



CITY OF KIRKLAND

CITY COUNCIL

James Lauinger, Mayor • Joan McBride, Deputy Mayor • Dave Asher • Mary-Alyce Burleigh
Jessica Greenway • Tom Hodgson • Bob Sternoff • David Ramsay, City Manager

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AGENDA

KIRKLAND CITY COUNCIL SPECIAL MEETING

City Council Chamber

Tuesday, December 12, 2006

6:00 p.m. – Special Study Session

7:30 p.m. – Special Meeting

COUNCIL AGENDA materials are available on the City of Kirkland website www.ci.kirkland.wa.us, at the Public Resource Area at City Hall or at the Kirkland Library on the Friday afternoon prior to the City Council meeting. Information regarding specific agenda topics may also be obtained from the City Clerk's Office on the Friday preceding the Council meeting. You are encouraged to call the City Clerk's Office (587-3190) or the City Manager's Office (587-3001) if you have any questions concerning City Council meetings, City services, or other municipal matters. The City of Kirkland strives to accommodate people with disabilities. Please contact the City Clerk's Office at 587-3190, or for TTY service call 587-3111 (by noon on Monday) if we can be of assistance. If you should experience difficulty hearing the proceedings, please bring this to the attention of the Council by raising your hand.

1. *CALL TO ORDER*
2. *ROLL CALL*
3. *STUDY SESSION*, Peter Kirk Room
 - a. Discussion of Potential Annexation Planning – Fiscal Model
4. *EXECUTIVE SESSION*
5. *SPECIAL PRESENTATIONS*
 - a. Introducing Stacey Ray, Urban Forester
 - b. Sound Transit Briefing – Ric Ilgenfritz
6. *REPORTS*
 - a. *City Council*
 - (1) Regional Issues
 - b. *City Manager*
 - (1) Pedestrian Accident at NE 60th Street and 108th Avenue NE Intersection
 - (2) Calendar Update
7. *COMMUNICATIONS*
 - a. *Items from the Audience*
 - b. *Petitions*

EXECUTIVE SESSIONS may be held by the City Council to discuss matters where confidentiality is required for the public interest, including buying and selling property, certain personnel issues, and lawsuits. An executive session is the only type of Council meeting permitted by law to be closed to the public and news media

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

CONSENT CALENDAR consists of those items which are considered routine, for which a staff recommendation has been prepared, and for items which Council has previously discussed and no further discussion is required. The entire Consent Calendar is normally approved with one vote. Any Council Member may ask questions about items on the Consent Calendar before a vote is taken, or request that an item be removed from the Consent Calendar and placed on the regular agenda for more detailed discussion.

GENERAL CORRESPONDENCE

Letters of a general nature (complaints, requests for service, etc.) are submitted to the Council with a staff recommendation. Letters relating to quasi-judicial matters (including land use public hearings) are also listed on the agenda. Copies of the letters are placed in the hearing file and then presented to the Council at the time the matter is officially brought to the Council for a decision.

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

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

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

8. *CONSENT CALENDAR*

a. *Approval of Minutes:* November 21, 2006

b. *Audit of Accounts:*

<i>Payroll</i>	\$
<i>Bills</i>	\$

c. *General Correspondence*

(1) John Lamont. Regarding Washington Department of Transportation's Property Purchase

d. *Claims*

- (1) Lisa Kostal
- (2) Maureen McCoy
- (3) Janelle McMillian
- (4) Elaine Scott

e. *Authorization to Call for Bids*

f. *Award of Bids*

g. *Acceptance of Public Improvements and Establishing Lien Period*

h. *Approval of Agreements*

i. *Other Items of Business*

- (1) Resolution R-4615 Allocating 2007-2008 Human Services Agency Funding Recommendations
- (2) Ordinance No. 4073, Adopting 2006 Year-End Budget Adjustments
- (3) Correspondence to the Regional Transportation Commission
- (4) Ordinance No. 4074, Relating to the City Manager Compensation
- (5) Parking Advisory Board Resignation

9. *PUBLIC HEARINGS*

10. *UNFINISHED BUSINESS*

a. Ordinance No. 4075, Levying 2007 Property Taxes and Repealing Preliminary Ordinance No. 4071

- b. Ordinance No. 4076, Adopting the Biennial Budget for 2007-2008
- c. Award Bid for 7th Avenue/114th Avenue Watermain Replacement Project to Buno Construction and Authorize Budget Increase
- d. Approving the Design Process for the Downtown Kirkland Transit Center - P
- e. North King County Regional Public Safety Communications Center (NORCOM) Financing – P
- f. Ordinance No. 4077 and its Summary, Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan, Ordinance 3481 as Amended and the Kirkland Zoning Map, Ordinance 3710 as Amended to Implement the Market Neighborhood Plan Update, the Market Street Commercial Corridor Subarea Plan, Repealing Interim Ordinance 4059 as Amended Regulating Uses Within a PR 3.6 Zone in the Market Neighborhood
- g. Ordinance No. 4078 and its Summary, Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan, Ordinance 3481 as Amended, the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code), and the Kirkland Zoning Map, Ordinance 3710 as Amended to Implement the Norkirk Neighborhood Plan Update

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

11. *NEW BUSINESS*

- a. 2006 Comprehensive Plan Amendments and Related Zoning Map Amendments:
 - (1) Ordinance No. 4079 and its Summary, Relating to Comprehensive Planning and Land Use and Amending the Comprehensive Plan (Ordinance 3481 as Amended) as Required by RCW 36.70A.130 to Ensure Continued Compliance with the Growth Management Act
 - (2) Ordinance No. 4080 and its Summary, Relating to Zoning and Land Use and Amending the City of Kirkland Zoning Map (Ordinance 3710 as Amended) to Conform to the Comprehensive Plan and to Ensure Continued Compliance with the Growth Management Act

12. *ANNOUNCEMENTS*

13. *ADJOURNMENT*



CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.ci.kirkland.wa.us

MEMORANDUM

To: Dave Ramsay, City Manager

From: Marilynne Beard, Assistant City Manager

Date: November 30, 2006

Subject: ANNEXATION PROCESS UPDATE

RECOMMENDATION:

Council receive an update on the annexation decision-making timeline and a briefing on the financial model.

BACKGROUND DISCUSSION:

The City Council is engaged in a four-phase decision making process regarding the potential annexation of Finn Hill, Upper Juanita and Kingsgate. The first phase consisted of a community outreach effort to the Kirkland community and a long term financial forecast for the annexation area. Phase one was estimated to conclude by late 2006 or early 2007. Although both the outreach and fiscal model projects are still underway, the consultants' original scope of work is largely completed. We are now in the process of presenting the results to the City Council.

Community Outreach

The objective of the community outreach process was to begin an annexation dialogue with Kirkland residents and to identify concerns and questions they had about the potential annexation. The Council received a summary of the community outreach project at their November 21st meeting including the major themes and recommended follow-up. At that meeting, Council agreed that further outreach was needed before a phase one decision could be made. Specifically, they asked that the results of the fiscal study be shared with the Kirkland community and that another round of comment take place.

Financial Study

The purpose of the financial study was to reassess the fiscal impact of annexation given the newly-adopted legislation providing state funding for ten years. The Council wanted to understand the long term financial impacts of annexation and to identify strategies for addressing the City's financial condition at the end of the ten-year State funding period. The Council received an initial briefing about the financial model at their November 8th meeting. The number and complexity of the issues are such that staff recommends the discussion span several Council study sessions that will necessarily extend into January.

Community Questions Related to the Financial Analysis

Council asked that staff relate the feedback received from the public outreach effort to the answers provided by the financial model. In fact, the financial model should be able to generally answer a number of the questions posed regarding the financial implications of annexation and even the benefits to Kirkland. The following excerpts from the listening log are questions that can be addressed using the fiscal model.

- What is included in the \$4.8 financial gap anticipated from annexation? Would the \$4.8 million gap be an annual deficit?
- How much does the gap close with State funding?
- Isn't the deficit likely to be higher in 10 years (considering inflation)? How will the extra deficit be covered?
- If revenue from the potential annexation area cannot fund the remaining gap (cover the remaining deficit after receiving State funding), wouldn't the City be forced to reduce services to existing Kirkland residents or raise taxes in the City?
- Is there a cost-of-living escalation rate linked to the State funding?
- Is there potential for revenue building in the PAA (i.e., building more expensive houses to build the tax base)?
- At the end of ten years what impact would the financial gap have on households?
- Is the City also considering long-term capital needs in the economic study? Will funds for long-term capital improvements for Kirkland be a factor in making a decision on annexation?
- What is the financial risk for the city and taxpayers?
- Why would the city even consider this when it sounds like a fiscal loser?
- What is the benefit of annexing to Kirkland residents?
- Does Kirkland look carefully at existing expenses and the levels of service they fund to look for opportunities to be more efficient, maybe adjust levels of services in order to close the funding gap?

Some of these questions can be answered very explicitly (e.g. Would the gap be larger in ten years?) and others can be answered only generally (Wouldn't the City reduce services or raise taxes?). At this point, the Council can see how the annexation would impact Kirkland's current and future financial condition and under what conditions it improves or worsen City finances. The model also informs the Council about the tools they have available to address the City's financial situation (with or without annexation) and the relative impact of each. When the Council has had an opportunity to fully discuss the financial analysis

and use the model, the objective is that they would have sufficient information about future options to make a decision about proceeding to phase two.

Proposed Revised Process and Timeline

Based on the Council's request for additional outreach activities and time needed to fully discuss the financial analysis, staff developed a revised timeline for phase one of the annexation decision process (see attached timeline). The revised timeline details the recommended time frame and steps for completing phase one:

December 12	Council Study Session – Fiscal Model
January 1-15	Council Special Study Session – Fiscal Model
January/February	Kirkland Outreach/Financial Information
February	Public Forum
March	Phase One Go/No Go Decision

Staff will work with the City's communications consultants to design the extended outreach process.

The slight delay in the phase one decision still allows for a 2008 election and a 2009 effective date. Specific dates would be determined if the City Council decides to proceed with the annexation process and will be dependent on the timing of future phases.

Annexation Timeline

(Scenario 2 Updated -- August 2008 Election/Implement Tax After Effective Date)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
2006							Phase 1						
							Communication with Kirkland						
							Budget						
2007	Go/No Go to Phase 2*		Phase 2										
	Kirkland Public Involvement		Continue Communication with Kirkland and Expand to PAA										
			Departments Begin Preliminary Planning, Develop Zoning and Work on Operational Plans with King County										
			Negotiate Planning ILA with King County			Go/No Go to Phase 3**							
			Phase 3										
2008	Dec 12 -- Financial Model Introduction Jan 1-15 -- Special Study Session(s) on Financial Model Jan/Feb -- Kirkland Outreach and Financial Briefing Feb -- Public Forum Feb/Mar -- Phase 1 Go/No Go Decision												
	Phase 3 (continued)												
	Approve Zoning	Proceed to Boundary Review Board				Set Election Date							
							Pre-Election Communication		Election***				
	Continue Implementation Planning									Phase 4			
2009	Phase 4 (continued)												
			Effective Date										
	Continue Hiring		Departments Begin Service Delivery										
							Enact Local Sales Tax						

*If "Go" then proceed to ILA negotiation with King County to establish timeline and funding commitment

**If "Go" then proceed to election and select election date

***If annexation measure passes, Council to adopt ordinance accepting annexation.



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
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MEMORANDUM

To: David Ramsay, City Manager

From: Tracey Dunlap, Director of Finance and Administration

Date: December 4, 2006

Subject: Annexation Fiscal Analysis

RECOMMENDATION:

Council receive the preliminary draft findings of the Annexation Fiscal Model and an introduction to the policy framework.

BACKGROUND DISCUSSION:

Introduction

In September, the City engaged Berk & Associates to create an analytical model to project the long-term fiscal impacts of annexation under a variety of different development, cost, and revenue scenarios and to assist the City in identifying strategies to address the projected financial shortfall from annexation. The information developed for the 2005 annexation analysis forms the basic starting point for this effort, but the model also merges the City of Kirkland financial forecast projections with the Potential Annexation Area (PAA) to provide a full picture of the impacts. The model also addresses the potential benefit provided by the sales tax credit made available by the Washington State legislature to aid in annexation transition for up to a ten year period. An overview of the key concepts and policy options in the model was presented to the City Council on November 8.

Attachment A contains the draft summary of findings prepared by Berk & Associates, which describes the fiscal model and discusses the key assumptions, policy choices, and preliminary draft results.

Why are we looking at annexation now?

In 2005, the City evaluated the potential annexation and determined that the fiscal deficit projected at that time was a substantial obstacle to annexation. In the meantime, the Washington State Legislature enacted a sales tax credit funding mechanism to encourage annexation. To qualify for this ten year sales tax credit, the annexation must commence by 2010. The magnitude of the sales tax credit warranted revisiting and refinement of the annexation analysis to determine if it sufficiently mitigated concerns related to the fiscal deficit.

How does this evaluation differ from previous annexation studies, especially the work completed in 2005?

The 2005 work involved estimating the incremental budget impacts of serving the PAA and estimated the annual operating cost and revenues. The current fiscal analysis looks at the potential annexation area (PAA) over the 2010-2025 time period, as well as the City's overall financial condition for the same period of time. The fiscal study combines the work done in 2005 with a detailed financial projection over time for the entire City, with or without annexation. The importance of analyzing the PAA within the context of the overall City budget lies in the interrelationship between the two. The measures that the City Council takes to address the fiscal deficit in the PAA impact the City as a whole and vice versa. As a result, a review of the City's current financial forecast is a necessary first step.

What is the City's current fiscal forecast?

The City's financial forecast demonstrates an existing structural imbalance between revenues and expenditures. The financial forecast for the current Kirkland boundaries has not fundamentally changed from that presented as part of the budget process over the years because the City's financial position has not fundamentally changed. Like most local governments, expenditures are increasing faster than revenues. Like most other local governments the deficit is addressed incrementally – one year at a time (or two years in the biennial budget) because the City Council is required to pass a balanced budget each year. The City's fiscal policies call for ongoing revenues to match ongoing expenditures in the budget. Each budget period, the City Council approves a balanced budget by taking a variety of actions that are appropriate at that time that mitigate the factors causing the structural imbalance that exists in the tax-supported services and to address service level needs identified at that time. The table on the following page summarizes the actions that Council took to balance the budget over the past five to ten years.

The causes of Kirkland's structural imbalance are largely the same as for most local governments. The combined effects of a stalled economy beginning in 2002 with voter-approved initiatives that eliminated some revenue sources and limited others created a "one-two punch" to Kirkland's otherwise stable and diversified revenue base. On the other side of the ledger, increases in health care costs and cost of living adjustments have resulted in growth in employee costs beyond normal inflation. Employee costs account for nearly 70% of General Fund expenditures. At the same time, citizen expectations for services have not wavered. Council has recognized the need for additional staffing in critical areas, such as public safety and development services, but recent budget processes have necessarily focused on maintenance of existing services. Over the years, the Council has made expenditure (and service level) reductions, raised taxes, and benefited from economic growth in order to balance the budget. The financial forecast provides a useful perspective on the City's financial future, however, its accuracy fades past the first few years. The forecast demonstrates the City's future constraints, but does not dictate future actions. Each budget cycle, the City Council must take actions that are appropriate for that time, taking into consideration factors that changed from the prior forecasts (e.g. voter initiatives, economic downturns or upturns, changes in the retail business base, etc.).

Strategy	< 1999	1999	2000	2001	2002	2003	2004	2005- 06
New revenue source:								
Surface water management fee	X							X
Revenue generating regulatory license fee						X		
Surface water utility tax					X			
Cost of service interfund charge	X							
Increased tax rate or fee:								
Increased property tax rate	X		X			X	X	X
Increased utility tax rate						X		X
Increased parking fines			X		X			
Increased development fees		X	X		X			
Changes to sales tax:								
Reduced CIP allocation			X					
Reduced sales tax lag to 1 year								X
Used one-time revenue source:								
Sales tax audit proceeds							X	
Interest income								X
Planned use of Rainy Day reserve						X	X	X
Expenditure reductions					X	X	X	
Other strategies:								
Used new construction growth	X	X						
Reduced budgeted benefit rate to citywide average					X			X
Reduction in state retirement rates					X			

Does annexation make the City's fiscal forecast better or worse?

Initial modeling confirms that "closing the gap" is not likely to be accomplished by any single change in development strategy, cost structure, or revenue base but rather through a combination of changes to all three elements.

In the near term (and without the State sales tax credit), annexation increases the City's fiscal gap primarily due to the facilities needs required to provide services in the PAA. However, with the sales tax credit, the gap in the PAA can be narrowed or eliminated through strategic financial management, the combined City and PAA "gap" is not as large as the current City gap over time. In other words, if the City can maximize the sales tax credit, it helps to address the PAA gap in the first ten years after annexation and the PAA helps reduce the future deficit of the City. During the same ten-year period when the state sales tax revenue is available, the City will be faced with a series of decisions to address its own structural gap. Therefore, the impact of annexation has to be viewed from the perspective of whether the addition of the

PAA will improve the impact of those decisions as they occur. To test this dynamic, a number of different policy scenarios have been generated to assess the impact of different actions.

Not surprisingly, the near-term gap grows from annexation, although much of this increase is mitigated by the State sales tax credit during the first ten years. However, in the latter years, nearly any action the City Council takes to close the City's projected financial gap will close the annexation gap and result in a more positive overall outcome. This occurs because the City benefits from having a larger population, employment, and tax base, which should provide some economies when applying the measures required to address the current City's projected gap. In addition, the level of new development activity in the PAA is expected to increase during the latter years of the forecast period, recognizing that the City's current land supply will begin to reach build-out during the projection period. As described in Attachment A, the impact of the policy choices improves after annexation in the long-term.

Why is this different from the results of the prior evaluations?

This study approached evaluating the impacts in a manner that differed from prior studies:

- It is important to recognize that the projected annexation figures will continue to change over time based on refinements in estimates. For example, the \$4.8 million funding gap in the PAA estimated in the 2005 evaluation was reassessed in early 2006 and had closed somewhat due to Council action related to public safety staffing at year-end 2005 and improvements in economic conditions.
- The analysis looked at the needs of the City as a whole over time, rather than isolating only the impacts of annexation at a point in time.
- By looking at the whole City, the estimated resource needs for public safety purposes could be reduced by recognizing that there could be some economies realized by looking at patrol districts across the current City boundaries. One of the underlying assumptions in the 2005 analysis was that the needs of the PAA should be addressed as a stand alone service area. As a result of these changes, the fiscal gap was reduced by approximately \$1.8 million.¹
- Current planning for facilities needs indicates that, if annexation does not occur, a new Public Safety building would not be necessary, with the total needs for expansion of City Hall and the Maintenance Center projected at \$30 million. If annexation occurs, the current estimate for a new Public Safety facility is \$44 million (reflecting a 75 bed jail), resulting in total facilities expansion costs of \$80 million (which also reflects the additional City Hall/Maintenance Center space needs for additional annexation staffing). The impact of the increased needs is allocated to the PAA in a manner that reflects the proportional share of the incremental needs (this issue is discussed in more detail in Attachment A).

What are the policy choices to consider related to closing the gap?

Attachment A contains a detailed discussion of the policy choices available to address the fiscal gap, which involve the application of some or all of the following tools:

¹ Note that the possible need to add fire personnel in the Kingsgate area, should the decision be made to relocate Fire Station #34, is not reflected in the current annexation cost projections since discussions are on-going related to options for ensuring coverage for this area. This issue is discussed further at the end of this document.

1. Development-related revenue
 - new construction property tax
 - sales tax
2. Tax policy revenue
 - property tax
 - utility tax
 - business tax
3. Expenditure management
 - level of service – staffing levels
 - efficiency/productivity
 - compensation

In the scenarios reflecting a variety of policy choices tested to date, potential actions taken to address the current City's gap are improved with the addition of the PAA. It is important to note that this evaluation has been undertaken to evaluate the financial impact that annexation will have on the City over time, not to decide on a course of action to close the City's fiscal gap over the next 20 years. Those decisions will be made over time as each budget is balanced, recognizing the economic conditions, service needs, and policy choices of this and future City Councils.

What are some of the major financial issues to be evaluated in Phase II, if the decision is made to proceed?

- The analysis assumes that Kirkland will receive the maximum state sales tax credit for the ten-year period and that the funding will remain intact for the whole timeframe (meaning there will be no reductions in the funding level contemplated in the legislation). In addition, the method for demonstrating eligibility for the full credit is still under development and negotiation with the state.
- The infrastructure needs of the PAA will be evaluated as part of Phase II. The fiscal study addressed facilities needs and projected revenues that would be available to fund infrastructure improvements, but the actual infrastructure requirements will need to be identified based on a technical assessment of the deficiencies in each area.
- The availability of funds from King County to assist with the annexation transition would be negotiated as part of Phase II.
- The impacts of adding fire staffing to meet the needs of the area currently served by the Kingsgate station in the event that the station is relocated are not reflected in the draft analysis. The magnitude of the requirement is dependent on when and where a new station would be located and the City's ability to negotiate for coverage with neighboring agencies.
- The ultimate sizing and configuration of the new Public Safety/Jail facilities required with annexation is currently under study as a separate effort expected to be completed in the next few months. The facilities financing and impacts of annexation would be impacted by alternate public safety facility scenarios.
- The Northshore Utility District provides water and sewer services in most of the PAA. The City and the District currently have a franchise agreement which includes a time limited non-assumption clause. At this juncture, the analysis assumes that the District will continue to provide these utility services, but also assumes that the franchise fee charged to the District will keep pace with the utility tax rate applied by the City to its own utilities.

Conclusion

The presentation on December 12 will include an overview of the preliminary findings and discussion of the policy framework established for evaluating fiscal scenarios.

**CITY OF KIRKLAND
LONG-TERM FISCAL IMPACTS OF ANNEXATIONS**

Preliminary Draft Summary of Findings

December 2006

DISCUSSION DRAFT

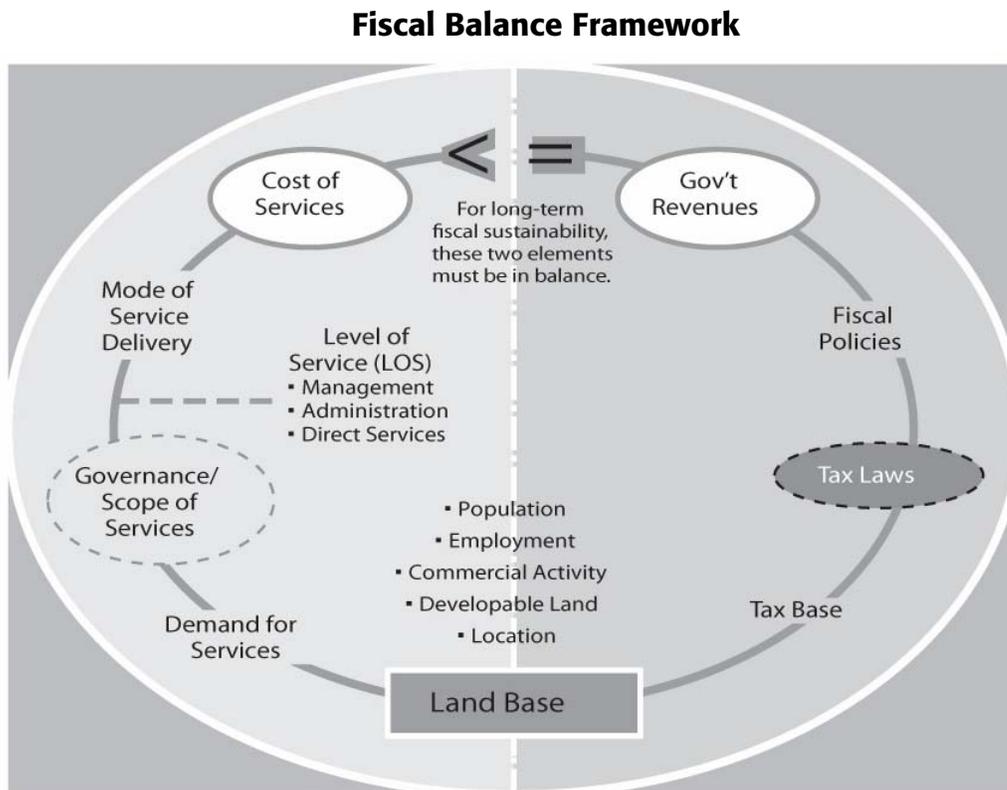
PURPOSE AND OBJECTIVES OF MODEL

- The model is designed to estimate revenues and expenses for the current City of Kirkland as well as post-annexation versions of the city.
- While the model is not Fund-based it does isolate the components of the City's budget that are funded through general tax and fee revenues, including functions and departments within the General Fund, Street Operating Fund, Parks Maintenance Fund, Facilities Maintenance Fund, Equipment Rental Fund, and Information Technology Fund. The model does not include the utility enterprise funds, since they are not tax-supported.
- Capital cost implications are included only for the equipment, fleet and facility costs associated with increasing staff levels associated with growth or annexation. Capital implications related to new public infrastructure are excluded from the model.
- While infrastructure costs are excluded, the model does estimate future capital-restricted revenues (such as gas tax distributions from the State and real estate excise tax) for the current City and the PAA's.
- Another objective of the model is to factor in the new sales tax credit funding enacted by the State Legislature.
 - This funding is designed to assist eligible cities that annex by 2010 by providing support for up to 10 years. Therefore, the model runs through 2025, five years past the last possible year of sales tax credit funding support.
 - The model estimates the maximum sales tax credit and the eligible annexation deficit to determine the amount of potential revenue from this source.
- The model has built-in flexibility that will allow city staff to support policy discussions related to fiscal issues pre- and post-annexation.
- This flexibility is derived from the model's ability to show the impacts of a variety of scenarios. City staff can vary the following:
 - Development scenarios;
 - Tax policies;
 - Cost of services including level-of-service; and
 - Annexation transition assumptions, such as the possibility of phasing in the impact over several years.

DISCUSSION DRAFT

CONCEPTUAL MODEL FRAMEWORK

- The model was developed using a conceptual Fiscal Balance Framework, which operates as follows:
 - Factors in the land base, such as population, employment, and commercial activity, drive both demand for services and the tax base.
 - Depending on a jurisdiction's scope of services and choices regarding level of service, demand for services leads to costs.
 - Depending on a jurisdiction's choices regarding fiscal and taxing policy (limited by tax laws), its tax base will lead to tax and fee revenues.

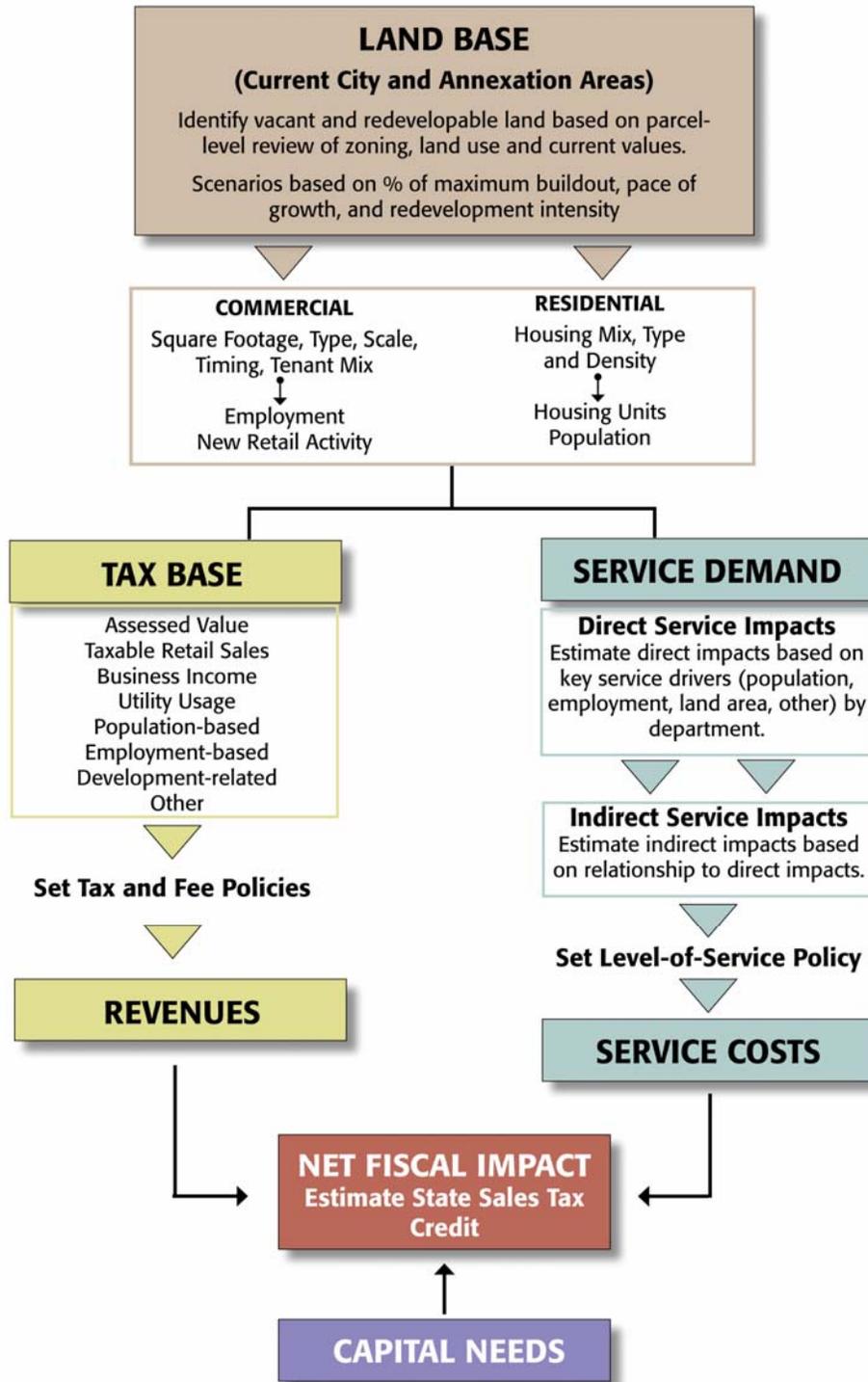


- A particular challenge for this project is the need to project land base changes over a 20-year window.

DISCUSSION DRAFT

MODEL SCHEMATIC

Long-Term Fiscal Model Schematic



DISCUSSION DRAFT

MODEL FLEXIBILITY TO SUPPORT POLICY ANALYSIS OF ANNEXATION

Three Elements Will Dictate Kirkland's Long-Term Fiscal Balance

- Balancing future budgets for the City (regardless of annexation) will depend on one or more of the following:
 - **Development.** While the City does not directly control the pace, scale or type of development activity, this will have an impact on future costs and revenues. Varying development scenarios for single family, multifamily, and commercial/industrial properties allows for the risk assessments and testing the effects of other city policies designed to affect fiscal balance.
 - **Cost factors and level of service changes.** As development and/or annexation occur, there will be increases in demands for services. The City will be making choices about the level-of-service provided.
 - **Tax policy changes.** The other major policy variable for the City to consider in balancing its budget is the tax policy, including taxes on property, businesses, and utilities.
- It is important to note that these are the factors that are in play every time the Council considers its next City budget. The question is the same – “how do we balance the budget?” – and the choices are the same – “can we afford to maintain current levels-of-service?” and “do we need to consider changes in tax policy to fund essential city services?”.
- Since this is a long-term financial planning effort, the Council will need to grapple with these issues in a somewhat more conceptual way. The immediate task is not about making specific decisions or plans to balance future budgets, but rather to identify how annexation might affect the City's ability to meet these fiscal challenges in the future.

DISCUSSION DRAFT

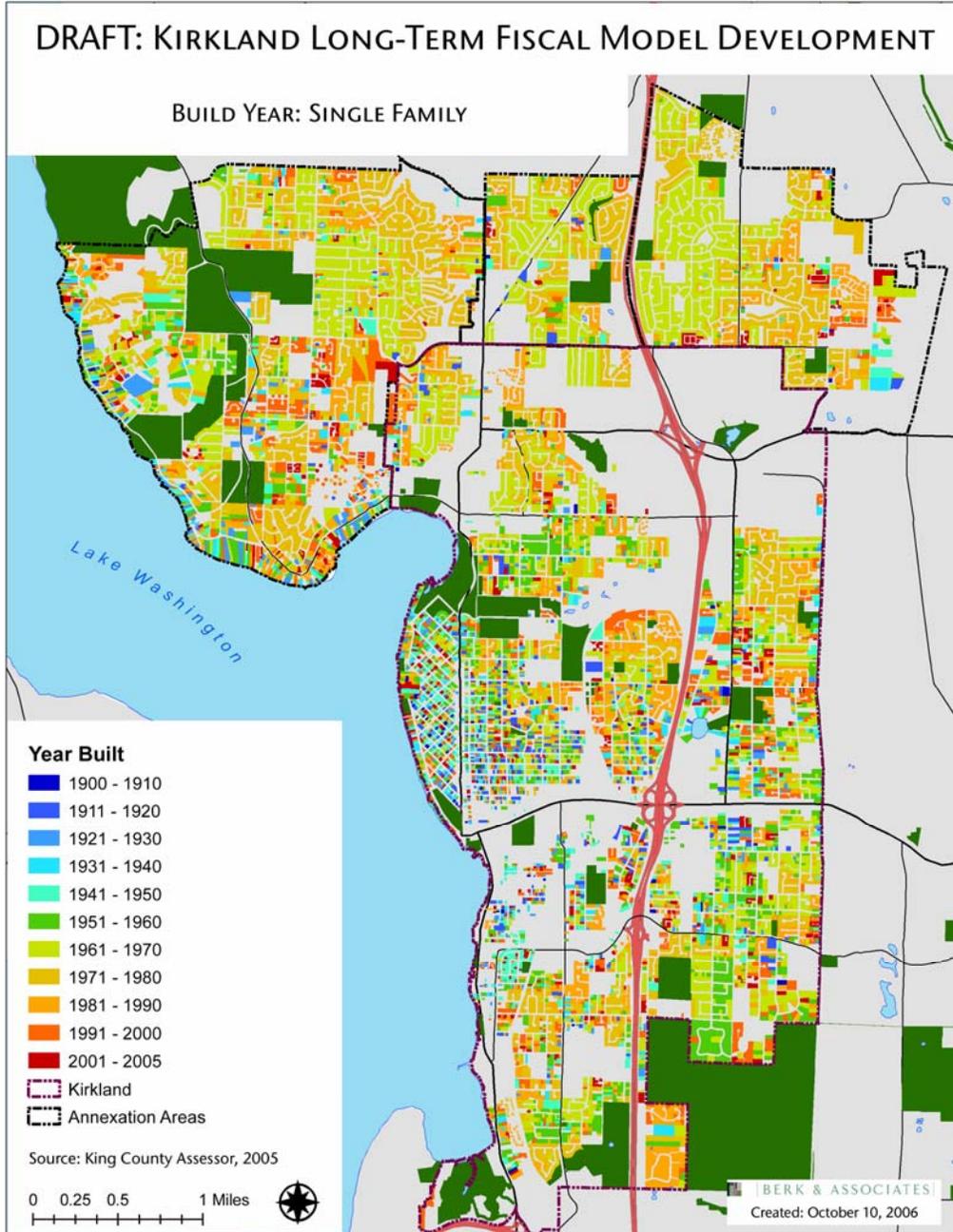
DEVELOPMENT SCENARIOS

- Both revenues and costs will be dependent on the type and quantity of development over the next 20 years. As a result, it is important to have the ability to test different development scenarios in order to evaluate the fiscal implications of growth on the City and how different growth trends affect the City's fiscal and annexation policy choices.
- The development model is based on zoning and land use information for all 22,000+ parcels in the City and PAA's, under current zoning unless otherwise noted. The parcel module is where assumptions can be varied to create alternative "maximum development" scenarios.
- Within the fiscal model one chooses from the list of "maximum development" scenarios and then select what percent of the max will be achieved by 2025 and whether the development will be front-loaded (with a user defined share occurring within the first 8 years), back-loaded (with a user defined share occurring within the last 8 years) or occur in a relatively linear fashion.
- The model has several maximum development scenarios, each based on the current zoning in the City and PAA's. The differences are in the settings for redevelopment (low, medium and high redevelopment scenarios) and the degree to which some environmental factors (such as steep slopes) may reduce the development capacity.
- As an illustration of the maximum development concept, the following maps show the components of the development potential, with a particular focus on the single family housing component. The maps include:
 - Build Year. Shows how the average age of single family homes and how this may relate to the potential for redevelopment and reinvestment throughout the City and PAA's
 - Land Value. Show the distribution of land values throughout based on current County Assessor assessed value of land.
 - Improvement to Land Ratio. An indicator of redevelopment potential which identifies the ratio of improvement value to land value. A ratio of less than 1.0 suggests that the land is worth more than the building.
 - SF (Vacant, Subdividable, Redevelopable). Shows the single family parcels that are shown to be currently vacant, subdividable or redevelopable. The subdividable properties must be at least 2 times larger than the minimum lot size for the parcel. Redevelopable properties are shown at two different redevelopment thresholds: improvement to land ratio of 0.25 (building less than 25% of land value) and a ratio of 0.5 (building value less than 50% of land value, but more than 25%). As a point of comparison, the city's Planning Department uses 0.5 as the threshold for likely redevelopment.
 - Potential for new and redeveloped Multi-Family Units. This map shows the distribution of potential new multi-family units.
 - Potential for new and redeveloped Commercial/Industrial Square Footage. This map shows the distribution of potential commercial and industrial space.

DISCUSSION DRAFT

BUILD YEAR

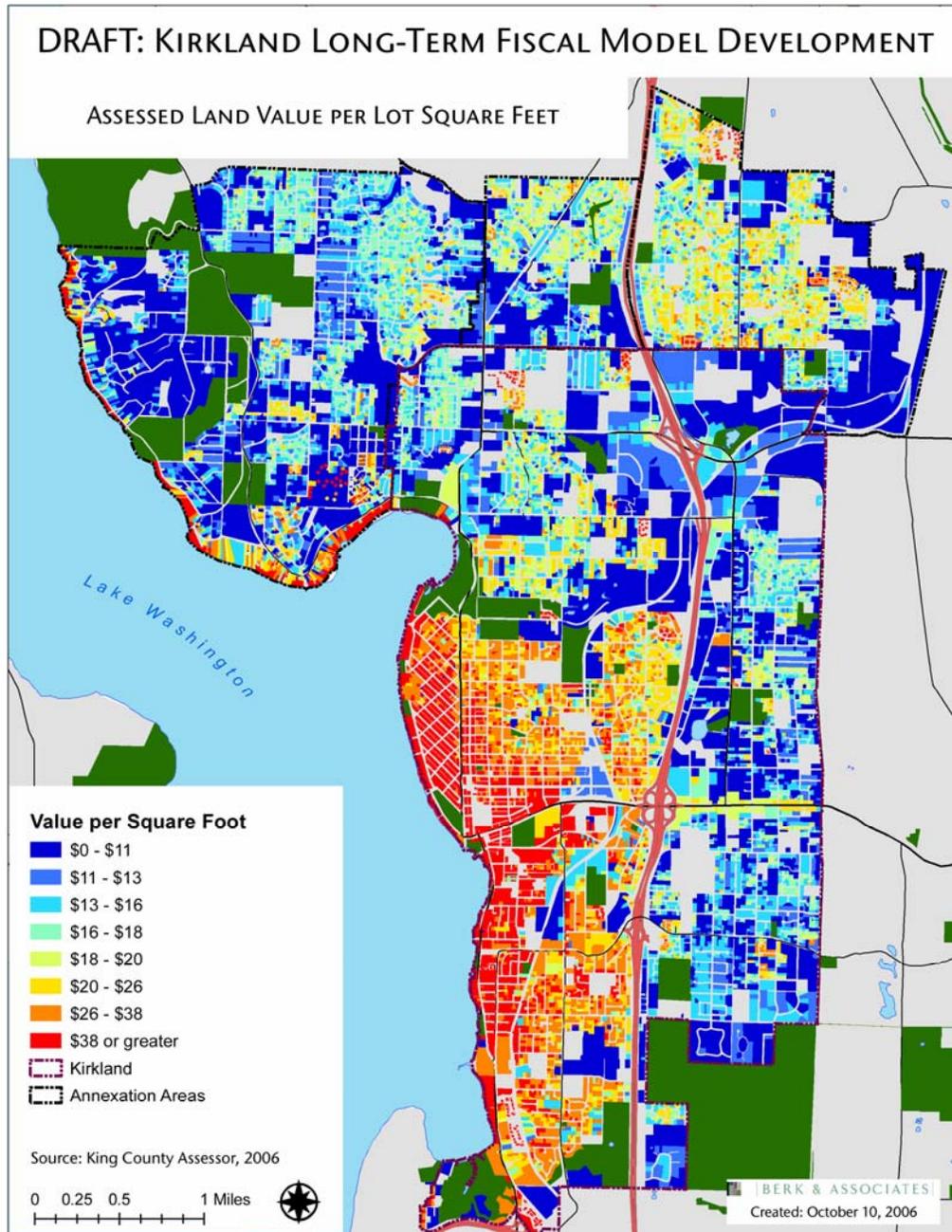
- Older single family homes are scattered throughout the City and to a less degree the PAA's, but are clearly focused in the area immediately north of downtown Kirkland.



DISCUSSION DRAFT

LAND VALUE

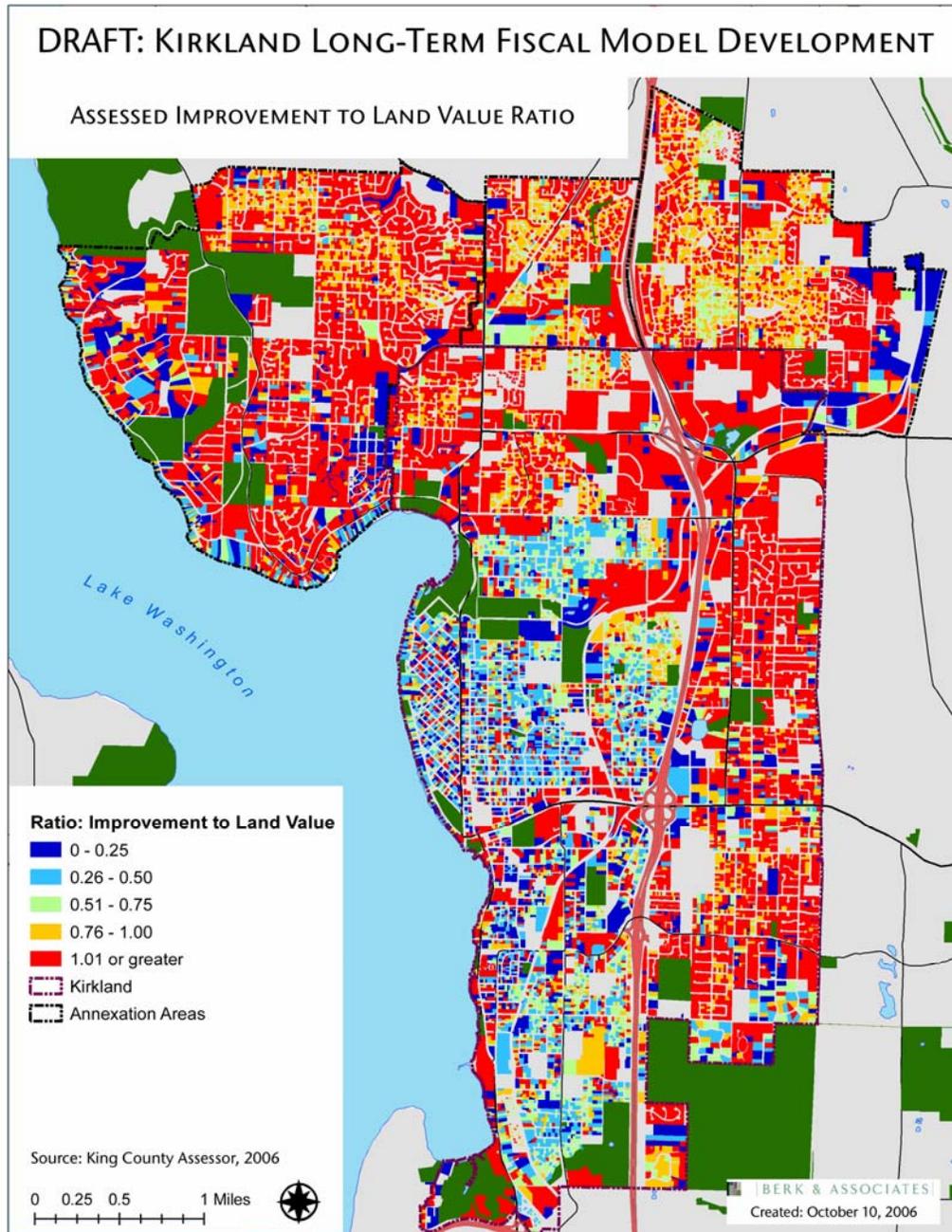
- There are clear patterns in land values on a per square foot basis, with the highest values along the water, downtown and concentrated in some of the older neighborhoods.
- There are significant differences in land values between the PAA's, areas east of I-405 and the higher value areas of the City.



