercial Code and Plan amendments, the Houghton Community Council supported the Planning Commission's prior recommendation to remove of the Residential Market designation from the Super 24 site within the Lakeview Neighborhood. The Planning Commission and Houghton Community Council reviewed the edits to the definition of Residential Market and the proposed revisions by City Council to the Planning Commission recommendation. The Commission and HCC supported the revised definition with one additional minor change - to remove the term "residential" in reference to the scale and design. The intent is to clarify that a mixed use project does not need to look like a residence in order to integrate into the scale and design of the surrounding residential area. The Houghton Community Council also supported the proposed clarification of Policy LU-5.9 addressing other markets in residential areas. The recommended amendments are included in the text of Ordinance 4389 for the City Council's final review.

The Planning Commission and Houghton Community Council unanimously recommend adoption of the 2012 Comprehensive Plan amendments.

Background

Policy Highlights – City Initiated Amendments

Each year the City reviews and makes changes to its Comprehensive Plan for any needed changes pursuant to the Growth Management Act or other city-initiated amendments as appropriate. Highlights of this cycle include:

- Amendments to the Transportation and Capital Facilities Elements of the Plan, primarily to incorporate the 2013 - 2018 Capital Improvement Program (CIP) into the Capital Facilities Plan (CFP). Pursuant to the GMA, the CIP and CFP/Transportation Element must be consistent. Both the CIP and CFP are scheduled to be adopted on December 11 by the City Council.

- Follow-up text and map amendments to the Utility Element to incorporate Hazardous Liquid Pipeline goals and policies. They address the Olympic Pipeline which runs through the recently annexed Kingsgate and Totem Lake neighborhoods and abuts the eastern boundary of the Bridle Trails neighborhood. New Chapter 118 Zoning Regulations were adopted by Kirkland City Council in August 2012.

- Functional map amendments to reflect updated conditions on the ground, such as incorporating the boundary line adjustment between Bothell and Kirkland, and the Cross Kirkland Corridor.

Links to staff memorandums, draft minutes, and audio recordings for all PC and HCC meetings associated with the city initiated amendments, are provided below (all memorandums were the same for both advisory bodies):

November 8, 2012 joint Planning Commission/Houghton Community Council public hearing three part memo, minutes, and audio

September 27, 2012 Planning Commission study memo, minutes, and audio.

September 24, 2012 Houghton Community Council study memo, minutes, and audio

SEPA

City Initiated Amendments
The State Environmental Policy Act (SEPA) Determination of Nonsignificance may be viewed by following this link to the November 8 joint public hearing memorandum Part 3, Attachment 20.

Public Process & Participation

Notice of the public hearing was provided to the Seattle Times, the Neighborhood Associations and Kirkland Alliance of Neighborhoods. In addition, notices were sent to the Kirkland Chamber of Commerce, and the Olympic British Petroleum Pipe Line Company.

The Planning Commission and Houghton Community Council held one study session each to review the 2012 city initiated amendments leading up to the November 8 joint public hearing.

At the joint hearing, no one spoke or submitted comments.

cc: ZON12-00001
ZON11-00042
Planning Commission
Houghton Community Council
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce
Mail List

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2). (a).

ORDINANCE O-4389

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON11-00042.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481, as amended, as set forth in the report and recommendation of the Planning Commission dated July 26, 2012, and bearing Kirkland Department of Planning and Community Development File No. ZON11-00042; and

WHEREAS, prior to making the recommendation the Planning Commission, following notice as required by RCW 35A.63.070, held on June 28, 2012, a public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, for those amendments subject to the disapproval jurisdiction of the Houghton Community Council, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council dated November 29, 2012, and bearing Kirkland Department of Planning and Community Development File No. ZON12-00001; and

WHEREAS, prior to making the recommendation the Planning Commission and Houghton Community Council, following notice as required by RCW 35A.63.070, held on November 8, 2012, a joint public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600 and WAC 197-11-625; and

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

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

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

Section 1. Comprehensive Plan Text, Figures and Tables amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended as set forth in Attachment A attached to this Ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 3. To the extent that the subject matter of this Ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the Ordinance shall not become effective within the Houghton community until approval of the Houghton Community Council, or upon failure of said Community Council to disapprove this Ordinance within 60 days of its passage.

Section 4. Except as provided in Section 3, this Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Section 1.08.017, Kirkland Municipal Code in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Section 5. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

SIGNED IN AUTHENTICATION THEREOF this _____ day of _____, 2012.

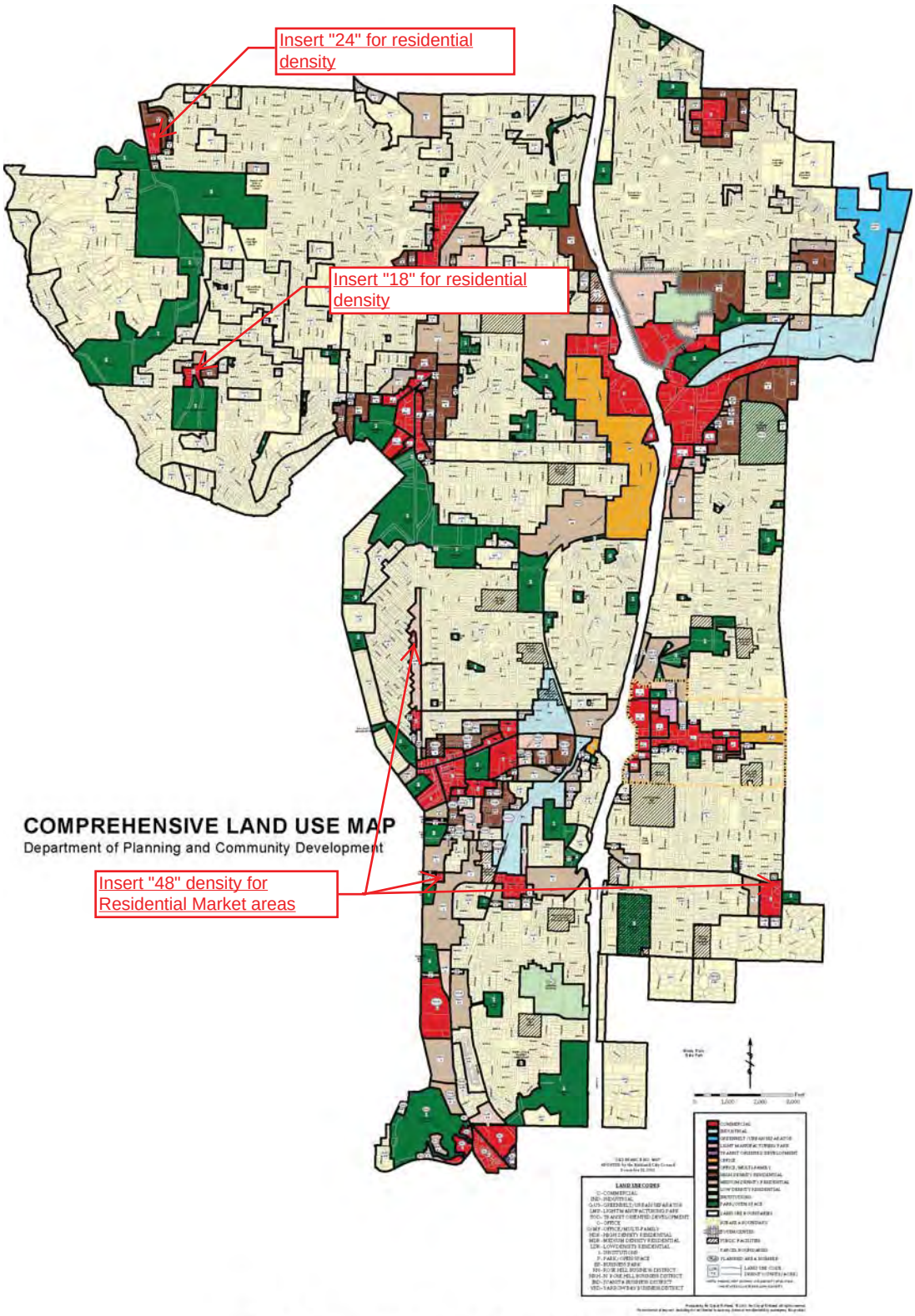
_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney



LU-1 Comprehensive Land Use Map

Table LU-3 below provides a range of residential densities described in the Comprehensive Plan with comparable zoning classifications.

Table LU-3
Residential Densities and Comparable Zones

General Residential Densities	Residential Densities as Specified in Comprehensive Plan in Units per Net Acres (d/a)	Comparable Zoning Classification
GREENBELT/URBAN SEPARATOR	Up to 1 d/a	RSA – 1
LOW DENSITY	Up to 1 d/a	RS – 35,000, RSX – 35,000
	Up to 3 d/a	RS – 12,500, RSX – 12,500
	4 – 5 d/a	RS – 8,500, RSX – 8,500, RS – 7,200, RSX – 7,200, RSA – 4
	6 d/a	RS – 7,200, RSX – 7,200, RSA – 6
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, RSX – 5,000, RSA – 8
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, RMA – 5,000
	10 – 14 d/a	RM – 3,600, RMA – 3,600
HIGH DENSITY	15 – 18 d/a	RM – 2,400, RMA – 2,400, BNA
	19 – 24 d/a	RM – 1,800, RMA – 1,800, BNA
	48 d/a	BN, MSC 2

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

may employ Kirkland residents. If the opportunity for local employment is increased, the high proportion of residents who work outside the community may be reduced. This in turn would ease traffic congestion by shortening commute trips and making other modes of travel to work more feasible.

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

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

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

Urban Center

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

Activity Area

An Activity Area is an area of moderate commercial and residential concentration that functions as a focal point for the community and is served by a transit center.

Business District

A Business District is an area that serves the subregional market, as well as the local community. These districts vary in uses and intensities and may include office, retail, restaurants, housing, hotels and service businesses.

Neighborhood Center

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

Residential Market

Individual stores or ~~very small~~, mixed-use buildings/centers ~~focused on~~ that are pedestrian oriented and serve the local ~~pedestrian traffic~~ neighborhood. ~~Residential s~~Scale and design are critical to integrate these uses into the surrounding residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the comprehensive plan.

Light Industrial/High Technology Area

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

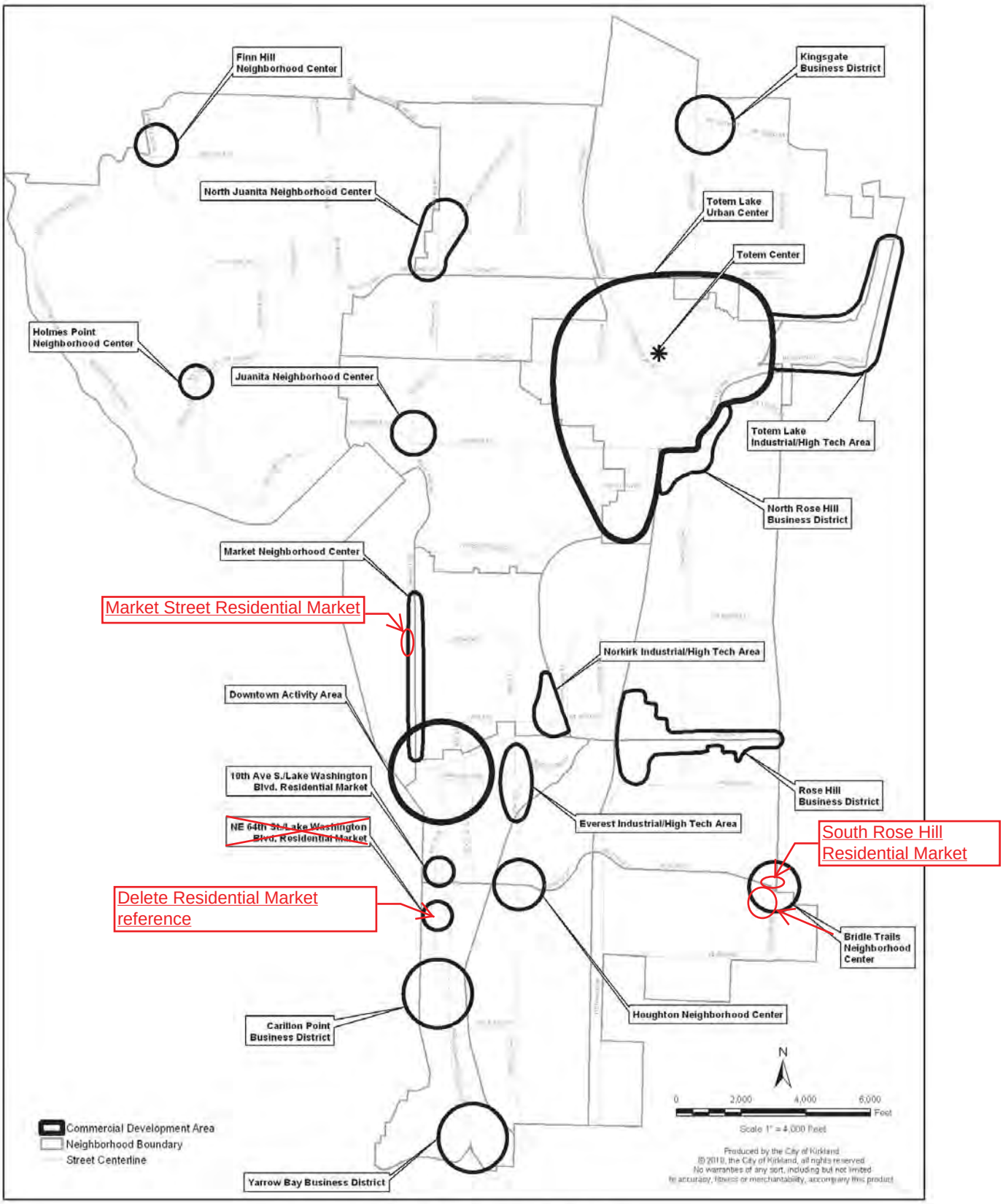


Figure LU-2: Commercial Areas

VI. Land Use

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

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

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

Allow small markets in residential areas where identified in the neighborhood plan.

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

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

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

Policy LU-6.1: Provide opportunities for light industrial and high technology uses.

405 Corporate Center

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

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

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

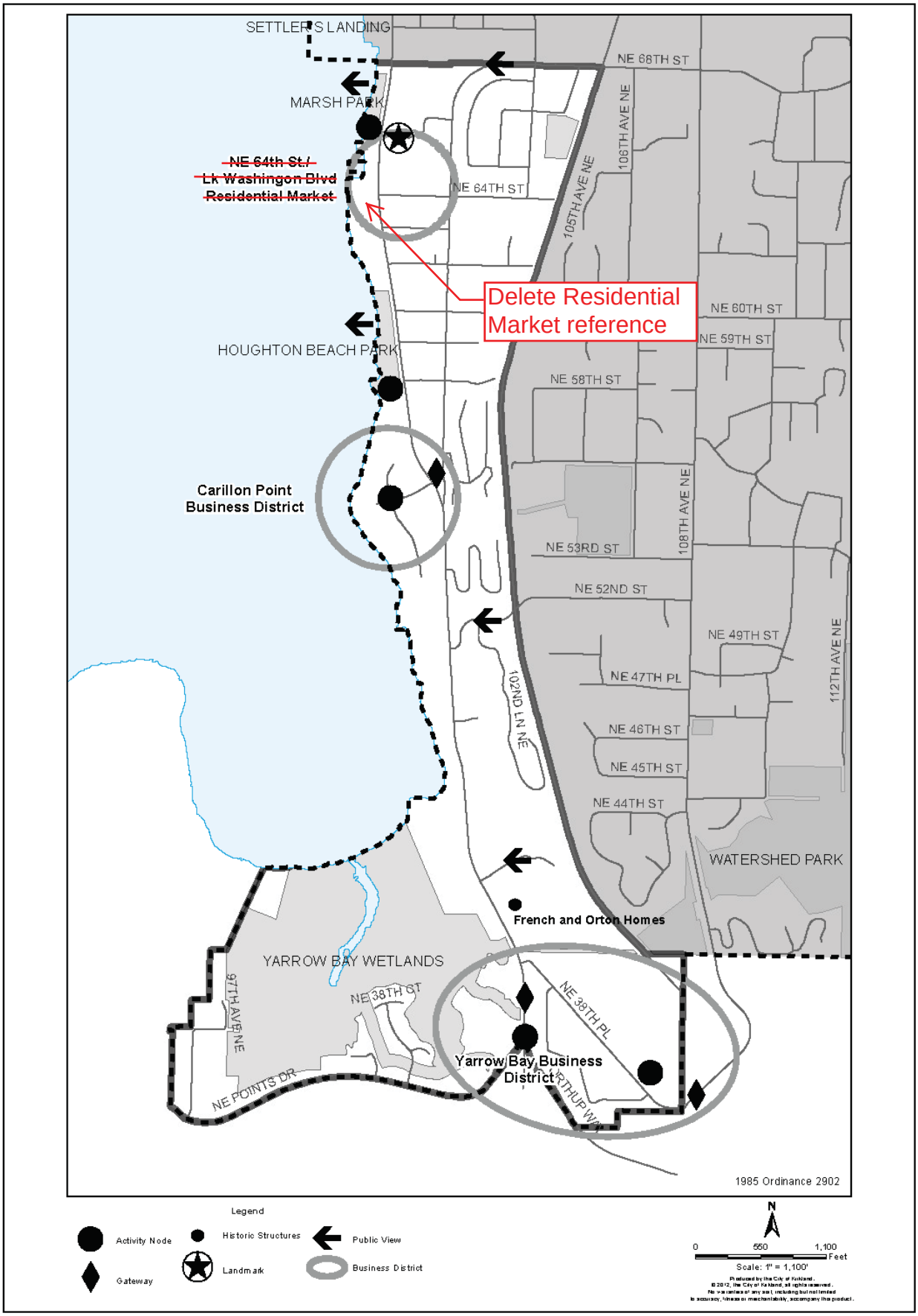


Figure L-7: Lakeview Neighborhood Character/Urban Design

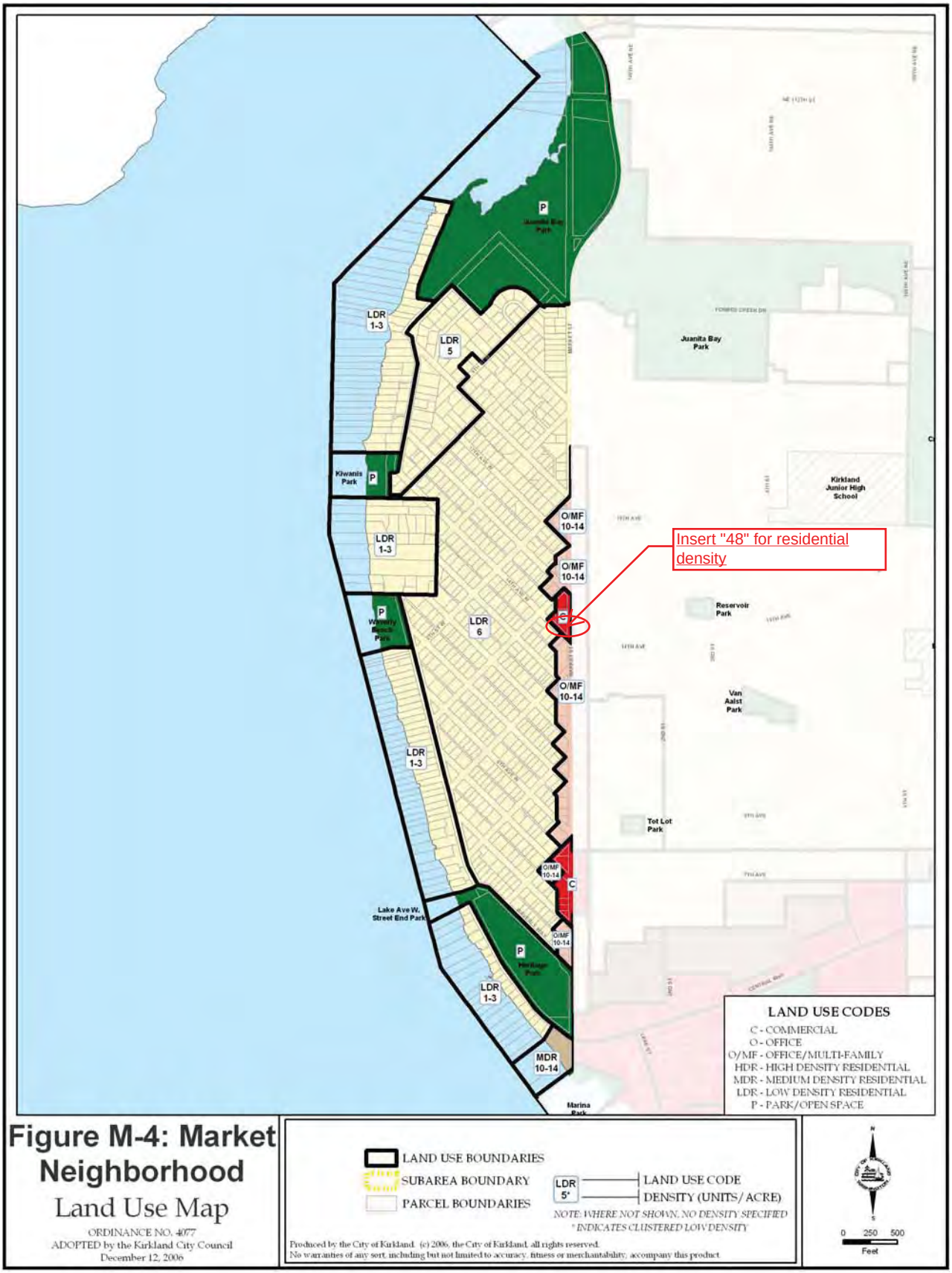


Figure M-4: Market Neighborhood Land Use

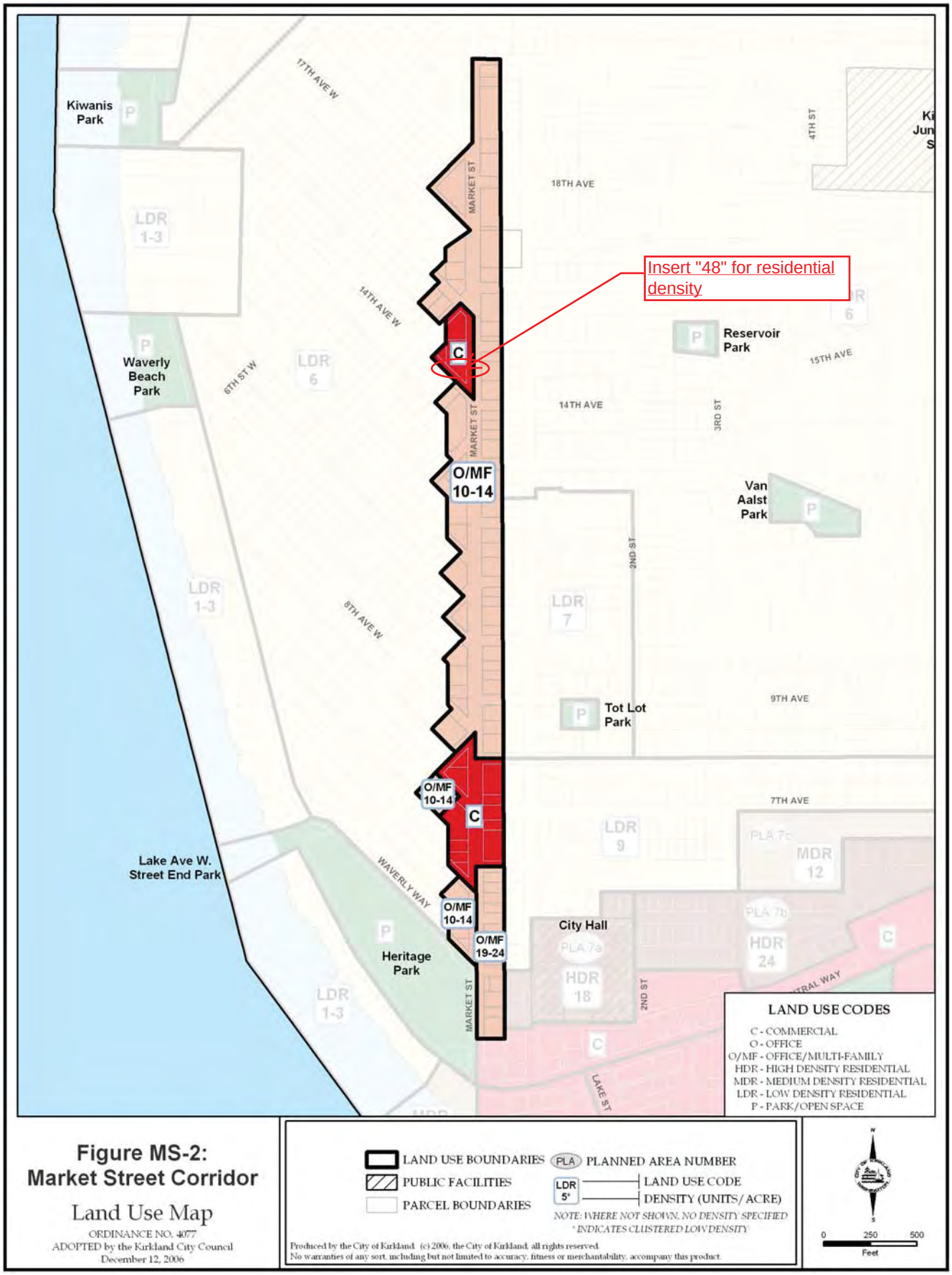


Figure MS-2: Market Street Corridor Land Use

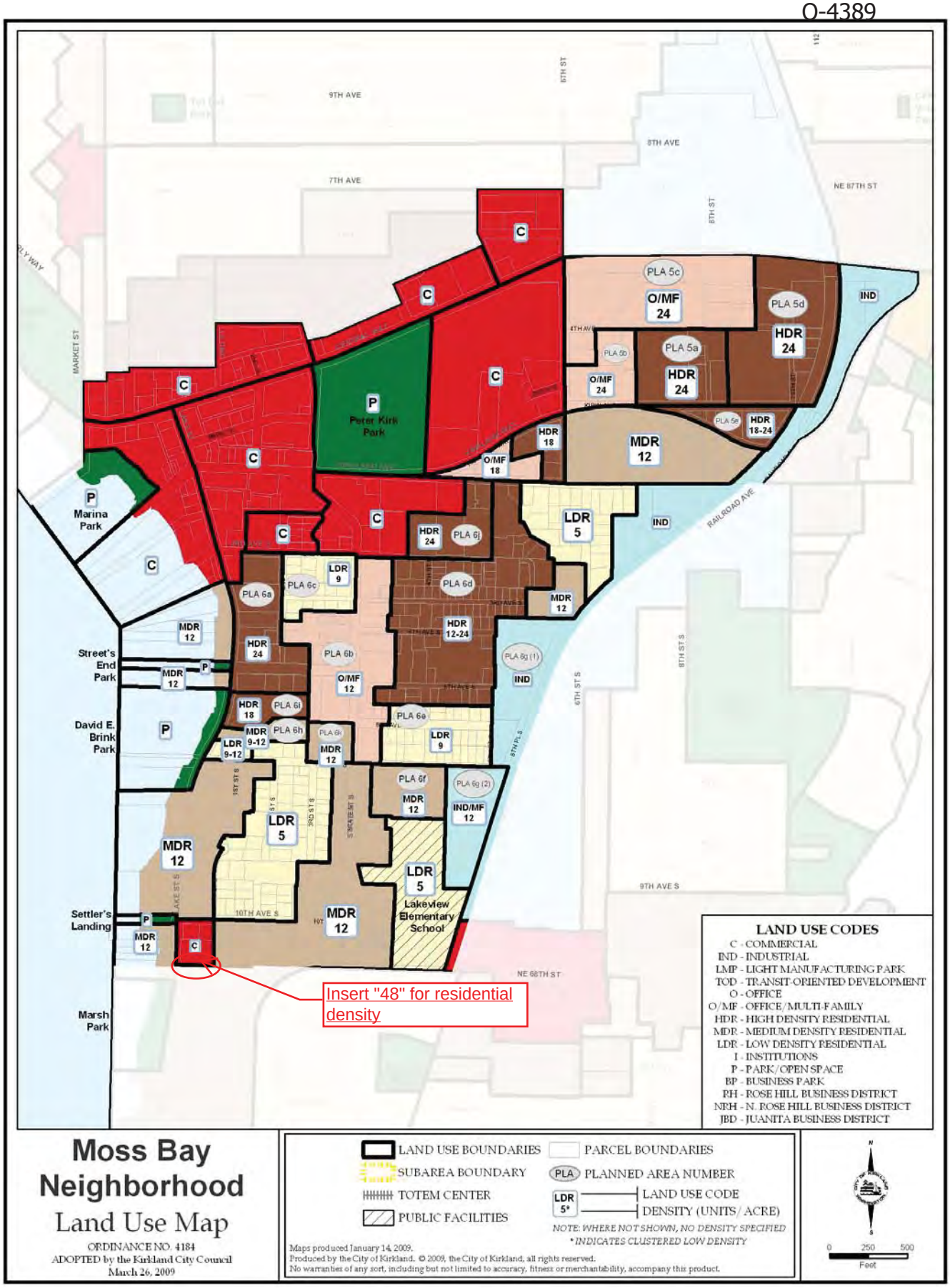


Figure MB-2: Moss Bay Area Land Use

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 Street South and Lake Street intersection, however, is developed with a market which serves as a convenience to the surrounding residences. Limited commercial use of this location, therefore, should be allowed to remain.

