



**CITY OF KIRKLAND**  
**Planning and Community Development Department**  
**123 Fifth Avenue, Kirkland, WA 98033 425.587-3225**  
**www.kirklandwa.gov**

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**MEMORANDUM**

**To:** Kurt Triplett, City Manager

**From:** Joan Lieberman-Brill, AICP, Senior Planner  
Angela Ruggeri, AICP, Senior Planner  
Paul Stewart, AICP, Deputy Director  
Eric Shields, AICP, Director

**Date:** November 30, 2011

**Subject:** 2011 City Initiated Comprehensive Plan Amendments (File ZON11-00001) and  
Altom Private Amendment Request (File ZON11-00002)

**RECOMMENDATION**

Adopt the enclosed ordinances consistent with the recommendations of the Planning Commission and Houghton Community Council (Attachment 1):

- O-4336 adopting the 2011 City Initiated Comprehensive Plan Amendments (CPAs), and
- O-4337 adopting the Altom Private Amendment Request (PAR).

Following City Council action, the amendments applicable in Houghton will be considered by the Houghton Community Council at its January 23<sup>rd</sup>, 2011 meeting.

**BACKGROUND DISCUSSION**

All amendments are included as exhibits to the ordinances.

On October 24 and October 27 respectively, the Houghton Community Council (HCC) and Planning Commission (PC) held study sessions on the 2011 CPAs, and were in agreement with the proposed 2011 amendments. Following the joint PC and HCC public hearing on November 17, both bodies again unanimously recommended adoption. Attachment 1 to this memorandum is the PC's and HCC's recommendation. 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 adopted 2011-2016 CIP.

The Planning Commission held a study session on the Altom PAR on October 27, 2011 and a public hearing on November 17, 2011. Following the public hearing, the PC unanimously recommended adoption (see Attachment 1 for the recommendation). The recommended amendments provide for increased density for a portion of PLA 5C in the Comprehensive Plan and Zoning Code.

### **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 2011 - 2016 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 12 by the City Council.
- Follow-up minor text amendments to reference the updated Shoreline Master Program in the Comprehensive Plan. The new SMP was adopted by Kirkland City Council in August 2010. The SMP sets forth policies in a separate chapter of the Comprehensive Plan, now called the Shoreline Area Chapter, and shoreline management regulations in a separate Chapter 83 of the Zoning Code. The Plan text amendments clarify that only these two documents apply to the properties within 200 feet of the shoreline for use, density, and certain other standards.
- Functional map amendments to reflect updated conditions on the ground, such as incorporating the new post annexation City boundary, and adding nine new greenbelt properties and three park/open space properties described below.
- Zoning and Land Use Map amendments to implement the following rezones:
  - Seven greenbelt parcels that were transferred to the City from King County in the Finn Hill, North Juanita and Kingsgate Neighborhoods, from Low Density Residential land use, RSA zoning to Park/Open Space land use, Public Use zoning to be consistent with their current land use. (Two parcels were pulled from the original rezone list after the joint public hearing. The Parks Department was notified that one of the affected parcels is actually owned by King County and should not have been transferred to the City. The other may be jointly owned by property owners in a plat rather than publicly owned. Therefore, until this is resolved, it is premature to go forward with the rezone.)
  - A parcel that has been part of Watershed Park since the 1920's, from Low Density Residential land use, RS 12.5 zoning to Park/Open Space, Public Use zoning to correct a mapping error. Various base maps in the Central Houghton Neighborhood Plan will also be changed to reflect the rezone.
  - A recently purchased open space parcel near Forbes Lake, from Office land use, Planned Area 17A zoning to Park/Open Space land use, Public Use zoning to reflect its current land use. Various North Rose Hill Neighborhood Plan base maps will also be changed to reflect the rezone.

- Forterra (formerly known as the Cascade Land Conservancy) open space greenbelt parcel between O.O. Denny and Big Finn Hill Park from Low Density Residential land use, RSA zoning to Park/Open Space land use, Public Use zoning to be consistent with its current land use.
- A portion of the Inglenook Court Apartment Complex property to correct a mapping error. Incorrectly mapped as Commercial land use BNA zoning, the rezone will correctly designate the site as High Density Residential land use, RMA 1.8 zoning to match the rest of the multi-family development.

A more detailed summary of the proposed City initiated amendments is available in the joint November 17 public hearing [memorandum](#).

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 17, 2011 meeting Joint Houghton Community Council and Planning Commission public hearing [memo](#), and [audio](#)*

*October 27, 2011 meeting Planning Commission study [memo](#), [minutes](#) and [audio](#)*

*October 24, 2011 meeting Houghton Community Council study [memo](#) (same as PC memo), [minutes](#) and [audio](#)*

*September 8, 2011 meeting Planning Commission study [memo](#), [minutes](#) and [audio](#)*

*August 22, 2011 meeting Houghton Community Council study [memo](#) (same as PC memo), [minutes](#), and [audio](#)*

### **Altom PAR**

The City Council directed staff and the Planning Commission to study this proposed amendment to the Comprehensive Plan and Zoning Code for PLA 5C. The amendment allows increased density on the two lots at 220 – 6<sup>th</sup> Street and 611 - 4<sup>th</sup> Avenue in the Moss Bay Neighborhood (see Attachment a to Attachment 1 – PC & HCC Recommendation for a map of the area). Both lots are currently developed with office uses. The Planning Commission held a study session on October 27, 2011 and a public hearing on November 17, 2011.

The two lots that would be included in the amendment have a combined area equal to approximately .8 acres. The allowable density in PLA 5C is 24 units per acre, which would allow 19 units on the site. 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 and in many other business districts.

Staff memorandums, draft minutes and audio recordings for the Planning Commission meetings related to the Altom PAR (10/27/2011 Study Session and 11/17/2011 Public Hearing) can be found at:

[http://www.kirklandwa.gov/depart/Planning/Planning\\_Commission.htm](http://www.kirklandwa.gov/depart/Planning/Planning_Commission.htm)

### **SEPA Compliance**

#### City Initiated Amendments:

State Environmental Policy Act (SEPA) materials may be viewed by following this link to the November 17 PC public hearing [memo](#).

#### Altom PAR:

The Environmental Impact Statement that was done for the Downtown Area Planned Action in 2008 included the Altom proposal. The primary potential impact of the current Altom amendment would be from the difference in traffic generation, because the amendment would not change the permitted size of buildings on the site. Staff evaluated the potential traffic impact from the new proposal and found that it was less than the impact evaluated in the EIS. No additional environmental analysis was required.

### **Public Process**

Notice of 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. Public notice signs were posted to provide notice of all site specific rezones. Owners of rezone parcels also received notice. (These rezones are explained above.)

Notice was also sent to property owners within 300 feet of the change for the Altom PAR.

One letter of support from Forterra, (formally known as of the Cascade Conservancy) regarding rezone of their greenbelt parcel, was included in the staff memorandum for the public hearing. At the hearing, two letters were entered into the record and five people spoke. All public input regarded the proposed rezones. One person spoke and submitted a letter in opposition to rezoning greenbelt # 125 as a public use zone for park open space use, and instead favored its use as a storm water facility and vehicle pull out area. The rest of the public comment was in support of the rezones.

At the Altom hearing only the applicant, Rhoda Altom spoke. There were no letters or e-mails received.

#### Attachment:

1. Planning Commission and Houghton Community Council Recommendation

cc: ZON11-00001  
ZON11-00002  
Planning Commission  
Houghton Community Council  
Kirkland Neighborhood Associations

Kirkland Alliance of Neighborhoods  
Kirkland Chamber of Commerce



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

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## **MEMORANDUM**

**DATE: NOVEMBER 30, 2011**

**TO: KIRKLAND CITY COUNCIL**

**FROM: JAY ARNOLD, CHAIR, KIRKLAND PLANNING COMMISSION**  
**RICK WHITNEY, CHAIR, HOUGHTON COMMUNITY COUNCIL**

**SUBJECT: RECOMMENDATION TO ADOPT THE 2011 COMPREHENSIVE PLAN**  
**AMENDMENTS (FILE NOS. ZON11-00001 & ZON11-00002)**

### **Introduction**

We are pleased to submit the recommended annual city initiated Comprehensive Plan Amendments for 2011 for consideration by the City Council. This effort culminates the work started with the preparation of the 2011-2016 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. The Altom Private Amendment Request (PAR) including Comprehensive Plan and Zoning Code amendments is also part of this recommendation.

During this cycle there is no new state legislation or major Kirkland policy initiatives to incorporate into the Plan. Recommended revisions include 14 rezones, housekeeping amendments, updates to functional maps, and various other minor changes. The Altom PAR includes an increase in density for a portion of PLA 5C in both the Comprehensive Plan and the Zoning Code (see Attachment a). All amendments are included as exhibits to the ordinances.

### **Issues**

One emphasis in this year's cycle of Comprehensive Plan amendments is continued follow-up to the Kingsgate, North Juanita, and Finn Hill annexation area. Among these are rezones and land use re-designations of ten greenbelt properties transferred from King County to the City of Kirkland in the Finn Hill, North Juanita and Kingsgate neighborhoods to Park/ Open Space to match their existing land use function. Similarly, an open space parcel owned by Forterra (formally known as the Cascade Nature Conservancy) located between O.O. Denny Park and Big Finn Hill Park, will be rezoned from low density residential to Park Open Space, Public Use zoning, so that it matches its current use. The amendments also include a number of minor adjustments to functional maps to reflect post annexation boundaries and a zoning map change to correct a mapping error.

The revision to the CIP is minor and only two projects are added in the Juanita, Finn Hill, and Kingsgate neighborhoods. We anticipate that with the major 2012-2016 CIP update, the various city departments responsible for nominating CIP projects will consider projects that are identified in these neighborhoods. We would like the City to target and prioritize funded capital improvement projects in these newly annexed areas. The Houghton Community Council also supports this priority. However, we realize that in this economic climate, funding and meeting timing objectives of the existing CIP is a challenge, let alone adding new projects. The Capital Facilities Element, as mandated by GMA, supports the land use plan with fully funded projects to meet our adopted level of service.

The Altom PAR is a further refinement of the 2008 proposal included in the Downtown Area Planned Action Ordinance. The 2008 proposal included the Altom proposal along with the Parkplace mixed use project and the Orni proposal. At that time, the Altom request was to rezone the area at 220 – 6<sup>th</sup> Street and 611 – 4<sup>th</sup> Avenue from PLA 5B to PLA 5C, while retaining the Office/Multifamily land use designation. This rezone increased the permitted height on the subject properties from 30' above average building elevation to 4 stories or 52' above average building elevation if the two lots were developed together. Although multifamily residential uses are allowed in PLA 5C, increased density was not part of the original proposal. The 2011 amendment would allow the residential density to be commensurate with the increased height allowed in 2008. Density would be determined by the number of units that would fit into the building envelope. The amendment would not change the size of buildings allowed.

The Planning Commission and Houghton Community Council unanimously recommend adoption of the 2011 Comprehensive Plan amendments, including the Altom Comprehensive Plan and Zoning Code amendments.

### **Public Participation**

The Planning Commission and Houghton Community Council held two study sessions each to review the 2011 city initiated amendments leading up to the November 17 joint public hearing. The Planning Commission also held a study session on the Altom PAR and a public hearing on November 17, 2011.

At the joint hearing, five people offered public testimony regarding the proposed rezones. Two board members from Village Park Home Owners Association, Gayle Nelson and Troy Fauver, spoke and submitted a letter in support of the proposed Watershed Park parcel rezone. One speaker was interested in volunteer opportunities to help maintain the greenbelts. One speaker asked about maintenance when landslides occur on these sites, and was directed to the Public Works Department. Ann Dold submitted a letter and spoke, requesting that greenbelt parcel #125 in Finn Hill be managed by the Public Works Department for storm water detention purposes and as a winter vehicle pull out area for traffic. Except for Ms. Dold, speakers concurred with the Planning Commission and Houghton Community Council recommendation. The Commission observed that along with park open space uses, public use zones do allow storm water facilities and that emergency parking can be accommodated. The Commission also suggests forwarding Ms. Dold's letter to the Public Works and Park Departments for their consideration.

Rhoda Altom was the only person who spoke at the Altom public hearing before the Planning Commission and no public comment letters were received.

Attachment

- a. Map of the Altom PAR area

Exhibits

1. Letter from the Board of Directors for Village Park Homeowners Association dated November 14, 2011
2. Letter from Ann and Chad Dold dated November 17, 2011

Cc: ZON11-00001  
ZON11-00002

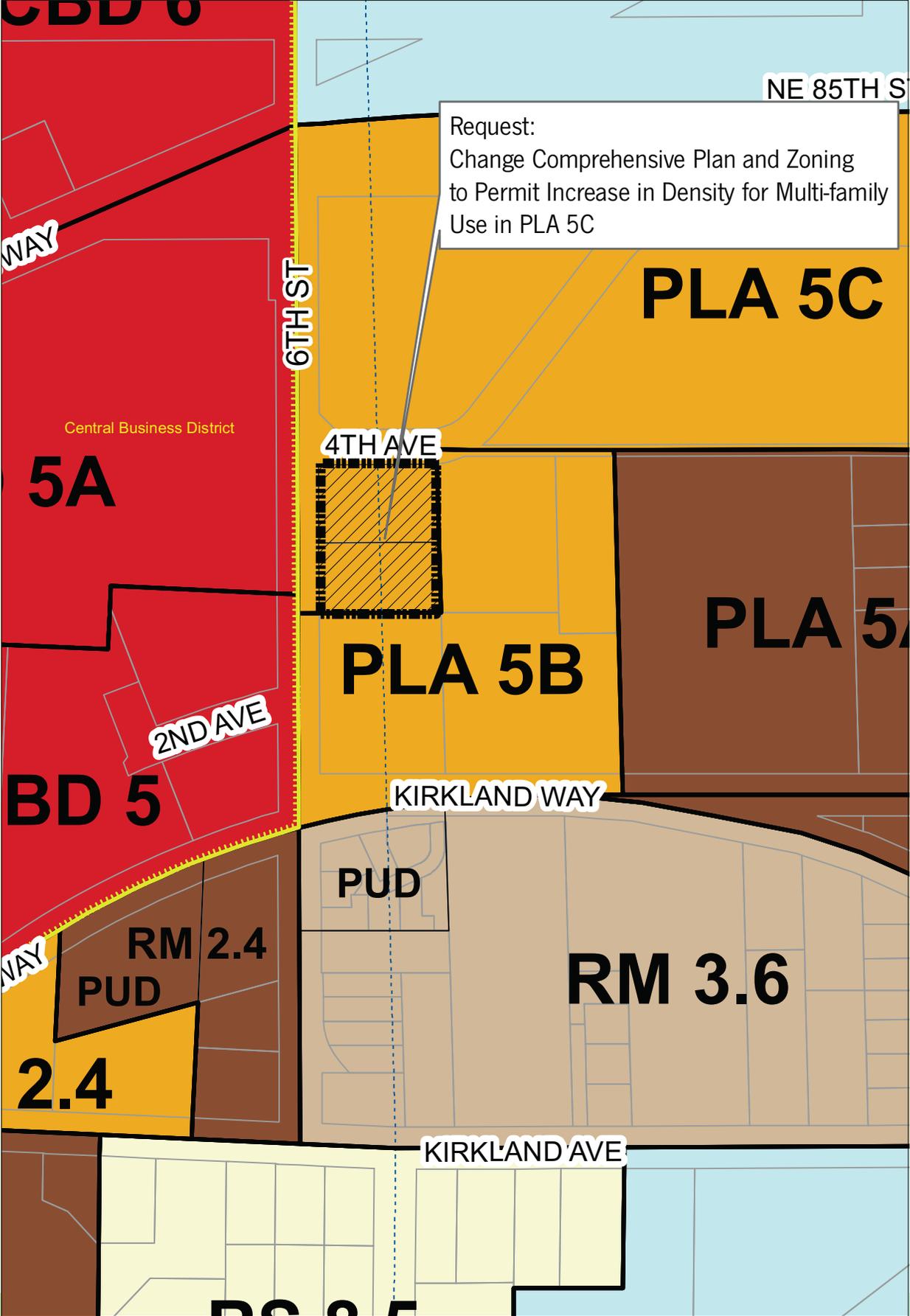
# AL TOM PRIVATE AMENDMENT REQUEST



Vicinity Map  
0 5,800 11,600 17,400  
Feet

**Map Legend**

- Tax Parcel Boundaries
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space



0 60 120 180  
Feet



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November 14, 2011

City of Kirkland  
Planning and Community Development Department  
ATTENTION: Joan Lieberman-Brill  
123 Fifth Avenue  
Kirkland, Washington 98033

Subject: Land parcel 172505-9105

Kirkland Planning Commission and Houghton Community Council:

We, the undersigned homeowners of Village Park Condominiums (3901-3945 108<sup>th</sup> Avenue N.E., Bellevue, WA 98004), are supportive of the 2011 Comprehensive Plan Amendment to rezone a vacant land parcel (172505-9105) from Low Density Residential use, RS 12.5 Zoning to Park/Open Space land use Public Use (P) Zoning pursuant to KZC sections 130, 140 and 160. Our property would be greatly affected if any low density residential land use was continued to be allowed in the above mentioned vacant land parcel.

Many of our residents enjoy walking in this beautiful forested area and trail from the BNSF railroad right-of-way to 108<sup>th</sup> Avenue N.E. adjoining the south side of Watershed Park.

We whole heartily encourage the Kirkland Planning Commission to rezone this land parcel to Park/Open Space land use Public Use (P) Zoning.

Please refer to Permit Number ZON11-00001.

Thank you.

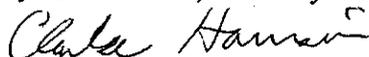
BOARD OF DIRECTORS FOR VILLAGE PARK HOMEOWNERS ASSOCIATION  
3945 108<sup>th</sup> Avenue N.E., A105, Bellevue, WA 98004



Gayle Nelson, President  
gayle\_nelson@live.com



Sylvia Cameron, Secretary



Clarke Harrison, Treasurer



Troy Fauver, Vice-President



Ann Hansen, Member-At-Large

other homeowners

November 17, 2012

City of Kirkland Planning Commission  
Houghton Community Council  
City Hall Council Chamber, 123 5th Avenue  
Kirkland, WA 988033

Re: Land Use/Zoning Map Change # 125  
Proposed Rezone of Public Greenbelt in the Juanita/Finn Hill/Kingsgate (JFK) Annexation Area.

Dear Members of the Kirkland Planning Commission and Houghton Community Council:

It is proposed that Parcel #1119000270 in the Juanita/Finn Hill Annexation Area be rezoned from Low Density Residential to Park/Open Space because it has "the characteristics of and serve(s) the function of park/open space." While it is true this parcel is undeveloped and overgrown, primarily with blackberries and a few fast growing trees such as cottonwoods, alders, and big leaf maples, it is also true that it is not suitable for the public to use as a park or open space. The reasons are that much of the property is characterized by steep slopes and the portion that is flat borders NE 131<sup>st</sup> Way, just on the uphill side of a turn where oncoming traffic makes it hazardous for pedestrians.

However, this parcel may be a candidate to serve some other useful public purposes and still be consistent with its designation as part of a greenbelt area. Two of these potential purposes are summarized below.

1. Storm Water Retention Area: Surface water runoff from residential development and associated access roads uphill from this parcel drains down NE 131<sup>st</sup> Way and 92<sup>nd</sup> Ave NE to a culvert in the southwest corner of the parcel. From here the water is conveyed through a system of drainage pipes directly into Juanita Creek. In other words, a considerable amount of untreated surface water, from roads and other impervious surfaces located uphill from the parcel, flows into a creek that performs many important hydrological and ecological functions in our watershed. Because of where the parcel is located, it would be an ideal candidate site for a storm water retention facility. Before flowing into the culvert under NE 13st Way, surface water runoff could be diverted to such a facility, where some contaminants would settle out and where water would infiltrate slowly into groundwater or be allowed, through a controlled release system, to drain into the culvert. Such a system would have the added benefit of reducing downstream flooding and stream erosion during periods of high water runoff.
2. Winter Pull-Out Area: NE 131<sup>st</sup> Way is a steep hill and 92<sup>nd</sup> Ave NE even steeper. When snow and ice accumulate on NE 131<sup>st</sup> Way, it happens with monotonous and predictable frequency that right along the stretch that borders this parcel, cars without suitable tires are unable to proceed up the hill and those coming down start to slide uncontrollably. I am sure the King County police and transportation officials can attest to how many traffic

blockages and accidents have occurred under such circumstances and how much time and public monies have been spent over the years dealing with this problem. The situation is exacerbated for the people living in the residential development that is accessed by 92<sup>nd</sup> Ave. NE. For some of these people, our family included, there are times when packed ice makes it impossible to get up this hill. In such instances we park in the Albertson's parking lot at the bottom of NE 131<sup>st</sup> Way, and then walk all the way up the hill to get home. If you visit this site you will see it is not a trivial climb, particularly if you factor in winter conditions, the lack of a sidewalk (save for a curb), and the fact cars are likely to be sliding around uncontrollably.

In any case the problem could be solved if there were a place along NE 131<sup>st</sup> Way to push cars out of the way that are unable to negotiate the hill or where people can park (closer to home) as an alternative to the Albertson's parking lot. The parcel that is the subject of this rezone is uniquely situated to serve this purpose and it has an area sufficiently flat and accessible from NE 131<sup>st</sup> Way. Signage could be put in place indicating its purpose and prohibiting permanent parking.

If either of these uses seem like reasonable possibilities then rezoning the parcel in question to park/open space may not be appropriate. As with other public greenbelt properties that were annexed from King County and determined to serve storm water functions, it may be advisable to leave the current zoning of this parcel in place under the management of the Public Works Department.

Thank you for considering our input and suggestions.

Sincerely,



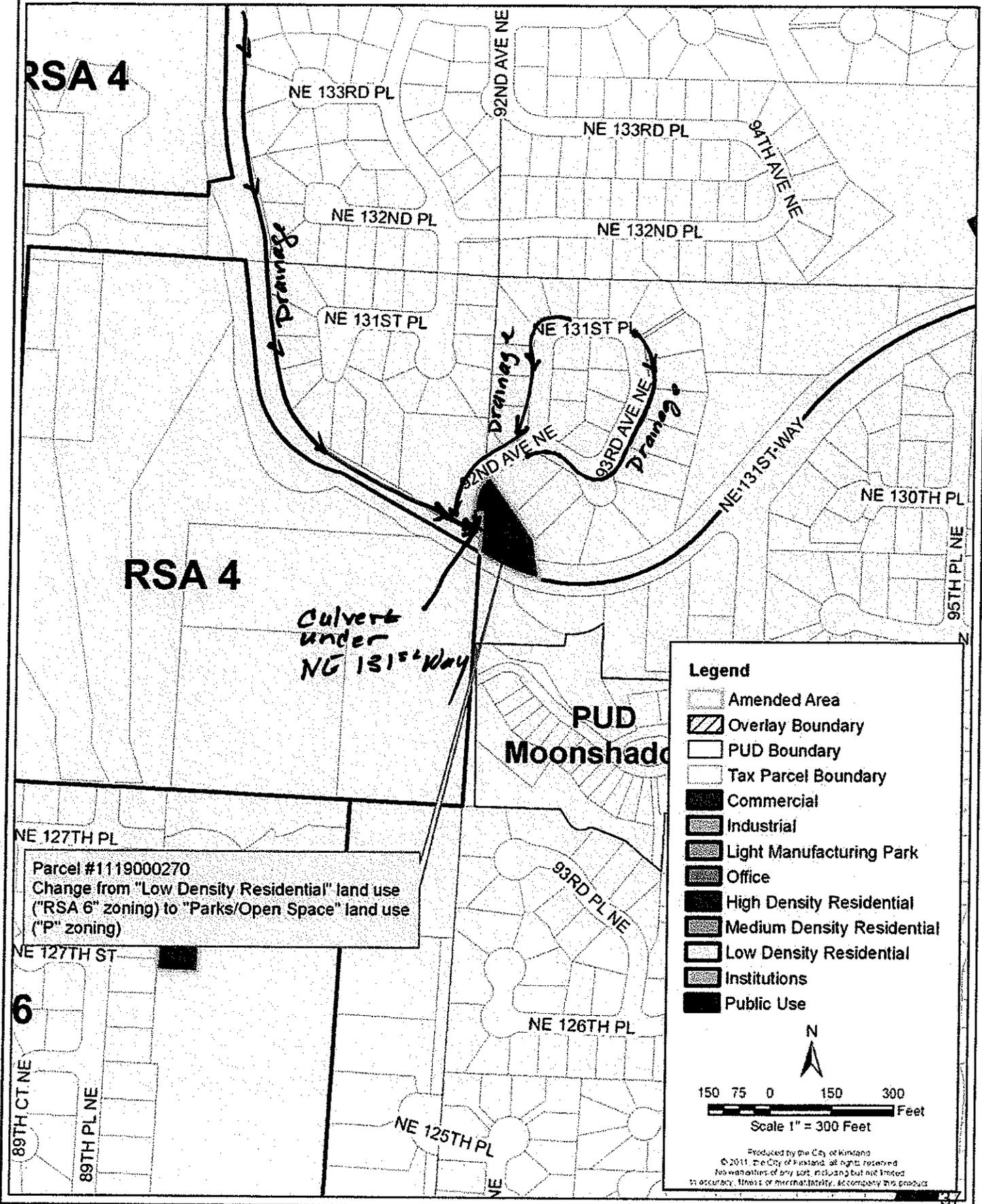
Ann and Chad Dold  
13145 92<sup>nd</sup> Ave NE.  
Kirkland, WA 988034

Attachment: Land Use/Zoning Map Change - #125 – annotated.

# Land Use/Zoning Map Change - #125

Exhibit 2  
Attachment 15

Parcels #1119000270



**RSA 4**

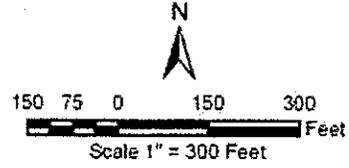
**RSA 4**

**PUD  
Moonshade**

*Culvert  
under  
NE 131<sup>st</sup> Way*

**Legend**

- Amended Area
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Public Use



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Parcel #1119000270  
Change from "Low Density Residential" land use  
("RSA 6" zoning) to "Parks/Open Space" land use  
("P" zoning)

**6**

ORDINANCE O-4336

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 3710 AS AMENDED, THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. ZON11-00001.

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 Map; and

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Zoning Map, Ordinance 3710 as amended, all as set forth in that certain reports and recommendations of the Planning Commission and the Houghton Community Council dated November 30, 2011, and bearing Kirkland Department of Planning and Community Development File No. ZON11-00001; and

WHEREAS, prior to making said recommendation the Planning Commission and Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on November 17, 2011, a joint 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, a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600; 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, the City Council of the City of Kirkland do ordain as follows:

Section 1. Comprehensive Plan Text, Figures and Tables, and Zoning Map amended: The Comprehensive Plan, Ordinance 3481 as amended, and 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. The Director of the Department of Planning and Community Development is hereby directed to amend the official Kirkland zoning map to conform with this Ordinance, indicating thereon the date of ordinance adoption.