DISCUSSION DRAFT

IMPROVEMENT TO LAND RATIO

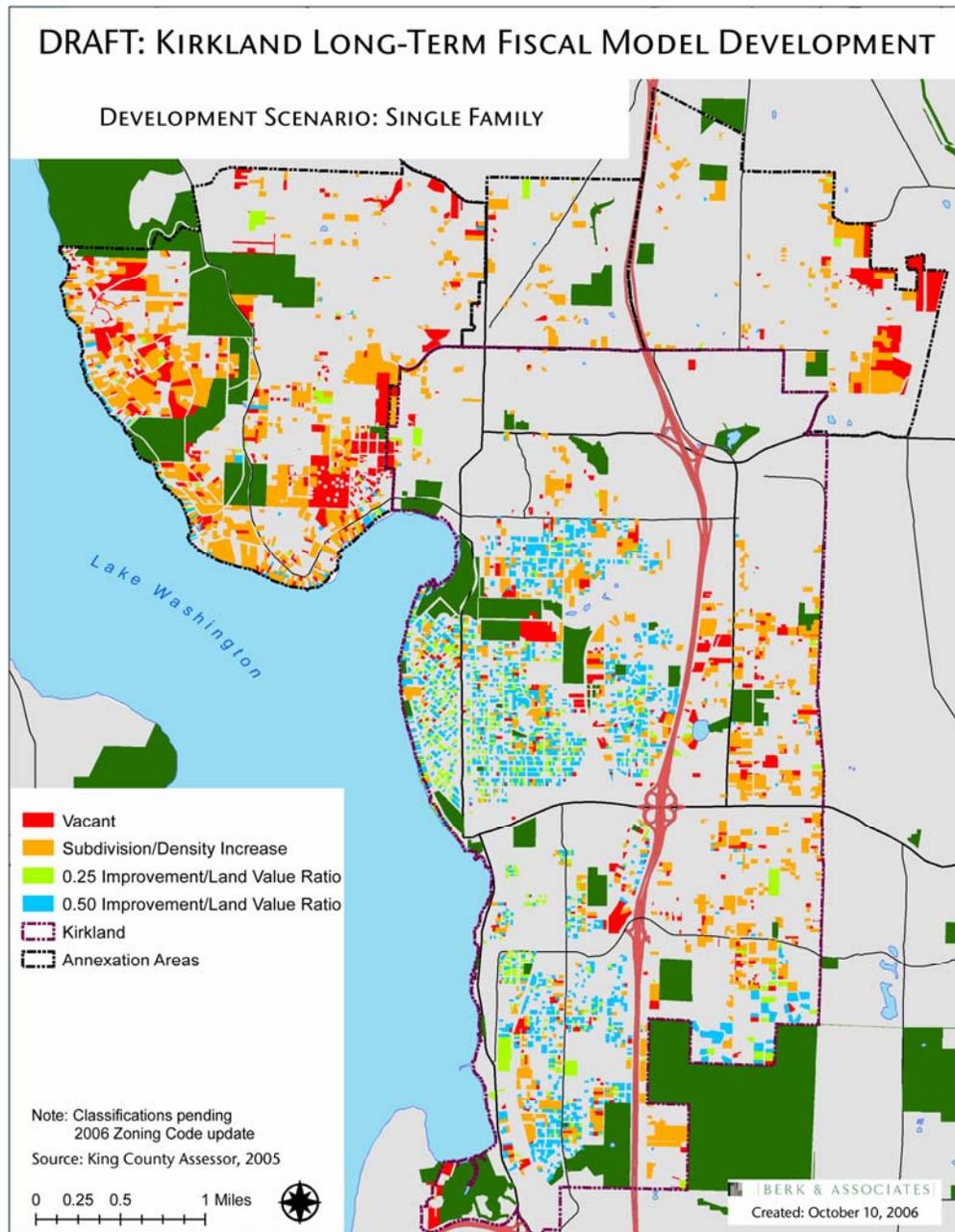
- Not surprisingly many of the areas with low improvement to land ratios are located in the high land value areas and where there are older buildings. These are the areas that are likely to experience redevelopment pressures and higher rates of reinvestment in existing buildings.



DISCUSSION DRAFT

SF (VACANT, SUBDIVIDABLE, REDEVELOPABLE)

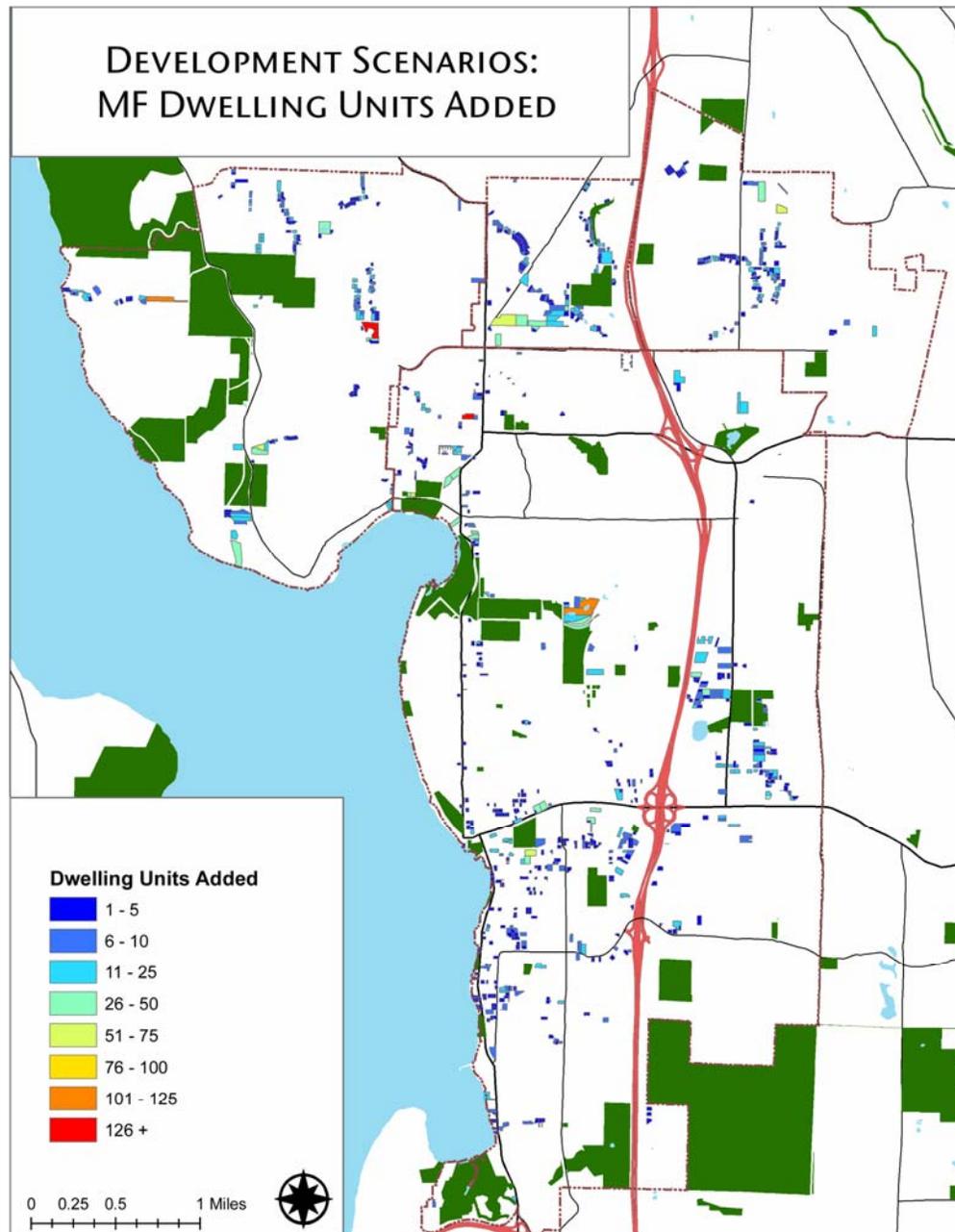
- The potential for new single-family development includes a significant number of subdividable properties in the Finn Hill and Rose Hill areas as well as redevelopment/reinvestment in the older Kirkland neighborhoods.
- A considerable number of the subdividable properties in Finn Hill are within steep slope and erosion areas, which does not necessarily reduce the development potential, but likely makes development more costly. In this case it is possible to reduce the assumed level of development in these areas.



DISCUSSION DRAFT

POTENTIAL FOR NEW AND REDEVELOPED MULTI-FAMILY UNITS

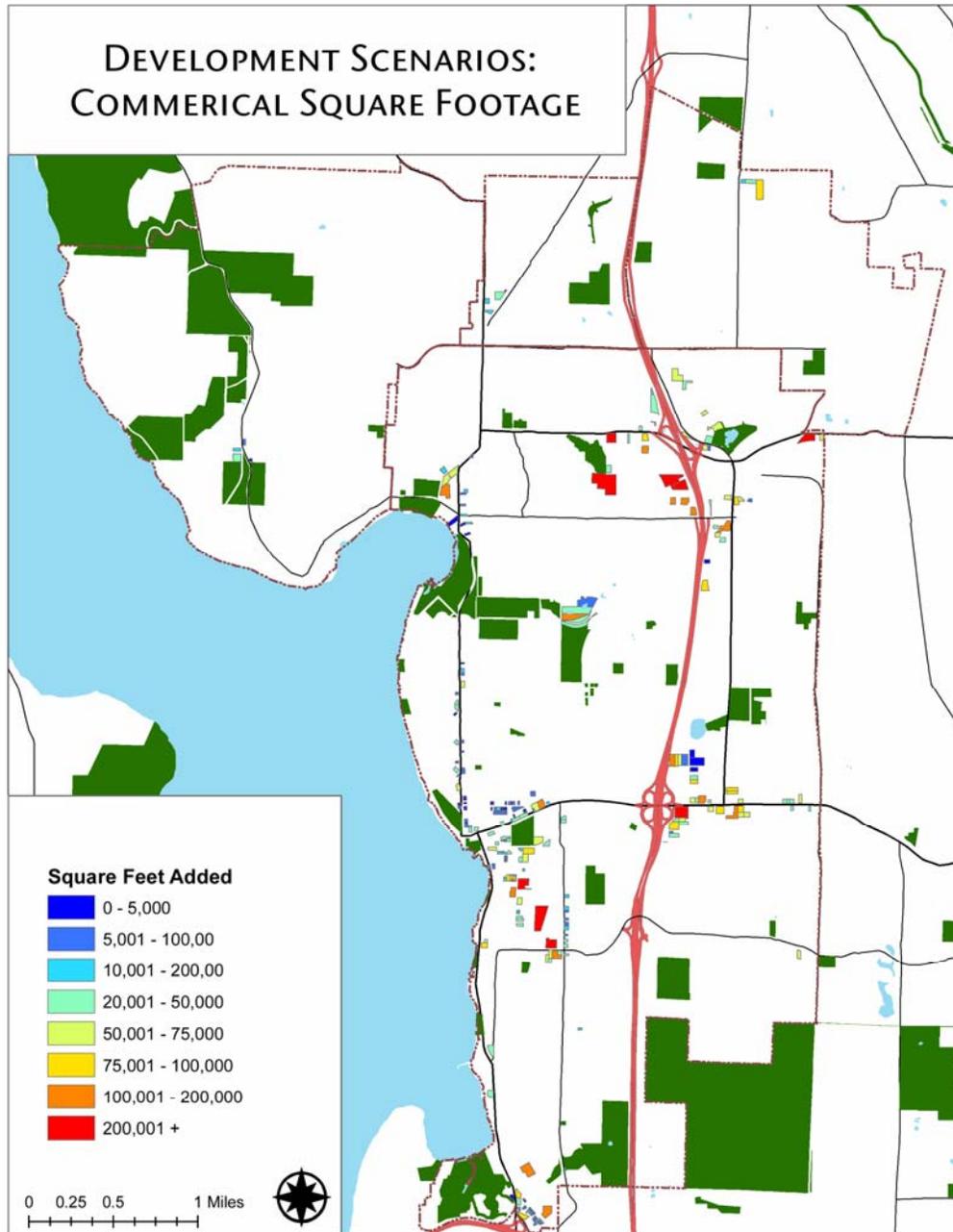
- Applying the same approach described above, results in the following distribution of potential new multifamily housing.
- The model allows for different assumptions about the mix of uses in the mixed use zones, such as higher residential or commercial mixes.



DISCUSSION DRAFT

POTENTIAL FOR NEW AND REDEVELOPED COMMERCIAL/INDUSTRIAL SQUARE FOOTAGE

- Applying the same approach described above results in the following distribution of potential new commercial activity.
- This map assumes no rezoning, though the model does allow for testing the potential of rezoning or adding density throughout the City or PAA's.



DISCUSSION DRAFT

ESTIMATING CHANGES IN DEMAND AND COST OF SERVICES

The model estimates changes in the cost of services based on relationships between direct services, such as maintenance workers or planners and underlying demographic and community changes such as increases in population, housing units, commercial activity and area.

- Costs are broken up into labor and non-labor categories.
- Non-labor costs in each department are driven by the labor costs in that department.
- Drivers for labor costs are variable in the model, and generally fall into one of four categories:
 - **Fixed.** These positions do not change over the planning horizon (for instance, there will always be one City Manager or one Police Chief).
 - **Direct.** These positions are driven directly by changes to the underlying land base of the city, such as population or employment. The relationship between demand for services and the underlying land base is largely defined based on the 2005 annexation service packages which identified how each department would be affected by growth in these key variables.
 - **Indirect (by Position).** These positions are driven by staffing levels of one or more positions in a specific department. For instance, a planning supervisor is related to the need for new associate planners, planners and senior planners.
 - **Indirect (by Department).** These positions are driven by staffing levels of one or more departments. For instance, a human resource analyst position is related to total new staffing levels in most other City departments.
- By accounting for the indirect to direct relationships, when a direct service position is added, the model ensures an increment of indirect support necessitated by the addition of the direct service.

POLICY OPTIONS TO ADDRESS COST OF SERVICES

- The policy options available to “balance the budget” include:
 - Changing assumptions about the underlying relationship between direct services and the demand drivers or between the direct staff positions and the indirect positions.
 - Changing assumptions about hiring rates. The model uses the current relationships between direct services and the demand drivers or between the direct staff positions and the indirect positions to determine when new positions are needed in response to growth. It is possible to adjust the hiring rate by either reducing it (would require more growth to trigger the next staff hire) or increasing it (would require less growth to trigger the next hire).
 - Changing assumptions about the expected escalation in key cost centers, such as salary and benefit costs per person and general inflationary costs in non-labor cost categories.

DISCUSSION DRAFT

ESTIMATING TAX AND FEE REVENUES

- Tax and fee revenues are estimated based on the changes in the components of the City's tax base resulting from growth (with or without annexation). Components of growth which could influence revenue growth include population, employment, base inflation in certain components of the tax base, or land use changes,
- Each of the City's tax and fee revenue sources is separately estimated by estimating changes in the tax base and applying current tax and fee rates to generate revenue projections.
- To give the Council a full list of potential tax policy choices and the ability to model different tax policy options, the estimated tax base is included for all major potential City taxes (even those not currently imposed).

POLICY OPTIONS TO ADDRESS TAX REVENUES

- The model has the ability to assess changes in potential tax and fee revenues on properties, businesses, and utilities by varying the rate of taxes and fees and/or varying the assumptions about growth in the various components of the tax base. For example:
 - Options are available to assess different property tax scenarios including levy lid lifts and excess levies (which would require voter approval).
 - Options are available to change the tax and fee rates of existing sources (some of which would require voter approval and others which would not).
 - Options are available to add new taxes and fees on businesses and/or residents.

DISCUSSION DRAFT

COMPARISON WITH 2005 STUDY RESULTS

- The exhibit below demonstrates how the current model's annexation impacts on FTEs compare to those identified through annexation service packages in the 2005 annexation study.

Annexation Impact Comparison, 2005 Study to Current Model

Department	Annexation FTEs		
	2005 Study	Current Model	Change
Nondepartmental	0.00	0.00	0.00
City Council	0.00	0.00	0.00
City Manager	1.50	1.50	0.00
Human Resources	2.00	2.00	0.00
City Attorney	1.50	1.50	0.00
Parks Community Services	6.93	6.93	0.00
Public Works	17.24	17.24	0.00
Finance Administration	5.05	5.05	0.00
Planning Community Development	9.50	9.50	0.00
Police	77.50	64.50	-13.00
Fire Building	10.00	10.00	0.00
Municipal Court	8.24	6.92	-1.32
Total	139.46	125.14	-14.32

- The biggest change in the base operating and maintenance impact came from the Police Department, which reduced its annexation FTE request by 15 FTEs (currently, the model only includes a reduction of 13 FTEs, as 2 are contingent on Police having its 2007-08 Budget Service Package fully funded).
- The Municipal Court, where many employees are driven directly by Police staffing levels, also sees a decrease in annexation-related FTEs.
- The net effect of these FTE changes is to reduce ongoing costs by \$1.8 M, or 12%, and to reduce one-time costs by \$450,000, or 7%.
- Due to the current availability of more precise data from the Department of Revenue, sales tax revenues are higher than assumed in the 2005 study.

OTHER KEY ASSUMPTIONS

- The initial baseline analysis does **not** include the need for additional firefighting personnel related to the Kingsgate station. The model does have the ability to add these contingent positions for fire protection.
- Two other key assumptions are the pre-FTE inflation rates of salaries and benefits, which have both been reduced in the 2011-2025 timeframe from levels predicted in the Base Kirkland Forecast. This reflects the fact that the model is a long-term fiscal model where the compounding effects of inflation rates can be quite large, and the shorter-term assumptions used in budgeting are not likely to be sustainable over time.

DISCUSSION DRAFT

PRELIMINARY FINDINGS

- Based on the current assumptions about baseline conditions, the following are the key findings to date (see more detailed findings in **Attachment A**):
 - The City has a long-term fiscal challenge regardless of whether the City chooses to pursue annexation of the PAA's or not.
 - The base fiscal challenge facing the City will not be made worse as a result of annexation and in most cases annexation makes enhances the City's ability to address the base challenge.
 - Even without the state sales tax credit, the impact of annexation on an *operating basis* (including equipment capital but excluding facilities and infrastructure) is equal to or less than the existing City operating fiscal imbalance. This is the result of several factors:
 - Costs of PAA services are lower than the 2005 analysis because of fewer FTE's
 - Revenues are higher primarily due to higher sales tax on construction
 - Growth in incremental revenues from the PAA's is able to keep up with cost inflation due to higher development activity, especially in the outer years.
 - The incremental cost of new facilities (City Hall, police and maintenance) that are necessary to support the larger post-annexation city are a substantial challenge, as they are significantly higher than those for a no annexation scenario.
 - The almost \$50 million incremental cost associated with annexation would likely require a "subsidy" from existing city to fund these improvements.
 - In cases where policies to address the base fiscal challenge result in a net positive benefit from annexation, funds would be available to offset some of the facility cost impacts.
 - The state sales tax credit is something of a "wild card" in this analysis, since the rules for which costs will be eligible have not been fully developed. If Kirkland is unable to qualify for all of the potential sales tax credit, it is unlikely the City would pursue annexation, since the PAAs simply do not have the ability to generate enough revenues to cover the total incremental costs, including the facilities to house the new staff required by annexation. If Kirkland is able to qualify for the maximum allowable credit, then annexation would appear to be fiscally viable on both an O&M basis, including the need to address related facilities.
 - Since the City cannot operate at a deficit, the Council will need to make appropriate policy adjustment to close the fiscal gap in the future ***with or without annexation***. Depending on which measures are selected, the economics of annexation will vary.
 - To assess the sensitivity of the basic PAA fiscal findings a series of alternative policy scenarios were developed using the framework shown in **Attachment B**.
 - In most cases, annexation lessens the severity of policies needed to address the baseline fiscal challenges. By increasing its size, Kirkland would effectively lengthen the

DISCUSSION DRAFT

various policy levers it has to balance its budget, allowing the City to use a lighter touch with those levers. **Attachment C** provides a summary of several alternative “balanced budget” scenarios and the relative impact on the economics of annexation.

- There are likely to be more needs for infrastructure capital than there will be capital resources coming from the PAA’s. This situation is comparable to the base City situation and unless there are significant immediate capital infrastructure needs in the PAAs, then the long-term funding situation is unlikely to be dramatically different than the status quo. When capital infrastructure needs are more fully assessed as part of Phase II of the annexation analysis, it will be possible to more fully assess infrastructure capital portion of the impact of annexation.
 - While the model provides estimates of the revenues from the Real Estate Excise Tax and the capital portion of the Gas Tax, they are not included in operating revenues. Nor are they used to cover any of the equipment or facility related capital needs. Instead, they are held aside as available infrastructure capital funding pending the Phase II analysis of capital infrastructure needs in the PAAs.

Facility Needs

- The City of Kirkland has facility needs regardless of the decision on annexation, though the annexation decision would dramatically increase those needs. An annexation scenario increases total facility needs by approximately \$50 million:
 - **Base City Facility Needs -- \$29.6 million**
 - City Hall expansion and public safety: \$25 million
 - Maintenance facility expansion: \$4.6 million
 - **City Needs with Annexation -- \$80.7 million**
 - City Hall expansion: \$28.9 million
 - New public safety and jail facilities: \$44.0 million
 - Maintenance facility expansion: \$7.8 million
- The 2005 annexation analysis included a \$1.6 million per year charge for facility impacts resulting from annexation based on the debt service for a 30-year bond to pay for specific improvements. The cost was determined based on a “fair share” of new facilities using the number of FTE’s to allocate costs. The analysis assumed a PAA facility cost allocation of \$ 25.6 million, comprised of the following shares for specific improvements:
 - City Hall expansion: \$6.6 million
 - Maintenance center expansion: \$3.2 million
 - New public safety building: \$15.8 million
- The \$50 million estimate likely overstates the “true incremental cost” for two reasons:
 - The property owners in the PAA’s will, upon annexation, contribute to existing voted-G.O. debt. This will reduce existing City taxpayer burden. From an equity perspective this can be

DISCUSSION DRAFT

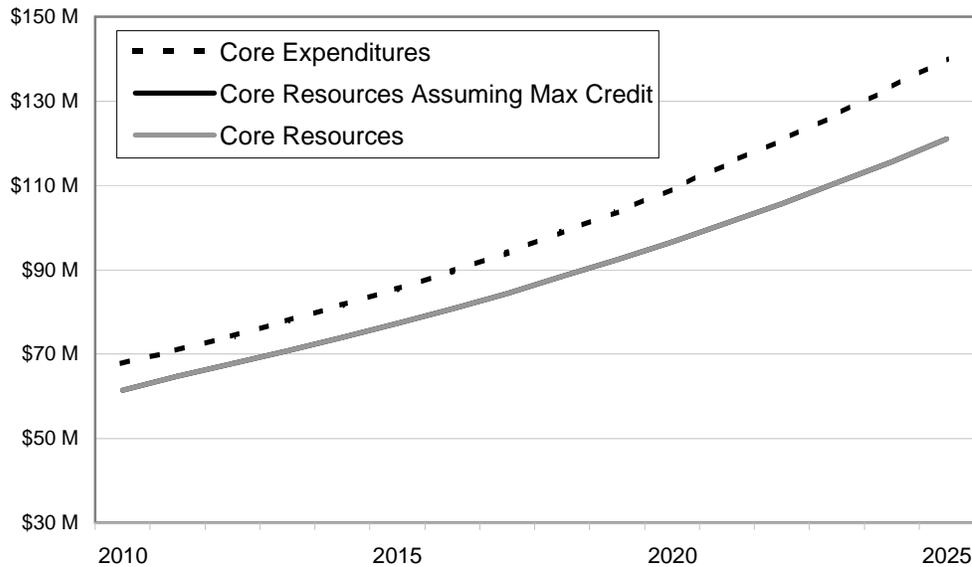
considered an offset against the incremental cost of facilities due to annexation. The present value of these taxpayer savings is approximately \$2.2 million.

- Regardless of the annexation decision, the City will need to address the base City facility needs. For the purposes of analysis, one could assume that this base need would be funded through a new voted G.O. bond. If this were done, the millage rate to repay these bonds could be applied to the PAA annexation areas to develop a credit that would reflect a balanced base City situation. This credit would be worth approximately \$10.5 million.
- Adjusting the incremental estimate to account for these credits results in a PAA facility cost impact of \$38 million. As a result, the annual facility cost impacts could range from a low of \$1.6 million per year for a “fair share” approach to a high of \$2.7 million per year for an incremental approach.
- There are a number of issues that will influence how facility impacts might be viewed, in particular the eligibility of these costs for sales tax credit and how one interprets potential changes in annexation economics resulting from policy changes to address base fiscal challenges.

DISCUSSION DRAFT

ATTACHMENT A: BASELINE SCENARIOS

Scenario: Baseline No Annexation

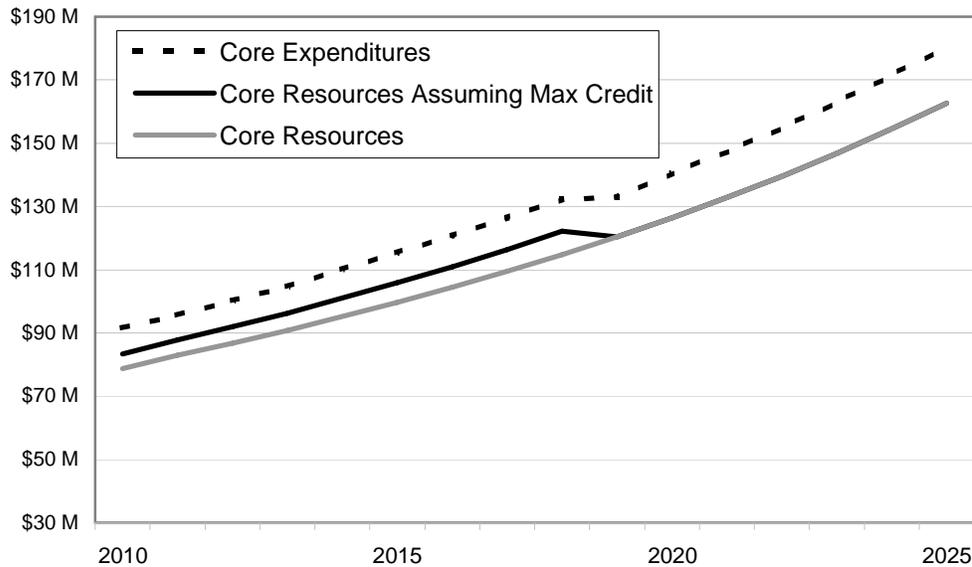


Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	65,376	83,153	106,792	137,791
Facility Debt Service (000's)	2,295	2,295	2,295	2,295
Subtotal Expenditures	67,671	85,448	109,087	140,085
Core Resources (000's)	61,446	77,250	96,545	121,009
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	61,446	77,250	96,545	121,009
Net Resources (000's)	(6,225)	(8,198)	(12,543)	(19,076)
Deficit as % of Expenditures	-10%	-10%	-12%	-14%

Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	0	0	0	0
Facility Debt Service (000's)	0	0	0	0
Subtotal Expenditures	0	0	0	0
Core Resources (000's)	0	0	0	0
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	0	0	0	0
Net Resources (000's)	0	0	0	0
Deficit as % of Expenditures	N/A	N/A	N/A	N/A

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	65,376	83,153	106,792	137,791
Facility Debt Service (000's)	2,295	2,295	2,295	2,295
Subtotal Expenditures	67,671	85,448	109,087	140,085
Core Resources (000's)	61,446	77,250	96,545	121,009
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	61,446	77,250	96,545	121,009
Net Resources (000's)	(6,225)	(8,198)	(12,543)	(19,076)
Deficit as % of Core Expenditures	-10%	-10%	-12%	-14%

Scenario: Baseline With Annexation



Current Kirkland	2010	2015	2020	2025
Core Expenditures (000's)	65,368	83,387	106,972	137,783
Facility Debt Service (000's)	2,297	2,297	2,278	2,236
Subtotal Expenditures	67,664	85,685	109,249	140,019
Core Resources (000's)	61,802	77,619	96,990	121,565
State Sales Tax Credit ('000's)	0	0	0	0
Subtotal Revenues	61,802	77,619	96,990	121,565
Net Resources (000's)	(5,863)	(8,065)	(12,259)	(18,454)
Deficit as % of Expenditures	-9%	-10%	-11%	-13%

Increment from PAAs	2010	2015	2020	2025
Core Expenditures (000's)	17,107	22,716	30,182	39,235
Facility Debt Service (000's)	6,887	6,887	1,034	1,076
Subtotal Expenditures	23,994	29,603	31,216	40,311
Core Resources (000's)	16,983	22,060	29,487	41,023
State Sales Tax Credit ('000's)	4,468	6,166	0	0
Subtotal Revenues	21,450	28,226	29,487	41,023
Net Resources (000's)	(2,544)	(1,377)	(1,729)	712
Deficit as % of Expenditures	-15%	-6%	-6%	2%

Entire City	2010	2015	2020	2025
Core Expenditures (000's)	82,475	106,104	137,154	177,018
Facility Debt Service (000's)	9,184	9,184	3,312	3,312
Subtotal Expenditures	91,658	115,287	140,466	180,330
Core Resources (000's)	78,784	99,679	126,477	162,588
State Sales Tax Credit ('000's)	4,468	6,166	0	0
Subtotal Revenues	83,252	105,845	126,477	162,588
Net Resources (000's)	(8,406)	(9,443)	(13,989)	(17,741)
Deficit as % of Core Expenditures	-10%	-9%	-10%	-10%

DISCUSSION DRAFT

**ATTACHMENT B:
FRAMEWORK FOR EVALUATING ALTERNATIVE POLICY
SCENARIOS**

DISCUSSION DRAFT

ANNEXATION FISCAL POLICY

Tools and Scenarios

Tools

1. Development-related revenue
 - new construction property tax
 - sales tax
2. Tax policy revenue
 - property tax
 - utility tax
 - business tax
3. Expenditure management
 - level of service – staffing levels
 - efficiency/productivity
 - compensation

Scenario Options

Varying emphasis on specific tools

High (H)

Medium (M)

Low (L)

Options (as examples)

Tools	Development	Tax	Expenditure
Option 1	M	L	H
2	L	H	M
3	M	M	M
4	H	L	L

Fill in numbers for the above options – show math and results

DISCUSSION DRAFT

**ATTACHMENT C:
SENSITIVITY ANALYSIS OF ALTERNATIVE
FISCAL POLICY OPTIONS ON THE
ECONOMICS OF ANNEXATION**

Kirkland Annexation Analysis

DISCUSSION DRAFT

	Tools			Long-Term Fiscal Outlook		
	Tax Policies	Expenditure Management Policies	Development	Fiscal Analysis Findings		Net Impact of Annexation
Baseline No Annexation	No change in tax policy 1% property tax limit	Hiring rate reflects current policies	Baseline	O&M Impacts Deficits in all years Deficit grows to \$15.5M by 2025 Def. as % of exp.: 3% to 14% Cost growth: 5.2%/yr Revenue growth: 4.5%/yr	Facilities \$30 M unfunded need Annual D/S: \$2.3 M	Surplus/Deficit in 2025 Current Kirkland: (\$17.9M) PAA: 0.0M Total City: (17.9M)
Annexation Scenarios						
Baseline With Annexation	Same as above	Same as above	City: Baseline PAA: Baseline	O&M Impacts Citywide deficit marginally reduced PAA deficit starts at 1% and ends balanced Cost growth: 5.7%/yr Revenue growth: 6.0%/yr	Facilities \$80 M need citywide \$38 M impact from annexation 30-year bond -- \$3.3M/yr (all city) 10-year bond -- \$5.9M/yr (PAA impact)	Surplus/Deficit in 2025 Current Kirkland: (\$17.3M) PAA: 0.6M Total City: (16.7M)
Balanced Scenarios (closes fiscal gap to within 1% of Expenditures in 2020)						
Property-Tax Focused (75% of deficit)	High Same as baseline plus annual levy increases greater than 1%	Medium Hire 13% fewer FTEs than baseline	Medium City: Baseline PAA: Baseline	Balancing with primarily property tax results in net gains from the annexation areas which help offset base City structural deficit issues. Without annexation, tax rates would need to be higher to achieve the same ends.		If the City qualifies for maximum state sales tax credit, overall annexation impact is neutral to small positive.
Business-Tax Focused (75% of deficit)	High Same as baseline plus a new business tax	Medium Hire 13% fewer FTEs than baseline	Medium City: Baseline PAA: Baseline	This scenario is similar to the property tax based scenario except the net contribution from annexation is smaller, since the tax is based on businesses only.		If the City qualifies for maximum state sales tax credit, overall annexation impact is neutral to small positive.
No growth-related hiring, balance with property tax	Medium Same as baseline plus annual levy increases greater than 1% but less than High scenario	High Hire 25% fewer FTEs than baseline	Medium City: Baseline PAA: Baseline	The impact of much lower hiring reduces the need for new taxes, though at a likely cost in terms of level-of-service. The impact of annexation is even more positive as the rate of growth in the annexation areas is somewhat higher than current Kirkland.		If the City qualifies for maximum state sales tax credit, overall annexation impact is neutral to small positive.
Low Development PAAs, Balance With Property-Tax	High Same as baseline plus annual levy increases greater than 1%	Medium Hire 13% fewer FTEs than baseline	Low City: Baseline PAA: Low	The impact of lower PAA development is higher tax rates and a lower FTE's demand overall, though the PAA fiscal impact remains positive and the taxes lower than a no annexation scenario.		If the City qualifies for maximum state sales tax credit, overall annexation impact is neutral to small positive.
High Development Current City, Balance With Property-Tax	Low Same as baseline plus annual levy increases greater than 1% for first six years only	Low Hire 3% fewer FTEs than baseline	High City: High PAA: Baseline	The impact of high development in current Kirkland is a much lower tax need and the ability to fund closer to the full FTE demand. The impact of annexation remains positive, but to a much lower degree, since most of the funding gap is solved by development in current Kirkland.		If the City qualifies for maximum state sales tax credit, overall annexation impact likely to be neutral.

**CITY OF KIRKLAND**

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000

www.ci.kirkland.wa.us

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey P.E., Transportation Engineering Manager

Date: November 30, 2006

Subject: Background and response to pedestrian accident at NE 60th Street 108th Avenue NE intersection

RECOMMENDATION:

It is recommended that Council review the background information and identify next steps for staff to take.

BACKGROUND:

This memo is divided into three parts; a) information about the November 15th pedestrian collision in the crosswalk at the intersection of NE 60th Street and 108th Avenue NE b) a brief background on in-pavement flashing lights. c) Next Steps – a description of measures to be taken immediately and in the near future.

The November 15th Collision

At approximately 5:00 PM a group of four young people were crossing 108th Avenue from east to west. The first two pedestrians crossed successfully. The third pedestrian was brushed by a vehicle headed southbound. The driver of that vehicle stopped south of the crosswalk. The fourth pedestrian paused to look at the stopped car and was struck by a southbound vehicle. The fourth pedestrian (age 14 years) suffered minor injuries such as scratches. The driver of the vehicle was 21 years old. Police investigation indicated that the vehicle was traveling at approximately 17 mph. Weather conditions were heavy rain and wind. Figure 1 is a depiction of the accident. The crosswalk at this location has in-pavement lights but they were not functioning at the time of the accident. As described at the November 21 council meeting, the in-pavement lights were repaired on November 20, 2006.

Memorandum to Dave Ramsay

November 30, 2006

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Figure 1. Schematic representation of November 14, 2006 pedestrian accident at NE 60th Street and 108th Avenue NE.

More about in-pavement flashing lights at crosswalks

In 1997, Kirkland became the first city outside of two or three cities in California to install flashing lights in the pavement in advance of crosswalks. Since that time the number of installations in Kirkland has grown to 30. The idea of installing flashing lights at crosswalks has become more popular over the last 10 years and has been officially approved by the traffic engineering community. There is no body of research that conclusively demonstrates the relative effectiveness of various enhancements to pedestrian crosswalks. Limited research done by Kirkland and other agencies has shown that the lights are effective. Overall, the citizens of Kirkland have been very receptive of flashing crosswalks. Still, some pedestrians feel that the lights are ineffective or that they should be supplemented or replaced with overhead lights.

Maintenance of flashing crosswalks is challenging. Kirkland's original vendor was Light Guard, the "inventor" of in-pavement lights. Most of our installations are Light Guard brand. The original head design which was placed in Kirkland proved fragile and has been revised several times. Although the latest version is more durable than earlier versions, it still suffers from relatively frequent failures. Compounding maintenance problems is Light Guard's delay in filling parts orders.

Memorandum to Dave Ramsay

November 30, 2006

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For several years all new flashing crosswalk installations have been FlightLight brand. When properly installed, these units are proving more durable than LightGuard units. However, proper installation is relatively difficult and installation defects are hard to correct.

Recently, in-pavement lights were out of service for some time on Central Way. This was due primarily to the inability of the contractor to receive parts from the manufacturer, Light Guard. At NE 60th Street/108th Avenue NE, the lights were not functioning because wiring had been damaged by an overlay project. The NE 60th location has been repaired and the Central Way locations are scheduled to be operational by mid-December.

Next Steps

In addition to the collision at NE 60th Street and 108th Avenue NE, there have been two other collisions involving young people in and outside of crosswalks in the last year. In addition, there has been recent news coverage about pedestrian fatalities and serious injuries in Seattle.

Under the leadership of its Council, the City of Kirkland has been a state and national leader in pedestrian safety. In order to further enhance this work, staff will return in early 2007 with specific steps in the following areas: a)maintenance of flashing crosswalks b)pedestrian flag supplements, c)public education d)enforcement.

In addition, we intend to propose an internal city structure to continually monitor, review, adapt and improve pedestrian safety measures utilizing input from Public Works, Police and other city departments.



KIRKLAND CITY COUNCIL REGULAR MEETING MINUTES
November 21, 2006

1. CALL TO ORDER

2. ROLL CALL

ROLL CALL:

Members Present: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

Members Absent: None.

3. STUDY SESSION

a. Proposed Market Neighborhood Plan and Market Street Commercial Corridor Subarea Plan

Joining Councilmembers for the discussion were City Manager Dave Ramsay, Planning and Community Development Director Eric Shields, Planning and Community Development Deputy Director Paul Stewart, Senior Planner Angela Ruggeri and Planning Commission members Karen Tennyson, Vice Chair, and Carolyn Hayek.

4. EXECUTIVE SESSION

a. To Discuss Labor Relations

b. To Review the Performance of a Public Employee

5. SPECIAL PRESENTATIONS

a. Honoring Doreen Marchione

b. Thirty Year Service Award - Captain Dana Olson

c. Kirkland Police Explorer Commendation - Samantha Snyder

6. REPORTS

a. City Council

(1) Regional Issues

Councilmembers shared information regarding a recent visit to the Bellevue Communications Center; Enterprise Seattle retreat; Kirkland Interfaith Network Holiday Fair; Eastside Transportation Partnership meeting; Association of Washington Cities Legislative Committee meeting; Suburban Cities Annual Dinner meeting; and the Hopelink Turkey Trot.

b. City Manager

(1) Calendar Update

7. COMMUNICATIONS

a. Items from the Audience

Randy Altig, 1852 1st Street, Kirkland, WA
Eric Eng, 433 7th Avenue, Kirkland, WA
Alex Peder, 6402 106th Avenue NE, Kirkland, WA
Bill Vadino, Greater Kirkland Chamber of Commerce, 120 Parkplace,
Kirkland, WA
Nina Black, 12805 NE 107th Place, Kirkland, WA

b. Petitions

8. CONSENT CALENDAR

a. Approval of Minutes:

- (1) October 30, 2006
- (2) November 8, 2006
- (3) November 9, 2006

b. Audit of Accounts:

Payroll \$ 1,793,923.99
Bills \$ 1,405,961.99
run # 639 check #'s 483497 - 483646
run # 640 check #'s 483648 - 483831

c. General Correspondence

- (1) Annelise Alma, Regarding One-Way Streets and a Grocery Store Location

(2) Molly Anderson, Regarding Fourth and Fifth Street West Waterfront Street Ends

d. Claims

(1) David Maki

e. Authorization to Call for Bids

f. Award of Bids

(1) The construction contract for the 105th Avenue NE/106th Avenue NE Watermain Replacement Project was awarded to the VJM Construction Company in the amount of \$243,367.87.

g. Acceptance of Public Improvements and Establishing Lien Period

h. Approval of Agreements

i. Other Items of Business

(1) Resolution R-4613, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND APPROVING THE SOLE SOURCE PURCHASE OF MODULAR COMPUTER SYSTEMS MANUFACTURED AND SOLD BY POLARIS AND AUTHORIZING THE PURCHASING AGENT TO MAKE SAID PURCHASE."

(2) Floor Area Ratio State Environmental Policy Act Appeal Findings and Conclusions

(3) Salary Commission Appointment

Dave Russell was reappointed to a three-year term on the Salary Commission.

Motion to Approve the Consent Calendar with modification to the response letter for item 8.c.(2).

Moved by Councilmember Mary-Alyce Burleigh, seconded by Deputy Mayor Joan McBride

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

9. PUBLIC HEARINGS

a. 2007-2008 Preliminary Budget

Mayor Lauinger opened the public hearing. Acting Finance and Administration Director Gwen Chapman provided an overview of the 2007-2008 Preliminary Budget process.

Testimony was provided by:

Rob Johnson, Eastside Transportation Choices, 1617 Boylston Avenue, Suite 202, Seattle, WA

Stephanie Mapelli, Leadership Eastside, P.O. Box 2985, Kirkland, WA

Jeff Clark, Concours de Elegance, 9516 130th Avenue NE, Kirkland, WA

Ben Lindekugel, Concours de Elegance, 3819 38th Avenue SW, Seattle, WA

Robert Style, 6735 Lake Washington Blvd., Kirkland, WA

Dick Bezell, Kirkland Downtown Association, 1421 2nd Street, Kirkland, WA

No further testimony was offered and the Mayor closed the hearing.

Council recessed for a short break.

10. UNFINISHED BUSINESS

a. Potential Annexation Outreach Update

Assistant City Manager Marilynne Beard reviewed the process to date and introduced Sarah Brandt of EnviroIssues, who provided a summary of the outreach efforts.

11. NEW BUSINESS

a. Preliminary Property Tax Levy and Initiative 747 Banked Capacity:

(1) Ordinance No. 4071, Levying the Taxes for the City of Kirkland, Washington for the Year 2007

Motion to Approve Ordinance No. 4071, entitled "AN ORDINANCE LEVYING THE TAXES FOR THE CITY OF KIRKLAND, WASHINGTON, FOR THE YEAR 2007."

Moved by Deputy Mayor Joan McBride, seconded by Councilmember Mary-Alyce Burleigh

Vote: Motion carried 6-1

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

No: Councilmember Dave Asher.

(2) Resolution R-4614, Providing for the Banking of Levy Capacity Pursuant to RCW 84.55.092

Motion to Approve Resolution R-4614, entitled "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND PROVIDING FOR THE BANKING OF LEVY CAPACITY PURSUANT TO RCW 84.55.092."

Moved by Deputy Mayor Joan McBride, seconded by Councilmember Dave Asher

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

- b. Award Bid for 116th Avenue NE Watermain Replacement to D & G Backhoe, Inc. and Authorize Budget Increase

Motion to award the contract for construction of the 116th Avenue NE Watermain Replacement to D & G Backhoe, Inc. in the amount of \$272,,313.34 and to authorize the use of an additional \$83,545.00 from the water/sewer capital contingency fund."

Moved by Councilmember Dave Asher, seconded by Councilmember Mary-Alyce Burleigh

Vote: Motion carried 7-0

Yes: Mayor Jim Lauinger, Deputy Mayor Joan McBride, Councilmember Dave Asher, Councilmember Mary-Alyce Burleigh, Councilmember Jessica Greenway, Councilmember Tom Hodgson, and Councilmember Bob Sternoff.

- c. Ordinance No. 4072 and its Summary, Relating to Zoning, Planning, and Land Use and Amending Title 23 of the Kirkland Municipal Code

Planning and Community Development Director Eric Shields introduced Consultant Michael Bergstrom, who provided a brief overview of a list of twelve items determined by the Planning department to be of largest significance, which Council then reviewed by exception. Planning Commission Vice Chair Karen Tennyson also responded to Council questions. Further consideration of this issue and the ordinance was continued to a future Council meeting in January or February.

12. ANNOUNCEMENTS

13. ADJOURNMENT

The regular meeting of the Kirkland City Council adjourned at 10:48 p.m.

City Clerk

Mayor



CITY OF KIRKLAND

City Attorney's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3030

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Robin S. Jenkinson, City Attorney

Date: November 17, 2006

Subject: Letter from John Lamont

RECOMMENDATION

Authorize the Mayor to sign the proposed letter to John Lamont.

BACKGROUND DISCUSSION

Mr. Lamont's letter to the Council expresses concern about the Washington Department of Transportation's efforts to purchase his property in order to construct proposed improvements at the NE 116th Street interchange.

November 9, 2006

Mayor James L. Lauinger
City of Kirkland
123 5th Avenue
Kirkland WA, 98033

Dear Mayor Lauinger:

As a follow-up to my letter to Governor Gregoire dated November 7, 2006, I have recently learned from my attorney, Mike Rodgers, who had a conversation with Steve Dietrich (the DOT's attorney) that the "water retention pond" that the DOT now wants to locate on my property was previously planned for a piece of land designated for that purpose.

It seems interesting that this water retention pond was never discussed in the original full take condemnation which started this whole process in 2005. It has never been mentioned in the partial taking which the DOT and Barry Sullivan had agreed to in their findings resulting in a lengthy study issued to me and Mike Rogers. In addition, it was never discussed at our meeting with Barry Sullivan and Wendy Taylor in the DOT's Bellevue office regarding their decision to go back to a full taking because the contractor felt he needed more space. The pond was never mentioned in any of these discussions. You would assume that at a meeting of this importance that all possible contingencies would have been mentioned. On October 19 my attorney mailed our partial taking proposal to the DOT, which Barry Sullivan requested, showing that legally the DOT could not take all of the property. Suddenly, within 15 days, out of the blue a pond appeared without an engineering study or environmental study. This requirement was clearly made up as just another excuse.

As you can see, I have been honest and above board with the DOT personnel by giving them my lease agreements, access to the property, and meeting deadlines and meetings. In return, I have been lied to and treated unfairly. My investment is too valuable to my family to see it taken by such dishonest means to justify a full taking of the property when it is not necessary. I seek your help in retaining our investment by requiring Barry Sullivan to honor his original findings of 2005 for a partial taking. Thank you.