Industrial activities east of the railroad tracks described.

The strip of land located east of the railroad tracks, south of Central Way and west of Kirkland Way, contains an existing light industrial use. While the area's proximity to I-405 and NE 85th Street makes it attractive for commercial development, the area is also near residential uses, and should be subject to greater restrictions than other industrial areas. Buildings should be well screened by a landscaped 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. 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.

C. 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

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.

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.

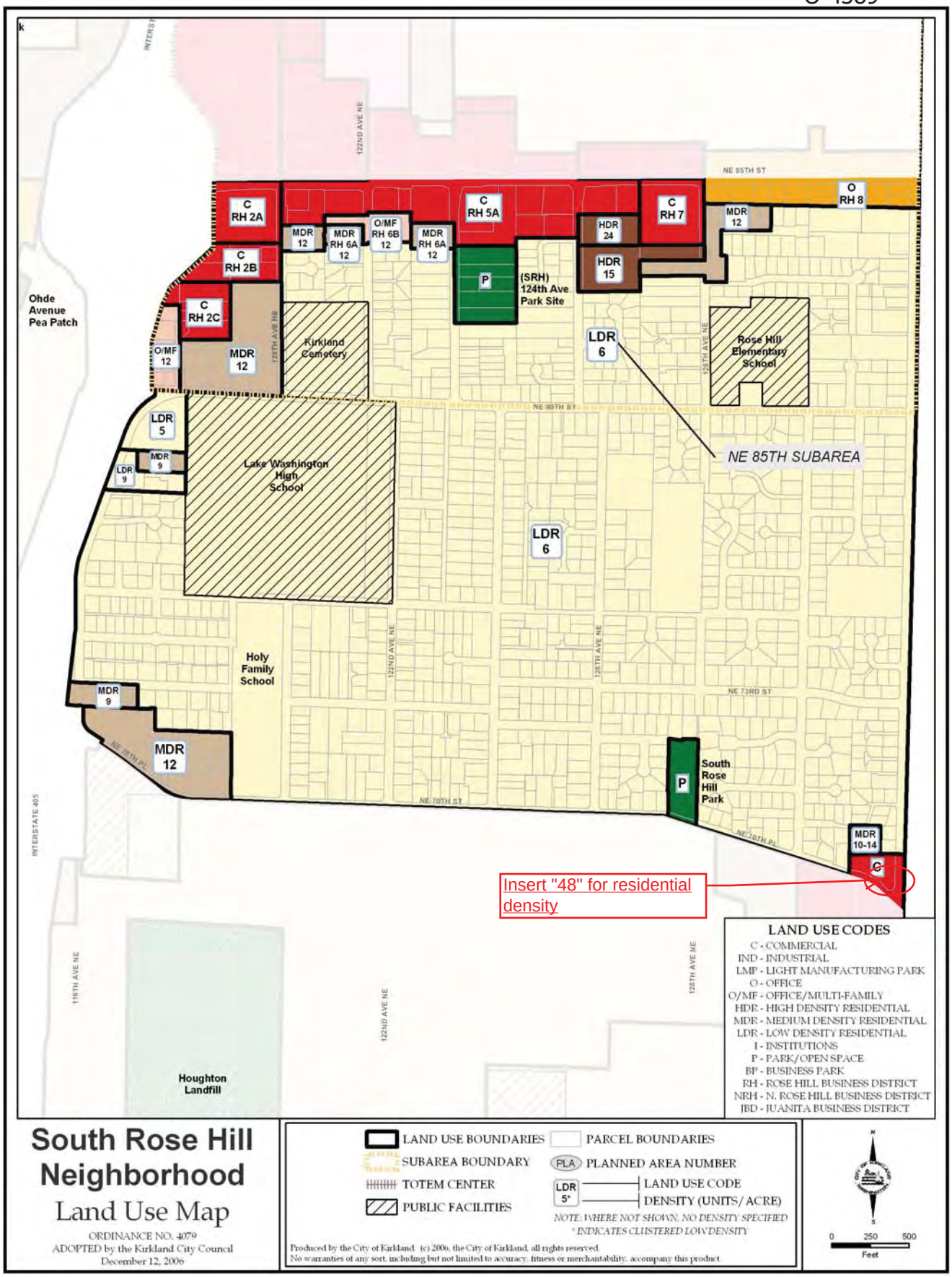


Figure SRH-3: South Rose Hill Land Use

Appendix B – Glossary

within a region containing one or more counties which have common transportation interests, such as the Puget Sound Regional Council.

Residential Markets: Individual stores or ~~very small~~, mixed-use buildings/centers ~~focused on~~ that are pedestrian oriented and serve the local ~~pedestrian traffic~~ neighborhood. ~~Residential s~~Scale and design are critical to integrate these uses into the surrounding residential area. Residential uses may be located above or behind commercial uses in the center, at densities specified in the comprehensive plan.

Right-of-Way: Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Runoff: The overland or subsurface flow of water.

Sanitary Sewer Systems: All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment, or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial, or industrial waste.

Sensitive Areas: Wetlands, streams, lakes, excluding Lake Washington, and frequently flooded areas.

Shorelines: Lake Washington, its underlying land, associated wetlands, those lands extending landward 200 feet from its OHWM and critical area buffers within 200 feet of the OHWM. These are lands within state shorelines jurisdiction, pursuant to RCW 90.58.030.

Single-Family: Residential use of land where dwelling units provide shelter and living accommodations for one family.

Single-Room Occupancy (SRO) Hotels: Typically a small room with a sink and a closet. Occupant shares bathroom, shower, and kitchen with other rooms.

Sustainable Building Practices: Various techniques to reduce construction and maintenance costs and to benefit the environment, such as using recycled building materials, reusing water and installing alternative heating and cooling systems.

Townhouse: Attached dwelling units (that is, having one or more walls in common) with each unit having its own exterior entrance.

Transit-Oriented Development (TOD): Development intended to maximize the use of transit.

Transportation Facilities: Includes capital facilities related to air, water, or land transportation.

Transportation Demand Management Strategies (TDM): Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work-hour changes, ride-sharing and vanpooling options, transit flex passes, preferential parking for carpools, charge for parking, guaranteed ride home program, available showers and lockers and telecommuting.

Transportation System Management (TSM): Improvements that increase the capacity of the transportation network, but that do not include projects, such as adding additional lanes to streets. TSM strategies include, but are not limited to, signalization, channelization, and bus turnouts.

Urban Center: An area that has a regionally significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space. An Urban Center has a mix of uses and densities to efficiently support transit as part of the regional high-capacity transit system. An area must be designated by the King County Countywide Planning Policies to be an Urban Center.

Urban Growth: Refers to growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of such land for the production of food, other agricultural products, or fiber, or the extraction of mineral resources. When allowed to spread over wide areas, urban growth typically requires urban governmental services. "Characterized by urban growth" refers to land hav-

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2). (a).

PUBLICATION SUMMARY
OF ORDINANCE O-4389

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON11-00042.

SECTION 1. Amends certain text and maps of the Kirkland Comprehensive Plan.

SECTION 2. Provides a severability clause for the Ordinance.

SECTION 3. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

I certify that the foregoing is a summary of Ordinance O-4389 approved by the Kirkland City Council for summary publication.

_____
City Clerk

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2). (b).

ORDINANCE O-4390

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING AND LAND USE AND AMENDING ORDINANCE NO. 3719, AS AMENDED, THE KIRKLAND ZONING ORDINANCE, TO AMEND PROVISIONS FOR COMMERCIAL, RESIDENTIAL AND MIXED-USE DEVELOPMENT IN THE NEIGHBORHOOD BUSINESS (BN AND BNA), MARKET STREET CORRIDOR 2 (MSC 2), COMMUNITY BUSINESS X (BCX), AND COMMUNITY BUSINESS 1 AND 2 (BC 1 AND BC 2) ZONES; TO REVISE ZONING CODE CHAPTERS 92 AND 142 TO INCORPORATE DESIGN REVIEW STANDARDS FOR DEVELOPMENT IN THE BN, BNA, AND MSC 2 ZONES, TO REVISE ZONING CODE CHAPTERS 105 AND 180 TO ESTABLISH PEDESTRIAN ACCESS REQUIREMENTS FOR DEVELOPMENT IN THE BN, BNA, AND MSC 2 ZONES; AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. ZON11-00042.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain sections of the text of the Kirkland Zoning Code, Ordinance 3719, as amended, as set forth in the report and recommendation of the Planning Commission dated July 26, 2012, and bearing Kirkland Department of Planning and Community Development File No. ZON11-00042; and

WHEREAS, prior to making the recommendation, the Kirkland Planning Commission, following notice as required by RCW 35A.63.070, on June 28, 2012, held a public hearing on the amendment proposals and considered the comments received at the hearing; and

WHEREAS, on March 14, 2012, draft regulations were forwarded to the Washington State Department of Commerce for review, as required by RCW 36.70A.106; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600 and WAC 197-11-625; and

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

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

Section 1. Zoning text amended: The following specified sections of the text of Ordinance No. 3719, as amended, the Kirkland Zoning Ordinance, are amended as set forth in Attachment A attached to this Ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

Section 3. This Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this Ordinance and by this reference approved by the City Council.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney

CHAPTER 40 – NEIGHBORHOOD BUSINESS (BN) AND NEIGHBORHOOD BUSINESS A (BNA) ZONES

40.05 User Guide. The charts in KZC 40.10 contain the basic zoning regulations that apply in each of the BN and BNA zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 40.08

Zone
BN, BNA

Section 40.08 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. If any portion of a structure is adjoining a low density zone, then either:
   a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
   b. The maximum horizontal facade shall not exceed 50 feet in width.
   See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
3. ~~The required yard of a structure abutting Lake Washington Blvd. or Lake Street South must be increased two feet for each one foot that structure exceeds 25 feet above average building elevation (does not apply to Public Park uses).~~
4. ~~At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.~~
5. May also be regulated under the Shoreline Master Program; refer to Chapter 83 KZC.

Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.

4. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:
a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward fronting arterial and collector streets and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along the street).
The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. The Design Review Board (or Planning Director if not subject to D.R.) may modify the frontage requirement where the property abuts residential zones in order to create a more effective transition between uses.
b. The commercial floor shall be a minimum of 13 feet in height. In the BN zone, the height of the structure may exceed the maximum height of structure by three feet for a three story building with the required 13 foot commercial floor.
c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
6. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed provided that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.
7. Where Landscape Category B is specified, the width of the required landscape strip shall be 10 feet for properties within the Moss Bay Neighborhood and 20 feet for properties within the South Rose Hill Neighborhood. All other provisions of Chapter 95 shall apply.
8. Developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC.

Section 40.10 Zone BN, BNA **USE ZONE CHART**

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 40.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage		[illegible] (See Ch. 105)	(See also General Regulations)
.010	Retail Establishment selling groceries and related items	~~None~~ D.R., Chapter 142 KZC	None	BN zone: ~~20~~ 0' BNA zone: 10'	10' on each side	10'	80%	If adjoining a low density zone other than RSX or RSA, then 25' above average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation. See Gen. Reg. 4.b	B see Gen. Reg. 7	D	1 per each 300 sq. ft. of gross floor area.	1. ~~Except for retail establishments selling groceries and related items in the BNA zone, gross~~ floor area for this use may not exceed 10,000 square feet. 2. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 3. A delicatessen, bakery, or other similar use may include, as part of this use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of this use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
.020	Retail Establishment selling drugs, books, flowers, liquor, hardware supplies, garden supplies or works of art											
.030	Retail Variety or Department Store											
.040	Retail Establishment providing banking and related financial services											1. Gross floor area for this use may not exceed 10,000 square feet. 2. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 3. Ancillary assembly and manufactured goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and in[illegible] bly or manufacturing activities [illegible] uses.
.050	Retail Establishment providing laundry, dry cleaning, barber, beauty or shoe repair services											
.055	Retail Establishment providing entertainment, recreational or cultural activities See Spec. Reg. 5.										1 per every 4 fixed seats.	4. For restaurants with drive-in or drive-through facilities, one outdoor waste receptacle shall be provided for every eight parking stalls. 5. Retail Establishment providing entertainment, recreational or cultural activities only allowed in BNA zone.
.060	Restaurant or Tavern										1 per each 100 sq. ft. of gross floor area.	

Uses with drive-in and drive-through facilities are prohibited in the BN zone. In the BNA zone,

Exceptions:
a. Retail establishments selling groceries and related items in the BNA zone are not subject to this limit.
b. In the BN zone, the limit shall be 4,000 square feet.

except in the BN zone the limit shall be 4,000 square feet.

Section 40.10 — Zone BN, BNA — USE ZONE CHART

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 40.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
.070	Private Lodge or Club	D.R., Chapter 142 KZC	None	BN zone: 20' BNA zone: 10'	10' on each side	10'	80%	If adjoining a low density zone other than RSX or RSA, then 25' above average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation.	B see Gen. Reg. 7	B	1 per each 300 sq. ft. of gross floor area.	4. This use not allowed in the BN zone.
.080	Vehicle Service Station See Spec. Reg. 4	D.R., Chapter 142 KZC	22,500 sq. ft.	40'	15' on each side. See Spec. Reg. 3.	15'			A	D	See KZC 105.25.	1. Hours of operation may be limited to reduce impact on residential areas. 2. May not be more than two vehicle service stations at any intersection. 3. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
.090	Office Use See Spec. Reg. 4	D.R., Chapter 142 KZC	None	BN zone: ~~20'~~ 0' BNA zone: 10'	~~5', but 2 side yards must equal at least 15'.~~ 10' on each side	10'			~~C~~ B see Gen. Reg. 7		If a medical, dental or veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise one per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 3. At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway. 4. For properties located within the Moss Bay Neighborhood, this use not allowed above the street level floor of any structure.

(Revised 4/10)

Section 40.10 Zone BN, BNA **USE ZONE CHART**

Section 40.10	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.100	Attached or Stacked Dwelling Unit. See Special Regulation 1. & 4	~~None~~ D.R., Chapter 142 KZC	None See Spec. Reg. 3	Same as the regulations for the ground floor use. ~~See Special Regulation 1.~~						A	1.7 per unit.	1. ~~This use, with the exception of a lobby, may not be located on the ground floor of a structure.~~ 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.110	Church			BN zone: 20' BNA zone: 10'	10' on each side	10'	80%	If adjoining a low density zone other than RSX or RSA, then 25' above average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation. See Gen. Reg. 4.b	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Special Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.

1. This use is only allowed on the street level floor subject to the provisions of General Regulation 4.
3. The minimum amount of lot area per dwelling unit is as follows:
a. In the BN zone, 900 square feet.
b. In the BNA zone:
i. North of NE 140th Street, 1,800 square feet.
ii. South of NE 124th Street, 2,400 square feet.
4. In the BNA zone, the gross floor area of this use shall not exceed fifty percent of the total gross floor area on the subject property.

Section 40.10 — Zone BN, BNA — USE ZONE CHART

Section 40.10	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.120	School or Day-Care Center	D.R., Chapter 142 KZC	None	If this use can accommodate 50 or more students or children, then: 50'	50' on each side	50'	80	If adjoining a low density zone other than RSX or RSA, then 25' above average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation. See Spec. Reg. ~~8.~~ 7. See Gen. Reg. 4.b	~~D~~ B. see Gen. Reg. 7	B	See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 4. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 7. ~~8.~~ For school use, structure height may be increased, up to 35 feet, if: a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. *This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.*

Section 40.10 Zone BN, BNA **USE ZONE CHART**

Section 40.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.130	Mini-School or Mini-Day-Care	~~I.~~ D.R., Chapter 142 KZC	None	BN zone: 20' BNA zone: 10'	~~5', but 2 side yards must equal at least 15'.~~ 10' on each side	10'	80%	If adjoining a low density zone other than RSX and RSA, then 25' average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation.	~~D~~ B. see Gen. Reg. 7	B	See KZC 105.25.	1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
.140	Assisted Living Facility See Spec. Reg. 3. 4 & 5			Same as the regulations for the ground floor use. ~~See Spec. Reg. 3.~~						A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses. ~~3. This use may not be located on the ground floor of a structure.~~ 6 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.

See Gen. Reg. 4.b

3. This use is only allowed on the street level floor subject to the provisions of General Regulation 4.
4. In the BNA zone, the gross floor area of this use shall not exceed fifty percent of the total gross floor area on the subject property.
5. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of attached or stacked dwelling units allowed on the subject property.

Section 40.10 — Zone BN, BNA — USE ZONE CHART

Section 40.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.150	Convalescent Center or Nursing Home	D.R., Chapter 142 KZC	None	BN zone: 20' BNA zone: 10'	10' on each side	10'	80%	If adjoining a low density zone other than RSX or RSA, then 25' average building elevation. Otherwise, for BN zone, 30' above average building elevation and for BNA zone, 35' above average building elevation. See Gen. Reg. 4.b	~~C~~ B see Gen. Reg. 7	B	1 for each bed.	~~1. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.~~
.160	Public Utility	Process IIA, Chapter 150 KZC			20' each side	20'			A		See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses. 2. One pedestal sign with a readerboard having electronic programming is allowed at a fire station only if: a. It is a pedestal sign (see Plate 12) having a maximum of 40 square feet of sign area per sign face; b. The electronic readerboard is no more than 50 percent of the sign area; c. Moving graphics and text or video are not part of the sign; d. The electronic readerboard does not change text and/or images at a rate less than one every seven seconds and shall be readily legible given the text size and the speed limit of the adjacent right-of-way; e. The electronic readerboard displays messages regarding public service announcements or City events only; f. The intensity of the display shall not produce glare that extends to adjacent properties and the signs shall be equipped with a device which automatically dims the intensity of the lights during hours of darkness; g. The electronic readerboard is turned off between 10:00 p.m. and 6:00 a.m. except during emergencies; h. It is located to have the least impact on surrounding residential properties. If it is determined that the electronic readerboard constitutes a traffic hazard for any reason, the Planning Director may impose additional conditions.
.170	Government Facility Community Facility	D.R., Chapter 142 KZC			10' on each side	10'			C See Spec. Reg. 1			
.180	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

51.15 User Guide. The charts in KZC 51.20 contain the basic zoning regulations that apply in the MSC 2 zone of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 51.18

Zone MSC 2

Section 51.18 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.
2. If any portion of a structure is adjoining a low density zone, then either:
   a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
   b. The maximum horizontal facade shall not exceed 50 feet in width.
   See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
3. Some development standards or design regulations may be modified as part of the design review process. See Chapters 92 and 142 KZC for requirements.
4. ~~At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.~~

4. The following commercial frontage requirements shall apply to all development that includes dwelling units or assisted living uses:
a. The street level floor of all buildings shall be limited to one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office. These uses shall be oriented toward Market Street and have a minimum depth of 20 feet and an average depth of at least 30 feet (as measured from the face of the building along Market Street).
The Design Review Board (or Planning Director if not subject to D.R.) may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest.
b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet for a three story building with the required 13 foot commercial floor.
c. Other uses allowed in this zone and parking shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along Market Street.
5. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed provided that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.
6. Where Landscape Category B is specified, the width of the required landscape strip shall be 10 feet and all other provisions of Chapter 95 shall apply.
7. Developments may elect to provide affordable housing units as defined in Chapter 5 KZC subject to the voluntary use provisions of Chapter 112 KZC.

Section 51.20 Zone MSC 2 **USE ZONE CHART**

Section 51.20	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.010	Any Retail Establishment, other than those specifically listed, limited or prohibited in this zone, selling goods or providing services, including banking and related financial services.	D.R., Chapter 142 KZC.	None	20′ 0' along Market Street, otherwise	10′ on each side	10′	80%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation. see Gen. Reg. 4.b	B see Gen. Reg. 6	D	1 per each 300 sq. ft. of gross floor area.	1. Gross floor area for this use may not exceed 4,000 square feet. 2. The following uses are not permitted in this zone: a. Vehicle service stations. b. Automotive service centers. c. Uses with drive-in facilities or drive-through facilities, except those existing as of June 15, 2007. d. Retail establishments providing storage services unless accessory to another permitted use. e. Retail establishments involving the sale, service or repair of automobiles, trucks, boats, motorcycles, recreational vehicles, heavy equipment and similar vehicles. f. Storage and operation of heavy equipment, except delivery vehicles associated with retail uses. g. Storage of parts unless conducted entirely within an enclosed structure. 3. A delicatessen, bakery, or other similar use may include, as part of this use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of this use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded. 4. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 5. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.

Section 51.20 Zone MSC 2 **USE ZONE CHART**

Section 51.20	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.020	Restaurant or Tavern	D.R., Chapter 142 KZC.	None	20′	10′ on each side	10′	80%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	B see Gen. Reg. 6	D	1 per each 100 sq. ft. of gross floor area.	1. Restaurants and taverns are limited to 4,000 sq. ft. maximum. 2. Drive-in and drive-through facilities are not permitted. 3. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
.030	Private Lodge or Club	0' along Market Street, otherwise								B	1 per each 300 sq. ft. of gross floor area.	1. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
.040	Office Use				~~5′, but 2 side yards must equal at least 15′.~~ 10' on each side	~~20′~~ 10'			~~C~~ B. See Gen. Reg. 6	D	If a medical, dental or veterinary office, then one per each 200 sq. ft. of gross floor area. Otherwise one per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Prior to issuance of a development permit, documentation must be provided by a qualified acoustical consultant, for approval by the Planning Official, verifying that the expected noise to be emanating from the site adjoining any residentially zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.050	Attached or Stacked Dwelling Unit. ~~See Spec. Reg. 1.~~ see Gen. Reg. 4			Same as the regulations for the ground floor use. See ~~Spec. Reg. 1.~~						A	1.7 per unit.	1. ~~This use, with the exception of a lobby, may not be located on the ground floor of a structure.~~ 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

Minimum lot area per dwelling unit is 900 square feet

(Revised 4/08)

Section 51.20 Zone MSC 2 **USE ZONE CHART**

Section 51.20	USE / REGULATIONS	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.060	Church	D.R., Chapter 142 KZC.	None	20′	10′ on each side	10′	80%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.
.070	School or Day-Care Center			If this use can accommodate 50 or more students or children, then: 50′ / 50′ on each side / 50′ If this use can accommodate 13 to 49 students or children, then: 20′ / 20′ on each side / ~~20′~~ 10'				If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation. See Spec. Reg. ~~8.~~ 7	~~D~~ B. See Gen. Reg. 6		See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 4. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~ 7 ~~8.~~ For school use, structure height may be increased, up to 35 feet, if: a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements.