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. 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 said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Except as provided in 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 6. 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 \_\_\_\_\_, 2011.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2011.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

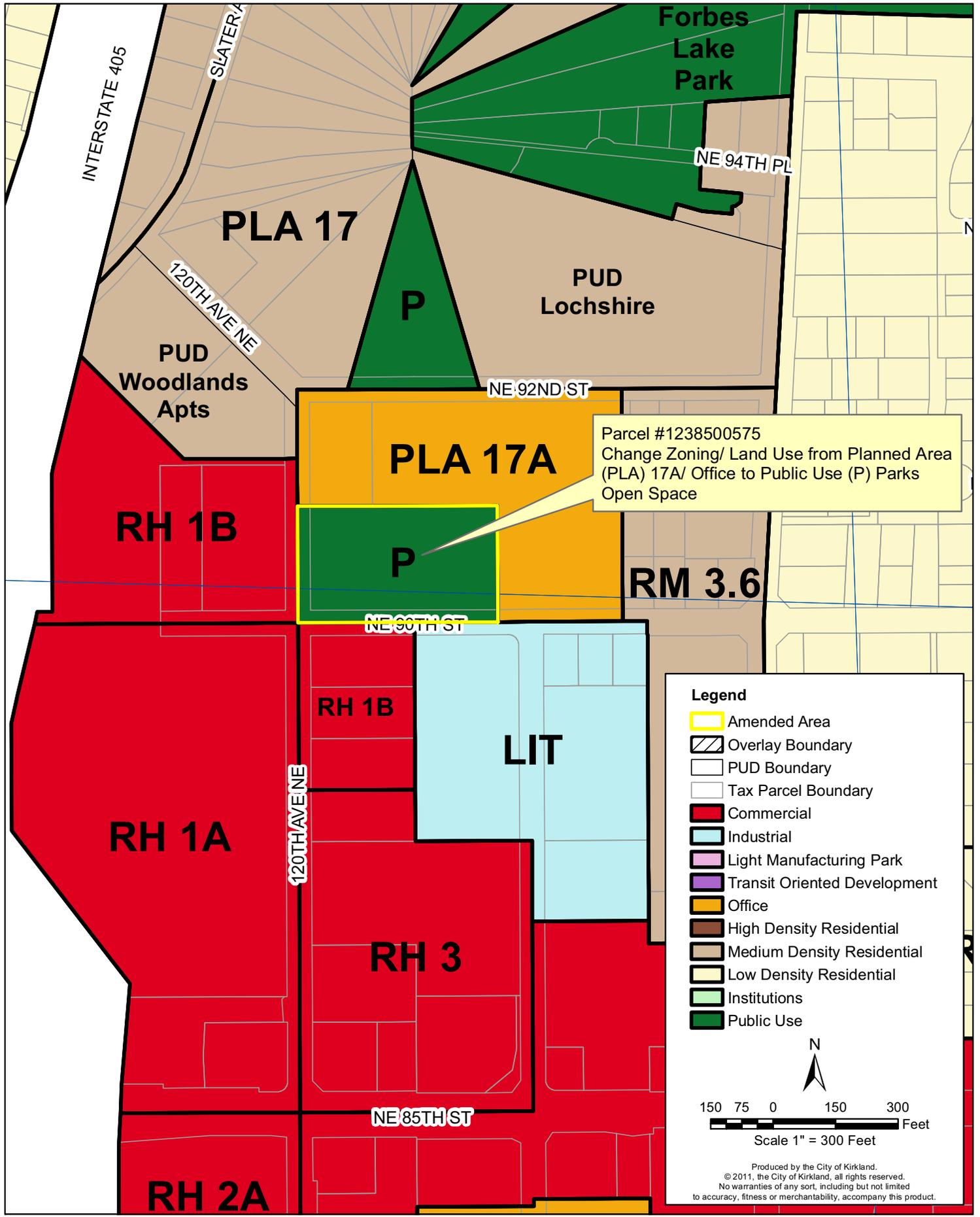
Approved as to Form:

\_\_\_\_\_  
City Attorney

# Beach Rezone

O-4336 Exhibit A

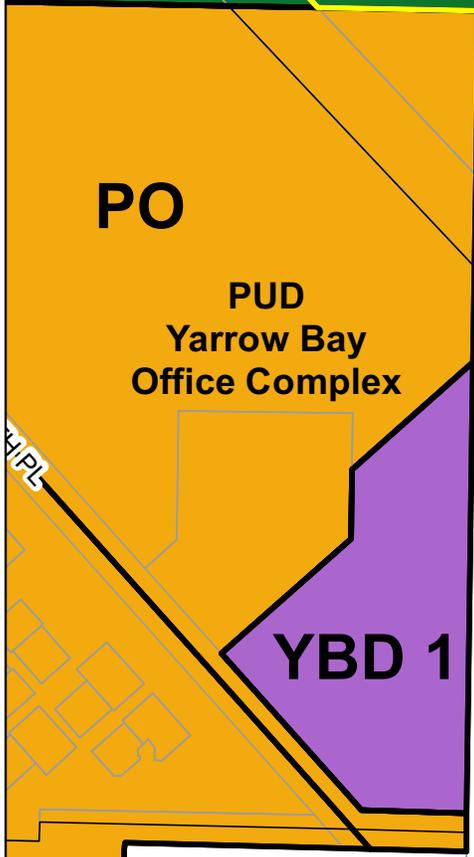
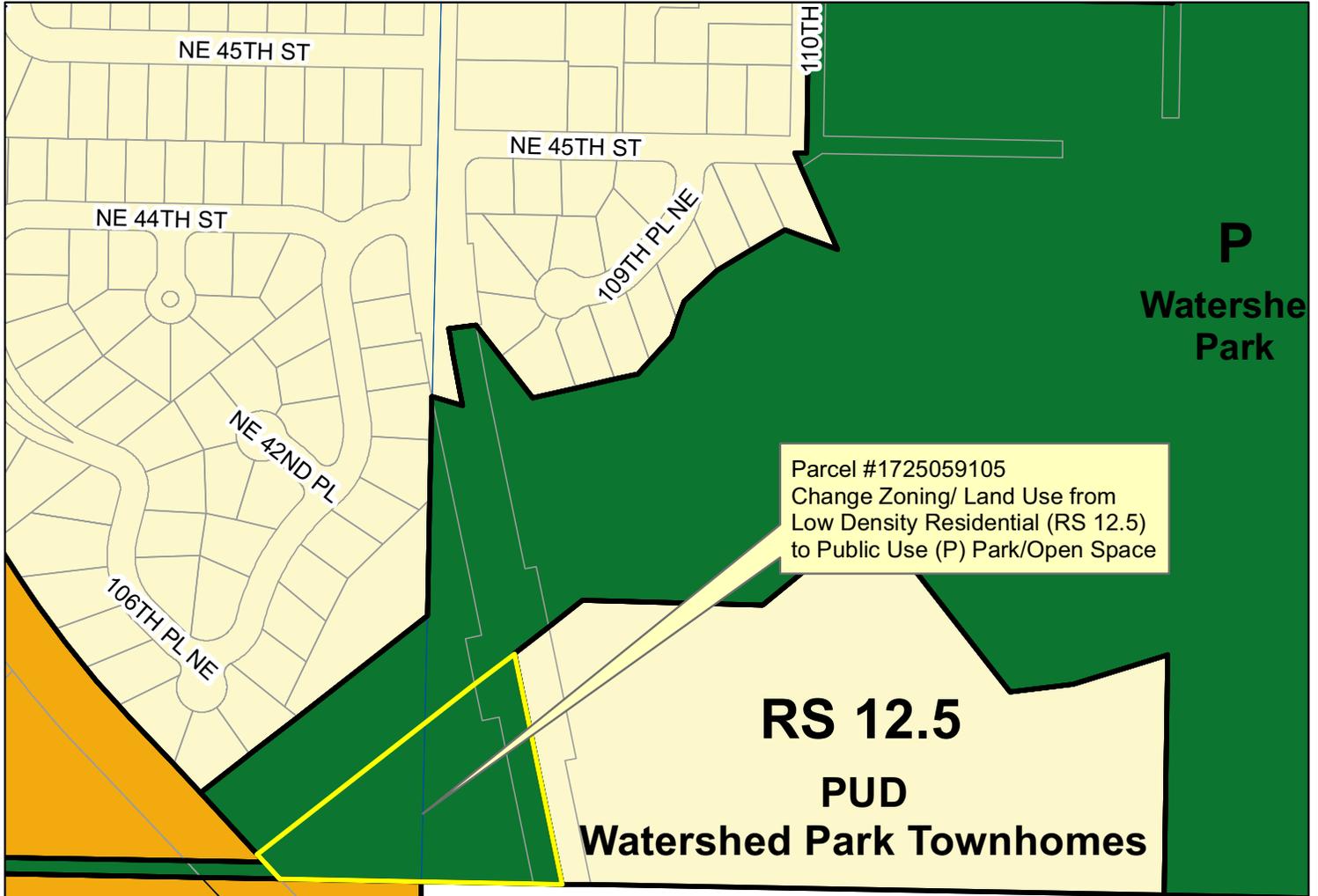
Parcel #1238500575



# Watershed Park Rezone Correction

O-4336 Exhibit A

Parcel #1725059105



**Legend**

- Amended Area
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Public Use

N

150 75 0 150 300 Feet

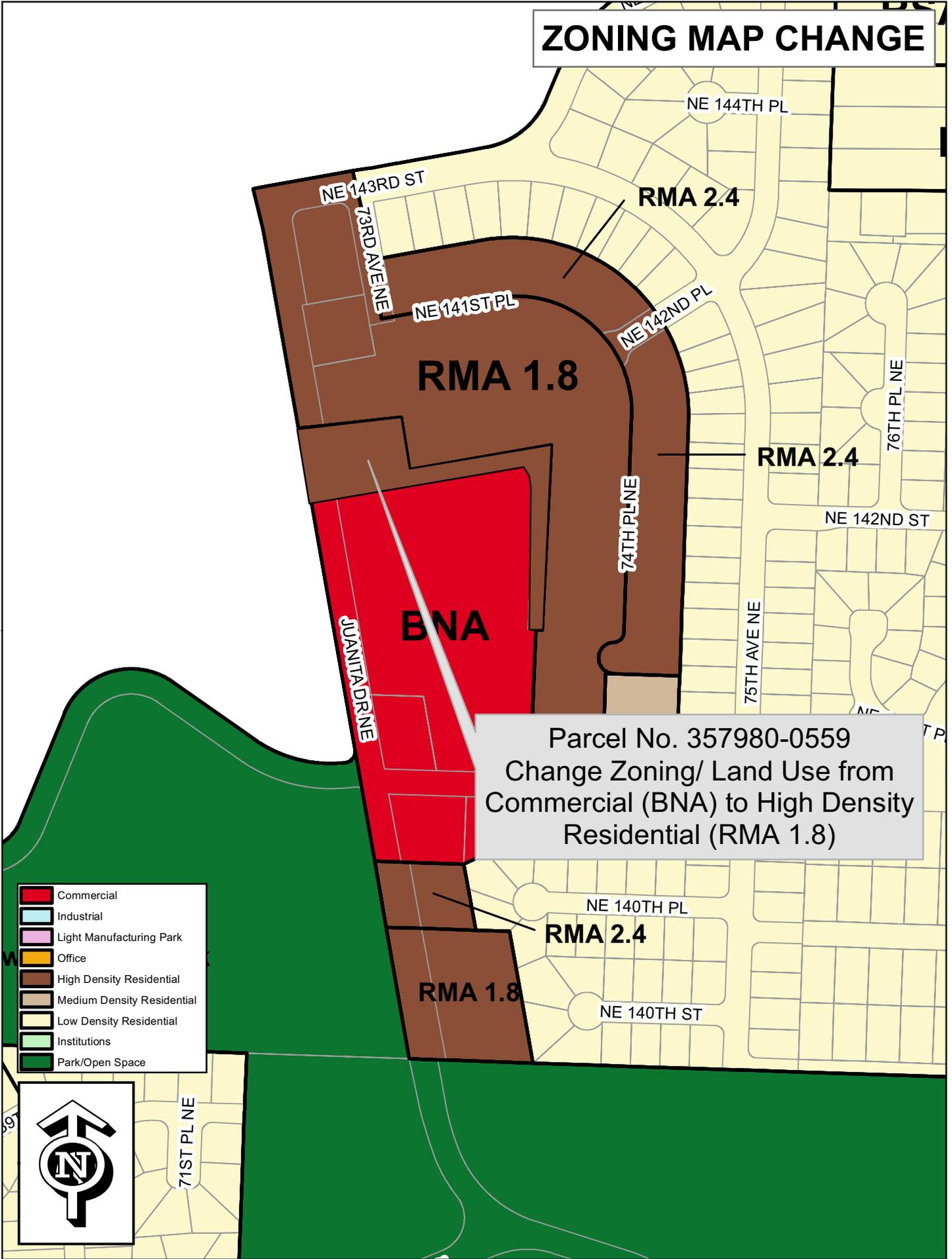
Scale 1" = 300 Feet

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# ZONING MAP CHANGE

Parcel No. 357980-0559  
Change Zoning/ Land Use from  
Commercial (BNA) to High Density  
Residential (RMA 1.8)

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space



# ZONING MAP CHANGE

## RSA 4

## P

### Big Finn Hill Pa

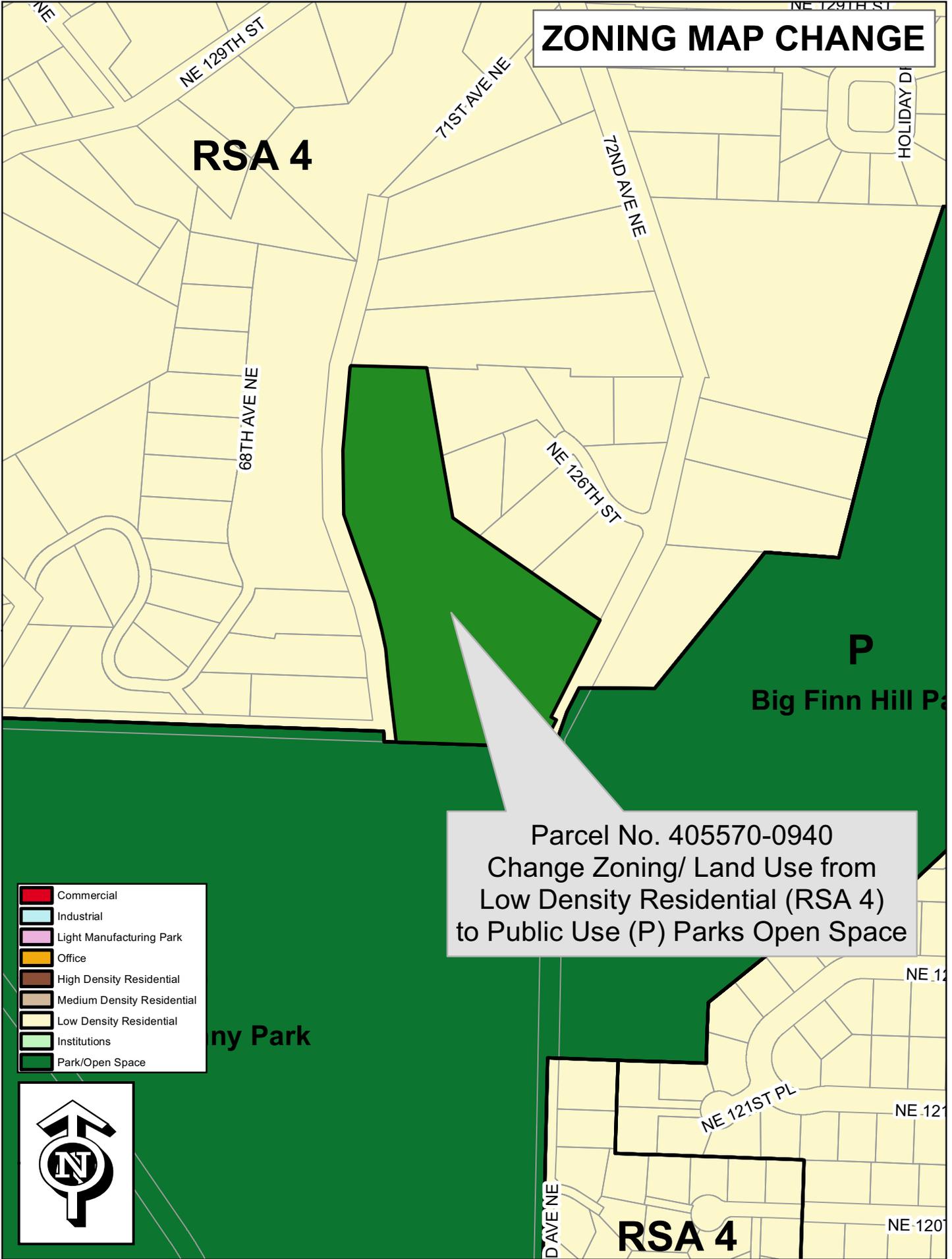
Parcel No. 405570-0940  
 Change Zoning/ Land Use from  
 Low Density Residential (RSA 4)  
 to Public Use (P) Parks Open Space

- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space



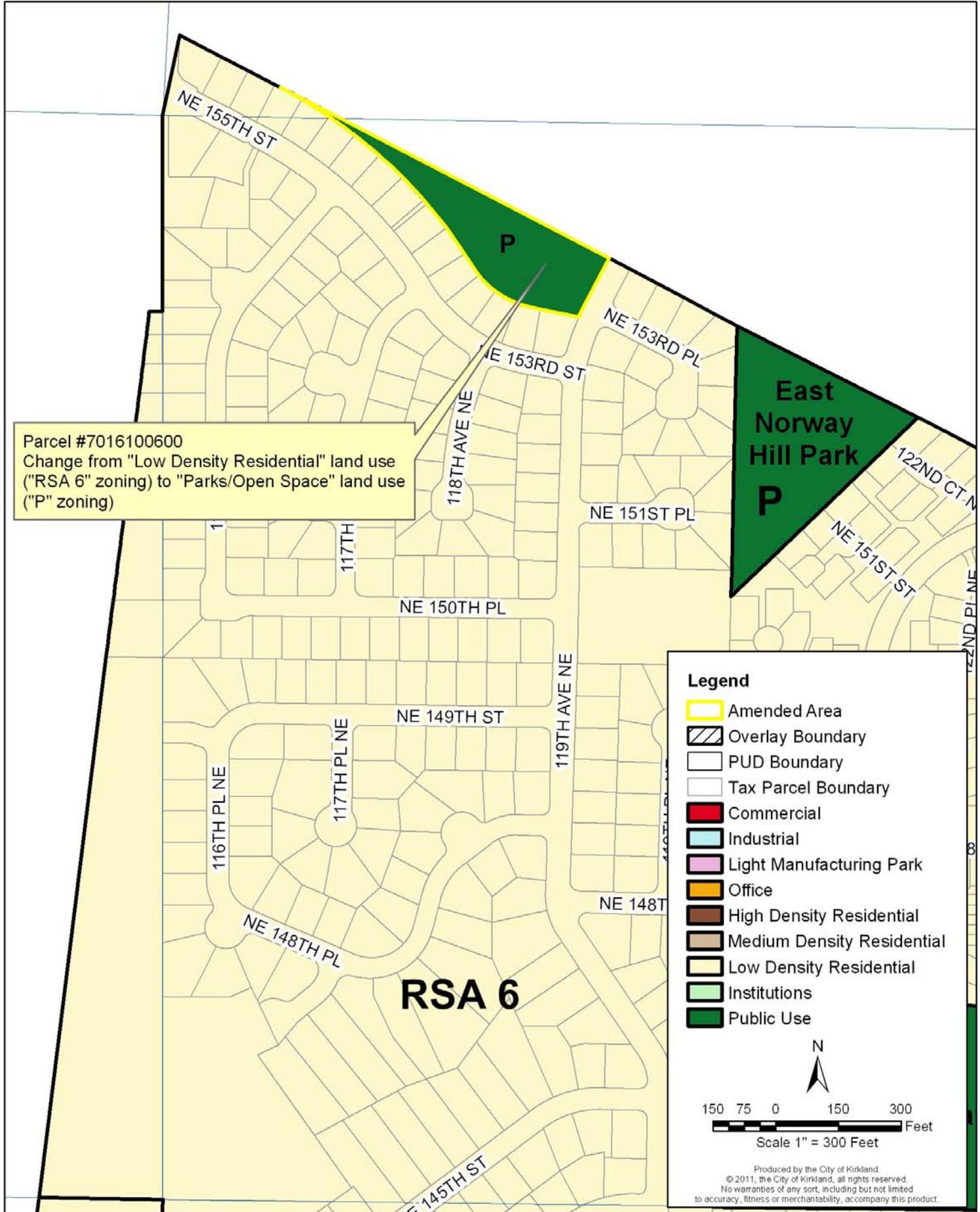
### ny Park

## RSA 4



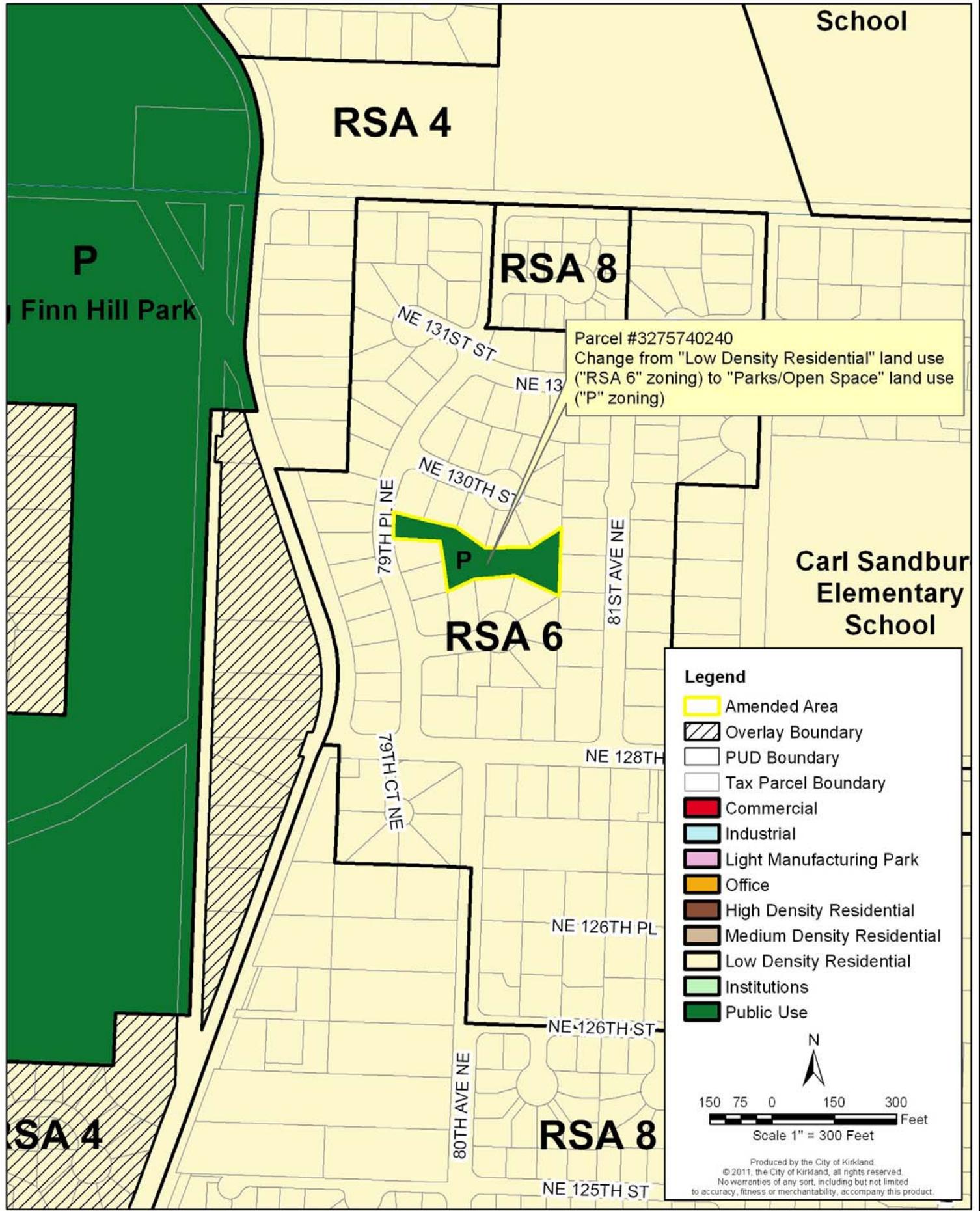
# Land Use/Zoning Map Change - #41<sup>O-4336 Exhibit A</sup>

Parcels #7016100600



# Land Use/Zoning Map Change - #66<sup>O-4336</sup> Exhibit A

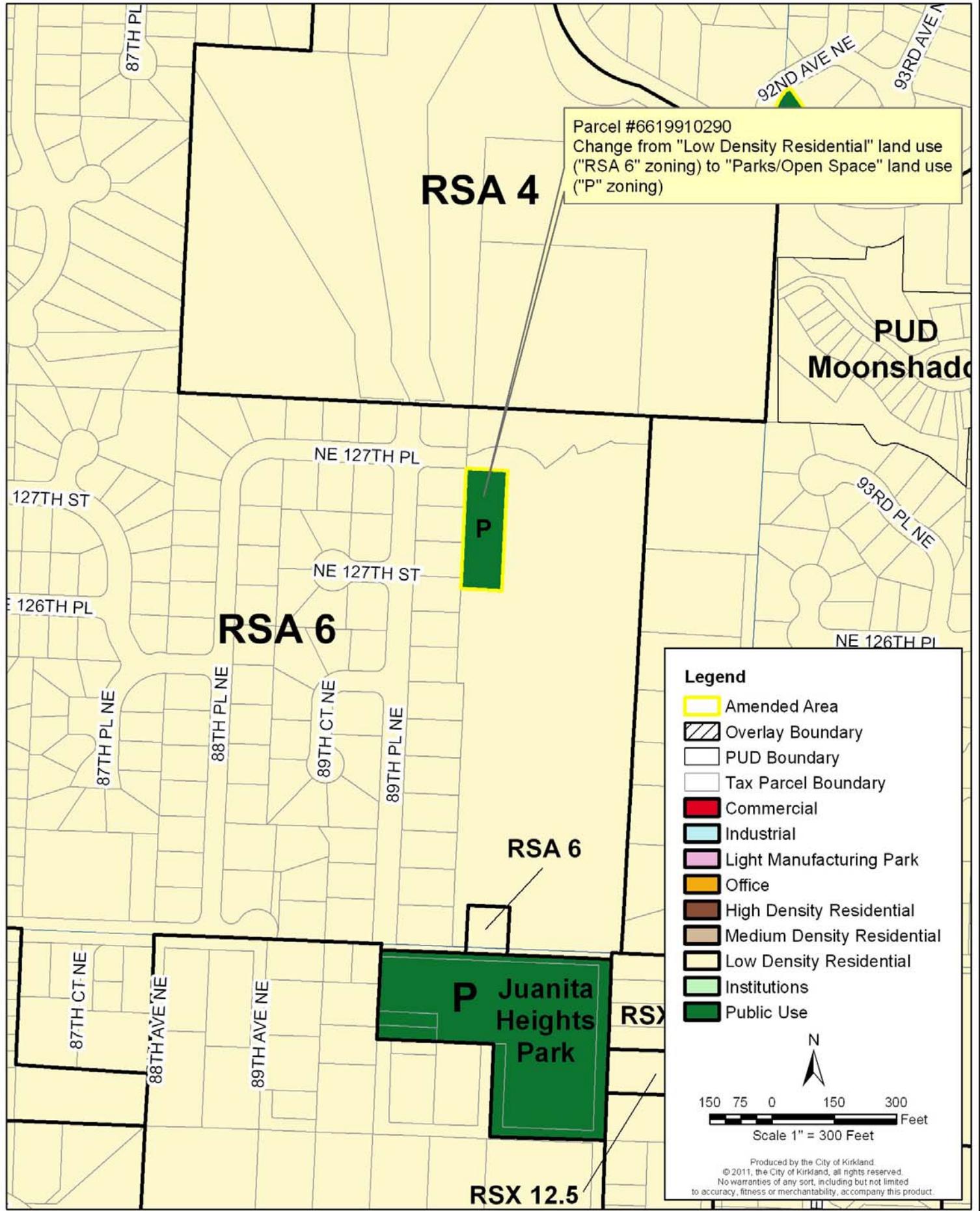
Parcel #3275740240



Parcel #3275740240  
Change from "Low Density Residential" land use ("RSA 6" zoning) to "Parks/Open Space" land use ("P" zoning)

# Land Use/Zoning Map Change - #78<sup>O-4336</sup> Exhibit A

Parcel #6619910290

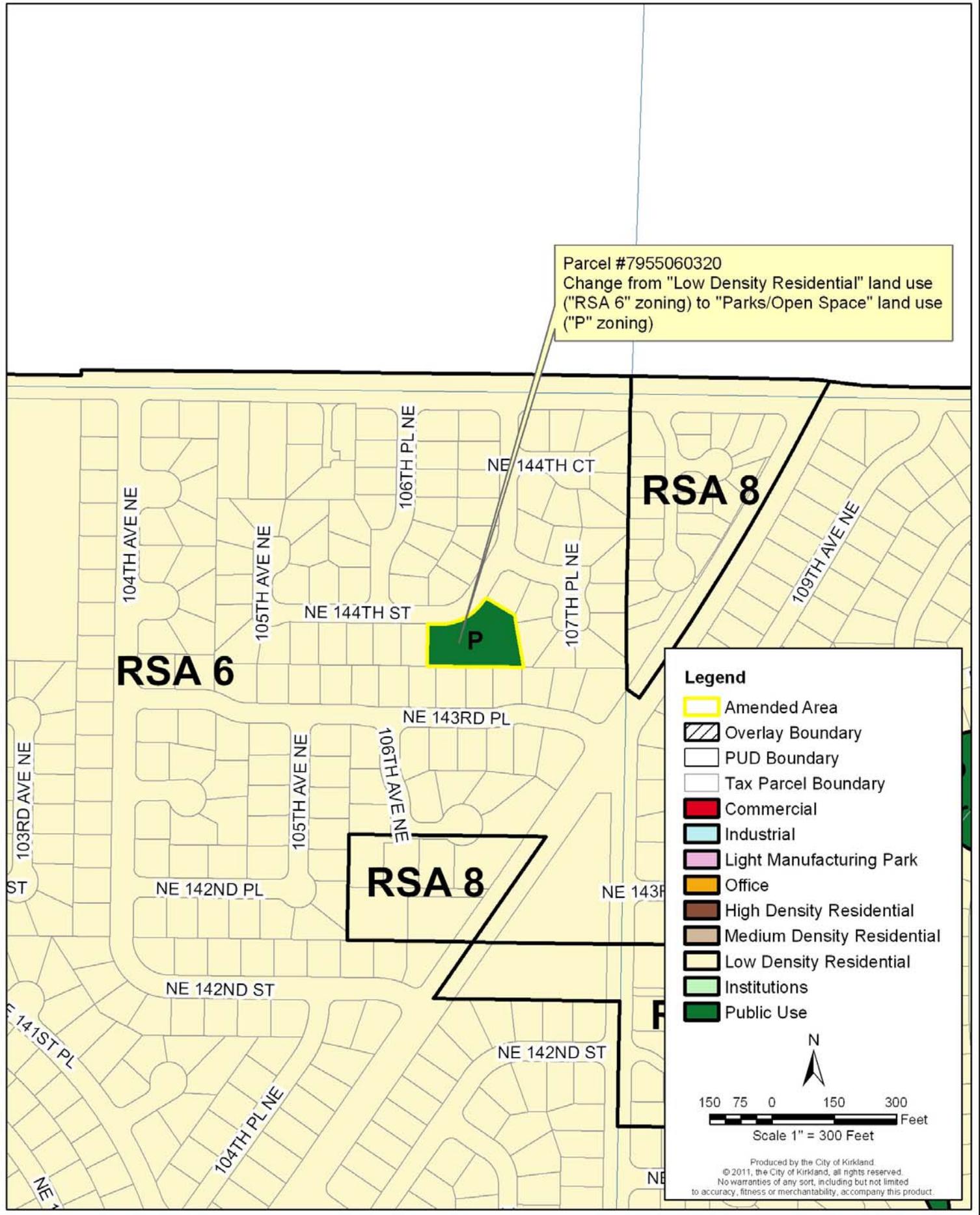


# Land Use/Zoning Map Change - #90

O-4336 Exhibit A

Parcels #7955060320

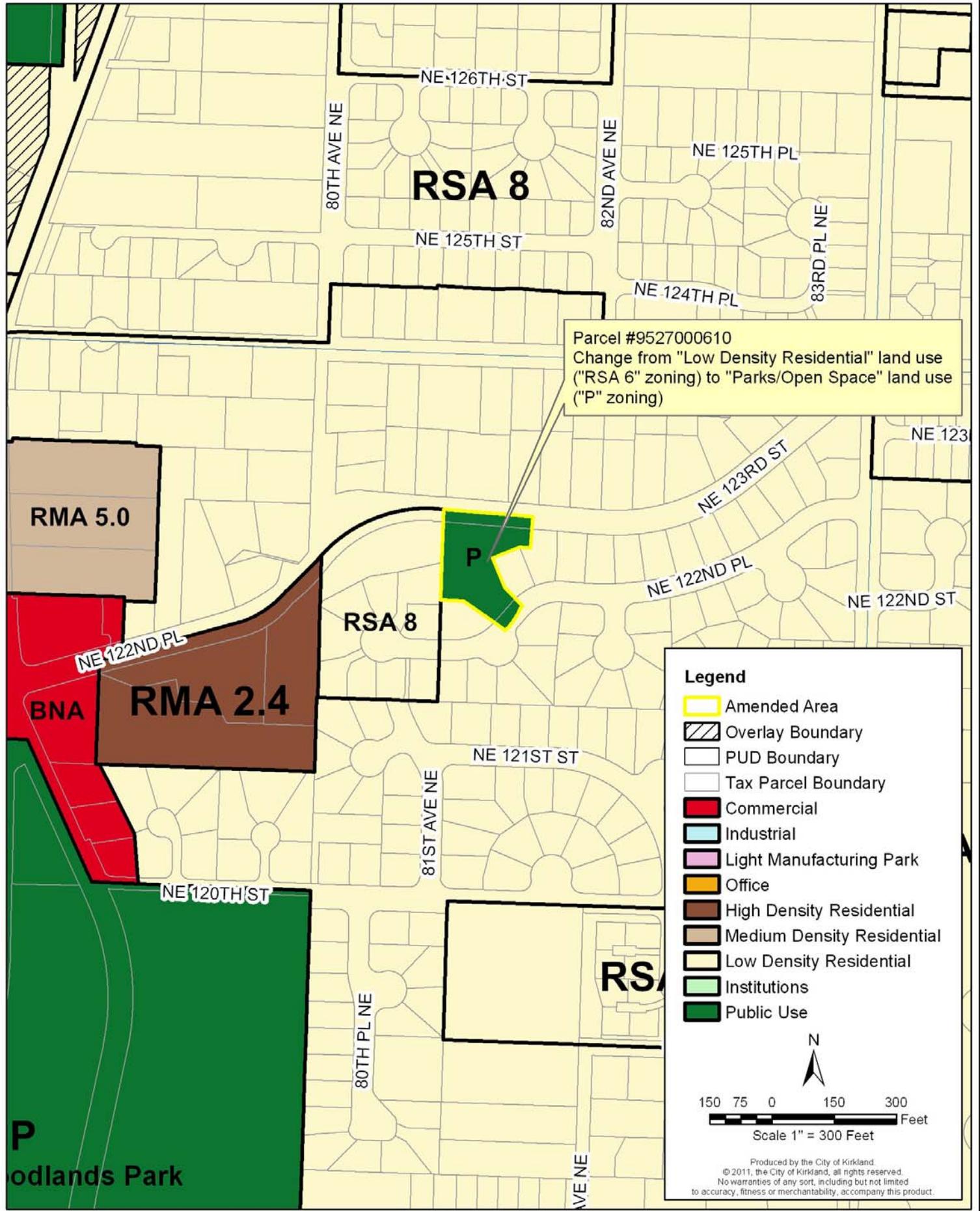
Parcel #7955060320  
Change from "Low Density Residential" land use  
("RSA 6" zoning) to "Parks/Open Space" land use  
("P" zoning)