Sincerely,



John Lamont
1632 E Lk Sammamish Pl SE
Sammamish, WA 98075
(425) 392-2460
heli300c@aol.com

RECEIVED

NOV 15 2006

CITY OF KIRKLAND
CITY MANAGER'S OFFICE

December 12, 2006

DRAFT

John Lamont
1632 East Lake Sammamish Place SE
Sammamish, WA 98075

Dear Mr. Lamont:

Thank you for your letter describing your concerns about the Washington State Department of Transportation's (WSDOT) efforts to purchase your property. WSDOT has apparently determined that acquiring your property is necessary in order to construct proposed improvements at the 116th Street interchange. Shortly after receiving your letter the City Council received a copy of a letter to you from David Dye, the Director of the WSDOT Urban Corridors Office explaining WSDOT's position. Mr. Dye was responding to your earlier letter to Governor Gregoire, on which you copied the City Council, and a letter to WSDOT Secretary Doug MacDonald. (For ease of reference a copy of Mr. Dye's letter is attached.)

We understand that you do not want the full acquisition of your property to occur and acknowledge your frustration with the property acquisition process. However, the responsibility for the decision as to full or partial acquisition of your property and the handling of the acquisition process rests with WSDOT, not the City of Kirkland. From Mr. Dye's letter it appears that WSDOT has attempted to find a way to construct the planned improvements without acquiring all of your property, but recently concluded that this is not possible. Again, we are sorry that you are dissatisfied with the acquisition decision and process. Hopefully, your continued negotiations with WSDOT will reach an outcome with which you can feel comfortable.

Sincerely,

KIRKLAND CITY COUNCIL

by: Jim Lauinger, Mayor

Attachment



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Northwest Washington Division
Urban Corridors Office
401 Second Avenue South, Suite 560
Seattle, WA 98104-3850
206-464-1220 / Fax 206-464-1190
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 15, 2006

Mr. John Lamont
1632 E. Lake Sammamish Place SE
Sammamish, WA 98075

Re: Quality Transmission, Parcel Number 1-18930

Dear Mr. Lamont:

Thank you for your letter regarding your property in Kirkland. As the Director of the Washington State Department of Transportation's (WSDOT) Urban Corridors Office, I would like to respond to the questions you raised in your letter dated November 4, 2006, to Governor Gregoire and November 9, 2006, to Secretary Doug MacDonald, regarding efforts to purchase your property located at 11630 – 120th Avenue NE in Kirkland.

I have been in contact with the I-405 staff involved in this property purchase and have researched your concerns. I would like to respond to the key issues raised in your letter, which mainly focus on the basis of WSDOT's need for your entire parcel.

The I-405 program is a design-build program comprised of multiple projects in different stages of design and construction. As a project's design evolves, our understanding of project land requirements can change. In this case, initially staff determined that the project needed a portion of your property for two purposes. First, the project required construction of a new NE 116th Street wall. This wall, running along your southern property boundary, will be approximately 20 feet high with a footing approximately 3 feet from your building's estimated footing location.

Ordinarily we require a 10 to 15 foot wide space to build the new wall. That spacing is not possible here due to the location of your building. Working in this restricted area would significantly increase construction costs and could endanger the structural stability of your building.

In addition to the above wall, the project will require a Temporary Construction Easement along your property's eastern border. This easement is needed to build a smaller retaining wall (10 feet high at its tallest end). This easement would eliminate access to and parking for your building for 24 months during construction.

Project office staff recognized your desire to retain the property after project construction. Although they were concerned about the work restrictions and close proximity to heavy construction, they initially made you an offer to purchase only a small portion of the property and rent the building during the 24-month construction period.

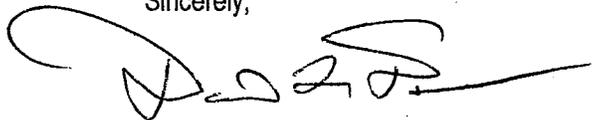
Unfortunately, as design work progressed staff engineers became increasingly concerned about the potential for significant building damage during the wall construction. This risk, coupled with increased construction costs, led them to conclude that the project required all of your property. The property will also be made available to the construction contractor for a construction staging and lay-down area for the project, another project requirement. These new needs caused us to offer to purchase your entire property.

In early 2006, staff began design work for another project along I-405, also in the same vicinity of your property. As the design for that project progressed, engineers determined that your property was an excellent location for the water detention and treatment structures required for the project. This separate project requirement confirmed the need for your entire property.

I understand your concern about replacing the income stream provided by this property. Our purchase offer was based on recent sales of comparable properties. The offered price should enable you to replace the income stream.

We understand the property acquisition process can be very difficult for owners. Oftentimes, balancing the needs of the community at large with those of an individual property owner is difficult. During the course of negotiations, sometimes honest differences occur. I hope this letter will help facilitate further negotiations and addresses the concerns in your letter.

Sincerely,



David L. Dye, P.E.
Washington State Department of Transportation
Urban Corridors Office Administrator

cc:

Governor Christine Gregoire
Secretary Douglas B. MacDonald
Kim Henry, I-405 Project Director
Kirkland Mayor James L. Lauinger
Kirkland Deputy Mayor Joan McBride
Kirkland Councilman Dave Asher
Kirkland Councilman Tom Hodgson
Kirkland Councilman Bob Sternoff
Kirkland Councilwoman Mary-Alyce Burleigh
Kirkland Councilwoman Jessica Greenway
Attorney General Rob McKenna
Senator Cheryl Pflug

Representative Glenn Anderson
Representative Jay Rodne
Senator Bill Finkbiener
Representative Toby Nixon
Representative Larry Springer
KOMO-4 Problem Solvers
KOMO, Ken Schram
KIRO 7 Investigators
KING 5 Investigators
MegaTalk KITZ, Mike Siegel
Wendy Taylor
Barry Sullivan



CITY OF KIRKLAND
Department of Finance and Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager
From: Kathi Anderson, City Clerk
Date: December 4, 2006
Subject: CLAIM(S) FOR DAMAGES

RECOMMENDATION

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

POLICY IMPLICATIONS

This is consistent with City policy and procedure and is in accordance with the requirements of state law (RCW 35.31.(040).

BACKGROUND DISCUSSION

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

- (1) Lisa Kostal
425 10th Avenue
Kirkland, WA 98033

Amount: \$41,127.32

Nature of Claim: Claimant states damage to property resulted from leaking water meter line.

- (2) Maureen McCoy
16029 NE 95th Court
Redmond, WA 98052

Amount: \$206.40

Nature of Claim: Claimant states damage to vehicle resulted from large pothole.

December 4, 2006
Claim(s) for Damages
Page 2

- (3) Janelle McMillian
12814 SE 80th Way
New Castle, WA 98056

Amount: Unspecified Amount

Nature of Claim: Claimant states damage results from a hostile working environment.

- (4) Elaine Scott
10121 Evergreen Way #25-307
Everett, WA 98204

Amount: \$575.23

Nature of Claim: Claimant states damage to vehicle resulted from unmarked road construction.

CITY OF KIRKLAND

123 FIFTH AVENUE ■ KIRKLAND, WASHINGTON 98033-6189 ■ (425) 587-3000

**DEPARTMENT OF PARKS AND COMMUNITY SERVICES
MEMORANDUM**

To: Kirkland City Council

From: Human Services Advisory Committee
Tom Sherrard, Chair
Chris Houden
Robin Holcomb
Katherine Robichaux
Sharon Anderson, Staff

Date: December 12, 2006

Subject: 2007/2008 HUMAN SERVICES AGENCY FUNDING RECOMMENDATIONS

RECOMMENDATION

The Human Services Advisory Committee recommends City Council approval of the attached resolution which allocates the 2007 Human Services Program budget totaling \$509,953 among forty-five human service programs.

POLICY IMPLICATIONS

1. This year marks the 20th anniversary of the establishment of the Human Service Advisory Committee. The Human Service Policy directs the Committee to provide recommendations to City Council on requests for human service funds. In accordance with the Policy, the Committee has conducted its annual review of human service agency funding requests.
2. The total amount budgeted in 2007 for the human services program is \$509,953. This amount is based on \$10.86 per capita based (official population of 46,957).

BACKGROUND DISCUSSION

The Human Services Advisory Committee wishes to thank City Council for their consideration of our request, and approval of additional funds to be able to accomplish our goals for funding. After a competitive application process and three public hearings the Human Services Advisory Committee has finalized its recommendations for adoption of the 2007/2008 Human Services Funding Plan. The attached summary (Attachment A) is the Committee's best effort to match the City Council's established Human Services Policies, evaluation criteria, and overall community need with the available funding.

FUNDING RECOMMENDATIONS

A total of 58 applications were reviewed by the Committee including 14 new applications for programs not previously funded. With the available dollars the Committee is recommending the following:

- **Current Agencies and COLA increase:** Of the 40 applications applying for renewed funding all are recommended for continued funding and a 2% COLA increase.
- **The YWCA Family Village-Transitional Housing Program** provides transitional housing combined with case management, child care, and counseling and employment services to homeless families who confront multiple barriers.
- **The Jewish Family Services-Immigrant and Refugee Services Program** provides a broad range of employment services, ESL classes, and bi-lingual case management that serve low-income, limited English speaking refugees and immigrants.

These programs had previously received federal CDBG funds. With the King County reorganization they no longer qualify for CDBG funding.

- **Youth Eastside Services-Family Net Support Specialist;** Family Net is a school-based family support program which helps to promote the long-term success of low-income families; housed at Rosehill Elementary the Specialist provides counseling, tutoring and family activities. Council previously funded this program using other funds.
- **The Chinese Information and Service Center (CISC) - Eastside Cultural Navigator Program** will serve immigrant and refugee residents of Kirkland, Bellevue and Redmond. The program will be comprised of cultural navigation services in 4 languages at 4 different sites within these cities. Cultural navigation provides assistance to limited and non-English speaking individuals and families in accessing appropriate services and navigating through those service systems. CISC has been chosen by the Eastside Immigrant and Refugee Coalition to be the lead agency. They will partner with Hopelink, Bellevue Mini City Hall and the Family Resource Center.
- **The YWCA Homeless Women's Day Center** is a regional project with the cities of Kirkland, Bellevue and Redmond. The goal of the program is to provide a safe, welcoming daytime drop in center for homeless women. The program will provide meals, snacks, showers, laundry facilities, phone computer and internet access. There also will be individualized assessments, support services, information and referrals appropriate to the client's situation and need. YWCA's employment specialists will be on-site to work individually with women who are unemployed. The YWCA is a fiscal partner. The Bellevue First Congregational Church will be the host site for the program.

FUNDING GUIDELINES

The Committee's funding recommendations have been guided by:

- The application of our understanding of the needs of Kirkland residents
- Established human services policies and evaluation criteria
- The level of available funding to be allocated
- Maintaining support to previously funded programs judged to have met performance standards
- Increasing, if feasible, support to agencies where compelling evidence of greater demand was demonstrated
- Funding critical new programs, if feasible
- Any additional criteria or emphasis, based on the Committee's understanding of human service needs and the City's Human Service policy

In those cases where the Advisory Committee was not able to recommend funding, their decisions were based on the following factors:

- Policy to place priorities on previously funded programs judged to have met performance standards
- The availability of funding

CLOSING COMMENTS

We wish thank Council for their continued investment in human services and ask that you adopt the Committee's 2007-08 funding plan. We are encouraged that this funding plan will address a broad range of community needs and offer significant support to a great many residents in our community.

2007-2008 Human Services Funding Plan

Attachment A

ORGANIZATION	PROGRAM	2006 FUNDED	2007 REQUEST	2007 FUNDING w/ 2% increase
Catholic Community Services	Emergency Services / Shelter/Basic Needs	\$8,726	\$9,500	\$8,901
Children's Response Center	For Sexually Abused Children	\$16,200	\$16,524	\$16,524
Child Care Resources	Child Care Resource & Referral	\$7,985	\$8,384	\$8,145
Consejo-Latino Women	Domestic Violence Legal Advocacy Program	\$10,000	\$10,000	\$10,000
Community Health Centers	Adult Dental Care	\$17,975	\$18,900	\$18,335
Community Health Centers	Primary Health Care	\$24,000	\$25,200	\$24,480
Crisis Clinic	24 Hour Crisis Line	\$3,150	\$3,390	\$3,213
Crisis Clinic	Teen Link	\$4,000	\$5,000	\$4,080
Crisis Clinic	2-1-1 Community Information Line	\$3,150	\$4,200	\$3,213
Eastside Baby Corner	Supplies for Low Income Children	\$5,460	\$6,500	\$5,569
Eastside Domestic Violence Program	Shelter "My Sister's Home"	\$3,647	\$4,047	\$3,720
Eastside Domestic Violence Program	Early Crisis Intervention	\$11,598	\$12,755	\$11,830
Eastside Legal Assistance Program	Eastside Legal Assistance Program	\$10,000	\$12,000	\$10,200
Eastside Interfaith Social Concerns	Council Men's Shelter	\$9,032	\$12,000	\$9,213
Elder and Adult Day Services	Adult Day Health	\$5,460	\$7,500	\$5,569
Friends of Youth	North & Eastside Healthy Start	\$7,592	\$8,050	\$7,744
Friends of Youth	Youth Continuum of Care	\$19,617	\$19,713	\$19,713
Hopelink	Emergency Services	\$30,000	\$52,600	\$30,600
Hopelink	Transitional and Emergency Shelter	\$17,449	\$19,000	\$17,798
Hopelink	Family Development Program	\$5,301	\$14,160	\$5,407
Hopelink	Adult Literacy	\$10,900	\$11,510	\$11,118
Hopelink	Emergency Food Services	\$7,668	\$7,668	\$7,668
Kirkland Interfaith Transitions in Housing	KITH!	\$22,000	\$24,000	\$22,440
Kirkland Boys & Girls Club	Summer Day Camp Scholarship Program	\$2,600	\$5,200	\$2,652
Kindering Center	Early Childhood Consultation Program	\$6,920	\$12,000	\$7,058
King Co. Sexual Assault Resource Ctr	Comprehensive Sexual Assault Services	\$8,400	\$9,000	\$8,568
National Alliance on Mental Illness(NAMI)	Education,Support/Advocacy	\$6,751	\$9,000	\$6,885
Northshore Senior Center	Lake Washington Adult Day Health Center	\$10,000	\$15,000	\$10,200
Northwest Mentoring/Educational Ctr	Smart Turn Young Adult Court Mentor Prog.	\$8,400	\$9,500	\$8,568
Salvation Army	Emergency Financial Assistance	\$16,527	\$15,000	\$15,000
SeaMar	Latino Senior Nutrition Outreach	\$5,460	\$5,678	\$5,569
Seattle Mental Health	Northwest Counseling Institute East	\$8,000	\$10,000	\$8,160

2007-2008 Human Services Funding Plan

Attachment A

ORGANIZATION	PROGRAM	2006 FUNDED	2007 REQUEST	2007 FUNDING w/ 2% increase
Seattle Mental Health	Eastside Behavioral Responsibility Prog.	\$5,000	\$7,000	\$5,100
Senior Services	Meals on Wheels	\$4,500	\$4,720	\$4,590
Senior Services	Volunteer Transportation	\$3,360	\$6,272	\$3,427
Springboard Alliance	Avondale Park Emerg.& Transitional Housing	\$10,000	\$15,000	\$10,200
Therapeutic Health Eastside Recovery	Outpatient Chemical Dependency Services	\$11,550	\$12,000	\$11,781
Youth Eastside Services	Early Intervention for At Risk Youth	\$28,786	\$32,400	\$29,362
Youth Eastside Services	Kirkland Teen Center Counseling & Outreach	\$26,893	\$30,240	\$27,431
YWCA	Eastside Employment Services Program	\$13,650	\$14,060	\$13,923
Subtotal w/ 2% increase				\$443,953
YWCA	YWCA Transitional Housing Prog 06-CDBG		\$22,000	\$21,380
Jewish Family Services	Refugee and Immigrant Services 06-CDBG		\$14,000	\$13,620
Subtotal w/ 2 CDBG organizations				\$478,953
Youth Eastside Services	Family Net \$14,668 Council Funds in 06		\$11,000	\$11,000
Subtotal w/ council funded organization				\$489,953
Chinese Information and Service Center	Eastside Cultural Navigator Program Pilot	\$0	\$35,413	\$10,000
YWCA	YWCA Homeless Women's Center	\$0	\$10,000	\$10,000
Subtotal w/ 2 new programs				\$509,953
Grand total				\$509,953

Proposed FY07-FY08 Per Capita Amount

\$10.86

RESOLUTION R-4615**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ALLOCATING THE HUMAN SERVICES PROGRAM 2007-2008 BUDGET APPROPRIATION AMONG THE COMMUNITY HUMAN SERVICES AGENCIES RECOMMENDED TO THE CITY COUNCIL BY THE HUMAN SERVICES ADVISORY COMMITTEE.**

WHEREAS, the City of Kirkland by Resolution R-3315 adopted a human service policy and program and the establishment of a human services advisory committee; and

WHEREAS, pursuant to said policy there will be included within the 2007-2008 City budget up to **\$509,953 each year for two years** to be allocated for support of community human services programs and agencies as recommended by the Human Services Advisory Committee; and

WHEREAS, said committee has made its recommendation to the City Council and the Council having reviewed same; now, therefore,

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

Section 1. The report and recommendation of the Human Services Advisory Committee is accepted and approved by the City Council.

Section 2. Pursuant to and in order to carry out the human services policy and programs adopted by Resolution R-3315, the City Manager is hereby authorized and directed, following adoption of the 2007-2008 budget, to enter into contracts on behalf of the City of Kirkland with the following designated agencies to provide to the City and its residents the community human service programs carried on by each of said agencies. Said agencies and the amount of their respective 2004 human services contracts are as follows:

<u>Agency</u>	<u>Contract Amount</u>
Catholic Community Services <i>Shelter the Homeless Home Program</i>	\$8,900
Child Care Resources <i>Child Care Resources</i>	\$8,145
Children's Response Center <i>Sexual Assault Services</i>	\$16,524
Chinese Information & Service Center <i>Eastside Cultural Navigator Program</i>	\$10,000
Community Health Centers of King Co. <i>Adult Dental Care</i>	\$18,335
Community Health Centers of King Co. <i>Primary Health Care</i>	\$24,480

Consejo <i>Domestic Violence Legal Advocacy</i>	\$10,000
Crisis Clinic <i>24 Hour Crisis Line</i>	\$3,213
Crisis Clinic <i>Teen Link</i>	\$4,080
Crisis Clinic <i>2-1-1 Information Line</i>	\$3,213
Elder & Adult Day Services <i>Adult Day Health</i>	\$5,569
Eastside Baby Corner <i>Supplies for Low-Income Children</i>	\$5,569
Eastside Domestic Violence <i>"My Sister's Home" Confidential Shelter</i>	\$3,720
Eastside Domestic Violence <i>Early Crisis Intervention</i>	\$11,830
Eastside Interfaith Social Concerns Co. <i>Eastside Men's Shelter</i>	\$9,213
Eastside Legal Assistance Program <i>Workshops, Clinics, Lectures</i>	\$10,200
Friends of Youth <i>Shelter and Counseling Services</i>	\$19,713
Friends of Youth <i>Healthy Start Project</i>	\$7,744
Hopelink <i>Adult Literacy</i>	\$11,118
Hopelink <i>Family Development Program</i>	\$5,407
Hopelink <i>Emergency Services Program</i>	\$30,600

Hopelink <i>Transitional and Emergency Shelter</i>	\$17,798
Hopelink <i>Emergency Food Services</i>	\$7,668
Jewish Family Service <i>Refugee and Immigrant Services</i>	\$13,620
King County Sexual Assault Resource Ctr. <i>Sexual Assault Services</i>	\$8,568
KITH! <i>Transitional Housing, Support Services</i>	\$22,440
Kinderling Center <i>Childcare Consultation</i>	\$7,058
Kirkland Boys and Girls Club <i>Summer Day Camp Scholarships</i>	\$2,652
National Alliance on Mental Illness <i>Education, Support, Advocacy</i>	\$6,885
Northwest Mentoring and Education <i>Young Adult Court Mentor Program</i>	\$8,568
Northshore Senior Center <i>Adult Day Health Center</i>	\$10,200
Sea Mar <i>Latino Nutrition Program</i>	\$5,569
Seattle Mental Health <i>Counseling & Psychiatric Services</i>	\$8,160
Seattle Mental Health <i>Behavioral Responsibility Program</i>	\$5,100
Senior Services of Seattle/King Co. <i>Meals on Wheels</i>	\$4,590

Senior Services of Seattle/King Co. <i>Volunteer Transportation</i>	\$3,427
Springboard Alliance <i>Emergency & Transitional Housing</i>	\$10,200
The Salvation Army <i>Emergency Financial Assistance</i>	\$15,000
Therapeutic Health Services <i>Outpatient Chemical Dependency Treatment</i>	\$11,781
Youth Eastside Services <i>Early Intervention for at Risk Youth</i>	\$29,362
Youth Eastside Services <i>Family Net</i>	\$11,000
Youth Eastside Services <i>Teen Center Counselor</i>	\$27,431
YWCA <i>Transitional Housing Program</i>	\$21,380
YWCA <i>Eastside Employment Services</i>	\$13,923
YWCA <i>Homeless Women's Drop In Center</i>	\$10,000
TOTAL CONTRACT FUNDING	\$509,953

PASSED by majority vote of the Kirkland City Council in regular, open meeting this _____ day of _____, 2006.

Signed in authentication thereof this ____ day of _____, 2006.

MAYOR

Attest:

City Clerk

**CITY OF KIRKLAND****Department of Finance & Administration****123 Fifth Avenue, Kirkland, WA 98033 425.587.3100****www.ci.kirkland.wa.us**

MEMORANDUM

To: David Ramsay, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sandi Hines, Financial Planning Manager

Date: December 4, 2006

Subject: **2006 YEAR-END BUDGET ADJUSTMENT**

RECOMMENDATION:

The City Council adopt the attached ordinance increasing the 2005-2006 budget appropriation for selected funds.

BACKGROUND DISCUSSION:

State law prohibits expenditures in excess of the budget appropriation for any fund. This budget adjustment allows for appropriation increases in those funds in which it is anticipated that total expenditures may be in excess of the current budget. Expenditure increases are funded by recognizing unanticipated revenues.

The proposed budget adjustments (Attachment A) consist of housekeeping adjustments, items previously approved by Council (for which fiscal notes were done) and new requests.

Housekeeping Adjustments:

- **Labor Contract Settlements (\$1,200):** Adjustment to correct previous budget adjustment for City contribution to Flexible Spending Accounts (FSA) for commissioned police, SEIU, and MAC Police members. Funded by Labor Relations reserve.
- **Arborist (\$25,978):** The arborist service package previously approved by the Council was transferred from the General Fund to the Street Operating Fund.
- **Recreation Programs and Class Expenses (\$76,908):** Recognize additional class revenue and associated expenses in the Recreation Revolving Fund.
- **Development Services Reserve (\$60,000):** Council authorized the creation of the Development Services Reserve at the mid-biennial review in November 2005 in the amount of \$920,000. This housekeeping adjustment corrects an error made in the budget transfer for the establishment of the reserve.

Previously Approved by Council:

- **Hopelink Relocation (\$16,042):** In October, Council authorized funding for relocation of Hopelink to the South Rose Hill Building due to rodent and health condition issues at the current location. Funded by the Contingency Fund.
- **Downtown Strategic Plan (\$31,000):** In September, Council authorized funding for an assessment and update to the Downtown Strategic Plan. Funded by the Contingency Fund.
- **Parks Irrigation Water Rights Purchase (\$52,000):** In April, Council authorized funding for the purchase of water rights from King County Water District # 1. Funded by the Contingency Fund.
- **Pavement Marking (\$57,000):** In May, Council authorized additional funding for the 2006 pavement marking project as the acceptable bid was higher than the estimated costs. Funded by the Street Improvement Fund.
- **NE 120th Street Roadway Extension Right-of-Way Acquisition (\$300,000):** In September, Council authorized the acquisition of right-of-way to facilitate the extension of NE 120th Street. Funded from Road Impact Fee and REET II reserves.
- **City Hall Direct Digital Controls (\$47,500):** In August, Council authorized additional funding for the City Hall Direct Digital Controls (DDC) Replacement project due to escalating construction industry pricing. Funded from the Facilities Maintenance Sinking Fund.
- **NKCC Roof Replacement (\$25,000):** In July, Council authorized additional funding for the NKCC roof replacement project due to higher than estimated bid prices. Funded from the Facilities Maintenance Sinking Fund.
- **Hazard Elimination Safety Project (\$14,800):** In April, Council authorized additional funding to fully fund and close-out the Hazard Elimination Safety project. Funded from REET II reserves.

New Requests:

- **Donations (\$8,232):** Recognizes additional private donations from the community for various projects.
- **Increase Municipal Court Judicial hours (\$8,253):** Recognizes new State revenue used to fund additional judicial hours at the Kirkland Municipal Court.
- **Traffic Safety Commission Grants (\$23,349):** Recognizes additional grants from the Traffic Safety Commission utilized to fund various police and fire safety programs.

New Requests Continued:

- **2006 Year-End Transfer (\$2,270,623):** Recognizes increased sales tax and development-related revenue above budget and increases the transfer out appropriation as shown in the following table:

Item	Amount
Development Services Reserve Contribution	\$ 530,000
Contingency Fund Contribution towards Target	860,798
Revenue Stabilization Reserve Contribution towards Target	82,380
Facilities Expansion Reserve Contribution	794,900
2007 One-time Service Package Funding	2,545
Total	\$ 2,270,623

- The transfer to the Development Services Reserve is based on the evaluation included in the Preliminary Budget issue paper.
- The reserve contributions towards target are those presented at the October 30, 2006 study session.

Attachments

**City of Kirkland
2005-2006 Budget
2006 Year-end Budget Adjustment Summary**

ATTACHMENT A

Fund & Adjustment Type	Uses	Funding Source		Funding Source
		Reserves	External Revenue	
GENERAL FUND				
Labor Contract Settlements	1,200	1,200		Labor Relations Reserve
Hopelink Relocation	16,042	16,042		Contingency Fund
Downtown Statgic Plan Update	31,000	31,000		Contingency Fund
Parks Irrigation Water Rights Purchase	52,000	52,000		Contingency Fund
Donations	8,232		8,232	Private Donation
Increase Municipal Court Judicial hours	8,253		8,253	New State Revenue
Traffic Safety Commission Grants	23,349		23,349	State Grants
2006 Year-End Transfer	2,270,623		2,270,623	Sales Tax and Development-related Revenues
General Fund Total	2,410,699	100,242	2,310,457	

OTHER FUNDS				
STREET OPERATING FUND				
Arborist service package transfer from General Fund	25,978	25,978		Transfer from General Fund service package
2006 Pavement Marking Project	57,000	57,000		Street Improvement Fund
Street Operating Fund Total	82,978	82,978	-	
RECREATION REVOLVING FUND				
Recreation Programs and Class Expenses	76,908		76,908	Additional Class Revenue
Recreation Revolving Fund Total	76,908	-	76,908	

Fund & Adjustment Type	Uses	Funding Source		Funding Source
		Reserves	External Revenue	
<i>OTHER FUNDS continued</i>				
PARK & MUNICIPAL RESERVE FUND				
Development Services Reserve	60,000	60,000		Available General Fund Balance
Park & Municipal Reserve Fund Total	60,000	60,000	-	
GENERAL CAPITAL FUND				
NE 120th Street Roadway Extension Right-of-Way Acquisition	300,000	300,000		Impact Fees and REET II Reserves
City Hall Direct Digital Controls Additional Funding	47,500	47,500		Facilities Sinking Fund Reserve
NKCC Roof Replacement Additional Funding	25,000	25,000		Facilities Sinking Fund Reserve
General Capital Fund Total	372,500	372,500	-	
GRANT CAPITAL FUND				
Hazard Elimination Safety Project	14,800	14,800		REET 2 Reserves
Grant Capital Fund Total	14,800	14,800	-	
TOTAL OTHER FUNDS	607,186	530,278	76,908	
TOTAL ALL FUNDS	3,017,885	630,520	2,387,365	

ORDINANCE NO. 4073

AN ORDINANCE OF THE CITY OF KIRKLAND AMENDING THE BIENNIAL BUDGET FOR 2005-2006.

WHEREAS, the City Council finds that the proposed adjustments to the Biennial Budget for 2005-2006 reflects revenues and expenditures that are intended to ensure the provision of vital municipal services at acceptable levels;

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

Section 1. 2006 biennial-end adjustments to the Biennial Budget of the City of Kirkland for 2005-2006 are hereby adopted.

Section 2. In summary form, modifications to the totals of estimated revenues and appropriations for each separate fund and the aggregate totals for all such funds combined are as follows:

<u>Funds</u>	<u>Current Budget</u>	<u>Adjustments</u>	<u>Revised Budget</u>
General	99,171,600	2,410,699	101,582,299
Lodging Tax	397,713	0	397,713
Street Operating	8,398,705	82,978	8,481,683
Cemetery Operating	311,728	0	311,728
Parks Maintenance	1,784,151	0	1,784,151
Recreation Revolving	1,850,967	76,908	1,927,875
Facilities Maintenance	8,449,989	0	8,449,989
Contingency	2,357,321	0	2,357,321
Cemetery Improvement	493,195	0	493,195
Impact Fees	3,456,512	0	3,456,512
Park & Municipal Reserve	10,802,759	60,000	10,862,759
Off-Street Parking Reserve	84,564	0	84,564
Tour Dock	210,913	0	210,913
Street Improvement	3,091,247	0	3,091,247
Grant Control Fund	437,001	0	437,001
Excise Tax Capital Improvement	14,018,435	0	14,018,435
Limited General Obligation Bonds	3,287,354	0	3,287,354
Unlimited General Obligation Bonds	3,236,949	0	3,236,949
L.I.D. Control	16,221	0	16,221
General Capital Projects	28,423,478	372,500	28,795,978
Grant Capital Projects	17,414,755	14,800	17,429,555
Water/Sewer Operating	35,464,557	0	35,464,557
Water/Sewer Debt Service	3,728,096	0	3,728,096
Utility Capital Projects	17,198,581	0	17,198,581
Surface Water Management	9,843,389	0	9,843,389
Surface Water Capital Projects	4,256,962	0	4,256,962
Solid Waste	15,639,441	0	15,639,441

<u>Funds</u>	<u>Current Budget</u>	<u>Adjustments</u>	<u>Revised Budget</u>
Equipment Rental	12,362,352	0	12,362,352
Information Technology	8,391,283	0	8,391,283
Firefighter's Pension	1,146,129	0	1,146,129
	<u>315,726,347</u>	<u>3,017,885</u>	<u>318,744,232</u>

Section 3. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this 12th day of December, 2006.

Signed in authentication thereof this 12th day of December, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



CITY OF KIRKLAND

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000

www.ci.kirkland.wa.us

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey P.E., Transportation Engineering Manager

Date: November 30, 2006

Subject: Comments on Regional Transportation Commission Draft Report

RECOMMENDATION:

It is recommended that Council authorize the Mayor to sign the attached letter to the Regional Transportation Commission.

BACKGROUND:

In August, the Council sent a letter to the RTC outlining some ideas for the Commission to consider during its deliberations. Additionally, Councilmember Burleigh testified before the Commission.

On November 15, the Commission released its draft report. The first Chapter (findings, recommendation and questions) along with a key table from Chapter 9 are included in your packet. The table from Chapter 9 shows various factors that are to be considered if a Regional entity were to be established and choices for how those factors might be implemented. The entire report is available at the Commission website: <http://www.psrtc.wa.gov/>

Although some latitude was taken in responding to the Commission's findings, the draft letter is an attempt by staff to represent positions and tone previously expressed by Council on transportation issues.

Chapter 1

Findings, Conclusions and Questions to Date

This is a draft report of the Regional Transportation Commission that reflects three months of listening, research and discussion. The primary purpose of this report is to meet our statutory requirement to describe the Commission's progress, including what we have learned and concluded, and to give the public and stakeholders the opportunity to comment. Our final report will be delivered at the end of the 2066 and will include specific recommendations.

The Regional Transportation Commission was established for the purpose of providing citizen input on the vexing issues surrounding transportation in the Puget Sound region. While individual members were appointed from each of four counties and were experts on different issues affecting transportation and governance, we have worked hard to function as a regional body, bringing together our ideas and insights to address this important issue.

In our view, we have a transportation governance system that delivers inadequate results. The system consists of over a hundred agencies that employ thousands of people. We have found those people to be hard working, dedicated public servants. The issue is not the people. The issue is the structure that has evolved incrementally over decades with new agencies and new legislation added as solutions to problems as they emerged. No one agency we have heard from in the region has the ability to meet the overall transportation needs of the region. In order to meet *regional* needs, the system has to be structurally "re-knit" at the *regional* level.

The basic purpose of transportation is to support our economy and serve the citizens. The flaws in our transportation system are slowing down our economy and frustrating our citizens. Increased transportation activity is the inevitable consequence of economic success and population expansion and density. Creating a system that accommodates and ideally anticipates and facilitates growth and success is the challenge facing this region.

This section of the report attempts to simply and clearly illuminate the initial findings and conclusions of the Regional Transportation Commission. In addition, the RTC has posed two issues in this draft report as questions. On some topics, we will reach conclusions and make

recommendations in the final report. On other topics, we will not have time to adequately address topics (or in some instances, an issue is at least partly beyond our scope) and we will likely identify those areas in our final report as items for further consideration and study.

■ **RTC Finding:** *The Puget Sound region has a transportation crisis.*

- Commuter congestion and delay are increasing.
 - Growth and demographic trends exacerbate the problem.
 - Delays in freight/rail/port traffic, involving both global trade and the local delivery of goods, are increasing costs and adversely affect the regional economy. Further delays may limit our global competitiveness.
 - Quality of life issues are becoming more acute, including everything from missed family and cultural events to road rage to worsening pollution.
 - Although recently approved revenue packages are addressing immediate needs, more resources are needed to continue improving needed infrastructure.
 - There remains an ongoing unmet need for more options to single occupancy vehicles (SOV), including transit, high occupancy vehicle/high occupancy toll (HOV/HOT) lanes and carpools.

■ **RTC Finding:** *The crisis is caused by two primary factors: a history of under-funding transportation and the absence of a unified regional transportation governance system.*

- We have under-funded major transportation infrastructure in the Puget Sound region for the past 30 years despite steady population and economic growth.
- The under-funding has meant delays in constructing facilities while construction costs have risen rapidly, resulting in increased transportation costs.
- Transportation infrastructure has deteriorated during this period of under-investment, while road trips have increased materially.
- The public perception of the inability of government to spend tax dollars wisely and the perceived lack of public accountability has led to inconsistent public support for taxes which pay for transportation investment.
- We have an inconsistent and unclear system for governing transportation for the region.
- Disagreements among jurisdictions, particularly on certain large and multi-jurisdictional projects, have also caused costly delays in constructing new transit and highway systems.

- There is an inadequate connection between demand for transportation, land use, and transportation planning and permitting which causes still further delays and legal challenges.

■ **RTC Finding:** *The present transportation governance system is broken and must be improved.*

- The present problems are the consequence of having too many well meaning cooks in the kitchen with no one empowered as a overall decision maker. No entity views the needs of the region or the entire transportation system as their primary responsibility.
- Numerous government entities have become involved in planning and prioritizing transportation projects and operations over time, and each has partial decision making responsibility. Overall decision making responsibility has never been unified and is not well coordinated.
- Our focus group research confirmed that the public feels that “no one is in charge” of transportation (see Appendix 1-1). The public bickering over the Alaskan Way Viaduct and other projects has reinforced the popular belief that the system is broken.
- The Puget Sound Regional Council (PSRC), Washington State Department of Transportation (WSDOT), Sound Transit (ST) and the Regional Transportation Investment District (RTID) have cooperated recently in part as a result of the forced combined 2007 ballot but their structures and institutional incentives create inherent, permanent divisions over prioritization and conflicts about funding.
- The perceived problems with responsibility and accountability produce voter discontent. This discontent has been evident in voter rejection of several transportation initiatives in the last three and a half decades that, if implemented at the time, would have substantially reduced the problems today.

■ **RTC Finding:** *The absence of a comprehensive regional approach to transportation demand and use results in inefficient use of the present road and transit systems.*

- Congestion is caused by a combination of factors including too much crowding of roads and bottleneck or “choke” points during traditional rush hour periods and under-use of transit, particularly during busy hours.
- Required transportation capacity is determined by measuring demand during peak use periods. Because roads are a “free good” for vehicles, demand for the roads is relatively

unaffected by the cost of constructing and maintaining those roads. Based on very recent studies, demand on key corridors is rising precipitously. More research is required to determine transportation user needs and patterns during peak periods.

- Transit systems provide some congestion relief on some routes during the busy hours, but transit agencies do not cooperate sufficiently to “incentivize” usage in such a way as to meaningfully shift demand.
- There is no effective, coordinated regional transportation demand management system and very little operating coordination between roads and transit operators or amongst transit operators.
- The region should examine demand shifting approaches such as dynamic use of tolling, faring and parking fees, and more work with large employers and institutions to shift user demand away from peak usage periods.
- Transit agencies should significantly increase cooperation on pricing, demand and capacity management, and route issues so that transit serves a significantly larger portion of peak time users.
- Parking fees or taxes could be used as a tool to shift demand, but are not viewed as a tool in transportation management.

■ RTC Finding: *There is no regional authority to prioritize regional transportation projects.*

- Numerous agencies and governments attempt to achieve what they individually consider to be their priorities. These priorities are at times in conflict.
- PSRC is charged with planning regionally, but it is an association of 83 local governments with very limited authority. Although it articulates a regional vision and attempts to plan for the region, the PSRC has limited power to approve or reject projects, and its governance structure precludes it from effectively prioritizing projects for the region.
- Sound Transit prioritizes regional transit projects, but has no authority over projects or operations of the five local transit agencies.
- The RTID Planning Committee is attempting to prioritize regional roads projects, but has been required to fund significant portions of state roads projects and has no authority over some other roads projects.
- The Washington State Legislature has taken an active role in prioritizing projects in the last decade through the unsuccessful R-51, the successful Nickel and TPA packages.

The Legislature has in effect become the primary regional decision maker for transportation projects.

- WSDOT has a thorough statewide prioritization process that advises the Legislature and improves the quality of legislative decision making.
- Local and county governments compete for prioritization of funding over limited state funding sources.

■ RTC Finding: *The policy of sub-regional equity introduces a sense of fairness, but is inconsistent with prioritizing regionally.*

- The concept of sub-regional (or sub-area) equity is a statutory requirement for RTID expenditures and a board policy for Sound Transit. Sub-regional equity was created as a fairness tool, at least in part, to gain voter support for transportation funding initiatives.
- For historic reasons, road and transit funds are segregated, and to a large degree have separate funding sources.
- The present system of subdividing transportation money geographically and by mode results in dollars being distributed into relatively small geographic and modal “silos” based generally on the ratio of revenue raised by that mode or area.
- A “silo” system cannot effectively meet the long term needs for transportation in the region, in part because many projects that reside in a sub-region have broad regional significance. Dollars would be allocated differently if sub-regional equity was not required and instead all projects were prioritized regionally.
- Because RTID and Sound Transit taxes are levied uniformly across their respective territories (which are significantly different from one another), and yet money is divided by sub-region, revenue generated does not match up with the project needs of the sub-regions. As a result, either some sub-regions receive more money (and presumably projects) than they require or other regions do not receive enough, or both.
- If geographic and/or sub-regional equity policies are changed, it is vital that users and voters perceive that decisions on transportation expenditures are fair and that projects benefit the entire region.

■ RTC Finding: *Identifiable transportation funding sources for future projects is inadequate for the needs of the region.*

- PSRC has identified \$134 billion in planned investments in transportation to support the Destination 2030 Plan, and \$72 billion in available funding sources, leaving a funding gap of \$62 billion.¹
- Over the next 24 years, revenue generated by state tax sources will only provide a limited amount of the funding for regional projects. As a consequence, PSRC estimates that the bulk of the funding for regional projects will have to come from regional taxes.
- We examined alternative financing strategies in Chapter 8 and believe that some additional revenue could be available from new regional taxes. If all possible new sources, including increases in sales, property, fuel and excise taxes, were enacted at maximum levels, the total revenue generated would still be less than 60% of the shortfall.
- Because of the shortfall and the absence of adequate incremental revenue from state sources, there is a vital need for a regional approach - new regional, non-tax sources, including, but not limited to tolling, fare adjustments, and parking fees that would be used as both a source of revenue and as tools for managing demand.

■ RTC Finding: *The six transit agencies in the region represent \$66 billion in transportation funding requirements over the next 24 years, and yet they operate relatively independently.*

- The five local transit systems and Sound Transit are largely financed by existing committed sales tax sources. This type of funding is insufficient and unsustainable in the long-term and unable to fulfill long-term transit needs.
- Transit pricing is largely uncoordinated. Transit agencies compete with one another and in some cases unintentionally encourage commuters to travel during peak periods, thereby increasing congestion and driving up capital costs. In some cases, capacity is wasted by running multiple partially filled buses on the same routes.
- The boards of transit agencies make pricing decisions, which causes those decisions to be subject to politics and not necessarily based on regional or local priorities.
- Transit ridership is in some cases discouraged by mixing regional and local routes. There is no clear regional scheduling system such as a hub-and-spoke system involving all six transit providers.
- A systemic, regional approach to transit and transportation will require viewing all of the components of the transportation network on a coordinated basis.

¹ PSRC numbers are preliminary and provided in Chapter 5. Our report does not include Washington State Ferries because they operate a part of a state wide system. If included, they would add \$1.7 billion to the funding shortfall.

■ **RTC Conclusion:** *We conclude that the Washington State Legislature should create a regional transportation governance entity which is empowered to, at a minimum, prioritize, plan and finance regional projects.*

- In order to effectively prioritize and plan, regional transportation decision-making should be shifted to the region.
- Regional governance should be based on regional goals and objectives and should stitch together existing agencies rather than create a new layer of bureaucracy.
- The body should have the authority to address the critical needs in planning and finance, including responsibility for certain elements of growth management and land use.
- A regional governance structure should be able to address all tax and usage based revenue sources as a part of a systemic financing strategy.
- The specifics of role, scope, powers, and manner of selection are the subject of the choices and alternative models included in Chapter 9.

We have two additional topics that represent questions at this stage on which we would like public input. We suspect that we will not be able to reach definitive conclusions, but believe the topics at a minimum deserve further study.

Question: *What would be the implications of combining the six transit systems into a single organization?*

- The local transit agencies are expected to expend \$30 billion on basic needs and system expansion over the next 24 years, and Sound Transit is expected to spend \$36 billion for those purposes. The total \$66 billion represents approximately half of our expected transportation expenditures.
- There is a lack of planning and coordination on pricing, capacity utilization, and economic integration, which we suspect materially increases the costs of the system.
- We believe it is worthwhile to thoroughly analyze the benefits and costs of merging or otherwise combining the six transit agencies into a single regional transit organization. We believe that a regional governance structure should play a significant role in determining a regional fare structure, scheduling, and routes, with local transit agencies in control of local service.
- We will not have the time or resources to adequately evaluate the pros and cons of a complete merger of all operating transit agencies.

Question: *What are efficiency implications of the presently-fragmented transportation system?*

- There is ongoing work by the state auditor and other agencies to determine opportunities for additional efficiency amongst agencies. We believe it is important to examine these studies when completed.
- An early mission for the new regional transportation governance entity should be to investigate and, if empowered, to implement a national “best practices” study to identify areas in which regional transportation operational efficiency can be accomplished.
- If our recommendations are not implemented, we believe that work should be done to identify systemic inefficiencies which may be inherent in the current fragmented organizational network.

We hope that these observations and questions are useful in stimulating additional thinking and comments prior to the RTC’s development of its final recommendations. We look forward to suggestions from the public and from various transportation entities at the RTC’s upcoming public hearings, listed at the back of Chapter 9. All suggestions will be carefully considered as we move forward to a final report to the state’s elected policymakers.

Figure 9-1: Choices for RTC consideration

Planning Scope

<i>Least Scope</i> ←			→ <i>Most Scope</i>		
Just transportation following PSRC guidelines	Just transportation with PSRC transportation planning folded in to new agency.	Transportation and land use, with all PSRC functions absorbed.			

Authority

<i>Least Authority</i> ←					→ <i>Most Authority</i>				
Planning Only	Planning & Prioritize Funding.	Planning, Prioritize Funding, & Infrastructure Construction	Planning, Prioritize Funding, Infrastructure Construction & Preservation	Planning, Prioritize Funding, Construction, Preservation & System Operations					
	Planning, Prioritize Funding, & Taxing	Planning, Prioritize Funding, Taxing & Infrastructure Construction	Planning, Prioritize Funding, Taxing, Infrastructure Construction & Preservation	Planning, Prioritize Funding, Taxing, Construction, Preservation & System Operations					

Revenue Sources

<i>Least Revenue Sources</i> ←									→ <i>Most Revenue Sources</i>								
Current State & Fed \$	Previous box + cost efficiencies	Previous box plus merging of mode funding silos	Previous box + Regional Taxing Authority spends with current sources	Previous box + Regional Taxing Authority spends with maximized sources	Previous box + Regional Taxing Authority also receives local taxes	Previous box + Infrastructure Tolls	Previous box + Congestion Price Tolls	Previous box + new taxing mechanisms including public/private partnerships, Trans. Impact Fees, etc.									

Authority over Roads

<i>Least Authority</i> ←					→ <i>Most Authority</i>				
Planning Only & No Prioritization of Funding	Planning & Prioritization Recommendations	Prioritization of Funding over State Roads	Prioritization of Funding over SRs and "Roads of Regional Significance." (RRS)	Prioritization of Funding over all roads within region					
		Planning & Prioritization of Funding over SRs	Planning & Prioritization of Funding over SRs and RRS	Planning & Prioritization of Funding over all roads within region					

Authority over Transit Agencies

<i>Least Authority</i> ←								→ <i>Most Authority</i>							
All transit agencies operate independently	All transit agencies operate independently, but regional (hub to hub) routes set by regional body	All transit agencies operate independently, but fare standardization and regional routes set by regional body	Run all bus transit. No ferries, No Sound Transit, No regional bus routes	Run all bus transit & regional bus routes. No ferries, No Sound Transit light rail or Sounder.	Run all transit but ferries	Run all transit agencies within boundaries includes ferries									

Representation

Most directly chosen by voters ← → *Not chosen by voters*

Elected		Elected and Appointed		Appointed					
Direct Election by District	Direct Election At Large	Some Directly Elected by District	Some Appointed by Legislature	Local Officials Appoint Local Elected (Federated)	County Officials Appoint Local Elected (Federated)	Legislature Appoints Local Elected (Federated)	Legislature Appoints at its discretion	Legislature and Governor Appoint at their discretion	Governor Appoints at her discretion
		Some Directly Elected at Large	Some appointed by Governor						

Membership by government entities inside regional boundary

Least Commitment ← → *Most Commitment*

No membership	Voluntary Membership	Voluntary Membership for local governments, mandatory for county governments	Mandated membership for all governments.
		Voluntary Membership for county governments, mandatory for local governments.	