0' along Market Street, otherwise

Section 51.20 Zone MSC 2 **U S E Z O N E C H A R T**

Section 51.20	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.080	Mini-School or Mini-Day-Care	D.R., Chapter 142 KZC.	None	20′	~~5′, but 2 side yards must equal at least 15′.~~ 10' on each side	10′	80%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	~~D~~ B. See Gen. Reg. 6	B	See KZC 105.25.	1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be set back from all property lines by five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
		0' along Market Street, otherwise										
.090	Assisted Living Facility ~~See Spec. Reg. 2.~~ see Gen. Reg. 4			Same as the regulations for the ground floor use. ~~See Spec. Reg. 2.~~						A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. ~~This use may not be located on the ground floor of a structure.~~ 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.100	Convalescent Center or Nursing Home			20′	10′ on each side	10′	80%	If adjoining a low density zone, then 25′ above average building elevation. Otherwise, 30′ above average building elevation.	C	B	1 for each bed.	
.110	Public Utility				20′ on each side	20′			A		See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.120	Government Facility Community Facility				10′ on each side	10′			C See Spec. Reg. 1			
.130	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of attached or stacked dwelling units allowed on the subject property.

4. In the BC 1 and BC 2 zones, the following requirements shall apply to all development that includes residential or assisted living uses:
a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.
b. The commercial floor shall be a minimum of 13 feet in height.
c. Commercial uses shall be oriented to adjoining arterials.
d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
5. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed provided that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

45.05 User Guide. The charts in KZC 4
reading down the left hand colum

Section 45.08

Zone
BC, BC 1,
BC 2

Section 45.08 – GE
The following regula

1. Refer to Chapte
2. If any portion of
   a. The height
   b. The maximu
   See KZC 115.3
3. At least 75 perc
   lishments, resta
   a through-block pedestrian pathway or an internal pathway.

In the BC zone,

6 ~~4.~~ In BC 1 and BC 2 zones, developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. Two additional units may be constructed for each affordable housing unit provided. See Chapter 112 KZC for additional affordable housing incentives and requirements.

7 ~~5.~~ In the BC 1 and BC 2 zones, side and rear yards abutting a residential zone shall be 20 feet.

8 ~~6.~~ In the BC 1 and BC 2 zones, all required yards for any portion of a structure must be increased one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation (does not apply to Public Park uses).

9 ~~7.~~ Maximum height of structure is as follows:
   a. In the BC zone, if adjoining a low density zone other than RSX, then 25 feet above average building elevation. Otherwise, 30 feet above average building elevation. Except if adjoining a low density zone, structure height may be increased above 30 feet in height through a Process IIA, Chapter 150 KZC, if:
      i. It will not block local or territorial views designated in the Comprehensive Plan;
      ii. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
      iii. The required front yard of any portion of the structure is increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).
   b. In the BC 1 zone, 35 feet above average building elevation.
   c. In the BC 2 zone, 35 feet above average building elevation. Structure height may be increased to 60 feet in height if:
      i. At least 50 percent of the floor area is residential;
      ii. Parking is located away from the street by placing it behind buildings, to the side of buildings, or in a parking structure;
      iii. The ground floor is a minimum 15 feet in height for all retail, restaurant, or office uses (except parking garages); and
      iv. The required yards of any portion of the structure are increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

Section 45.10 Zone BC, BC 1, BC 2 **USE ZONE CHART**

Section 45.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.010	Vehicle Service Station	Process I, Chapter 145 KZC.	22,500 sq. ft.	40'	15' on each side	15'	80%	See Gen. Regs. ~~5 and 6~~. 8 & 9	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
				See Special Regulation 2.								
.020	A Retail Establishment providing vehicle or boat sales or vehicle or boat service or repair. See Spec. Reg. 2.	None	None	BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8						1. Outdoor vehicle or boat parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. 2. Vehicle and boat rental are allowed as part of this use.
.030	Restaurant or Tavern								B		1 per each 100 sq. ft. of gross floor area.	1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. c. Landscape Category A shall apply.
.050	A Retail Establishment providing storage services. See also Spec. Regs. 1 and 2.								A		See KZC 105.25.	1. May include accessory living facilities for resident security manager. 2. This use not permitted in BC 1 and BC 2 zones.

Section 45.10 Zone BC, BC 1, BC 2 **U S E Z O N E C H A R T**

Section 45.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.060	Any Retail Establishment other than those specifically listed in this zone, selling goods, or providing services including banking and related financial services	None	None	BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	80%	See Gen. Regs. ~~5 and 6~~. 8 & 9	B	E	1 per each 300 sq ft. of gross floor area.	1. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 2. Access from drive-through facilities must be approved by the Public Works Department. Drive-through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 3. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
.070	Office Use								C	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.

Section 45.10 Zone BC, BC 1, BC 2 **USE ZONE CHART**

Section 45.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	Hotel or Motel	None	None	BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	80%	See Gen. Regs. ~~5 and 6.~~ 8 & 9	B	E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.090	A Retail Establishment providing entertainment, recreational or cultural activities										1 per every 4 fixed seats.	In the BC zone, In the BC 1 and BC 2 zones, this use is only allowed subject to the provisions of General Regulation 4
.100	Private Lodge or Club								C	B	1 per each 300 sq. ft. of gross floor area.	
.110	Stacked Dwelling Unit. See Special Regulation 1.		900 square feet per unit in BC 1 and BC 2, other-wise none.	Same as the regulations for the ground floor use. See Spec. Reg. 1.						A	1.7 per unit.	1. This use, with the exception of a lobby, may ~~not~~ be located on the ground floor of a structure. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.120	Church		None	BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	80%	See Gen. Regs. ~~5 and 6.~~ 8 & 9	C	B	1 for every four people based on maximum occu-pancy load of any area of wor-ship. See also Special Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.

Section 45.10 Zone BC, BC 1, BC 2 **USE ZONE CHART**

Section 45.10	USE / REGULATIONS	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.130	School or Day-Care Center	None	None	BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	80%	See Gen. Regs. ~~5 and 6.~~ 8 & 9	D	B	See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 4. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 5. May include accessory living facilities for staff persons. 6. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
.140	Mini-School or Mini-Day-Care											1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Section 45.10 Zone BC, BC 1, BC 2

USE ZONE CHART

Section 45.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.150	Assisted Living Facility	None	For BC 1 and BC 2, see Spec. Reg. 5, other-wise none.	Same as the regulations for the ground floor use. See Spec. Reg. 4.						A	1.7 per indepen-dent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses. 3. This use may not be located on the ground floor of a structure. 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use. 5. In BC 1 and BC 2, subject to density limits listed for attached and stacked dwelling units. For density purposes, two assisted living units constitute one dwelling unit.
.160	Convalescent Center or Nursing Home			BC: 20' BC 1 and BC 2: 10'	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	0' See Gen. Regs. ~~4 and 5.~~ 7 & 8	80%	See Gen. Regs. ~~5 and 6.~~ 8 & 9	C	B	1 for each bed.	1. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.
.170	Public Utility								A		See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.180	Government Facility Community Facility								C See Spec. Reg. 1			
.190	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

In the BC zone,

In the BC 1 and BC 2 zones, this use is only allowed subject to the provisions of General Regulation 4

CHAPTER 47 – COMMUNITY BUSINESS X (BCX) ZONES

47.05 User Guide. The charts in KZC 47.10 contain the basic zoning regulations that apply in each of the BCX zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 47.08

Zone BCX

Section 47.08 – GENERAL REGULATIONS
The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provisions of this code may apply to the subject property.

2. If any portion of a structure is adjoining a low density zone, then either:
   a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
   b. The maximum horizontal facade shall not exceed 50 feet in width.
   See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.

3. The required yard of any portion of the structure must be increased one foot for each foot that any portion of the structure exceeds 30 feet above average building elevation (does not apply to Public Park uses).

4. Except if adjoining a low density zone, structure height may be increased above ~~30~~ 33 feet in height through a Process IIA, Chapter 150 KZC if:
   a. It will not block local or territorial views designated in the Comprehensive Plan; and
   b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan.
   (Does not apply to Public Park and Automotive Service Center uses).

5. ~~At least 75 percent of the total gross floor area located on the ground floor of all structures on the subject property must contain retail establishments, restaurants, taverns, hotels or motels, or offices. These uses shall be oriented to an adjacent arterial, a major pedestrian sidewalk, a through-block pedestrian pathway or an internal pathway.~~

5. The following requirements shall apply to all development that includes residential or assisted living uses:
a. The development must include commercial use(s) with gross floor area on the ground floor equal to or greater than 25 percent of the parcel size for the subject property. Commercial floor area shall be one or more of the following uses: Retail; Restaurant or Tavern; Entertainment, Cultural and/or Recreational Facility; or Office.
b. The commercial floor shall be a minimum of 13 feet in height. The height of the structure may exceed the maximum height of structure by three feet.
c. Commercial uses shall be oriented to adjoining arterials.
d. Residential uses, assisted living uses, and parking for those uses shall not be located on the street level floor unless an intervening commercial frontage is provided between the street and those other uses or parking subject to the standards above. The intervening commercial frontage shall be a minimum 20 feet in depth. The Planning Director may approve a minor reduction in the depth requirements if the applicant demonstrates that the requirement is not feasible given the configuration of existing or proposed improvements and that the design of the commercial frontage will maximize visual interest. Lobbies for residential or assisted living uses may be allowed within the commercial frontage provided they do not exceed 20 percent of the building's linear commercial frontage along the street.
6. Surface parking areas shall not be located between the street and building unless no feasible alternative exists. Parking areas located to the side of the building are allowed provided that the parking area and vehicular access occupies less than 30 percent of the property frontage and design techniques adequately minimize the visibility of the parking.

Section 47.10 Zone BCX **USE ZONE CHART**

Editors note: deleted 25' reference because the BCX zone is only adjoined by RSX zone

DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS

Section 47.10	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
.010	Vehicle Service Station	Process I, Chapter 145 KZC.	22,500 sq. ft.	40′	15′ on each side	15′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	A	E	See KZC 105.25.	1. May not be more than two vehicle service stations at any intersection. 2. Gas pump islands may extend 20 feet into the front yard. Canopies or covers over gas pump islands may not be closer than 10 feet to any property line. Outdoor parking and service areas may not be closer than 10 feet to any property line. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations.
				See Spec. Reg. 2.								
.020	Automotive Service Center See Spec. Reg. 1.	None	None	20′	0′	0′					1 per each 250 sq. ft. of gross floor area. See Spec. Reg. 3.	1. This use specifically excludes new or used vehicle or boat sales or rentals. 2. No openings (i.e., doors, windows which open, etc.) shall be permitted in any facade of the building adjoining to any residentially zoned property. Windows are permitted if they are triple-paned and unable to be opened. 3. Ten percent of the required parking spaces on site must have a minimum dimension of 10 feet wide by 30 feet long for motor home/travel trailer use. 4. Storage of used parts and tires must be conducted entirely within an enclosed structure. Outdoor vehicle parking or storage areas must be buffered as required for a parking area in KZC 95.45. See KZC 115.105, Outdoor Use, Activity and Storage, for additional regulations. 5. Prior to occupancy of the structure, documentation must be provided and stamped by a licensed professional verifying that the expected noise to be emanating from the site adjoining to any residential zoned property complies with the standards set forth in WAC 173-60-040(1) for a Class B source property and a Class A receiving property.
.030	Restaurant or Tavern								B		1 per each 100 sq. ft. of gross floor area.	1. For restaurants with drive-in or drive-through facilities: a. One outdoor waste receptacle shall be provided for every eight parking stalls. b. Access for drive-through facilities shall be approved by the Public Works Department. Drive-through facilities shall be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. c. Landscape Category A shall apply.

Section 47.10 Zone BCX USE ZONE CHART

Section 47.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.050	A Retail Establishment providing storage services. See also Spec. Reg. 1.	None	None	20′	0′	0′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	A	E	See KZC 105.25.	1. May include accessory living facilities for resident security manager.
.060	Any Retail Establishment, other than those specifically listed in this zone, selling goods or providing services including banking and related financial services. See Spec. Reg. 1.								B		1 per each 300 sq ft. of gross floor area.	1. The sale, service and/or rental of motor vehicles, sailboats, motor boats, and recreational trailers is not permitted. Motorcycle sales, service, or rental is permitted if conducted indoors. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The assembled or manufactured goods are directly related to and are dependent upon this use, and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 3. Access from drive through facilities must be approved by the Public Works Department. Drive through facilities must be designed so that vehicles will not block traffic in the right-of-way while waiting in line to be served. 4. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if: a. The seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use; and b. It can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.

Section 47.10 Zone BCX **USE ZONE CHART**

Section 47.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.070	Office Use	None	None	20′	0′	0′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	~~C~~ B	D	If a medical, dental or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 2. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.
.080	Hotel or Motel								B	E	1 per each room. See also Spec. Reg. 2.	1. May include ancillary meeting and convention facilities. 2. Excludes parking requirements for ancillary meeting and convention facilities. Additional parking requirement for these ancillary uses shall be determined on a case-by-case basis.
.090	A Retail Establishment providing entertainment, recreational or cultural activities										1 per every 4 fixed seats.	
.100	Private Lodge or Club								C	B	1 per each 300 sq. ft. of gross floor area.	
.110	Stacked Dwelling Unit. See Special Regulation 1.			Same as the regulations for the ground floor use. See Spec. Reg. 1.						A	1.7 per unit.	~~1. This use, with the exception of a lobby, may not be located on the ground floor of a structure.~~ 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.

1. This use is only allowed subject to the provisions of General Regulation 5.

Section 47.10 Zone BCX **U S E Z O N E C H A R T**

Section 47.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.120	Church	None	None	20′	0′	0′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	C	B	1 for every four people based on maximum occupancy load of any area of worship. See also Spec. Reg. 2.	1. May include accessory living facilities for staff persons. 2. No parking is required for day-care or school ancillary to this use.

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Section 47.10 Zone BCX **USE ZONE CHART**

Section 47.10	USE ⇩ / REGULATIONS ⇨	DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
		Required Review Process	MINIMUMS				MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.130	School or Day-Care Center	None	None	20′	0′	0′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	D	B	See KZC 105.25.	1. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 4. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 5. May include accessory living facilities for staff persons. 6. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~
.140	Mini-School or Mini-Day-Care											1. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 2. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 3. Structured play areas must be setback from all property lines by five feet. 4. An on-site passenger loading area may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 5. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 6. May include accessory living facilities for staff persons. ~~7. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).~~

Section 47.10 Zone BCX **USE ZONE CHART**

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			Lot Size	REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.150	Assisted Living Facility See Spec. Reg. 3.	None	None	Same as the regulations for the ground floor use. See Spec. Reg. 3.						A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses. ~~3. This use may not be located on the ground floor of a structure.~~ 4. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities, and activities associated with this use.
.160	Convalescent Center or Nursing Home			20′	0′	0′	80%	~~If adjoining a low density zone other than RSX, then 25′ above average building elevation. Otherwise,~~ 30′ above average building elevation.	C	B	1 for each bed.	~~1. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.~~
.170	Public Utility								A		See KZC 105.25.	1. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses.
.180	Government Facility Community Facility								C See Spec. Reg. 1.			
.190	Public Parks	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

3. This use is only allowed subject to the provisions of General Regulation 5.

KZC Text Amendments
File No. ZON11-00042

92.05 Introduction

1. General – This chapter establishes the design regulations that apply to development in Design Districts including the Central Business District (CBD), Market Street Corridor (MSC), Neighborhood Business Districts (BN, BNA), Juanita Business District (JBD), Rose Hill Business District (RHBD), Totem Lake Neighborhood (TLN), North Rose Hill Business District (NRHBD), Totem Center (TC), and in areas indicated on the use zone charts for PLA 5C.

92.15 Pedestrian-Oriented Improvements on or Adjacent to the Subject Property

1. All Zones – Pedestrian-Oriented Space and Plazas in Parking Areas – The applicant must provide at least 175 square feet of pedestrian-oriented space at the main building entrance in a central location, or adjacent to a parking area. This area must be raised at least six (6) inches above the parking lot surface and must be paved with concrete or unit pavers.

2. Pedestrian-Oriented Space and Plazas in TC, CBD, BN, BNA, MSC 2, NRHBD, RHBD and TLN Zones

   a. In the CBD, BN, BNA, MSC 2, or in TC – If the subject property abuts a pedestrian-oriented street (see Plate 34 in Chapter 180 KZC) or public park, the space, if any, between the sidewalk and the building must be developed consistent with the following criteria:

      1) Enhance visual and pedestrian access, including handicapped access, onto the subject property from the sidewalk.

      2) Contain paved walking surface of either concrete or approved unit pavers.

      3) Contain on-site or building-mounted lighting which provides adequate illumination.

      4) Contain two (2) linear feet of seating area or one (1) individual seat per 65 square feet of area between the sidewalk and the building.

      5) Contain landscaping such as trees, shrubs, trellises, or potted plants.

      6) It may not include asphalt or gravel pavement or be adjacent to an unscreened parking area, a chain link fence or a blank wall which does not comply with the requirements of subsection (3) of this section, Blank Wall Treatment.

      7) An alternative solution for the pedestrian-oriented space may be established through a Conceptual Master Plan in TL 2.

92.30 Architectural and Human Scale

6. Achieving Human Scale in All Zones

a. General

1) CBD – Except as provided in subsection (6)(a)(3) of this section, the applicant shall use at least two (2) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of each facade of a building facing a street or public park.

2) BN, JBD, NRHBD, RHBD, MSC, TC, YBD and TLN – Except as provided in subsection (6)(a)(3) of this section, the applicant shall use at least one (1) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of each facade of a 1-story building facing a street or through-block pathway, and at least two (2) of the elements or techniques for a 2-story building facing a street or through-block pathway (see Plate 34 in Chapter 180 KZC).

3) All Zones – The applicant shall use at least three (3) of the elements or techniques listed in subsection (6)(b) of this section in the design and construction of any facade of a building facing a street, through-block pathway or public park, if:

a) The facade has a height of three (3) or more stories; or

b) The facade is more than 100 feet long.

105.18 Pedestrian Access

3. Pedestrian Access – Required Improvements

b. Overhead Weather Protection – Location – The applicant shall provide pedestrian overhead weather protection in the following locations:

1) Along any portion of the building which is adjacent to a pedestrian walkway or sidewalk;

2) Over the primary exterior entrance to all buildings including residential units.

3) Exceptions in Design Districts:

In CBD Zones: Along at least 80 percent of the frontage of the subject property on each pedestrian-oriented street.

In RHBD, BN, BNA, MSC 2 and TLN Zones: Along at least 75 percent of a pedestrian-oriented building facade.

In JBD Zones: Along 100 percent of a building facade abutting a street or through-block pathway.

For more information regarding designated pedestrian-oriented streets see Plate 34 in Chapter 180 KZC, and pedestrian-oriented facades in Chapter 92 KZC.

105.58 Location of Parking Areas Specific to Design Districts

If the subject property is located in a Design District, the applicant shall locate parking areas on the subject property according to the following requirements:

~~3. Location of Parking Areas in the MSC Zones – Parking areas in the MSC zones shall not be located between the street and the building unless the Planning Official determines that the proposed landscape design provides superior visual screening of the parking area.~~

~~4~~3. Location of Parking Areas in Certain TLN and RHBD Zones – Parking areas and vehicular access may not occupy more than 50 percent of the street frontage in the following zones (see Figure 105.58.A):

142.15 Development Activities Requiring D.R. Approval

1. Design Board Review (D.B.R.)

a. The following development activities shall be reviewed by the Design Review Board pursuant to KZC 142.35:

1) New buildings greater than one (1) story in height or greater than 10,000 square feet of gross floor area, or in the Market Street Corridor Historic District (MSC 3 Zone).

2) Additions to existing buildings where:

a) The new gross floor area is greater than 10 percent of the existing building's gross floor area; and

b) The addition is greater than 2,000 square feet of gross floor area; and

c) Either:

1) The existing building and addition total more than 10,000 square feet of gross floor area; or

2) The addition adds another story; or

3) Is in the Market Street Corridor Historic District (MSC 3 zone).

3) Renovations to existing facades, where the building is identified by the City as an historic structure or is in the Market Street Corridor Historic District (MSC 3 zone).

b. Exemptions from D.B.R. – The following development activities shall be reviewed through the administrative design review process in KZC 142.25:

1) Any development where administrative design review is indicated in the applicable Use Zone Chart.

2) Any development in the following zones within the NE 85th Street Subarea: RH 8, PR 3.6, RM, PLA 17A.

3) Any development in the MSC 1~~, MSC 2,~~ and MSC 4 zones located within the Market Street Corridor.

2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.

142.37 Design Departure and Minor Variations

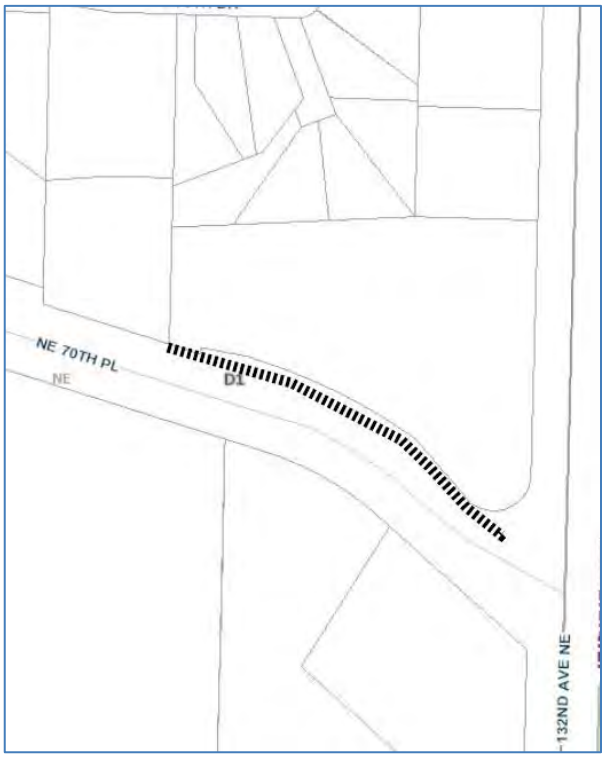
1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:

a. In the CBD: minimum required yards; and
b. In the Totem Center: minimum required yards, floor plate maximums and building separation requirements; and
c. In the RHBD and the TLN: minimum required yards, landscape buffer and horizontal facade requirements; and
d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards and horizontal facade requirements; and
e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), minimum required front yards and horizontal facade requirements; and
f. In the MSC 3 zone of the Market Street Corridor: horizontal facade requirements; and~~.~~
g. In the BN and BNA zones: horizontal façade requirements.

Plate 34M

Pedestrian Circulation in Neighborhood Business Zones (BN, BNA & MSC 2)

– – – – – – – – – – Pedestrian-Oriented Street



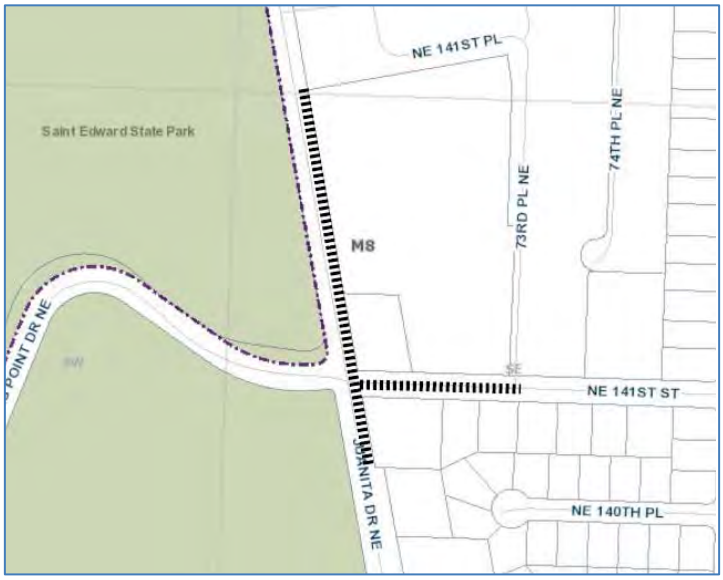


Plate 34M (continued)

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2). (b).

PUBLICATION SUMMARY
OF ORDINANCE O-4390

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING, AND LAND USE AND AMENDING ORDINANCE NO. 3719, AS AMENDED, THE KIRKLAND ZONING ORDINANCE, TO AMEND PROVISIONS FOR COMMERCIAL, RESIDENTIAL AND MIXED-USE DEVELOPMENT IN THE NEIGHBORHOOD BUSINESS (BN AND BNA), MARKET STREET CORRIDOR 2 (MSC 2), COMMUNITY BUSINESS X (BCX), AND COMMUNITY BUSINESS 1 AND 2 (BC 1 AND BC 2) ZONES; TO REVISE ZONING CODE CHAPTERS 92 AND 142 TO INCORPORATE DESIGN REVIEW STANDARDS FOR DEVELOPMENT IN THE BN, BNA, AND MSC 2 ZONES, TO REVISE ZONING CODE CHAPTERS 105 AND 180 TO ESTABLISH PEDESTRIAN ACCESS REQUIREMENTS FOR DEVELOPMENT IN THE BN, BNA, AND MSC 2 ZONES; AND APPROVING A SUMMARY ORDINANCE FOR PUBLICATION, FILE NO. ZON11-00042.

SECTION 1. Amends certain text of the Kirkland Zoning Code.

SECTION 2. Provides a severability clause for the Ordinance.

SECTION 3. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the _____ day of _____, 2012.

I certify that the foregoing is a summary of Ordinance O-4390 approved by the Kirkland City Council for summary publication.

_____
City Clerk

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (2). (c).