# Land Use/Zoning Map Change - #100

0-4336 Exhibit A

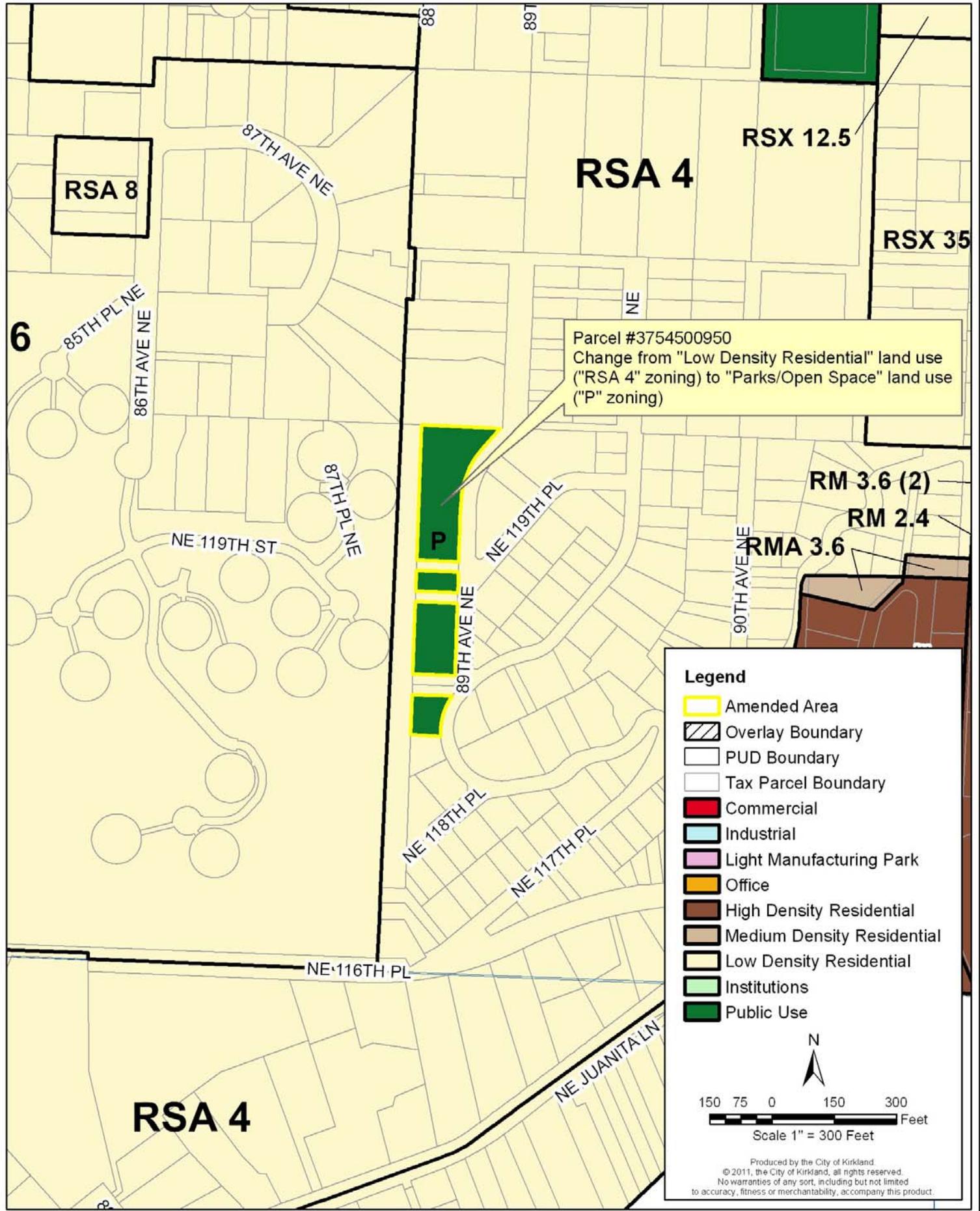
Parcel #9527000610



# Land Use/Zoning Map Change - #107

9-4336 Exhibit A

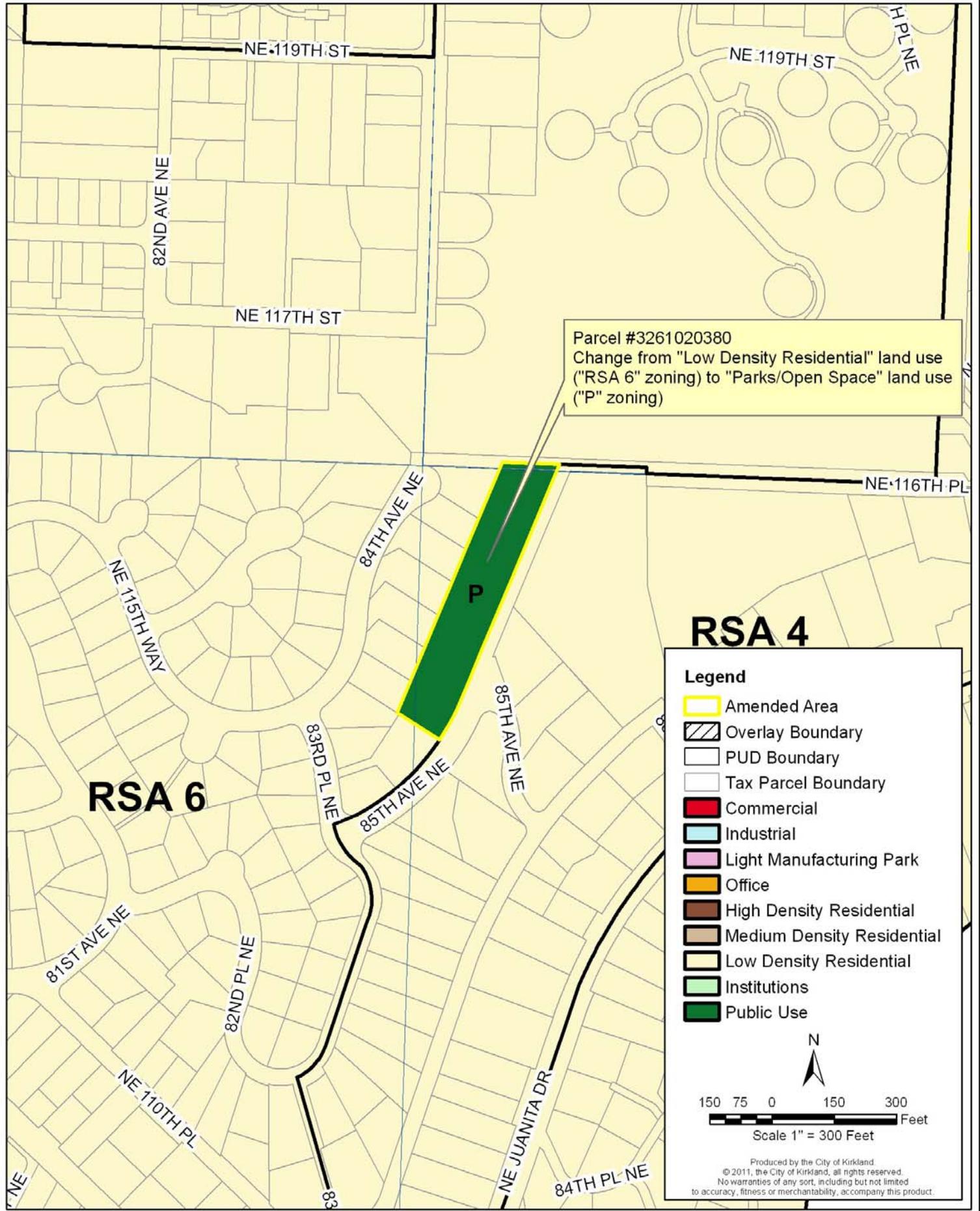
Parcel #3754500950



# Land Use/Zoning Map Change - #110

0-4336 Exhibit A

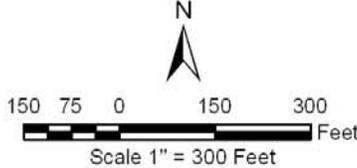
Parcel #3261020380



Parcel #3261020380  
Change from "Low Density Residential" land use ("RSA 6" zoning) to "Parks/Open Space" land use ("P" zoning)

## RSA 4

- Legend**
- Amended Area
  - Overlay Boundary
  - PUD Boundary
  - Tax Parcel Boundary
  - Commercial
  - Industrial
  - Light Manufacturing Park
  - Office
  - High Density Residential
  - Medium Density Residential
  - Low Density Residential
  - Institutions
  - Public Use

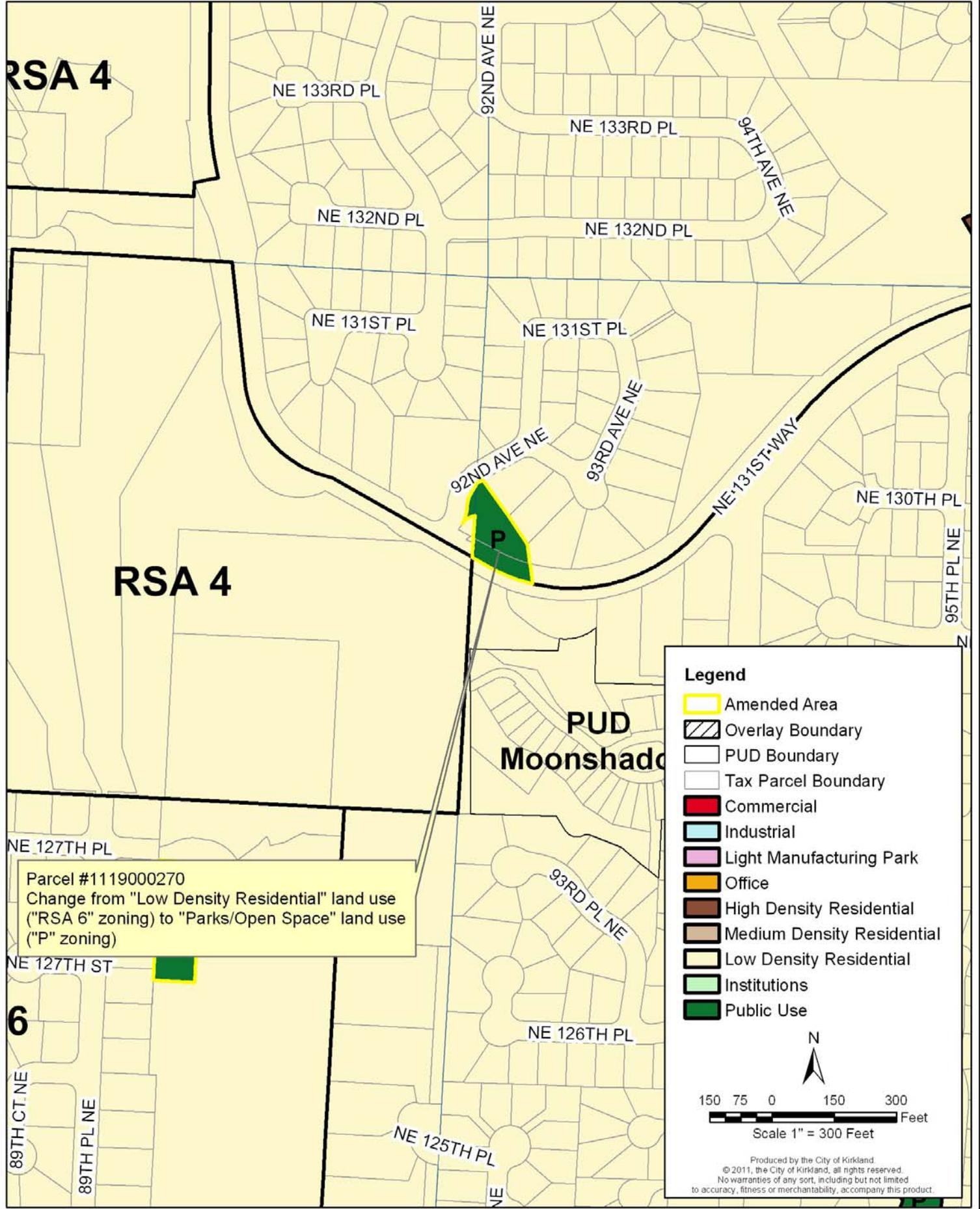


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# Land Use/Zoning Map Change - #125

0-4336 Exhibit A

Parcels #1119000270



# I. Introduction

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## *What is a Comprehensive Plan?*

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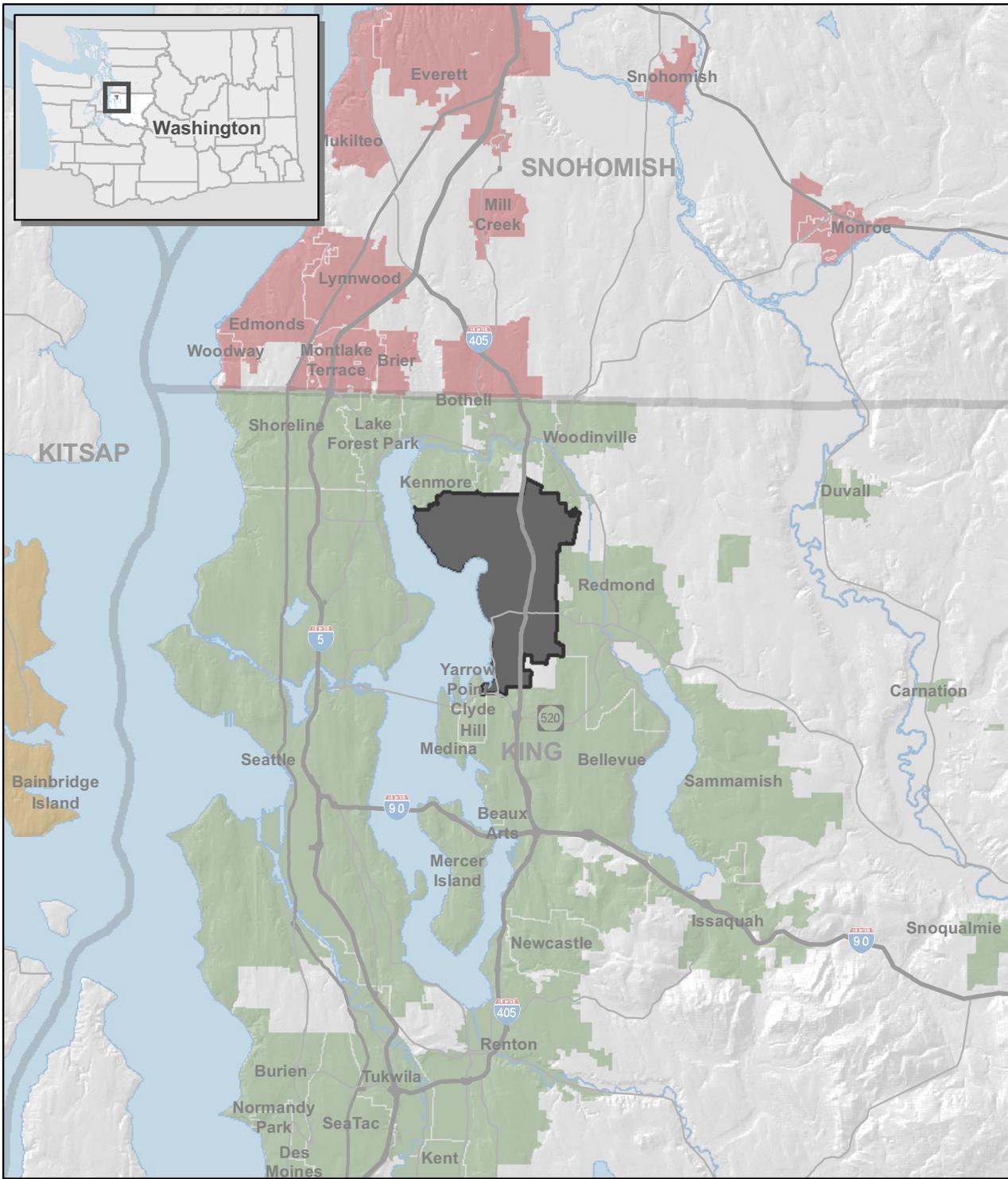
The Comprehensive Plan establishes a vision, goals and policies, and implementation strategies for managing growth within the City's [Planning Area](#) over the next 20 years ~~(see Figure I-2)~~. The Vision Statement in the plan is a reflection of the values of the community – how Kirkland should evolve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

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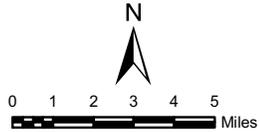
## *How was the plan prepared?*

---

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



- State Route
- U.S. Highway
- Interstate
- City of Kirkland
- City - King County
- City - Pierce County
- City - Snohomish County
- City - Kitsap County



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**Figure I-1: Kirkland and Surrounding Area**

## IV. Community Character

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

*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.

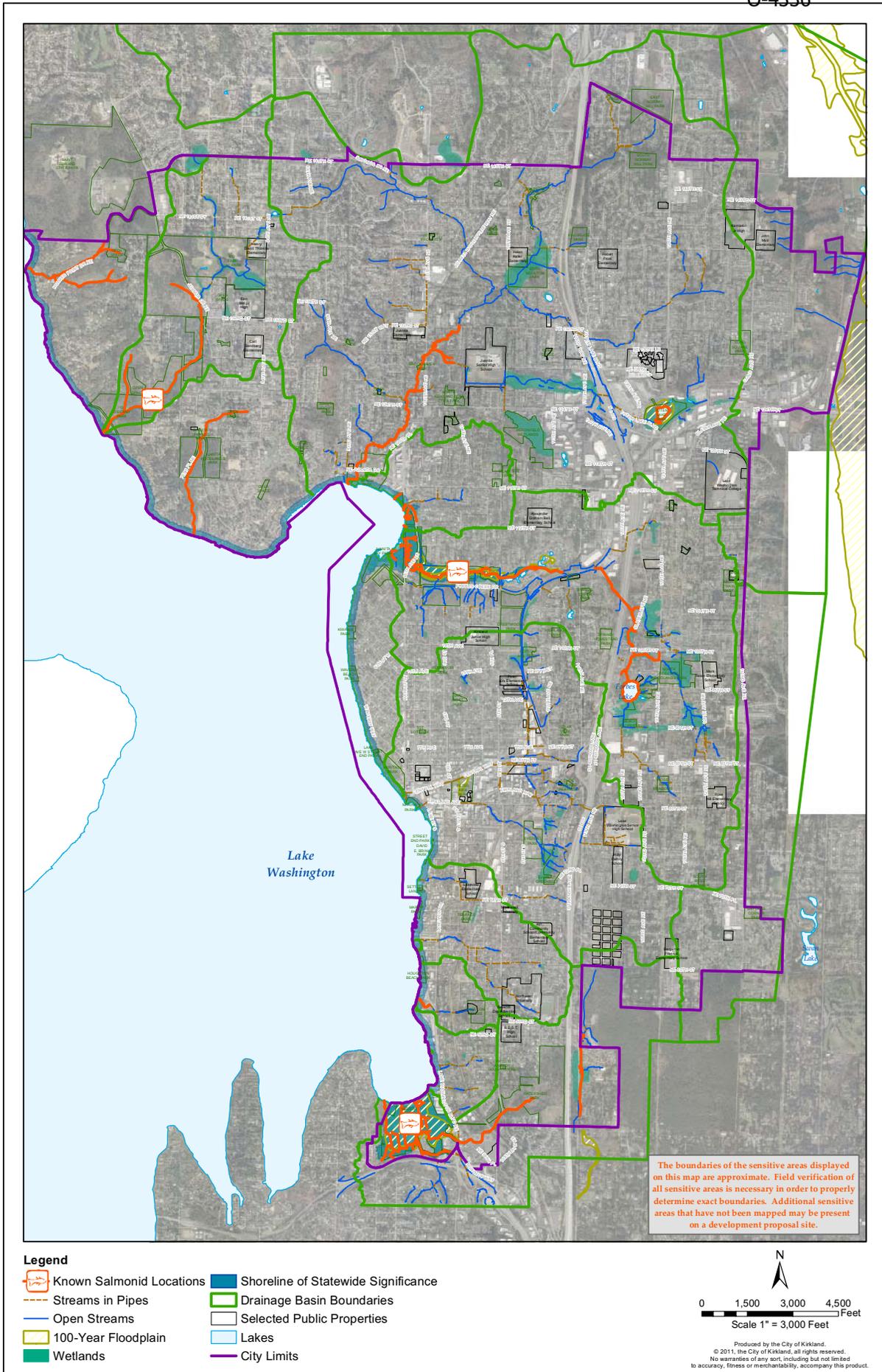
## V. Natural Environment

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

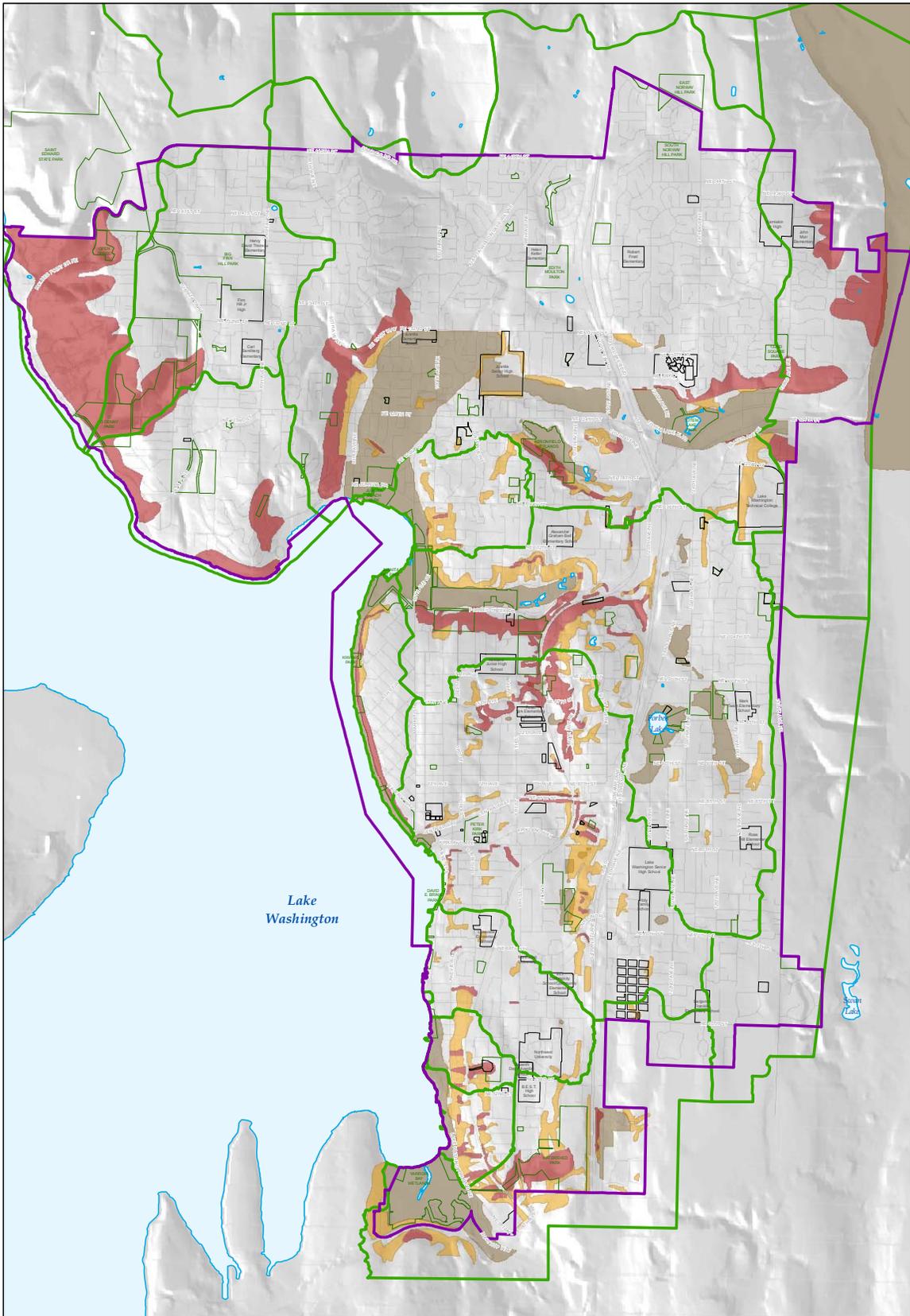
- ◆ *Preserve natural systems and maintain and improve the ecological functions of the water and shorelines;*
- ◆ *Avoid natural hazards;*
- ◆ *Promote visual and physical access to the water;*
- ◆ *Provide recreational opportunities;*
- ◆ *Preserve navigation rights; and*
- ◆ *Minimize the creation of and reduce existing armored shorelines, overwater and in water structures.*

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: vegetation modification and removal, shoreline armoring, overwater and in water structures, storm water runoff and introduction of pollutants. Establishing regulations that avoid, minimize and mitigate impacts to the shoreline and restore degraded ecological functions will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP) was adopted pursuant to the Washington State Shoreline Management Act of 1971. It designates all parcels within 200 feet of Lake Washington and associated wetlands as shoreline environments. The SMP goals and policies are contained in the Shoreline Area Chapter of the Comprehensive Plan. Detailed [shoreline management](#) regulations in the Kirkland Zoning Code implement these policies. Pursuant to Washington State requirements, the 2010 update of the Kirkland Shoreline Master Program reflects current best management practices. The Shoreline Restoration Plan, a component of the SMP, identifies and prioritizes public restoration projects that are in the Parks Capital Improvement Program. In addition, it lists other public actions and programs and private restoration projects that should be undertaken over a 20-year period.