Boundaries

Narrowest Boundary ← → *Widest Boundary*

Sound Transit	Sound Transit & part of Kitsap	Sound Transit & SRs in four counties	Three counties (RTID)	King, Snohomish, Pierce & part of Kitsap	All four counties
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December 13, 2006

D R A F T

Mr. Norm Rice, Mr. John Stanton, Co-Chairs
Regional Transportation Commission
PO Box 53010
Bellevue, WA 98015

Dear Mr. Rice and Mr. Stanton:

We are pleased to have the opportunity to comment on the Commission's November 15 Draft Report. We want to commend the Commission for completing the draft report in just a few short months. This letter represents a follow up to our August letter where we responded to the Commission's request for comments early in its work. Our comments on the Commission's findings follow, with comments on the Commission's recommendation at the end of the letter.

RTC finding: The Puget Sound region has a transportation crisis

We support the finding that our quality of life could be improved by improving our transportation infrastructure. We do not look at the main symptom of our transportation woes as simply too much congestion however. History shows us that the most vibrant cross roads of culture and trade have always had congestion. Rather, the main difficulty is a lack of mobility options. Therefore, of particular interest is the finding concerning the need for more options to single occupancy vehicles.

RTC finding: The crisis is caused by two primary factors: a history of under funding transportation and the absence of a unified regional transportation governance system.

More resources are helpful in solving almost all problems that face government, including transportation. We also agree that there is a lack of understanding on the part of the public about government in general and specifically about the broad range of agencies that touch transportation. In our earlier comments to the Commission we expressed our interest in clarifying the public's understanding of the responsibility of various agencies. Also, just as we cannot understand any current crisis in transportation without considering the land use choices of the past 70 years and their effect on transportation system's development, we cannot move forward without considering the effects of future land use decisions.

RTC finding: The present transportation governance system is broken and must be improved.

We agree that our region is hindered by institutional incentives and histories that work at cross purposes. In order to address the "no one is in charge" syndrome, we restate our interest in a regional report that would show construction activity, completed projects, system enhancements, performance measures from the freeways and mass transit systems, and other information to let the public know how the entire system is performing.

RTC finding: The absence of a comprehensive regional approach to transportation demand and use results in inefficient use of the present road and transit systems.

This finding is particularly helpful since its implications are often overlooked. We agree that only when a larger fraction of the true cost of constructing, operating, and maintaining the street system is borne by its

Letter to RTC Co-chairs

December 13, 2006

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users, will demand begin to come in line with supply. The findings on parking fees and demand management strategies will bring added attention to these important tools.

RTC finding: There is no regional authority to prioritize regional transportation projects.

The findings of the Commission are well stated.

RTC finding: The policy of sub-regional equity introduces a sense of fairness, but is inconsistent with prioritizing regionally.

Kirkland has consistently supported a regional view that avoids compartmentalization of funds. Systems that track the origin and spending of each dollar on a subarea basis add overhead costs and move focus from the goal of a system that best serves the region.

RTC finding: Identifiable transportation funding sources for future projects is inadequate for the needs of the region.

We wholeheartedly support this finding. It is time to look beyond gas tax and sales tax for the funding of our transportation system. As stated above, we support the examination of user based fees to support transportation projects.

RTC finding: The six transit agencies in the region represent \$66 billion in transportation funding requirements over the next 24 years and yet they operate relatively independently.

Our region is fortunate to have quality transit agencies. Their services to the public should be seamless and highly integrated. Fares, schedules, route planning and operations should be coordinated such that the result is a regional transit system including rail, busses, bus rapid transit and van pools.

The RTC concludes that the Legislature should create a regional transportation governance entity which is empowered to, at a minimum prioritize, plan and finance regional projects. In concept, we support this minimum role. We reserve final judgment because determining the exact structure and authority of a regional body is a complicated matter yet the details of a regional body are what will determine its usefulness. The analysis laid out in Chapter 9 (Table 9-1) provides a helpful way of examining the trade offs to be considered in creation of such an entity. If a regional entity is created, it is our belief that the following principles should guide its creation:

Simplify. Any change in the existing regional governance structure should build upon and or consolidate existing entities, while seeking simplification wherever possible. For example, a regional agency determining regional transit routes to be implemented by local transit agencies may violate this principle.

Local agencies control local streets. Projects on state routes and other roads of state wide significance might well be prioritized by a regional agency, but local streets should remain under the control of local jurisdictions.

A regional agency should have relatively broad control of funding mechanisms. Control should include tolling and other forms of pricing to manage demand. The funding field should be leveled for non-auto modes.

Boundaries should be broad. Any structure should include, at a minimum, King, Pierce and Snohomish counties.

Letter to RTC Co-chairs

December 13, 2006

Page 3

Representation should be Federated. Local officials should appoint local elected officials, similar to the current PSRC model. Membership should be mandated for all jurisdictions within the boundaries.

To conclude, we appreciate the opportunity to comment, and look forward to further opportunities to participate in the work of the Commission.

Sincerely,
Kirkland City Council

James L. Lauinger
Mayor



CITY OF KIRKLAND

City Attorney's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3030

www.ci.kirkland.wa.us

MEMORANDUM

To: City Council

From: Robin S. Jenkinson, City Attorney

Date: November 29, 2006

Subject: City Manager Salary

RECOMMENDATION

Consider the attached ordinance, prepared at request of Council, to increase the salary of the City Manager by a 4.16% cost of living adjustment (COLA).

BACKGROUND DISCUSSION

The attached ordinance would increase the City Manager's salary by a 4.16% COLA to \$152,308.75 per year effective from January 1, 2007.

ORDINANCE NO. 4074

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE SALARY FOR THE CITY MANAGER.

The City Council of the City of Kirkland do ordain as follows:

Section 1. The salary for the City Manager is hereby increased by a cost of living adjustment of 4.16% to \$152,308.75 per year effective from January 1, 2007.

Section 2. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2006.

Signed in authentication thereof this _____ day of _____, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF KIRKLAND

123 FIFTH AVENUE • KIRKLAND, WASHINGTON 98033-6189 • (425) 587-3000

**DEPARTMENT OF FINANCE AND ADMINISTRATION
MEMORANDUM**

To: David Ramsay, City Manager

From: Tracey Dunlap, Director, Finance and Administration
Kathi Anderson, City Clerk

Date: December 5, 2006

Subject: Parking Advisory Board Member Resignation

RECOMMENDATION:

That Council acknowledge receipt of Nathan Ware's resignation from the Parking Advisory Board and approve the attached draft response.

BACKGROUND DISCUSSION:

Mr. Ware has resigned due to a relocation which renders him ineligible to complete his term as a member of the Parking Advisory Board. A recruitment is underway to fill the unexpired term and a special meeting to conduct applicant interviews has been scheduled prior to the Council's study session on Tuesday, January 2, 2007.

From: Nathan Ware [mailto:Nathan@rainnetworks.com]
Sent: Wednesday, November 15, 2006 5:30 PM
To: Glenn Peterson
Cc: Kathi Anderson; David Godfrey; Tami White
Subject: RE: Resignation from the PAB

I hereby tender my resignation from the Kirkland Parking Advisory Board. I have moved my business out of the city, and I do not live in Kirkland, so I am no longer eligible to serve. Otherwise, I would have been willing to fulfill my commitment by completing my term.
Nathan Ware

P.S. Thanks for having me on the board. I actually really enjoyed the experience. It's such an important issue to the city that I hope you all are able to work through the problems and find a successful resolution. It's a tricky predicament. Kirkland is a wonderful place. You guys are making it better. Glen, you're a good leader, they're lucky to have you.....

DRAFT

December 12, 2006

Nathan Ware
Rain Networks
19102 North Creek Parkway, Suite 107
Bothell, WA 98011

Dear Mr. Ware:

We have regretfully received your letter of resignation from the Kirkland Parking Advisory Board. The City Council appreciates your contributions to the board, and we thank you for volunteering your time and talent to serve our community.

The Parking Advisory Board benefited from having a member with downtown business experience like yours. Also, I understand that your original and creative ideas were helpful in moving the work of the Board forward.

Best wishes in your current and future endeavors.

Sincerely,
KIRKLAND CITY COUNCIL

James L. Lauinger
Mayor



CITY OF KIRKLAND
Department of Finance
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sandi Hines, Financial Planning Manager

Date: November 30, 2006

Subject: **FINAL 2007 PROPERTY TAX LEVY**

RECOMMENDATION:

Council approve the attached ordinance, which repeals Ordinance 4071 approved on November 21, 2006 and establishes the final property tax levy for the 2007 fiscal year.

BACKGROUND DISCUSSION:

The attached ordinance reflects the most recent property tax levy data received from King County. This ordinance replaces the interim ordinance that was approved on November 21, 2006 in order to meet the County's deadline for 2007 levy information. As noted in the preliminary 2007 property tax levy memo, the initial levy was set intentionally high to ensure that the City would capture any additional new construction and state assessed valuation that was not recorded at the time of the preliminary levy. The attached ordinance reflects the final new construction figures received from King County on November 29, 2006.

Regular Levy

For 2007, there are three factors impacting the amount of the regular levy – the new construction levy, the optional increase, and the banked capacity.

New Construction

New construction represents additional property taxes to be received from the construction of new buildings and additions to existing structures. The new construction levy increases revenue to the City but does not increase the tax levy on existing taxpayers. The new construction levy is calculated by dividing the new construction valuation by \$1,000 and multiplying the quotient by the current year's regular levy tax rate (\$1.32 per \$1,000 of assessed valuation). The following table shows new construction growth trends (as a percentage of each year's total regular levy and as a levy amount) for the past eight years:

<i>Levy Year</i>	<i>% Increase</i>	<i>New Construction Levy</i>
2000	2.34%	\$185,860
2001	2.53%	\$208,632
2002	2.94%	\$250,496
2003	1.56%	\$136,590
2004	1.36%	\$132,113
2005	1.70%	\$170,575
2006	2.86%	\$273,577
2007	3.94%	\$428,058

The final new construction valuation for the 2007 levy is \$323,404,709, which translates into a new construction levy of \$428,058 $((\$323,404,709/\$1,000) \times \$1.3236)$. Relative to the 2007 total regular levy for the General and Street Operating funds of \$10,861,816, this represents an increase of 3.94%.

Optional Levy Increase

The 2007-2008 Final Budget assumes an optional increase of one percent in each year, so the 2007 levy includes the one percent increase. Each one percent increase in the regular levy equates to almost \$109,000 in additional revenue to the General Fund and about \$7,000 in additional revenue to the Parks Maintenance Fund, for a total of \$116,000 in 2007.

Banked Capacity

The current tax law also allows for the use of “banked” capacity, which is the amount of unused optional increases that have accumulated over previous years. The original 2007-2008 Preliminary Budget recommended use of \$275,000 per year of the banked capacity to fund the addition of four Corrections Officers. However, the Council provided direction at the November 9th study session to modify the Preliminary Budget to utilize increased property tax due to new construction (as described earlier in this document) to fund these Corrections Officers and to use banked capacity to fund a fifth Corrections Officer and a Communications Coordinator (\$162,400). The City will have approximately \$190,000 of available banked capacity after this recommended use.

On November 21st, the Council adopted resolution R-4614 which banked the maximum amount of levy capacity pursuant to RCW 84.55.0101 and .092 in the event that the Washington Supreme Court finds Initiative 747 unconstitutional. If that occurs, this action ensures the City’s ability to provide funding for current and future operating costs from the highest lawful levy as calculated under the statute before I-747 was adopted.

Excess Levy

The total excess levy, which relates to voted debt service, is increasing slightly from \$1,449,146 in 2006 to \$1,465,678 in 2007. This translates to a rate per \$1,000 assessed value of \$0.149.

Trends in Assessed Valuation

Growth in assessed valuation is composed of new construction and revaluation of existing properties. Final valuation figures from King County dated 11/29/06, indicate that the City’s total assessed valuation increased by 12.58% with 3.69% due to new construction and 8.89% due to revaluations.

The increase in valuation does not in itself generate additional revenue for the City. If the Council takes no optional increase in the levy and the assessed valuation increases, it has the effect of lowering the rate applied to each \$1,000 of assessed valuation.

November 30, 2006

Page 3

Based on the final levy worksheet, the new construction levy of \$428,058 and use of \$162,400 of banked capacity, the overall tax rate (regular levy only) would decrease from \$1.323 per \$1,000 of assessed valuation in 2006 to \$1.252 in 2007.

Final Levy Recap:

Base General Levy (2006 Rate)	\$10,861,816
1% Optional Increase (General Levy)	108,618
Optional Banked Capacity	162,400
Base Parks Maintenance Levy (2006)	732,366
1% Optional Increase (Parks Maint. Levy)	7,324
New Construction and Prior Yr. Adjustments*	<u>476,256</u>
Total Regular and Parks Maint. Levy	\$12,348,780
Excess Levy (for voted debt)	<u>1,465,678</u>
Total 2007 Final Levy	<u>\$13,814,458</u>

*New construction levy is \$428,058; the refund levy for 2007 is \$48,262; and the levy correction by King County for an error in 2005 is a reduction of \$64.

Attachment

CITY OF KIRKLAND 2007 PROPERTY TAX DISTRIBUTION (FINAL LEVY)

Taxable Assessed Valuation For 2007 Levy		\$9,862,547,464
REGULAR LEVY		
Operating Fund	Levy	Rate per \$1,000 AV
General Fund	\$8,803,457	\$0.893
Street Operating Fund	\$2,790,985	\$0.283
Parks Maintenance Fund	\$754,338	\$0.076
Total 2007 Regular Levy	\$12,348,780	\$1.252
EXCESS LEVY		
Unlimited General Obligation Bond Issue	Levy	Rate per \$1,000 AV
1993 Unlimited G.O. Refunding (Parks)	\$548,530	\$0.056
1995 Unlimited G.O. (Public Safety)	\$91,188	\$0.009
2001 Unlimited G.O. Refunding (Public Safety)	\$192,475	\$0.020
2003 Unlimited G.O. (Parks)	\$633,485	\$0.064
Total 2007 Excess Levy	\$1,465,678	\$0.149
TOTAL LEVY		
	Levy	Rate per \$1,000 AV
Total 2007 Levy	\$13,814,458	\$1.401

ORDINANCE NO. 4075

AN ORDINANCE OF THE CITY OF KIRKLAND LEVYING THE TAXES FOR THE CITY OF KIRKLAND, WASHINGTON, FOR THE YEAR 2007 AND REPEALING ORDINANCE 4071.

WHEREAS, the City Council held a public hearing on September 19, 2006, to consider revenue sources for the 2007-2008 Biennial Budget; and

WHEREAS, the City Council and the City Manager have considered the anticipated financial requirements of the City of Kirkland for the fiscal year 2007; and

WHEREAS, pursuant to RCW 35A.33.135, the City Council is required to determine and fix by ordinance the amount to be raised by ad valorem taxes; and

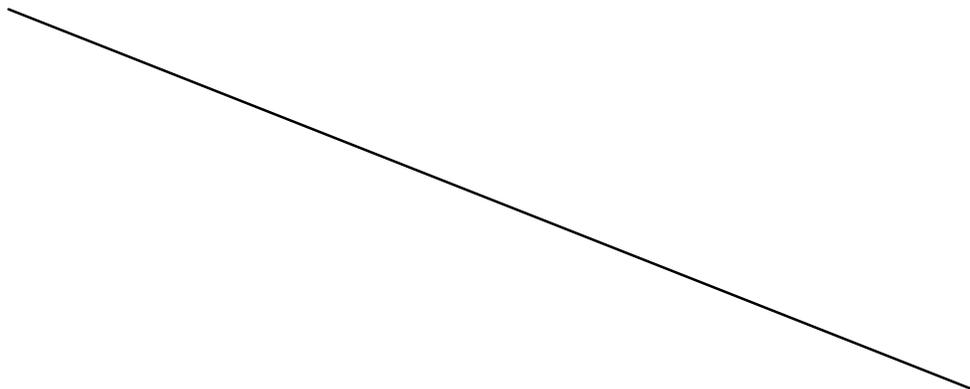
WHEREAS, on November 21, 2006, the City Council passed Ordinance 4071 which was the preliminary property tax levy; and

WHEREAS, the City Council wishes to repeal the preliminary property tax levy and pass the final tax levy based upon the most recent property tax levy data provided by King County; and

WHEREAS, RCW 84.55.120 requires that the increase in the levy over the prior year shall be stated both as to dollars and percentage;

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

Section 1. Ordinance 4071 passed November 21, 2006, is hereby repealed.



Section 2. The regular property tax levy for the year 2007 is hereby fixed and established in the amount of \$12,348,780.

	<u>2006</u>	<u>2007</u>	<u>Increase/ (Decrease)</u>
Assessed Valuation	\$8,760,457,455	\$9,862,547,464	\$1,102,090,009
Base Levy	\$ 9,550,083	\$ 10,861,816	\$ 1,311,733
Optional Increase on Base Levy			
–Dollars	\$ 95,501	\$ 108,618	\$ 13,117
–Percent	1.00%	1.00%	0.00%
Parks Maintenance Levy	\$ 725,115	\$ 732,366	\$ 7,251
Optional Increase on Parks Maintenance Levy			
–Dollars	\$ 7,251	\$ 7,324	\$ 73
–Percent	1.00%	1.00%	0.00%
Optional Banked Capacity	910,000 8.86%	162,400 1.40%	(747,600) (7.46%)
Prior Year Levy Adjustments and New Construction	<u>\$ 306,232</u>	<u>\$ 476,256</u>	<u>\$ 170,024</u>
Total Regular Levy in Dollars	\$ 11,594,182	\$ 12,348,780	\$ 754,598
Rate per \$1,000 of Assessed Valuation	\$ 1.323	\$ 1.252	\$ (0.071)

Section 3. The special tax levies, as heretofore approved by the voters of the City of Kirkland, as to the following general obligation bonds are hereby fixed and established as follows:

<u>Kirkland Taxing Limit #0 and #6</u>	<u>Levy Amount</u>
1993 Unlimited Refunding	548,530
1995 Unlimited Public Safety	91,188
2001 Unlimited Refunding	192,475
2003 Unlimited Parks	<u>633,485</u>
Total Excess Levy	1,465,678

Section 4. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 2006.

Signed in authentication thereof this _____ day of _____, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney



CITY OF KIRKLAND
Department of Finance & Administration
 123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
 www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Tracey Dunlap, Director of Finance and Administration
Sandi Hines, Financial Planning Manager

Date: December 1, 2006

Subject: **2007-2008 BUDGET ADOPTION**

RECOMMENDATION:

Council approve the attached ordinance adopting the budget for the 2007-2008 biennium.

BACKGROUND DISCUSSION:

Background for each budget item is provided below along with related attachments at the end of this memorandum.

2007-2008 Budget Adoption

The attached ordinance represents the City's second biennial budget. It adopts the 2007-2008 Budget as proposed by the City Manager and amended by the City Council.

The budget is adopted at the fund level which sets the total expenditure authority for the biennium for each fund. A summary of the 2007-2008 Final Budget by fund type is included in the table below:

Fund Type	05-06 Budget*	07-08 Budget	% Change
General Government:			
General Fund	95,197,625	107,829,861	13.27%
Other Operating Funds	20,909,875	22,597,533	8.07%
Internal Service Funds	20,845,353	22,103,263	6.03%
Non-Operating Funds	75,867,559	74,025,298	-2.43%
Utilities:			
Water/Sewer	53,509,619	53,127,927	-0.71%
Surface Water	13,319,096	19,623,946	47.34%
Solid Waste	15,549,923	17,062,870	9.73%
Total Budget	295,199,050	316,370,698	7.17%

* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

December 1, 2006

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The 2007-2008 Final Budget totals \$316,370,698, which represents an increase of 7.17% from the 2005-2006 Approved Budget (as of June 30, 2006). Factors contributing to the change include planned increases in the Surface Water and Solid Waste utility funds, the full impact of the increase in public safety service levels approved at the mid-biennial update using a portion of the banked property tax capacity available, and planned increases in spending for capital improvements. The total General Fund budget is \$107,829,861, which represents an increase of 13.27% from the 2005-2006 Approved Budget. It should be noted that the increase is for a two year period and is primarily the result of employee wage and benefit growth, increased technology costs, and approved service packages. A 2007-2008 Final Budget Overview by fund is provided as Attachment A and a final Service Package Summary is included as Attachment B.

The final budget incorporates changes made by the City Council and housekeeping corrections that reduce the preliminary budget by \$2,428,583 (primarily related to interfund transfer corrections and the conversion of the Cascade Water Alliance regional connection charge revenue/expenditure pass-through accounts to a liability account). The changes from the preliminary to final budget are summarized in the following table:

Type of Adjustment	2007-2008 Total
Preliminary Budget	318,183,403
Basic Budget Adjustments	0
Changes to the Preliminary Budget	615,878
Housekeeping Adjustments	(2,428,583)
Final Budget	316,370,698

The specific adjustments made by the Council are outlined in Attachment C. Of particular note are the following items:

- **Fund additional 2007-2008 human service agencies (\$70,383) and 2007 Kirkland Downtown Association (\$8,500)** for a total of \$78,993 from available fund balance of \$50,000 (originally allocated to ARCH funding but \$50,000 of Kirkland's ARCH contribution will be funded with King County CDBG) and \$28,883 from sales tax hold-back (annexation planning or unallocated).
- **Council changed the funding recommendation for the four Correctional Officers (\$549,874 for two years) to additional new construction property tax and added a fifth Correctional Officer (\$136,840 for two years).** The one-time costs for the four positions continues to be funded by existing fund balance (\$48,512) and the one-time costs for the fifth position (\$10,175) will also be funded from existing fund balance.
- **Council added funding for a Communications Coordinator (\$185,640 for two years)** from property tax banked capacity (.8% = \$187,000 for two years) **and a half-time Emergency Preparedness Coordinator (\$156,255 for two years)** from sales tax hold-back (annexation planning or unallocated). The one-time costs associated with the Communications Coordinator (\$4,614) are funded from existing fund balance.

In addition, the City Manager recommends adding funding for a Wine Event (\$40,000) in 2007. This one-time funding is provided from a combination of anticipated event revenue-sharing and additional admissions tax. A memo from the City Manager's Office is included as Attachment D that discusses the components of the recommendation.

Follow-up Requested by Council

Along with modifications to the biennial budget, Council requested several reports as future follow-up items. These include:

- Continue to report on **Process Improvements**.
- The consideration of **Performance Management** as a potential Council retreat topic.
- A potential Council retreat or workshop topic on **Projects Utilizing Long Term Financing**.
- A more detailed look at the **LTAC/tourism program**.
- A report on **Special Events Cost Recovery**.
- Further discussion on **long-term issues relating to the Jail**.
- A report on **human services** with a breakout of homelessness initiatives and the final outcome of CDBG funding.
- A discussion regarding a matching program for **Special Events** funding.
- A report on **ARCH projects** when they have been decided.

Copies of the final budget document will be available early in 2007.

Cc: Directors

CITY OF KIRKLAND 2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

General Government Operating Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>General Fund</i>			
010 General	95,197,625	107,829,861	13.27%
<i>Special Revenue Funds</i>			
112 Lodging Tax	377,463	390,814	3.54%
117 Street Operating	8,150,265	8,867,461	8.80%
122 Cemetery Operating	311,728	337,514	8.27%
125 Parks Maintenance	1,784,151	1,959,973	9.85%
126 Recreation Revolving	1,850,967	2,141,701	15.71%
127 Facilities Maintenance	8,435,301	8,900,070	5.51%
Total Special Revenue Funds	20,909,875	22,597,533	8.07%
<i>Internal Service Funds</i>			
521 Equipment Rental	12,247,352	12,262,223	0.12%
522 Information Technology	8,598,001	9,841,040	14.46%
Total Internal Service Funds	20,845,353	22,103,263	6.03%
Total General Government Operating Funds	136,952,853	152,530,657	11.37%

General Government Non-Operating Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Special Revenue Funds</i>			
152 Contingency	2,357,321	3,193,826	35.49%
154 Cemetery Improvement	493,195	550,473	11.61%
156 Impact Fees	3,456,512	4,002,831	15.81%
157 Park & Municipal Reserve	10,802,759	11,426,772	5.78%
158 Off-Street Parking Reserve	84,564	69,564	-17.74%
159 Tour Dock	210,913	93,211	-55.81%
170 Street Improvement	3,091,247	2,600,998	-15.86%
188 Grant Control Fund	437,001	285,873	-34.58%
190 Excise Tax Capital Improvement	14,018,435	21,888,649	56.14%
Total Special Revenue Funds	34,951,947	44,112,197	26.21%

* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

CITY OF KIRKLAND 2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

General Government Non-Operating Funds (Continued)

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Debt Service Funds</i>			
210 LTGO Debt Service	3,287,354	4,966,356	51.07%
220 UTGO Debt Service	3,236,949	3,256,779	0.61%
230 LID Control	16,221	7,361	-54.62%
Total Debt Service Funds	6,540,524	8,230,496	25.84%
<i>Capital Projects Funds</i>			
310 General Capital Projects	19,384,424	16,332,109	-15.75%
320 Grant Capital Projects	13,844,535	3,968,636	-71.33%
Total Capital Projects Funds	33,228,959	20,300,745	-38.91%
<i>Trust Funds</i>			
620 Firefighter's Pension	1,146,129	1,381,860	20.57%
Total Trust Funds	1,146,129	1,381,860	20.57%
Total General Government Non-Op Funds	75,867,559	74,025,298	-2.43%

Water/Sewer Utility Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
411 Water/Sewer Operating	35,331,607	36,241,674	2.58%
Total Operating Fund	35,331,607	36,241,674	2.58%
<i>Non-Operating Funds</i>			
412 Water/Sewer Debt Service	3,728,096	3,756,868	0.77%
413 Utility Capital Projects	14,449,916	13,129,385	-9.14%
Total Non-Operating Funds	18,178,012	16,886,253	-7.11%
Total Water/Sewer Utility Funds	53,509,619	53,127,927	-0.71%

* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

CITY OF KIRKLAND
2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

Surface Water Utility Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
421 Surface Water Management	9,710,508	11,636,958	19.84%
Total Operating Fund	9,710,508	11,636,958	19.84%
<i>Non-Operating Fund</i>			
423 Surface Water Capital Projects	3,608,588	7,986,988	121.33%
Total Non-Operating Funds	3,608,588	7,986,988	121.33%
Total Surface Water Utility Funds	13,319,096	19,623,946	47.34%

Solid Waste Utility Fund

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
431 Solid Waste Utility	15,549,923	17,062,870	9.73%
Total Operating Fund	15,549,923	17,062,870	9.73%
Total Solid Waste Utility Fund	15,549,923	17,062,870	9.73%

TOTAL ALL FUNDS	295,199,050	316,370,698	7.17%
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* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

**City of Kirkland
2007-2008 Final Budget
Biennial Service Package Requests and Recommendations**

	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
	FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	Taxes	CIP	Reserves
GENERAL FUND															
Nondepartmental															
Flexpass for City Employees	-	42,630	-	42,630	-	-	42,630	42,630	42,630	-	-	-	-	-	-
Outside Agency Funding	-	344,000	125,500	469,500	-	140,000	320,500	460,500	316,770	-	70,000	-	73,730	-	-
Subtotal Nondepartmental	-	386,630	125,500	512,130	-	140,000	363,130	503,130	359,400	-	70,000	-	73,730	-	-
City Council															
Community Survey	-	-	40,000	40,000	-	-	35,000	35,000	35,000	-	-	-	-	-	-
Subtotal City Council	-	-	40,000	40,000	-	-	35,000	35,000	35,000	-	-	-	-	-	-
City Manager															
NORCOM Transition (Kirkland Portion)	-	-	625,000	625,000	-	-	215,000	215,000	47,407	-	167,593	-	-	-	-
Kirkland Cannery Project	-	-	30,000	30,000	-	-	30,000	30,000	30,000	-	-	-	-	-	-
Vancouver International Sculpture Exhibit	-	-	62,500	62,500	-	-	-	-	-	-	-	-	-	-	-
State Legislative Advocate Services	-	60,000	-	60,000	-	-	60,000	60,000	60,000	-	-	-	-	-	-
Federal Legislative Advocate Services	-	-	80,000	80,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-
Probation Officer & Administration Support	0.50	91,178	-	91,178	0.50	91,178	-	91,178	-	-	-	91,178	-	-	-
Increase Judicial Services	0.15	56,396	-	56,396	0.15	56,396	-	56,396	-	56,396	-	-	-	-	-
Economic Development - Services for Entrepreneurs	-	-	10,000	10,000	-	-	-	-	-	-	-	-	-	-	-
Economic Development - Professional Services	-	60,000	-	60,000	-	-	25,000	25,000	25,000	-	-	-	-	-	-
Economic Development - Marketing and Promotion	-	-	66,000	66,000	-	-	25,000	25,000	15,000	-	-	-	-	-	10,000
Economic Development - Doing Business in Kirkland	-	-	14,000	14,000	-	-	14,000	14,000	14,000	-	-	-	-	-	-
Economic Development Program Update	-	98,400	-	98,400	-	30,000	68,400	98,400	68,400	-	-	-	30,000	-	-
Communications Coordinator	1.00	185,640	4,614	190,254	1.00	185,640	4,614	190,254	4,614	-	-	-	185,640	-	-
Special Projects Coordinator	0.25	40,368	-	40,368	0.25	40,368	-	40,368	-	-	40,368	-	-	-	-
Subtotal City Manager	1.90	591,982	892,114	1,484,096	1.90	403,582	462,014	865,596	284,421	56,396	207,961	91,178	215,640	-	10,000
Human Resources															
HR Analyst Reclass to Senior Analyst	-	10,308	-	10,308	-	10,308	-	10,308	-	-	-	-	10,308	-	-
Temporary Human Resources Analyst	-	-	154,047	154,047	-	-	52,557	52,557	52,557	-	-	-	-	-	-
Automate Personnel Action Form	-	360	6,360	6,720	-	360	6,360	6,720	6,360	-	-	-	360	-	-
Regional HR Initiatives	-	-	25,000	25,000	-	-	-	-	-	-	-	-	-	-	-
Respiratory Fit Machine	-	1,390	10,150	11,540	-	1,390	10,150	11,540	10,150	-	-	-	1,390	-	-
Employee Training	-	14,260	-	14,260	-	-	7,060	7,060	4,660	-	2,400	-	-	-	-
Subtotal Human Resources	-	26,318	195,557	221,875	-	12,058	76,127	88,185	73,727	-	2,400	-	12,058	-	-

**City of Kirkland
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	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
	FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	Taxes	CIP	Reserves
Parks & Community Services															
Accounts Associate	0.50	69,449	-	69,449	0.50	69,449	-	69,449	-	-	29,793	39,656	-	-	-
Heritage Park Maintenance Phase I & II	-	58,465	-	58,465	-	58,465	-	58,465	-	-	-	-	58,465	-	-
124th Avenue Park Site Maintenance	-	60,008	-	60,008	-	-	60,008	60,008	60,008	-	-	-	-	-	-
Heritage Hall Operations	-	55,763	-	55,763	-	55,763	-	55,763	-	-	-	-	55,763	-	-
Waterfowl Management	-	14,502	-	14,502	-	-	14,502	14,502	14,502	-	-	-	-	-	-
Human Services Grant Per Capita Funding Increase	-	234,596	-	234,596	-	35,795	212,201	247,996	187,048	-	-	-	60,948	-	-
Community Center IT Project	-	2,802	10,024	12,826	-	-	-	-	-	-	-	-	-	-	-
Senior Council Increase Access to Services & Programs	-	24,000	-	24,000	-	-	19,000	19,000	19,000	-	-	-	-	-	-
EnhanceWellness Program for Older Adults	-	30,000	-	30,000	-	-	7,500	7,500	7,500	-	-	-	-	-	-
Improving Water Safety	-	21,730	-	21,730	-	-	5,000	5,000	5,000	-	-	-	-	-	-
Comprehensive Park, Rec. & Open Space Plan Update	-	-	45,000	45,000	-	-	45,000	45,000	45,000	-	-	-	-	-	-
Senior Services Needs Assessment	-	-	5,000	5,000	-	-	-	-	-	-	-	-	-	-	-
All-City Youth Summit	-	-	4,000	4,000	-	-	4,000	4,000	4,000	-	-	-	-	-	-
Youth Council Video Program	-	-	18,000	18,000	-	-	-	-	-	-	-	-	-	-	-
Environmental Stewardship - Community Outreach & Ed.	-	-	87,326	87,326	-	-	43,210	43,210	43,210	-	-	-	-	-	-
Leash Law Enforcement	-	-	21,600	21,600	-	-	21,600	21,600	21,600	-	-	-	-	-	-
Step Up to Health	-	-	20,000	20,000	-	-	-	-	-	-	-	-	-	-	-
Summer Performing Arts Series and Movies	-	-	16,811	16,811	-	10,811	-	10,811	-	-	-	-	10,811	-	-
Cemetery Business Plan	-	-	10,000	10,000	-	-	-	-	-	-	-	-	-	-	-
Convert Waterfront Parks Irrigation Systems/Water Rights	-	1,350	130,552	131,902	-	1,350	130,552	131,902	-	-	26,450	-	-	-	105,452
Marina Park Dock Master	-	57,240	9,489	66,729	-	40,344	9,489	49,833	9,489	-	-	40,344	-	-	-
Boat Launch Card System Update	-	-	5,000	5,000	-	-	5,000	5,000	5,000	-	-	-	-	-	-
Marina Park Electrical Upgrades	-	-	10,800	10,800	-	-	10,800	10,800	-	-	-	-	-	-	10,800
Subtotal Parks & Community Services	0.50	629,905	393,602	1,023,507	0.50	271,977	587,862	859,839	421,357	-	56,243	80,000	185,987	-	116,252
Public Works															
Public Works Engineering Office Specialist	0.30	39,384	1,566	40,950	0.30	19,273	21,677	40,950	1,566	-	-	-	39,384	-	-
Alternative Fuel Vehicle	-	5,280	12,000	17,280	-	-	-	-	-	-	-	-	-	-	-
BKR Model Support	-	20,000	-	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-
Record Drawing Scanning Project	-	-	5,000	5,000	-	-	5,000	5,000	5,000	-	-	-	-	-	-
Traffic Counts Alternate Years	-	30,000	-	30,000	-	-	30,000	30,000	30,000	-	-	-	-	-	-
Transportation Management Plans Support	-	20,000	-	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-
Customer Self-Service Computer Work Station	-	934	5,389	6,323	-	-	-	-	-	-	-	-	-	-	-
Neighborhood Traffic Control Program Support	0.50	57,293	-	57,293	-	-	57,293	57,293	28,224	-	29,069	-	-	-	-
Non-Motorized Plan Update	-	-	50,000	50,000	-	-	50,000	50,000	50,000	-	-	-	-	-	-
Kirkland Intelligent Transportation System Plan/Strategy	-	-	60,000	60,000	-	-	-	-	-	-	-	-	-	-	-
Development Services Permit Center Remodel	-	-	80,000	80,000	-	-	-	-	-	-	-	-	-	-	-
Temporary Construction Inspector	-	-	81,689	81,689	-	-	81,689	81,689	-	81,689	-	-	-	-	-
Subtotal Public Works	0.80	172,891	295,644	468,535	0.30	19,273	285,659	304,932	154,790	81,689	29,069	-	39,384	-	-

**City of Kirkland
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	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
	FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	Taxes	CIP	Reserves
Finance & Administration															
Actuarial Study of Firefighter's Pension & OPEB	-	16,000	-	16,000	-	-	16,000	16,000	16,000	-	-	-	-	-	-
Mail Services Clerk to ongoing FTE	0.05	7,250	-	7,250	0.05	7,250	-	7,250	-	-	-	-	7,250	-	-
Accounts Payable Accounting Support	1.00	134,231	5,189	139,420	-	-	-	-	-	-	-	-	-	-	-
Customer Account Associate - Utility Billing	1.00	127,103	5,715	132,818	1.00	127,103	5,715	132,818	-	-	-	132,818	-	-	-
Reception Desk On-call Support	-	10,137	-	10,137	-	-	-	-	-	-	-	-	-	-	-
Document Management Project Professional Services	-	-	85,000	85,000	-	-	-	-	-	-	-	-	-	-	-
Off-site Records Storage Vendor Transfer	-	-	41,000	41,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-
Records Storage Room Shelving	-	-	33,365	33,365	-	-	-	-	-	-	-	-	-	-	-
Building Fee Study Update	-	-	18,000	18,000	-	-	18,000	18,000	18,000	-	-	-	-	-	-
Subtotal Finance & Administration	2.05	294,721	188,269	482,990	1.05	134,353	59,715	194,068	54,000	-	-	132,818	7,250	-	-
Planning & Community Development															
Administrative Clerk Cubicle Creation	-	934	16,445	17,379	-	934	16,445	17,379	-	-	-	-	934	-	16,445
Professional Services for Development Review	-	-	144,000	144,000	-	-	136,000	136,000	136,000	-	-	-	-	-	-
Code Enforcement Officer	0.50	95,801	-	95,801	-	-	47,586	47,586	15,000	-	10,000	22,586	-	-	-
ARCH Housing Trust Fund: Annual Contribution	-	432,000	-	432,000	-	-	166,000	166,000	166,000	-	-	-	-	-	-
Offices and Front Counter Improvements	-	934	26,689	27,623	-	934	26,689	27,623	-	-	-	-	934	-	26,689
Affordable Housing Incentives and Regulations	-	-	15,000	15,000	-	-	12,000	12,000	12,000	-	-	-	-	-	-
Neighborhood Plan Updates	-	40,000	-	40,000	-	-	16,000	16,000	16,000	-	-	-	-	-	-
Historic Preservation Incentives	-	-	18,000	18,000	-	-	-	-	-	-	-	-	-	-	-
Multi-family Design Guidelines	-	-	20,000	20,000	-	-	-	-	-	-	-	-	-	-	-
Urban Forester	-	53,789	-	53,789	-	-	-	-	-	-	-	-	-	-	-
Downtown Model Update	-	-	10,000	10,000	-	-	-	-	-	-	-	-	-	-	-
Downtown Public Improvements Plan	-	-	40,000	40,000	-	-	-	-	-	-	-	-	-	-	-
Administrative Clerk	0.50	67,364	-	67,364	-	-	-	-	-	-	-	-	-	-	-
Subtotal Planning & Community Development	1.00	690,822	290,134	980,956	-	1,868	420,720	422,588	345,000	-	10,000	22,586	1,868	-	43,134
Police															
Electronic Ticketing	-	19,200	114,946	134,146	-	19,200	114,946	134,146	114,946	-	-	-	19,200	-	-
Tablet PC's for Police Motorcycles	-	15,438	35,945	51,383	-	15,438	35,945	51,383	35,945	-	-	-	15,438	-	-
Online Citizen Incident Reporting	-	9,034	23,226	32,260	-	-	-	-	-	-	-	-	-	-	-
Public Safety Interface Software	-	5,760	58,400	64,160	-	-	-	-	-	-	-	-	-	-	-
Citizen Survey	-	-	25,000	25,000	-	-	-	-	-	-	-	-	-	-	-
Crime Scene Vehicle	-	12,220	21,900	34,120	-	12,220	21,900	34,120	-	-	32,620	-	1,500	-	-
Corrections Officers	5.00	686,714	58,687	745,401	5.00	686,714	58,687	745,401	58,687	-	-	-	686,714	-	-
Accreditation Fees and Expenses	-	50,960	-	50,960	-	-	25,480	25,480	25,480	-	-	-	-	-	-
Police Support Associate - Records	-	63,397	7,757	71,154	-	-	-	-	-	-	-	-	-	-	-
Subtotal Police	5.00	862,723	345,861	1,208,584	5.00	733,572	256,958	990,530	235,058	-	32,620	-	722,852	-	-

**City of Kirkland
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	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
	FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	Taxes	CIP	Reserves
Fire & Building															
North Finn Hill Overtime Staffing	-	-	700,000	700,000	-	-	700,000	700,000	515,900	184,100	-	-	-	-	-
Building Permit Technician	1.00	135,273	3,989	139,262	-	-	128,744	128,744	128,744	-	-	-	-	-	-
Temporary Electrical Inspector	-	-	169,687	169,687	-	-	159,169	159,169	-	-	-	-	-	-	159,169
Wildland Equipment	-	-	10,171	10,171	-	-	10,171	10,171	7,496	2,675	-	-	-	-	-
Think Again Program	-	-	11,088	11,088	-	-	11,088	11,088	11,088	-	-	-	-	-	-
Fire Protection Engineer	1.00	215,627	30,452	246,079	-	-	-	-	-	-	-	-	-	-	-
Administrative Services Supervisor	1.00	176,068	4,189	180,257	-	-	-	-	-	-	-	-	-	-	-
Building Administrative Clerk	1.00	119,990	6,200	126,190	-	-	-	-	-	-	-	-	-	-	-
Fire Overhaul Equipment	-	-	5,500	5,500	-	-	5,500	5,500	4,070	1,430	-	-	-	-	-
Prevention Staffing Analysis	-	-	10,000	10,000	-	-	-	-	-	-	-	-	-	-	-
Community Education Program Assistant	-	-	76,696	76,696	-	-	-	-	-	-	-	-	-	-	-
Joint IAFC/IAFF Wellness-Fitness Initiative	-	61,546	33,600	95,146	-	-	-	-	-	-	-	-	-	-	-
Fire Inspector	1.00	226,354	30,452	256,806	-	-	-	-	-	-	-	-	-	-	-
Plans Examiner	0.50	100,939	6,189	107,128	-	-	96,610	96,610	16,610	-	80,000	-	-	-	-
Emergency Response Vehicle for Director	-	13,800	32,027	45,827	-	13,800	32,027	45,827	23,604	12,053	5,400	-	4,770	-	-
Personal Protective Clothing	-	-	23,622	23,622	-	-	23,622	23,622	17,409	6,213	-	-	-	-	-
Fire Training - Fund Current Programs	-	317,209	22,127	339,336	-	-	100,000	100,000	-	26,300	73,700	-	-	-	-
Fire Command Training	-	135,206	-	135,206	-	-	-	-	-	-	-	-	-	-	-
Third Party Review Staffing	3.00	490,846	18,567	509,413	3.00	490,846	18,567	509,413	-	-	509,413	-	-	-	-
Overtime Coverage for FMLA Usage	-	61,000	-	61,000	-	-	-	-	-	-	-	-	-	-	-
Maintain Emergency Services During Training	-	477,583	-	477,583	-	-	-	-	-	-	-	-	-	-	-
Architectural or Engineering Intern	-	-	20,169	20,169	-	-	-	-	-	-	-	-	-	-	-
Emergency Preparedness Coordinator	1.00	211,313	35,329	246,642	-	-	156,255	156,255	61,416	-	-	-	94,839	-	-
NIMS Compliance & Emergency Preparation Training	-	-	189,540	189,540	-	-	189,540	189,540	95,514	94,026	-	-	-	-	-
Disaster Training	-	-	136,725	136,725	-	-	-	-	-	-	-	-	-	-	-
Reserve Vehicles (Disaster Use)	-	4,800	10,000	14,800	-	4,800	10,000	14,800	7,370	3,892	-	-	3,538	-	-
Emergency Preparedness Community Education	-	-	167,054	167,054	-	-	-	-	-	-	-	-	-	-	-
Subtotal Fire & Building	9.50	2,747,554	1,753,373	4,500,927	3.00	509,446	1,641,293	2,150,739	889,221	330,689	668,513	-	103,147	-	159,169
GENERAL FUND TOTAL	20.75	6,403,546	4,520,054	10,923,600	11.75	2,226,129	4,188,478	6,414,607	2,851,974	468,774	1,076,806	326,582	1,361,916	-	328,555