RESOLUTION R-4945

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AMENDED DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED BUSINESS DISTRICTS AND AUTHORIZING THE MAYOR TO SIGN.

WHEREAS, the Planning Commission considered the proposed amendments to the Design Guidelines for Pedestrian Oriented Business Districts at its public hearing on June 28, 2012, in association with related amendments to the Kirkland Zoning Code; and

WHEREAS, the City Council has determined that it is appropriate to amend the Design Guidelines for Pedestrian Oriented Business Districts as they directly support Ordinance No. 4390 (Commercial Code Zoning Amendments) and under Kirkland Municipal Code 3.30.040 design guidelines bearing the signature of the Mayor and Director of the Department of Planning and Community Development are adopted by reference;

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

Section 1. The amendments to the Design Guidelines for Pedestrian Oriented Business Districts, attached as Exhibit A, are approved.

Section 2. The Mayor is authorized to sign the amended Design Guidelines for Pedestrian Oriented Business Districts.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

Attachment A
R-4945

The City of Kirkland

Design Guidelines

For Pedestrian-Oriented Business Districts

Adopted by the City Council pursuant to Kirkland Municipal Code Section 3.30.040. Updated March 3, 2009, R-4739.

Attest:

James Lauinger,
Mayor

Eric Shields
Director,
Planning & Community Development

this historic district should reflect the scale and design features of the existing historic resources in the district.

As part of the Market Street Corridor Plan, Design Regulations and Guidelines are established for new development and major renovations in the Market Street Corridor (MSC). These guidelines and regulations are intended to further the following design objectives that are stated in the plan:

- Encourage preservation of structures and locations that reflect Kirkland's heritage.
- Support a mix of higher intensity uses along the Market Street Corridor while minimizing impacts on adjacent residential neighborhoods.
- Maintain and enhance the character of the historic intersection at 7th Avenue and Market Street.
- Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.
- Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential zones on Market Street.

Except for the MSC 2 zone,

The following guidelines, which suggest wider sidewalks, do not apply since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for the Market Street Corridor.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

Additional guidelines that do not apply to the Market Street Corridor include:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Culverted Creeks

Purpose of the Design Guidelines for North Rose Hill Business District

The North Rose Hill Business District goals and policies were adopted in 2003 as part of the North Rose Hill Neighborhood Plan. Development in the North Rose Hill Business District (NRHBD) is to complement the Totem Lake neighborhood and encourage increased residential capacity to help meet housing needs. Commercial uses are to be limited to those that are compatible with the residential focus of the NRHBD.

As part of the NRH plan, design regulations and guidelines were established for new development and major renovations in the Business District (NRHBD). These guidelines and regulations are intended to further the following urban design goals and policies stated in the plan:

- Ensure that public improvements and private development contribute to neighborhood quality and identity in the Business District through:
  - *Establishment of building and site design standards.*
  - *Utilization of the design review process.*
  - *Location and sharing of parking lots .*
  - *Utilization of high quality materials, public art, bicycle and pedestrian amenities, directional signs on all arterials, and other measures for public buildings and public infrastructure, such as streets and parks.*
- Provide transitions between commercial and residential uses in the neighborhood.
- Provide streetscape improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Since the focus of the NRHBD is on increasing residential capacity while accommodating supportive commercial uses, rather than developing into a destination retail business district, the following guidelines do not apply to this business district.

- Sidewalk Width – Movement Zone
- Sidewalk Width – Curb Zone
- Sidewalk Width – The Storefront Activity Zone
- Pedestrian Coverings
- Pedestrian-Friendly Building Fronts
- Upper-Story Activities Overlooking the Street

In addition, the following do not apply:

- Protection and Enhancement of Wooded Slopes
- Height Measurement on Hillsides
- Views of Water
- Culverted Creeks

Purpose of the Design Guidelines for Totem Center

The Kirkland City Council adopted a new neighborhood plan for Totem Lake in early 2002. The vision set forth in the Plan for Totem Center is of a dense, compact community, with a mix of business, commercial and residential uses and a high level of transit and pedestrian activity.

- Use materials and forms that reinforce the visual coherence of the campus.
- Provide inviting and useable open space.
- Enhance the campus with landscaping.
- Guidelines for the transit center to be located on the hospital campus should be developed and incorporated with guidelines for the rest of the campus.

The following guidelines do not apply to Totem Center:

- Height Measurement on Hillsides
- Views of Water

Purpose of the Design Guidelines for Neighborhood Business Districts

The Comprehensive Plan establishes a hierarchy of commercial districts, with regional goods and services at the upper end and neighborhoods goods and services at the lower end. Kirkland's Neighborhood Business Districts (BN, BNA, and MSC 2) are important in providing neighborhood goods and services. Given the more localized draw for residents to meet their everyday needs, an emphasis on convenient and attractive pedestrian connections and vehicular access is important. In addition, because these districts are surrounded by the residential land uses they serve, the design character and context of new development is critical to ensure that it integrates into the neighborhood.

The design guidelines are intended to further the following design objectives that are stated in the Plan:

· Establish development standards that promote attractive commercial areas and reflect the distinctive role of each area.

· Encourage and develop places and events throughout the community where people can gather and interact.

· Moss Bay neighborhood: Ensure that building design is compatible with the neighborhood in size, scale and character.

· South Rose Hill neighborhood: Residential scale and design are critical to integrate these uses into the residential area.

The following guidelines do not apply to these districts:

· Protection and Enhancement of Wooded Slopes

· Height Measurement on Hillsides

· Culverted Creeks

Pedestrian-Oriented Elements

Introduction

Successful pedestrian-oriented business districts, as opposed to "commercial strips," depend upon making pedestrian circulation more convenient and attractive than vehicular circulation, because the retail strategy for such districts is to encourage the customer to visit often and for more than one purpose at a time. The desired shopping pattern is for the customer to park in a convenient location and walk to several different businesses or attractions. The guidelines in this section focus on creating a high-quality pedestrian environment, especially along *pedestrian-oriented streets*. *Pedestrian-oriented streets* are specific streets defined for each business district.

This section also deals with building elements that detract from pedestrian qualities. One such detraction is a large expanse of blank wall, which, when adjacent or near to neighboring properties or overlooking public areas, can be intrusive and create undesirable conditions for pedestrians and neighbors. Therefore, the guidelines direct new development to treat blank walls with landscaping, building modulation, or other elements to reduce the impact of blank walls on neighboring and public properties.

The guidelines dealing with the spatial and functional integration of sidewalk areas and building elements address several issues:

- Width of sidewalk to accommodate pedestrian flow, building entrances, and other sidewalk activities.
- Pedestrian weather protection.
- "Pedestrian-friendly" building fronts.
- Other building facade elements that improve pedestrian conditions along the sidewalk.
- Mitigation of blank walls and screening of service areas.

"Pedestrian-Friendly" Building Fronts

Issue

Building setbacks were originally developed to promote "pedestrian-friendly" building fronts by providing light, air, and safety. But dull building facades and building setbacks that are either too wide or too narrow can destroy a pedestrian streetscape. A successful pedestrian business district must provide interesting, pedestrian-friendly building facades and sidewalk activities.

Discussion

Building fronts should have pedestrian-friendly features transparent or decorative windows, public entrances, murals, bulletin boards, display windows, seating, or street vendors that cover at least 75 percent of the ground-level storefront surface between 2' and 6' above the sidewalk.

Sitting areas for restaurant and merchandise displays should allow at least a 10' wide pavement strip for walking. Planters can define the sitting area and regulate pedestrian flow.

Blank walls severely detract from a pedestrian streetscape. To mitigate the negative effects of blank walls:

- Recess the wall with niches that invite people to stop, sit, and lean.
- Allow street vendors.
- Install trellises with climbing vines or plan materials.
- Provide a planting bed with plant material tha screens at least 50 percent of the surface.
- Provide artwork on the surface.

Guideline

All building fronts should have pedestrian-friendly feature as listed above.

Special Consideration for Downtown Kirkland - Glazing

Building frontages along pedestrian-oriented streets in the Central Business District should be configured to have a 15' story height to ensure suitability for diverse retail tenants and enhance the pedestrian experience. Where these taller retail stories are required, special attention to storefront detailing is necessary to provide a visual connection between pedestrian and retail activity.

Guideline

Storefronts along pedestrian-oriented streets should be highly transparent with windows of clear vision glass beginning no higher than 2' above grade to at least 10' above grade. Windows should extend across, at a minimum, 75% of the façade length. Continuous window walls should be avoided by providing architectural building treatments, mullions, building modulation, entry doors, and/or columns at appropriate intervals.

Special Consideration For Non-Retail Lobbies In Central Business District 1A & 1B

Non-retail uses are generally not allowed along street frontage within Central Business District 1. However, in order to provide pedestrian access to office, hotel, or residential uses located off of the street frontage or above the retail, some allowance for lobbies is necessary.

Guideline

Lobbies for residential, hotel, and office uses may be allowed within the required retail storefront space provided that the street frontage of the lobby is limited relative to the property's overall retail frontage and that the storefront design of the lobby provides continuity to the retail character of the site and the overall street.

Special Consideration for Totem Center

Since pedestrians move slowly along the sidewalk, the street level of buildings must be interesting and varied. Since

Special Consideration for Neighborhood Business Districts

Issue

To create a focal point for the community and engage pedestrians, buildings are encouraged to be oriented to pedestrian-oriented streets in these zones. However, commercial space that is above or below the grade of the sidewalk can compromise the desired pedestrian orientation.

Guideline

Commercial space should generally be at grade with the adjoining sidewalk. Where this is not feasible, the building should be setback from the sidewalk far enough to allow a comfortable grade transition with generous pedestrian-oriented open space.

Special Consideration for Neighborhood Business Districts

Issue

Because these districts are typically integrated into residential areas, the design should reflect the scale of neighborhood by avoiding long facades without visual relief.

Guideline

Facades over 120 feet in length should incorporate vertical definition including substantial modulation of the exterior wall carried through all floors above the ground floor combined with changes in color and material.

Taller buildings or "towers" in TL 1 should have relatively compact floor plates. The use of towers above a two-three story podium creates a varied building footprint and the perception of a smaller overall building mass. When the building's mass is instead concentrated in lower buildings with larger floor plates, greater emphasis should be placed on open space and plazas to provide relief at the pedestrian level.

Design treatments used in the upper portion of a building can promote visual interest and variety in the Totem Center skyline. Treatments that sculpt the facades of a building, provide for variety in materials, texture, pattern or color, or provide a specific architectural rooftop element can contribute to the creation of a varied skyline.

Building Modulation – Horizontal

Issue

Horizontal building modulation is the horizontal articulation or division of larger building façades. The lower portion of a multi-story building should incorporate pedestrian-scale elements and a strong base. The top of the building should incorporate distinctive roof treatments. Elevations that are modulated with horizontal elements appear less massive than those with sheer, flat surfaces. Horizontal modulation is well suited to downtown areas and automobile-oriented streetscapes where the development of tall building masses is more likely.

Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes. Building design should incorporate strong pedestrian-oriented elements at the ground level and distinctive roof treatments.

Discussion

A lively urban character uses a variety of architectural forms and materials that together create an integrated pattern of development with recurring architectural features. Horizontal awnings, balconies, and roof features should be incorporated into new development provided that their appearance varies through the use of color, materials, size, and location.

brick banding, and window details.

Guideline

Horizontal building modulation may be used to reduce the perceived mass of a building and to provide continuity at the ground level of large building complexes.

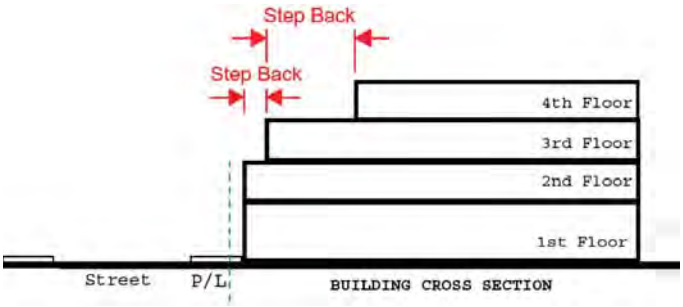
Special Consideration for Downtown Kirkland

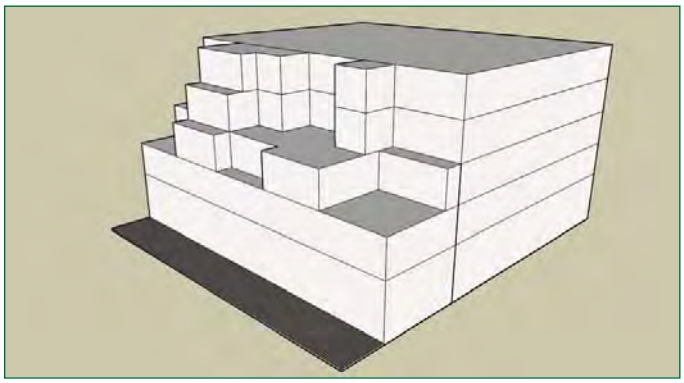
Large-scale developments, particularly east of the core area, should stress continuity in streetscape on the lower two floors. Setback facades and varied forms should be used above the second stories.

Special Consideration for Building Massing in Central Business District 1 (CBD 1A & 1B) - Upper Story Step Backs

Issue

Taller buildings can negatively affect human scale at the street level and should be mitigated. Upper story step backs provide a way to reduce building massing for larger structures. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.





Varied step back approach

- *Decks and/or balconies should be designed so that they do not significantly increase the apparent mass of the building within the required upper story setback area.*
- *In addition to applying setbacks to upper stories, building facades should be well modulated to avoid blank walls and provide architectural interest.*
- *Along pedestrian oriented streets, upper story building facades should be stepped back to provide enough space for decks, balconies and other activities overlooking the street*
- *Landscaping on upper story terraces should be included where appropriate to soften building forms and provide visual interest.*
- *Continuous two or three story street walls should be avoided by incorporating vertical and horizontal modulations into the building form.*
- *Limited areas of vertical three, four, or five story walls can be used to create vertical punctuation at key facades. Special attention to maintain an activated streetscape is important in these areas.*
- *For properties on Park Lane which front multiple streets and upper story setbacks are proposed to be averaged, concentration of upper story building mass along Park Lane should be avoided.*

Guideline - Open Space at Street Level

Reductions to required upper story setbacks may be appropriate where an equal amount of beneficial public open space is created at the street level consistent with the following principles:

- *Public open space should be open to the sky except where overhead weather protection is provided (e.g. canopies and awnings).*
- *The space should appear and function as public space rather than private space.*
- *Public open space should be activated with adjacent shops, outdoor dining, art, water features, and/or landscaping while still allowing enough room for pedestrian flow.*
- *A combination of lighting, paving, landscaping and seating should be utilized to enhance the pedestrian experience within the public open space.*
- *Where substantial open space "trade-offs" are proposed, site context should be the primary factor in the placement of the public open space (e.g. important corners, solar access.)*

Guideline - Building Cantilevering Over Sidewalks

Buildings may be allowed to cantilever over sidewalks if a sidewalk dedication and/or easement is required consistent with following guidelines:

- *The total length of cantilevered portions of a building should be no more than 1/3rd of the entire length of the building façade. The cantilevered portions of a building should be spread out and not consolidated in a single area on the building façade.*
- *Unobstructed pedestrian flow should be maintained through the subject property to adjoining sidewalks.*
- *Space under the building cantilever should appear and function as part of the public realm.*
- *The sense of enclosure is minimized.*

Special Considerations for Neighborhood Business Districts

Issue

Where buildings are close to the street in these neighborhood areas, vertical building massing can negatively affect human scale at the street level Upper story step backs provide a way to reduce building massing. An upper story building step back is the horizontal distance between a building façade and the building façade of the floor below.

Guideline

Above the ground floor, buildings should utilize upper story step backs to create receding building forms as building height increases. Rather than a rigid stair step approach, varied step back depths and heights should be used to create well modulated facades and usable decks and balconies overlooking the street.

Issue

Within the South Rose Hill Neighborhood Plan, additional mitigation of scale impacts in called for.

Guideline

Building height, bulk, modulation, and roofline design should reflect the scale and character of adjoining single-family development.

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (3).

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: **November 29, 2012**

To: **Kirkland City Council**

From: **Jon Pascal, Vice Chair, Kirkland Planning Commission**

Subject: **Recommendation on Howard Private Amendment request (PAR) Study Area, Ordinance 0-4391, (File ZON11-00005)**

I. Recommendation

On behalf of the Planning Commission, I am pleased to submit our recommendation on amendments for the Howard Private Amendment Request (PAR) study area located in the *Holmes Point Business District*. The study area consists of four parcels: the Howard BNA zoned property (labeled as Lot 1 on Attachments 1-3), the Finn Hill Fire Station (labeled as Lot 2 on Attachments 1-3), the Holmes Point PLLC office complex (labeled as Lot 3 on Attachments 1-3) and the Howard RMA zoned property (labeled as Lot A on Attachments 1-3). The Planning Commission's recommendations are as follows:

- Change the Zoning Map and Comprehensive Plan's Land Use Map for Lots 1-3 from **Commercial (BNA) to Professional Office/Multifamily** at 18 units per acre **(PRA 2.4)**. The residential density of 18 units per acre/1 unit for every 2400 square feet of land area is consistent with the density recommended for this BNA zone in the pending Commercial Code and Plan Amendments.

- Change the Comprehensive Plan's Land Use Map for Lot A **from Commercial to Multifamily** at 18 units per acre to make the Land Use Map consistent with the existing Zoning Map. Lot A is zoned RMA 2.4 (18 units per acre).

- Consider the Planning Commission's concerns, addressed below, about making land use changes in the Juanita/Finn Hill/Kingsgate neighborhoods without neighborhood plans in place. The new neighborhoods are unique from other neighborhoods because no long-term planning has been performed that can guide decision making to ensure we are building toward a consistent long-term vision.

The two amendments are included as an exhibit to the ordinance.

Concerning the first recommendation, the Planning Commission unanimously recommends changing the zoning and land use designation from C**ommercial (BNA) to Professional Office/Multifamily** at 18 units per acre **(PRA 2.4) for Lots 1-3** because the lots have site

constraints that make the parcels unattractive to commercial use due to difficult access and poor visibility. Lot 1, the Howard BNA zoned lot, has no access to NE Juanita Drive NE and will need to take access across the Howard RMA zoned lot to the north. Lot 2, the Finn Hill Fire Station, has poor access because any driveway to the site would be in close proximity to the intersection of Holmes Point Drive / NE Juanita Drive. Both the Howard and Finn Hill Station properties have minimal frontage along NE Juanita Drive which limits commercial visibility. Lot 3, the Holmes Point PLLC office complex, cannot be seen from NE Juanita Drive so it has no commercial visibility (see Attachment 1).

The recommended Professional Office/Multifamily (PRA 2.4) zoning provides the flexibility of uses needed for these site constraints. Developments under the PRA zoning can be residential, office and neighborhood oriented business either as a mix of uses or solely as one use. Under the BNA zoning, commercial uses must be on the ground floor and with the recommended Commercial Code Amendments residential use can only cover 50% of the gross floor area of the site.

PRA zoning would meet the development objectives of Mr. Howard and the owners of the Holmes Point PLLC office complex. Mr. Howard would like to develop his vacant BNA zoned and RMA zoned properties as one multifamily project. The Holmes Point PLLC owners would like the option in the future of developing a multifamily project in place of their current office complex. Neither property owners believe that retail would be successful on their properties due to the site constraints.

If the City were to decide to sell the fire station property in the future, the redevelopment options for the property under the PRA zoning would remain flexible since grocery stores, neighborhood oriented retail, restaurants, taverns and offices are allowed along with residential. The maximum allowable height would not change, but the lot coverage allowance (total paved area including the building footprint) would be reduced slightly from 80% under the BNA zone to 70% under the PRA zone. A fire station is classified as a government facility use which is allowed in all zones so rezoning the property from BNA to PRA would not limit the ability to expand or alter the fire station.

Concerning the second recommendation, the Planning Commission unanimously recommends changing the Land Use Map for the Howard RMA 2.4 zoned property (Lot A on Attachments 2 and 3) from **Commercial to Multifamily at 18 units per acre** to be consistent with the existing Zoning Map. Under the Growth Management Act, the two maps should be consistent. Under King County, the maps were not consistent for this property. Prior to annexation, the City Council considered making the maps consistent by changing the Zoning Map to reflect the commercial designation on the Land Use Map, but the nearby neighbors objected to commercial uses on the property so the City left the inconsistency in place. Since Mr. Howard would like to construct multifamily residential on Lot A in conjunction with Lot 1, it would be appropriate to correct the inconsistency and change the Land Use Map to be consistent with the Zoning Map.

II. Planning Commission's Concern about Modifying the Land Use Plan in the Newly Annexed Areas without a Neighborhood Plan

The Planning Commission's original recommendation to the City Council in March 2011, during the Threshold Determination process, was to defer the study and consider it during preparation of the Finn Hill Neighborhood Plan or a Holmes Point Business District Subarea Plan. In April 2011, the City Council decided to consider the Howard PAR request because there are no plans to prepare neighborhood plans for the annexed areas in the near future and the Council thought that Mr. Howard's request had merit. While a broader Business District Subarea Plan was also discussed, which would have evaluated both sides of Juanita Drive, the City Council ultimately directed the Planning Commission to study the request in 2012 only considering the parcels on the west side of Juanita Drive.

Following the public hearing on November 15, 2012, the Planning Commission had a lengthy discussion about making recommendations on private amendment requests, or any land use change for that matter, in the new neighborhoods with no neighborhood plan to guide decision making. While the Planning Commission reached a unanimous decision on the Howard PAR, all Commissioners were very reluctant in reaching the recommendation, and felt their original recommendation in March 2011 was still valid, but Council directed them to move forward with the study regardless. The Planning Commission has a general concern that they are put in an uncomfortable situation by the need to make recommendations on PARs or other City initiated land use changes without an adopted neighborhood plan to guide recommendations. Neighborhood plans are important tools to use in discussing and making decisions on changes to land use designations and zoning in each neighborhood. Considering a private amendment request or other land use plan updates without a neighborhood plan in place is not good comprehensive planning and is not a good way of doing business. Such actions jeopardize the long-term goals and vision of the community.

The Howard PAR is one example where perhaps a neighborhood plan or subarea plan could better evaluate how to make commercial uses successful in the neighborhood in a broader context so those findings could be considered before reducing the amount of commercially zoned property. The Finn Hill Neighborhood has limited commercially designated land, and therefore residents depend heavily on their vehicles to reach areas of commerce for their daily needs. A broader planning effort would focus more on how to make commercial uses work for the community, so decisions are occurring that are consistent with that objective. Therefore, the Planning Commission would like to have neighborhood or subarea plans in place before considering future private amendment requests or other land use changes in the newly annexed areas.

The Finn Hill Neighborhood Alliance submitted a letter dated November 13, 2012, and Ellen Haas spoke on behalf of the neighborhood association at the hearing asking that the decision on the Howard PAR study area be deferred until a neighborhood plan or at least a business district subarea plan is prepared (see Attachment 4). Other letters were received that addressed the same issue (see Attachments 5-7 and comment letters for the October 25 and November 15, 2012 meetings).

However, the Planning Commission concluded that because of the special circumstances of site constraints in this study area, the same decision to rezone the properties from commercial to professional office/multifamily likely would be made with or without a plan in place. The Planning Commission decided that the Lots 1-3 are difficult for commercial uses to be successful and that a change from BNA to PRA will likely result in less intensive development and less traffic impacts. Moving forward with the rezones without a neighborhood plan in place is appropriate in this particular circumstance due to the less intensive uses that are being proposed.

III. Background

On November 22, 2010, Jeff Howard submitted a PAR request to change the Zoning Map and Comprehensive Plan designation for his vacant commercially zoned property from BNA (commercial) to RMA 2.4 (multifamily at 18 units per acre). His property is located on the west side of Juanita Drive NE in the *Holmes Point Business District* (Lot 1 on Attachment 1).

Mr. Howard indicated in his application that the purpose of the request is to build a multifamily development in combination with the RMA 2.4 zoned lot that he owns north of his commercially zoned property. Based on the King County Assessor's Office information for lot size, up to 33 units could be built on the two lots if both have a residential density of 1 unit per 2,400 square feet of land area.

Mr. Howard stated in his application the following reasons for the request:

- Direct vehicular access to his BNA zoned property (Lot 1 on Attachment 2) from Juanita Drive NE is nearly impossible because King County redesigned the intersection several years ago such that his BNA zoned lot lies between two closely located intersections at the *Holmes Point Business District*. Thus, access for Mr. Howard's BNA zoned property needs to be provided through Mr. Howard's abutting RMA 2.4 zoned property to the north (Lot A on Attachment 1).

- The BNA zoning regulations require retail or office use on the ground floor and do not permit residential use, other than a lobby. Mr. Howard believes that a commercial use with indirect access through a multifamily development is not a marketable space and would not be a successful business.

On April 19, 2011, the City Council considered the Howard PAR and directed the Planning Commission to study the request in 2012. In addition, the City Council directed that the study include the two other BNA zoned properties on the west side of the *Holmes Point Business District* located south of the Howard BNA zoned site. These two properties are the Finn Hill Fire Station property and the Holmes Point LLC office complex. Staff identified an issue of inconsistency between the Land Use Map and the Zoning Map for Mr. Howard's RMA zoned lot and included this lot in the study (see Attachment 1).

IV. Public Participation

Public notice was provided by way of mailed notice to property owners, emailed notice to the Finn Hill Neighborhood Alliance and public notice boards. In addition, meeting information was provided on the City's Private Amendment Request web page and in the *Seattle Times* newspaper.