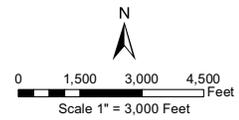
**Figure NE-1: Sensitive Areas**



**Legend**

- Seismic Hazard Area\*
- Landslide Hazard Area (Medium Hazard)\*
- Landslide Hazard Area (High Hazard)
- City Limits
- Drainage Basin Boundaries
- Selected Public Properties
- Lakes

\*Not mapped for 2011 annexation area



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

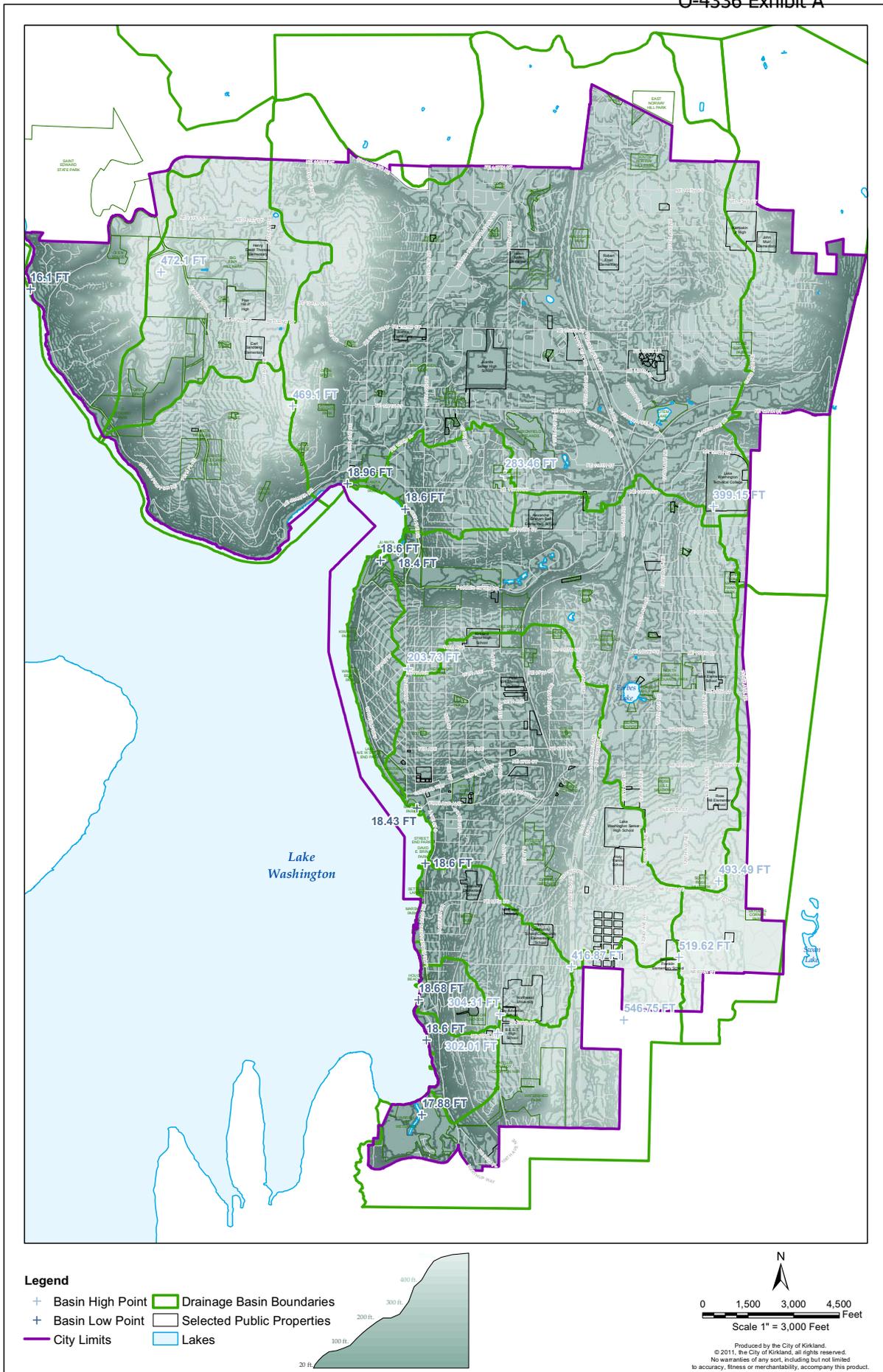
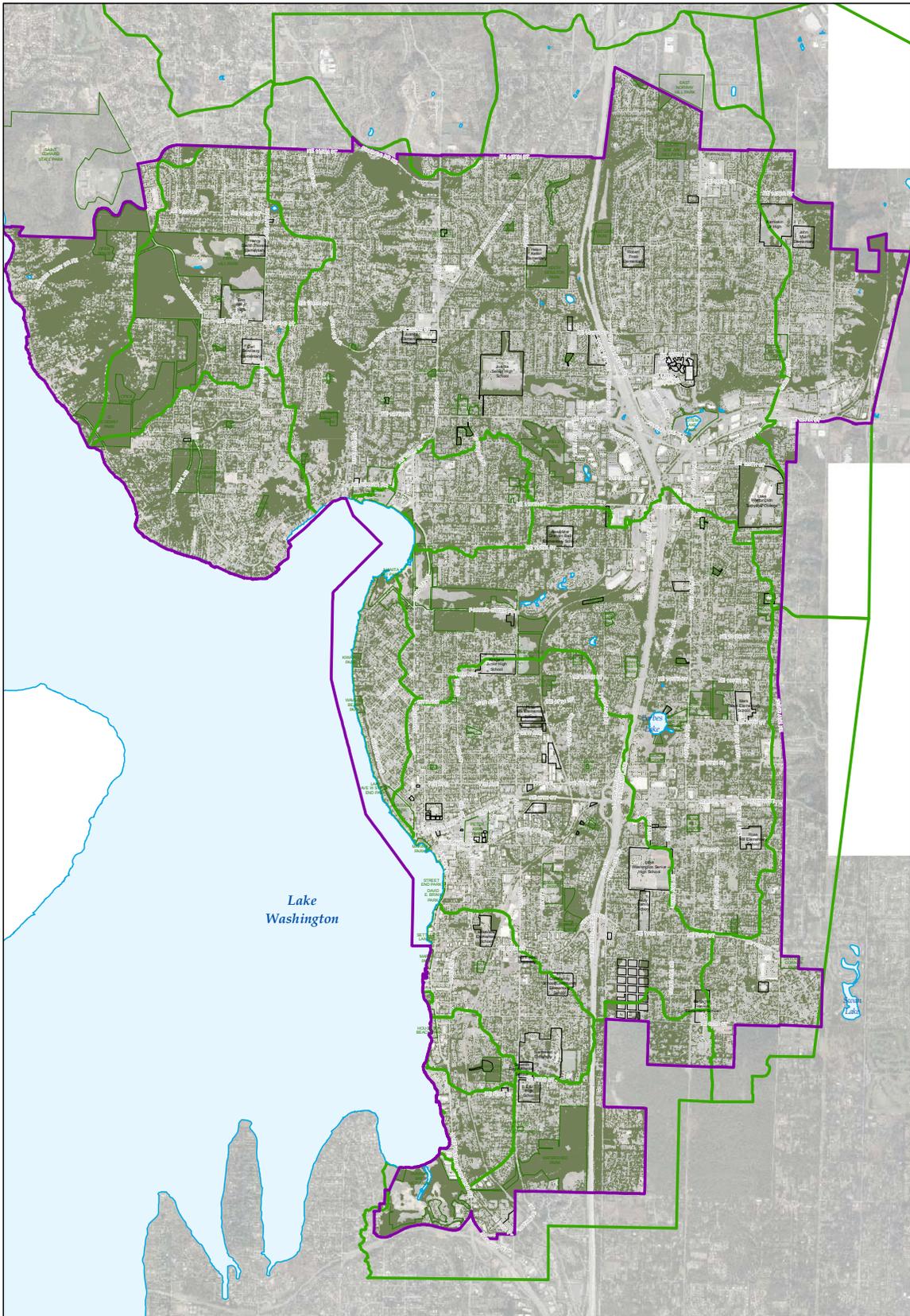
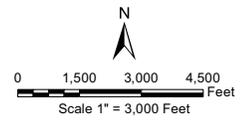


Figure NE-3: Topography



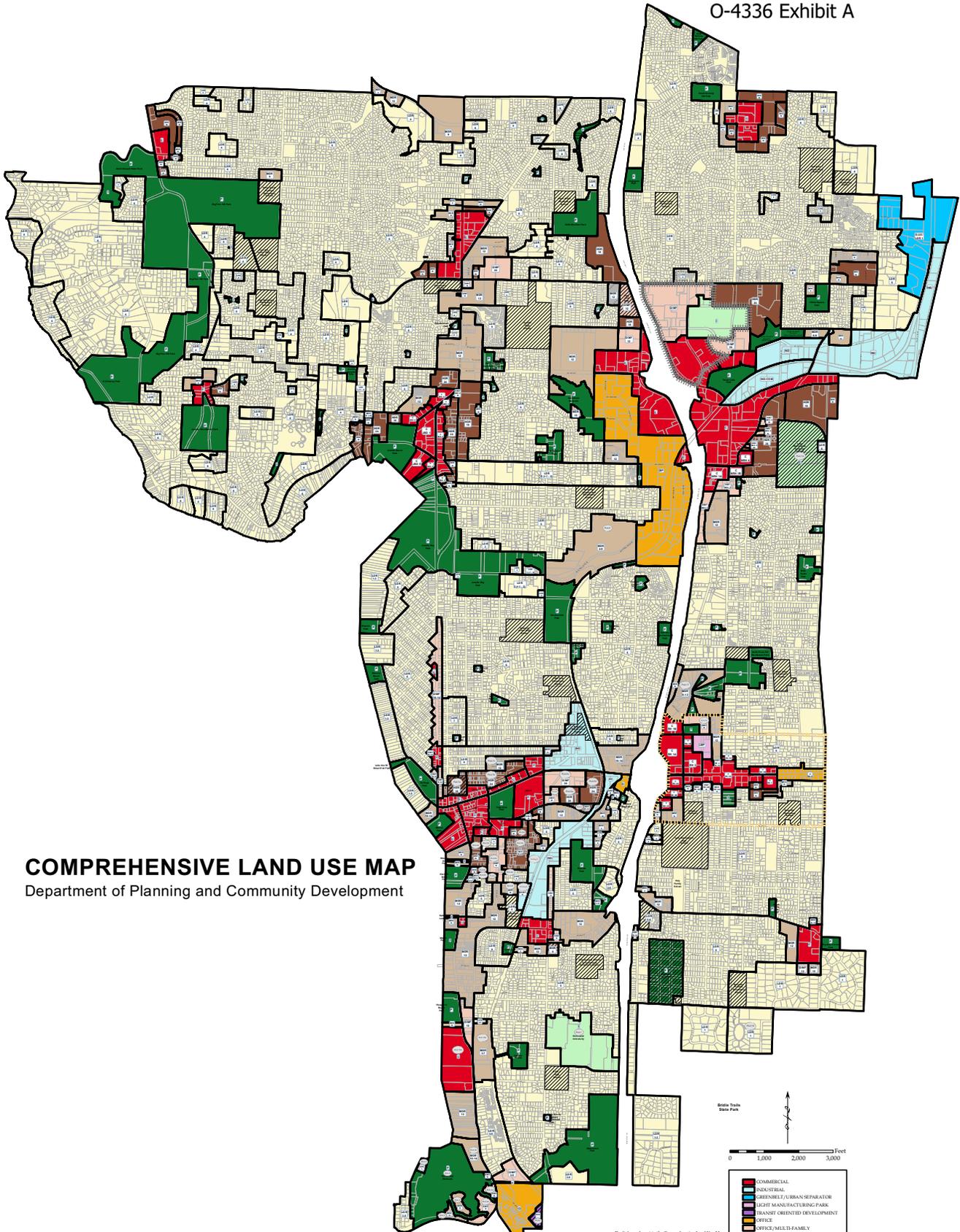
**Legend**

- Tree Canopy (2010 Data)
- Drainage Basin Boundaries
- Selected Public Properties
- Lakes
- City Limits



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**Figure NE-4: Tree Canopy**



**COMPREHENSIVE LAND USE MAP**  
 Department of Planning and Community Development

Draft Amendment to the Comprehensive Land Use Map  
 Prepared August 16, 2011

LAND USE CODES	
C - COMMERCIAL	IND - INDUSTRIAL
IND - INDUSTRIAL	IMP - LIGHT MANUFACTURING PARK
IMP - LIGHT MANUFACTURING PARK	TOD - TRANSIT ORIENTED DEVELOPMENT
TOD - TRANSIT ORIENTED DEVELOPMENT	Q - OFFICE
Q - OFFICE	O/MF - OFFICE/MULTIFAMILY
O/MF - OFFICE/MULTIFAMILY	HRK - HIGH DENSITY RESIDENTIAL
HRK - HIGH DENSITY RESIDENTIAL	MRK - MEDIUM DENSITY RESIDENTIAL
MRK - MEDIUM DENSITY RESIDENTIAL	LRK - LOW DENSITY RESIDENTIAL
LRK - LOW DENSITY RESIDENTIAL	I - INSTITUTIONS
I - INSTITUTIONS	P - PARKS/OPEN SPACE
P - PARKS/OPEN SPACE	BP - BUSINESS PARK
BP - BUSINESS PARK	RI - ROSE HILL BUSINESS DISTRICT
RI - ROSE HILL BUSINESS DISTRICT	SIH - S. ROSE HILL BUSINESS DISTRICT
SIH - S. ROSE HILL BUSINESS DISTRICT	BJD - JUANITA BUSINESS DISTRICT
BJD - JUANITA BUSINESS DISTRICT	GSU - GREENBELT/URBAN SEPARATOR
GSU - GREENBELT/URBAN SEPARATOR	

Parcel Boundary	Planned Area Number
Land Use Code	Density (Units/Acre)
Water	
Public Center	
Public Facilities	
Subarea Boundary	
Utility Boundary	
Public Center	
Public Facilities	
Parcel Boundary	
Planned Area Number	
Land Use Code	
Density (Units/Acre)	

NOTE: Symbols for water, institutions, public center, public facilities, subarea boundary, utility boundary, and planned area number are not color-coded on this map.

**LU-1 Comprehensive Land Use Map**

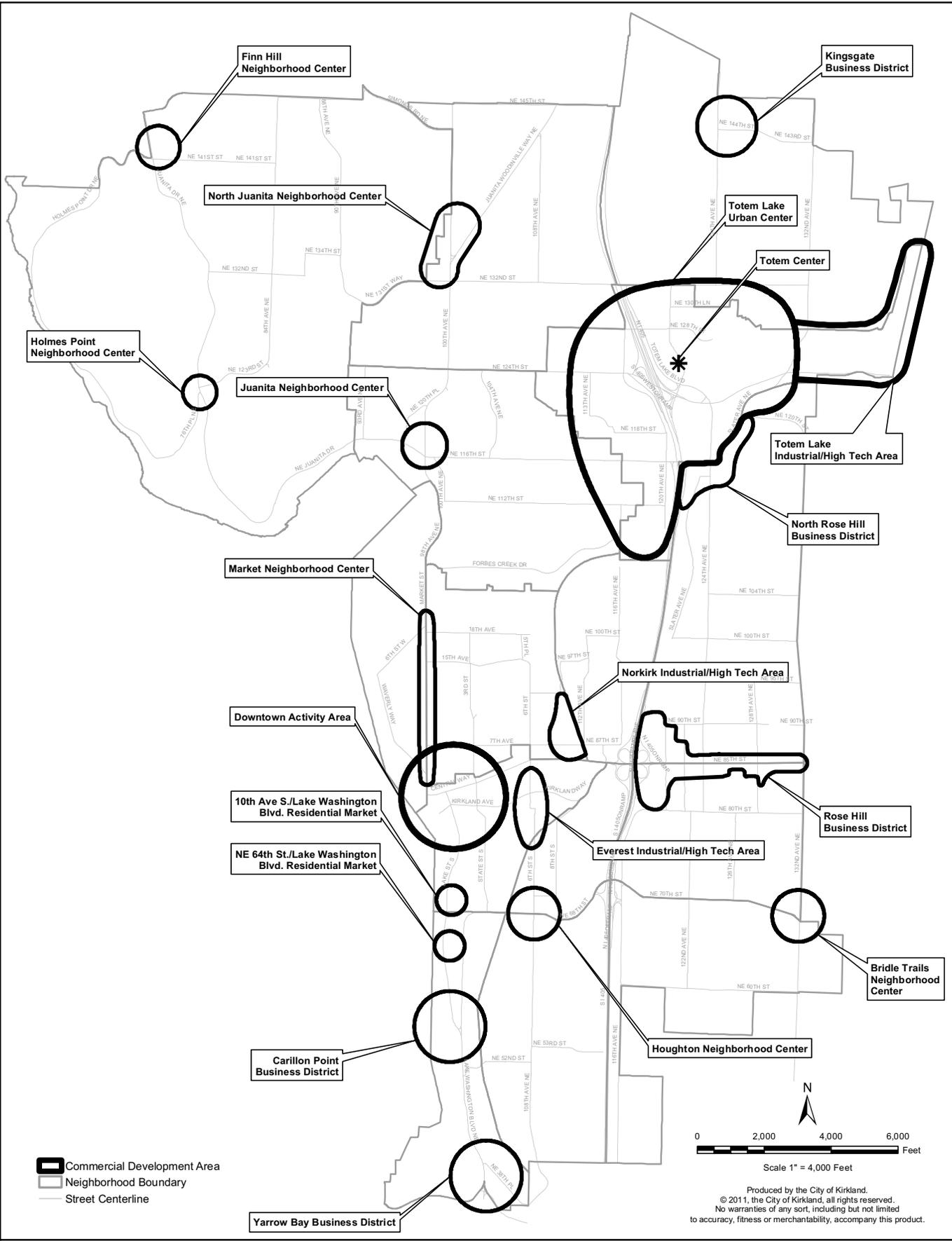


Figure LU-2: Commercial Areas

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**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 schedule for completion scheduled for 2012. is dependent on grant funding.](#)
- 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 across BNR right-of-way  
**Description:** Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.
- NM20-5** Sidewalk  
**Location:** 93rd Avenue NE from Juanita Drive to NE 124th Street  
**Description:** Installation of curb, gutter, sidewalk and planter strip along the east side. 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:** [Eastside Rail Corridor Burlington Northern Santa Fe Railroad](#) right-of-way, between south and north City limits (AKA “Cross Kirkland Trail”)

**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 Enhancements](#)

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

**Description:** Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67<sup>th</sup> Street and west side of 104<sup>th</sup> Ave NE. Upgrade ADA ramps at NE 67<sup>th</sup> Street/103<sup>rd</sup> Ave NE, NE 68<sup>th</sup> Street/104<sup>th</sup> Ave NE and mid-block crosswalk on NE 68<sup>th</sup> 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](#)~~Application has been submitted for this project. Unfunded CIP project NM 0068.~~

**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 8<sup>th</sup> 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 **Eastside Rail Corridor** 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 **Eastside Rail Corridor** 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 6<sup>th</sup> Street Sidewalk will construct 5 foot wide sidewalk along the north side of 6<sup>th</sup> 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 Candidate CIP project NM 0059, included as a part of annual non-motorized program NM 8888.](#)

- 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:** 100<sup>th</sup> Avenue from NE 124<sup>th</sup> Street to NE 132<sup>nd</sup> 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:** 12<sup>th</sup> Avenue from 6<sup>th</sup> 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 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 104<sup>th</sup> Street between 126<sup>th</sup> Avenue NE and 132<sup>nd</sup> 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:** 19<sup>th</sup> Avenue from Market Street to 4<sup>th</sup> 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 132<sup>nd</sup> Street from 84<sup>th</sup> Avenue NE to 87<sup>th</sup> 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.

### **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. Candidate CIP project ST 0057-001, with completion dependent upon grant funding.](#)
- 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 ST 0070.
- ST20-11** New Street
- Location:** NE 130th Street, Totem Lake Boulevard to 120th Avenue NE
- Description:** Extend two-lane roadway including nonmotorized 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 **Eastside Rail 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 132<sup>nd</sup> Street from 100<sup>th</sup> 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 132<sup>nd</sup> Street master plan. Unfunded CIP project ST 0077.
- ST20-15** Street Widening
- Location:** NE 132<sup>nd</sup> Street from WSDOT Interchange to 124<sup>th</sup> 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 132<sup>nd</sup> Street master plan. Unfunded CIP project ST 0078.

**ST20-16** Street Widening

**Location:** NE 132<sup>nd</sup> Street from 124<sup>th</sup> Avenue NE to 132<sup>nd</sup> 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 132<sup>nd</sup> 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 85<sup>th</sup> 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](#)

[Location](#) [Totem Lake Area Development Opportunity Program](#)

[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.](#)

**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](#)  
~~[Kirkland Way Underpass at Burlington Northern Santa Fe Railroad crossing](#)~~**Description:** New railroad undercrossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. 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 / 120<sup>th</sup> 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**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. ~~Un~~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 4<sup>th</sup> St and 5<sup>th</sup> St)**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signalized crosswalks at 5<sup>th</sup> St and 4<sup>th</sup> 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 132<sup>nd</sup> Street/124<sup>th</sup> 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. [FUnfunded](#) 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 132<sup>nd</sup> Street and I-405 as recommended in the NE 132<sup>nd</sup> Street Master Plan. [FUnfunded](#) CIP project TR 0098.**TR20-19** Intersection Improvements**Location:** 6<sup>th</sup> 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/4<sup>th</sup> 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/5<sup>th</sup> 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. ~~F~~Unfunded CIP project TR 0105.
- TR20-23** Intersection Improvements  
**Location:** 6th Street / 7th Avenue  
**Description:** Add left turn lanes on northbound and southbound approaches. ~~F~~Unfunded CIP project TR 0106.
- TR20-24** Intersection Improvements  
**Location:** Market Street / 15<sup>th</sup> 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. ~~F~~Unfunded 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 132<sup>nd</sup> 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. [Unfunded](#) 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. [Unfunded](#) CIP project TR 0109.
- TR20-29** Intersection Improvements
- Location:** NE 132<sup>nd</sup> Street / 108<sup>th</sup> 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 132<sup>nd</sup> Street / Fire Station Access
- Description:** Modify existing signal to include pedestrian actuated option, as recommended in the NE 132<sup>nd</sup> 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 132<sup>nd</sup> Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.
- TR20-31** Intersection Improvements
- Location:** NE 132<sup>nd</sup> St/132<sup>nd</sup> 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 85<sup>th</sup> St/132<sup>nd</sup> 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 \\$860,000](#) towards the cost of the westbound right-turn lane. Funded CIP project TR 0078.
- TR20-33** Intersection Improvements

**Location:** NE 85<sup>th</sup> St/124<sup>th</sup> 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 124<sup>th</sup> 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

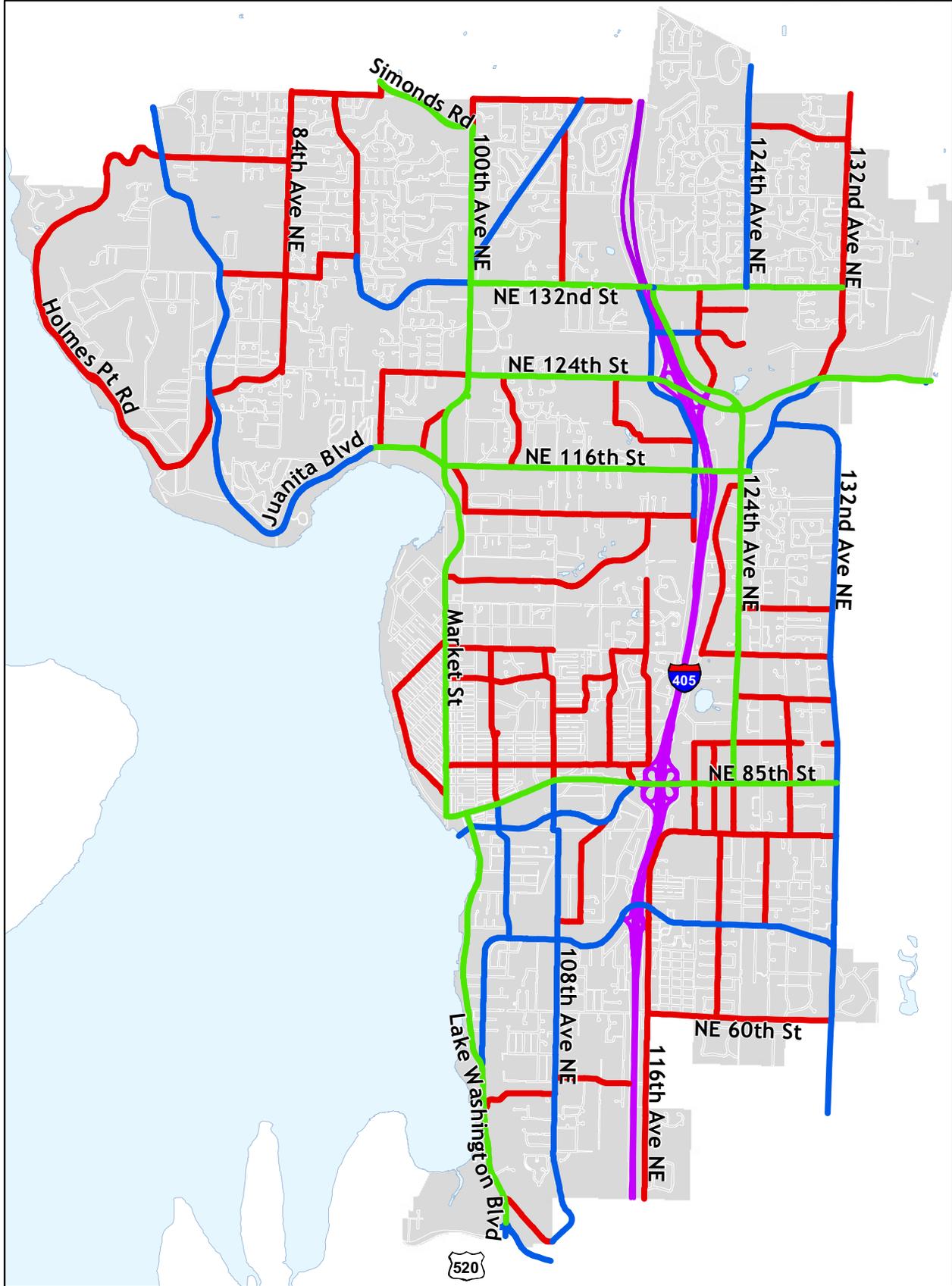
**Location:** City-wide

**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, 3<sup>rd</sup> St/Central Way, and 6<sup>th</sup> St/Central Way. Funded CIP project TR 0112 000.



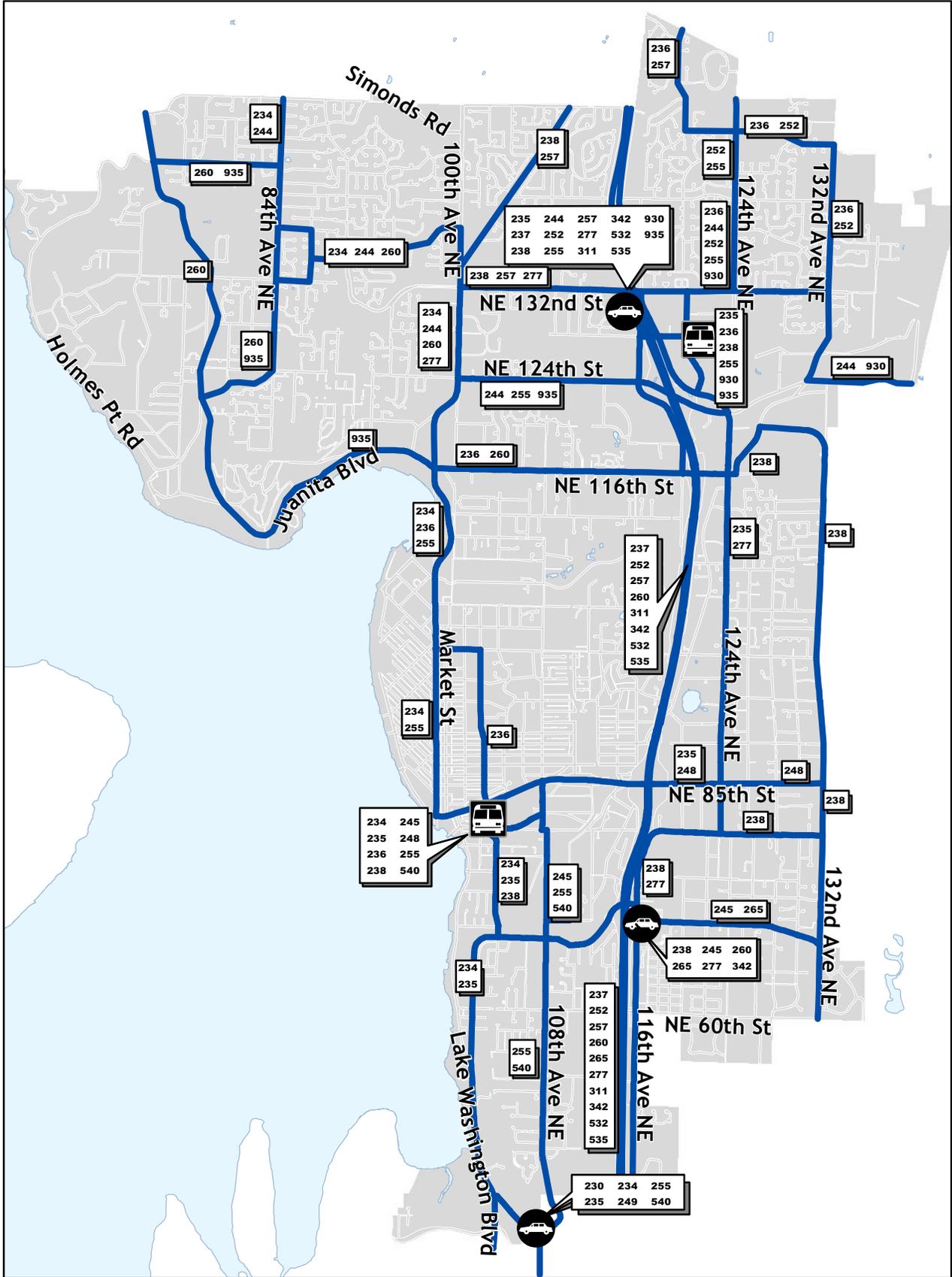
-  Principal Arterial
-  Minor Arterial
-  Collector
-  State Routes and Interstate

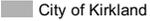
-  Lakes
-  City of Kirkland



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**Figure T-1: Street Classifications and State Routes**