**City of Kirkland
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	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
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OTHER OPERATING FUNDS															
Street Operating Fund															
Graffiti Program	1.00	155,111	20,000	175,111	-	-	90,796	90,796	90,796	-	-	-	-	-	-
Field Arborist	1.00	182,729	10,000	192,729	-	-	109,120	109,120	109,120	-	-	-	-	-	-
Public Grounds Tech	1.00	160,021	5,200	165,221	-	-	77,463	77,463	38,731	-	38,732	-	-	-	
Downtown Kirkland Trash Removal	-	7,627	2,500	10,127	-	7,627	2,500	10,127	2,500	-	-	-	7,627	-	
Street Lighting Program	-	60,000	-	60,000	-	-	-	-	-	-	-	-	-	-	
Parking Garage Lighting	-	-	40,000	40,000	-	-	40,000	40,000	-	-	-	-	-	40,000	
Parking Advisory Board Support	-	14,000	-	14,000	-	14,000	-	14,000	-	-	-	-	14,000	-	
Subtotal Street Operating Fund	3.00	579,488	77,700	657,188	-	21,627	319,879	341,506	241,147	-	38,732	-	21,627	-	40,000
Cemetery Operating Fund															
Cemetery Surplus Backhoe	-	6,820	5,000	11,820	-	6,820	5,000	11,820	5,000	-	-	6,820	-	-	-
Subtotal Cemetery Operating Fund	-	6,820	5,000	11,820	-	6,820	5,000	11,820	5,000	-	-	6,820	-	-	-
Recreation Revolving Fund															
PKCC/Senior Center Recreation Coordinator	1.00	152,394	2,545	154,939	-	79,373	2,545	81,918	2,545	-	-	79,373	-	-	-
Subtotal Recreation Revolving Fund	1.00	152,394	2,545	154,939	-	79,373	2,545	81,918	2,545	-	-	79,373	-	-	-
Water/Sewer Operating Fund															
Eductor Safety Backup Vehicle	-	10,320	12,500	22,820	-	10,320	12,500	22,820	12,500	-	-	10,320	-	-	-
Alternative Fuel Vehicle	-	2,640	6,000	8,640	-	-	-	-	-	-	-	-	-	-	
Public Works Engineering Office Specialist	0.40	52,513	2,088	54,601	0.40	52,513	2,088	54,601	2,088	-	-	52,513	-	-	
Computer for TV Inspection Data Management	-	466	1,347	1,813	-	466	1,347	1,813	1,347	-	-	466	-	-	
Subtotal Water/Sewer Operating Fund	0.40	65,939	21,935	87,874	0.40	63,299	15,935	79,234	15,935	-	-	63,299	-	-	-
Surface Water Management Fund															
Water Quality Monitoring Equipment	-	-	14,000	14,000	-	-	14,000	14,000	14,000	-	-	-	-	-	-
Eductor Safety Backup Vehicle	-	10,320	12,500	22,820	-	10,320	12,500	22,820	12,500	-	-	10,320	-	-	
Alternative Fuel Vehicle	-	1,305	6,000	7,305	-	-	-	-	-	-	-	-	-	-	
Public Works Engineering Office Specialist	0.20	26,258	1,044	27,302	0.20	26,258	1,044	27,302	1,044	-	-	26,258	-	-	
Computer for TV Inspection Data Management	-	468	1,346	1,814	-	468	1,346	1,814	1,346	-	-	468	-	-	
Subtotal Surface Water Management Fund	0.20	38,351	34,890	73,241	0.20	37,046	28,890	65,936	28,890	-	-	37,046	-	-	-
Solid Waste Fund															
Recycling Program Enhancement & Ed. Outreach Spec.	0.50	119,053	5,000	124,053	0.50	119,053	5,000	124,053	5,000	-	-	119,053	-	-	
Public Works Engineering Office Specialist	0.10	13,130	521	13,651	0.10	13,130	521	13,651	521	-	-	13,130	-	-	
Commercial Organics Recycling Program	-	160,000	-	160,000	-	160,000	-	160,000	-	-	-	160,000	-	-	
Subtotal Solid Waste Fund	0.60	292,183	5,521	297,704	0.60	292,183	5,521	297,704	5,521	-	-	292,183	-	-	-
Equipment Rental Fund															
Mechanic III	-	64,477	-	64,477	-	-	-	-	-	-	-	-	-	-	
Fleet Administrative Clerk	0.50	57,988	-	57,988	0.50	57,988	-	57,988	-	-	57,988	-	-	-	
Vehicle Exhaust Evacuation System	-	-	15,000	15,000	-	-	15,000	15,000	15,000	-	-	-	-	-	
Bay #3 Hoist Replacement	-	-	25,000	25,000	-	-	25,000	25,000	25,000	-	-	-	-	-	
In-ground Hoist Removal	-	-	20,000	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	
Heavy Duty Mobile Hoists	-	-	15,000	15,000	-	-	15,000	15,000	15,000	-	-	-	-	-	
Subtotal Equipment Rental Fund	0.50	122,465	75,000	197,465	0.50	57,988	75,000	132,988	75,000	-	57,988	-	-	-	-

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2007-2008 Final Budget
Biennial Service Package Requests and Recommendations**

	2007-08 Department Request				2007-08 City Council Approved				Funding Source						
	FTE	Ongoing	One-time	Total	FTE	Ongoing	One-time	Total	Available Fund Balance	External Source	Expenditure Offset	Fees/Charges	Taxes	CIP	Reserves
Information Technology Fund															
System Administrator Finance & HR Systems	1.00	209,408	-	209,408	-	-	209,408	209,408	-	-	-	-	-	209,408	-
Applications Analyst - PD Systems	-	-	170,974	170,974	-	-	83,149	83,149	80,269	2,880	-	-	-	-	-
Web Production Assistant	1.00	133,940	150	134,090	-	-	65,328	65,328	65,328	-	-	-	-	-	-
GIS Analyst	1.00	149,235	5,602	154,837	-	-	154,837	154,837	-	-	-	-	-	154,837	-
Applications Manager	1.00	230,823	4,314	235,137	-	-	-	-	-	-	-	-	-	-	-
Videographer Consultant to FTE	1.00	139,591	804	140,395	0.50	70,696	69,699	140,395	69,699	-	52,000	-	18,696	-	-
Help Desk - Vista Operating System Deployment	-	-	38,906	38,906	-	-	38,906	38,906	38,906	-	-	-	-	-	-
Networks & Operations Division Intern	-	30,475	1,975	32,450	-	-	-	-	-	-	-	-	-	-	-
Senior Graphic Designer Increase to Full-time	0.25	36,916	-	36,916	-	-	-	-	-	-	-	-	-	-	-
GIS Public Safety Analyst	1.00	157,625	13,577	171,202	-	-	-	-	-	-	-	-	-	-	-
Network Support	1.00	185,519	2,125	187,644	-	-	-	-	-	-	-	-	-	-	-
Disaster Recovery and Test Environment	-	67,500	-	67,500	-	-	50,000	50,000	50,000	-	-	-	-	-	-
Copier Replacements	-	-	72,226	72,226	-	-	72,226	72,226	72,226	-	-	-	-	-	-
Kirkland Free Wireless	-	-	29,049	29,049	-	-	29,049	29,049	29,049	-	-	-	-	-	-
Currently Kirkland Television Show	-	92,674	-	92,674	-	-	16,229	16,229	16,229	-	-	-	-	-	-
Multimedia Services Support	-	20,000	-	20,000	-	-	20,000	20,000	20,000	-	-	-	-	-	-
ID Cards	-	-	5,000	5,000	-	-	5,000	5,000	5,000	-	-	-	-	-	-
Class Facilities Scheduling Software Implementation	-	-	11,000	11,000	-	-	-	-	-	-	-	-	-	-	-
Media Library	-	10,500	37,893	48,393	-	-	-	-	-	-	-	-	-	-	-
Handheld Voting Machines	-	-	18,500	18,500	-	-	-	-	-	-	-	-	-	-	-
3D Kirkland Geospatial Model	-	-	50,000	50,000	-	-	-	-	-	-	-	-	-	-	-
Subtotal Information Technology Fund	7.25	1,464,206	462,095	1,926,301	0.50	70,696	813,831	884,527	446,706	2,880	52,000	-	18,696	364,245	-
TOTAL OTHER OPERATING FUNDS	11.95	2,569,452	682,141	3,251,593	2.20	549,659	1,264,056	1,813,715	818,199	2,880	148,720	399,348	40,323	364,245	40,000
TOTAL ALL FUNDS	32.70	8,972,998	5,202,195	14,175,193	13.95	2,775,788	5,452,534	8,228,322	3,670,173	471,654	1,225,526	725,930	1,402,239	364,245	368,555

**City of Kirkland
2007-08 Budget
Summary of Changes to Preliminary Budget**

ATTACHMENT C

2007 Changes	2007							
	Cost	Funding Source						Total Funding
		New Const Prop Tax	Banked Cap Prop Tax	Sales Tax	Avail. Fund Balance	External Revenue	Interfund Charges	
Additional Human Services Funding (one-time)	45,230	-	-	-	45,230	-	-	45,230
Additional Funding for KDA (one-time)	8,500	-	-	3,730	4,770	-	-	8,500
Change to ARCH Parity Service Package (one-time funding)	(50,000)	-	-	-	(50,000)	-	-	(50,000)
Change funding alloc for original Corrections Officers recommendation	-	270,015	(270,015)	-	-	-	-	-
Add Fifth Corrections Officer (1.0 FTE)	77,367	9,985	57,207	-	10,175	-	-	77,367
Add Communications Coordinator (1.0 FTE)	96,867	-	92,253	-	4,614	-	-	96,867
Add Emergency Prep Coordinator (.50 FTE, one-time)	94,839	-	-	94,839	-	-	-	94,839
Kirkland Uncorked Special Event (one-time funded from event revenue)	40,000	-	-	-	-	40,000	-	40,000
Related Adjustment in Internal Service Funds	6,254	-	-	-	-	-	6,254	6,254
2007 Total	319,057	280,000	(120,555)	98,569	14,789	40,000	6,254	319,057

2008 Changes	2008							
	Cost	Funding Source						Total Funding
		New Const Prop Tax	Banked Cap Prop Tax	Sales Tax	Avail. Fund Balance	External Revenue	Interfund Charges	
Additional Human Services Funding (one-time)	25,153	-	-	25,153	-	-	-	25,153
Change funding alloc for original Corrections Officers recommendation	-	256,000	(279,859)	23,859	-	-	-	-
Add Fifth Corrections Officer (1.0 FTE)	69,648	-	69,648	-	-	-	-	69,648
Add Communications Coordinator (1.0 FTE)	93,387	-	93,387	-	-	-	-	93,387
Add Emergency Prep Coordinator (.50 FTE, one-time)	61,416	-	-	61,416	-	-	-	61,416
Related Adjustment in Internal Service Funds	47,217	-	-	-	-	-	47,217	47,217
2008 Total	296,821	256,000	(116,824)	110,428	-	-	47,217	296,821

2007-2008 Changes	2007-2008							
	Cost	Funding Source						Total Funding
		New Const Prop Tax	Banked Cap Prop Tax	Sales Tax	Avail. Fund Balance	External Revenue	Interfund Charges	
Additional Human Services Funding (one-time)	70,383	-	-	25,153	45,230	-	-	70,383
Additional Funding for KDA (one-time)	8,500	-	-	3,730	4,770	-	-	8,500
Change to ARCH Parity Service Package (one-time funding)	(50,000)	-	-	-	(50,000)	-	-	(50,000)
Change funding alloc for original Corrections Officers recommendation	-	526,015	(549,874)	23,859	-	-	-	-
Add Fifth Corrections Officer (1.0 FTE)	147,015	9,985	126,855	-	10,175	-	-	147,015
Add Communications Coordinator (1.0 FTE)	190,254	-	185,640	-	4,614	-	-	190,254
Add Emergency Prep Coordinator (.50 FTE, one-time)	156,255	-	-	156,255	-	-	-	156,255
Kirkland Uncorked Special Event (one-time funded from event revenue)	40,000	-	-	-	-	40,000	-	40,000
Related Adjustment in Internal Service Funds	53,471	-	-	-	-	-	53,471	53,471
2007-2008 Total	615,878	536,000	(237,379)	208,997	14,789	40,000	53,471	615,878

**CITY OF KIRKLAND****City Manager's Office****123 Fifth Avenue, Kirkland, WA 98033 425.587.3001****www.ci.kirkland.wa.us**

MEMORANDUM

To: David Ramsay, City Manager

From: Sheila Cloney, Special Projects Coordinator
Tracy Burrows, Senior Management Analyst
Robin Jenkinson, City Attorney

Date: November 30, 2006

Subject: 2007-08 Biennial Budget - New Summer Festival

RECOMMENDATION:

It is recommended that the City Council consider inclusion of a budget expenditure of \$40,000 with off-setting revenues for the production of a new summer festival in the 2007-08 Budget.

BACKGROUND DISCUSSION:

For many years, the City of Kirkland has hosted the Kirkland Summerfest, a weekend of art at Marina Park that draws over 45,000 attendees. This year, the Kirkland Art Center has announced that they will no longer produce the Summerfest event. In 2007, the City has an opportunity to re-invent Kirkland's summer celebration into one of the Puget Sound's premier "tasting events," drawing art lovers, wine enthusiasts, and families from all across the region.

The new event, with a working title of **Kirkland Uncorked**, will combine a wine tasting garden hosted by the Washington Wine Commission, musical entertainment, and top-notch artisans selected by the Kirkland Cultural Council and Kirkland Downtown Association to create a comprehensive community event.

The City Role in the Event

We are currently in discussion with Bold Hat Festivals and Events, a proven event production company that coordinated Summerfest over the past four years. Bold Hat has developed a budget of approximately \$250,000 for the entire event production, which includes \$40,000 of "seed money" from the City of Kirkland. In order to proceed with the event production, the City has drafted a professional services agreement with Bold Hat Festivals and Events to produce the event for the purposes of building community, promoting tourism and the arts, and fostering economic development.

Under the provisions of the contract, the City would compensate Bold Hat \$40,000 for their work in organizing and promoting the Kirkland Uncorked event in 2007 and 2008. This compensation would be structured in monthly payments beginning in January of 2007 based on achievement of milestones in the scope of work. To comply with the terms of the agreement, Bold Hat will have to meet established benchmarks related to the event planning, including: coordination with the Kirkland Police Department on security and crowd control; development of graphics and collateral materials; music bookings; sponsorships; advertising buys; advance ticket sale planning, and other

event details. In addition, the terms of the agreement will commit Bold Hat to producing the event for at least two years.

Both the City and Bold Hat anticipate that Kirkland Uncorked will be a highly successful summer event that will grow in popularity over the years. Because the event-goers will pay an admission fee and the focus is on wine and food, there is a significant potential for entrance revenue. It is projected that each guest will spend an average of \$30.00 for a gourmet tasting experience (this includes a \$15.00 admission and additional tastes and/or food purchases). It is likely that the event will generate a profit based on sponsorship funding and ticket sales. Under the terms of the agreement with Bold Hat, the City's \$40,000 initial investment in the event would be reimbursed through two revenue streams: (1) the revenue from the admissions tax on ticket sales; and, (2) a share in the profits of the event. These revenue streams would accrue up to a total of \$40,000, which would be distributed to the City in two annual increments – \$20,000 in 2007 and \$20,000 in 2008. A provision in the contract stipulates that if the event profits do not reach the \$20,000 threshold in the first year, the City will accrue a greater share of the second year profits up to a total of \$40,000 over the two years.

Each of the two years, the City would receive admission tax revenue with each ticket that is sold to the event. For example, if the event tickets cost \$15.00, then Kirkland would receive \$0.75 for each ticket sold. Assuming 6,000 ticket sales, the City would receive \$4,500 in admissions tax revenue from the event.

The profit-sharing revenues would begin to accrue after Bold Hat reaches the "break-even" point for the event. Bold Hat has calculated that the total expenses for the event will be met with approximately 6,000 ticket sales. The City will receive 100% of the ticket sale revenue after that break-even point, up to a total of \$20,000 in admissions tax and ticket sale revenue for each of two years.

In addition to the reimbursement of the City's initial \$40,000 investment in the event, Bold Hat will be obligated to pay for the direct city services associated with the event as set out in the City's cost recovery policy. For example, Bold Hat will be responsible for paying for the Public Works and Parks crews and off-duty Police necessary to assure a clean and safe event venue. These costs will be part of the normal event expenses and have been considered in establishing the break-even point of the event.

The event organizers project that the revenue generated at the gate will cover the costs of the event, including the City's professional services contract. However, there is a risk that the event may not be as successful as is projected and the revenues may not be sufficient to off-set the cost of the professional services agreement. The City's maximum financial risk would be the \$40,000 initial expenditure. This risk must be balanced with the opportunity at hand. Bold Hat will have to forego contracts for other events in order to take on the work for Kirkland Uncorked. They will not go forward with this event absent a significant financial commitment from a partner agency.

A draft of the professional services agreement is attached to this memo.

Event Description

The proposal for the Kirkland Uncorked event was initiated when the Washington State Wine Commission approached Bold Hat Festivals and Events and expressed an interest in partnering to produce Kirkland Uncorked, which will ensure an enticing variety of marquee vineyards from across the state. Further, the event will bring together a number of key organizations such as the Kirkland Downtown Association, Kirkland Parks Department, Kirkland Tourism, and Kirkland Cultural Council to showcase Kirkland's outstanding offerings.

Bold Hat Festivals and Events, a full-service event production company that specializes in "tasting experience" event planning, coordinated Summerfest for the past four years, and introduced the very successful wine tasting element in 2005. Bold Hat has produced some of the largest gated tasting events in the region, and looks forward to expanding

Kirkland Uncorked to its full potential, providing maximum value for the City and creating a memorable experience for event sponsors, participants and the public.

The “tasting experience” atmosphere of the event creates a wide variety of sponsorship opportunities. From gourmet food outlets to wine storage facilities and specialty stores, the list of potential partners is numerous. Additionally, Bold Hat will draw on established relationships with media outlets to create maximum exposure for the event. Just some of the targeted businesses and media outlets include:

- Seattle Homes and Lifestyles Magazine
- 103.7 KMTT – The Mountain
- Northwest Yacht Broker
- Viking Stoves

The following is a list of elements that will likely be included in the new event. At this stage in the planning, there is room to incorporate more or fewer elements as involved parties see fit.

1. Wine garden

- Produced by the Washington State Wine Association
- Guests receive five one-ounce tastes with admission and have the option of purchasing more tastes.
- High end food sampling as well as larger portions available for purchase.
- Food demonstrations put on by local restaurants, markets or grocery stores.

2. Art Gallery

- The Kirkland Cultural Council will program a gallery-like atmosphere within the wine garden.
- Pieces will be available to guests for purchase.
- Art will be displayed in true gallery style, rather than artist booths, adding to the overall feel of an artistic showcase.

3. Artists in Action

- The Cultural Council and KDA plan to program artists in action.
- The demonstrations will take place within the gated event and on Kirkland Avenue.
- Artists will contribute a piece of art to the Fresh Art Auction

4. Music

- Bold Hat Productions will work with the Kirkland Parks Department to program two music venues within the event music.
- Both entertainment venues will have popular bands headlining each night of the event.

5. Partnerships with Downtown Restaurants

- Bold Hat Productions will work with the KDA and downtown restaurateurs to coordinate and promote “wine dinners” pairing a featured Washington wine and a chef’s special dinner menu on the Friday night of the event.
- Local restaurants will have the opportunity to be featured on the tasting menu at the event, with each restaurant featuring its appetizers over a manageable two-hour time frame within the overall event.

6. Fresh Art Auction

- Premier artisans working in a variety of media- from oils and watercolor paints to clay and fabrics- will create art inspired by their experience at the park.
- Guests can watch the artists as they work providing a unique insight into the artists’ process.
- Pieces will be auctioned off Sunday afternoon, providing guests the opportunity to take a “piece of the weekend” home with them.

7. Kids Area

- Free-to-enter family area with children's activities.
- Zucchini and Summer Squash Art Car decorating and racing.

Partners and Sponsorship

Partners for the event at this time include:

- Washington State Wine Commission: they have already expressed interest and will be the resource that enables us to get wineries to attend.
- Kirkland Downtown Association
- Kirkland Cultural Council
- Kirkland Tourism
- Kirkland Parks Department
- Seafair

**AGREEMENT FOR PROFESSIONAL SERVICES BY BOLD HAT FESTIVALS AND
EVENTS FOR
KIRKLAND UNCORKED 2007 AND 2008**

This Agreement between Bold Hat Festivals & Events, LLC, (hereinafter referred to as "Bold Hat"), and the City of Kirkland, a municipal corporation of the state of Washington (hereinafter referred to as "City") sets forth the general terms and conditions that will govern the provision of professional services to the City for the Kirkland Uncorked 2007 and 2008 Events.

**SECTION 1
SERVICES BY BOLD HAT**

- 1.1 Bold Hat agrees to provide services relating to the organization and promotion of the Kirkland Uncorked Event in the City of Kirkland as described in **Exhibit A**. All services and duties incidental or necessary thereto, shall be conducted and performed diligently and completely in accordance with professional standards of conduct and performance.

**SECTION 2
PAYMENTS**

- 2.1 The City shall pay Bold Hat \$40,000 for the provision of services for the 2007 and 2008 Kirkland Uncorked Events.

**SECTION 3
REVENUE SHARING**

- 3.1 **2007 Revenue Sharing**
Should the 2007 Kirkland Uncorked Event generate net proceeds in excess of \$_____ the break even amount established by the parties In Section 3.2, the City shall receive up to \$20,000 in revenue sharing reduced on a dollar-for-dollar basis by admissions taxes generated from the 2007 Kirkland Uncorked Event. Proceeds in excess of \$20,000 above the break even point shall be paid into the Kirkland Uncorked Event account administered by Bold Hat to assist in the successful continuation of the Kirkland Uncorked Event in the following year.

- A. **2008 Revenue Sharing**
The City will continue to receive up to \$20,000 through revenue sharing for the 2008 Kirkland Uncorked Event, as calculated above, based upon the break even point established by the parties for the 2008 event.

3.2 Establishment of “Break Even” Point

The break even point for the 2007 Kirkland Uncorked Event is established as shown on the schedule in **Exhibit B**. Should Bold Hat incur actual costs in excess of the break even amount established by the parties as \$_____, Bold Hat understands and agrees that it must pay for the additional costs.

**SECTION 4
GENERAL PROVISIONS**

4.1 Indemnification

Bold Hat shall defend, indemnify, and hold harmless the City its officers, officials, employees and volunteers from and against any and all claims, suits, actions, or liabilities for injury or death of any person, or for loss or damage to property, which arises out of the use of the City-owned property or resulting from the acts, errors or omissions of Bold Hat in performance of this Agreement, except only such injury or damage as shall have been occasioned by the sole negligence of the City.

4.2 Insurance

Bold Hat shall procure and maintain for the duration of this Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by Bold Hat, its agents, representatives, or employees.

A. Minimum Scope of Insurance

1. Bold Hat shall obtain insurance of the types described below:
 - a. **Commercial General Liability** insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an insured under Bold Hat’s Commercial General Liability insurance policy with respect to the work performed for the City.
 - b. **Liquor Liability** insurance. The City shall be named as an additional insured on Bold Hat’s Liquor Liability insurance.
 - c. **Workers’ Compensation** coverage as required by the Industrial Insurance laws of the State of Washington.

B. Minimum Amounts of Insurance

1. Bold Hat shall maintain the following insurance limits:

- a. **Commercial General Liability** insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate.
- b. **Liquor Liability** insurance shall be written with limits in the amount of \$2,000,000 for each occurrence.

4.3 Assignment

No party shall assign any of its rights or delegate any of its duties under this Agreement without the express written approval of the other party, except as otherwise provided herein.

4.4 Entire Agreement

It is understood and agreed that this Agreement is solely between Bold Hat and the City. This Agreement contains the entire agreement and understanding of the City and the Bold Hat with respect to the subject matter hereof, and supersede all prior or contemporaneous oral or written understandings, agreements, promises or other undertakings between the parties.

4.5 Choice of Law

This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The venue of any suit or arbitration arising under this Agreement shall be in King County, Washington.

4.6 Captions

The section and paragraph captions used in this Agreement are for convenience only and shall not control and affect the meaning or construction of any of the provisions of this Agreement.

4.7 Amendment or Waiver

This Agreement may not be modified or amended except in writing. No course of dealing between the parties or any delay in exercising any rights hereunder shall operate as a waiver of any rights of any party. No term or provision of this Agreement shall be deemed waived and no breach excused unless such waiver or consent shall be in writing and signed by the party claimed to have waived or consented. No consent by any party to, or waiver of, a breach by the other whether express or implied, shall constitute a waiver of or consent to any other breach. No amendment or supplement to this Agreement shall be effective unless approved in writing by the City.

4.8 Notices

Any notice, demand, document, or other communication that is required by this Agreement to be given shall be in writing and shall be deemed to have been given when delivered, if delivered in person, to the City or Bold Hat, as appropriate, or three days after mailing if sent by registered or certified mail, return receipt requested, addressed as follows:

If to the City:

Sheila Cloney
123 Fifth Avenue
Kirkland, WA 98033

If to Bold Hat:

Phil Megenhardt
3503 Phinney Avenue North
Seattle, WA 98103

4.9 Counterparts

This Agreement and any amendments shall be executed in three counterparts. Each such counterpart shall be deemed to be an original instrument. All such counterparts together will constitute one and the same Agreement.

4.10 Cumulation of Remedies

All remedies available at law or in equity to either party for breach of this Agreement are cumulative and may be exercised concurrently or separately, and the exercise of anyone remedy shall not preclude the exercise of any other remedy.

4.11 Force Majeure

Neither party will be liable for delays or performance failures resulting from or caused by actions beyond the control of such party or its subcontractors without the fault or negligence of the non-performing party ("Force Majeure Events"). Such Force Majeure Events shall include, but shall not necessarily be limited to, acts of God, strikes, lockouts, riots, governmental regulations imposed after the date of this Agreement, epidemics, communication line failures, power failures, earthquakes, fire, floods, or other disasters or events. Either party claiming protection under this subparagraph shall give notice to the other promptly upon commencement of such Force Majeure Events. If Force Majeure Events should last for more than ten (10) days, either party may, at its option, elect to terminate this Agreement without further liability to the other party; each party shall be responsible for performing its obligations, including payment obligations, incurred to the date of the Force Majeure Events.

4.12 Audit

Bold Hat, or, upon dissolution of Bold Hat, its trustee, or agent, shall permit the City for three (3) years after the expiration or termination of this Agreement, to inspect and audit at reasonable times in King County, Washington, or at such other reasonable location as the parties may agree upon, all pertinent books and records of Bold Hat (and of any subcontractor or other person or entity that has performed work directly in connection with or directly related to this Agreement) relating to the performance of this Agreement and shall supply the City with, or permit the City to make, a copy of such books and records and any portion thereof, upon the City Finance and Administration Director's request. Bold Hat shall ensure that such inspection, audit, and copying right of Bold Hat is a condition of any subcontract, agreement, or other arrangement under which any other person or entity is permitted to perform work in connection with or related to

the City's services under this Agreement. The City is subject to audit as a governmental entity.

4.13 Independent Status of Parties

Both parties, in the performance of this Agreement, will be acting in their individual capacities and not as agents, employees, partners, joint venturers, or associates of one another. The employees or agents of one party shall not be deemed or construed to be the employees or agents of the other party for any purpose whatsoever.

4.14 No Creation of Third-Party Rights

This Agreement is entered into by the parties to set forth the rights, obligations, and duties of each party and is not intended to create any rights in third parties.

4.15 Compliance with Laws

Bold Hat shall comply with all federal, state, and local laws, statutes, ordinances, and regulations in the performance of its obligations under this Agreement.

4.16 Termination for Default

In the event either party is in material breach at any time under this Agreement, and such party fails to cure such breach within five (5) days' written notice to cure from the other party, the party giving notice may terminate the defaulted agreement effective immediately upon written notice.

IN WITNESS WHEREOF the parties hereto have executed this document as of the day and year first above written.

CITY OF KIRKLAND

BOLD HAT FESTIVALS & EVENTS

David Ramsay, City Manager

Phil Megenhardt, Director of Marketing Assets

Tax ID #: _____

Approved as to Form:

Robin Jenkinson, City Attorney

ORDINANCE NO. 4076

AN ORDINANCE OF THE CITY OF KIRKLAND ADOPTING THE BIENNIAL BUDGET FOR 2007-2008.

WHEREAS, the Kirkland City Council conducted a duly noticed public hearing on November 21, 2006, to take public comment with respect to the proposed Biennial Budget of the City of Kirkland for 2007-2008 and all persons wishing to be heard were heard; and

WHEREAS, the City Council finds that the proposed Biennial Budget for 2007-2008 reflects revenues and expenditures that are intended to ensure the provision of vital municipal services at acceptable levels;

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

Section 1. The Biennial Budget of the City of Kirkland for 2007-2008, as set out in Exhibit "A" attached hereto and by this reference incorporated herein as though fully set forth, is hereby adopted as the Biennial Budget of the City of Kirkland for 2007-2008.

Section 2. In summary form, the totals of estimate revenues and appropriations for each separate fund and the aggregate totals for all such funds combined are as follows:

<u>Funds</u>	<u>Estimated Revenues</u>	<u>Appropriations</u>
General	107,829,861	107,829,861
Lodging Tax	390,814	390,814
Street Operating	8,867,461	8,867,461
Cemetery Operating	337,514	337,514
Parks Maintenance	1,959,973	1,959,973
Recreation Revolving	2,141,701	2,141,701
Facilities Maintenance	8,900,070	8,900,070
Contingency	3,193,826	3,193,826
Cemetery Improvement	550,473	550,473
Impact Fees	4,002,831	4,002,831
Park & Municipal Reserve	11,426,772	11,426,772
Off-Street Parking Reserve	69,564	69,564
Tour Dock	93,211	93,211
Street Improvement	2,600,998	2,600,998
Grant Control Fund	285,873	285,873
Excise Tax Capital Improvement	21,888,649	21,888,649
Limited General Obligation Bonds	4,966,356	4,966,356
Unlimited General Obligation Bonds	3,256,779	3,256,779
L.I.D. Control	7,361	7,361
General Capital Projects	16,332,109	16,332,109
Grant Capital Projects	3,968,636	3,968,636

<u>Funds</u>	<u>Estimated Revenues</u>	<u>Appropriations</u>
Water/Sewer Operating	36,241,674	36,241,674
Water/Sewer Debt Service	3,756,868	3,756,868
Utility Capital Projects	13,129,385	13,129,385
Surface Water Management	11,636,958	11,636,958
Surface Water Capital Projects	7,986,988	7,986,988
Solid Waste	17,062,870	17,062,870
Equipment Rental	12,262,223	12,262,223
Information Technology	9,841,040	9,841,040
Firefighter's Pension	1,381,860	1,381,860
	<hr/>	<hr/>
	316,370,698	316,370,698

Section 3. This ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this 12th day of December, 2006.

Signed in authentication thereof this 12th day of December, 2006.

MAYOR

Attest:

City Clerk

Approved as to Form:

City Attorney

CITY OF KIRKLAND 2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

General Government Operating Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>General Fund</i>			
010 General	95,197,625	107,829,861	13.27%
<i>Special Revenue Funds</i>			
112 Lodging Tax	377,463	390,814	3.54%
117 Street Operating	8,150,265	8,867,461	8.80%
122 Cemetery Operating	311,728	337,514	8.27%
125 Parks Maintenance	1,784,151	1,959,973	9.85%
126 Recreation Revolving	1,850,967	2,141,701	15.71%
127 Facilities Maintenance	8,435,301	8,900,070	5.51%
Total Special Revenue Funds	20,909,875	22,597,533	8.07%
<i>Internal Service Funds</i>			
521 Equipment Rental	12,247,352	12,262,223	0.12%
522 Information Technology	8,598,001	9,841,040	14.46%
Total Internal Service Funds	20,845,353	22,103,263	6.03%
Total General Government Operating Funds	136,952,853	152,530,657	11.37%

General Government Non-Operating Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Special Revenue Funds</i>			
152 Contingency	2,357,321	3,193,826	35.49%
154 Cemetery Improvement	493,195	550,473	11.61%
156 Impact Fees	3,456,512	4,002,831	15.81%
157 Park & Municipal Reserve	10,802,759	11,426,772	5.78%
158 Off-Street Parking Reserve	84,564	69,564	-17.74%
159 Tour Dock	210,913	93,211	-55.81%
170 Street Improvement	3,091,247	2,600,998	-15.86%
188 Grant Control Fund	437,001	285,873	-34.58%
190 Excise Tax Capital Improvement	14,018,435	21,888,649	56.14%
Total Special Revenue Funds	34,951,947	44,112,197	26.21%

* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

CITY OF KIRKLAND 2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

General Government Non-Operating Funds (Continued)

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Debt Service Funds</i>			
210 LTGO Debt Service	3,287,354	4,966,356	51.07%
220 UTGO Debt Service	3,236,949	3,256,779	0.61%
230 LID Control	16,221	7,361	-54.62%
Total Debt Service Funds	6,540,524	8,230,496	25.84%
<i>Capital Projects Funds</i>			
310 General Capital Projects	19,384,424	16,332,109	-15.75%
320 Grant Capital Projects	13,844,535	3,968,636	-71.33%
Total Capital Projects Funds	33,228,959	20,300,745	-38.91%
<i>Trust Funds</i>			
620 Firefighter's Pension	1,146,129	1,381,860	20.57%
Total Trust Funds	1,146,129	1,381,860	20.57%
Total General Government Non-Op Funds	75,867,559	74,025,298	-2.43%

Water/Sewer Utility Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
411 Water/Sewer Operating	35,331,607	36,241,674	2.58%
Total Operating Fund	35,331,607	36,241,674	2.58%
<i>Non-Operating Funds</i>			
412 Water/Sewer Debt Service	3,728,096	3,756,868	0.77%
413 Utility Capital Projects	14,449,916	13,129,385	-9.14%
Total Non-Operating Funds	18,178,012	16,886,253	-7.11%
Total Water/Sewer Utility Funds	53,509,619	53,127,927	-0.71%

* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

CITY OF KIRKLAND 2007-2008 BUDGET OVERVIEW: BY FUND TYPE/FUND

Surface Water Utility Funds

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
421 Surface Water Management	9,710,508	11,636,958	19.84%
Total Operating Fund	9,710,508	11,636,958	19.84%
<i>Non-Operating Fund</i>			
423 Surface Water Capital Projects	3,608,588	7,986,988	121.33%
Total Non-Operating Funds	3,608,588	7,986,988	121.33%
Total Surface Water Utility Funds	13,319,096	19,623,946	47.34%

Solid Waste Utility Fund

Fund	2005-2006 Budget*	2007-2008 Budget	Percent Change
<i>Operating Fund</i>			
431 Solid Waste Utility	15,549,923	17,062,870	9.73%
Total Operating Fund	15,549,923	17,062,870	9.73%
Total Solid Waste Utility Fund	15,549,923	17,062,870	9.73%

TOTAL ALL FUNDS	295,199,050	316,370,698	7.17%
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* 2005-2006 Budget as of June 30, 2006 excluding 2004 carryovers and other miscellaneous one-time adjustments.

**CITY OF KIRKLAND**

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3809

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: November 30, 2006

Subject: 7TH AVENUE/114TH AVENUE WATERMAIN REPLACEMENT – AWARD CONTRACT

RECOMMENDATION:

It is recommended that the City Council award Schedules A, B, and C of the construction contract for the 7th Avenue/114th Avenue Watermain Replacement Project to Buno Construction of Snohomish, WA in the amount of \$949,688. Additionally, it is recommended that Council authorize an additional \$370,000 in funding for the project.

BACKGROUND AND DISCUSSION:

The 7th Avenue/114th Avenue Watermain Replacement Project includes the replacement of approximately 2,600 lineal feet of 1960 Asbestos Cement (AC) watermain and 1970 undersized Ductile Iron (DI) pipe with 20" and 12" DI pipe in the Highlands Neighborhood (Attachment A). The existing watermains serve a large area including the downtown. Water system modeling done as a part of the City's Water Comprehensive Plan (comp plan) indicates that the existing hydraulic capacity of the existing watermains are less than 60% of the desired fire flow for that area.

These watermains were in the list of top priority replacement projects identified by the most recent comp plan; other projects identified in the list included Central Way, Market Street, Waverly Way, the west of Market AC watermains, and the City's 650 pump station, all of which have now been completed. The replacement of individual water service lines and fire hydrant connections along the project alignment is also included in the planned work.

At their meeting of October 3, 2006, Council authorized staff to advertise for contractor bids on the Project. With the authorization to bid memo, Staff indicated that the construction estimate exceeded the project budget, Staff informed Council that the project was broken into separate schedules which would provide a better opportunity to analyze the bids and would allow the ability to recommend an award to best accommodate available funds. To ascertain the actual bid amounts, Council approved moving forward with the advertisement. During that meeting we informed Council we were not requesting additional funds, but once the bids were received we would return with our recommendations for additional funding if necessary.

Memorandum to David Ramsay
November 30, 2006
Page 2

The first advertisement was published on October 11th and on October 26, 2006, nine contractor bids were received and are as shown below.

Bid result for the 7th Avenue/114th Avenue Watermain Replacement Project

	Contractor	Schedule A	Schedule B	Schedule C	Total Bid
1	Buno Construction	\$392,457.92	\$407,581.12	\$149,648.96	\$949,688.00
2	Construct Co.	\$385,313.91	\$405,027.88	\$169,079.70	\$959,421.49
3	Kar-Vel Construction	\$402,481.12	\$410,919.56	\$187,895.42	\$1,001,432.74
	<i>Engineer's Estimate</i>	<i>\$457,000</i>	<i>\$400,000</i>	<i>\$154,000</i>	<i>\$1,011,000</i>
4	G & G Excavation	\$426,153.82	\$402,481.12	\$204,867.68	\$1,033,502.62
5	DDJ Construction	\$419,913.60	\$457,036.16	\$180,825.60	\$1,057,775.36
6	Marshbank Construction	\$421,882.88	\$440,830.40	\$206,143.36	\$1,068,856.64
7	A & A Excavating	\$502,644.41	\$487,070.67	\$220,312.93	\$1,210,028.01
8	VJM Construction Co.	\$480,939.52	\$546,910.40	\$204,821.44	\$1,232,671.36
9	Westwater Construction Co.	\$577,793.39	\$537,829.63	\$239,891.92	\$1,355,514.94

Based on the bids received, there are currently insufficient project funds to complete the project (Attachment B). However, Staff reviewed a number of scenarios, compared historical construction costs to the bids received, and considered other factors prior to arriving at the recommendation to award all three schedules.

Historical Costs

In part driven by recent projects, and in part driven by Council's request for Staff to prepare a report on the factors and options that are associated with the recent escalation in construction prices (a full report is anticipated in January 2007), Staff assembled a comparison of the average bids for watermain construction since 1998 (Attachment C). To a large degree, Kirkland watermain experience is with eight inch to twelve inch diameter pipe (a notable exception to that was Central Way which was 16 inch diameter); this graph reflects those costs. Comparison of the low bid received for Schedule C (12" AC) indicates that the price is consistent with and even somewhat below the trend for that diameter of pipe. The number of bidders and time of year are likely reasons for the competitive price received.

The prices for the 20 inch diameter pipe associated with Schedules A and B are not empirically supported by our information – we were not able to locate recent comparable sized pipe projects. The relative increase over the twelve inch pipe indicates however that it appears to be a good price. A second consideration is the grouping of the top bidders with some above and some below the bid price – this suggests that the prices are consistent.

Other Factors

One option considered by Staff was to award Schedules A and B only which would complete approximately 80% of the as-bid project. The inclusion of Schedule C, *which was not in the original CIP project scope*, would reduce the project budget by approximately \$150,000 in construction costs as well as inspection costs to complete that schedule. Schedule C was added during the design of the project for two reasons: 1) the existing watermain that is being replaced by Schedule C is 1960 AC, and it was determined that the increased flows and pressure with the adjacent new watermains will put additional stress on this main – its replacement concurrent with A & B provides a higher degree of safety to the system, and 2) the existing watermain, although not anticipated with this project is

Memorandum to David Ramsay
November 30, 2006
Page 3

scheduled for future replacement; construction concurrent with the larger (20" diameter) project will reduce the unit costs.

Recommendation to the award the construction project at this time instead of delaying for a possible improvement to the bidding climate is also based on Staff's contention that the project was bid at an ideal time of the construction season, and the number of bidders suggests that the prices represent a competitive bidding environment. Final support for recommending award is that the City has obtained the necessary drilling permit to go beneath the BNSFRR which involved a considerable time delay as well as approximately \$6,000 in fees, and the City is also moving forward with the partial reconstruction of the intersection of 114th Ave NE/NE 85th Street as a part of the Sound Transit NE 85th Street corridor improvement. Ideally the watermain work will be completed prior to the work associated with the intersection improvements; delaying this award to a later bid date could conflict with the upcoming roadway work.

Funding

As noted above, during the October 3 Council meeting, we provided a revised engineering estimate based on recent construction cost increases. The lowest responsible bid is \$61,000 less than the engineer's estimate that was provided in October.

Award of all three schedules represents an additional \$370,000 in needs for the project budget. Staff proposes two sources of funding for the additional budget: 1) \$200,000 from the utility capital contingency fund (Attachment D), and 2) \$170,000 from NE 85th Street watermain project, by delaying a portion of the 2007 funding (Attachment E).

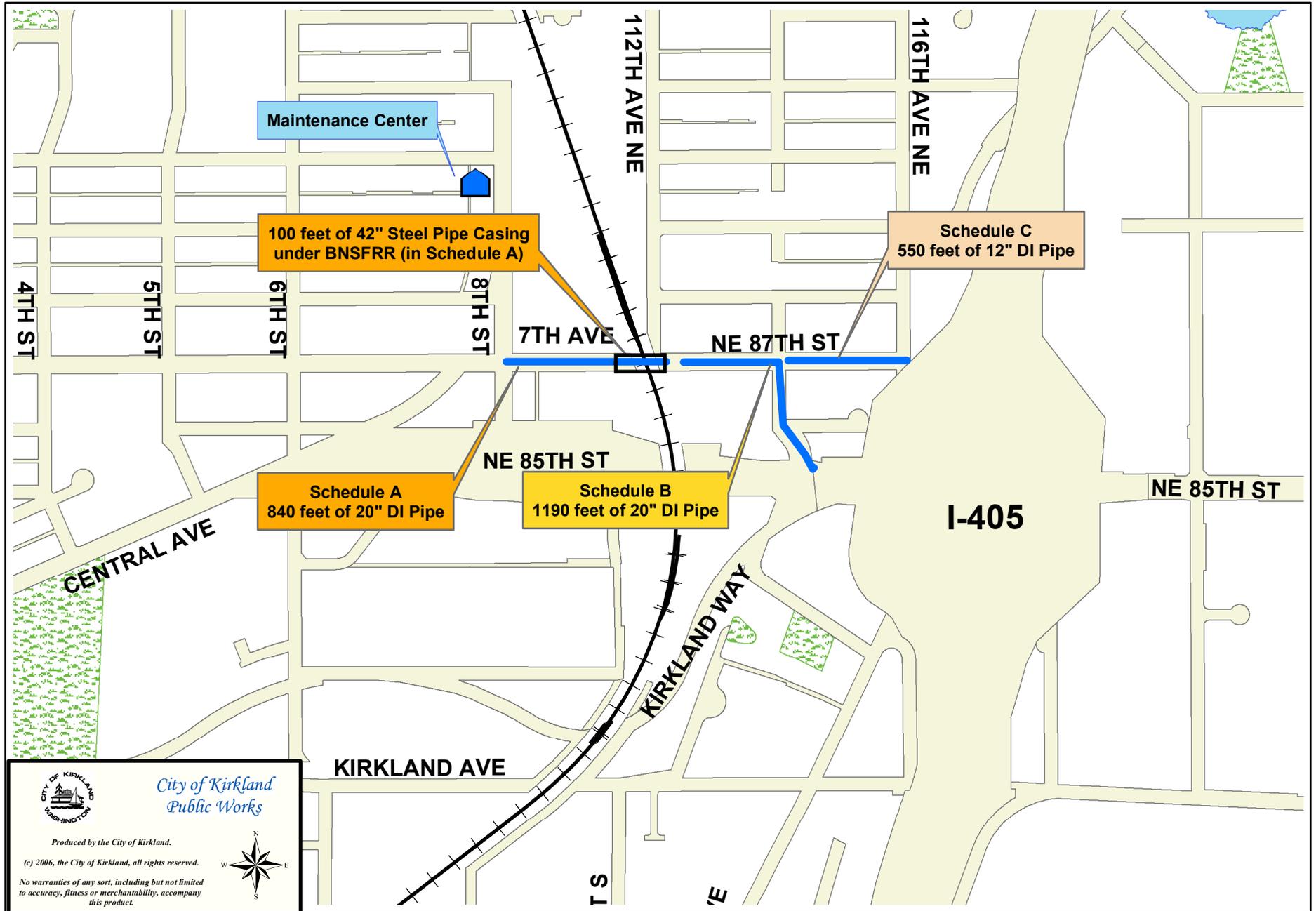
The proposed funding delay for the NE 85th Street watermain project is appropriate at this time in that the current review of future watermain projects in the draft water comp plan and reconsideration of the scope of the NE 85th Street watermain project (possible by a less costly alternative) support a delay of NE 85th Street.

With Council award at their December 12th meeting, the contractor has indicated that construction would begin in January 2007 with substantial completion expected by early summer 2007. Due to the significance of the construction project, traffic delays and pedestrian disruptions are anticipated, and Staff will work with the Contractor and the neighborhood association to communicate detour and construction updates.

Attachments

7th Avenue/114th Avenue Watermain Replacement WA 0051

Vicinity Map



 **City of Kirkland**
Public Works

Produced by the City of Kirkland.