The Planning Commission held study sessions on September 27, 2012, and October 25, 2012, and a public hearing on November 15, 2012. Jim Dobler, one of the owners of the Holmes Point PLLC office complex, spoke at the September 27, 2012, meeting in favor of the PRA zoning change, but not in favor of a RMA zoning since multifamily zoning would make the existing office complex a non-conforming use. Mr. Howard spoke in favor of any zoning that would allow a residential development on the ground floor. At the public hearing, Mr. Howard and Ellen Haas from the Finn Hill Neighborhood Alliance both spoke. Several written comments were submitted asking that a decision be deferred until a neighborhood plan is prepared and expressing concerns about traffic in the area, the ability to expand the fire station if desired and the potential for residential density inconsistent with the surrounding neighborhood. One person wrote in favor of developing the Howard properties and stated that traffic is not a problem in the area. The public comments in Attachments 4-8 provided with this memo since they were received after the hearing packet for the November 15, 2012, meeting was distributed.

Mr. Howard submitted an email dated November 13, 2012, with a petition signed by 37 surrounding residential neighbors in favor of Mr. Howard's request (see Attachment 5). The petitioners do not want commercial uses on the Howard BNA zoned property.

On November 14, 2012, Mr. Howard and Planning staff attended the Finn Hill Neighborhood Alliance's annual meeting to answer questions about the study. Mr. Howard explained his development plans and why he was making the request.

Links to staff memorandums, draft minutes and audio recordings for the Planning Commission meetings are provided below:

- September 27, 2012 study meeting
- October 25, 2012 study meeting
- November 15, 2012 public hearing

V. SEPA Determination

On October 4, 2012, a Determination of Non-Significance was issued for the Howard PAR study. An analysis, including a traffic study, was done based on worse case development scenarios under BNA, PRA and RMA zoning. It was determined that there would be less of an overall impact under the PRA and RMA development scenarios compared to the current BNA zoning. No SEPA appeals were received.

VI. CRITERIA FOR APPROVING CHANGES TO THE ZONING MAP AND LAND USE MAP

The Planning Commission reviewed the following criteria in the Zoning Code and determined that the amendments meet the criteria for approving changes to the Zoning and Land Use Maps and Zoning Code:

- Section 130.15 Legislative Rezones – Criteria
- Section 135.25 Criteria for Amending the Text of the Zoning Code
- Section 140.25 Factors to Consider in Approval an Amendment to the Comprehensive Plan

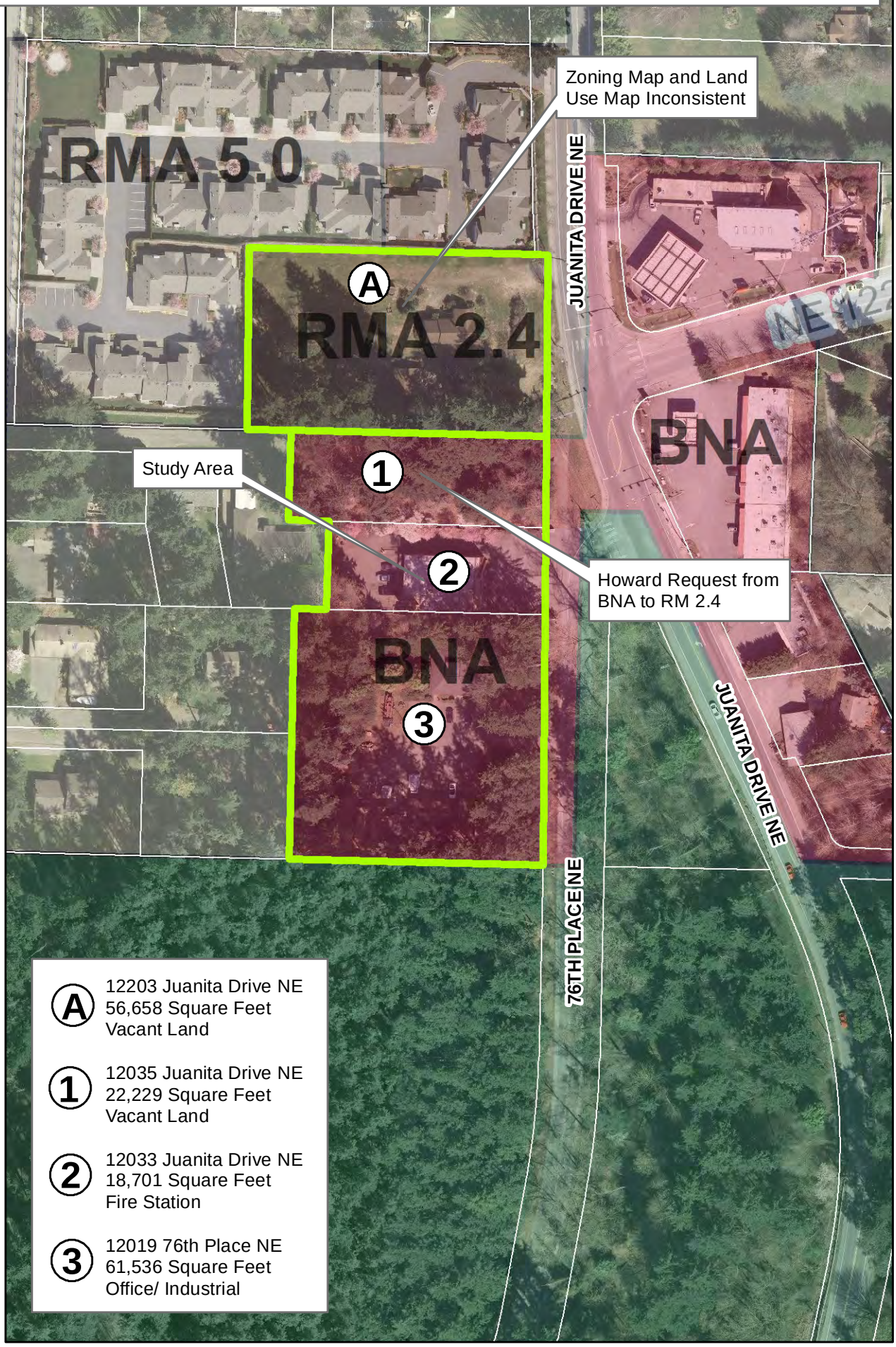
Attachments

1. Aerial of Howard PAR study area
2. Current Zoning Map of study area
3. Current Land Use Map of study area
4. Finn Hill Neighborhood Alliance letter, dated November 13, 2012
5. Jeff Howard email with petition from 37 neighbors, dated November 13, 2012
6. Teresa Chilelli-White email, dated November 15, 2012
7. Tim and Leslie Tinti email, dated November 15, 2012
8. Matthew Pruitt email, dated November 15, 2012

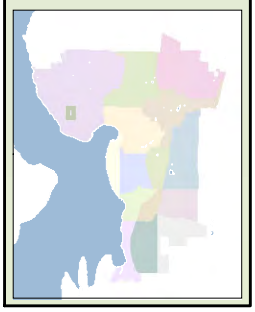
cc: File ZON11-00005

ATTACHMENT 1

HOWARD PRIVATE AMENDMENT REQUEST STUDY AREA, ZON11-00005



Tax Parcel Boundaries
Commercial
Industrial
Light Manufacturing Park
Office
High Density Residential
Medium Density Residential
Low Density Residential
Institutions
Park/Open Space



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0 0.005 0.01 0.015 0.02 Miles

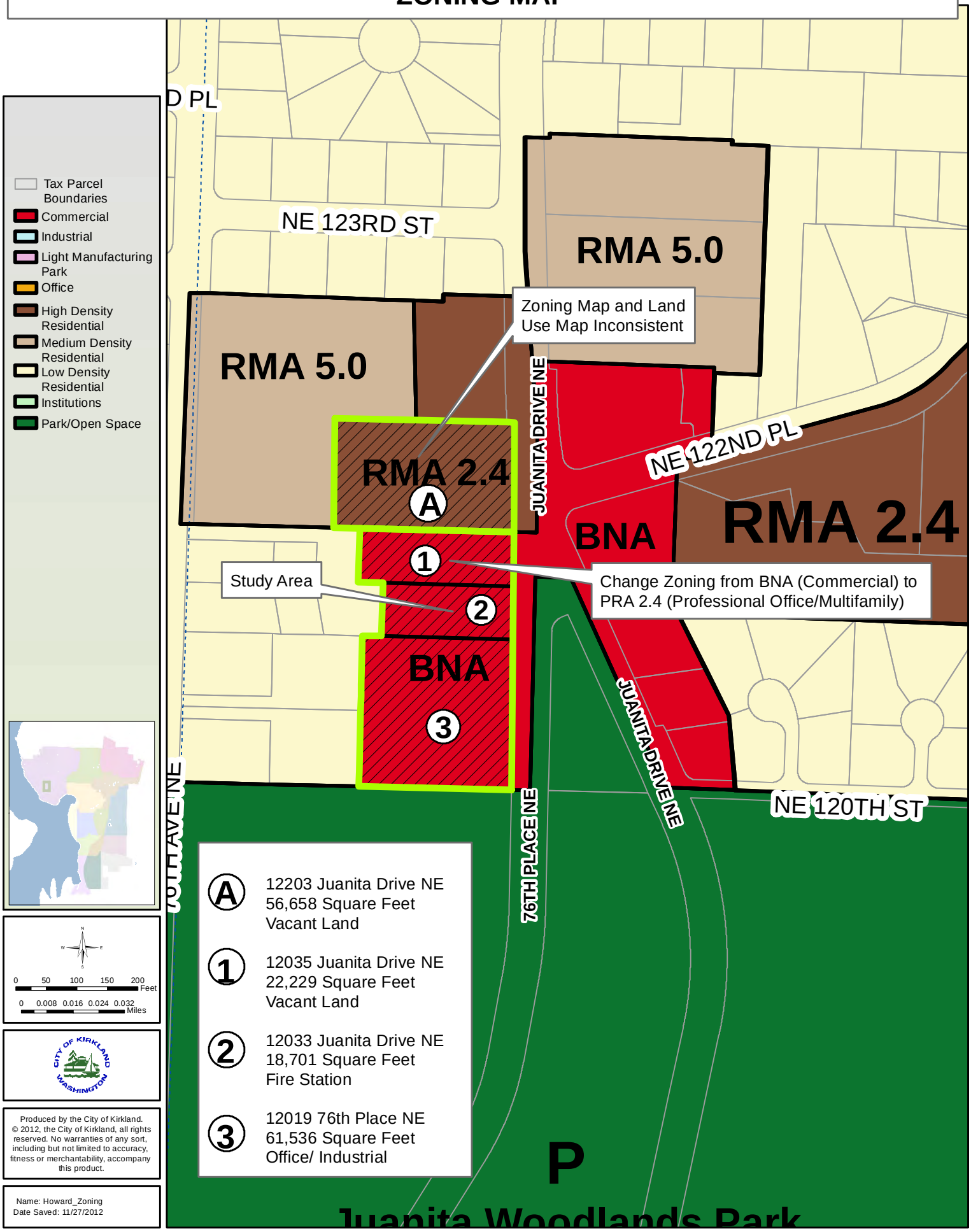
CITY OF KIRKLAND WASHINGTON

Produced by the City of Kirkland. © 2012, the City of Kirkland, all rights reserved. No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Name: Howard_Aerial
Date Saved: 9/17/2012

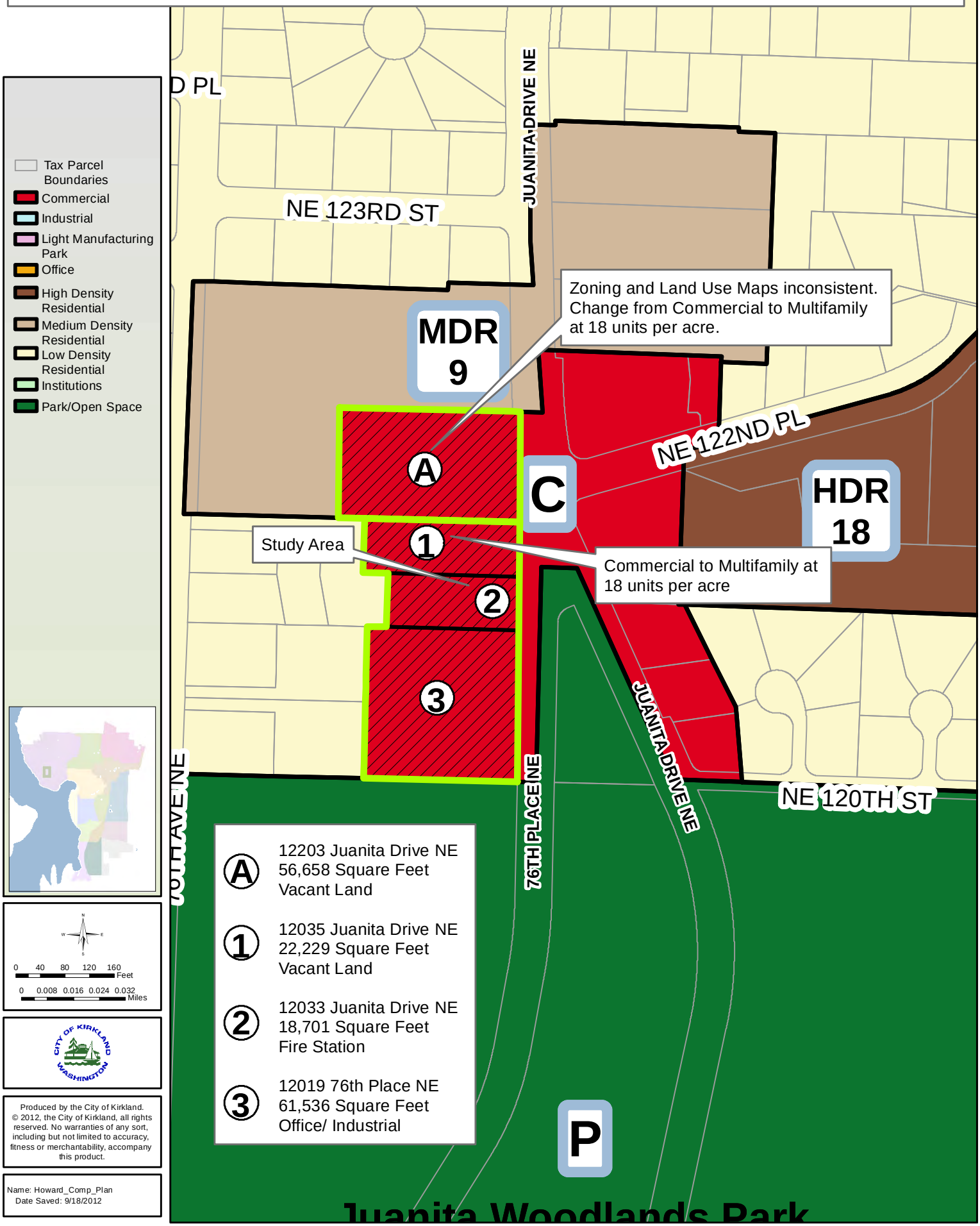
ATTACHMENT 2

HOWARD PRIVATE AMENDMENT REQUEST STUDY AREA, ZON11-00005
ZONING MAP



ATTACHMENT 3

HOWARD PRIVATE AMENDMENT REQUEST STUDY AREA, ZON11-00005
COMPREHENSIVE LAND USE MAP



November 13, 2012

Planning Commissioners
Planning Department
City of Kirkland
123 Fifth Avenue
Kirkland WA 98033-6189

RE: Howard Private Amendment Request

Dear Commissioners:

The Finn Hill Neighborhood Alliance (FHNA) has previously requested that the Commission refrain from making substantive amendments to the County's zoning regulations and map for Finn Hill until the development of a neighborhood plan that addresses Finn Hill's housing, commercial, transportation, and environmental needs in a coherent manner. FHNA is concerned that, until a neighborhood plan reflecting the input of Finn Hill residents is created, the City will not be able to resolve land use issues in the context of the community's planning goals. Without a neighborhood plan, the City will be forced to make decisions in a vacuum, creating a significant risk that it will choose outcomes that compromise Finn Hill's long-term interests.

The Howard Private Amendment Request is a good example of why zoning decisions should await the creation of a neighborhood plan. This request will have a significant and permanent impact on the southern half of Finn Hill. FHNA urges the Commission to recommend that the request be denied until a neighborhood plan – or at least a plan focused on the Holmes Point Business District – is developed.

Mr. Howard has asked the City to relax the requirement for retail space on one of the two adjacent properties he owns because it does not appear that retail development on the property would be economically viable. According to Mr. Howard, this is due to the difficulty of accessing that parcel given the current configuration of Juanita Drive. This assertion may be correct. However, so far as FHNA is aware, no studies have been undertaken as to whether the junctions of Holmes Point and 122nd Place with Juanita Drive could be redesigned to alleviate the present access constraints. Evidently, King County re-configured these intersections some years ago in ways that have made access worse; perhaps these can design decisions can be reversed.

Admittedly, it is possible that, for other reasons, neither of Mr. Howard's parcels should be subject to a retail development requirement. It may even be the case that commercial development of the parcels comprising the Holmes Point Business District on the western side of Juanita Derive would not ultimately be supported by Finn Hill residents. What is clear, however, is that if Mr. Howard's request to remove the retail development requirement is granted, there will be little prospect for retail

Finn Hill Neighborhood Alliance
P.O. Box 682, Kirkland WA 98083

construction on the western side of Juanita Drive at the Holmes Point intersection. Since the Holmes Point Business District is one of only two such areas on Finn Hill, a decision to cut the district by half should not be taken for the sake of expediency. The consequences are significant. The City would forego sales tax revenues that might have come from shops in these parcels. Local residents would lose the chance to enjoy an attractive commercial area within walking distance of their homes.

FHNA believes that the Commission's original recommendation to defer action on the Howard re-zoning request was correct. We recognize that the City Council subsequently directed the Commission to address the request this year. Nevertheless, the Council's instruction does not compel the Commission to grant the request. The Commission can still conclude that the consequences of granting a request are sufficiently important that further analysis is justified.

FHNA recommends that the Commission take this position. In so doing, we are not asking that the City to postpone acting on Mr. Howard's request indefinitely. FHNA offers to work with both the Planning Department staff and Mr. Howard to convene community meetings during the first half of 2013 to explore the ramifications of Mr. Howard's request and to assess the viability of the Holmes Point Business District zoning as it exists today. Following the community meetings, Finn Hill residents will better understand what trade-offs the re-zoning request entails, and the City and Mr. Howard will better understand the community's priorities.

These meetings may serve to validate the Planning Department's recommendation that all of the properties in the study area be re-zoned PR 2.4. But, whatever the outcome, the community will have had an opportunity in the first half of 2013 to assess the potential of the Holmes Point Business District and the ramifications of changes to the present zoning for that district. That can only have long-term benefits for Finn Hill and for Kirkland.

Thank you for your consideration of our views.

Submitted on behalf of the FHNA Board of Directors,

Scott Morris
President

cc: Eric Shields
Paul Stewart
Teresa Swan
Kurt Triplett
Kirkland City Council
FHNA Board of Directors

Jeff Howard
16350 NE 51st St
Redmond, Washington 98052

The Finn Hill Neighborhood Alliance allowed me to discuss this request at their meeting last night. I think I learned more from them than they from me.

The newly annexed neighborhoods are just getting the feel of having a new – shall we say – "central government" to deal with. They have understandable concerns about being treated as equal to the other areas in the City. They want assurances that the City is not making some sort of drastic changes without considering their inputs. Their desires for a Neighborhood Comp. Plan are very legitimate too, but the time horizon on that is murky and years away. Concerns about traffic were also voiced.

Time was short and there were questions neither Paul, Teresa nor I were able to answer completely. I do think we communicated that this request would not lead to any huge changes as some had feared. The Planning Staff recommendation is basically an adjustment to allow the most flexible and economical development of the 3 subject parcels.

Kirkland benefits when property is developed to meet the "Highest and Best Use" criteria. This maximizes the tax base that funds services for all residents. Zoning regulations sometimes preclude such development instead of encourage it; and this is the case here.

Economics and location dictate Highest and Best Use, and here we have 3 properties that could meet that goal by being developed into completely different uses. Present zoning prohibits the most sensible use on our parcel and limits the allowable uses on the other two.

The Staff recommendation is not a major alteration of the present allowed uses. However it does give all three owners – myself, the City in the case of the fire station, and Holms Point LLC – the flexibility to decide on and develop the individual properties to match the economics and satisfy the surrounding neighbors.

The adjacent neighbors and business owners all support the development of our small lot for residential construction. This will add less traffic than the presently required commercial uses as well.

We ask that the Planning Commission approve the Staff's recommendation and pass it along to the City Council for a final vote.

Thanks You.

ATTACHMENT 5

Teresa Swan

From: TChilelli@aol.com
Sent: Thursday, November 15, 2012 11:18 AM
To: Planning Commissioners; City Council
Cc: Teresa Swan; mathewpruitt@gmail.com; twenty150bye@aol.com
Subject: Howard Development File # ZON11-00005

November 15, 2012

To Whom it may concern:

I am unable to make the commission meeting tonight regarding the Howard Development File # ZON11-00005.

I believe that it is of the utmost importance that the City of Kirkland immediately begin the process of coming up with a neighborhood plan for development and the traffic on Juanita Drive and a drainage plan for the natural habitat in the area. The area just becomes more dense without a real plan. to handle these items. Would it not behoove us to be proactive and handle these items prior to development as opposed to reactionary and fixing the problem afterward?

One of the promises made to us prior to annexation was that nothing would change zoning wise unless a total plan was presented to the neighborhood first. Less than a year as part of Kirkland and already the promise is broken.

I attended last night's FHNA meeting. It came across that theCity of Kirkland representatives were more interested in the developer than the community. I was very dissapointed to see the City Representtives defending Mr. Howard's position. I forgot to ask Mr, Howard where he lives, because I am sure it is not in our neighborhood. The city is supposed to have a commitment to us , not the developer. It is not the neighborhood's job or the City's job to control the cost of the development, or to ensure that he makes money on it. He knew what the zoning was prior to his purchase of it and prior to his submittal. Just because he does not want to spend the money to improve the intersection does not mean he can change the

rules. Contrary to popular belief, real estate is no different than the stock market. There are no guarantees.

I commend Mr. Howard for taking a pole of the adjacent property owners, but he did not pole the entire neighborhood. There were a few there last night that expressed wanting to have a bigger commercial area. More reason to implement a neighborhood plan.

I would prefer to see residential there, but a lower density than what Mr. Howard is proposing . It is an odd intersection with the way the lights are now and adding more turns onto the intersection will make it even odder. More reason to formulate a neighborhood plan first.

I also believe that if this commercial area is rezoned to residential, then the City will be looking for a new area in the neighborhood to add commercial zoning. Where would that be located? We would know if we had a neighborhood plan.

If we were still in the County it would most likely take way longer for him to develop this property than it will in Kirkland. One reason I believe he waited until after annexation to submit. If he has to wait two years for the plan to be in place, so be it. He waited this long to even begin the process. It is not our responsibility to subsidize private development, but it is our responsibility to ensure that the neighborhood, we live in is the way we like it.

Sincerely,

Teresa Chilelli-White
11724 80th Ave NE
Kirkland, WA 98034
Tchilelli@aol.com
425-501-4693

ATTACHMENT 7

Teresa Swan

From: Leslie Montgomery Tinti <leslie@tinti.com>
Sent: Thursday, November 15, 2012 11:51 AM
To: Teresa Swan
Cc: T T
Subject: Howard Private Amendment

Dear Ms. Swan,

Unfortunately, we will not be able to attend the special meeting tonight but we wanted to have our voices heard. My husband and I have lived in the Holmes Point area for over 20 years. We love this area so much! We are members of FHNA and appreciate all of the FHNA's hard work for the past many years. We feel that the zoning decisions should wait until the first half of 2013 when meetings can be held to discuss and develop a neighborhood plan that addresses Finn Hill's housing, commercial, transportation, and environmental needs in a coherent manner.

Thank you.

Tim and LeslieTinti

Teresa Swan

From: Eric Shields
Sent: Thursday, November 15, 2012 5:14 PM
To: Teresa Swan
Subject: FW: Howard Zoning Amendment

Eric Shields

From: Mathew Pruitt [mailto:mathewpruitt@gmail.com]
Sent: Thursday, November 15, 2012 5:02 PM
To: Planning Commissioners; City Council
Cc: Scott Morris; Ellen.haas@comcast.net
Subject: Howard Zoning Amendment

I am writing in support of the Finn Hill Neighborhood Alliance's position that Finn Hill needs a neighborhood plan before the city considers major changes to comprehensive plan zoning requirements.

During a time when the city seems to be looking for more revenue it does not seem to be prudent to me to accept a proposal that would get rid of a commercial development requirement without first having a process and a plan in place that outlines where else that kind of development will come from. On Finn Hill there are two places where commercial development is possible. The first, is the Howard property, and the second, is up near the QFC. By accepting this proposal and allowing Mr. Howard to develop non commercial residences on this land, the city is limiting its options in the future which is not in the interest of the community.

I certainly can understand Mr. Howard's frustration about delaying the project timeline until a neighborhood plan can be developed. I am appreciative of his attempt to gather signatures of surrounding neighbors. I believe he is sincere in wanting to do what is best for the neighborhood. However, this issue is not just about the stakeholders adjacent to the property he wishes to develop... This is about the future vision of community development on Finn Hill. I can assure you the board of the FHNA and members of the Finn Hill neighborhood are committed to assisting the city in any way we can in order to move the process along in and expedient manner.

We believe that Finn Hill can be a model for suburban planning given the complexity of the area, its environmental sensibilities, and its diverse community. Making major changes to the comprehensive plan before that discussion with the community can occur and a neighborhood plan can be developed is not beneficial to the residents of Kirkland.

Thank you,

Mathew Pruitt
12352 76th Ave. NE
Kirkland, WA 98034

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (3). (a).

ORDINANCE O-4391

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, AND THE KIRKLAND ZONING CODE, ORDINANCE 3719 AS AMENDED, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON11-00005.