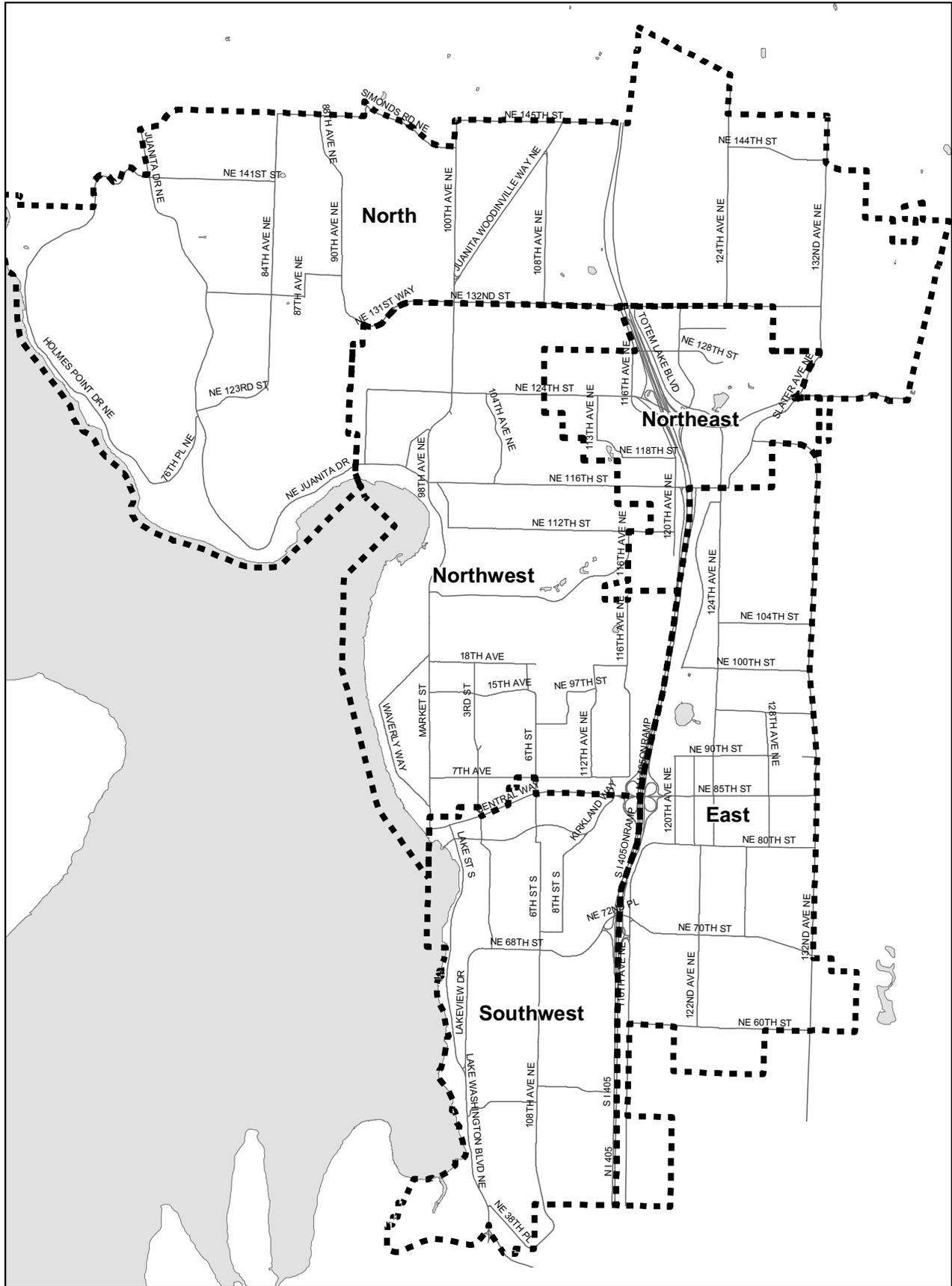


-  Transit Route
-  Lakes
-  Park and Ride
-  City of Kirkland
-  Transit Center

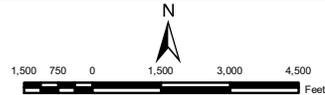


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**Figure T-4: Transit Service**

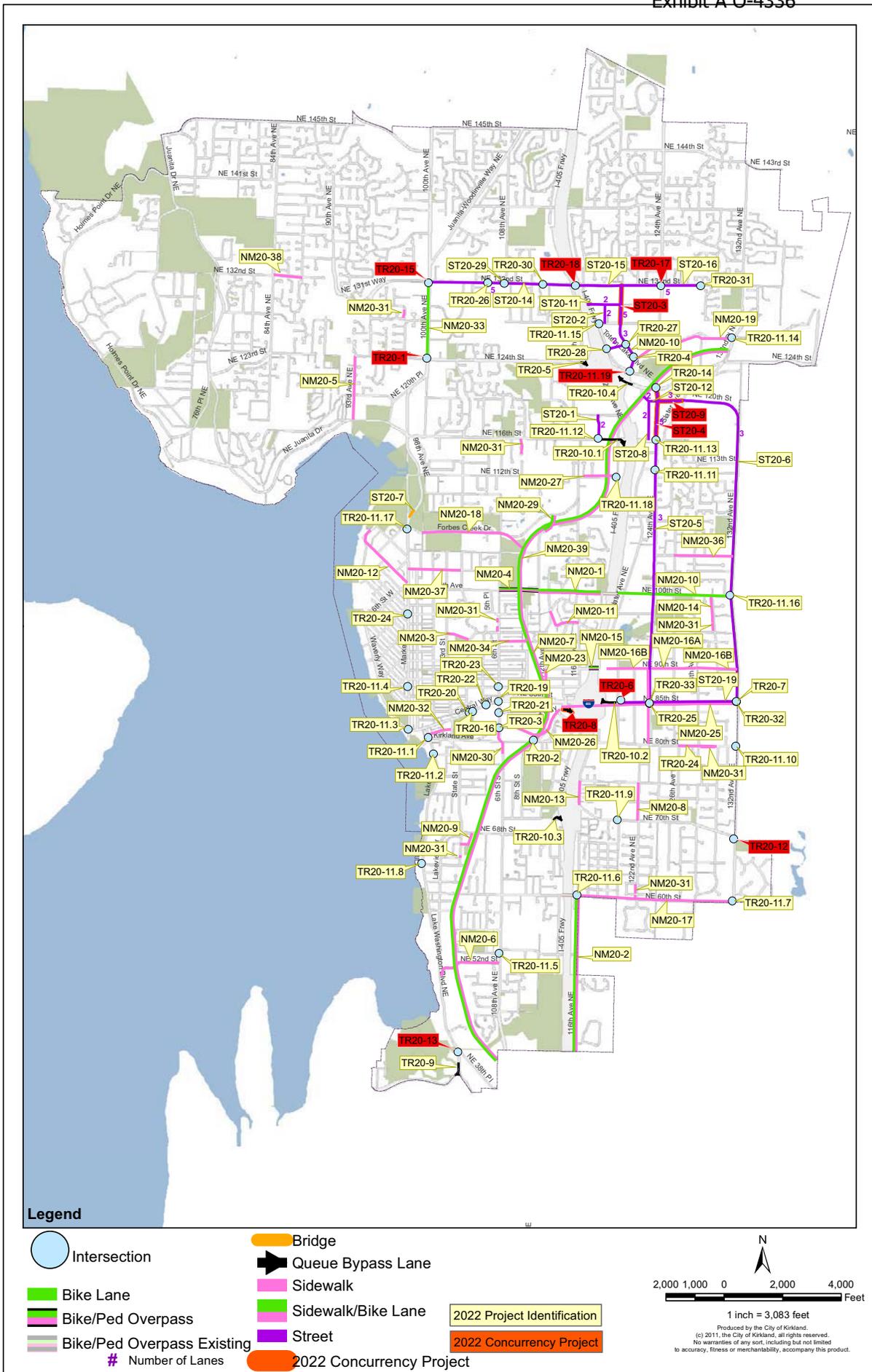


-  Transportation Subarea
-  Lake
-  Street Centerline

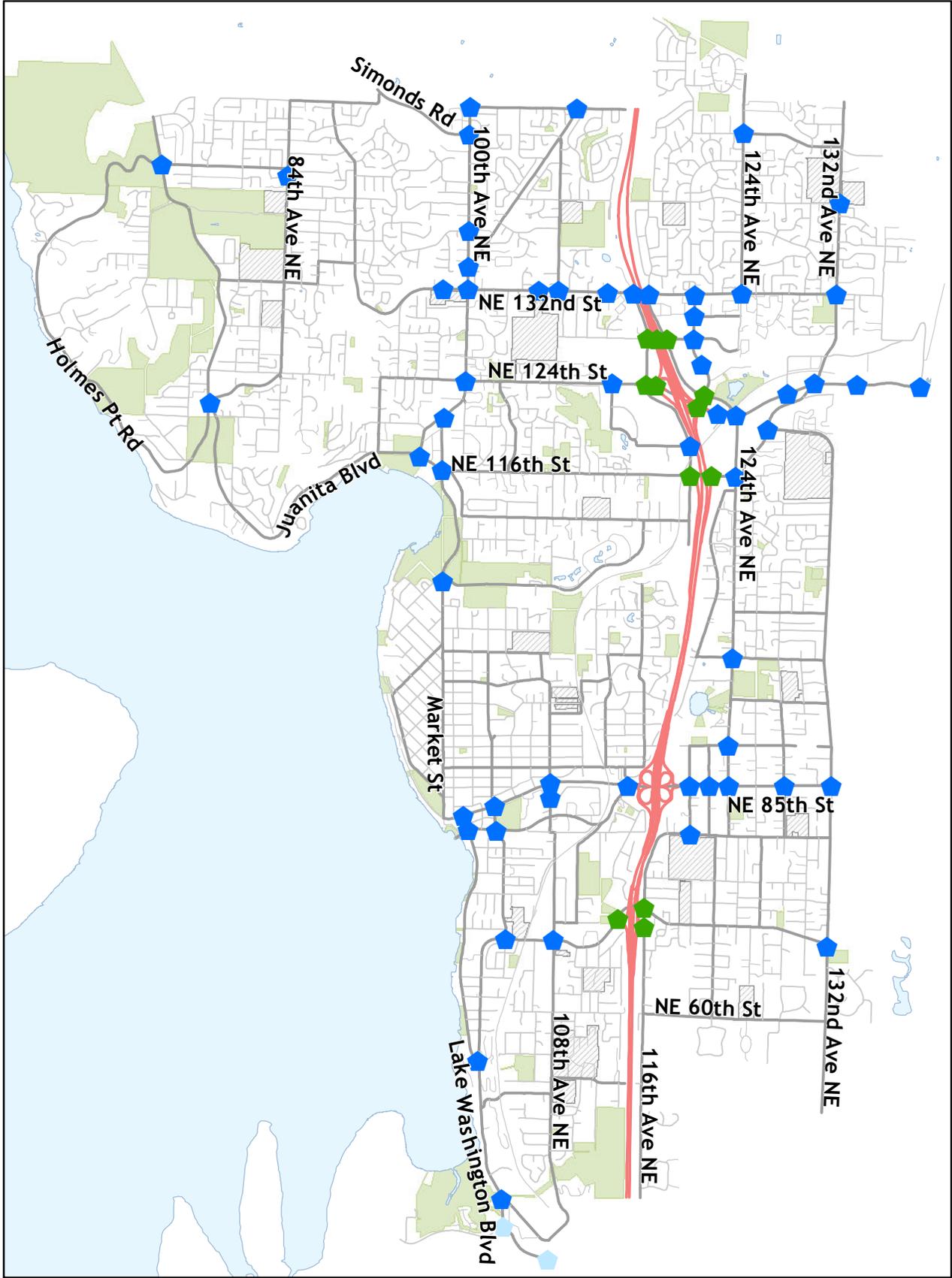


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**Figure T-5: Transportation Subareas**



**Figure T-6: Transportation Project List Funded/Unfunded**



- Traffic Signals**
- City of Kirkland
- City of Bellevue
- Washington State DOT
- Parks
- Schools
- Lakes



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**Figure T-7: Signalized Intersections**



**Table CF - 8**  
**Capital Facilities Plan: Transportation Projects -- 2011-2016**

**SOURCES OF FUNDS**

Revenue Type	Revenue Source	2011	2012	2013	2014	2015	2016	Six-Year Total
Local	Surface Water Fees	267,000	300,300	1,248,700	1,048,700	1,048,700	1,048,700	4,962,100
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Local	Real Estate Excise Tax	1,330,000	1,376,000	1,432,000	1,408,000	1,473,000	1,399,000	8,418,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	549,000	804,000	558,000	562,000	567,000	571,000	3,611,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)			391,300	391,300	391,300	391,300	1,565,200
Local	Reserves	1,720,900	707,500	2,824,500	200,000	200,000	200,000	5,852,900
Local	Transportation Benefit District			750,000	750,000	750,000	750,000	3,000,000
External	Grants	7,078,700	6,950,700	2,670,000				16,699,400
External	Developer Funded -- Park Place (including Impact Fees)		200,000	1,331,200	1,663,000	1,589,400	2,017,000	6,800,600
External	Developer Funded -- Totem Lake (including Impact Fees)		1,500,000	1,500,000				3,000,000
<b>Total Sources</b>		<b>11,515,600</b>	<b>12,408,500</b>	<b>13,275,700</b>	<b>6,593,000</b>	<b>6,589,400</b>	<b>6,947,000</b>	<b>57,329,200</b>

**USES OF FUNDS****Funded Projects**

Project Number	Project Title	2011	2012	2013	2014	2015	2016	Six-Year Total
ST 0006	Annual Street Preservation Program	2,581,000	2,300,000	2,500,000	2,500,000	2,500,000	2,500,000	14,881,000
ST 0006 001	Annual Street Preservation Program One-Time Capital	500,000						500,000
ST 0006 002	Annual Street Preservation Program One-Time Project		1,122,000					1,122,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)	176,700	2,328,800	3,194,500				5,700,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
ST 8888	Annual Concurrency Street Improvements		850,000	800,000	800,000	800,000	800,000	4,050,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	40,000	40,000	240,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0034 001	NE 100th St at Spinney Homestead Park Sidewalk Phase II		512,600					512,600
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0059	6th Street Sidewalk	57,900	207,100					265,000
NM 0066	12th Avenue Sidewalk	102,000						102,000
NM 0067	Elementary School Walk Route Enhancements	798,000						798,000
NM 0068	104TH Avenue NE/NE 68th St Lakeview School Walk Route Enhancements		348,000					348,000
NM 0069	100th Ave NE Bicycle Lanes	11,000	150,000					161,000
NM 0070	Eastside Rail Corridor Acquisition	5,000,000						5,000,000
NM 8888	Annual Non-Motorized Program			950,000	1,000,000	1,000,000	1,000,000	3,950,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improvements (Phase I)		475,000					475,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improvements		144,000					144,000
TR 0100 <sup>(1)</sup>	6th Street/Central Way Intersection Improvements	970,000		2,300,000				3,270,000
TR 0102	Growth & Transportation Efficiency Center (GTEC) Enhancements	443,000						443,000
TR 0111	Kirkland ITS Implementation Phase I	300,000	1,781,000					2,081,000
TR 0112	Downtown Pedestrian Safety Improvements - Central Way	16,000						16,000
TR 8888*	Annual Concurrency Traffic Improvements			140,000	140,000	140,000	140,000	560,000
	<b>Subtotal 2011-2016 CIP Projects</b>	<b>11,515,600</b>	<b>10,708,500</b>	<b>10,444,500</b>	<b>4,930,000</b>	<b>5,000,000</b>	<b>4,930,000</b>	<b>47,528,600</b>
TR 0056 <sup>(1)</sup>	NE 85th Street HOV Queue Bypass							-
TR 0065 <sup>(1)</sup>	6th Street/Kirkland Way Traffic Signal			200,000	364,000			564,000
TR 0082 <sup>(1)</sup>	Central Way/Park Place Center Traffic Signal			200,000	366,000			566,000
TR 0090 <sup>(1)</sup>	Lake Washington Blvd/Ne 38th Place Intersection Improvements					1,300,000	653,000	1,953,000
TR 0096 <sup>(1)</sup>	NE 132nd St/124th Ave NE Intersection Improvements						1,000,000	1,000,000
TR 0098 <sup>(1)</sup>	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improvements							-
TR 0103 <sup>(1)</sup>	Central Way/4th Street Intersection Improvements			31,200				31,200
TR 0104 <sup>(1)</sup>	6th Street/4th Ave Intersection Improvements			200,000	380,000			580,000
TR 0105 <sup>(1)</sup>	Central Way/5th Street Intersection Improvements			200,000	364,000			564,000
TR 0106 <sup>(1)</sup>	6th Street/7th Ave Intersection Improvements					89,400		89,400
TR 0107 <sup>(1)</sup>	Market Street/15th Ave Intersection Improvements					200,000	364,000	564,000
TR 0108 <sup>(1)</sup>	NE 85th Street/124th Ave NE Intersection Improvements		200,000	500,000	189,000			889,000
	<b>Subtotal Park Place Redevelopment Revenue - Related Projects</b>	<b>-</b>	<b>200,000</b>	<b>1,331,200</b>	<b>1,663,000</b>	<b>1,589,400</b>	<b>2,017,000</b>	<b>6,800,600</b>
TR 0109 <sup>(2)</sup>	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 <sup>(2)</sup>	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
	<b>Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects</b>	<b>-</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,000,000</b>
<b>Total Funded Transportation Projects</b>		<b>11,515,600</b>	<b>12,408,500</b>	<b>13,275,700</b>	<b>6,593,000</b>	<b>6,589,400</b>	<b>6,947,000</b>	<b>57,329,200</b>

**SURPLUS (DEFICIT) of Resources**

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^ The transportation capital projects totaling \$47,528,600 for the six-year period 2011-16 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 2016 are estimates and do not reflect the City's adopted CIP.

\*These projects provide new capacity towards concurrency

<sup>(1)</sup> Projects associated with Park Place redevelopment

<sup>(2)</sup> Projects associated with Totem Lake redevelopment

**Table CF - 8A  
Capital Facilities Plan: Transportation Projects -- 2017-2022**

O-4336 Exhibit A

**SOURCES OF FUNDS**

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	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	11,254,300
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	970,000	900,000	970,000	900,000	970,000	900,000	5,610,000	14,028,000
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	6,311,000
Local	Impact Fees (excluding Park Place & Totem Lake Mall)	391,300	391,300	391,300	391,300	391,300	391,300	2,347,800	3,913,000
Local	Reserves	180,000	180,000	180,000	180,000	180,000	180,000	1,080,000	6,932,900
Local	Transportation Benefit District	750,000	750,000	750,000	750,000	750,000	750,000	4,500,000	7,500,000
External	Grants	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000	19,699,400
External	Developer Funded -- Park Place (including Impact Fees)	1,438,000	2,166,400					3,604,400	10,405,000
External	Developer Funded -- Totem Lake (including Impact Fees)				4,000,000			4,000,000	7,000,000
<b>Total Sources</b>		<b>6,298,000</b>	<b>6,956,400</b>	<b>4,860,000</b>	<b>8,790,000</b>	<b>4,860,000</b>	<b>4,790,000</b>	<b>36,554,400</b>	<b>93,883,600</b>

**USES OF FUNDS**

**Funded Projects**

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total	Multi-Year Total
ST 0006	Annual Street Preservation Program	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000	29,881,000
ST 0006 001	Annual Street Preservation Program One-Time Capital							-	500,000
ST 0006 002	Annual Street Preservation Program One-Time Project							-	1,122,000
ST 0057 001	NE 120th Street Roadway Extension (East Section)							-	5,700,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	3,000,000
ST 8888	Annual Concurrency Street Improvements	800,000	800,000	800,000	800,000	800,000	800,000	4,800,000	8,850,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	40,000	40,000	240,000	480,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000	420,000
NM 0034 001	NE 100th St at Spinney Homestead Park Sidewalk Phase II							-	512,600
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 0059	6th Street Sidewalk							-	265,000
NM 0066	12th Avenue Sidewalk							-	102,000
NM 0067	Elementary School Walk Route Enhancements							-	798,000
NM 0068	104TH Avenue NE/NE 68th St Lakeview School Walk Route Enhancements							-	348,000
NM 0069	100th Ave NE Bicycle Lanes							-	161,000
NM 0070	Eastside Rail Corridor Acquisition							-	5,000,000
NM 8888	Annual Non-Motorized Program	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	6,000,000	9,950,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improvements (Phase I)							-	475,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improvements							-	144,000
TR 0100 (1)	6th Street/Central Way Intersection Improvements							-	3,270,000
TR 0102	Growth & Transportation Efficiency Center (GTEC) Enhancements							-	443,000
TR 0111	Kirkland ITS Implementation Phase I							-	2,081,000
TR 0112	Downtown Pedestrian Safety Improvements - Central Way							-	16,000
TR 8888*	Annual Concurrency Traffic Improvements							-	560,000
<b>Subtotal Future Year Costs</b>		<b>4,860,000</b>	<b>4,790,000</b>	<b>4,860,000</b>	<b>4,790,000</b>	<b>4,860,000</b>	<b>4,790,000</b>	<b>28,950,000</b>	<b>76,478,600</b>
TR 0056 (1)	NE 85th Street HOV Queue Bypass		166,400					166,400	166,400
TR 0065 (1)	6th Street/Kirkland Way Traffic Signal							-	564,000
TR 0082 (1)	Central Way/Park Place Center Traffic Signal							-	566,000
TR 0090 (1)	Lake Washington Blvd/Ne 38th Place Intersection Improvements							-	1,953,000
TR 0096 (1)	NE 132nd St/124th Ave NE Intersection Improvements	1,438,000	2,000,000					3,438,000	4,438,000
TR 0098 (1)	NE 132nd Street/116th Way NE - Totem Lake Blvd Intersection Improvements							-	-
TR 0103 (1)	Central Way/4th Street Intersection Improvements							-	31,200
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
<b>Subtotal Park Place Redevelopment Revenue - Related Projects</b>		<b>1,438,000</b>	<b>2,166,400</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,604,400</b>	<b>10,405,000</b>
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
<b>Subtotal Totem Lake Mall Redevelopment Revenue - Related Projects</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000,000</b>	<b>-</b>	<b>-</b>	<b>4,000,000</b>	<b>7,000,000</b>
<b>Total Funded Transportation Projects</b>		<b>6,298,000</b>	<b>6,956,400</b>	<b>4,860,000</b>	<b>8,790,000</b>	<b>4,860,000</b>	<b>4,790,000</b>	<b>36,554,400</b>	<b>93,883,600</b>
<b>SURPLUS (DEFICIT) of Potential Development Revenue</b>		<b>-</b>	<b>-</b>						

\*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 <sup>(1)</sup>	Cip Project Number	Funded in 6-yr CIP	Source Doc <sup>(2)</sup>	Comp Plan Goal	2022 Concurrency Project
NM20-1	NE 100th St at Spinney Homestead Park Sidewalk Ph. II	\$ 0.5	NM 0034 001		C, NM	T-2	
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	\$ 1.0	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Trail	\$ 6.1	NM 0024		C, NM	T-2, T-8	
NM20-8	Transportation Benefit District	\$ 0.9	NM 0055		C, NM	T-2	
NM20-9	104th Ave NE/NE 68th St Lakeview Schl Wlk Rt Enhncmnts	\$ 0.4	NM 0068		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, TL	T-2	
NM20-20	Crosswalk upgrades (various locations)	\$ 0.2	NM 0012	√	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)		various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)		various		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	
NM20-25	Rose Hill Business District Sidewalks	\$ 2.9	NM 0051		C, NM	T-2	
NM20-26	Kirkland Way Sidewalk	\$ 0.4	NM 0063		C, NM	T-2	
NM20-27	NE 112th St Sidewalk	\$ 0.6	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		Highland	T-2	
NM20-30	6th Street Sidewalk	\$ 0.3	NM 0059		C	T-2	
NM20-31	Elementary School Walk Route Enhancements	\$ 0.8	NM 0067	√	C	T-2	
NM20-32	Park Lane Pedestrian Corridor (Phase II)	\$ 1.3	NM 0064 001		C	T-2	
NM20-33	100th Avenue NE Bicycle Lanes	\$ 0.2	NM 0069		C	T-2	
NM20-34	12th Ave Sidewalk	\$ 0.4	NM 0066	√	C	T-2	
NM20-35	Annual Nonmotorized Program	\$ 4.0	NM 8888	√	C	T-2	
NM20-36	NE 104th St Sidewalk	\$ 1.8	NM 0061		C	T-2	
NM20-37	19th Ave Sidewalk	\$ 0.8	NM 0062		C	T-2	
NM20-38	NE 132nd Street Sidewalk	\$ 0.4	NM 0071		C	T-2	
NM20-39	Eastside Rail Corridor, South Kirkland P&R to Totem Lake	\$ 5.0	NM 0070		C	T-2	
	Sub-total Non-motorized	\$ 59.0					
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	\$ 20.0	ST 0064		C	T-4	
ST20-6	132nd Ave NE Roadway Improvements	\$ 25.0	ST 0056		C	T-4	
ST20-7	98th Ave NE Bridge Replacement	\$ 10.0	ST 0055		C	T-4	
ST20-8	120th Ave NE Roadway Extension	\$ 16.0	ST 0073		TL	T-4	
ST20-9	NE 120th St Roadway Extension (east section)	\$ 5.7	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	\$ 15.0	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	\$ 1.5	ST 0080	√	C	T-4	
ST20-18	Annual Concurrency Street Improvements	\$ 4.0	ST 8888	√	C	T-4	√
ST20-19	Annual Street Pres Program - ONE-time Project	\$ 1.1	ST 0006 002	√	C	T-4	

		Sub-total Streets	\$ 151.0				
TR20-1	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.2	TR 0084		C	T-4	√
TR20-2	Kirkland Way/Eastside Rail Corridor Abutment/Intersection Improvements	\$ 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	Totem Lake Blvd/120th Ave NE	\$ 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 or 122nd 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	\$ 3.0	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	√
TR20-19	6th Street/Central Way Intersection Imp	\$ 3.6	TR 0100	√	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	√
TR20-32	NE 85th Street/132nd Ave NE Intersection Imp (Phase I)	\$ 0.5	TR 0078	√	C	T-4	
TR20-33	NE 85th Street/124th Ave NE Intersection Imp	\$ 0.1	TR 0080	√	C	T-4	
TR20-34	Annual Concurrency Traffic Improvements	\$ 0.6	TR 8888	√	C	T-4	√
TR20-35	Kirkland ITS Improvements – Phase I	\$ 2.0	TR 0111 000	√	C	T-4	
TR20-36	Kirkland ITS Improvements – Phase II	\$ 4.0	TR 0111 -1		C	T-4	
TR20-37	Downtown Pedestrian Safety Improvement - Central Way	\$ 0.0	TR 0112 000	√	C	T-4	

Sub-total Traffic \$ 73.8

## Notes:

- (1) \*10 Costs in thousands; Funded projects indexed for inflation
- (2) C = CIP, NM = Non-Cap List, 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	\$ 5.7	ST 0057-001	Yes	C	T-1, T-4	√
ST20-18	Annual Concurrency Street Improvements	\$ 4.0	ST 8888	Yes	C	T-4	√
TR20-1	100th Avenue NE / NE 124th Street	\$ 2.2	TR 0084	No	C	T-4	√
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	√
TR20-11.19	Totem Lake Boulevard / 120th Avenue NE.	\$ 1.5	TR 0110	No	C	T-1, T-4, T-5	√
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	\$ 3.0	TR 0083	No	C	BKR, T-1, T-4	√
TR20-17	NE 132nd Street / 124 <sup>th</sup> 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	\$ 0.6	TR 8888	Yes	C	T-4	√

CONCURRENCY PROJECT LIST TOTAL (\*10 Costs w/o INFLATION) \$ 58.10

Years to attain 2022 network: 2011 -- 2022 = 12 years

AVERAGE ANNUAL CONCURRENCY PROKJECT EXPENDITURE \$ 4.84

Notes: Remaining costs with 2010 as "base year"  
(1) \*10 est.; PROJECTS ARE NOT 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**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	50,000	1,878,150	988,400	2,010,400	2,777,500	2,979,700	10,684,150
Local	Reserves	1,400,000		1,400,000		1,400,000		4,200,000
Local	Debt		923,950	1,019,100	1,051,500			2,994,550
External	Joint Facility Agreements Redmond/Bellevue		47,900					47,900
<b>Total Sources</b>		<b>1,450,000</b>	<b>2,850,000</b>	<b>3,407,500</b>	<b>3,061,900</b>	<b>4,177,500</b>	<b>2,979,700</b>	<b>17,926,600</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
WA 0063	Supply Station #3 Replacement/Transmission Main Addition		141,000					141,000
WA 0090	Emergency Sewer Pgm Watermain Replacement Program	50,000		50,000		50,000		150,000
WA 0102	104th Ave NE Watermain Replacement						937,000	937,000
WA 0113	116th Ave NE/NE 70th-NE 80th St Watermain Replacement		684,000			1,785,000	643,000	3,112,000
WA 0116*	132nd Ave NE/NE 80th St Watermain Replacement			602,300	1,712,500			2,314,800
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement		215,000	156,300				371,300
WA 8888	Annual Watermain Replacement Program					500,000	500,000	1,000,000
WA 9999	Annual Water Pump Station/System Upgrade Program					442,500	600,000	1,042,500
SS 0056*	Emergency Sewer Construction Program	1,400,000		1,400,000		1,400,000		4,200,000
SS 0063	NE 53rd Street Sewermain Replacement		723,000					723,000
SS 0067	NE 80th Street Sewermain Replacement (Phase II)			1,198,900	1,237,100			2,436,000
SS 0076	NE 80th Street Sewermain Replacement (Phase III)		1,087,000					1,087,000
SS 8888	Annual Sanitary Pipeline Replacement Program				112,300			112,300
SS 9999*	Annual Sanitary Pump Station/System Upgrade Program						299,700	299,700
<b>Total Funded Utility Projects</b>		<b>1,450,000</b>	<b>2,850,000</b>	<b>3,407,500</b>	<b>3,061,900</b>	<b>4,177,500</b>	<b>2,979,700</b>	<b>17,926,600</b>
<b>SURPLUS (DEFICIT) of Resources</b>		<b>-</b>						

\*These projects provide new capacity towards levels of service.