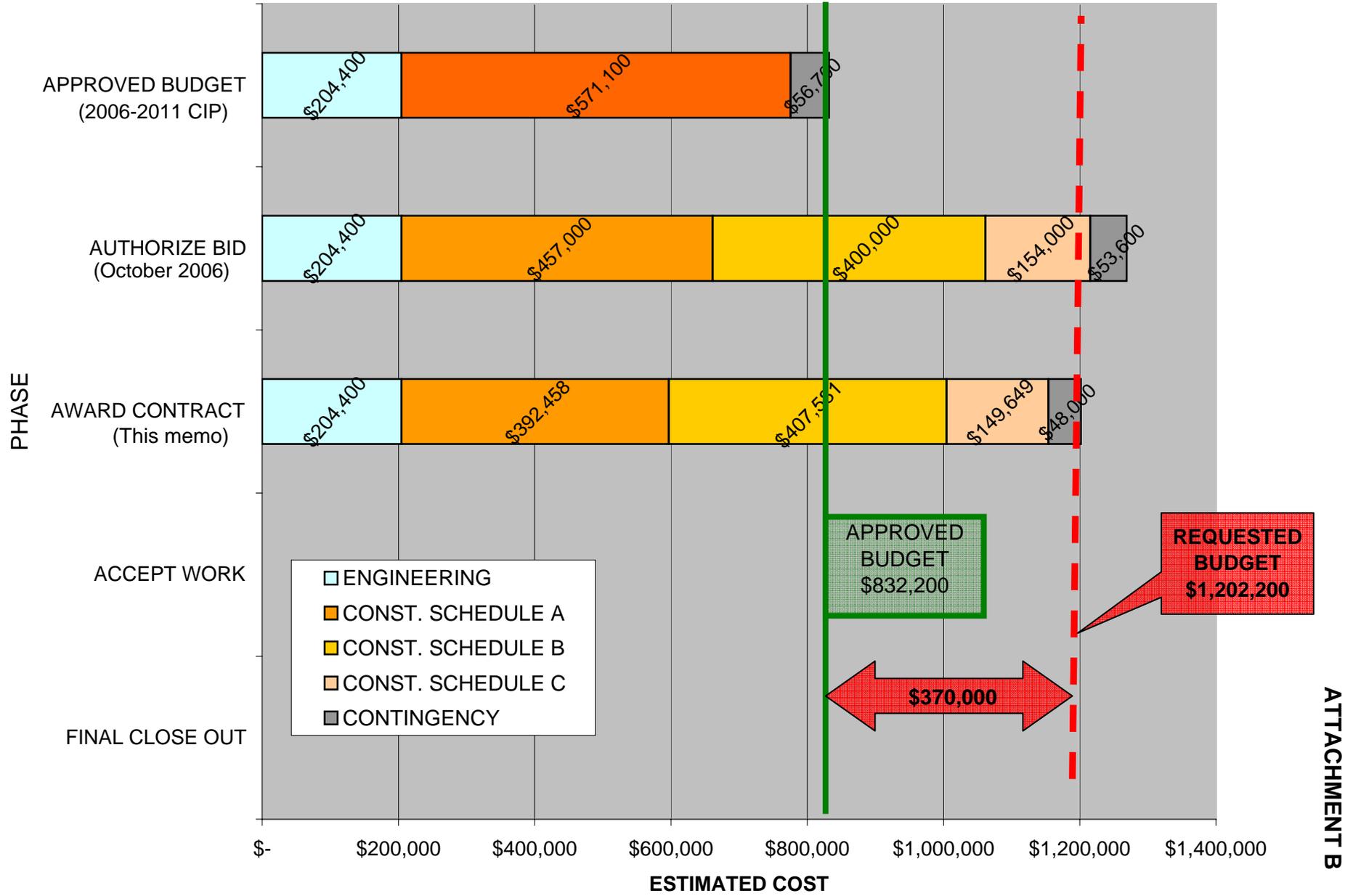
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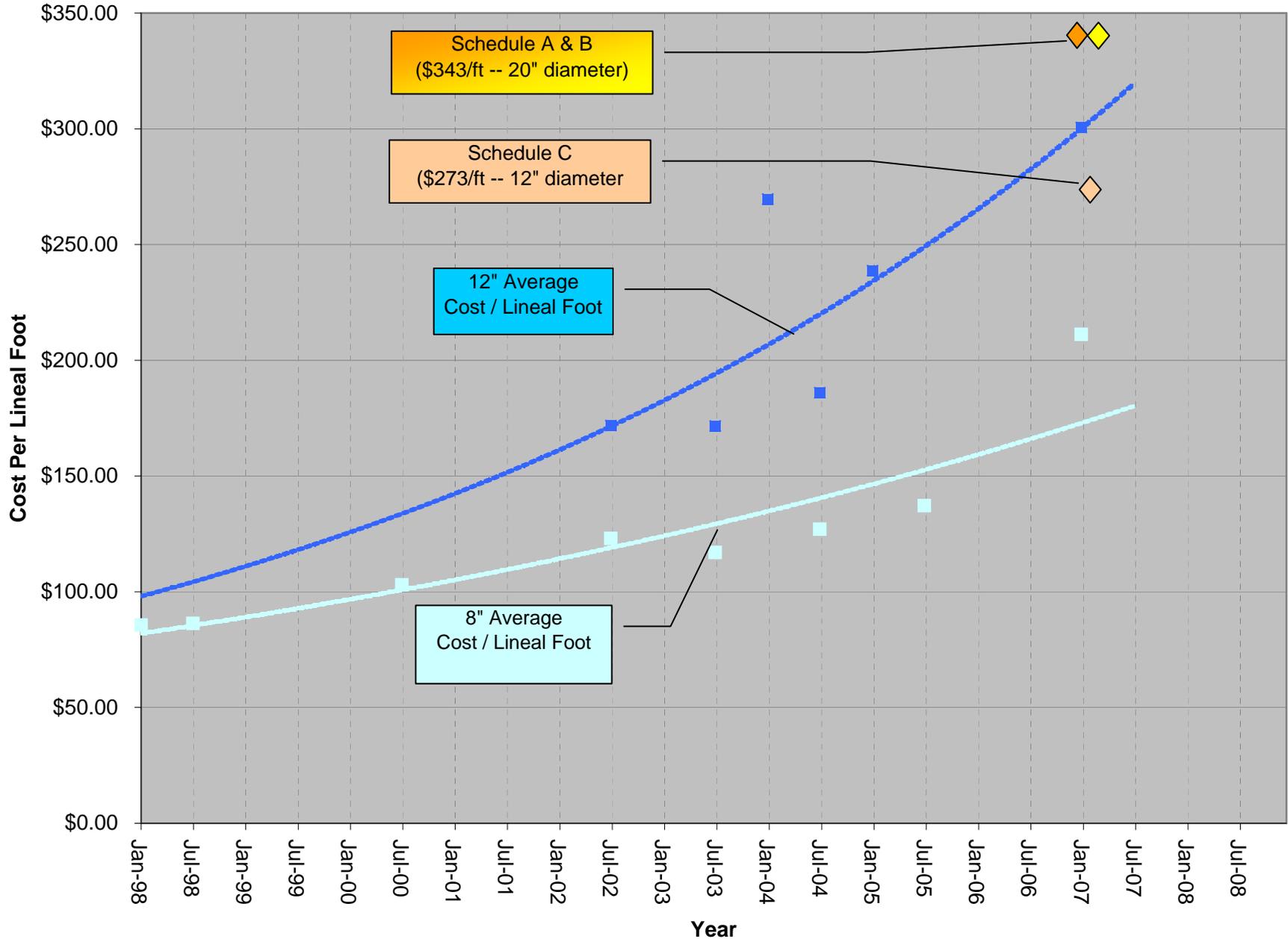


7th Avenue/114th Avenue Watermain Replacement WA 0051

Project Budget Report



Historical Watermain Construction Cost



FISCAL NOTE

CITY OF KIRKLAND

Source of Request							
Daryl Grigsby, Public Works Director							
Description of Request							
Request for additional funding of \$370,000 for the 7th Avenue/114th Avenue Watermain Replacement project, to be funded by \$200,000 from the Water/Sewer Capital Contingency and \$170,000 from delaying the NE 85th Street Watermain Replacement project. The scope of this project has increased in order to include the replacement of an additional main that is old (and due for future replacement) and would suffer additional stress from the increased flows and pressure of this project's scheduled main replacements. Additionally, increased construction costs due to high demand on market resources are still a contributing factor to the bid prices. Funding is recommended to come from a delay in the NE 85th Street Watermain Project and from the Water/Sewer Capital Contingency.							
Legality/City Policy Basis							
Fiscal Impact							
One-time use of \$200,000 of the Water/Sewer Capital Contingency. The contingency is able to fully fund this request.							
Utilize \$170,000 of funding from the NE 85th Street Watermain Replacement project by delaying a portion of the initial phase of the NE 85th Watermain Replacement project.							
Recommended Funding Source(s)							
	Description	2006 Est End Balance	Prior Auth. 2005-06 Uses	Prior Auth. 2005-06 Additions	Amount This Request	Revised 2006 End Balance	2006 Target
	Water/Sewer Capital Contingency	1,766,520	507,500	0	200,000	1,059,020	1,766,520
	NE 85th St Watermain Proj. Delay				170,000		
Reserve	Water/Sewer Capital Contingency: 2005-2006 Prior Authorized Uses includes \$116,000 for the 18th Avenue Watermain Replacement project, \$111,500 for the 2005 Water System Improvements, \$20,000 for a watermain replacement coinciding with the 2004 Streambank Stabilization project, and \$260,000 for watermain work associated with the 116th Ave. Non-motorized Facilities project.						
Revenue/ Exp Savings							
Other Source							
Other Information							

Prepared By	Sandi Hines, Financial Planning Manager	Date	December 1, 2006
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City of Kirkland Revised 2006-2011 Capital Improvement Program

WATER/SEWER UTILITY PROJECTS

Funded Projects:

Project Number	Project Title	Prior Year(s)	2006	2007	2008	2009	2010	2011	2006-2011 Total	Funding Source			
										Current Revenue	Reserve	Debt	External Source
WA 0051	7th Avenue/114th Avenue Watermain Replacemen	108,200	380,000	344,000					724,000	724,000			
WA 0058	NE 75th Street/130th Avenue NE Watermain Replc			66,900				634,100	634,100	634,100			
WA 0078	NE 85th St/132nd Ave NE Watermain Replacemen	150,000		-236,900	1,061,000	983,500	337,600		-2,619,000	-2,619,000	2,449,000		
WA 0090	Emergency Swr Pgm Watermain Replacement Pgr			50,000		50,000		50,000	150,000	150,000			
WA 0093	Vulnerability Analysis Facility Upgrades	70,000				218,600			218,600	218,600			
WA 0094	North Reservoir Rehabilitation/Repainting	150,000	690,000						690,000	690,000			
WA 0096	NE 83rd St Watermain Replacemen'					32,800	202,600		235,400	235,400			
WA 0097	120th Ave NE Watermain Replacemen'						251,000		251,000	251,000			
WA 0098	126th Ave NE Watermain Replacemen'						462,500		462,500	462,500			
WA 0099	Alexander Ave Watermain Replacemen'							211,000	211,000	211,000			
WA 0101	108th Ave NE Watermain Replacemen'			274,000					274,000	274,000			
WA 0102	104th Ave NE Watermain Replacemen'							374,500	374,500	374,500			
WA 0103	NE 113th Pl Watermain Replacemen'				193,000				193,000	193,000			
WA 0105	124th Ave Watermain Replacemen'			249,300					249,300	249,300			
WA 0110	105th Ave NE/106th Ave NE Watermain Rep		200,000	126,700					326,700	326,700			
<i>WA 0115</i>	<i>Telemetry Upgrades</i>			<i>150,000</i>					<i>150,000</i>	<i>150,000</i>			
SS 0046	Market Street Sewermain Replacemen'			206,000	801,000	218,500			1,225,500	1,225,500			
SS 0050	NE 80th Street Sewermain Replacemen'		240,000	916,700	196,300				1,353,000	1,353,000			
SS 0051	6th Street South Sewermain Replacemen'							391,800	391,800	391,800			
SS 0052	108th Avenue NE Sewermain Replacemen'							753,500	753,500	753,500			
SS 0056	Emergency Sewer Construction Prograrr			1,000,000		1,000,000		1,000,000	3,000,000		3,000,000		
SS 0060*	Trend Lift Station Elimination	160,000	399,000						399,000	399,000			
SS 0062	NE 108th Street Sewermain Replacement/Rehabilitator					699,400	792,300		1,491,700	1,491,700			
SS 0063	NE 53rd Street Sewermain Replacemen'				116,700	181,400			298,100	298,100			
SS 0064	7th Avenue South Sewermain Replacemen'						310,700		310,700	310,700			
<i>SS 0066</i>	<i>Plaza Lift Station Pump Upgrades</i>			<i>50,000</i>					<i>50,000</i>	<i>50,000</i>			
Total Funded Utility Projects		638,200	1,909,000	3,603,600	2,368,000	3,384,200	2,356,700	3,414,900	17,036,400	14,036,400	3,000,000	0	0

Unfunded Projects:

Project Number	Project Title	Six Year Total
WA 0052	108th Avenue NE Watermain Replacemen'	1,410,000
WA 0057	116th Avenue NE Watermain Replacemen'	1,643,000
WA 0059	101st Avenue NE Watermain Replacemen'	131,000
WA 0060	10th Avenue Watermain Replacemen'	262,000
WA 0063	Supply Station #3 Replacement & Transmission Main Add	770,000
WA 0067	North Reservoir Pump Station Replacemen'	847,000
WA 0076	6th Avenue Watermain Replacemen'	366,000
WA 0077	NE 110th Street Watermain Replacemen'	223,000
WA 0091	Norkirk Watermain Replacement Program	2,415,000
WA 0104	NE 62nd St Watermain Replacemen'	131,000
WA 0107	NE 73rd St Watermain Replacemen'	131,000
WA 0108	Public Watermain Replacements at NW University	1,288,000
WA 0109	112th Ave NE Watermain Replacemen'	547,000
WA 0111	111th Ave NE Watermain Replacemen'	364,000
WA 0112	116th Ave NE/NE 60th St Watermain Replac	849,000
WA 0113	116th Ave NE/NE 70th St Watermain Replac	671,000
Total Unfunded Utility Projects		12,048,000

Notes

* = Modification in timing and/or cost (see Project Modification/Deletion Schedule for greater detail)

+ = Moved from unfunded status to funded statu:

" = Moved from funded status to unfunded statu:

Shaded year(s) = Previous timing

Bold italics = New projects

**CITY OF KIRKLAND****Department of Public Works****123 Fifth Avenue, Kirkland, WA 98033 425.587.3800****www.ci.kirkland.wa.us**

MEMORANDUM

To: David Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
Ray Steiger, P.E., Capital Projects Manager

Date: December 4, 2006

Subject: DOWNTOWN TRANSIT CENTER – DESIGN APPROACH

RECOMMENDATION:

It is recommended that the City Council approve the proposed design approach which has been mutually developed by Sound Transit and Kirkland staff.

BACKGROUND AND DISCUSSION:

Sound Transit is funding the design and construction of a new Downtown Transit Center on Third Street between Central Way and Kirkland Avenue. This site was selected after considering a number of other locations in the Downtown. Since the fall of 2005, Sound Transit, King County Metro, and the City of Kirkland have been conducting a community process to gather important issues, identify constraints, and to establish goals for the new Transit Center. After considering a number of factors, a preferred footprint for the facility was presented to the City Council on October 3, 2006 as Option A.5-3 (Attachment A).

Staff presented the preferred alternative in order to ascertain additional concerns and to gain concurrence from the Council prior to presenting it to the community at large. At the conclusion of the meeting, with an understanding that there would be resolution of the issues identified, Staff was given approval to move forward with a presentation of the option as the preferred alternative.

Issues identified at the October 3, 2006 Council meeting included: exploring a two-way scenario for Park Lane and for the alley between the Antique Mall and the new hotel, defining excellent amenities for the new Transit Center during design, developing significant improvements in light of the take of Peter Kirk Park with the footprint, and others. These issues will continue to be pursued during the design phases. The Council also requested in advance of the public open house to obtain copies of the arborist report on the trees along the eastern edge of the new Transit Center footprint, and for staking to be placed in the Park showing the proposed footprint. The arborist report has been provided, and the field staking was completed – this staking is still available in the Park.

A number of concerns were raised during and following presentations at the November public open house both by the public and various Council members. This memo summarizes the status of the project and is intended to address some of those expressed concerns.

The community process to date has been focused primarily on the selection of the **footprint** and the operational characteristics for the preferred alternative for the Transit Center. Although design concepts have emerged from the various stakeholder workshops and open houses, one such concept is even presented with the Option A.5-3 footprint, there has not been an opportunity for the community to consider and react to those concepts. With concurrence on an acceptable

Memorandum to David Ramsay

December 4, 2006

Page 2 of 2

footprint, Sound Transit has requested that next steps in the design process be identified in order to develop the preferred design. This preferred design will then be developed to a 30% design level and for environmental documentation.

In order to develop the next steps in the design process, a summary of key issues and questions which must be addressed by the project design team within the footprint of A.5-3 are as follows:

1. What is the look and feel of the new transit center?
 - What does "sense of place" look like? Give us sizzle.
 - What do the surrounding buildings and park land uses suggest as a theme?
 - What represents Kirkland (sails, waterfront, shipbuilding, art, natural environment, etc)?
 - Define how that is uniquely brought together in this Transit Center.
2. How will the project provide a design that offsets the Park impact?
 - Must provide in-kind compensation for the use of (~3,000 sf) Peter Kirk Park
 - specifically, how does the design offset the green space take
 - it has been a leap of faith to give up Park – show us a fabulous design
 - improve the Park/Transit Center interface/amenities
3. What are some themes that we have heard?
 - the Transit Center gets better with age
 - Look to the future, respects the past
 - Eyes on the street
 - What are features in other great transit centers – help us out, we haven't seen them yet
 - What is the art budget, how is it incorporated?
 - Real time bus information
4. Technical questions
 - Park Lane one-way or two-way vs the ped crossing impact trade offs; alley one-way or two-way; can it physically occur
 - Will saw-tooth work on southwest bay?
 - Enhanced lighting up/down, use pedestrian standards we have
 - Canopies (shelter/plaza/Redmond Town Center)
 - Gateways on either end of transit center ("welcome to downtown Kirkland")
 - Materials
 - Library/garage wall and interface (loss of landscape softening)

Kirkland staff has met with Sound Transit staff and have agreed to recommend a design process which envisions completing final design at the end of 2008 and construction following in 2009. The proposed next steps, after the December 12 discussion with Council regarding process, will be:

- The design team with staff input would assemble 2-3 architectural themes/options that represent the vast community input to date, identify examples of finishes (other transit center features, types of paving motifs, shelters, landscaping, etc), line drawings and vertical elements will be developed
- These 2-3 somewhat refined themes would be presented at a Council study session and discussed
- These themes would then be presented to the Community for their input/refinement
- The design team will summarize the input and assemble a final alternative which can be presented
- At the conclusion of this 2-3 month process, Council would be asked to concur with the Option A.5.3 as the preferred DESIGN and at that time approve use of the Park.
- 30% design and SEPA would then follow
- Additional input into the design and features will continue through final design



ATTACHMENT A

Illustrative Site Plan

Option A.5-3
Enhanced Existing Transit Center
 (7' Median for 3rd Street with One-way for Park Lane)



CITY OF KIRKLAND
Department of Finance & Administration
123 Fifth Avenue, Kirkland, WA 98033 425.587.3100
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Tracey Dunlap, Director of Finance and Administration

Date: November 28, 2006

Subject: NORCOM Financing

BACKGROUND DISCUSSION:

At the September 5th meeting, the City Council was provided with a briefing regarding the potential creation of a regional entity to meet public safety dispatch needs, NORCOM (North King County Regional Public Safety Communications Center). The City Council requested additional information about the financing assumptions and impacts to the City of Kirkland. A draft presentation was reviewed with the Finance Committee on November 13, 2006 and an updated version of the presentation will be made to the full Council at the December 12 meeting.

The presentation will summarize:

- The potential benefits of membership in NORCOM,
- Current Kirkland dispatch costs,
- Updated cost information regarding those current costs that would remain after NORCOM is established (note that the City Council's preliminary budget decisions related to adding corrections officers would have a positive impact on the NORCOM financial picture by providing some degree of additional capacity for records management activities),
- The effective cost per call over 10 years for Kirkland under a variety of annexation and participant scenarios, and
- A discussion of open questions, issues, and next steps.

A variety of technical, governance, and financing issues are still under study by the potential participants in NORCOM, therefore, no specific decision is requested at this point in time. The presentation is intended to provide an opportunity to respond to questions and identify additional financial information that may be of value when the decision whether to proceed comes before the City Council during 2007.

**CITY OF KIRKLAND****Planning and Community Development Department**
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Angela Ruggeri, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric R. Shields, AICP, Director

Date: November 30, 2006

Subject: ADOPTION OF MARKET NEIGHBORHOOD PLAN AND MARKET STREET
COMMERCIAL CORRIDOR SUBAREA PLAN (FILE IV-03-27)

RECOMMENDATION

Approve the following elements of the Market Neighborhood Plan update and the Market Street Commercial Corridor Subarea Plan by adopting the attached Ordinance:

- ✓ A new neighborhood plan chapter for the Market Neighborhood contained in the Kirkland Comprehensive Plan and revised land use map.
- ✓ A new Market Street Commercial Corridor Subarea Plan contained in the Kirkland Comprehensive Plan.
- ✓ A new Zoning Map based on two proposed rezones.
- ✓ Repeal of Interim Ordinance 4059 as amended regulating uses within a PR 3.6 zone in the Market Neighborhood.

BACKGROUND DISCUSSION

The video of and all information provided for the November 21st study session is available for viewing at http://www.ci.kirkland.wa.us/depart/council/Watch_Council_Meetings.htm. This includes the staff memorandum and the Planning Commission recommendation, Planning Commission minutes, Public Comment and Correspondence, and Public Participation, SEPA, and other information.

cc: File IV-03-27

ORDINANCE NO. 4077

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE MARKET NEIGHBORHOOD PLAN UPDATE, THE MARKET STREET COMMERCIAL CORRIDOR SUBAREA PLAN, REPEALING INTERIM ORDINANCE 4059 AS AMENDED REGULATING USES WITHIN A PR 3.6 ZONE IN THE MARKET NEIGHBORHOOD, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO IV-03-27 .

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and to amend the Kirkland Zoning Map, Ordinance 3710 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated November 6, 2006 and bearing Kirkland Department of Planning and Community Development File No. IV-03-27; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held a public hearing on September 14, 2006, 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 report and recommendation of the Planning Commission; and

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

Section 1. Comprehensive Plan Text and Graphics amended: The following specific portions of the Comprehensive Plan, Ordinance 3481 as amended, are amended to read as follows:

- A. Section I. Introduction:
Map amendment to Figure I-3 City of Kirkland Neighborhoods as set forth in Exhibit A attached to this ordinance and incorporated by reference.
- B. Section VI. Land Use Element:
Map amendment to the City of Kirkland Comprehensive Land Use Map as set forth in Exhibit B attached to this ordinance and incorporated by reference.

- C. Section VI. Land Use Element:
Map amendment to Figure LU-2 Commercial Areas as set forth in Exhibit C attached to this ordinance and incorporated by reference.
- D. Section IX. Transportation Element:
Map amendment to Figure T-2 Bicycle Corridor System – Existing and Proposed as set forth in Exhibit D attached to this ordinance and incorporated by reference.
- E. Section IX. Transportation Element:
Map amendment to Figure T-3: Pedestrian Corridor System – Existing and Proposed as set forth in Exhibit E attached to this ordinance and incorporated by reference.
- F. Section XV. Market Neighborhood Plan:
Repeal existing Market Neighborhood Plan chapter and replace it with a new Market Neighborhood Plan chapter as set forth in Exhibit F attached to this ordinance and incorporated by reference.
- G. Section XV. Market Street Commercial Corridor Subarea Plan:
Add the Market Street Commercial Corridor Subarea Plan chapter as set forth in Exhibit G attached to this ordinance and incorporated by reference.

Section 2. Zoning Map amended: The following specified zones of Ordinance 3710 as amended, the Kirkland Zoning Map, are amended as follows:

As set forth in Exhibit H, which by this reference is incorporated herein.

Section 3. Repeal Interim Ordinance 4059 relating to the second renewal of the interim ordinance as amended regulating uses in a study area within a PR 3.6 zone in the Market Neighborhood under Chapter 25 of the Kirkland Zoning Code, as set forth in Exhibit I, which by this reference is incorporated herein.

Section 4. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 5. 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 _____, 20____.

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

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

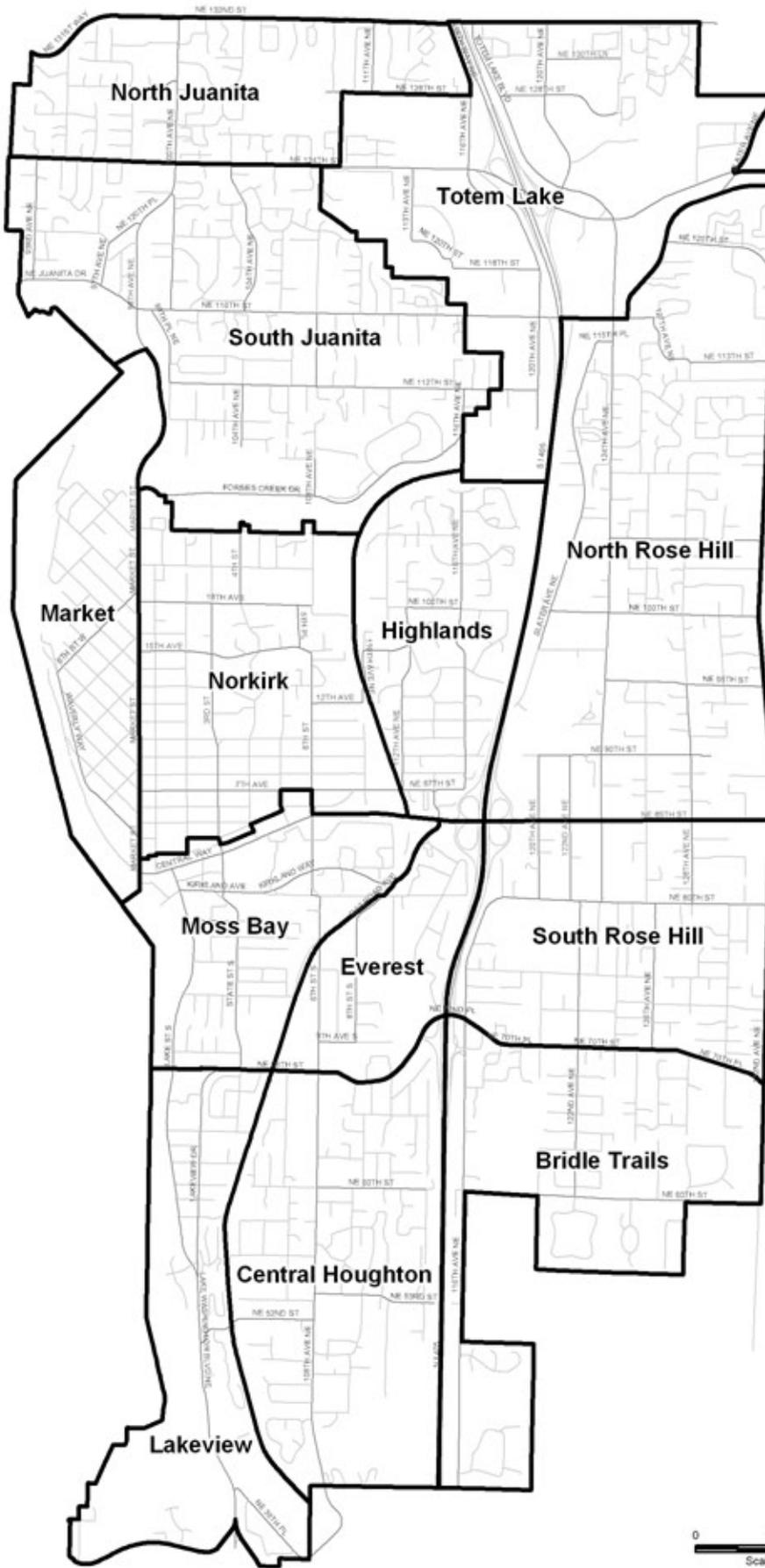


Figure I-3: City of Kirkland Neighborhoods

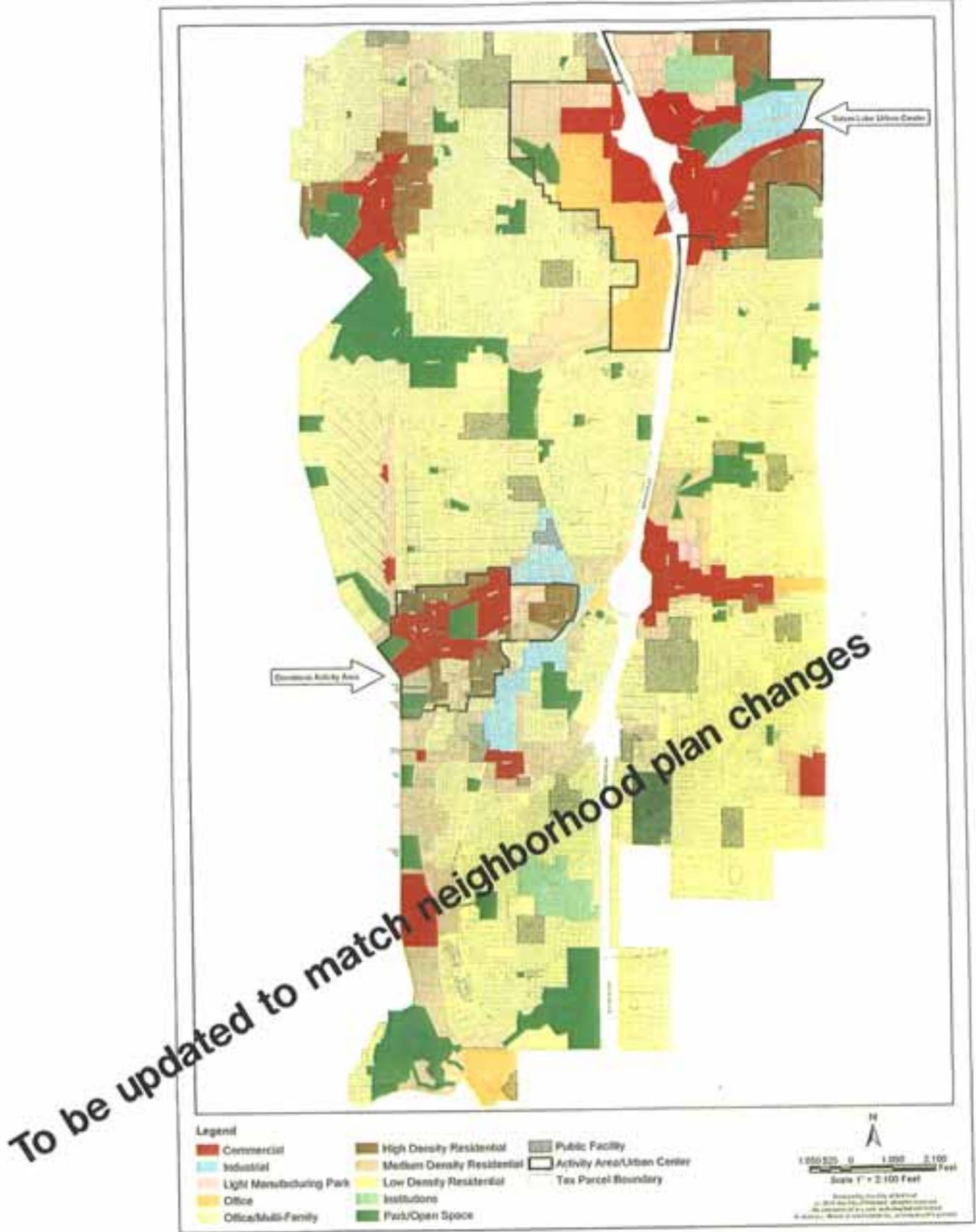
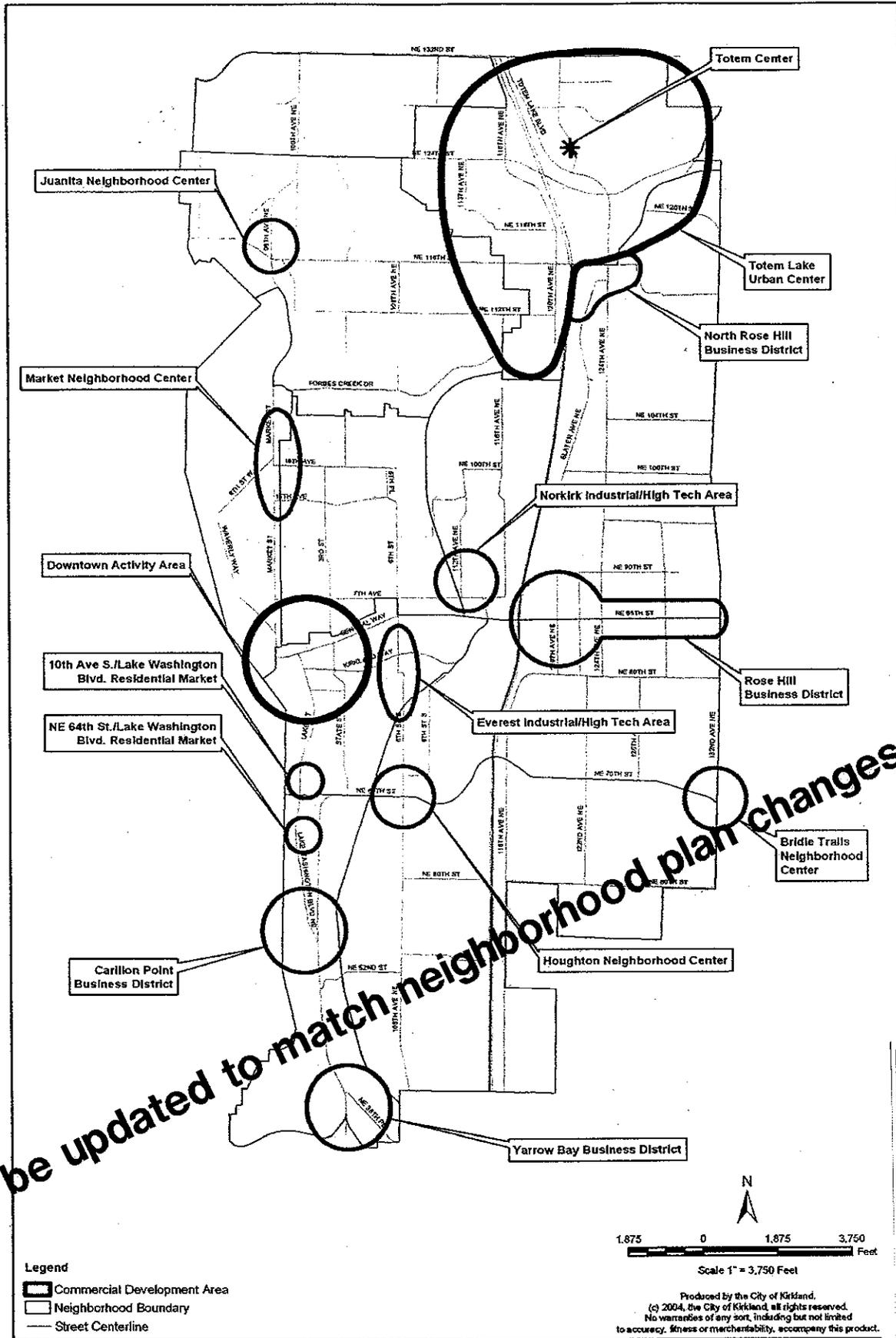


Figure LU-1: Comprehensive Land Use Map



To be updated to match neighborhood plan changes

Figure LU-2: Commercial Areas

EXHIBIT C

To be updated to match neighborhood plan changes

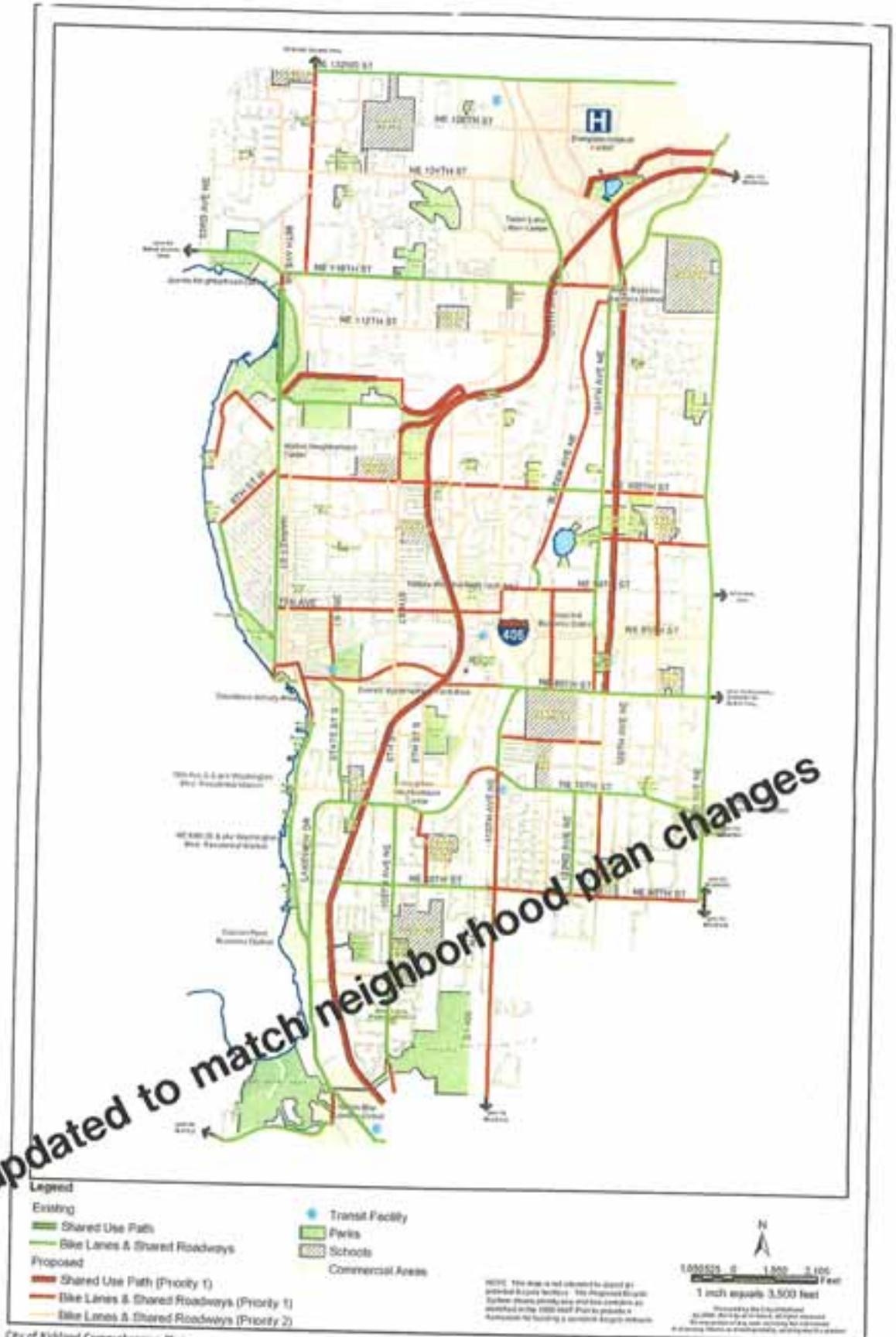


Figure T-2: Bicycle System - Existing and Proposed

To be updated to match neighborhood plan changes

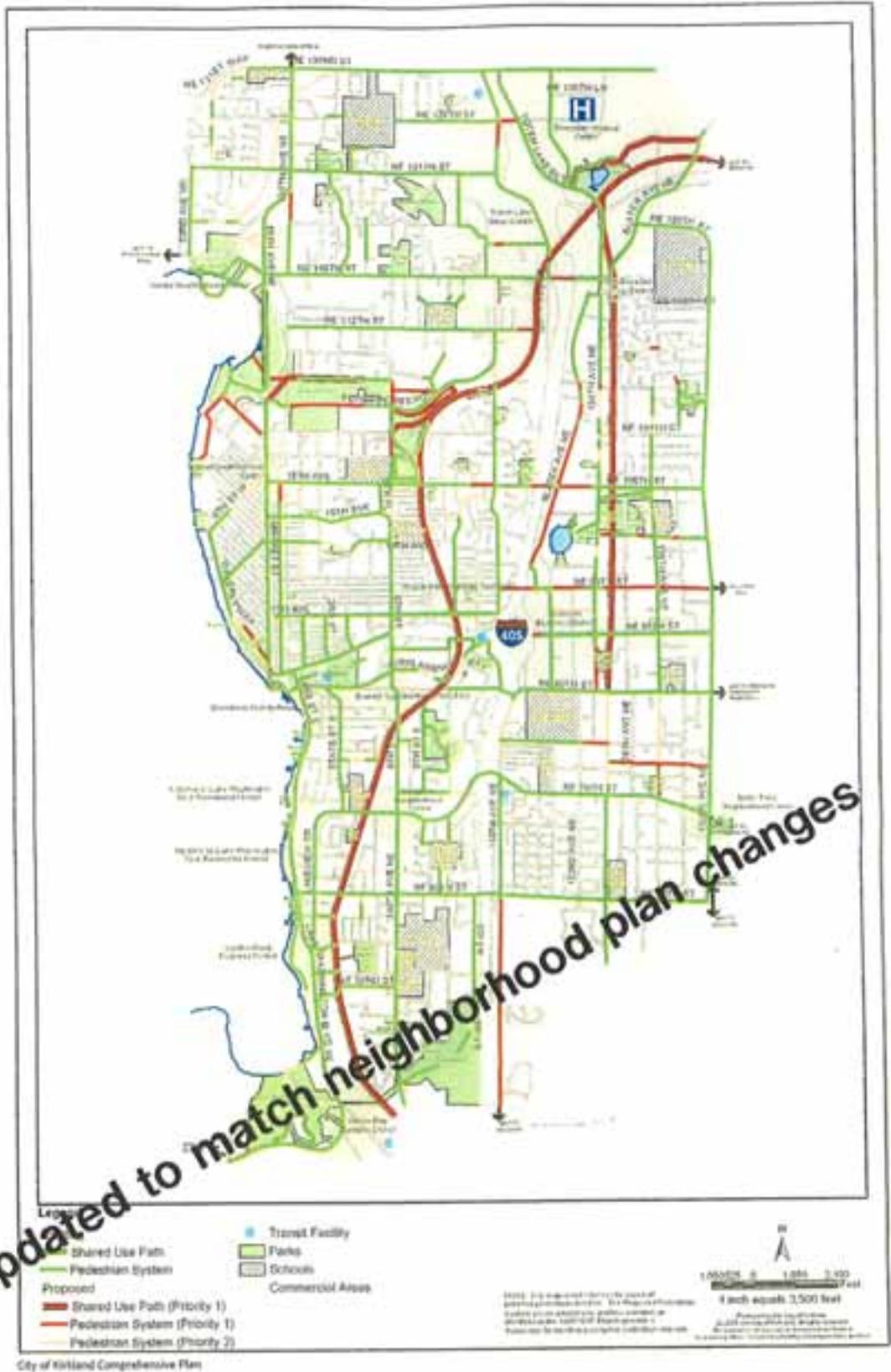


Figure T-3: Pedestrian System - Existing and Proposed

XV.K. MARKET NEIGHBORHOOD

1. OVERVIEW

The Market Neighborhood is located between Market Street on the east, Lake Washington on the west, Juanita Bay Park on the north and Lake Street West (including Heritage Park) on the south.

The development pattern is well established with single family homes in most of the neighborhood, while commercial and multifamily uses are located along Market Street south of 18th Avenue West.



Figure M-1: Market Neighborhood Boundaries

2. VISION STATEMENT

The historic Market Neighborhood is a friendly, walkable neighborhood along the shores of Lake Washington that is close to downtown Kirkland. Its residents enjoy their proximity to the lake through public view corridors and viewing stations, as well as the park system. Waverly Way near the western boundary of the neighborhood has both pedestrian and bicycle routes which provide beautiful unobstructed views of the Lake. The tree canopy in the neighborhood has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and wildlife habitat. The neighborhood's five parks are within walking distance and offer both active and passive recreation for residents. Juanita Bay Park also provides an opportunity for people from the neighborhood, and from the broader community, to observe and enjoy wildlife habitat and open space.

1

(November 2006)

EXHIBIT	<u> F </u>

XV.K. MARKET NEIGHBORHOOD



*July 2006 Annual Independence Day Parade
Crossing Central Way onto Market*

Market Street south of 18th Avenue West accommodates neighborhood oriented businesses and multifamily housing, including living facilities for seniors. The area surrounding the intersection of Market Street and 7th Avenue is a reminder of Kirkland's past with its historic buildings from the 1890's as well as street lights and other improvements that reflect its historic character. This area was to be the original downtown of Kirkland and is still a focal point for the City's history. Well landscaped buffers, appropriate site design and architectural treatments provide a smooth transition between Market Street and the homes in the neighborhood. Market Street provides efficient access to the neighborhood, while still functioning as a principal north/south arterial.

There are a variety of interesting housing styles in the Market neighborhood. Although considerable redevelopment has occurred, the historic homes that remain are valued. Alternative housing options have helped to provide for a changing and diverse population by supplying more housing choices. Streets are safe and attractive for pedestrians, bicycles and cars. The transportation network provides easy access within the neighborhood and to other parts of the City and region.

Market Neighborhood residents take great pleasure in this beautiful place to live.

3. HISTORIC CONTEXT

The Market Neighborhood is one of the most historic in the City of Kirkland and has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased

XV.K. MARKET NEIGHBORHOOD

to be part of Peter Kirk's new town. The area west of Market Street was to be a neighborhood based on social principles emerging in England to combine worker and executive housing into one neighborhood. The new Kirkland town center was at the intersection of Market Street and Piccadilly (7th Avenue). This intersection continues to be one of the most historically significant in Kirkland.

Homesteads in the 1870's

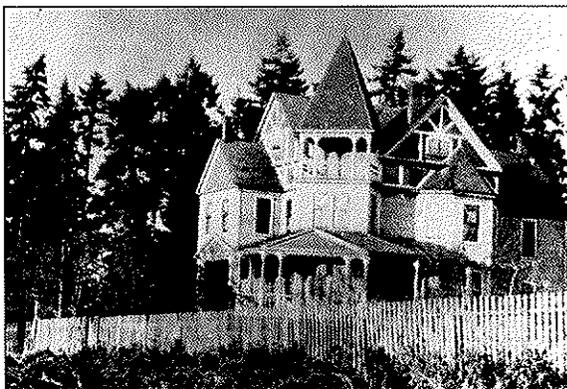
The land homesteaded in the 1870's by Andrew and Susannah Nelson and their son Christian Nelson as well as the Cedarmere tract included all of the land from Lake Washington to First Street. The Nelson's were a Danish family who came to Kirkland in 1877. They built a small white frame house on the property at the northeast corner of Market and Central (about where the telephone building is now located).

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city which would support the construction of the Steel Mill on Rose Hill near Forbes Lake. In 1890 the original plat prepared by John Kellett, Kirk's engineer, was done with the street layout much as we see it today. In 1889, a number of homes for both workers and administrators were built in the Market Neighborhood although few of the roads were built until years later.