WHEREAS, the Growth Management Act (GMA), specifically RCW 36.70A.215, mandates that the City of Kirkland review, and if needed, revise its Comprehensive Plan, its official Zoning Map and its Zoning Code pursuant to RCW 36.70A.130; and

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Zoning Map, Ordinance 3710 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 29, 2012, and bearing Kirkland Department of Planning and Community Development File No. ZON11-00005; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on November 15, 2012, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, subsequent to the public hearing, City staff recommends a related minor housekeeping amendment to the Kirkland Zoning Code, Ordinance 3710 as amended, for Use Zone Chart PR, PRA Section 25.08, as set forth in that certain report from City staff dated November 29, 2012; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a final determination of nonsignificance, including supporting environmental documents, issued by the responsible official pursuant to WAC 197-11-340; and

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

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

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

Section 1. Comprehensive Plan Figure and Zoning Map amended: The Comprehensive Plan, Ordinance 3481 as amended, and the Zoning Map, Ordinance 3710, as amended, are hereby amended as set forth in Exhibit A attached hereto and by this reference incorporated herein as though fully set forth.

Section 2. Kirkland Zoning Code (Ordinance 3719 as amended) Section 25.80—General Regulations is hereby amended to revise General Regulation 5, to read as follows:

Use Zone Chart PR, PRA Section 25.80 – General Regulations

5. Within the PRA **1.8** zone, the maximum building height of a structure may be increased to 60 feet above average building elevation if:
   a. All required yards are increased by one foot for every two feet of height above 35 feet;
   b. Buildings may not exceed three stories; and
   c. Rooftop appurtenances may not exceed the maximum height and are screened with sloped roof forms.

Section 3. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. This Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this Ordinance and by this reference approved by the City Council as required by law.

Section 5. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

_____
Mayor

Attest:

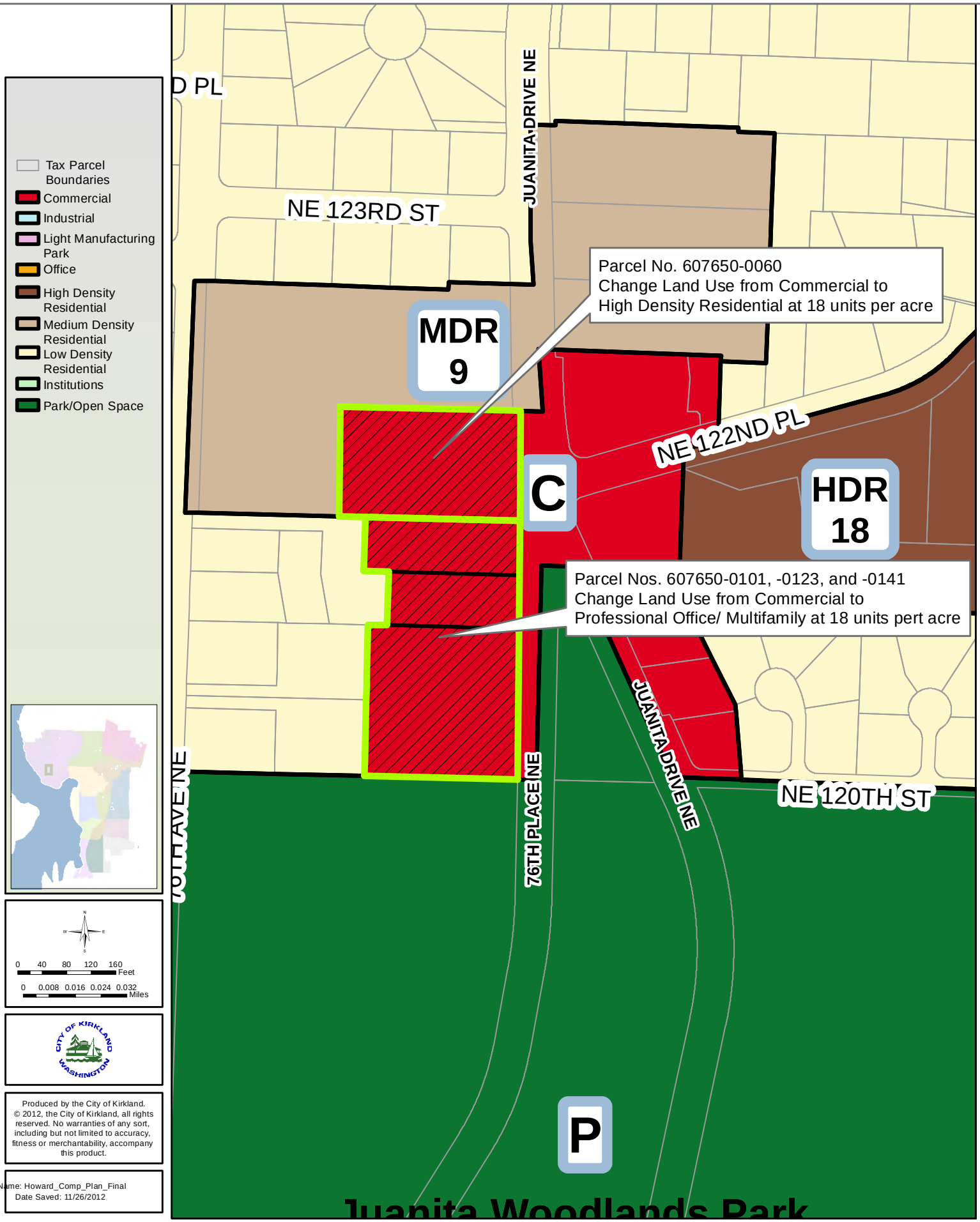
_____
City Clerk

Approved as to Form:

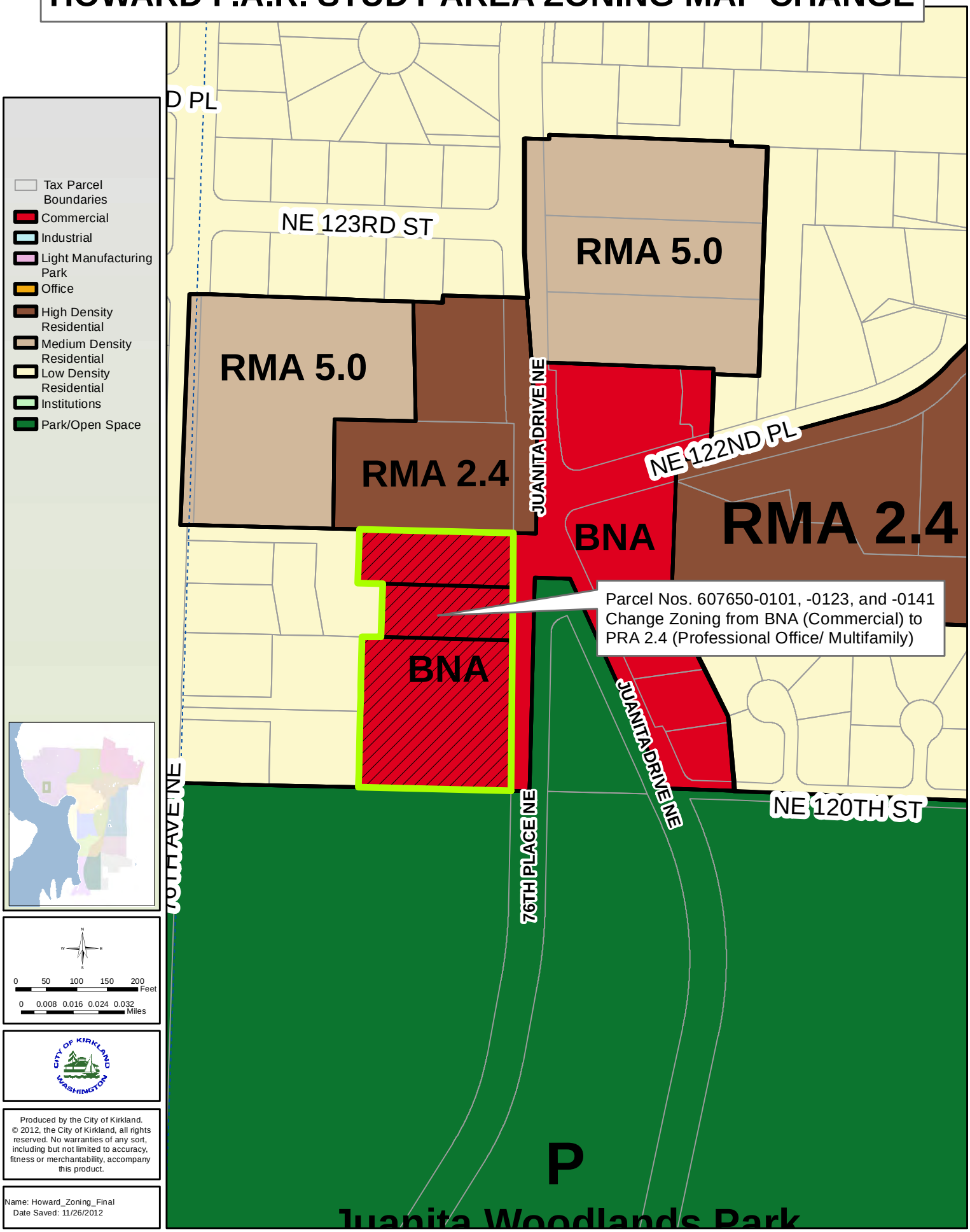
_____
City Attorney

O-4391 EXHIBIT A (1)

HOWARD P.A.R. STUDY AREA COMPREHENSIVE LAND USE MAP CHANGES



HOWARD P.A.R. STUDY AREA ZONING MAP CHANGE



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Name: Howard_Zoning_Final
Date Saved: 11/26/2012

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (3). (a).

PUBLICATION SUMMARY
OF ORDINANCE O-4391

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED, AND THE KIRKLAND ZONING CODE, ORDINANCE 3719 AS AMENDED, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON11-00005.

SECTION 1. Amends the Comprehensive Plan, Figure LU-1 Comprehensive Land Use Map, and the Zoning Map.

SECTION 2. Amends the Zoning Code, Use Zone Chart PR, PRA Section 25.80 to revise General Regulation 5.

SECTION 3. Provides a severability clause for the Ordinance.

SECTION 4. Authorizes publication of the Ordinance by summary, which is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

SECTION 5. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 2012.

I certify that the foregoing is a summary of Ordinance 4391 approved by the Kirkland City Council for summary publication.

_____
City Clerk

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (4).

CITY OF KIRKLAND
PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
123 FIFTH AVENUE, KIRKLAND, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

Date: **November 29, 2012**

To: **Kirkland City Council**

From: **Jon Pascal, Vice Chair, Kirkland Planning Commission**

Subject: **Recommendation on Parker Private Amendment Request (PAR) Ordinance 0-4392 and Resolution R-4946, (File No. CAM12-00290)**

I. Recommendation

The Planning Commission is pleased to submit these recommended amendments for the Parker PAR located in PLA5C for consideration by the City Council. The study area includes the entire PLA5C zone (see Attachment 1) which is surrounded by Parkplace and the Central Business District to the west; NE 85th Street to the north; multifamily development to the east (PLA5D); and office and multifamily development with one single family home to the south (PLA5A).

The proposed amendments include an increase in density for properties in the PLA5C zone. Amendments to the Zoning Code would also express height limits in feet rather than in both feet and number of stories which is now the case. Design review for the entire PLA5C zone is recommended, as well as reductions in required front setback yards and the amount of required common recreational open space. These amendments would include adjustments to the Comprehensive Plan, Zoning Code and Municipal Code. All amendments are included as exhibits to the ordinance and resolution.

The Planning Commission's recommendations are as follows:

Proposed Comprehensive Plan Amendments:

- **Remove maximum density for PLA5C on the Comprehensive Plan Land Use maps**. The allowable density in PLA5C is presently 24 units per acre, except in the south west portion of the zone where the density limit has already been removed. The proposal would remove the maximum density indicated by units per acre. Instead, density would be determined by the number of units that would fit in the building envelope.
- **Remove maximum density language for PLA5C in Comprehensive Plan.** A change to the PLA5C narrative in the Moss Bay Neighborhood Plan would also be necessary.

Proposed Zoning Code Amendments:

- **Remove maximum density limit for PLA5C** on use zone charts.
- **Change height limit to feet only** - remove maximum number of stories.

- **Change front yard setback requirement to 10 feet.** Remove setback requirements for additional height. The present zoning requires an additional 1' setback from the front property line for each one foot above 30' in height. The existing front property line setback is 20', so if a building is 60' high it is required to be setback from the front property line 50 feet under existing zoning.
- **Require Design Review for development activities in PLA5C.** Administrative design review is presently only required for buildings over 30' above average building elevation in two areas of the PLA5C zone.
- **Include affordable housing requirements for PLA5C.** Chapter 112 of the Zoning Code relates to affordable housing. PLA 5C would be added to the sections in Chapter 112 that presently determine affordable housing requirements in the Rose Hill and Totem Lake zones.
- **Put a maximum square footage limit of 4800 square feet/acre on the Common Recreational Open Space requirements for PLA5C.** The requirement of 200 square feet per unit would remain, but it would be capped at a maximum of 4800 square feet/acre. The present zoning allows 24 units per acre resulting in 4800 square feet of required open space per acre.

Proposed Update to the Design Guidelines in Municipal Code:

- **References to PLA5C would be added to the Design Guidelines for Pedestrian Oriented Business Districts** since the design guidelines will be used by the Design Review Board and staff when reviewing projects in the PLA5C zone.

II. Background

The City Council directed staff to study the proposed Parker amendments to the Comprehensive Plan and Zoning Code for PLA5C as part of the PAR process. The amendments allowed for increased density for the parcel at 911 - 5th Avenue in the Moss Bay Neighborhood (see Attachment 2). The property is currently developed with office uses. There are also office uses to the south and the post office is to the west, with multifamily housing (zoned PLA 5D) to the east. NE 85th Street is directly north of the site.

This proposal is a further refinement of the 2008 proposal included in the Downtown Area Planned Action Ordinance. The 2008 proposal included the Parkplace mixed use project along with two other PARs (the Orni proposal and the Altom proposal). The Orni and Altom properties are shown on Attachment 2.

The Parker property was included in the Orni proposal. At that time, the Orni request was to rezone the area from PLA5D to PLA5C, and to change the land use designation from High Density Residential to Office/Multifamily. This rezone increased the permitted height on the subject properties from 30' above average building elevation to the lower of 6 stories or 60' above average building elevation. Amendments to the PLA5C zoning regulations required buildings to step down to 4 stories or 40' above average building elevation (ABE) for the portion of the buildings within 325' of the residential properties to the east (in other words, the properties included in the Orni proposal are limited to 4 stories or 40' above ABE).

Although multifamily residential uses are allowed in PLA5C, increased density was not part of the original proposal. The density/floor area ratio for the property was raised for office development with the original amendment, but remained limited for multifamily. Because of this, the present designation and zoning encourages the development of office and discourages multifamily.

An amendment for increased density was approved for the Altom PAR in 2011. The Altom PAR is also located in PLA5C. That amendment allowed the residential density on only the Altom site to be commensurate with the increased height allowed in 2008.

The Planning Commission reviewed the request at their study session on September 27, 2012 and directed staff to study the full PLA5C zone (shown in Attachment 1), rather than just looking at the Parker property. In addition to the office buildings that are located on the Orni and Altom properties, the PLA 5C zone includes a 4 story office building at the corner of Central Way and 6th Street and the US Post Office.

The PLA5C zone is surrounded by Parkplace and the Central Business District to the west; NE 85th Street to the north; multifamily development to the east (PLA5D with a density limit of 24 units/acre); and office and multifamily development with one single family home to the south (PLA5A with a density limit of 24 units/acre). The allowable density in PLA5C is presently 24 units per acre, except in the Altom PAR area.

The proposal would remove the maximum density indicated by units per acre. Instead, density would be determined by the number of units that would fit in the building envelope. The building envelope is determined by the Zoning Code regulations relating to required yards, maximum height and lot coverage. This is how density is currently determined in the Central Business District which is just west of the PLA5C zone.

Additional Amendments for PLA5C

The Planning Commission held another study session on October 25, 2012 where they reviewed the whole PLA5C zone, and it was determined that the following other sections of the Zoning Code would require amendments.

- Design Review:
  The properties in PLA5C share characteristics with the Central Business District (CBD) and in the CBD densities are established through building height and bulk requirements. However, one difference between the two zones is that design review is required in the CBD. In the PLA5C zone, administrative design review is only required for buildings over 30' above average building elevation (ABE) that are either south of 4th Avenue and within 180' east of 6th Street (Altom PAR area) or within 325' of the PLA 5C eastern boundary (Orni PAR area).

  Proposed Code Amendments:
  Require Design Review for development activities in PLA5C. Use Zoning Code Chapter 142 (Design Review) to determine what type of Design Review (Administrative or Design Review Board) will be required.

- Common Recreational Open Space:
  In PLA5C, 200 square feet of common recreational open space is required per unit of multifamily housing. This is not a requirement in other zones where density is determined by building height and bulk (CBD, JBD and Totem Lake). The Planning Commission has proposed that common recreational open space still be required, but that a limit be put on the total requirement per multifamily project. The main reason the Commission felt recreational open space should be required was because this specific area is outside the CBD, so there are fewer public spaces available in the general vicinity, thereby making common open space a necessity as part of any redevelopment.

  Proposed Code Amendments:
  Continue to require 200 square feet per unit, but cap the maximum requirement at 4800 square feet/acre. The present zoning allows 24 units per acre resulting in 4800 square feet of required open space per acre.

- Front Yard Setback Requirements:
  The present zoning requires an additional 1' setback from the front property line for each one foot above 30' in height. The existing front property line setback is 20', so if a building is 60' high it is required to be setback from the front property line 50'. The front property line setback is 0' for most uses in the CBD and JBD. The front property line setback is 10' for many of the uses in Totem Lake and the North Rose Hill Business District.

  Proposed Code Amendments:
  Reduce the front setback yard to 10' and remove the requirement for an additional 1' of setback for each 1' of height above 30' ABE.

- Height Limits Expressed in Feet and Number of Floors:
  Height limits in the Zoning Code for PLA5C are expressed in terms of number of stories as well as number of feet. It will be less confusing and will be consistent with other areas of the code if maximum height is expressed in feet rather than in both feet and number of stories which is now the case.

  Proposed Code Amendment:
  Express height in feet only (remove story limit).

III. Public Participation

Public notice was mailed to property owners and adjacent residents, and emailed to all neighborhood associations, the Kirkland Alliance of Neighborhoods and the Chamber of Commerce, as well as the Seattle Times and the Kirkland Reporter. Information was also provided on the City's Private Amendment Request Webpage and public notice signs were posted near the sites.

The Planning Commission held study sessions on September 27, 2012, and October 25, 2012, and a public hearing on November 15, 2012. There were three speakers at the public hearing.

Bruce Blyton, one of the property owners spoke in favor of the project. Cheryl Nichols and Brian Granowitz, two residents of the condominium project to the east, spoke against the project. They expressed concerns about increased density and related development impacts.

Links to staff memorandums, draft minutes and audio recordings for the Planning Commission meetings can be found at:
http://www.kirklandwa.gov/depart/Planning/Planning_Commission.htm

IV. SEPA Determination

An EIS Addendum was issued on November 7, 2012 to fulfill the environmental review requirements for the proposed amendments for PLA5C. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *2004 City of Kirkland Draft and Final Comprehensive Plan EIS* and the *2008 Downtown Planned Action FEIS*; no new significant impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.

VI. CRITERIA FOR APPROVING CHANGES TO THE ZONING MAP AND LAND USE MAP

The Planning Commission reviewed the following criteria in the Zoning Code and determined that the amendments meet the criteria for approving changes to the Zoning and Land Use Maps:

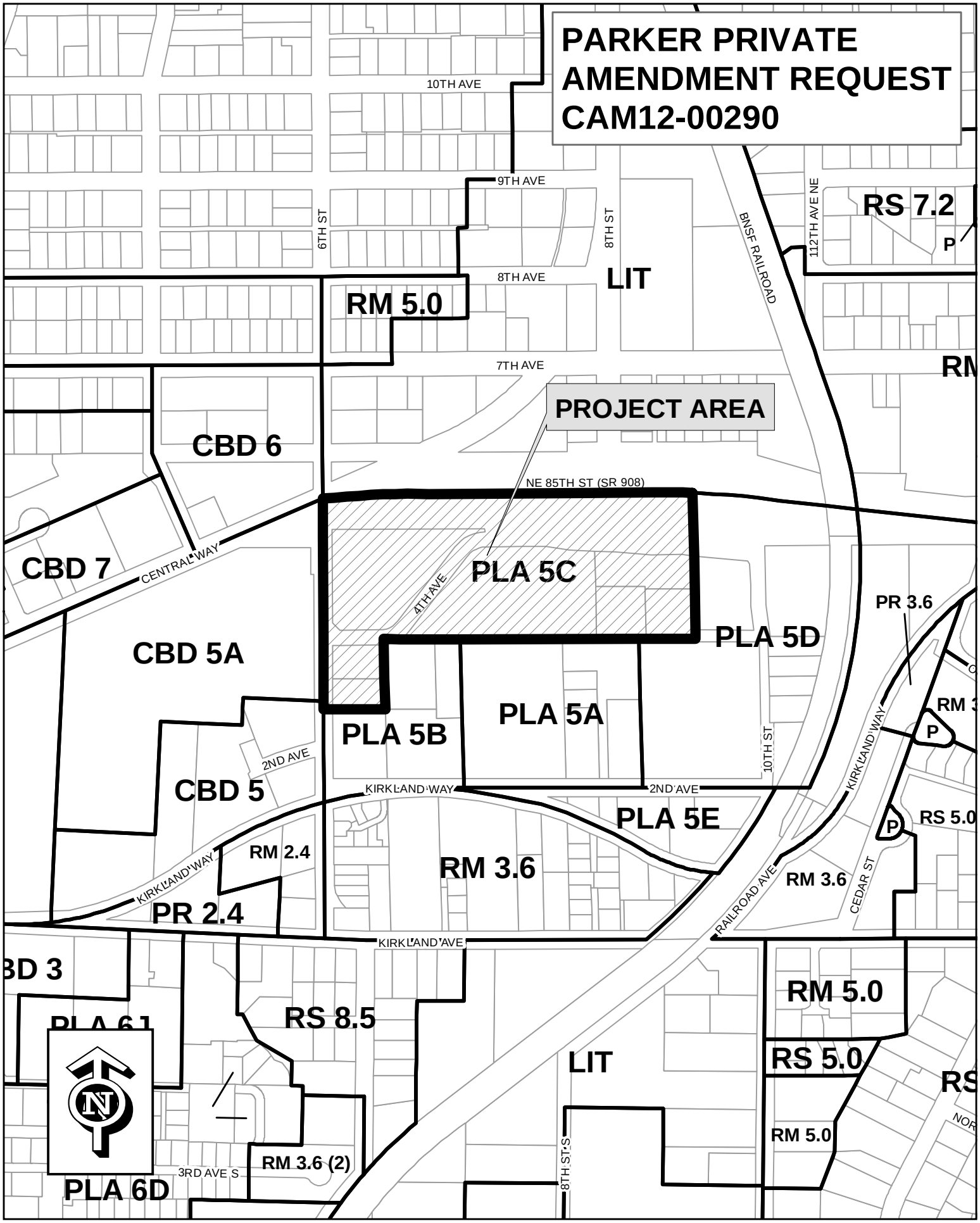
- Section 135.25 Criteria for Amending the Text of the Zoning Code
- Section 140.25 Factors to Consider in Approval an Amendment to the Comprehensive Plan

Attachments

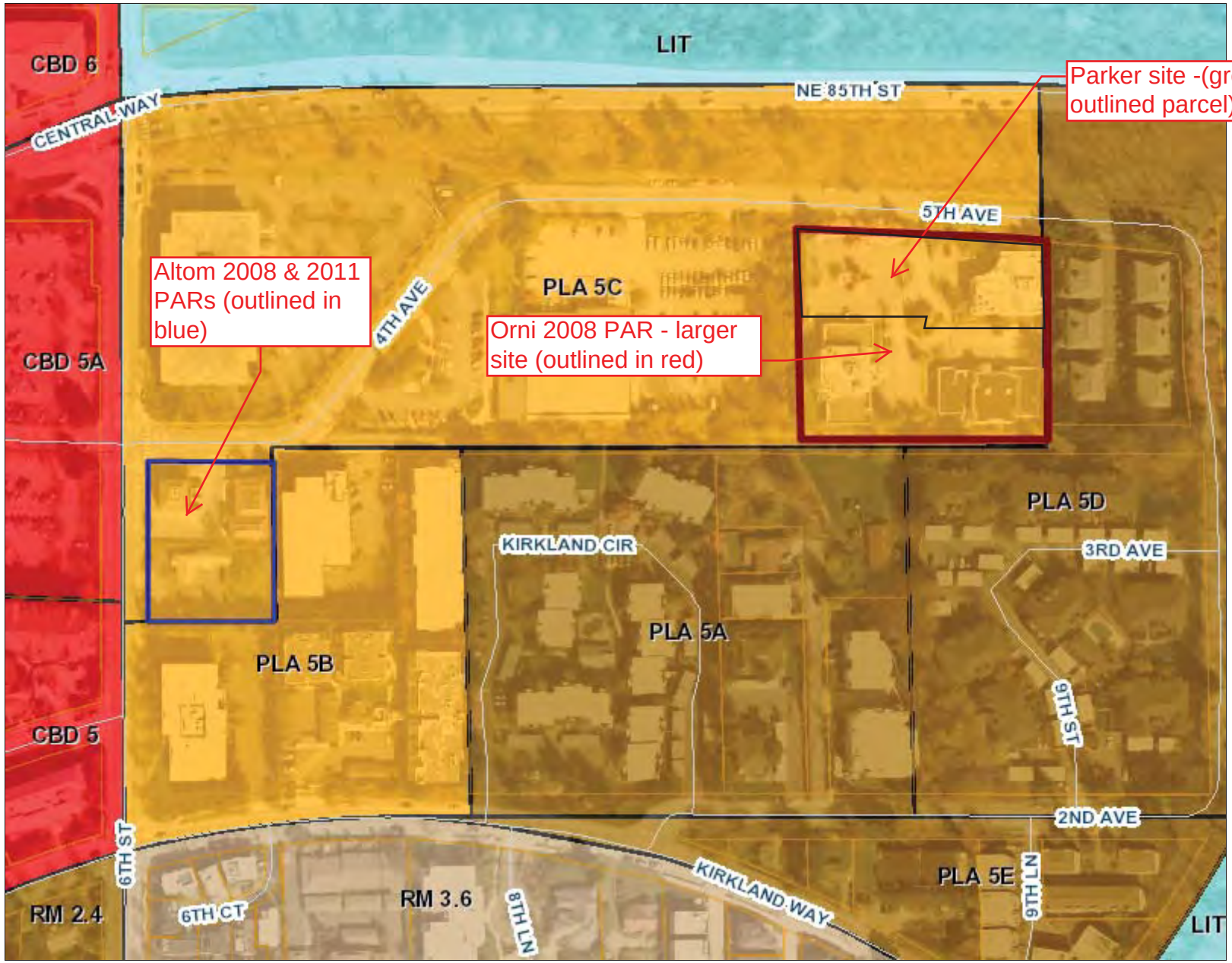
1. Current Zoning Map of study area
2. Study Area Map showing PAR requests

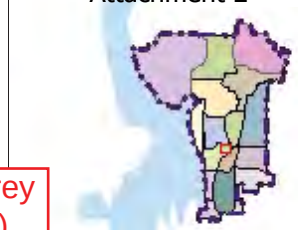
cc: File CAM12-00290

Attachment 1



Attachment 2





Legend

- Streets
- Parcels
- Zoning
  - Commercial
  - Industrial
  - Transit Oriented Development
  - Office
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential
  - Institutions
  - Park/Open Space
- z_Image09
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3

1: 2,319

0.1 0 0.04 0.07 Miles

NAD_1983_StatePlane_Washington_North_FIPS_4601_Feet

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No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Enter Map Description

Attachment 2

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (4). (a).