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

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Surface Water Utility Rates	689,000	818,200	929,700	1,044,600	1,152,500	890,000	5,524,000
Local	Reserves	729,000	773,000	900,600	1,344,100	696,600	421,900	4,865,200
External	External Sources	117,000	168,000	44,000				329,000
<b>Total Sources</b>		<b>1,535,000</b>	<b>1,759,200</b>	<b>1,874,300</b>	<b>2,388,700</b>	<b>1,849,100</b>	<b>1,311,900</b>	<b>10,718,200</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
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.		180,000		340,000	667,100	450,000	1,637,100
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.			733,700				733,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls			114,100	644,900	208,000		967,000
SD 0058	Surface Water Sediment Pond Reclamation Phase II		115,400	603,200	114,200			832,800
SD 0059	Totem Lake Boulevard Flood Control Measures	335,000	168,000					503,000
SD 0067	NE 129th Place/Juanita Creek Rockery Repair		115,500	223,300				338,800
SD 0072	Totem Lake Surface Water Opportunity Program	500,000						500,000
SD 0073	Forbes Creek Surface Water Opportunity Program	500,000						500,000
SD 8888	Annual Streambank Stabilization Program		57,700		165,800	300,000	311,900	835,400
SD 9999*	Annual Storm Drain Replacement Program		922,600		923,800	474,000	350,000	2,670,400
<b>Total Funded Surface Water Utility Projects</b>		<b>1,535,000</b>	<b>1,759,200</b>	<b>1,874,300</b>	<b>2,388,700</b>	<b>1,849,100</b>	<b>1,311,900</b>	<b>10,718,200</b>

<b>SURPLUS (DEFICIT) of Resources</b>	-	-	-	-	-	-	-	-
---------------------------------------	---	---	---	---	---	---	---	---

\*These projects provide new capacity towards levels of service.

**Table CF - 11**  
**Capital Facilities Plan: Parks Projects**

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	670,000	693,000	718,000	743,000	769,000	796,000	4,389,000
Local	Reserves	100,000						100,000
Local	King County Property Tax Levy	118,000	118,000	118,000	118,000			472,000
External	Grant			500,000				500,000
<b>Total Sources</b>		<b>888,000</b>	<b>811,000</b>	<b>1,336,000</b>	<b>861,000</b>	<b>769,000</b>	<b>796,000</b>	<b>5,461,000</b>

**USES OF FUNDS****Funded Projects**

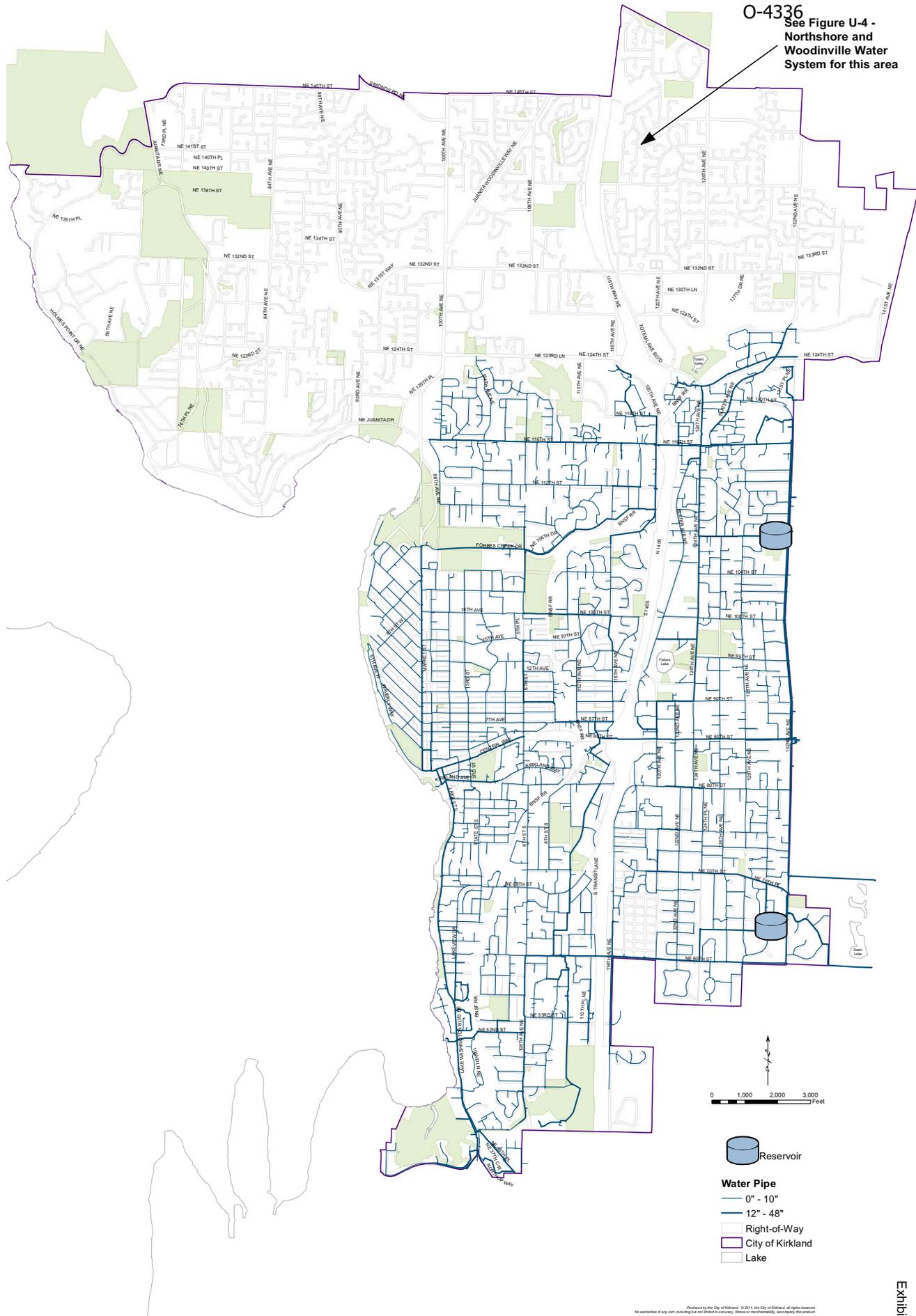
<i>Project Number</i>	<i>Project Title</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
PK 0049*	Open Space, Park Land & Trail Acq Grant Match Program	100,000						100,000
PK 0066	Park Play Area Enhancements	50,000	50,000	50,000		50,000	50,000	250,000
PK 0087	Waverly Beach Park Renovation	508,000	162,000					670,000
PK 0113	Spinney Homestead Park Renovation	62,000	338,000					400,000
PK 0115	Terrace Park Renovation			62,000	338,000			400,000
PK 0119	Juanita Beach Park Development		18,000	1,043,000				1,061,000
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0124*	Snyder's Corner Park Site Development		75,000	13,000	355,000			443,000
PK 0131*	Park and Open Space Acquisition Program	118,000	118,000	118,000	118,000			472,000
PK 0132	General Park Renovation Program					669,000	696,000	1,365,000
<b>Total Funded Parks Projects</b>		<b>888,000</b>	<b>811,000</b>	<b>1,336,000</b>	<b>861,000</b>	<b>769,000</b>	<b>796,000</b>	<b>5,461,000</b>

<b>SURPLUS (DEFICIT) of Resources</b>	-	-	-	-	-	-	-	-
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\*These projects provide new capacity towards levels of service.



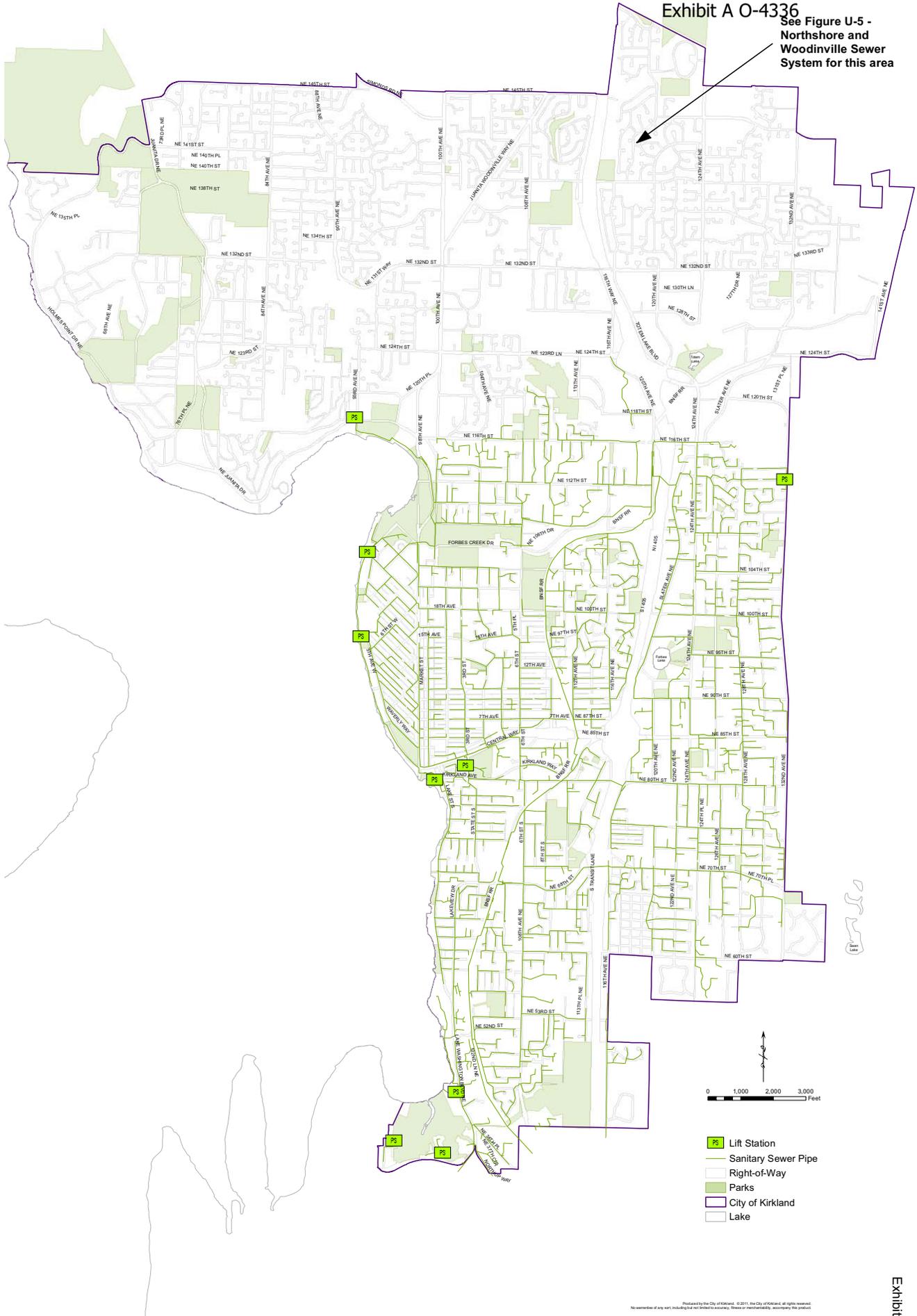
O-4336  
 See Figure U-4 -  
 Northshore and  
 Woodinville Water  
 System for this area



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**Figure U-1: Water System**

Exhibit A O-4336  
 See Figure U-5 -  
 Northshore and  
 Woodinville Sewer  
 System for this area



**Figure U-2: Sanitary Sewer System**



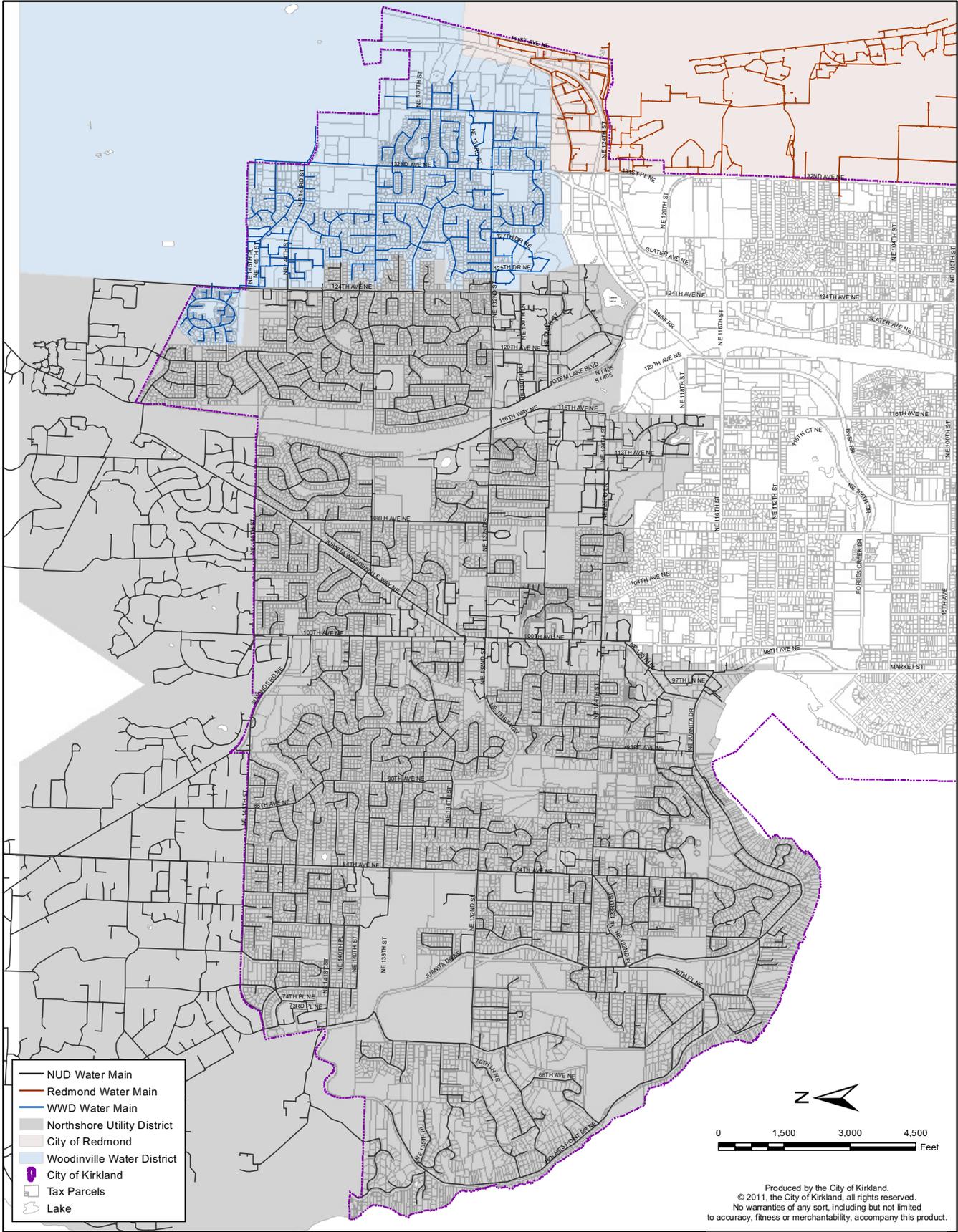
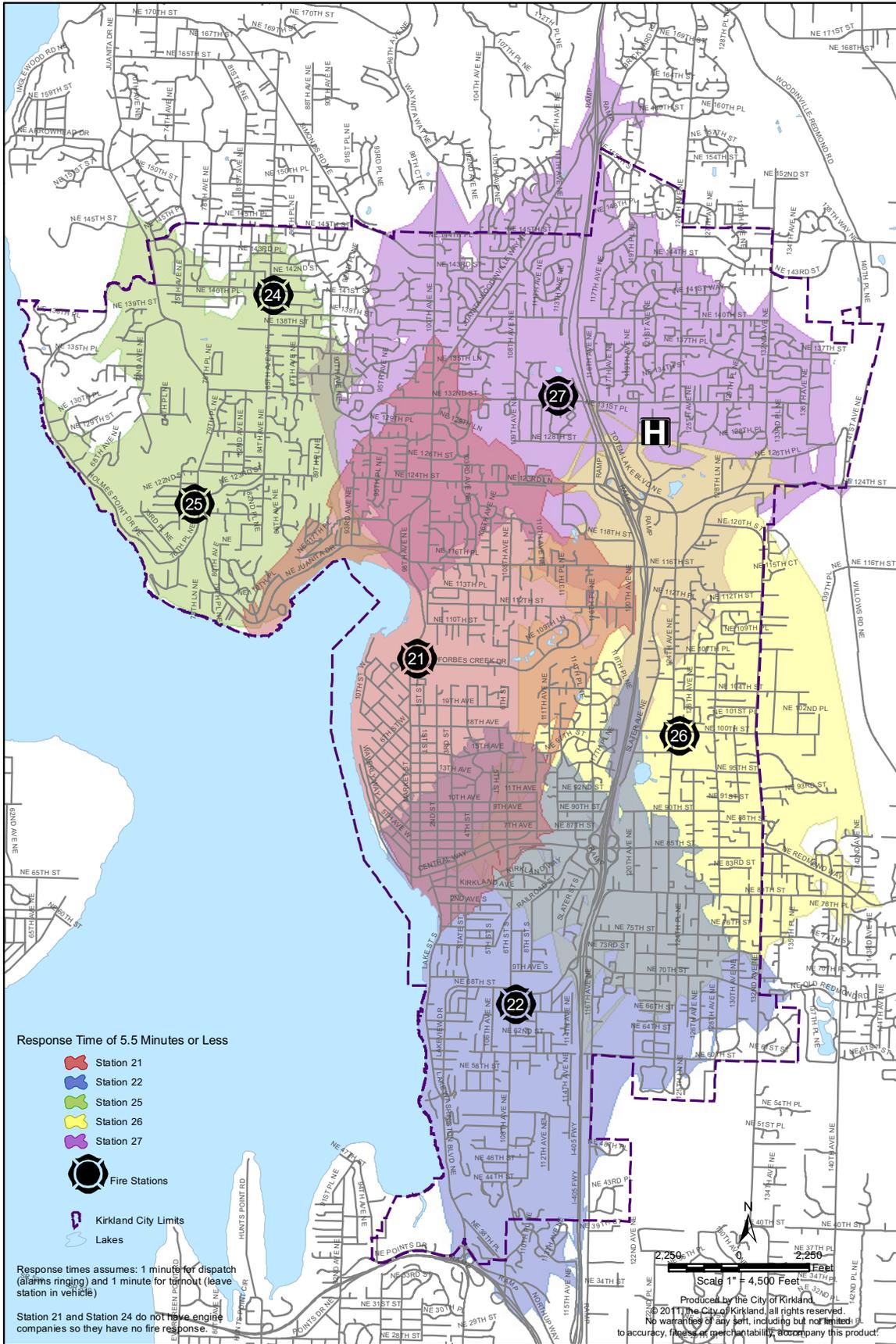


Figure U-4: Northshore and Woodinville Water Systems

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**Figure PS-1: Fire Response Times within 5.5 minutes**

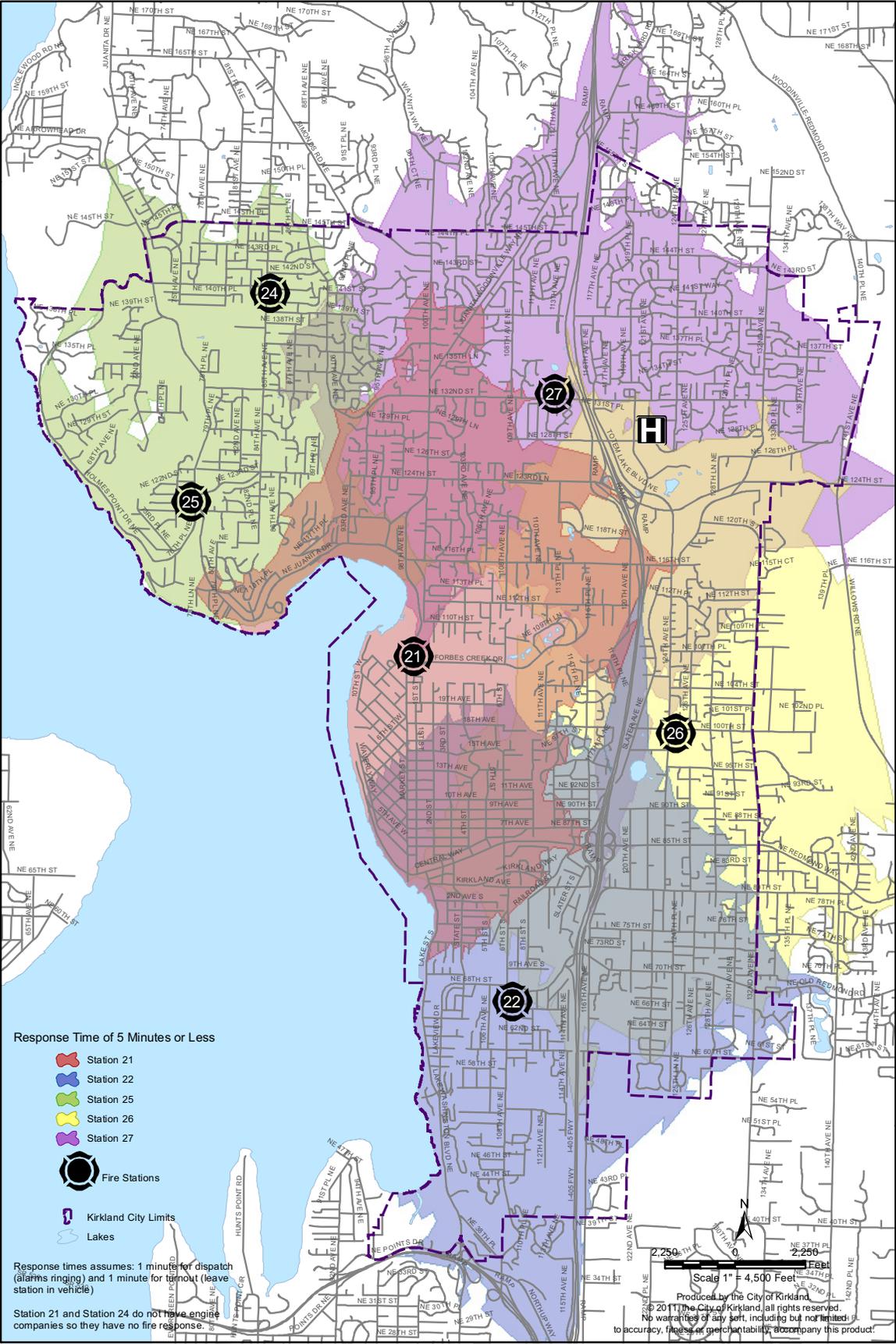


Figure PS-2: Emergency Medical Services Response Times within 5 minutes



## XIV Implementation Strategies

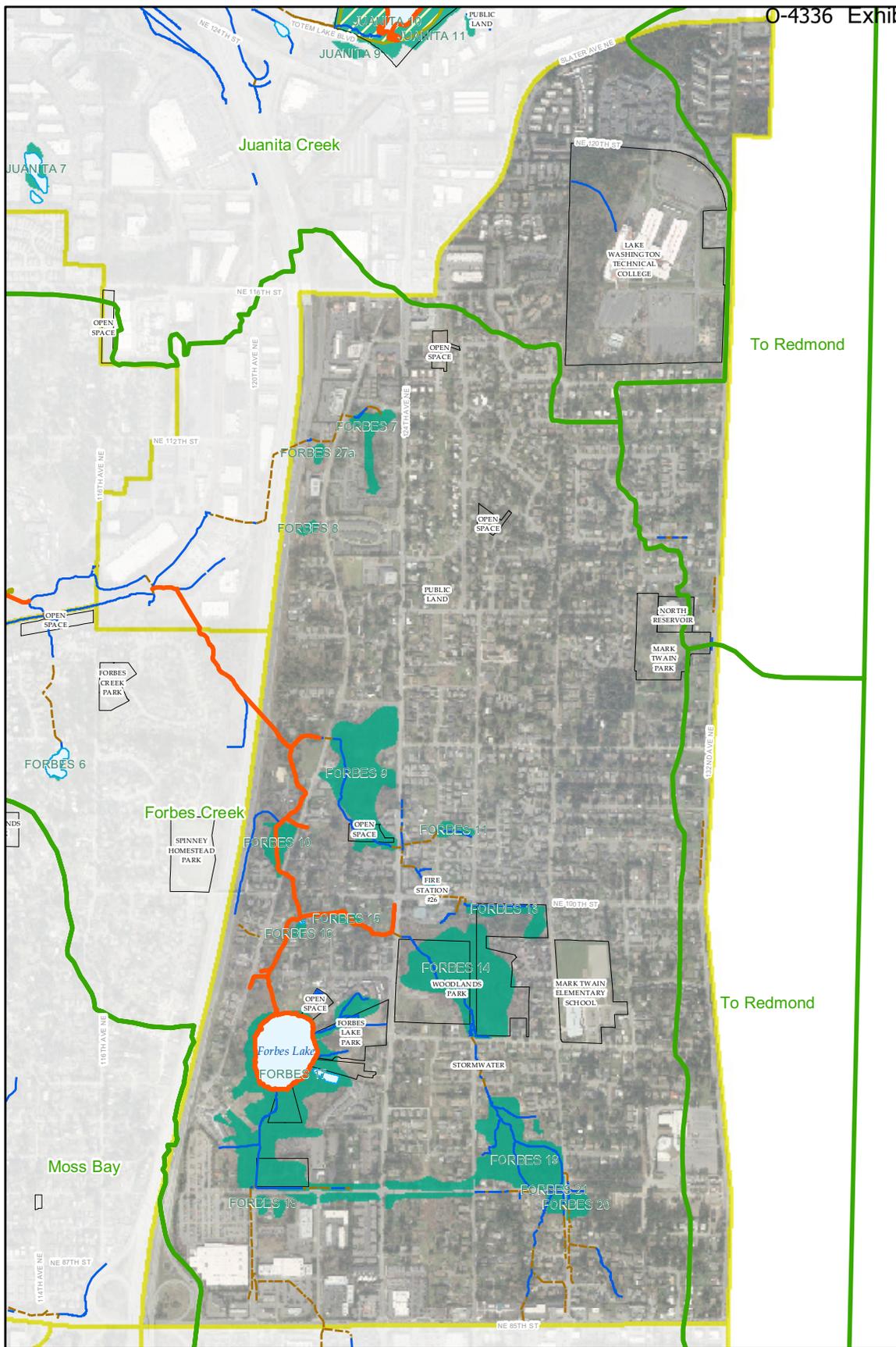
**Functional and Management Plans.** Although not technically a part of the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. Existing functional plans include:

- ◆ Capital Improvement Program;
- ◆ Sewer Comprehensive Plan;
- ◆ Water Comprehensive Plan;
- ◆ Surface Water 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.

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.

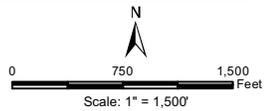
**Regulations.** Regulations set the legal requirements for new development. The vast majority of the regulations are found in the Kirkland Zoning Code (including the official Zoning Map [and shoreline management regulations](#)), [and](#) Subdivision Code, ~~and Shoreline Master Program~~. Local administration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

Although by nature regulations impose restrictions on the development of property, many of the regulatory revisions required to implement the Plan will involve easing of current restrictions. In the same vein, where appropriate, regulations can be structured to provide incentives to desired development, rather than being solely restrictive.