In 1893 the nation-wide depression wiped out Peter Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little development occurred in Kirkland until after 1910, but even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 - Burke & Farrar:



Peter Kirk Mansion

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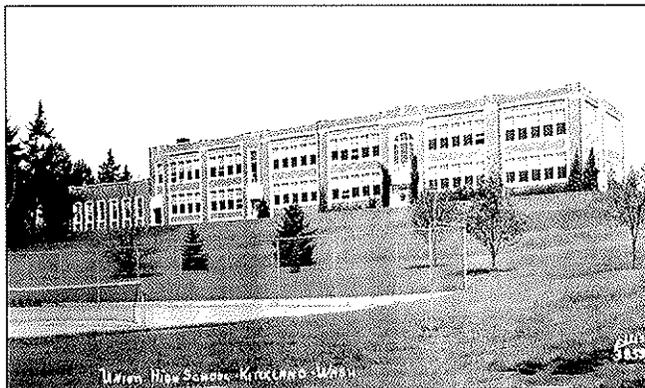
One of the most significant eras of development in Kirkland was from 1910 through the 1930's after Burke & Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. Although this era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes, the Market Neighborhood was not as impacted by their development as the adjacent Norkirk neighborhood. Burke & Farrar purchased Peter Kirk's Mansion on Waverly Way near 2nd Street West in 1916 and demolished it in order to divide the property into smaller lots.

Change of Street Names:

In the late 1920's the street names defined in the original Kirk Plat were changed to the present name system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. Examples of these include: Market Street - a traditional name assigned to the agricultural roads that led from the farms to the market place – in this case, the ferry to Seattle. Waverly Way also retained its original name. Streets reflecting the English roots of Kirk and Kellett included: 5th Avenue West – Bond Street; 8th Avenue West – Regent Street; and 4th Street - Fleet Street. Others were named after States: 17th Avenue West – Oregon Street; and some after Presidents: 7th Street West – Monroe Street.

Schools on the Waverly Site (now Heritage Park)

The Union A High School or Kirkland High School was built in 1922 with the first graduating class in 1923. It served as the high school until 1950 when the new Lake Washington High School was built. The building served as a Junior High after the high school moved. In the early 1970's the older portion of the building was destroyed by fire and demolished. However, the historic terraces remain today in Heritage Park.



The Union A High School

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The junior high school at the northwest end of the site was built in 1932 and demolished by the City in 1987 after being vacant for a number of years. The main entry arch was saved and in 2005 was moved to the corner of Market Street and Waverly Way as the symbolic entry to Heritage Park.

Historic Properties:

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. Over one third of the structures on this citywide inventory are in the Market Neighborhood, with many of them having high priority status. Two buildings in the neighborhood, the Loomis House and Sears Building, are on the National Register of Historic Places.



Right to left: Sears Building at northeast corner of 7th Avenue and Market Street (2006), Sears Building (historic photo), and Loomis House at 304 8th Avenue West

Goal M 1 – Encourage preservation of structures and locations that reflect the neighborhood’s heritage.

Policy M 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will identify these important sites and enable future residents to have a link with the history of the area.

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Policy M 1.2:

Provide incentives to encourage retention of identified buildings of historic significance.

Allow flexibility in lot size requirements for lots that contain historic buildings. This incentive will allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site.

Minimum lot size in this situation would be 5000 square feet in a RS 7.2 zone, 6,000 square feet in a RS 8.5 zone and 7,200 square feet in a Waterfront District II (WD II) zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building were preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

4. NATURAL ENVIRONMENT

Goal M 2 – Protect and enhance the 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 salmonoid locations in Juanita Bay Park.

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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.

Figure M-2: Market Neighborhood Sensitive Areas

Policy M 2.2:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Juanita Bay Park provides educational opportunities to help citizens learn about the locations, functions, and needs of sensitive areas and the wildlife that are dependent on these areas. This information helps to protect the park from the potentially negative impacts of nearby development and can increase public appreciation and stewardship. When appropriate, additional interpretive information and viewpoints should be added.

Policy M 2.3:

Protect, enhance and properly manage the urban forest and other vegetation by striving to retain and enhance the tree canopy including street trees, landmark and specimen trees, and groves of trees.

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Juanita Bay Park

In the Market Neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values that contribute to the quality of life. Maintenance and preservation of significant trees on developed private property will have a great impact on the overall urban forest.

Trees should be retained and protected whenever there are feasible and prudent alternatives to site development that will allow for their preservation. The tree canopy can also be enhanced through street tree planting and the addition of trees in parks and open space areas.

Policy M 2.4:

Ensure that development is designed to avoid damage to life and property on properties containing high or moderate landslide or erosion hazards areas.

The Market Neighborhood contains areas with steep slopes including medium and high landslide areas along the Lake Washington shoreline. These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides. Seismic hazard areas are also found along Lake Washington and in Juanita Bay Park (See Figure M-3). These areas have the potential for soil liquefaction and differential ground settlement during a seismic event.

Figure M-3: Market Neighborhood Seismic and Landslide Hazards

Policy M 2.5:

Protect wildlife throughout the neighborhood.

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Red-winged Black Bird

The Market Neighborhood and Juanita Bay Park are home to many forms of wildlife, including bald eagles, beavers, herons, turtles, salmon and many other fish and bird varieties. The neighborhood is fortunate to include the Juanita Bay Park urban wildlife habitat, which is a unique environment within the City. There is also a bald eagle's nest in the northwest portion of the neighborhood. Protection of these special habitat areas is important so that they will be preserved for future generations.

People living in the neighborhood also have opportunities to attract wildlife and improve wildlife habitats on their private property. The City, the Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE

The Market Neighborhood primarily has a single family residential land use pattern. Retail, commercial, office, multi-family and mixed uses are focused in the Market Street Corridor.

Goal M 3 – Retain neighborhood character while accommodating compatible infill development.

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Policy M 3.1:

Retain the predominantly detached single-family housing style in the core of the Market Neighborhood.



Market is a well-established neighborhood that has predominately low-density (3-6 dwelling units per acre) traditional single-family residential development. The land use transitions from low-density residential to medium-density multi-family and commercial development at the eastern border adjacent to Market Street. Maintaining the eclectic mix of housing styles and sizes is important to the neighborhood's character.

Goal M 4 – Allow alternative residential development options that are compatible with surrounding development.

Policy M.4.1:

Allow a variety of development styles that provide more housing choices in low-density areas.

It is important to encourage the provision of housing infill options for a wide spectrum of households in response to demographic trends. Alternative housing types can provide more choice in meeting changing demographics such as smaller households.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to successful

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integration of alternative housing into the neighborhood. Styles such as cottage housing, compact single-family homes, zero lot line, common wall homes (attached), accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household needs. They may also help to maintain the diversity of housing that characterizes the Market Neighborhood.

Policy M 4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.



Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

Up to 50% of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 zone and no less than 6,000 square feet in the RS 8.5 zone. The size of the houses on one or both of the lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

MARKET STREET SUBAREA: The Market Neighborhood includes properties along the west side of Market Street. Land Use goals and policies for these properties are addressed in the Market Street Corridor Subarea Plan.

Figure M-4: Market Neighborhood Land Use

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6. TRANSPORTATION

STREETS

The street network in the Market Neighborhood is in a grid pattern. Maintenance of this grid promotes neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial (Market Street) located at the eastern boundary. There are no minor arterials in the Market Neighborhood. Streets are described below and shown on Figure M-5. Traffic is well distributed throughout the neighborhood by the existing street system.

Market Street is a principal arterial that is the most traveled route into and along the eastern border of the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets. The street is fully developed with curbs, gutters, sidewalks, a landscape strip and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

Figure M-5: Market Neighborhood Street Classifications

Collectors: Two streets within the grid network of the Market Neighborhood serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. These collector streets are listed below and are also shown on Figure M-5.

6th Street West is a collector street from Waverly Way on the west side of the Market Neighborhood to Market Street on the east side. It provides access through the center of the neighborhood.

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View down Waverly Way from 6th Street West.

Waverly Way connects from 6th Street West to Market Street at the south end of the neighborhood. It provides north/south access along the western side of the Market neighborhood.

Neighborhood Access: All of the streets not discussed above are classified as neighborhood access streets. These streets provide access to adjacent residences and connect to collectors or arterials. Full improvements on these streets typically include a travel way, on-street parking, curbs, gutters, sidewalks, and landscape strips. Full improvements do not exist on many of the neighborhood access streets in the Market Neighborhood.

Alleys: Portions of the Market Neighborhood platted in the early part of the 20th century are served by mid-block alleys.

Goal M 5 – Improve mobility for the Market Neighborhood.

Policy M 5.1:

Incorporate measures that will allow for improved access to Market Street during heavy traffic periods without disrupting the general flow of traffic.

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems during peak hours. Possible solutions to the problem include: simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. On-going observation and study will be necessary to ensure that Market Street will

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continue to function as a principal arterial while providing efficient access to the Market Neighborhood.

Policy M 5.2:

Maintain the street and alley grid in the Market Neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and service routes for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

PEDESTRIAN/BICYCLE CIRCULATION

The existing City of Kirkland Nonmotorized Transportation Plan (NTP) maps most of the bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the Market Neighborhood Plan not shown in the NTP will be added during periodic updates to the NTP. Figures M-6 and M-7 show the planned bike and pedestrian system for the Market Neighborhood.

City street standards require that all through streets have pedestrian improvements. Generally, these improvements include curbs, gutters, landscape strips, and sidewalks. Pedestrian improvements are usually installed by the developer as new development occurs. Sidewalks can also be installed through the capital improvement budget process in areas that have already been developed.

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

Goal M 6 – Encourage mobility and the use of nonmotorized transportation by providing improvements for pedestrians and bicyclists.

Policy M 6.1:

Enhance and maintain pedestrian and bicycle infrastructure within the Market Neighborhood, especially on routes to activity nodes (including school walk routes) and adjacent neighborhoods.

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The following routes should be added to the Nonmotorized Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in the NTP will receive funding for improvements.

- 9th Street West – between Market Street and 20th Street across Juanita Bay Park should be improved for both pedestrians and bicycles.
- Waverly Way - should be improved with a sidewalk on the west side of the street. View stations at the unopened street ends at 4th Street West and 5th Street West along Waverly should also be considered.
- 6th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street
- 4th Street West – complete a pedestrian sidewalk between 11th Avenue West and Market Street
- 18th Avenue West – complete pedestrian sidewalk along 18th Avenue West to Market Street.
- Lake Avenue West Street End Park – complete a pedestrian pathway across Heritage Park from Waverly Way to the Street End Park.

Figure M-6: Market Neighborhood Bicycle System

Figure M-7: Market Neighborhood Pedestrian System

7. OPEN SPACE/PARKS

There are five publicly owned parks in the Market Neighborhood that provide park and open space amenities. Some parks also protect sensitive and natural areas.

Juanita Bay Park is a 143.8 acre nature park with over ½ mile of waterfront on Lake Washington. The park includes interpretive trails and boardwalks, a public restroom, on-site parking, urban wildlife habitat, wetlands, open lawn areas, interpretive displays, benches and picnic tables.

Kiwanis Park is a 1.8 acre undeveloped waterfront park located in the northern portion of the neighborhood. The park has 450 lineal feet of waterfront on Lake Washington and a trail. The site is heavily wooded with a variety of deciduous and evergreen trees.

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Waverly Beach Park

Waverly Beach Park is a 2.8 acre waterfront park with 490 lineal feet on Lake Washington. It includes a public dock, picnic tables, benches, public restrooms, a children's playground, an open lawn, on-site parking, hand carried boat launching, a life-guarded swimming beach and fishing. The park is located along the shoreline near the center of the Market Neighborhood.

Heritage Park is a 12 acre community park with two historic landmarks (Heritage Hall and the old Kirkland Junior High archway), interpretive signs, trails, open lawn areas, tennis courts, and on-site parking. The site also provides parking for the downtown boat launch. A phased master plan is in place for the park, and improvements (including a children's playground) will be completed over time. It is located at the southern end of the Market Neighborhood.

Lake Avenue West Street End Park is a waterfront park located near at the northern end of Heritage Park near 2nd Street West. This small parcel provides access to Lake Washington and scenic views of the Seattle and Bellevue skylines.

Figure M-8: Market Neighborhood Parks and Open Space

Goal M 7 – Ensure adequate park and recreation facilities in the Market Neighborhood.

Policy M 7.1:

Enhance parks within the Market Neighborhood as needed.

Desirable additions to the Market Neighborhood park system include:

- Further development of Heritage Park (over several phases)

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- Development of Kiwanis Park after completion of a park master plan with community input,
- Renovation of Waverly Beach Park, and
- Restoration of wetlands and forested areas of Juanita Bay Park.

Policy M 7.2:

Pursue development of a new neighborhood park where the park level of service is deficient.

The Parks Department has a desired level of service (LOS) identified in the 2001 Comprehensive Park, Recreation, and Open Space Plan for a neighborhood park within a quarter-mile radius of every household. This LOS has not been met in the northern sector of the Market Neighborhood.

8. PUBLIC SERVICES/FACILITIES

Goal M 8 – Provide public and private utility services for the neighborhood.

Policy M 8.1

Provide potable water, sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and the adopted storm water design requirements.

The City provides water, sewer and surface water service to its citizens. Gas, telephone, internet and cable service are private utilities. All existing homes in the Market Neighborhood are on sanitary sewer service. New development is required to install water and sewer service as a condition of development and also to meet storm water requirements.

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9. URBAN DESIGN

Goal M 9 – Preserve public view corridors within the neighborhood.

Policy M 9.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains.



Public view corridor from 7th Avenue West and 3rd Street West

The street system provides the Market Neighborhood with a large number of local and regional views. These view corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they provide to the Market Neighborhood.

Policy M 9.2:

Enhance public views through the use of view stations along Waverly Way.

The existing unopened City street ends at 4th Street West and 5th Street West along Waverly Way can be improved as viewing stations for the public. These stations will complement the proposed pedestrian sidewalk along the west side of Waverly Way and the existing bicycle route.

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Goal M 10 – Encourage residential design that builds community.

Policy M 10-1:

Establish development standards that contribute to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and those of the surrounding neighborhood. A variety of building forms and materials result in homes with their own individual character. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements such as entry porches help foster a pedestrian orientation and encourage greater interaction between neighbors.

Policy M 10.2:

Encourage appropriate scale for single family development.

Appropriate scale results in the perception that new houses are in proportion to their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

Figure M-9: Market Neighborhood Urban Design

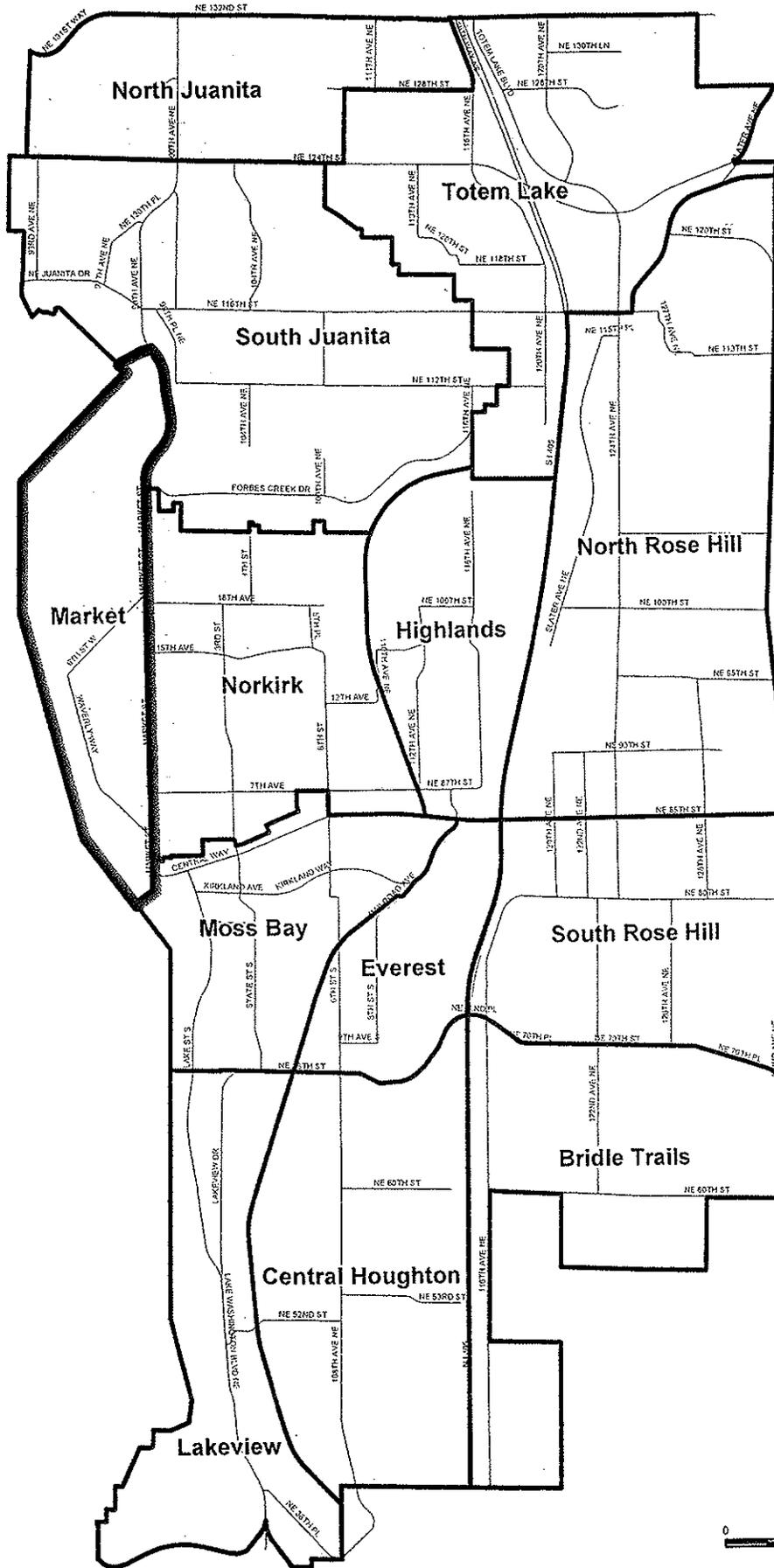


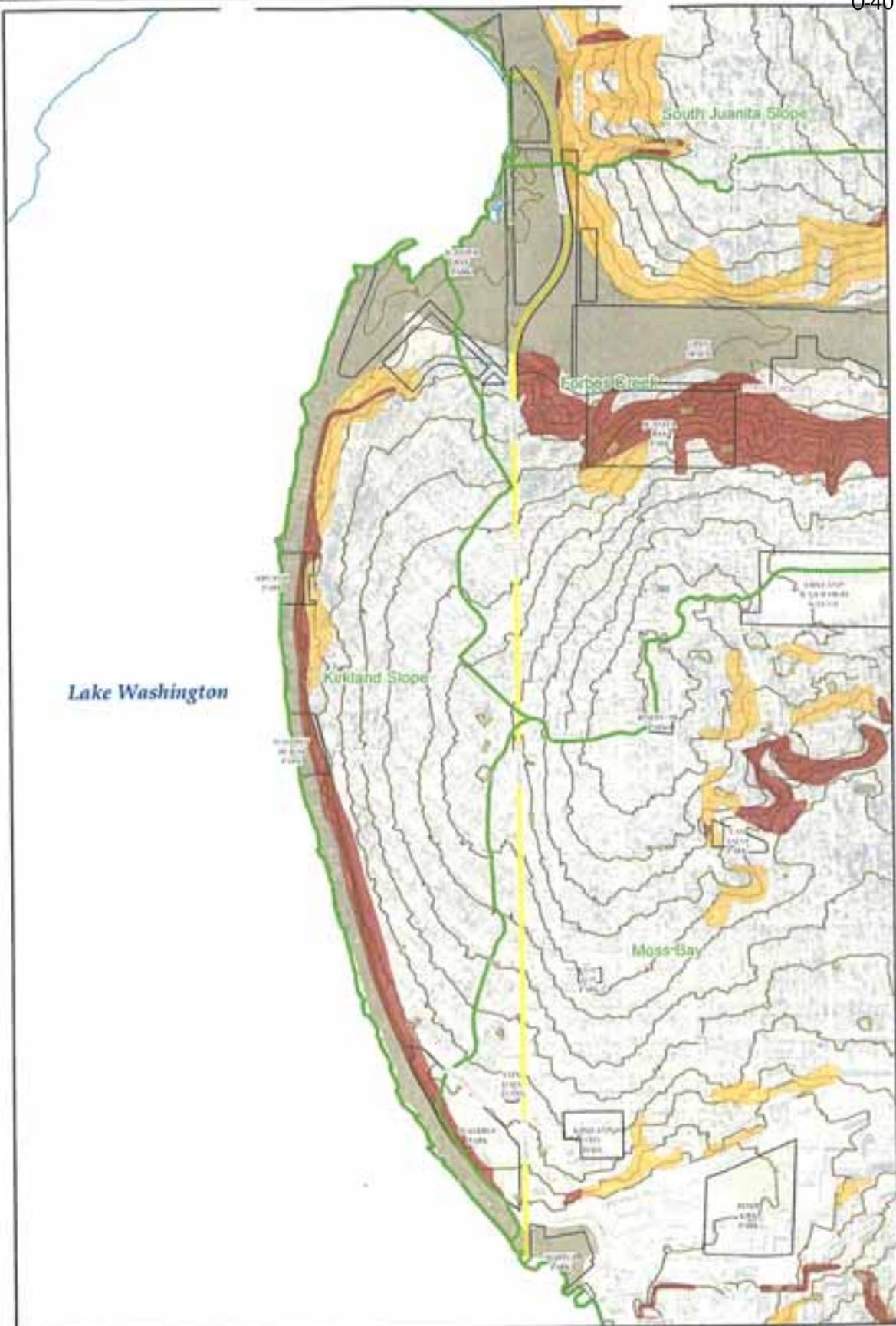
Figure M-1: Market Boundaries



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

0 600 1,200 Feet
Scale: 1" = 1,200'
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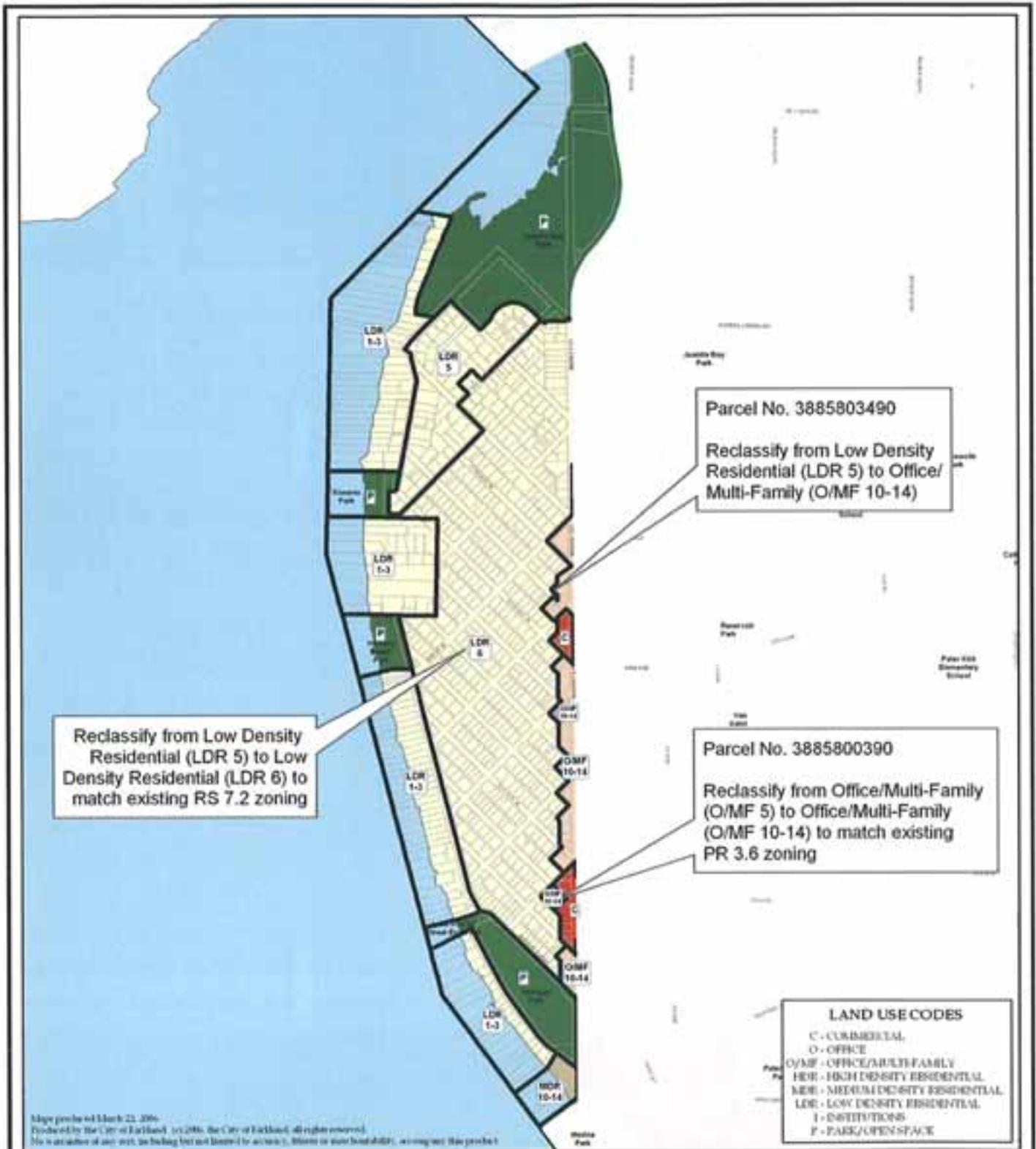
Figure M-2: Market Sensitive Areas



- Legend**
- Landslide Hazard Area (Medium Hazard)
 - Landslide Hazard Area (High Hazard)
 - Seismic Hazard Area
 - Twenty-Foot Contours
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes
 - Proposed Market Neighborhood Boundary

0 600 1,200 Feet
Scale: 1" = 1,200'
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Figure M-3: Market Landslide and Seismic Hazard Areas



Proposed Changes to Comprehensive Land Use Map & Market Neighborhood Land Use Map

Market Neighborhood
Figure M-4: Land Use
 ORDINANCE NO. 404
 ADOPTED by the Fairland City Council
 December 13, 2005

LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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



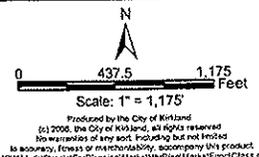
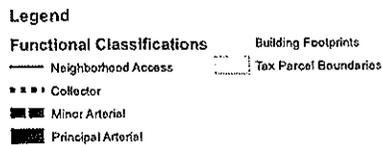
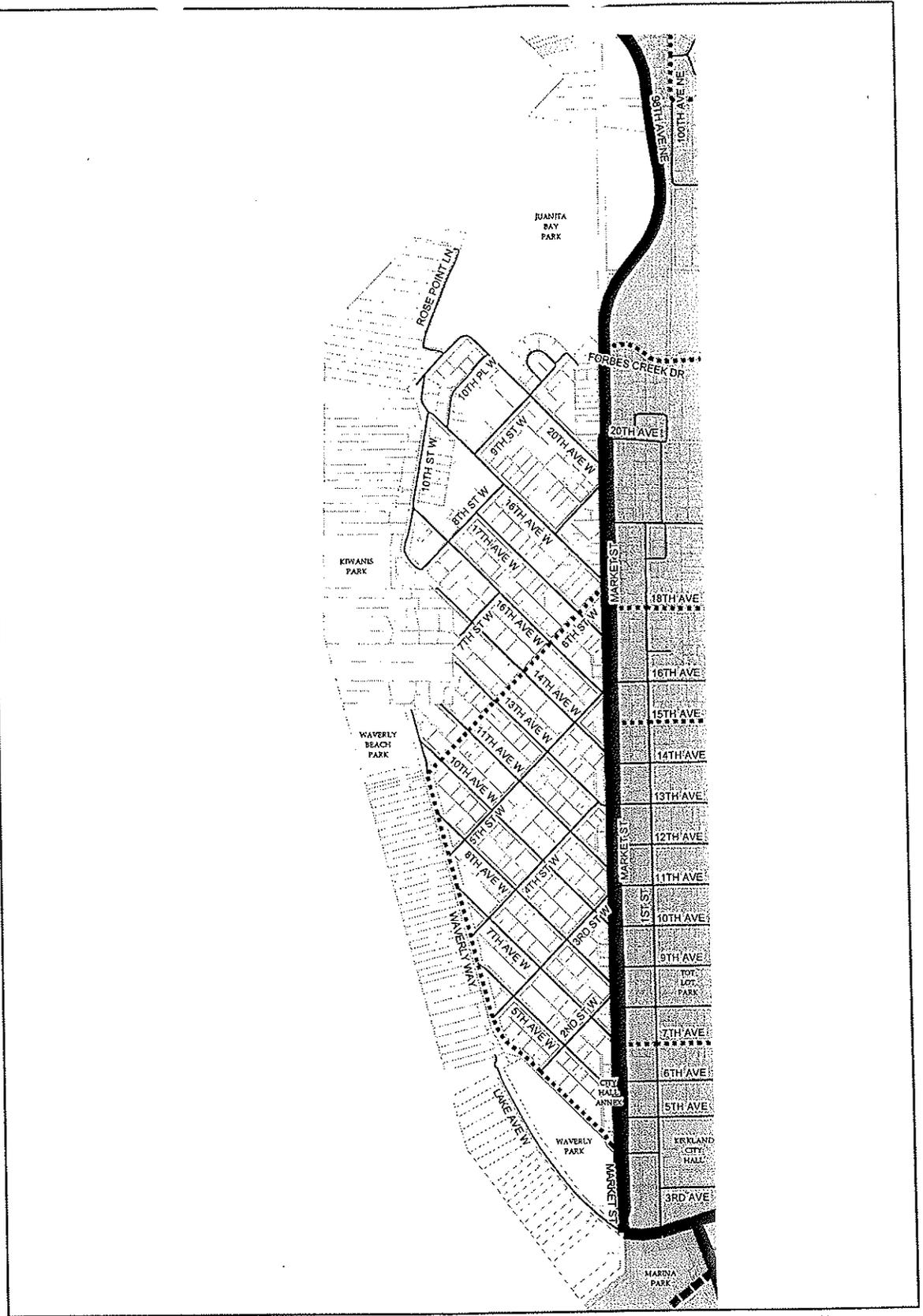


Figure M-5: Market Functional Classifications

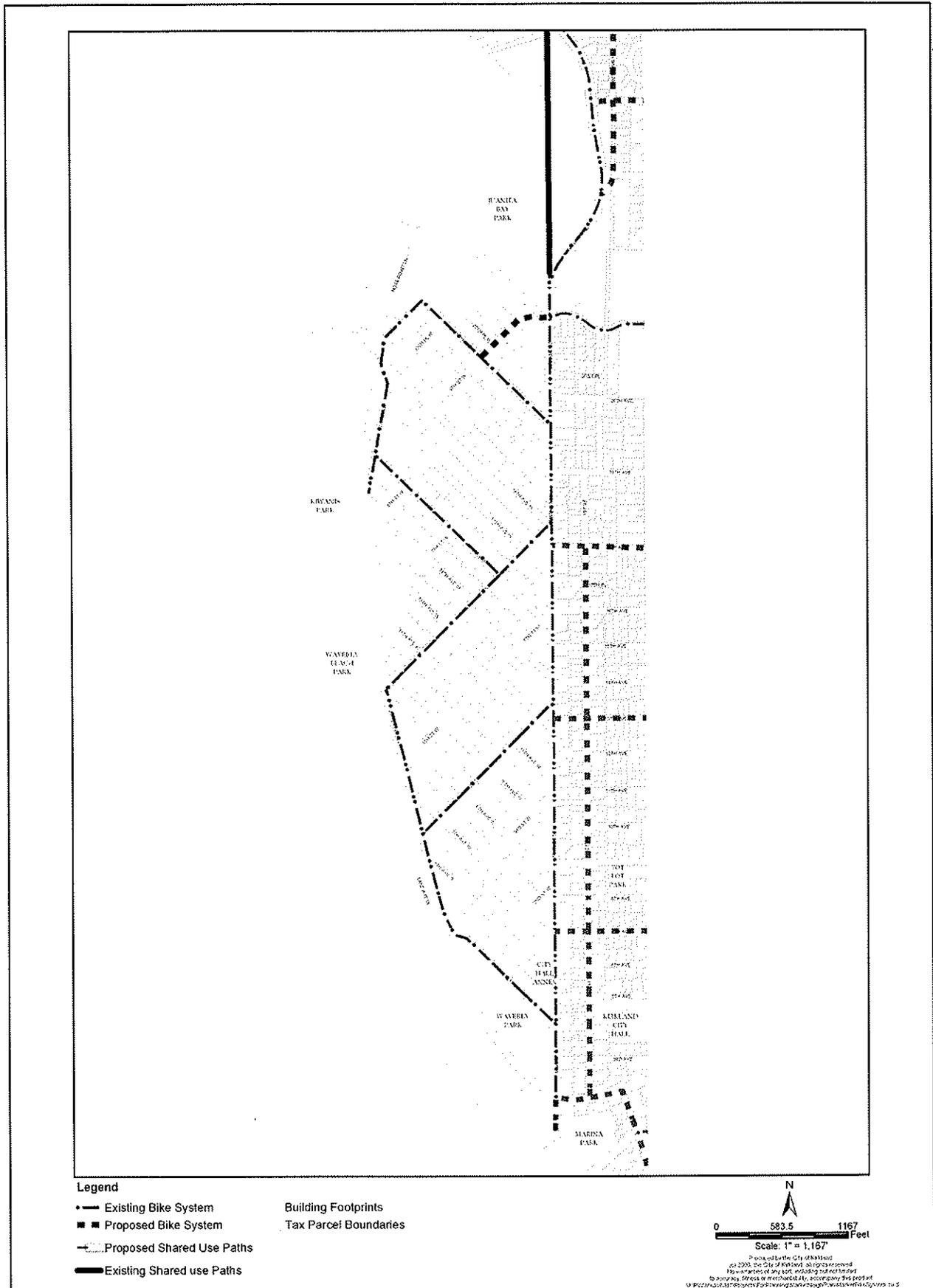


Figure M-6: Market Bicycle System

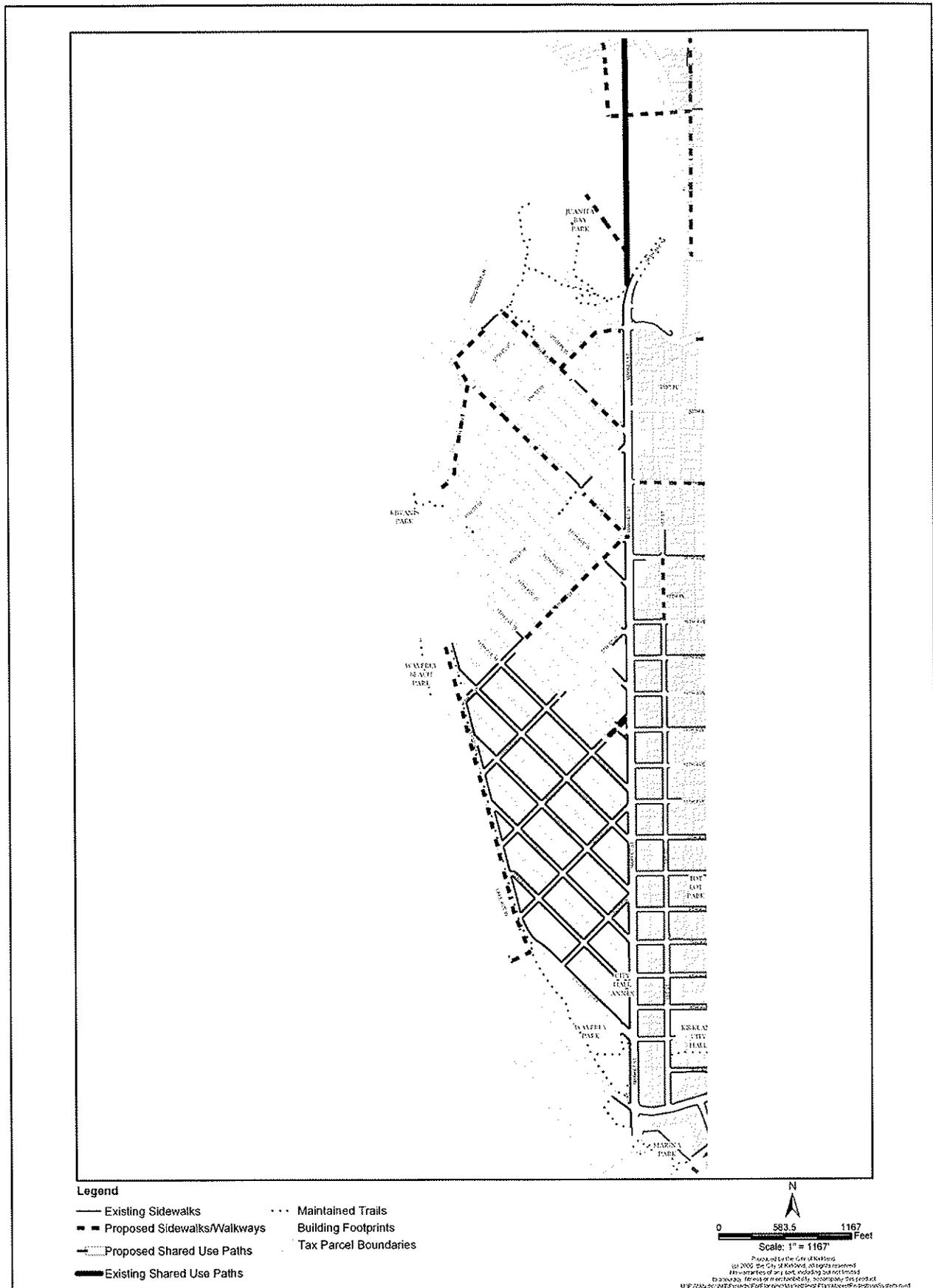


Figure M-7: Market Pedestrian System



Figure M-8: Market Parks and Open Spaces

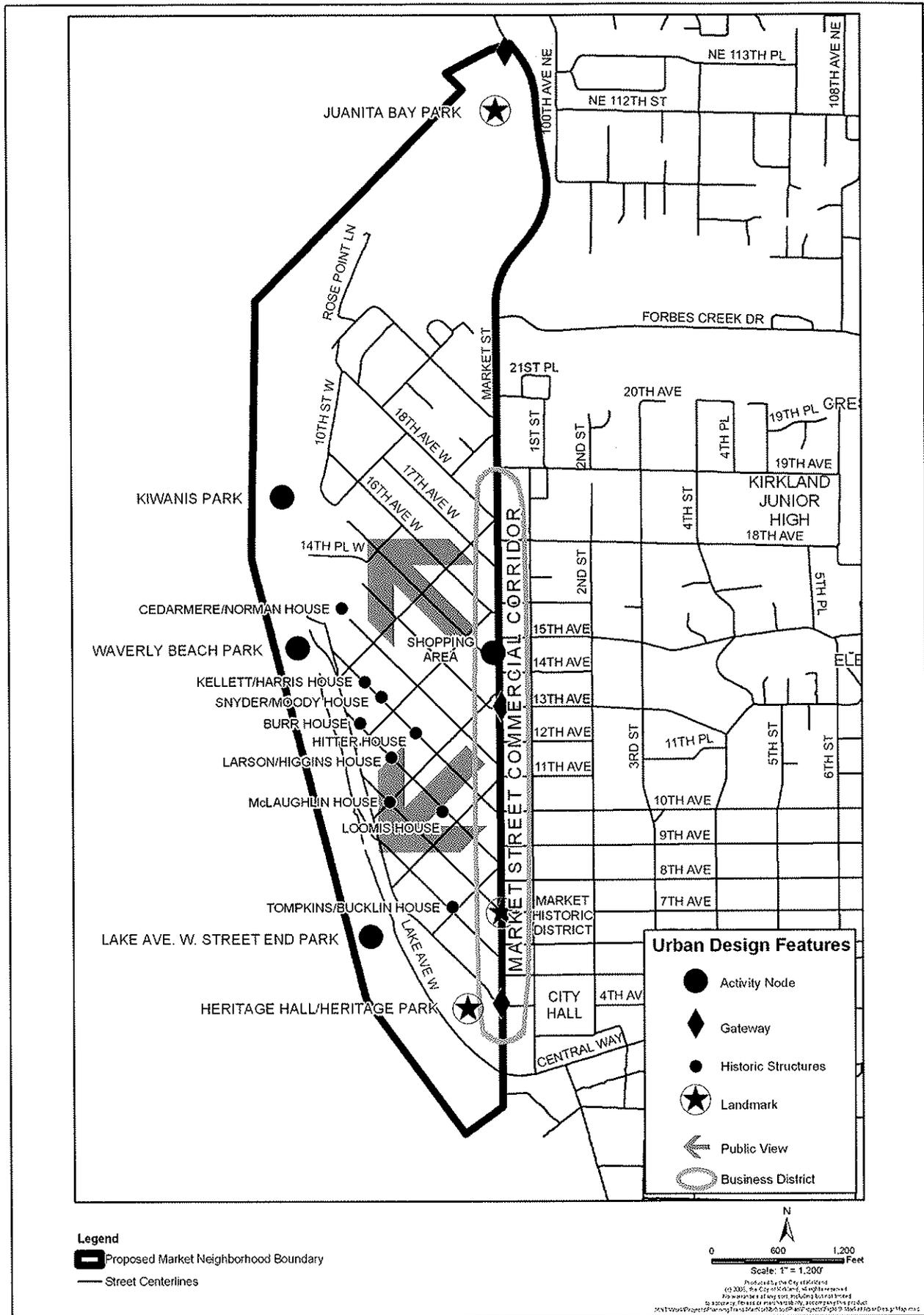


Figure M-9: Market Neighborhood Character/Urban Design

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA

1. OVERVIEW

The Market Street Commercial Corridor Subarea is centered on Market Street. It includes properties along the eastern border of the Market Neighborhood and the western border of the Norkirk Neighborhood. The Market Street Commercial Corridor extends from 19th Avenue on the north to the Central Business District on the south. Market Street has a development pattern that includes a mix of commercial and residential uses and it is recognized as a transportation link serving both regional and local users.

Figure MS -1: Market Street Commercial Corridor Subarea Boundaries

2. VISION STATEMENT

The Market Street Commercial Corridor is an attractive, economically healthy area that accommodates neighborhood oriented businesses, office uses and multifamily housing. The commercial uses provide convenient shopping and services for residents of both the Market and Norkirk Neighborhoods. The corridor is bounded by single family residential neighborhoods to the north, east and west and a vibrant Central Business District to the south. Design of new development along the Corridor incorporates landscaped buffers, site design and architectural treatments that complement and protect the adjacent residential neighborhoods.

EXHIBIT <u> G </u>

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA



Market Street Commercial Corridor

Market Street provides efficient access to both the Market and Norkirk Neighborhoods, while continuing to function as a principal north/south arterial for local and regional traffic. Bicyclists and pedestrians use the Market Street Commercial Corridor as a connection between the Market and Norkirk Neighborhoods, and to the Central Business District and the region as a whole.

The historic 1890's buildings at the intersection of Market Street and 7th Avenue represent the original town center and are still a focal point for Kirkland's history. This historic district reflects the City's past through both its old and new buildings and its streetscape, including street trees, public seating and street lights.

3. HISTORIC CONTEXT

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased much of the land that had been homesteaded in the 1870's to begin the proposed new city. This new city was to support the construction of the Steel Mill on Rose Hill near Forbes Lake. The new town center was at the intersection of Market Street and Piccadilly, which is now 7th Avenue. This intersection, with four remaining 1891

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA



Sears Building at 701 Market Street

brick buildings, three of which are on the National Register of Historic Places, is one of the most historically significant in Kirkland. An alternative street plan was also developed which included a large square at this intersection and a hotel on what is now Heritage Park at the corner of Market and Waverly Way. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to both the Market and Norkirk Neighborhoods.

Goal MS 1 – Encourage preservation of structures and locations that reflect Kirkland’s heritage.

Policy MS 1.1:

Provide incentives to encourage retention of identified buildings of historic significance.

The City should include incentives in the Zoning and Building Codes for maintenance of the historic buildings at the 7th Avenue and Market Street Historic District. These incentives can help to make the maintenance of the historic structures more economically viable.

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA



*The Peter Kirk Building
620 Market Street*

Policy MS 1.2:

Provide markers and interpretive information for the historic sites located in the historic district at 7th Avenue and Market Street.

Providing this information will identify these important sites and enable future residents to have a link with the history of this significant area of Kirkland.

4. LAND USE

Goal MS 2 – Support a mix of higher intensity uses along the Market Street Commercial Corridor Subarea while minimizing impacts on adjacent residential neighborhoods.

Policy MS 2.1:

Encourage a mix of uses within the Market Street Commercial Corridor that include multifamily and office development, as well as, neighborhood oriented shops and services.

The majority of the corridor is developed with a mixture of small scale multifamily residences at a density of 12 units/acre and office development. It is also appropriate to have other neighborhood businesses interspersed throughout. This scale and pattern of development for the corridor fits well with the adjoining neighborhoods.

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA

The area south of 6th Avenue and 5th Avenue West acts as a connection between the City's historic district and the Central Business District (CBD). Small scale multifamily and office development are also allowed here, but some of the area is at a higher density than the 12 units/acre allowed north of the Historic District. On the east side of Market Street, multifamily density can go up to 24 units/acre. This helps the area to make a better transition into the CBD.



There is also a node of neighborhood oriented businesses located on the west side of Market Street, north of 14th Avenue West. This small shopping area provides convenient shopping and services for residents in the area. If redevelopment of this site occurs, the buildings and site should be designed so that their appearance blends with the character of the adjoining single family neighborhood. The landscaping can be used to soften and separate the commercial uses on site from the adjoining residential uses.

Policy MS 2.2:

Designate the historic district between 8th Avenue/2nd Street West and 6th Avenue/5th Avenue West as a special planning area of the Corridor.

This area should remain a business commercial zone allowing residential, office and retail uses, and should include special regulations that reinforce the historic nature of the intersection at 7th Avenue and Market Street.