ORDINANCE O-4392

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, AND AMENDING ORDINANCE 3719 AS AMENDED, THE KIRKLAND ZONING CODE, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM12-00290.

WHEREAS, the Growth Management Act (GMA), specifically RCW 36.70A.130, mandates that the City of Kirkland review, and if needed, revise its Comprehensive Plan and its official Zoning Code; and

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Zoning Code, Ordinance 3719 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 29, 2012 and bearing Kirkland Department of Planning and Community Development File No. CAM12-00290; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on November 15, 2012, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, an Environmental Impact Statement issued by the responsible official pursuant to WAC 197-11-460; and

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

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

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

Section 1. Comprehensive Plan Text, Figures and Tables, and Zoning Code amended: The Comprehensive Plan, Ordinance 3481 as amended, and Zoning Code, Ordinance 3719,

as amended, are hereby amended as set forth in Exhibit A attached hereto and by this reference incorporated herein as though fully set forth.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this Ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. This Ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this Ordinance and by this reference approved by the City Council as required by law.

Section 4. A complete copy of this Ordinance shall be certified by the City Clerk, who shall then forward the certified copy to the King County Department of Assessments.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this _____ day of _____, 2012.

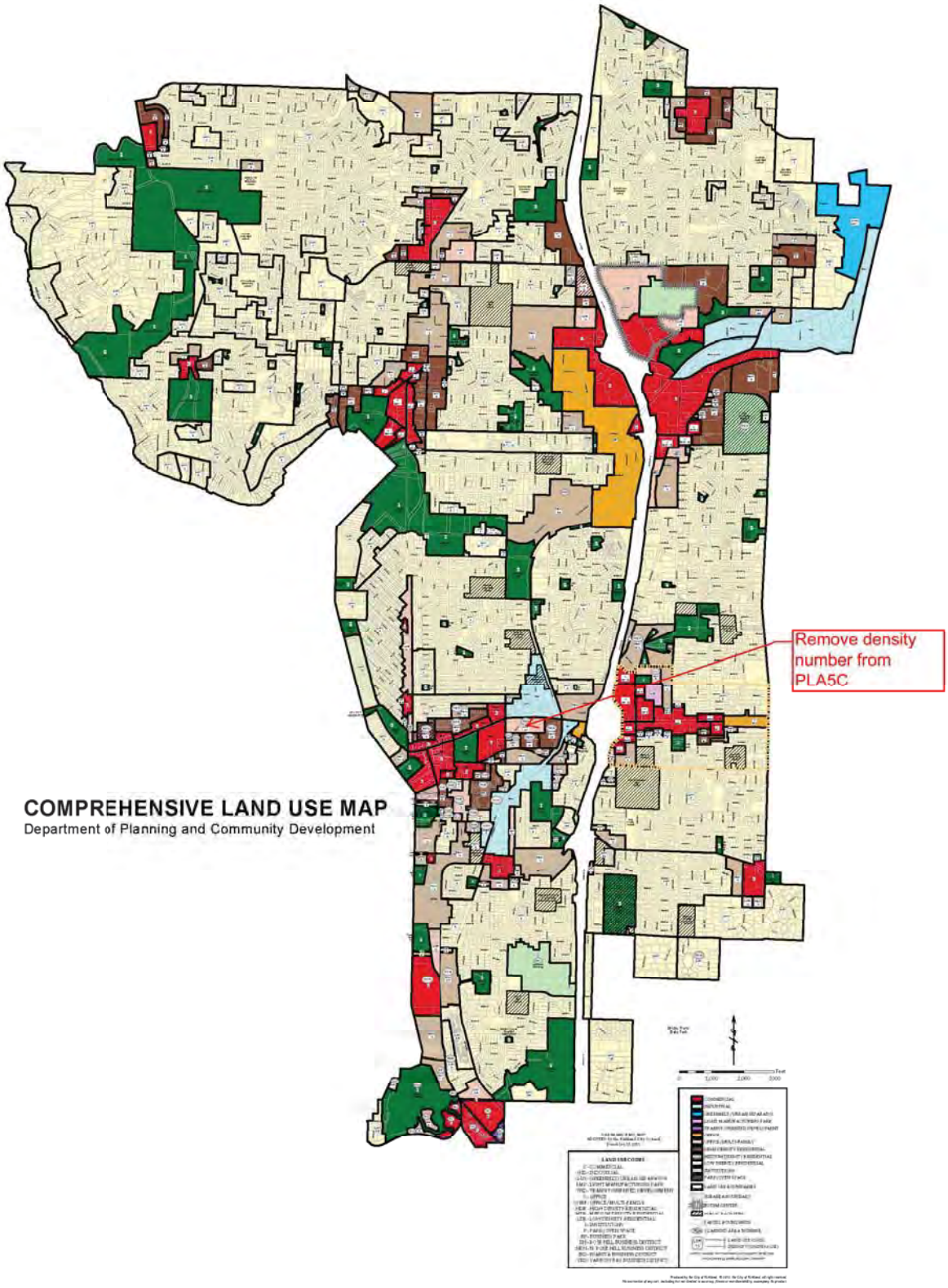
_____
Mayor

Attest:

_____
City Clerk

Approved as to Form:

_____
City Attorney



LU-1 Comprehensive Land Use Map

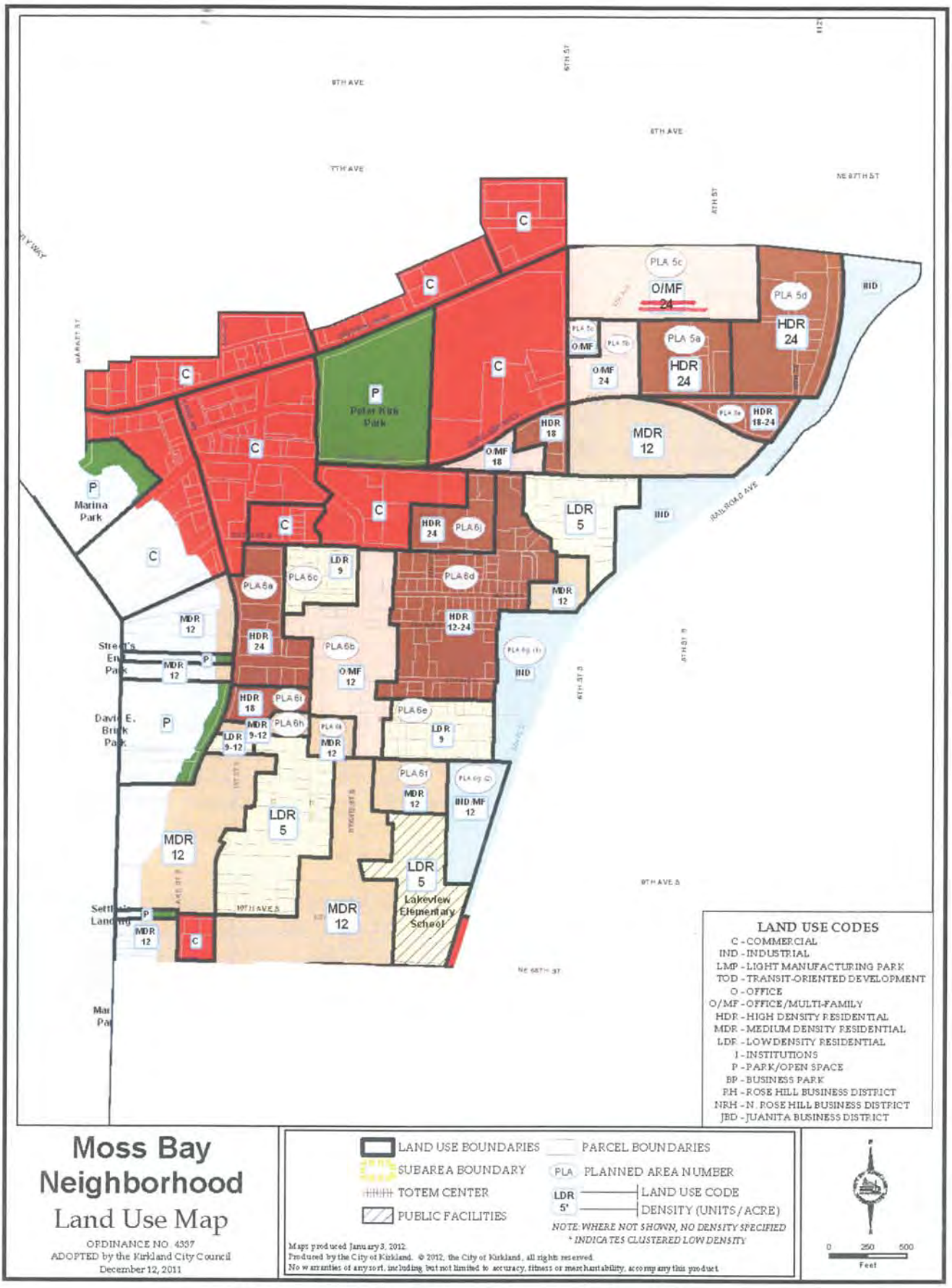


Figure MB-2: Moss Bay Area Land Use

with no designated density limit.

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. ~~As indicated on Figure MB-2, the majority of the area should develop at 24 dwelling units per acre. No density limit should apply to the area south of 4th Avenue and within 180 feet of 6th Street.~~ 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. 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:

60.39 User Guide. The charts in KZC 60.42 contain the basic zoning regulations that apply in Planned Area 5C, including sub-zones. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 60.40

Zone PLA5C

Section 60.40 – GENERAL REGULATIONS

The following regulations apply to all uses in this zone unless otherwise noted:

1. Refer to Chapter 1 KZC to determine what other provision of this code may apply to the subject property.

2. Developments creating four or more new dwelling units shall provide at least 10 percent of the units as affordable housing units as defined in Chapter 5 KZC. ~~In density limited zones, two additional units may be constructed for each affordable housing unit provided. In such cases, the minimum lot size listed in the Use Regulations shall be used to establish the base number of units allowed on the site, but shall not limit the size of individual lots.~~ See Chapter 112 KZC for additional affordable housing incentives and requirements.

3. If any portion of a structure is adjoining a low density use within PLA 5A, then either:
   a. The height of that portion of the structure shall not exceed 15 feet above average building elevation; or
   b. The maximum horizontal facade within 100 feet of the lot containing a low density use within PLA 5A shall not exceed 75 feet.

   See KZC 115.30, Distance Between Structures/Adjacency to Institutional Use, for further details.
   (Does not apply to Detached Dwelling Unit uses).

~~4. Any portion of a structure that exceeds 30 feet above average building elevation must be set back from the front property line one foot for each one foot that the portion of the structure exceeds 30 feet above average building elevation (does not apply to Detached Dwelling and Public Park uses or property within 325 feet of the PLA 5C eastern boundary).~~

~~5.~~ 4. If the subject property abuts the 4th Avenue right-of-way or the easterly extension of the alignment of that right-of-way to 10th Street, the following regulations apply:
   a. The City may require the applicant to dedicate and improve land as shown in the Public Improvements Master Plan adopted by the City for this area.
   b. Any required yard of the subject property abutting the 4th Avenue right-of-way or the easterly extension of that right-of-way will be regulated as a front yard.
   c. Any required yard of the subject property abutting 5th Avenue will be regulated as a rear yard.
   d. Service and parking areas must, to the maximum extent possible, be located and oriented away from the 4th Avenue right-of-way unless primary vehicular access to the subject property is directly from that right-of-way.

   (Does not apply to Public Park uses).

Section 60.42	USE ⇩ REGULATIONS ⇨	Required Review Process	Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.010	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	70%	25' above average building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of lot size. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
.020	Detached, Attached or Stacked Dwelling Units	~~If the development is south of 4th Avenue and within 180' east of 6th Street, or within 825' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation,~~ Chapter 142 KZC. ~~Otherwise, none.~~ D.R.		10'	5' for detached units. For attached or stacked units, 5', but 2 side yards must equal at least 15'. From easterly edge of PLA 5C – 15'. See Spec. Reg. 4.	10' See Spec. Reg. 5.		• If the development contains at least 1 acre, ~~then the lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation. • If the development is south of 4th Avenue and within 180' east of 6th Street, and contains at least 0.8 acres, ~~then the lower of 4 stories or~~ 52' above average building elevation. • If the development is south of 4th Avenue and within 180 feet east of 6th Street, and contains at least 0.4 acres, ~~then the lower of 3 stories or~~ 40' above average building elevation. • Otherwise, 30' above average building elevation.	D		1.7 per unit.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 3. Chapter 115 KZC contains regulations regarding common recreational space requirements for this use. 4. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 5. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. 6. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C. ~~7. Minimum amount of lot area per dwelling unit is as follows:~~ ~~a. South of 4th Avenue and within 180 feet of 6th Street: none.~~ ~~b. Otherwise: 1,800 square feet.~~

O-4392 Exhibit A

Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.030	Office Use	~~If the development is south of 4th Avenue and within 180' east of 6th Street, or within 325' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation,~~ Chapter 142 KZC. ~~Otherwise, none.~~ D.R.	None	~~20'~~ 10'	5', but 2 side yards must equal at least 15'. From easterly edge of PLA 5C – 15'.	10'	70%	• If the development contains at least 1 acre, ~~then the lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation. • If the development is south of 4th Avenue and within 180' east of 6th Street, and contains at least 0.8 acres, ~~then the lower of 4 stories or~~ 52' above average building elevation. • If the development is south of 4th Avenue and within 180 feet east of 6th Street, and contains at least 0.4 acres, ~~then the lower of 3 stories or~~ 40' above average building elevation. • Otherwise, 30' above average building elevation.	C	D	If a Medical, Dental, or Veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. The following regulations apply to veterinary offices only: a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. 3. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 4. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.

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Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ REGULATIONS ⇨	Required Review Process	Lot Size	MINIMUMS REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.040	Development Containing Stacked or Attached Dwelling Units and Office Uses. See Spec. Reg. 1.	~~If the development is south of 4th Avenue and within 180' east of 6th Street, or within 825' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation,~~ Chapter 142 KZC. ~~Otherwise, none.~~ D.R.	3,600 sq. ft.	~~20'~~ 10'	5', but 2 side yards must equal at least 15'. From easterly edge of PLA 5C – 15'. See Spec. Reg. 6.	10' See Spec. Reg. 7.	70%	• If the development contains at least 1 acre, ~~then the lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation. • If the development is south of 4th Avenue and within 180' east of 6th Street, and contains at least 0.8 acres, ~~then the lower of 4 stories or~~ 52' above average building elevation. • If the development is south of 4th Avenue and within 180 feet east of 6th Street, and contains at least 0.4 acres, ~~then the lower of 3 stories or~~ 40' above average building elevation. • Otherwise, 30' above average building elevation.	C	D	See KZC 105.25.	1. A veterinary office is not permitted in any development containing dwelling units. 2. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 4. Chapter 115 KZC contains regulations regarding common recreational space requirements for this use. 5. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 6. The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet. 7. The rear yard may be reduced to zero feet if the rear of the dwelling unit is attached to a dwelling unit on an adjoining lot. 8. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C. ~~9. Minimum amount of lot area per dwelling unit is as follows:~~ ~~a. South of 4th Avenue and within 180 feet of 6th Street: none.~~ ~~b. Otherwise: 1,800 square feet.~~

Section 60.42

Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.050	Church	~~Process I, Chapter 145 KZC.~~ Chapter 142 KZC D.R.	7,200 sq. ft.	~~20'~~ 10'	20' on each side	20'	70%	~~The lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. No parking is required for day-care or school ancillary to this use. 3. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	MAXIMUMS: Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.060	School or Day-Care Center	~~If this use is adjoining a low-density zone, then Process I, Chapter 145 KZC. Otherwise: None.~~ Chapter 142 KZC D.R	7,200 sq. ft.	If this use can accommodate 50 or more students or children, then: ~~50'~~ 10'	50' on each side	50'	70%	~~The lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation.	D	B	See KZC 105.25.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. May locate on the subject property only if: a. It will serve the immediate neighborhood in which it is located; or b. It will not be detrimental to the character of the neighborhood in which it is located. 3. A six-foot-high fence is required only along the property lines adjacent to the outside play areas. 4. Hours of operation may be limited to reduce impacts on nearby residential uses. 5. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 6. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading areas on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on any nearby residential uses. 7. May include accessory living facilities for staff persons. 8. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses. 9. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 10. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.
			If this use can accommodate 13 to 49 students or children, then: ~~20'~~ 10'	20' on each side	20'							

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Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.070	Mini-School or Mini-Day-Care	~~If the development is south of 4th Avenue and within 180' east of 6th Street, or within 325' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation,~~ Chapter 142 KZC. ~~Otherwise, none.~~ D.R.	3,600 sq. ft.	~~20'~~ 10'	5', but 2 side yards must equal at least 15'. From easterly edge of PLA 5C – 15'.	10'	70%	• If the development contains at least 1 acre, ~~then the lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation. • If the development is south of 4th Avenue and within 180' east of 6th Street, and contains at least 0.8 acres, ~~then the lower of 4 stories or~~ 52' above average building elevation. • If the development is south of 4th Avenue and within 180 feet east of 6th Street, and contains at least 0.4 acres, ~~then the lower of 3 stories or~~ 40' above average building elevation. • Otherwise, 30' above average building elevation.	E	B	See KZC 105.25.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. A six-foot-high fence is required along the property lines adjacent to the outside play areas. 3. Hours of operation may be limited by the City to reduce impacts on nearby residential uses. 4. Structured play areas must be setback from all property lines by 5 feet. 5. An on-site passenger loading are may be required depending on the number of attendees and the extent of the abutting right-of-way improvements. 6. The location of parking and passenger loading areas shall be designed to reduce impacts on any nearby residential uses. 7. May include accessory living facilities for staff persons. 8. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388). 9. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.

Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.080	Assisted Living Facility	~~If the development is south of 4th Avenue and within 180' east of 6th Street, or within 325' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation,~~ Chapter 142 KZC. ~~Otherwise, none.~~ D.R.	3,600 sq. ft.	~~20'~~ 10'	5', but 2 side yards must equal at least 15'. From easterly edge of PLA 5C – 15'.	10'	70%	• If the development contains at least 1 acre, ~~then the lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation. • If the development is south of 4th Avenue and within 180' east of 6th Street, and contains at least 0.8 acres, ~~then the lower of 4 stories or~~ 52' above average building elevation. • If the development is south of 4th Avenue and within 180 feet east of 6th Street, and contains at least 0.4 acres, ~~then the lower of 3 stories or~~ 40' above average building elevation. • Otherwise, 30' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. ~~2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.~~ ~~3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of stacked dwelling units allowed on the subject property. Through Process IIB, Chapter 152 KZC, up to 1-1/2 times the number of stacked dwelling units allowed on the subject property may be approved if the following criteria are met:~~ ~~a. Project is of superior design; and~~ ~~b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development.~~ 2. ~~4.~~ The assisted living facility shall provide usable recreational space of at least 100 square feet per unit, in the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreational space per unit located outside. 3. ~~5.~~ The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 4. ~~6.~~ Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 5. ~~7.~~ For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.

(Revised 3/09)

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Section 60.42

Zone PLA5C

USE ZONE CHART

Section 60.42	USE ⇩ / REGULATIONS ⇨	Required Review Process	MINIMUMS: Lot Size	MINIMUMS: REQUIRED YARDS (See Ch. 115) Front	Side	Rear	MAXIMUMS: Lot Coverage	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Required Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
		DIRECTIONS: FIRST, read down to find use...THEN, across for REGULATIONS										
.090	Convalescent Center or Nursing Home	~~Process I, Chapter 145 KZC.~~ Chapter 142 KZC D.R.	7,200 sq. ft.	~~20'~~ 10'	10' on each side	10'	70%	~~The lower of 6 stories or~~ 60' above average building elevation, except for properties within 325' of the PLA 5C eastern boundary, then ~~the lower of 4 stories or~~ 40' above average building elevation.	C	B	1 for each bed.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. ~~2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.~~ 2. ~~3.~~ For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.
.100	Public Utility		None		20' on each side				A		See KZC 105.25.	1. The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment. 2. Landscape Category A or B may be required depending on the type of use on the subject property and the impacts associated with the use on the nearby uses. 3. For properties abutting PLA 5D, any portion of a building exceeding 30 feet above ABE shall be no closer than 50 feet to the easterly edge of PLA 5C.
.110	Government Facility or Community Facility				10' on each side				C See Spec. Reg. 2.			
.120	Public Park	Development standards will be determined on a case-by-case basis. See Chapter 49 KZC for required review process.										

(Revised 3/09)

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92.05 INTRODUCTION

1. General – This chapter establishes the design regulations that apply to development in Design Districts including the Central Business District (CBD), Market Street Corridor (MSC), Juanita Business District (JBD), Rose Hill Business District (RHBD), Totem Lake Neighborhood (TLN), North Rose Hill Business District (NRHBD), Totem Center (TC), Yarrow Bay Business District (YBD) and ~~in areas indicated on the use zone charts for~~ PLA 5C.

   Special provisions that apply to a particular Design District are noted in the section headings of the chapter.

2. Applicability – The provisions of this chapter apply to all new development, with the exception of development in the TL 7 zone. The provisions of Chapters 142 and 162 KZC regarding Design Review and nonconformance establish which of the regulations of this chapter apply to developed sites. Where provisions of this chapter conflict with provisions in any other section of the code, this chapter prevails. For more information on each Design District refer to the Design Guidelines applicable to that Design District adopted by reference in Chapter 3.30 KMC.

3. Design Review Procedures – The City will use Chapter 142 KZC to apply the regulations of this chapter to development activities that require Design Review approval.

4. Relationship to Other Regulations – Refer to the following chapters of the Zoning Code for additional requirements related to new development on or adjacent to the subject property.

   a. Landscaping – Chapter 95 KZC describes the installation and maintenance of landscaping requirements on the subject property.

   b. Installation of Sidewalks, Public Pedestrian Pathways and Public Improvements – Chapter 110 KZC describes the regulations for the installation of public sidewalks, major pedestrian sidewalks, pedestrian-oriented sidewalks, or other public improvements on or adjacent to the subject property in zones subject to Design Review. Plate 34 in Chapter 180 KZC provides the location and designation of the sidewalk, pedestrian walkways, pathways or other required public improvements within each Design District.

   c. Pedestrian Access to Buildings, Installation of Pedestrian Pathways, Pedestrian Weather Protection – Chapter 105 KZC describes the requirements for pedestrian access to buildings and between properties, through parking areas and requirements for pedestrian weather protection. See also Plate 34 in Chapter 180 KZC.

   d. Parking Area Location and Design, Pedestrian and Vehicular Access – Chapter 105 KZC describes the requirements for parking lot design, number of driveways, or pedestrian and vehicular access through parking areas.

   e. Screening of Loading Areas, Outdoor Storage Areas and Garbage Receptacles – Chapter 95 KZC describes the location and screening requirements of outdoor storage. Chapter 115 KZC describes the screening of loading areas, waste storage and garbage disposal facilities.

5. Dedication – The City may require the applicant to dedicate development rights, air space, or an easement to the City to ensure compliance with any of the requirements of this chapter.

6. Design Districts in Rose Hill Business District – Various places in this chapter refer to the three (3) Design Districts in the Rose Hill Business District: Regional Center, Neighborhood Center and East End. Figure 92.05.A below describes where these are located. For a more detailed description of each area, see the Design Guidelines for the Rose Hill Business District adopted by reference in Chapter 3.30 KMC.

Chapter 112 – AFFORDABLE HOUSING INCENTIVES – MULTIFAMILY

Sections:

112.05 User Guide
112.10 Purpose
112.15 Affordable Housing Requirement
112.20 Basic Affordable Housing Incentives
112.25 Additional Affordable Housing Incentives
112.30 Alternative Compliance
112.35 Affordability Provisions
112.40 Regulatory Review and Evaluation

112.05 User Guide

This chapter offers dimensional standard flexibility and density and economic incentives to encourage construction of affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

If you are interested in proposing four (4) more residential units in commercial zones, high density residential zones, medium density zones or office zones, or you wish to participate in the City's decision on such a project, you should read this chapter.