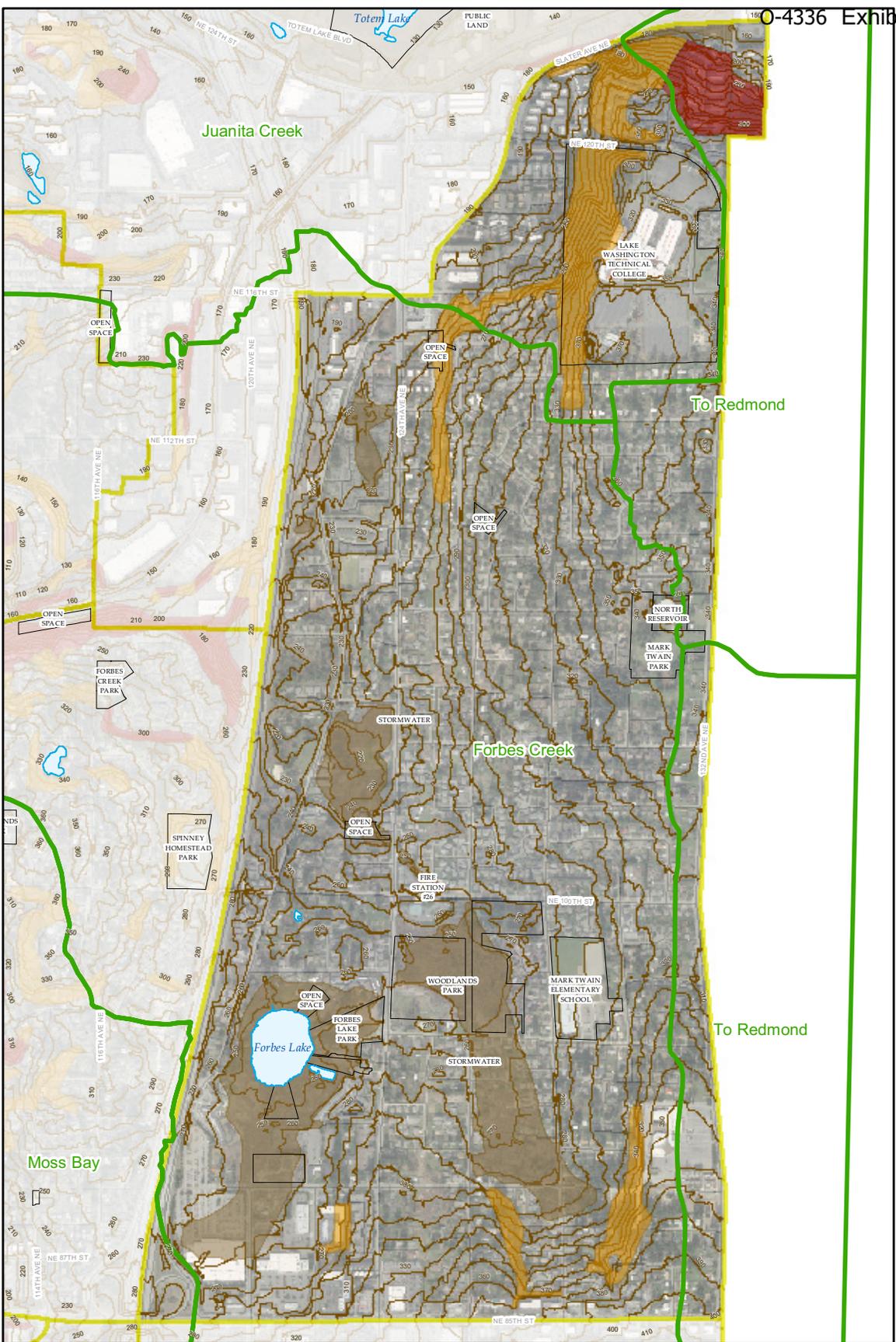
**Legend**

- Known Salmonid Locations
- Shoreline of Statewide Significance
- Streams in Pipes
- Drainage Basin Boundaries
- Open Streams
- Selected Public Properties
- 100-Year Floodplain
- Lakes
- Wetlands

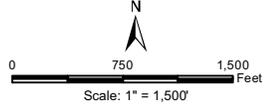


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**Figure NRH-2: North Rose Hill Sensitive Areas**

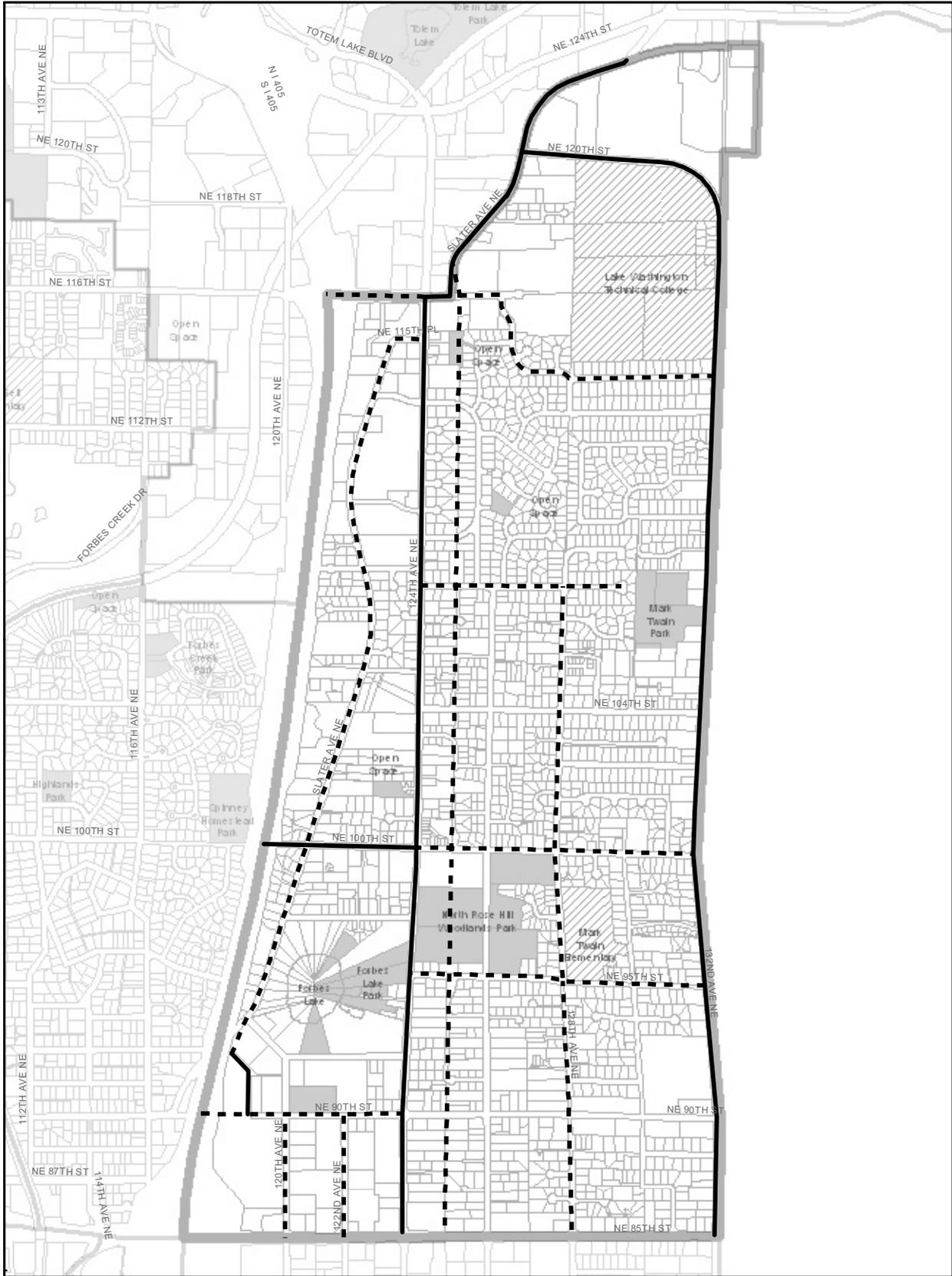


- Legend**
- Landslide Hazard Area (Medium Hazard)
  - Landslide Hazard Area (High Hazard)
  - Seismic Hazard Area
  - Drainage Basin Boundaries
  - Selected Public Properties
  - Ten-Foot Contours
  - Lakes

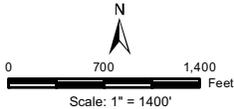


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**Figure NRH-3: North Rose Hill Seismic and Landslide Hazards**

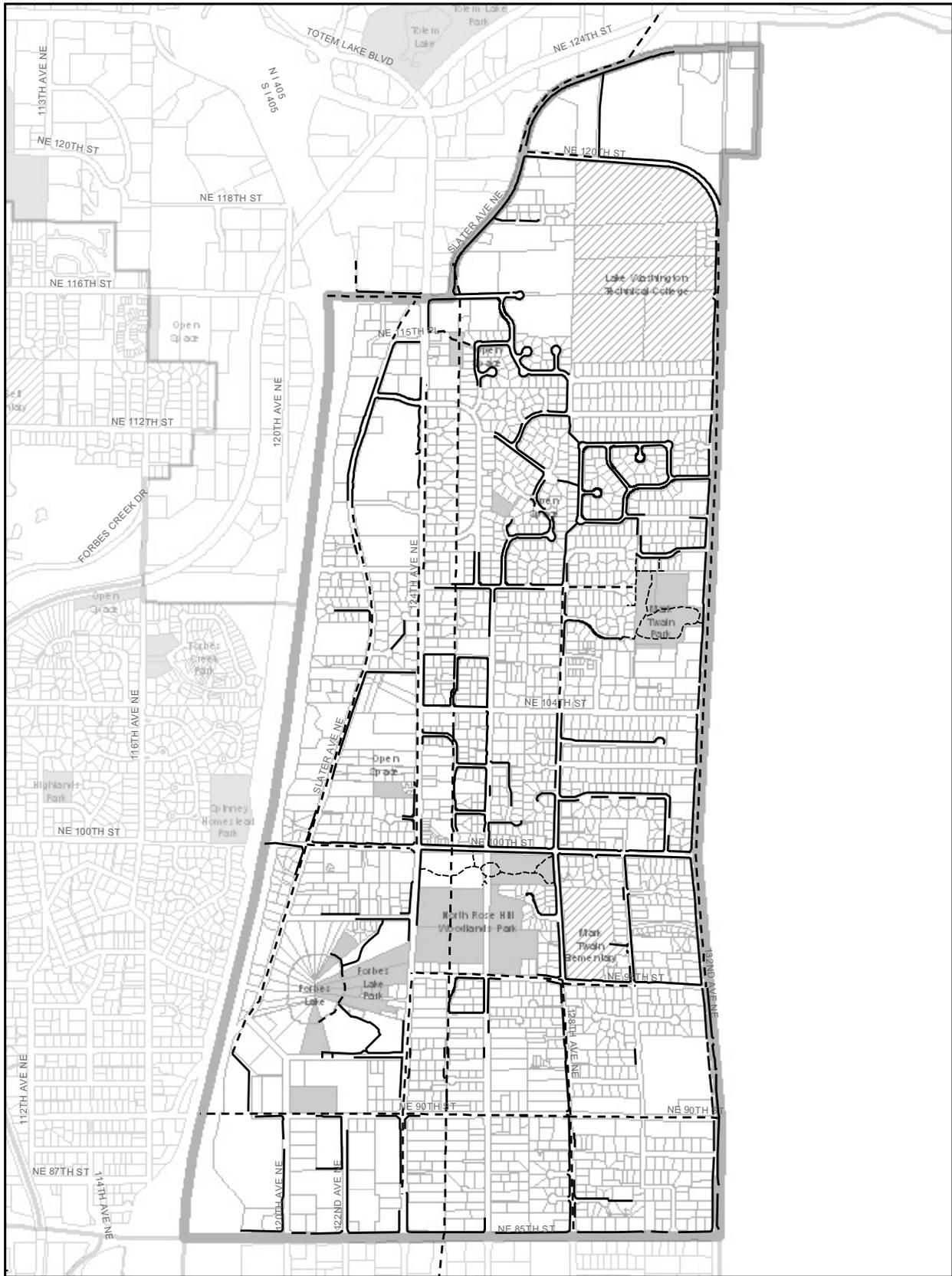


- Existing Bike Lane and/or Shared Use Path
- Proposed Bike Lane and/or Shared Use Path
- North Rose Hill Boundary
- School/College
- Park



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**Figure NRH-7: North Rose Hill Bicycle System**



- Existing Walkway
- - - Potential Walkway
- Park Trail
- ▭ North Rose Hill Boundary
- ▨ School/College
- Park



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**Figure NRH-8: North Rose Hill Pedestrian System**

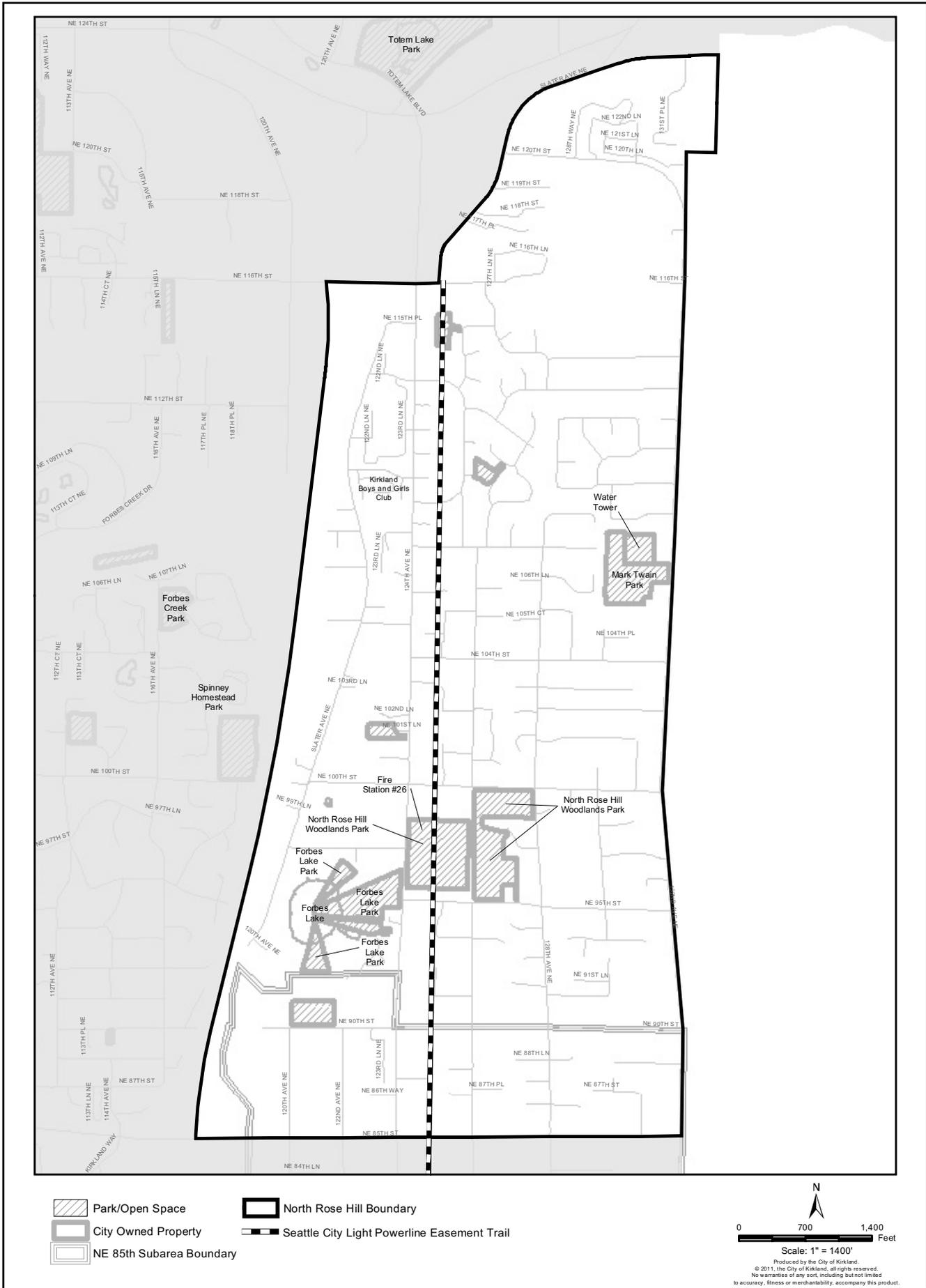
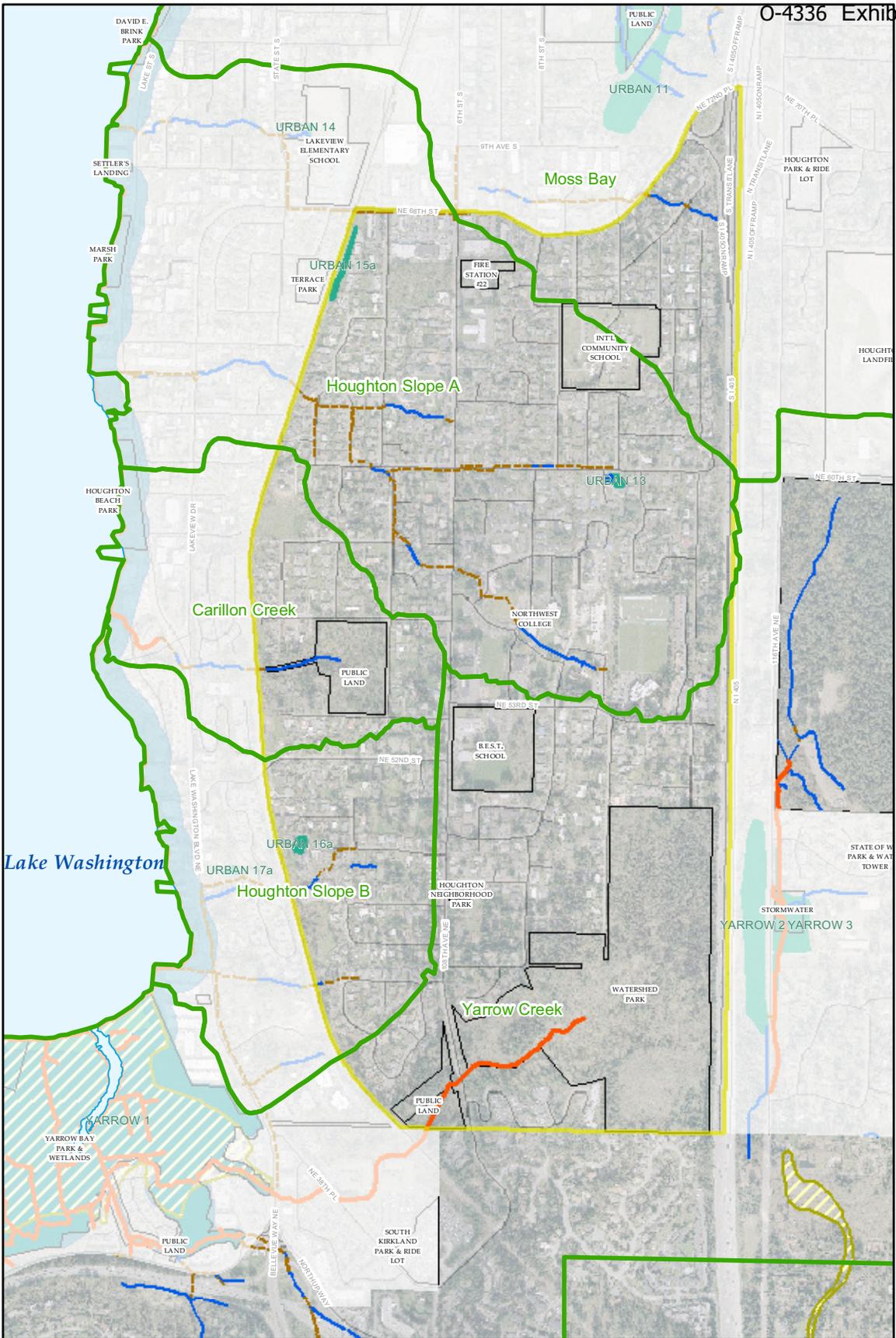


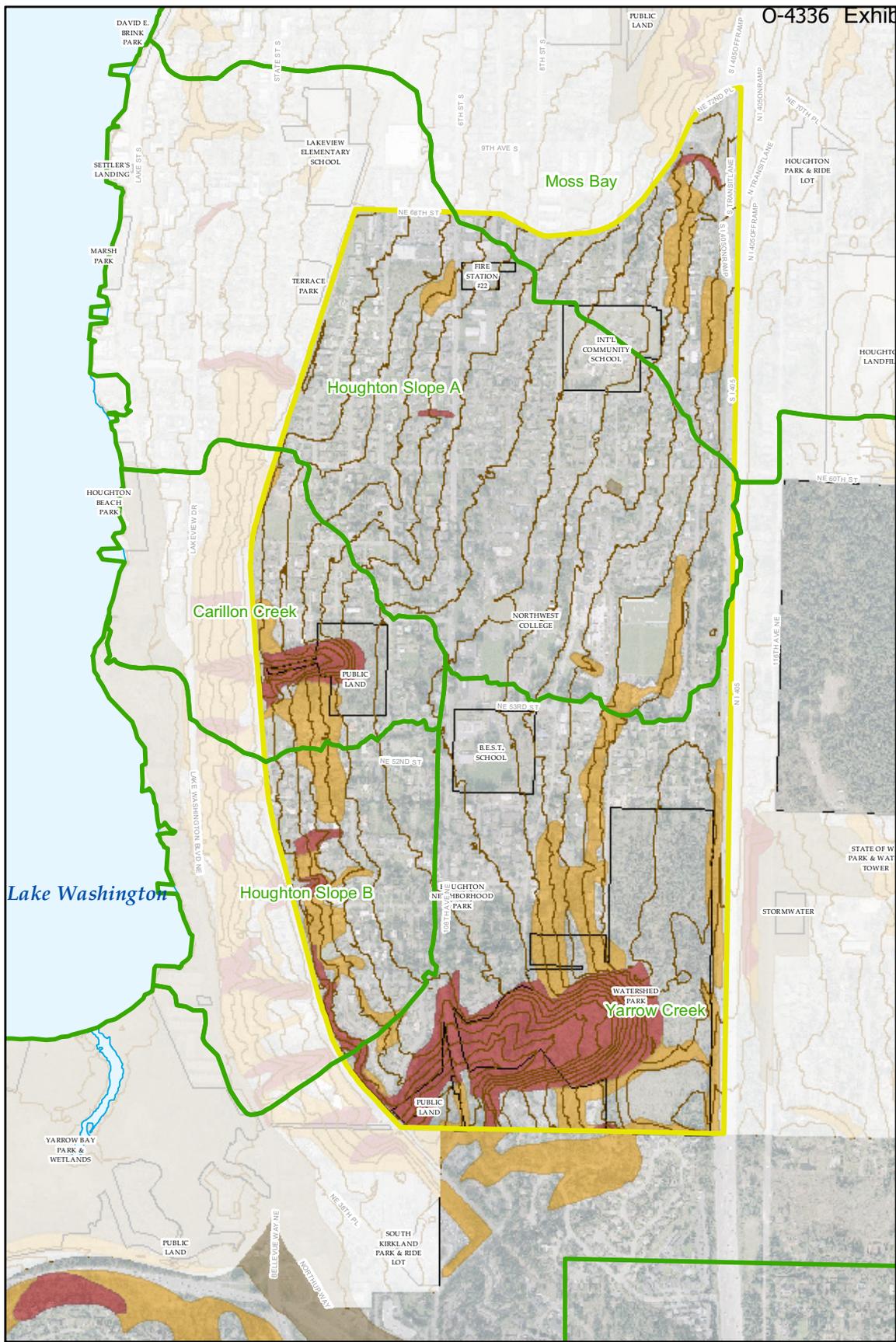
Figure NRH-9: North Rose Hill Parks and Open Space



- Legend**
- Known Salmonid Locations
  - Streams in Pipes
  - Open Streams
  - 100-Year Floodplain
  - Wetlands
  - Shoreline of Statewide Significance
  - Drainage Basin Boundaries
  - Selected Public Properties
  - Lakes
  - Central Houghton Neighborhood Boundary

0 600 1,200  
 Feet  
 Scale: 1" = 1,200'  
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Figure CH-2: Central Houghton Sensitive Areas



- Legend**
- Medium Landslide Hazard
  - High Landslide Hazard
  - Seismic Hazard Area
  - Twenty-Foot Contours
  - Drainage Basin Boundaries
  - Selected Public Properties
  - Lakes
  - Central Houghton Neighborhood Boundary

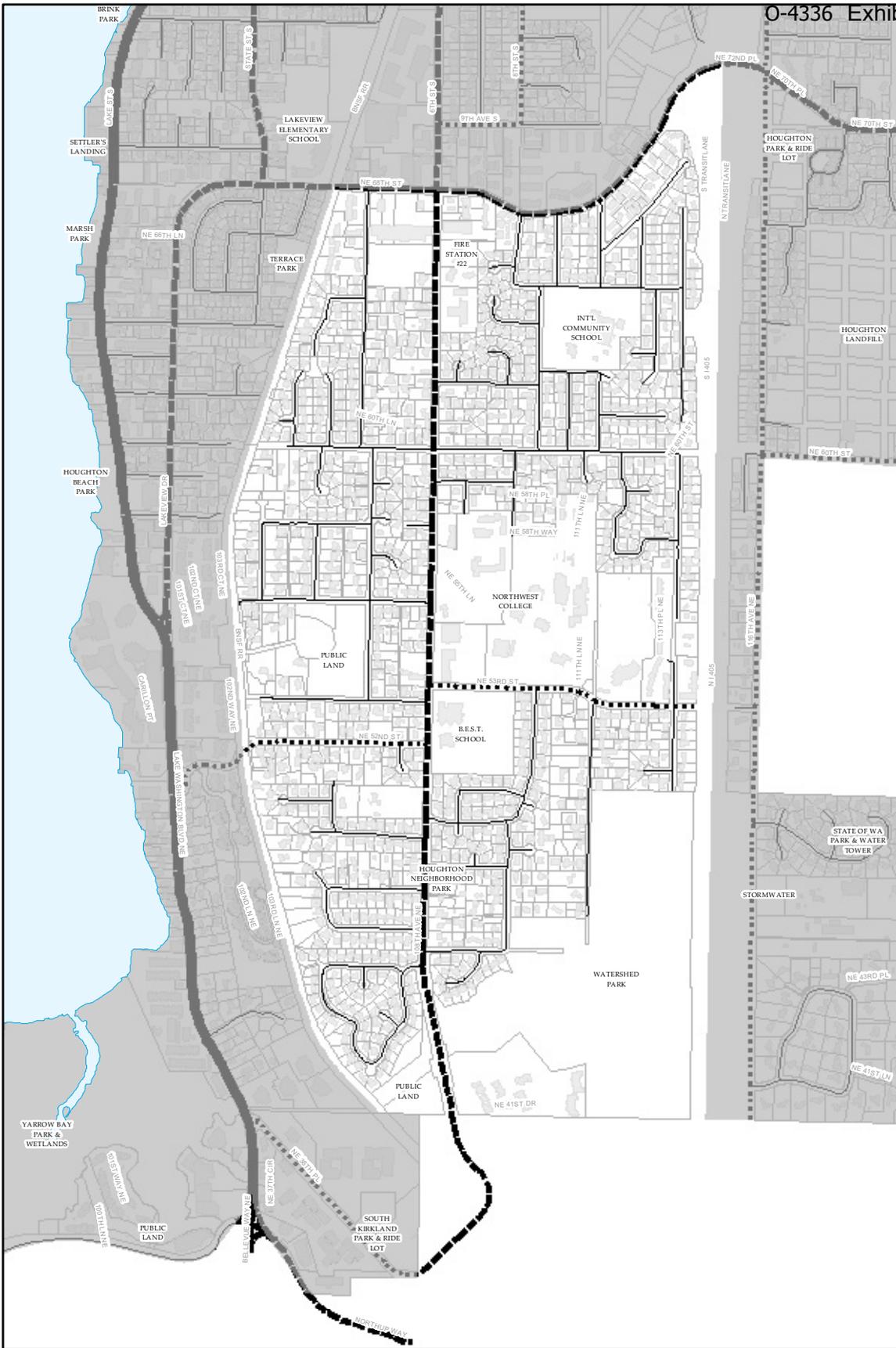
N

0      600      1,200  
Feet

Scale: 1" = 1,200'

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**Figure CH-3: Central Houghton Landslide and Seismic Hazard Areas**



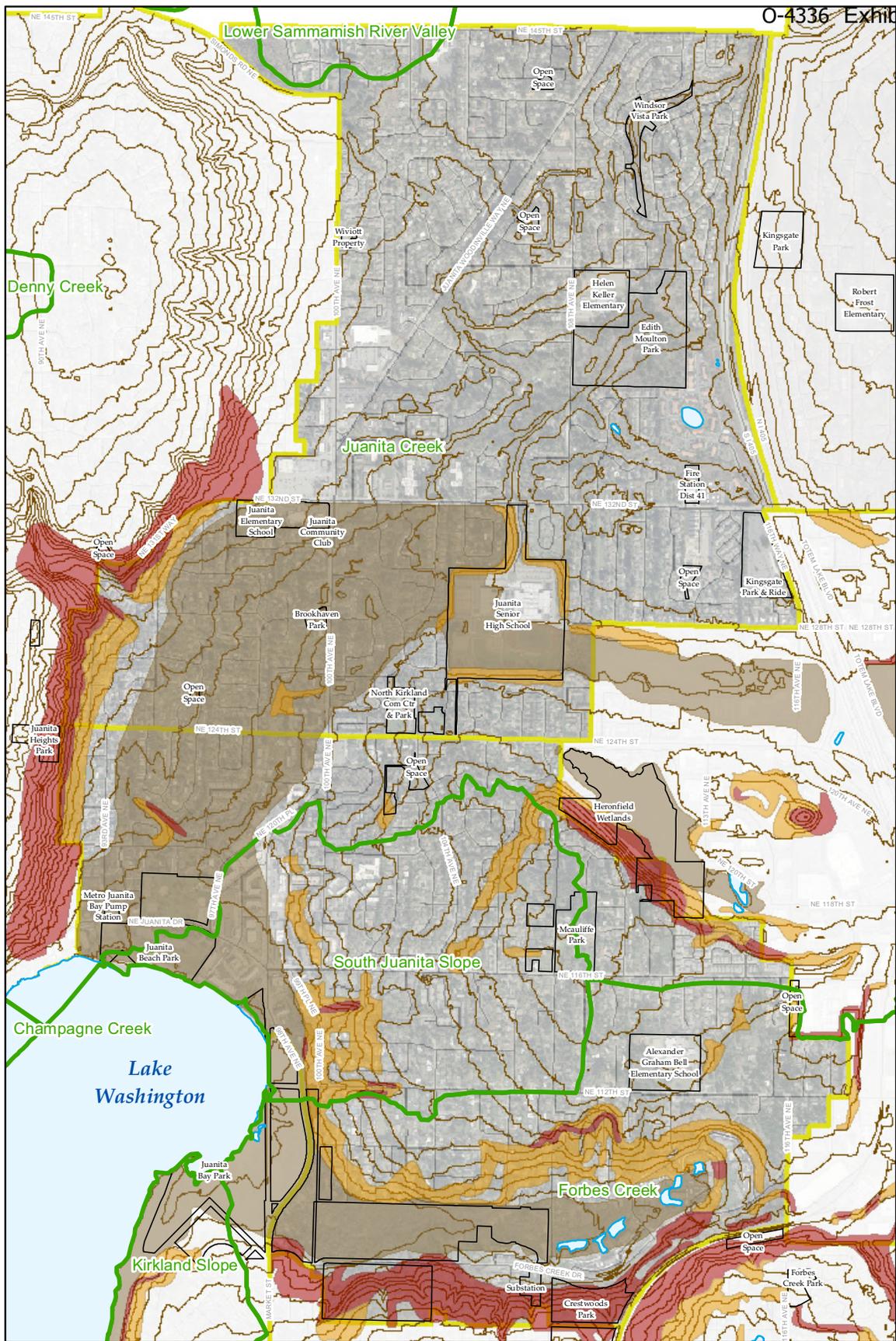
- Legend**
- Neighborhood Access
  - Collector
  - Minor Arterial
  - Principal Arterial
  - Building Footprints
  - Tax Parcel Boundaries

N

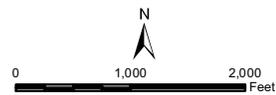
Scale: 1" = 750'

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**Figure CH-4: Central Houghton Street Classifications**