112.10 Purpose

There is a limited stock of land within the City zoned and available for residential development and there is a demonstrated need in the City for housing which is affordable to persons of low and moderate income. Therefore, this chapter provides development incentives in exchange for the public benefit of providing affordable housing units in commercial zones, high density residential zones, medium density zones and office zones.

112.15 Affordable Housing Requirement

1. Applicability –

   a. Minimum Requirement – All developments creating four (4) or more new dwelling units in commercial, high density residential, medium density and office zones shall provide at least 10 percent of the units as affordable housing units and comply with the provisions of this chapter as established in the General Regulations for the Use Zone or the Special Regulations in the Use Zone Chart for the specific use. This subsection is not effective within the disapproval jurisdiction of the Houghton Community Council.

   b. Voluntary Use – All other provisions of this chapter are available for use within the disapproval jurisdiction of the Houghton Community Council and in developments where the minimum requirement does not apply.

2. Calculation in Density-Limited Zones – For developments in density-limited zones, the required amount of affordable housing shall be calculated based on the number of dwelling units proposed prior to the addition of any bonus units allowed pursuant to KZC 112.20.

3. Calculation in RH~~, and~~ TL ~~Zones~~ and ~~in the Designated Portion of~~ PLA 5C Zone~~s~~ – For developments in the RH~~, and~~ TL ~~Zones,~~ and ~~the portion of~~ PLA 5C ~~south of 4th Avenue and within 180 feet of 6th Street~~, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed. Zones

4. Rounding and Alternative Compliance – In all zones, the number of affordable housing units required is determined by rounding up to the next whole number of units if the fraction of the

6) Roaming and Grazing Areas – Roaming and grazing areas must be at least 20 feet from each property line. The City may permit barns and pens to extend into the property line in common with the abutting property; provided, that an abutting property owner files a signed and notarized statement in support of the request.

7) Outdoor Manure Piles

a) PLA 16 zone: No outdoor manure pile may be placed closer than 65 feet to any adjacent residential structure.

b) All other zones: No outdoor manure pile may be placed closer than a point equidistant to any adjacent residential structure.

6. Bonds – The City may require a bond under Chapter 175 KZC to ensure that the subject property is maintained in a clean condition.

115.23 Common Recreational Space Requirements for Certain Residential Uses

1. General – Residential developments identified herein by zone and use listing shall comply with the common recreational space requirements of this section:

a. RM and RMA Zones: "Detached, Attached, or Stacked Dwelling Units," KZC 20.10.020;

b. PR and PRA Zones: "Detached, Attached or Stacked Dwelling Units," KZC 25.10.020;

c. NRH 5 Zone: "Detached, Attached or Stacked Dwelling Units (Stand Alone or Mixed with Office Uses)," KZC 54.36.010;

d. NRH 6 Zone: "Detached, Attached or Stacked Dwelling Units (Stand Alone or Mixed with Office Uses)," KZC 54.42.010;

e. PLA 5A Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.32.020;

f. PLA 5B Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.37.020; and "Development Containing Stacked or Attached Dwelling Units and Office Uses," KZC 60.37.040;

g. PLA 5C Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.42.020; and "Development Containing Stacked or Attached Dwelling Units and Office Uses," KZC 60.42.040; Maximum required common recreational open space for PLA 5C is 4800 square feet/acre.

h. PLA 5D Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.47.020;

i. PLA 5E Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.52.020;

j. PLA 6A Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.57.020;

k. PLA 6B Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.62.020; and "Development Containing Stacked or Attached Dwelling Units and Office Uses," KZC 60.62.040;

l. PLA 6D Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.72.020;

m. PLA 6F Zone: "Detached, Attached or Stacked Dwelling Units," KZC 60.82.020;

2) Any development in the following zones within the NE 85th Street Subarea: RH 8, PR 3.6, RM, PLA 17A.

3) Any development in the MSC 1, MSC 2, and MSC 4 zones located within the Market Street Corridor.

2. Administrative Design Review (A.D.R.) – All other development activities not requiring D.B.R. review under subsection (1) of this section shall be reviewed through the A.D.R. process pursuant to KZC 142.25.

3. Exemptions from Design Review – The following development activities shall be exempt from either A.D.R. or D.B.R. and compliance with the design regulations of Chapter 92 KZC:

   a. Any activity which does not require a building permit; or

   b. Interior work that does not alter the exterior of the structure; or

   c. Normal building maintenance including the repair or maintenance of structural members; or

   d. Any development listed as exempt in the applicable Use Zone Chart.

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

   The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

   a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.

   b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Neighborhood (TLN) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.

   c. For review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA5C zone and the Market Street Corridor, Appendix C, Design Principles for Residential Development contained in the Comprehensive Plan.

2. Application – As part of any application for a development permit requiring A.D.R., the applicant shall show compliance with the design regulations in Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040, by submitting an A.D.R. application on a form provided by the Planning Department. The application shall include all documents and exhibits listed on the application form, as well as application materials required as a result of a pre-design conference.

3. Pre-Design Conference – Before applying for A.D.R. approval, the applicant may schedule a pre-design meeting with the Planning Official. The meeting will be scheduled by the Planning Official upon written request by the applicant. The purpose of this meeting is to provide an opportunity for an applicant to discuss the project concept with the Planning Official and for the Planning Official to designate which design regulations, or design guidelines, apply to the proposed development based primarily on the location and nature of the proposed development.

4. A.D.R. Approval

   a. The Planning Official may grant, deny, or conditionally approve the A.D.R. application. The A.D.R. approval or conditional approval will become conditions of approval for any related development permit, and no development permit will be issued unless it is consistent with the A.D.R. approval or conditional approval.

   b. Additions or Modifications to Existing Buildings

      1) Applications involving additions or modifications to existing buildings shall comply with the design regulations of Chapter 92 KZC, or where applicable, the design guidelines adopted by KMC 3.30.040 to the extent feasible depending on the scope of the project. The Planning Official may waive compliance with a particular design regulation if the applicant demonstrates that it is not feasible given the existing development and scope of the project.

      2) The Planning Official may waive the A.D.R. process for applications involving additions or modifications to existing buildings if the design regulations are not applicable to the proposed development activity.

5. Lapse of Approval – The lapse of approval for the A.D.R. decision shall be tied to the development permit and all conditions of the A.D.R. approval shall be included in the conditions of approval granted for that development permit.

6. Design departure and minor variations may be requested pursuant to KZC 142.37.

142.35 Design Board Review (D.B.R.) Process

1. Timing of D.B.R. – For any development activity that requires D.B.R. approval, the applicant must comply with the provisions of this chapter before a building permit can be approved; provided, that an applicant may submit a building permit application at any time during the design review process. An applicant may request early design review, but such review shall not be considered a development permit or to in any way authorize a use or development activity. An application for D.R. approval may be considered withdrawn for all purposes if the applicant has not submitted information requested by the City within 60 calendar days after the request and the applicant does not demonstrate reasonable progress toward submitting the requested information.

2. Public Meetings – All meetings of the Design Review Board shall be public meetings and open to the public.

3. Authority – The Design Review Board shall review projects for consistency with the following:

   a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

   b. Design Guidelines for the Rose Hill Business District (RHBD) and the Totem Lake Neighborhood (TLN) as adopted in Chapter 3.30 KMC.

   c. The Design Principles for Residential Development contained in Appendix C of the Comprehensive Plan for review of attached and stacked dwelling units located within the NE 85th Street Subarea and the Market Street Corridor.
      the PLA5C zone

   d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

application for the proposed development. No development permit for the subject property requiring D.B.R. approval will be issued until the proposed development is granted D.B.R. approval or conditional approval. The terms of D.B.R. approval or conditional approval will become a condition of approval on each subsequent development permit and no subsequent development permit will be issued unless it is consistent with the D.B.R. approval or conditional approval. The Planning Official shall send written notice of the D.B.R. decision to the applicant and all other parties who participated in the conference(s) within 14 calendar days of the approval. If the D.B.R. is denied, the decision shall specify the reasons for denial. The final D.B.R. decision of the City on the D.B.R. application shall be the date of distribution of the written D.B.R. decision or, if the D.B.R. decision is appealed, the date of the City's final decision on the appeal. Notwithstanding any other provision of this code, if an applicant submits a complete application for a building permit for the approved D.B.R. development within 180 days of the final D.B.R. decision, the date of vesting for the building permit application shall be the date of the final D.B.R. decision.

Additional Approval Provision for TL 2 and TL 5 – The Notice of Approval for a Conceptual Master Plan (CMP) shall set thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a CMP in TL 2 or TL 5. The Notice of Approval shall also include a phasing plan for all improvements shown or described in the CMP.

Additional Approval Provision for RHBD – The Design Review Board shall determine the thresholds for subsequent D.B.R. or A.D.R. review of projects following approval of a Conceptual Master Plan (CMP) in the RHBD. The Notice of Approval for the CMP will state the thresholds for future review of projects and also include a phasing plan for all improvements shown or described in the CMP.

142.37 Design Departure and Minor Variations

1. General – This section provides a mechanism for obtaining approval to depart from strict adherence to the design regulations or for requesting minor variations from requirements in the following zones:

   a. In the CBD and YBD: minimum required yards; and

   b. In the Totem Center: minimum required yards, floor plate maximums and building separation requirements; and

   the PLA5C zone

   c. In the RHBD, and the TLN: minimum required yards, landscape buffer and horizontal facade requirements; and

   d. In the MSC 1 and MSC 4 zones of the Market Street Corridor: minimum required front yards and horizontal facade requirements; and

   e. In the MSC 2 zone of the Market Street Corridor: height (up to an additional five (5) feet), minimum required front yards and horizontal facade requirements; and

   f. In the MSC 3 zone of the Market Street Corridor: horizontal facade requirements.

   This section does not apply when a design regulation permits the applicant to propose an alternate method for complying with it or the use zone chart allows the applicant to request a reduced setback administratively.

2. Process – If a design departure or minor variation is requested, the D.R. decision, including the design departure or minor variation, will be reviewed and decided upon using the D.B.R. process.

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (4). (a).

PUBLICATION SUMMARY
OF ORDINANCE O-4392

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, AND AMENDING ORDINANCE 3719 AS AMENDED, THE KIRKLAND ZONING CODE, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM12-00290.

SECTION 1. Amends the following portions of the Kirkland Comprehensive Plan and Kirkland Zoning Code.

A. Comprehensive Plan – LU-1 Comprehensive Land Use Map
B. Comprehensive Plan – Moss Bay Area Land Use Figure MB-2
C. Comprehensive Plan – Moss Bay Neighborhood 4. Perimeter Areas – North C Subarea text
D. Zoning Code – Zone PLA 5C – Section 60.40 General Regulations
E. Zoning Code – Zone PLA 5C Section 60.42 Use Zone Chart
F. Zoning Code – Section 92.05 Introduction to Design Regulations
G. Zoning Code – Section 112.15 Affordable Housing Requirement
H. Zoning Code – Section 115.23 Common Recreational Space Requirements for Certain Residential Uses
I. Zoning Code – 142.25 Administrative Design Review Process
J. Zoning Code – 142.35 Design Board Review Process
K. Zoning Code – 142.37 Design Departure and Minor Variations

SECTION 2. Provides a severability clause for the Ordinance.

SECTION 3. Authorizes publication of the Ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

SECTION 4. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 2012.

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

_____
City Clerk

Council Meeting: 12/11/2012
Agenda: New Business
Item #: 11. a. (4). (b).

RESOLUTION R-4946

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING AMENDED DESIGN GUIDELINES FOR PEDESTRIAN ORIENTED BUSINESS DISTRICTS AND AUTHORIZING THE MAYOR TO SIGN.

WHEREAS, the Planning Commission considered the proposed amendments to the Design Guidelines for Pedestrian Oriented Business Districts at its public hearing on November 15, 2012, in association with related amendments to the Kirkland Zoning Code; and

WHEREAS, the City Council has determined that it is appropriate to amend the Design Guidelines for Pedestrian Oriented Business Districts as they directly support Ordinance No. 4392 (Parker Comprehensive Plan and Zoning Amendments) and under Kirkland Municipal Code 3.30.040 design guidelines bearing the signature of the Mayor and Director of the Department of Planning and Community Development are adopted by reference;

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

Section 1. The amendments to the Design Guidelines for Pedestrian Oriented Business Districts, attached as Exhibit A, are approved.

Section 2. The Mayor is authorized to sign the amended Design Guidelines for Pedestrian Oriented Business Districts.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2012.

Signed in authentication thereof this ____ day of _____, 2012.

_____
MAYOR

Attest:

_____
City Clerk

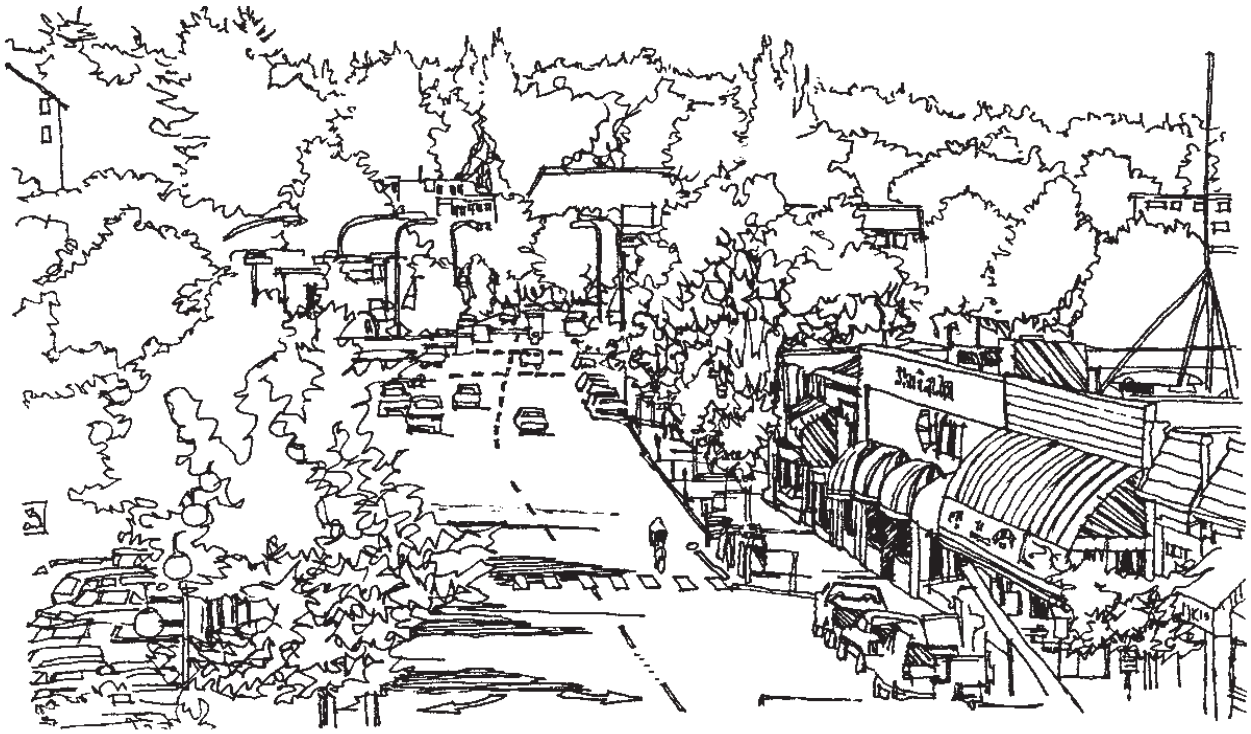
Introduction

This document sets forth a series of Design Guidelines, adopted by Section 3.30 of the Kirkland Municipal Code, that will be used by the City in the in the design review process. For Board Design Review (BDR), the Design Review Board will use these guidelines in association with the Design Regulations of the Kirkland Zoning Code. To the extent that the standards of the Design Guidelines or Design Regulations address the same issue but are not entirely consistent or contain different levels of specificity, the Design Review Board will determine which standard results in superior design. For Administrative Design Review (ADR), the Planning Official will use these guidelines when necessary to interpret the Design Regulations. They are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

Most of the concepts presented in the Design Guidelines are applicable to any pedestrian-oriented business district.* "Special Considerations" have been added, such as for Downtown Kirkland, to illustrate how unique characteristics of that pedestrian-oriented business district relate to the Guideline.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Kirkland's physical assets and civic role.

The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.



** The guidelines also apply to residential development in the Central Business District (CBD), the Juanita Business District (JBD), the North Rose Hill Business District, the Market Street Corridor (MSC), Totem Center and to mixed use development throughout the City.*

,and Planned Area 5C (PLA5C);

Kirkland Design Guidelines

The drawing below illustrates many of the design Guidelines described in this appendix

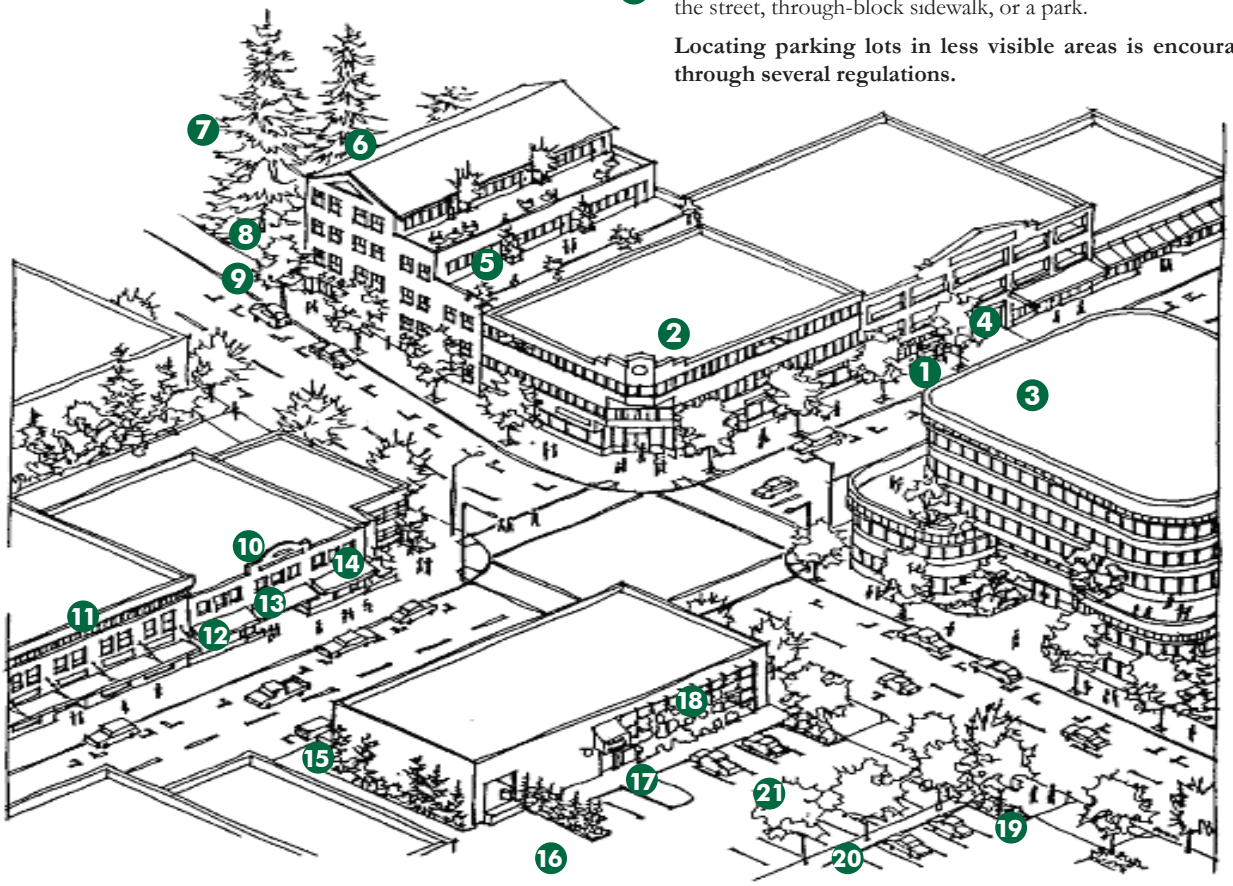
1. Pedestrian plazas and places for vendors encouraged through several regulations.
2. Buildings on corner lots may be required to incorporate an architectural or pedestrian-oriented feature at the corner. Many options are possible including plazas, artwork, turrets, curved corners, etc.

   Special architectural requirements placed on use of concrete block and metal siding.
3. "Architectural scale" requirements direct large buildings to fit more comfortably with neighboring development. This example employs building setbacks, decks, curved surfaces, and recessed entries to reduce appearance of building mass.
4. Parking garages on pedestrian-oriented streets or through-block sidewalks may incorporate pedestrian-oriented uses or pedestrian-oriented space into front facades.

   Street trees required along certain streets.
5. Human scale features such as balconies or decks, bay windows, covered entries, gable or hipped rooflines, multiple paned windows, or pedestrian-oriented space may be required.
6. More flexible method of measuring building height on slopes.
7. New policies regarding tree protection and enhancement of wooded slopes.Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
8. Standards for size, quantity, quality, and maintenance of landscape plant materials are set by the Zoning Code.
9. Standards are set for pathway width, pavement, lighting, and site features on required major pathways and public properties.
10. A building cornerstone or plaque may be required.
11. Covering up existing masonry or details with synthetic materials is restricted.
12. Ground story facades of buildings on pedestrian-oriented streets or adjacent to parks may be required to feature display windows, artwork, or pedestrian-oriented space.
13. Pedestrian weather protection required on pedestrian-oriented streets.
14. Architectural detail elements such as decorative or special windows, doors, railings, grillwork, lighting, trellises, pavements, materials, or artwork to add visual interest may be required.

    Size of parking lots abutting pedestrian-oriented streets may be restricted.
15. Quantity and locations of driveways are regulated.
16. Visible service areas and loading docks must be screened.
17. Provision for pedestrian circulation is required in large parking lots.
18. Blank walls near streets or adjacent to through-block sidewalks must be treated with landscaping, artwork, or other treatment.
19. Screening of parking lots near streets is required.
20. Standards for curbs, signing, lighting, and equipment are set for parking lots.
21. Internal landscaping is required on large parking lots visible from the street, through-block sidewalk, or a park.

    Locating parking lots in less visible areas is encouraged through several regulations.



Purpose of the Design Guidelines for Downtown Kirkland

In 1989 the Kirkland City Council adopted Kirkland's Downtown Plan which set a vision for the downtown's future and outlined policies and public actions to make that vision a reality. One of the recommended actions is the adoption of a set of Downtown Design Guidelines to be used in reviewing all new development and major renovations in the downtown area. The goal of the Design Guidelines as stated in the plan is 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 projects' creative design process a recognition and respect of design guidelines and methods which incorporate new development into downtown's overall pattern.*

In addition, the guidelines are intended to further the following urban design goals stated in the plan:

- Promote a sense of community identity by emphasizing Kirkland's natural assets, maintaining its human scale, and encouraging activities that make downtown the cultural, civic, and commercial heart of the community.
- Maintain a high-quality environment by ensuring that new construction and site development meet high standards.
- Orient to the pedestrian by providing weather protection, amenities, human scale elements, and activities that attract people to downtown.
- Increase a sense of continuity and order by coordinating site orientation, building scale, and streetscape elements of new development to better fit with neighboring buildings.
- Incorporate parks and natural features by establishing an integrated network of trails, parks, and open spaces and maintaining existing trees and incorporating landscaping into new development.
- Allow for diversity and growth through flexible guidelines that are adaptable to a variety of conditions and do not restrict new development.

Insert "Purpose of the Design Guidelines for PLA5C" here (wording is shown on the following page).

Purpose of the Design Guidelines for Juanita Business District

The Juanita Business District Plan was adopted in 1990 by the City Council. It states that "the underlying goal of redevelopment in the business district is to create a neighborhood-scale, pedestrian district which takes advantage of the amenities offered by Juanita Bay."

As part of the Juanita Business District Plan, Design Regulations and Design Guidelines were established for new development and major renovations in the Business District (JBD). These guidelines and regulations are intended to further the following urban design features stated in the plan:

- Pedestrian pathways from the surrounding residential areas to and through the business district and on to Juanita Beach Park should be acquired and improved.
- View corridors to the lake should be explored through new development in the business district.
- Entry features, such as signs or sculpture, should be established in the locations shown in the Juanita Business District Plan.
- Coordinated streetscape improvements should be used throughout the business district, including street trees, street furniture, and other amenities, like flowers, banners, and signs.

Purpose of the Design Guidelines for the Market Street Corridor, including the Market Street Historic District

The City Council adopted the Market Street Corridor Plan in December of 2006 as part of the Market and Norkirk Neighborhood planning process. The new plan was created for commercial and multifamily properties adjoining Market Street extending from the Central Business District at the south end to 19th Avenue at the north end. The plan includes a vision for the corridor of an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing in a way that complements and protects the adjacent residential neighborhoods.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue create a unique sense of place that represents the original town center of Kirkland. The plan establishes an historic district in this area that will reflect the City's past through both its old and new buildings and its streetscape. New development and renovation within

Purpose of the Design Guidelines for PLA5C

Planned Area 5C is part of the Moss Bay Neighborhood and is designated for high density residential and office uses. It is located just east of the Central Business District (CBD) and shares many of the CBD's characteristics, although retail uses are not allowed.

The adjacent steep hillside to the north of PLA5C is part of the 85th Street right-of-way and it limits potential view obstruction from the five to six story buildings which can be developed in PLA5C.

The following guidelines, which encourage wide sidewalks, do not apply to PLA5C since there are no "pedestrian oriented streets" or "major pedestrian sidewalks" designated in the Zoning Code for this area.

- Sidewalk Width: Movement Zone
- Sidewalk Width: Storefront Activity Zone

An additional guideline that does not apply is "Height Measurement on Hillsides"