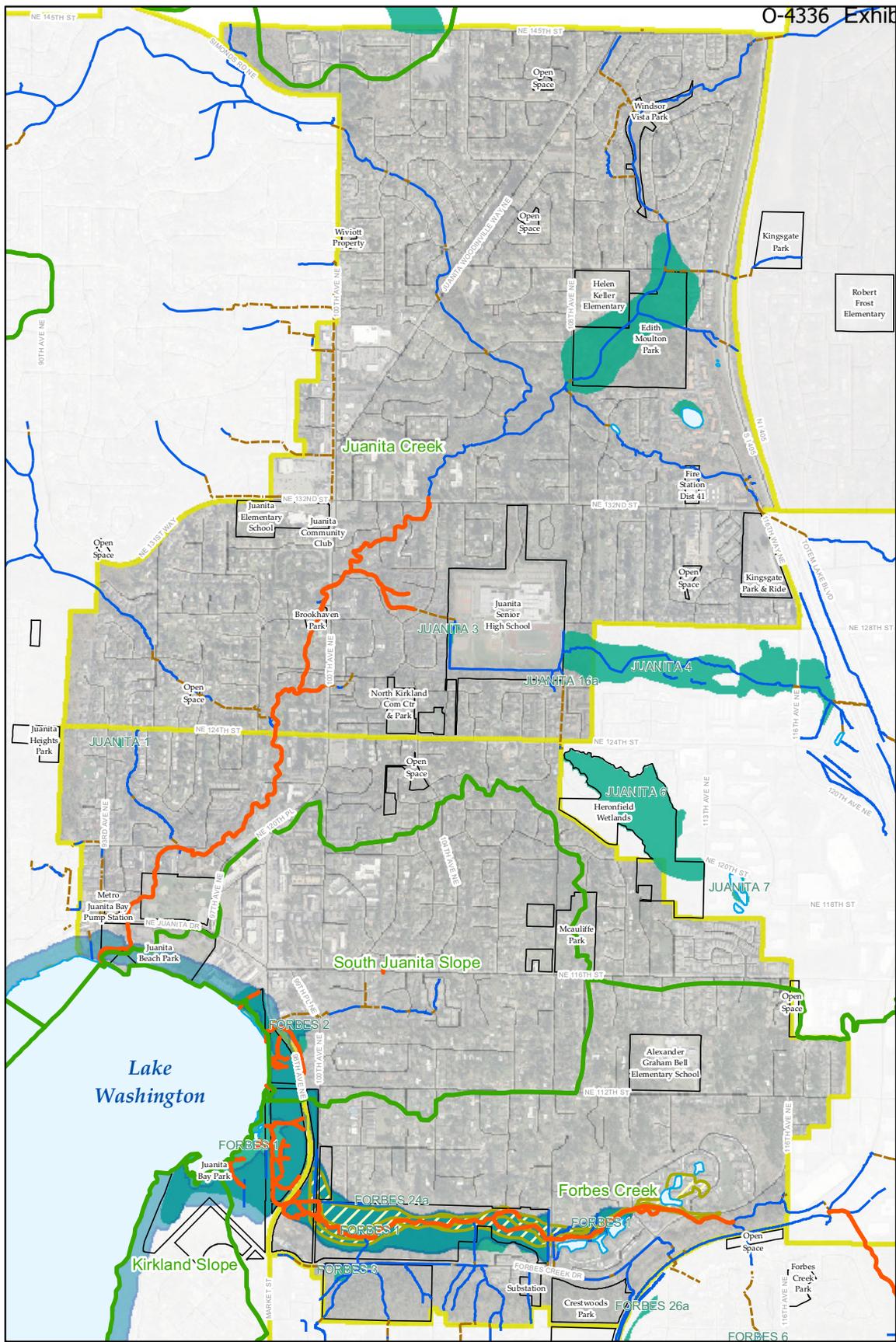


- Legend**
- Landslide Hazard Area (Medium Hazard)
  - Landslide Hazard Area (High Hazard)
  - Seismic Hazard Area
  - Twenty-Foot Contours
  - Drainage Basin Boundaries
  - Lakes



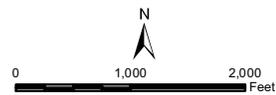
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**Figure J-1b: Juanita Landslide and Seismic Hazard Areas**



**Legend**

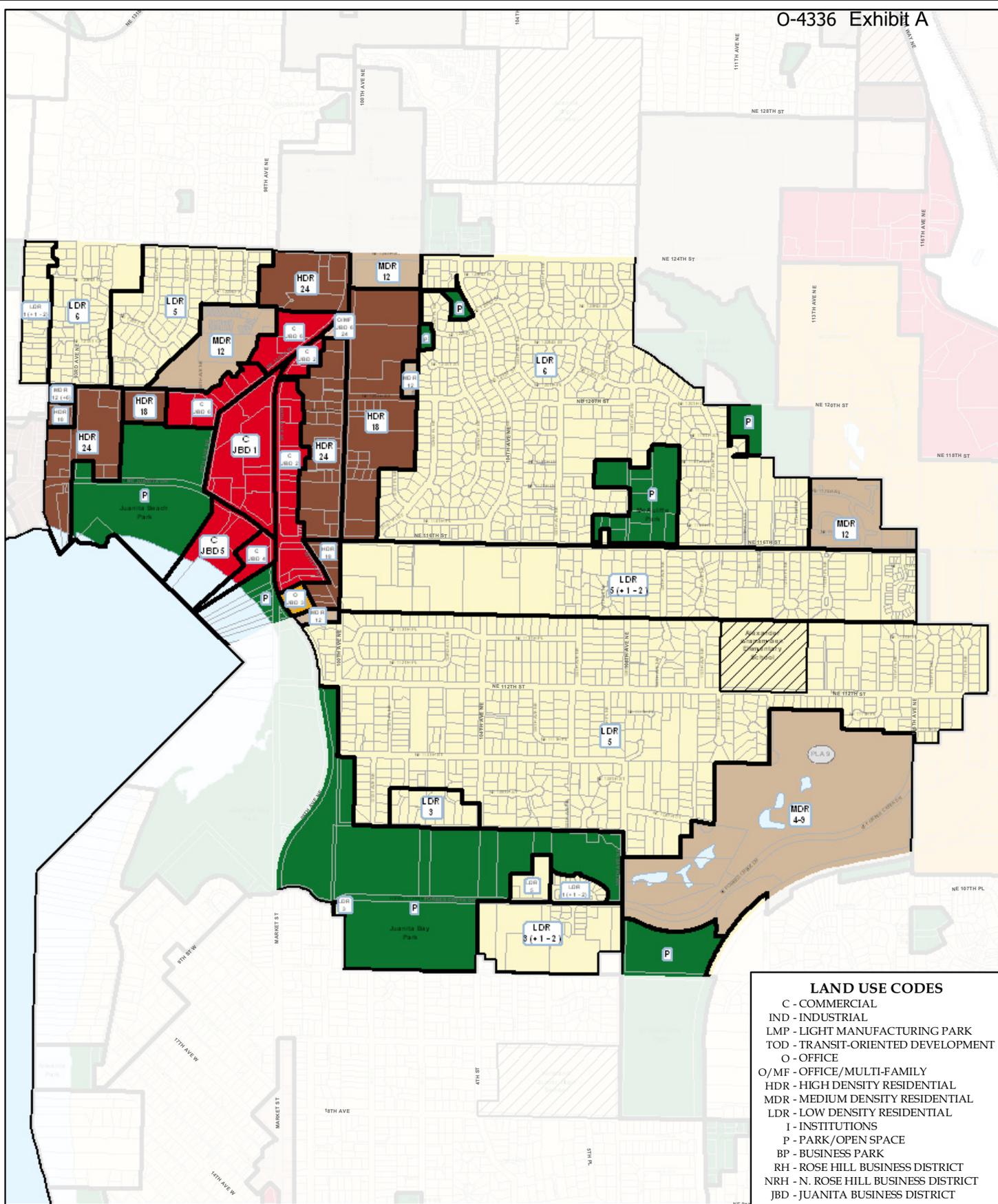
- Known Salmonid Locations
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**Figure J-1a: Juanita Sensitive Areas**





**LAND USE CODES**

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

# South Juanita Neighborhood Land Use Map

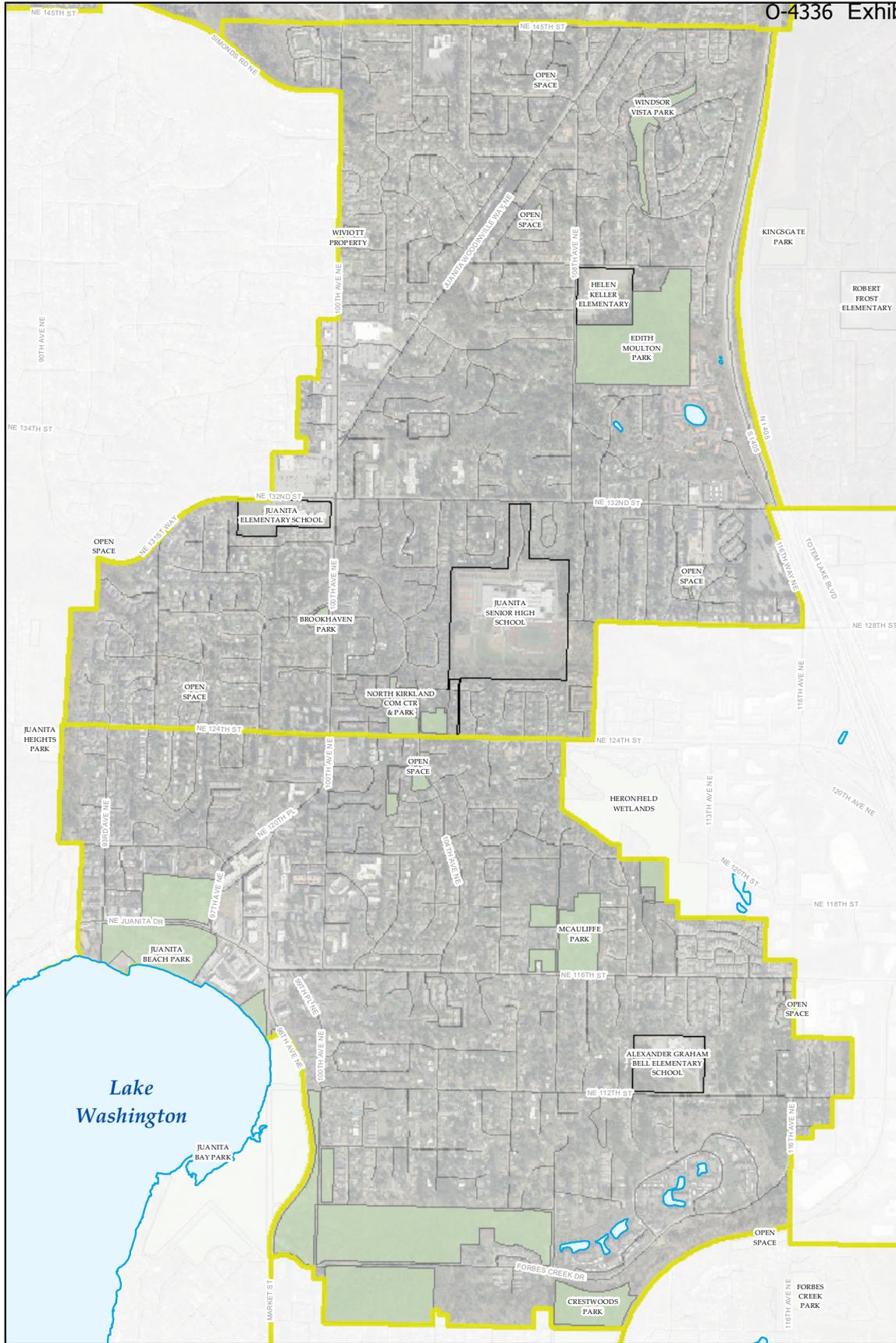
ORDINANCE NO. 4279  
 ADOPTED by the Kirkland City Council  
 December 7, 2010

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

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

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**Legend**

- Parks
- Selected Public Properties
- Lakes



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**Figure J-3: Juanita Parks and Open Space**

## XV.I North/South Juanita Neighborhood

---

*Retail, office, and residential uses should be allowed in JBD 4.*

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### ***JBD 4***

Retail, office, and residential uses which are a maximum of two stories should be allowed in non-wetland areas. Driveways should be combined due to hazardous traffic conditions along 98th Avenue NE. Drive-through facilities should be prohibited. Buildings should be clustered to provide views of the lake when possible. The wetland area should be preserved and regulated in accordance with the [Shoreline Master Program shoreline management regulations in the Kirkland Zoning Code](#). Public access along or near the shoreline should be required as described in the Natural Environment [and Shoreline Area](#) sections.

## XV.D Moss Bay Neighborhood

*Note: The Moss Bay Neighborhood Plan had its last major update in 1987. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.<sup>1</sup>*

### 1. INTRODUCTION

In terms of land use, the Moss Bay Neighborhood is Kirkland's most complex area. [Situated on the shores of Lake Washington, ~~The~~ the](#) area contains a wide variety of land uses, including Downtown retail businesses, a freeway interchange, industrial activities, offices, well established single-family areas, large-scale multifamily development, a baseball facility, a post office, and a railroad.

***Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.***

While the neighborhood is dominated by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities by encouraging medium- to high-density residential uses in the perimeter of the Downtown (Figure MB1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

[For properties within the shoreline jurisdiction, the policies in the Shoreline Area chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.](#)

### A. LIVING ENVIRONMENT

***Medium-density residential development permitted in block between Kirkland Avenue and Kirkland Way, along 6th Street South, as well as south and west of Planned Area 6.***

<sup>1</sup>The name of this neighborhood was changed from Central to Moss Bay in December 2001.

A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (Figure MB2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side of Lake Washington Boulevard, south of 7th Avenue South and west of the midblock between First and Second Streets South, are also appropriate for multifamily uses at a density of 12 dwelling units per acre. This designation is consistent with permitted densities to the north and south along Lake Washington Boulevard.

The area situated east of the midblock between First and Second Streets South, west of the midblock between State Street and Second Place South, and south of 7th Avenue South, contains a well-established enclave of single-family homes. Existing development in this area should be preserved.

~~As discussed in the Shoreline Area Chapter of this Plan, residential uses should continue to be permitted along the shoreline at medium densities (12 dwelling units per acre). This is consistent with the density of development along the shoreline to the south and on many properties on the east side of Lake Street South.~~

---

***Development along the shoreline is discussed.***

---

As specified in the Shoreline Area Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Density and Additional additional standards governing new multifamily development can be found in the Shoreline Area Chapter of this Plan and in the shoreline management regulations in the Kirkland Zoning Code.

# XV.K Market Neighborhood

## 4. NATURAL ENVIRONMENT

***Policy M-2.1:***

Protect and improve water quality and promote fish passage by undertaking measures to protect Lake Washington, wetlands, streams and wildlife corridors.

The Market Neighborhood is located within the Kirkland Slope, Forbes Creek, Moss Bay, and South Juanita Slope drainage basins (Figure M-2). Various Forbes Creek tributaries and wetlands constitute a valuable natural drainage system that flows into Lake Washington through Juanita Bay Park, a high quality ecological area. This drainage system serves the drainage, water quality, wildlife and fish habitat, and open space needs of the northern portion of the neighborhood.

With the exception of Forbes Creek, no wetlands or streams have been mapped or identified in the Market Neighborhood. There is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake and known salmonid locations in Juanita Bay Park.



*Scenic natural areas at Juanita Bay Park*

Water quality is an important issue in the Market Neighborhood. Even in areas without significant streams, water from the neighborhood drains to Lake Washington. Pesticide and fertilizer use should be avoided since it can be harmful to the lake. The Shoreline Area Chapter of this Plan discusses best management practices to protect the lake.

[For properties within the shoreline jurisdiction, the policies in the Shoreline Area Chapter and shoreline management regulations in the Kirkland Zoning Code should be observed.](#)

PUBLICATION SUMMARY  
OF ORDINANCE O-4336

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 3710 AS AMENDED, THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILE NO. ZON11-00001.

SECTION 1. Amends the following portions of the Kirkland Comprehensive Plan and Kirkland Zoning Map: CIP related amendments to the Capital Facilities and Transportation Elements Tables and Figures.

- B. LOS related amendment to Table T-2 in the Transportation Element.
- C. Shoreline Area Chapter related text amendments to the Introduction, Natural Environment, and Implementation Strategies Elements and Moss Bay, North/South Juanita, and Market Neighborhood Chapters text.
- D. Amendments to Table CC1 List A in the Historic Resources section of the Community Character Element related to the historic designation of the Kirkland Womens Club.
- E. Functional Map amendments to reflect existing conditions.
- F. Rezone related amendments:
  - 1. Finn Hill, North Juanita, and Kingsgate City owned greenbelt related amendments to the Kirkland Zoning Map, Parks Map and Land Use Map.
  - 2. North Rose Hill City owned Beach open space related amendments to the Kirkland Zoning Map, Parks Map, Land Use Map and North Rose Hill Neighborhood Plan Maps.
  - 3. Central Houghton Watershed Park related amendments to the Kirkland Zoning Map, Parks Map, Land Use Map and Central Houghton Neighborhood Plan Maps.
  - 4. Finn Hill Cascade Land Conservancy owned greenbelt related amendments to the Kirkland Zoning Map, Parks Map and Land Use Map.
  - 5. Inglenook Court Apartments related amendments to the Kirkland Zoning Map, Parks Map and Land Use Map.

SECTION 2. Directs the Director of Planning and Community Development to amend the official Zoning Map.

SECTION 3. Provides a severability clause for the Ordinance.

SECTION 4. Provides that the effective date of the Ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 5. 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 6. 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 \_\_\_\_\_, 2011.

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

\_\_\_\_\_  
City Clerk

ORDINANCE O-4337

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. ZON11-00002.

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 30, 2011 and bearing Kirkland Department of Planning and Community Development File No. ZON11-00002; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on November 17, 2011, 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 \_\_\_\_\_, 2011.

Signed in authentication thereof this \_\_\_\_ day of \_\_\_\_\_, 2011.

\_\_\_\_\_  
Mayor

Attest:

\_\_\_\_\_  
City Clerk

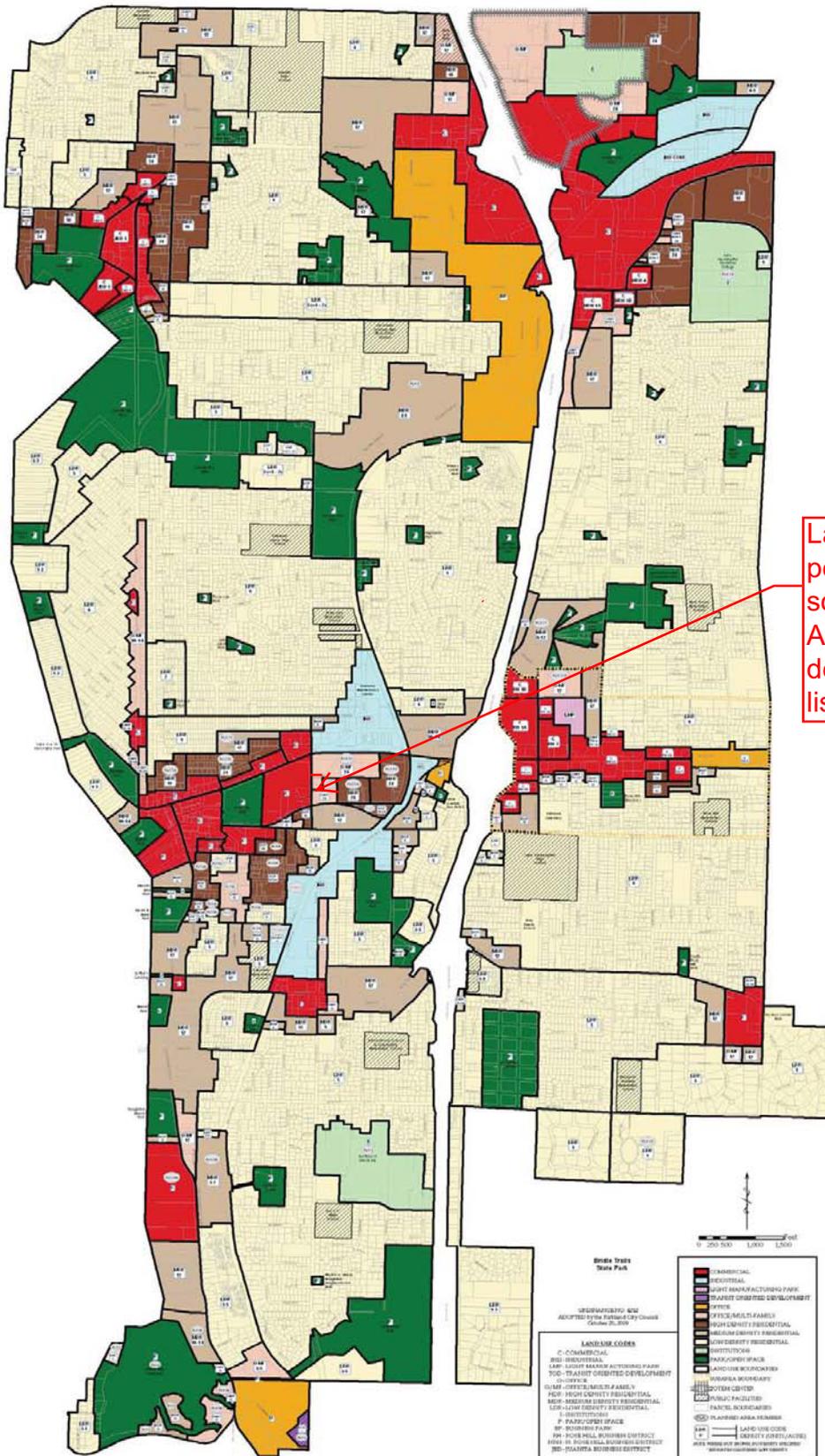
Approved as to Form:

\_\_\_\_\_  
City Attorney

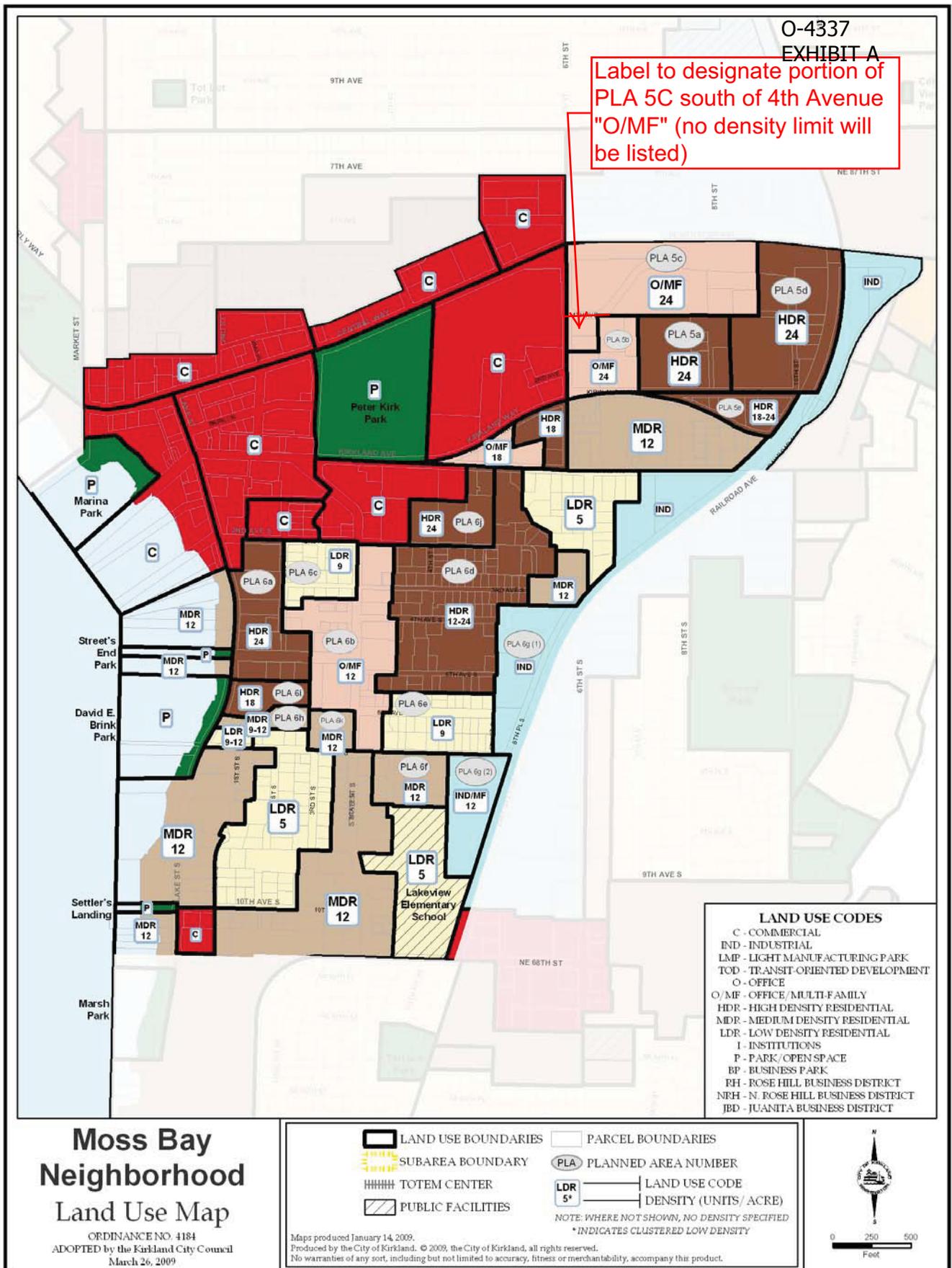
# CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development

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EXHIBIT A



**LU-1 Comprehensive Land Use Map**



**Figure MB-2: Moss Bay Area Land Use**

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' of 6th Street.

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## 4. PERIMETER AREAS

### *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 ~~at a density of up to 24 dwelling units per acre.~~ 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:

In density limited zones,

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EXHIBIT A

### 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. 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. 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).

[link to Section 60.42 table](#)

**This page of the Kirkland Zoning Code is current through Ordinance 4286, passed January 4, 2011.**

Disclaimer: The City Clerk's Office has the official version of the Kirkland Zoning Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.ci.kirkland.wa.us/>  
City Telephone: (425) 587-3190  
Code Publishing Company

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

Section 60.42	USE ↓ 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						
.010	Detached Dwelling Units	None	3,600 sq. ft.	20'	5'	10'	70%	25' above average building elevation.	E	A	2.0 per unit.	<ol style="list-style-type: none"> <li>For this use, only one dwelling unit may be on each lot regardless of lot size.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> </ol>
.020	Detached, Attached or Stacked Dwelling Units	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.	3,600 sq. ft. <b>with at least 1,800 sq. ft. per unit.</b>	20'	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.	70%	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>Otherwise, 30' above average building elevation.</li> </ul>	D		1.7 per unit.	<ol style="list-style-type: none"> <li>The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>Chapter 115 KZC contains regulations regarding common recreational space requirements for this use.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <div style="border: 1px solid red; padding: 5px; margin-top: 10px;"> <p><b>7. Minimum amount of lot area per dwelling unit is as follows:</b></p> <ol style="list-style-type: none"> <li>South of 4th Avenue and within 180' of 6th Street: none</li> <li>Otherwise: 1800 sq. ft.</li> </ol> </div>

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

Section 60.42	USE ↓ REGULATIONS ↑	Required Review Process	MINIMUMS			MAXIMUMS		Landscaping 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						
.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 325' of the PLA 5C eastern boundary, then Administrative Design Review for buildings over 30' above average building elevation, Chapter 142 KZC. Otherwise, none.	3,600 sq. ft. <del>with at least 1,800 sq. ft. per unit.</del>	20'	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%	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>Otherwise, 30' above average building elevation.</li> </ul>	C	D	See KZC 105.25.	<ol style="list-style-type: none"> <li>A veterinary office is not permitted in any development containing dwelling units.</li> <li>The City may limit access points onto 6th Street and require traffic control devices and right-of-way realignment.</li> <li>Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</li> <li>Chapter 115 KZC contains regulations regarding common recreational space requirements for this use.</li> <li>Ancillary assembly and manufacture of goods on the premises of this use are permitted only if:                             <ol style="list-style-type: none"> <li>The ancillary assembled or manufactured goods are subordinate to and dependent on this use.</li> <li>The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses.</li> </ol> </li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>

9. Minimum amount of lot area per dwelling unit is as follows:  
 a. South of 4th Avenue and within 180' of 6th Street: none  
 b. Otherwise: 1800 sq. ft.

O-4337  
EXHIBIT A**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 – For developments in the RH and TL Zones, the required amount of affordable housing shall be calculated based on the total number of dwelling units proposed.
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 whole number is at least 0.66. KZC [112.30](#) establishes methods for alternative compliance, including payment in lieu of construction for portions of required affordable housing units that are less than 0.66 units.

and in the  
designated portion  
of PLA 5C Zone

and the portion of  
PLA5C south of 4th  
Avenue and within  
180' of 6th Street

**112.20 Basic Affordable Housing Incentives**

1. Approval Process – The City will use the underlying permit process to review and decide upon an application utilizing the affordable housing incentives identified in this section.
2. Bonus
  - a. Height Bonus. In RH and TL use zones where there is no minimum lot size per dwelling unit, additional building height has been granted in exchange for affordable housing, as reflected in each Use Zone Chart.
  - b. Bonus Units. In use zones where the number of dwelling units allowed on the subject property is determined by dividing the lot size by the required minimum lot area per unit, two (2) additional units (“bonus units”) may be constructed for each affordable housing unit provided. (See Plate 32 for example of bonus unit calculations.)
  - c. Maximum Unit Bonuses. The maximum number of bonus units achieved through a basic affordable housing incentive shall be 25 percent of the number of units allowed based on the underlying zone of the subject property.
  - d. Density Bonus for Assisted Living Facilities. The affordable housing density bonus may be used for assisted living facilities to the extent that the bonus for affordable housing may not exceed 25 percent of the base density of the

, PLA 5C,

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underlying zone of the subject property.

3. Alternative Affordability Levels – An applicant may propose affordability levels different from those defined in Chapter 5 KZC for the affordable housing units.
- a. In use zones where a density bonus is provided in exchange for affordable housing units, the ratio of bonus units per affordable housing unit for alternative affordability levels will be as follows:

<b>Affordability Level</b>	<b>Bonus Unit to Affordable Unit Ratio</b>
<b>Renter-Occupied Housing</b>	
60% of median income	1.9 to 1
70% of median income	1.8 to 1
<b>Owner-Occupied Housing</b>	
90% of median income	2.1 to 1
80% of median income	2.2 to 1

- b. In use zones where additional height is provided in exchange for affordable housing units, the percent of affordable units required for alternative affordability levels will be as follows:

<b>Affordability Level</b>	<b>% of Project Units Required to Be Affordable</b>
<b>Renter-Occupied Housing</b>	
60% of median income	13%
70% of median income	17%
<b>Owner-Occupied Housing</b>	
70% of median income	8%
90% of median income	13%
100% of median income	21%

PUBLICATION SUMMARY  
OF ORDINANCE O-4337

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. ZON11-00002.

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 112.15 Affordable Housing Requirement
- G. Zoning Code – Section 112.20 Basic Affordable Housing Incentives

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 \_\_\_\_\_, 2011.

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

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City Clerk