Policy MS 2.3:

Restrict the development of new commercial and multifamily structures to locations within the limited boundaries designated for the Market Street Commercial Corridor Subarea.

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA



Multifamily and commercial development should remain in designated areas within the Market Street Commercial Corridor Subarea and not extend into the single family residential core of the Market and Norkirk Neighborhoods or beyond 19th Avenue to the north. The slope and alley parallel to the east side of Market Street provides a break between the corridor and the residential core of the Norkirk neighborhood. The break is not as well defined on the west side of the street between the corridor and the Market Neighborhood residential core; however it is generally located adjacent to properties that directly abut Market Street.

Figure MS-2: Market Street Commercial Corridor Subarea Land Use

5. TRANSPORTATION

Market Street is a principal arterial that is the most traveled route into and along the borders of both the Market and Norkirk Neighborhoods. It also plays an important citywide role since it is the only principal arterial west of Interstate 405 between NE 85th Street and NE 116th Street. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets. The street is fully developed with curbs, gutters, sidewalks, a landscape strip and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of the 7th Street West intersection extends to Forbes Creek Drive.

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA

Goal MS 3 – Maintain Market Street as a transportation corridor with a balance among transportation modes.

Policy MS 3.1:

Promote transportation improvements that adequately support the existing and planned land uses in the Market Street Commercial Corridor Subarea and the adjoining neighborhoods.

Transportation improvements should maintain vehicular capacity on Market Street; minimize traffic delays; enhance connectivity between the Market and Norkirk Neighborhoods; and discourage short cuts through the neighborhoods.

Policy MS 3.2:

Improve local access to Market Street from the Norkirk and Market Neighborhood residential areas.

Initial research indicates that such issues as pedestrian safety, sight distance problems, short acceleration lanes, speeding, lack of gaps for entry traffic, and transition to a 25 mph zone near the downtown all contribute to general traffic flow problems, particularly during peak hours. Possible solutions include: simplifying intersections; creating gaps in the traffic; and calming or slowing traffic on Market Street. On-going observation and study will be necessary to ensure that Market Street will continue to function as a principal arterial while providing efficient access to adjacent neighborhoods.

Policy MS 3.3:

Encourage the use of non-motorized transportation modes by providing facilities for pedestrians and bicyclists throughout the Subarea.

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Pedestrian amenities

Pedestrian improvements, including adequate pedestrian crossings between the Market and Norkirk neighborhoods, should be installed at appropriate locations to improve pedestrian safety and enhance the pedestrian environment. The installation of these improvements should be funded by the City and, when appropriate, also required as new development occurs.

Policy MS 3.4:

Work with transit agencies to enhance transit service connecting the Market Street Corridor and the Market and Norkirk Neighborhoods to other areas of the City and region.



Bus Shelter on Market Street

Transit service is an important element of the City's transportation system. Metro Transit serves the Market and Norkirk Neighborhoods with routes along Market Street that

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA

provide service to the Kirkland Transit Center, Downtown Seattle, Totem Lake, Bellevue and other surrounding areas. As automobile traffic increases, alternative modes of transportation become more necessary. The Market Street Commercial Corridor is one of the main north/south connections through the City and is also a main transit route.

6. URBAN DESIGN

Goal MS 4 – Identify and enhance the distinct characteristics of the different sections of the Market Street Commercial Corridor.

Policy MS 4.1:

Maintain and enhance the character of the historic intersection at 7th and Market Streets



Intersection at 7th and Market Street

Existing historic resources should be considered when adjacent structures are being rebuilt or remodeled. The scale and design features of the historic buildings at the intersection of

XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA

Market Street and 7th Avenue should be taken into account when development in that area occurs.

Policy MS 4.2:

Utilize design review to administer building and site design standards in appropriate sections of the Market Street Commercial Corridor Subarea.

Design review is appropriate for the area surrounding the Market Street and 7th Avenue intersection (see Figure MS-3). It can also be a practical tool for other multifamily and commercial development along the corridor. The design review process can be used to review site and building design issues such as building placement, landscaping, and building details, as well as public improvements including sidewalk width and street furniture.

Goal MS 5 – Provide streetscape, gateway and public art improvements that contribute to a sense of identity and enhanced visual quality.

Policy MS 5.1:

Provide streetscape improvements that tie together the various sections of the Market Street Commercial Corridor.



Historic street lights, a consistent street tree plan, and pedestrian seating can all be used to add character and reflect the feeling of the Corridor. The landscape strip on the east side of Market Street adds interest and provides a more secure pedestrian environment. Additional street trees should be considered on the west side of Market Street. The City

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should also consider funding historic street lights within the Historic District and possibly along other areas of the corridor.

Policy MS 5.2:

Construct and improve gateway features at the locations identified in Figure MS-3.

Desired gateway feature locations are indicated on Figure MS -3. Improvements such as landscaping, signs, public art, and other features that identify the neighborhood can be included if they are appropriate for a location. Public investment will be necessary in most instances, but the City can also pursue opportunities to work with private property owners to install gateway features as part of future development.

Goal MS 6 – Provide transitions between low density residential uses within the neighborhoods and the commercial and multifamily residential uses along Market Street.

Policy MS 6.1:

Promote development regulations that address transitions and protect neighborhood character.

The building mass and/or height of the higher density structures should not overwhelm adjoining low-density uses. Landscape buffers should be used to soften and separate uses by creating a transition zone. Some of the existing buildings may also need enhanced landscaping in order to prevent commercial structures from having a negative impact on adjoining residential uses.

Policy MS 6.2:

Establish multifamily building and site design standards that enhance neighborhood compatibility.

Building and site design standards should address issues such as building placement on the site; site access and on-site circulation by vehicles and pedestrians; building scale; site lighting; landscaping (including that for parking lots); signs; preservation of existing vegetation; and buffers between multi-family developments and single-family housing.

Policy MS 6.3:

Orient commercial uses toward Market Street.

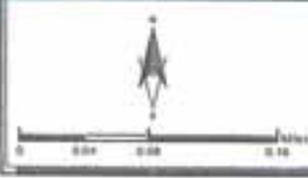
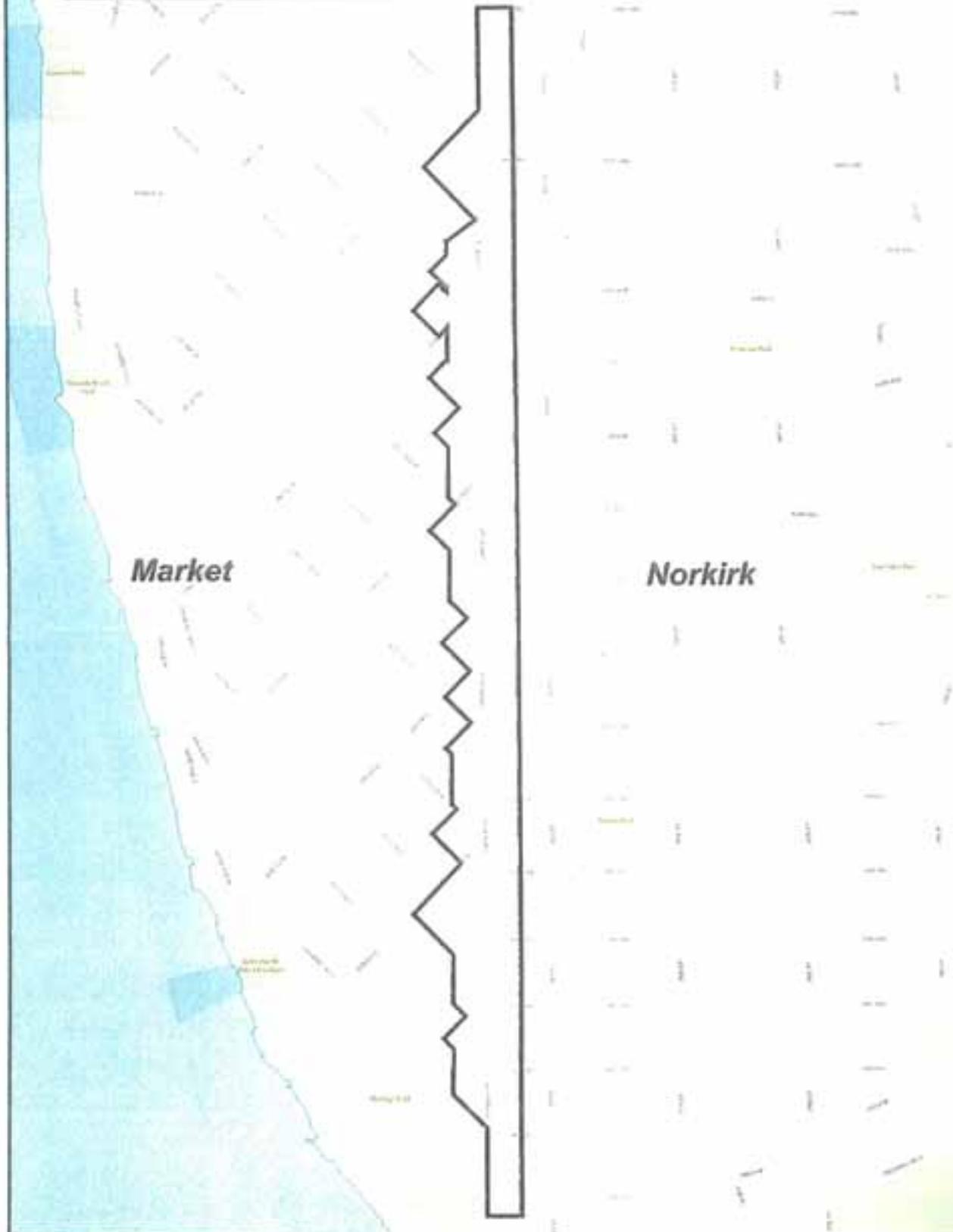
XV.K/L. MARKET STREET COMMERCIAL CORRIDOR SUBAREA



Commercial development which is oriented toward Market Street will have less impact on the adjacent low-density residential areas in the surrounding neighborhoods.

Figure MS-3: Market Street Commercial Corridor Subarea
Urban Design

Market Street Corridor - Subarea Boundaries Figure MS-1



Market Street Commercial Corridor Figure MS 2: Proposed Land Use Map



- Commercial
- Industrial
- Light Manufacturing Park
- Office
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Recreation
- Park/Open Space

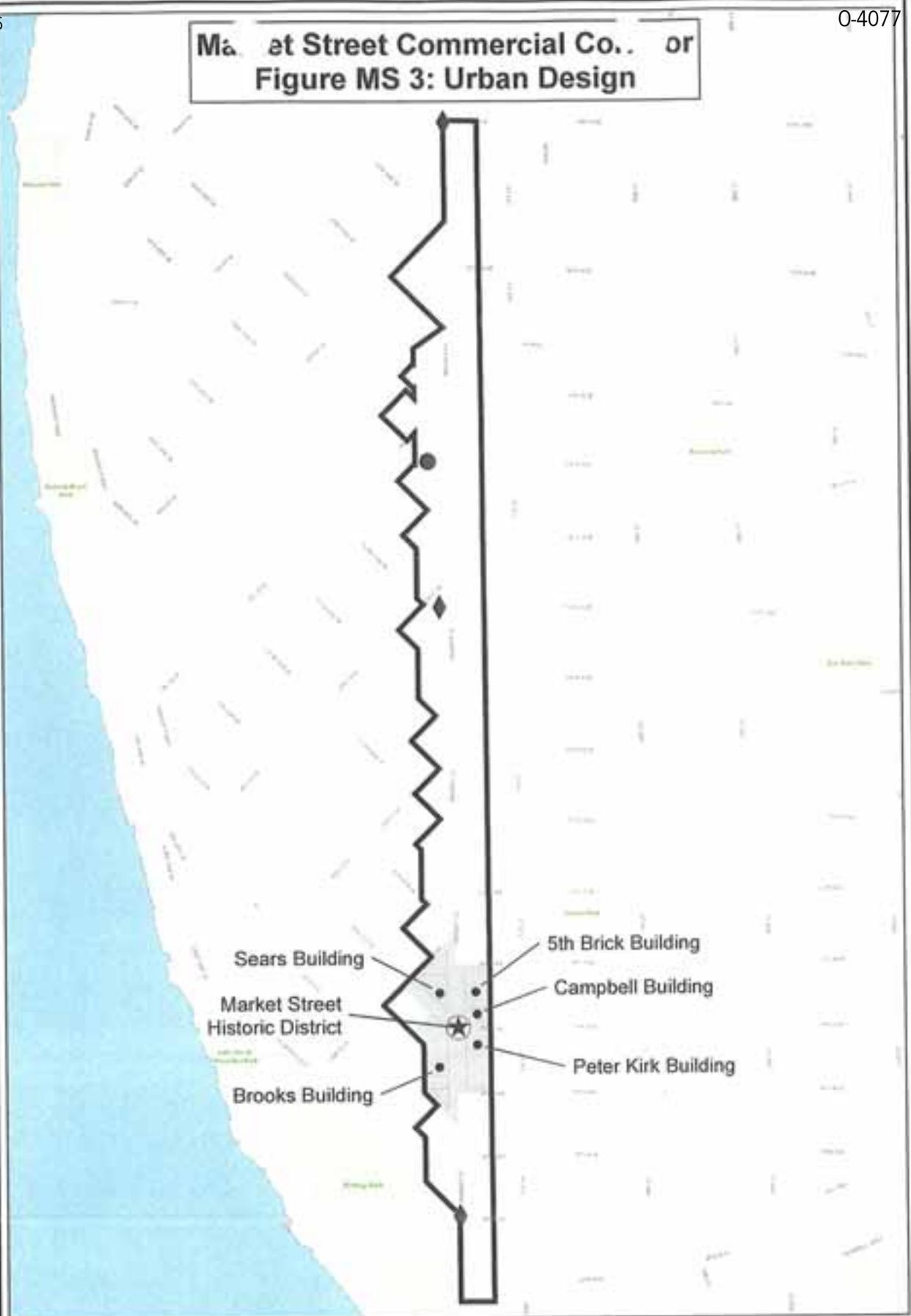
LAND USE CODES	
C	COMMERCIAL
CI	INDUSTRIAL
LM	LIGHT MANUFACTURING PARK
O	OFFICE
OF	OFFICE/MULTI-FAMILY
HR	HIGH DENSITY RESIDENTIAL
MR	MEDIUM DENSITY RESIDENTIAL
LR	LOW DENSITY RESIDENTIAL
R	RECREATION
P	PARK/OPEN SPACE

LAND USE CODE	
O/MF	OFFICE/MULTI-FAMILY
10-14	DENSITY (UNITS/ACRE)

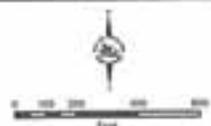


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 Prepared by the City of Oakland
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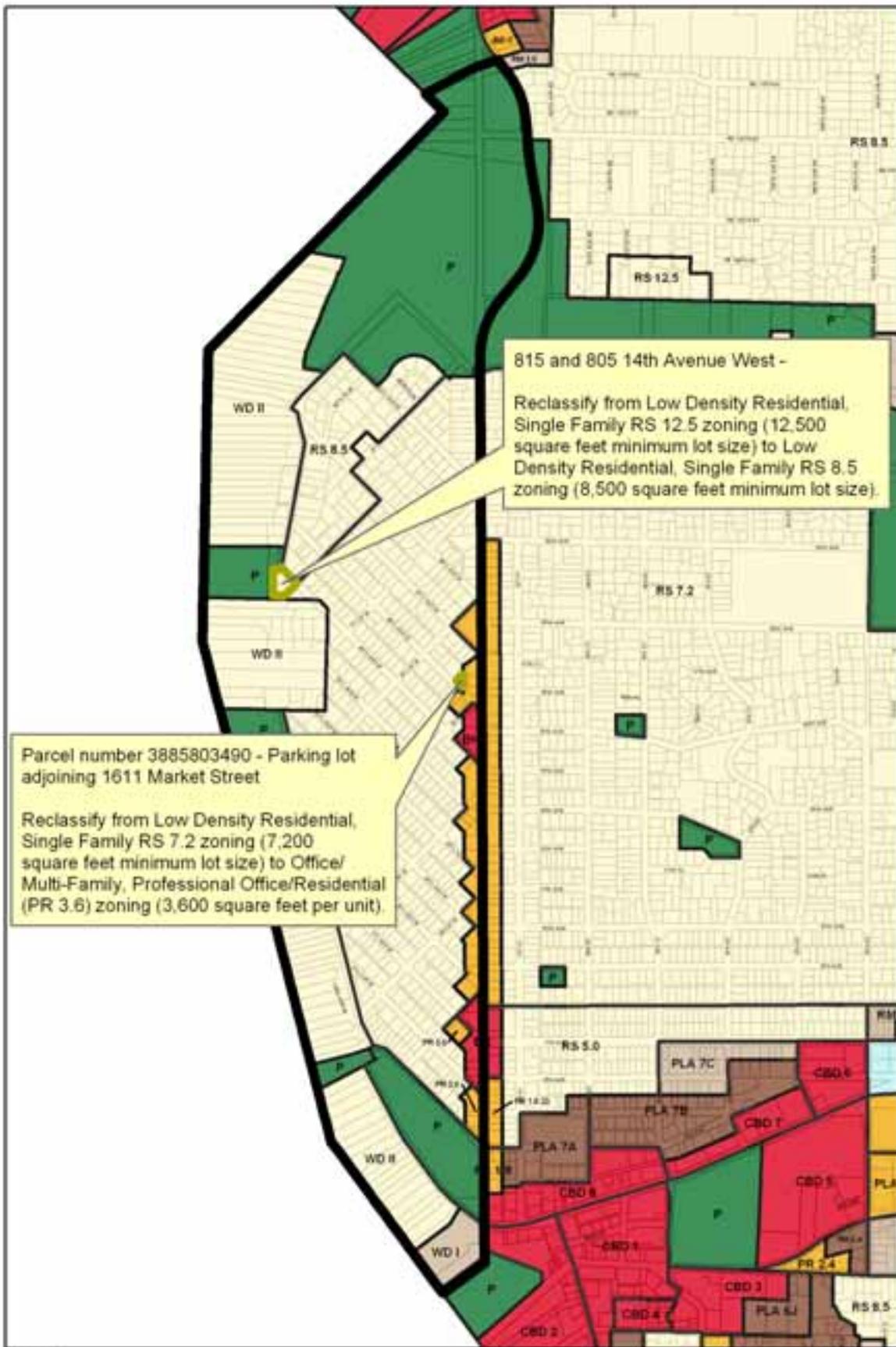
Market Street Commercial Corridor or Figure MS 3: Urban Design



- Activity Node
- Historic Structure
- ★ Landmark
- ◆ Gateway
- Market Street Historic District
- Market Street Commercial Corridor



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Legend

Commercial	Medium Density Residential	Proposed Norkirk Neighborhood Boundary
Industrial	Low Density Residential	Tax Parcel Boundaries
Light Manufacturing Park	Institutions	
Office	Park/Open Space	
High Density Residential		

Scale: 1" = 1,200'
 0 800 1,200 Feet

Proposed Changes to Kirkland Zoning Map

ORDINANCE 4059

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO THE SECOND RENEWAL OF THE INTERIM ORDINANCE AS AMENDED REGULATING USES IN A STUDY AREA WITHIN A PR 3.6 ZONE IN THE MARKET NEIGHBORHOOD UNDER CHAPTER 25 OF THE KIRKLAND ZONING CODE.

WHEREAS, the City has the authority to adopt interim zoning regulation ordinances pursuant to RCW 35A.63.220 and 36.70A.390; and

WHEREAS, the City is undertaking an update of the Market Neighborhood Plan to be completed in December 2006; and

WHEREAS, on August 2, 2005 the City determined that a study was needed to determine whether certain areas adjacent to Market Street should be rezoned; and

WHEREAS, one of those areas designated for study is located at 1230 and 1250 4th Street West ("the Study Area") and is currently zoned PR 3.6, which allows for certain uses; and

WHEREAS, the City would like to conduct further study to determine what is the appropriate zoning designation for the Study Area; and

WHEREAS, the City Council would like to insure that potentially inappropriate use of the Study Area does not occur before this Market Neighborhood Plan update can be completed and a decision made as to the appropriate zoning designation for the Study Area; and

WHEREAS, the Kirkland City Council at its September 6, 2005 Council meeting determined that there is a need for an interim zoning ordinance to modify the allowed uses in a study area within a PR 3.6 zone in the Market Neighborhood and adopted an interim zoning ordinance at said meeting by Ordinance No. 4006; and

WHEREAS, the Kirkland City Council at its November 15, 2005 Council meeting determined that Ordinance No. 4006 should be amended by Ordinance No. 4021 to allow detached and attached dwelling units in the study area; and

WHEREAS, the Kirkland City Council at its February 21, 2006 Council meeting extended the interim zoning ordinance as amended for an additional six month period by Ordinance No. 4039; and

WHEREAS, the Kirkland City Council desires to extend the interim zoning ordinance as amended for an additional six month period; and

WHEREAS, pursuant to RCW 35A.63.220 and 36.70A.390, a public hearing was held prior to the adoption of this Ordinance.

EXHIBIT I

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

Section 1. The Kirkland City Council makes the following findings:

a. The purpose and intent of this Ordinance is to set forth an interim regulation temporarily suspending certain uses in the Study Area.

b. The City of Kirkland Zoning Code currently allows certain activity in PR 3.6 zones that may not be appropriate in the Study Area.

c. The City of Kirkland is diligently conducting a Market Neighborhood Plan update to determine the appropriate zoning classification for the Study Area.

d. Until this Market Neighborhood Plan update is completed, and a decision made as to the appropriate zoning designation for the Study Area, there is a need for an interim ordinance that would suspend these potentially inappropriate uses in the Study Area.

Section 2. Prohibition of Certain Development in the Study Area.

To prevent the development of a potentially inappropriate use in the Study Area until a Market Neighborhood Plan Update can be completed to determine the appropriate zone designation, the uses authorized in a PR 3.6 zone under KZC 25.10.020, with the exception of detached and attached dwelling units, and the uses authorized in a PR 3.6 zone under KZC 25.10.30 through 25.10.070 and 25.10.110 and 25.10.120 are hereby temporarily suspended and disallowed in the Study Area. All other uses allowed in a PR 3.6 zone as authorized by KZC 25.10 remain available for use in the Study Area.

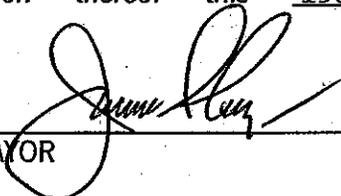
Section 3. Section 3 of Ordinance 4006 as amended is amended to renew its effect as an interim zoning ordinance for an additional six months. The interim zoning ordinance thereafter may be renewed for one or more six-month periods if a subsequent public hearing is held and findings of fact are made prior to each renewal.

Section 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance, or the application of the provision to other persons or circumstances is not affected.

Section 5. This Ordinance shall be in force and effect five days from and after its passage by the Kirkland City Council and publication, as required by law.

Passed by majority vote of the Kirkland City Council in open meeting this 19th day of September, 2006.

Signed in authentication thereof this 19th day of September, 2006.



MAYOR

Attest:

Kathy Anderson
City Clerk

Approved as to Form:

Ali S. Jackson
City Attorney

PUBLICATION SUMMARY
OF ORDINANCE NO. 4077

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE MARKET NEIGHBORHOOD PLAN UPDATE, THE MARKET STREET COMMERCIAL CORRIDOR SUBAREA PLAN, AND REPEALING INTERIM ORDINANCE 4059 AS AMENDED REGULATING USES WITHIN A PR 3.6 ZONE IN THE MARKET NEIGHBORHOOD, FILE NO IV-03-27.

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

- A. Amends City of Kirkland Neighborhoods Map in the Introduction;
- B. Amends City of Kirkland Comprehensive Land Use Map in the Land Use Element;
- C. Amends Figure LU-2 Commercial Areas in the Land Use Element;
- D. Amends Figure T-2 Bicycle Corridor System – Existing and Proposed in the Transportation Element;
- E. Amends Figure T-3: Pedestrian Corridor System – Existing and Proposed in the Transportation Element;
- F. Repeals existing Market Neighborhood Plan and replaces it with a new Market Neighborhood Plan; and
- G. Adds a new Market Street Commercial Corridor Subarea Plan.

SECTION 2. Amends the Kirkland Zoning Map as set forth in Exhibit H.

SECTION 3. Repeals Interim Ordinance 4059 regulating uses in a study area within a PR 3.6 zone in the Market Neighborhood.

SECTION 4. Provides a severability clause for the ordinance.

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 _____, 20__.

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

City Clerk

**CITY OF KIRKLAND****Planning and Community Development Department**
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Joan Lieberman-Brill, AICP, Senior Planner
Paul Stewart, AICP, Deputy Director
Eric R. Shields, AICP, Director

Date: November 30, 2006

Subject: ADOPTION OF NORKIRK NEIGHBORHOOD PLAN AND IMPLEMENTING
DEVELOPMENT REGULATIONS (FILE IV-03-27)

RECOMMENDATION

Approve the following elements of the Norkirk Neighborhood Plan update project by adopting the attached Ordinance:

- ✓ A new neighborhood plan chapter for the Norkirk Neighborhood contained in the Kirkland Comprehensive Plan and revised land use map.
- ✓ New and revised sections of the Zoning Code to implement the Norkirk Neighborhood Plan
- ✓ A new Zoning Map based on two proposed rezones

BACKGROUND DISCUSSION

The video of and all information provided for the November 8th study session is available for viewing at http://www.ci.kirkland.wa.us/depart/council/Watch_Council_Meetings.htm. This includes the staff memorandum and the Planning Commission recommendation, Planning Commission minutes, Public Comment and Correspondence, and Public Participation, SEPA, and other information.

Response to Eric Eng's letter dated November 21 regarding Norkirk's small lot single-family draft policy 4.2 (Attachment 5)

The draft policy 4.2 would allow for up to 64 additional lots in the RS 7.2 zone. 53 would be on parcels too small to be subdivided under current zoning (on lots between 12,200 square feet and 13,319 square feet). These are shown on attachment 1 to this memorandum. The remaining 11 would be on parcels that already can be subdivided. These are parcels that are larger than or equal to 13,320 square feet (Attachment 2 to this memorandum).

The new policy will also potentially affect the size of lots in subdivisions where the number of lots would not be increased, since up to one-half of new lots may be as small as 5000 sq. ft. For example, on a lot that is now 21,600 square feet, current rules allow three lots of 7,200 square feet each. Under draft Policy 4.2, there could be no additional lots, but one lot potentially could be 5,000 square feet while the other two lots would average 8,300 square feet. In this way, within parcels that already can be subdivided, the new policy will allow up to 102 lots to be 5,000 square feet.

It is unlikely, however, that many developers would choose to create a 5000 square foot lot if they have the option of creating a full size lot. The financial return on a larger home on a larger lot would be greater than the return on a 5,000 square foot lot containing a home with a reduced FAR.

Comparison of Norkirk and Market Neighborhoods

The percentage of lots in the Norkirk Neighborhood that would be too small to subdivide under current regulations, but could utilize the small lot option to retain or build a smaller house is 4.7% of all existing lots zoned RS 7.2 (53 out of a total of 1,132 lots). By comparison, in the Market Neighborhood the percentage of lots zoned RS 7.2, RS 8.5 and WD II, which are too small to subdivide under current regulations but which could utilize this policy, is 2.3% (16 of the total 694 lots).

Changes since the November 8th Council Study Session

Since the proposal was reviewed at your November 8th study session, the following minor changes have been made to the Norkirk Neighborhood Plan and development regulations. These changes address the small lot single family proposal and height regulations in Planned Area 7.

Comprehensive Plan

Norkirk Plan

- Residential Land Use Policy N 4.2 narrative regarding the small lot single family proposal has been changed as directed by City Council (Attachment 3 of this memorandum). The last sentence has been deleted and the words “on one or both lots” have been added to the new last sentence, so that it now states: “The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply”. This revision will allow the Planning Commission to consider the pros and cons of limiting FAR while regulations are crafted to implement this policy.

Comprehensive Plan

- Figure T-3 - Pedestrian Corridor System – Existing and Proposed, has been revised to integrate the changes from Figure N-7: Norkirk Pedestrian System. Specifically, 4th Street, between Central Way and 19th Avenue; 19th Avenue, between Market and 6th Street and 20th Avenue, between 3rd and 5th Streets

11/30/06

have been added to this map (Exhibit E to the Ordinance). This change will ensure internal consistency between the functional element and the neighborhood plan.

▪ **Zoning Code**

○ **Planned Area 7A, 7B and 7C (PLA 7A, 7B, &7C)**

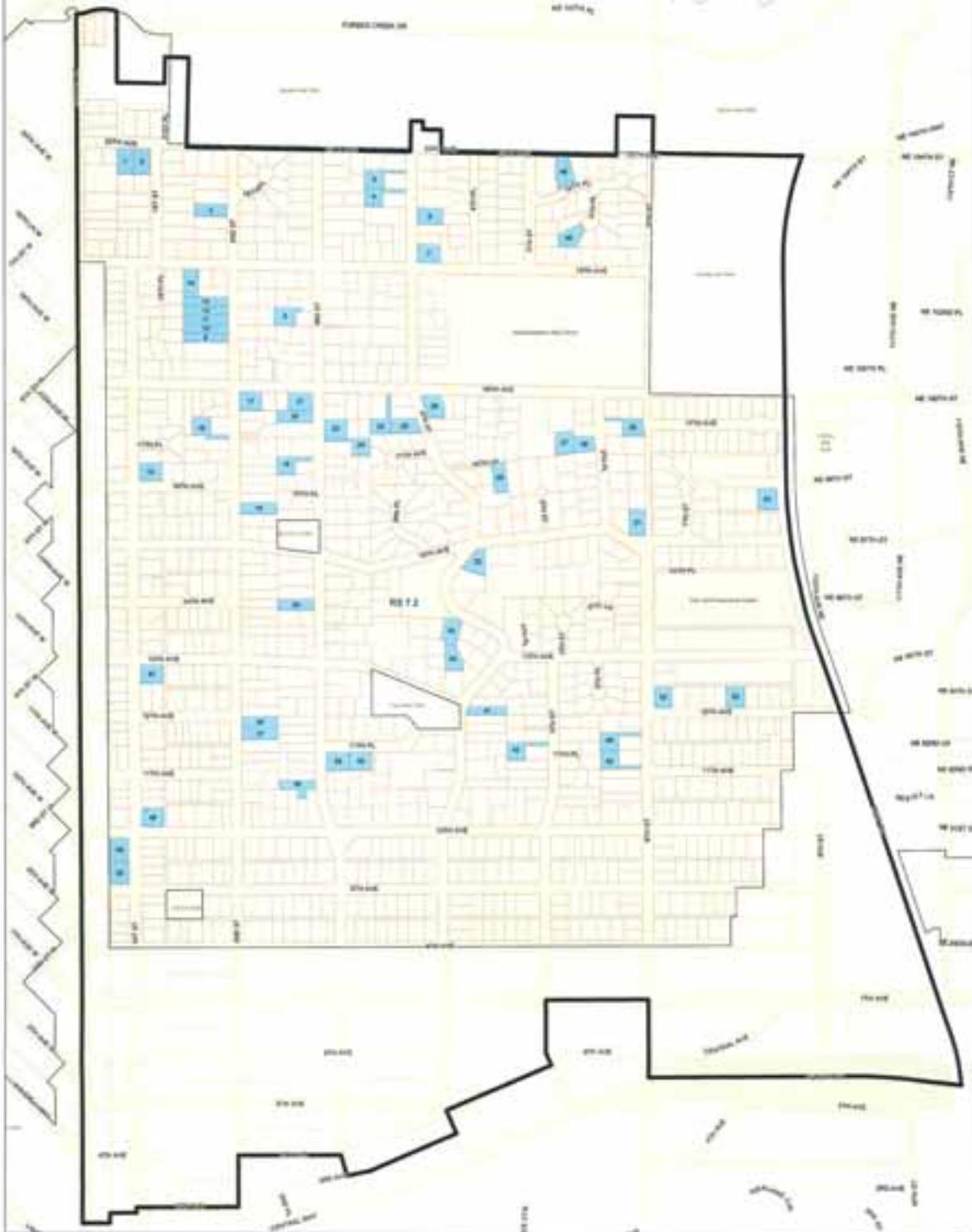
- Height regulations for all development adjoining a detached dwelling unit in PLA 7C have been revised to retain the height limit of 25 feet above ABE (Attachment 4 to this memorandum). New development adjoining single family homes in PLA 7C will continue to be a maximum of 25 feet, as a result of this change.

Attachments

1. Map titled "Norkirk Neighborhood Small Lots Single-Family Option – Lots Between 12,200 SF and 13,319 SF in RS 7.2 Zone".
2. Map titled "Norkirk Neighborhood RS 7.2 Zone Existing Parcels Potential for Subdivision".
3. Residential Land Use Policy N 4.2 revision since November 8 Study Session
4. PLA 7A, 7B & 7C Use Zone Chart revision since November 8 Study Session
5. Letter from Eric Eng received November 21, 2006

cc: File IV-03-27

Norkirk Neighborhood Small Lots Single-Family Option Lots Between 12,200 SF and 13,319 SF in RS 7.2 Zone



Legend

- Potential Norkirk Boundary
- RS7.2 Zoning Boundary
- 12,200 - 13,319 Sq Ft
- Norkirk Parcels in RS7.2 zone

Notes:

1. There are 53 lots that have potential for subdivision under the small lot single family option.
2. Lots that have the potential for subdivision under current subdivision flexibility standards are at least 13,320 square feet in area (14,400 SF minus 15% of 7,200 SF)

Map prepared by City of Norkirk
City of Norkirk Planning Department
Norkirk, KY 40362

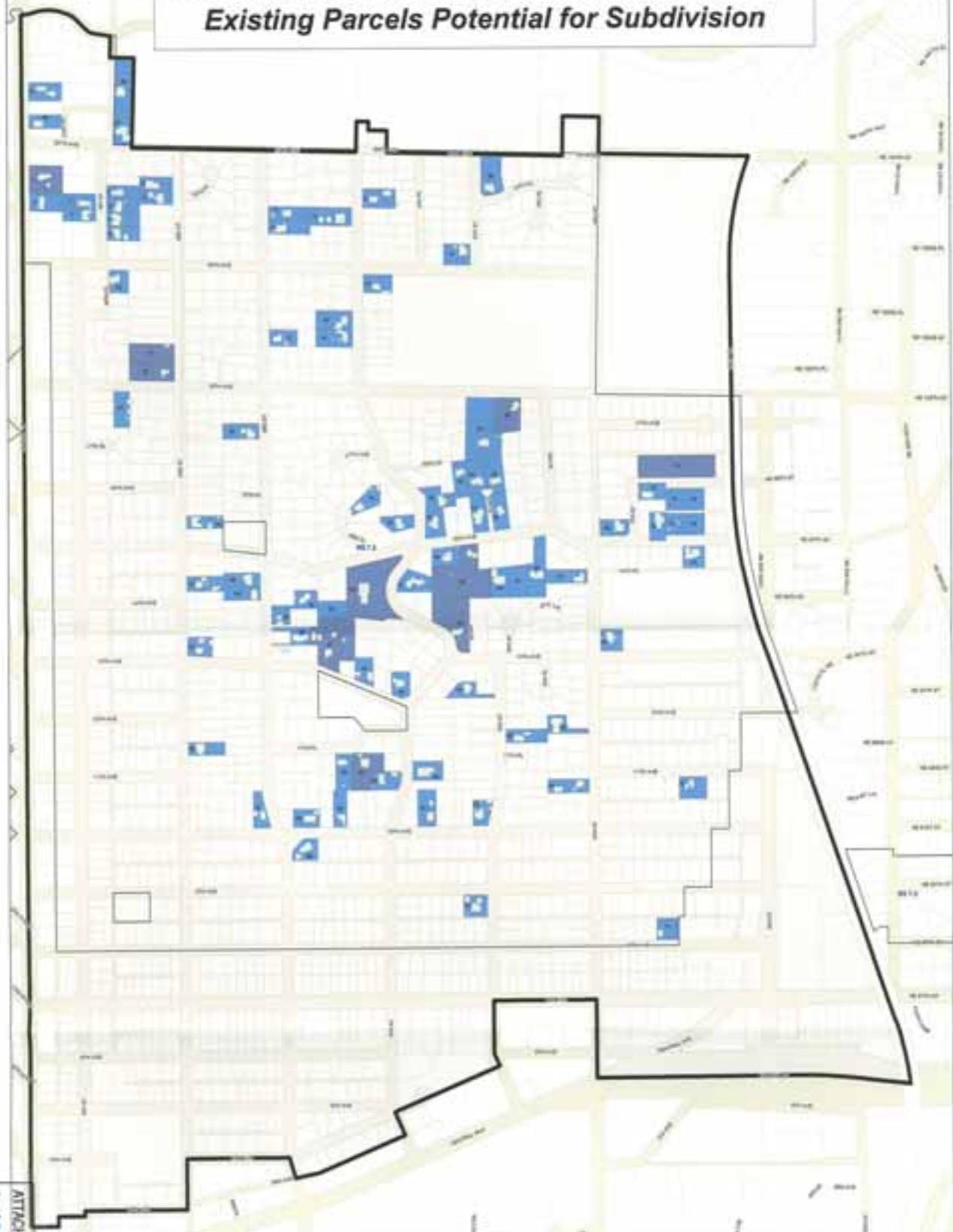


Revised by City of Norkirk
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No warranty is made by the City of Norkirk regarding the accuracy of the information contained herein.
All rights reserved.

ATTACHMENT
CIVIL ENGINE
NEW SECTION

Norkirk Neighborhood RS7.2 Zone

Existing Parcels Potential for Subdivision



Legend

- Building Footprint
- RS7.2 Zoning Boundary
- Norkirk Neighborhood Area
- Potential Norkirk Boundary

- Parcels with area greater than or equal to 13,320 square feet (1.2)
- Parcels where small lot single family policy allows creation of additional lots (up to 11 additional lots)



Note:
1. 14,400 square foot parcel (0.33) or 17,280 square foot
2. These are 27 parcels that have potential for subdivision
in the RS7.2 zone allowing current minimum building
setbacks



Prepared by the City of Norkirk
© 2008 The City of Norkirk. All rights reserved.
An acknowledgment of your work, including that you cannot
be awarded, should be made, including, but not limited
to, the following:

ATTACHMENT
COVER MAP AND NOV 30, 08

XV.J. NORKIRK NEIGHBORHOOD

Goal N 4 – Allow alternative residential development options that are compatible with surrounding development.

Policy N.4.1:

Allow a variety of development styles that provide housing choice in low-density areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Styles such as cottage, compact single-family, common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide regulations.

Policy N.4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

Up to 50% of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones. The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply. ~~The other 50% of the lots created by the subdivision would have to meet the size requirements for the zone.~~

PLANNED AREA 7

ATTACHMENT 3
Cover memo Nov. 30, 06

Section 60.117,
60.122 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

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

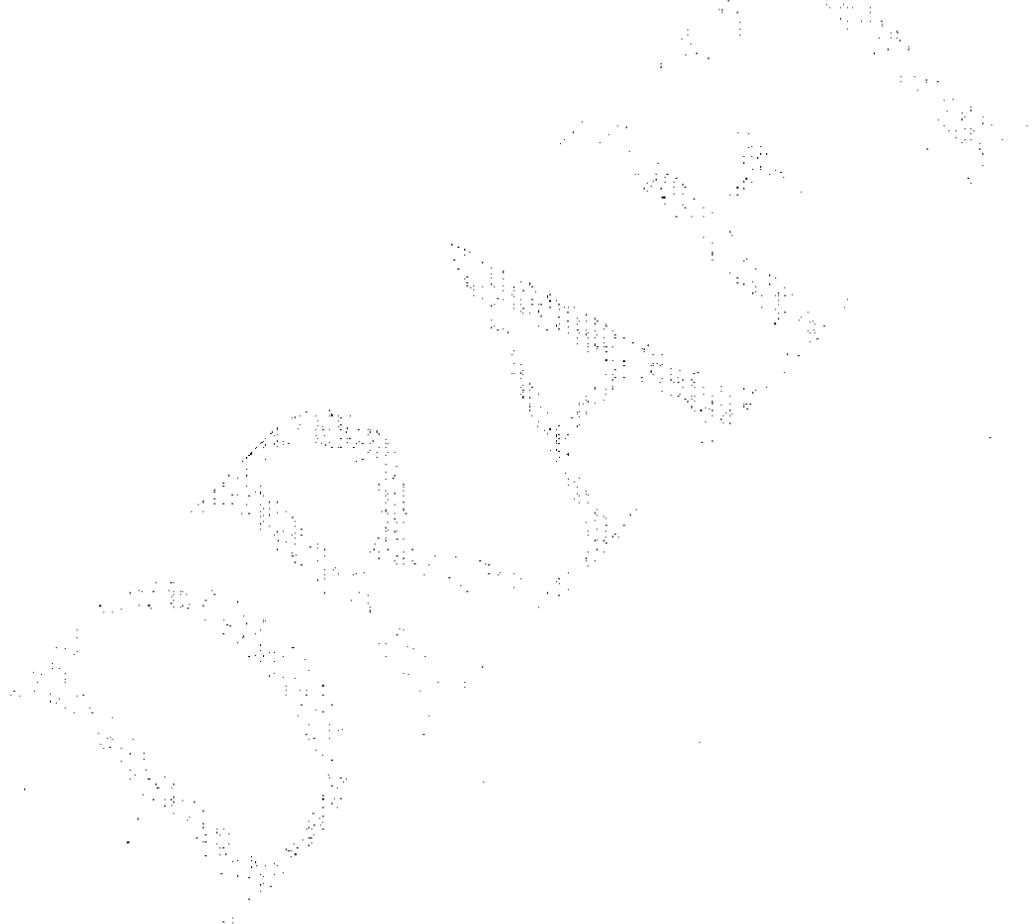
Section 60.112	USE REGULATIONS	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure	Landscape Category (See Ch. 95)				
				Front	Side	Rear							
.01 D	Detached Dwelling Unit	None	3,600 sq. ft.	20'	5', but 2 side yards must equal at least 15'	10'	60%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	E	A	2.0 per unit.	1. For this use, only one dwelling unit may be on each lot regardless of lot size. 2. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.	
.02 D	Detached, Attached, or Stacked Dwelling Units	If development will result in a low density use being bordered on two sides by higher density uses, then Process 1, Chapter 146 KZC. Otherwise	3,600 sq. ft. with at least 1,800 sq. ft. per unit.						D		1.7 per unit.	1. May not access directly onto 2nd, 3rd, 4th, 6th or 6th Streets unless no other access is available. 1. Minimum amount of lot area per dwelling unit is as follows: a. In the PLA 7A zone, the minimum lot area per unit is 2,400 sq. ft. b. In the PLA 7B zone, the minimum lot area per unit is 1,800 sq. ft. c. In the PLA 7C zone, the minimum lot area per unit is 3,600 sq. ft. 2. If the subject property contains four or more units, then it must contain at least 200 square feet per unit of common recreational open space usable for many activities. This required common recreational open space must have the following minimum dimensions: a. For four to 20 units, the open space must be in one or more pieces each having at least 600 square feet and having a length and width of at least 25 feet. b. For 21 units or more, the open space must be in one or more pieces having a length and width of at least 40 feet. The required common recreational open space may be reduced to 150 square feet per unit if permanent outdoor furniture, pool, cooking facilities, playground equipment and/or a recreation building are provided in the common open space. The City shall determine if these outdoor provisions provide comparable recreational opportunities as would the	

ATTACHMENT
COVER
Nov. 30, 06
4

		e. None.	
--	--	----------	--

--	--

			open space that is reduced, based on the number of residents that they would serve at one time. Also, the required minimum dimension for the open space containing these outdoor provisions may also be reduced in proportion to the reduced open space area. 3. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.
--	--	--	---



To: Kirkland City Council

RE: Norkirk Neighborhood Draft Plan Policy N.4.2

Hand Received At 11-21-06 (DATE) City Council Meeting by: Kanderson
--

7.a.(2).

I would like to express my concern with Policy N.4.2 in the Norkirk Neighborhood Draft Plan Update. I do not believe that the true impact of the Small Lot-Single Family Proposal was presented in the City Council's study session on November 8, 2006. The Planning Commission's memo to the City Council dated October 23, 2006 states:

"This option potentially results in 53 additional lots as illustrated in Attachment 16." (p.5)

As shown in the Planning Department's map, 53 lots are spread throughout the RS 7.2 zone. The impact of this option is much higher than 53 lots, however. The inventory of lots used to derive the count of 53 only includes lots that are between 12200 and 13319 sqft. The policy would apply to all lots greater than 12200 sqft, including lots greater than 13320 sqft, which is the minimum size that allows subdivision under current regulations.

Policy N.4.2 states:

"Up to 50% of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones."

When the lots over 13320 sqft are taken into account, the potential impact nearly triples. Lots over 13320 sqft are shown in red, in addition to the 53 lots in blue identified by the Planning Department. Through my own research I have identified an additional 102 potential 12200 sqft parcels that could be subdivided into 5000 and 7200 sqft lots. That is a total of 155 potential 5000 sqft lots in the RS 7.2 zone.

The impact of 155 nonconforming lots puts the neighborhood's character in jeopardy. Norkirk residents are overwhelmingly against the creation of 5000 sqft lots in the RS 7.2 zone as shown by the hundreds of petition signatures and postcards. The impact of this proposal is higher than the two PAR study areas that proposed downzones to RS 5.0, which were unanimously rejected by the City Council in the fall of 2005.

Adding undersized lots that do not match the underlying zoning minimum will cause fairness issues and future Private Amendment Requests. Although striving for housing diversity is a good goal, this policy goes too far in changing the character of Norkirk. This proposal does not match the vision for the neighborhood agreed upon by residents, and it disproportionately burdens Norkirk with density in an attempt to provide "innovative housing". Please consider limiting or eliminating this policy from the Neighborhood Plan. Thank you for your consideration.

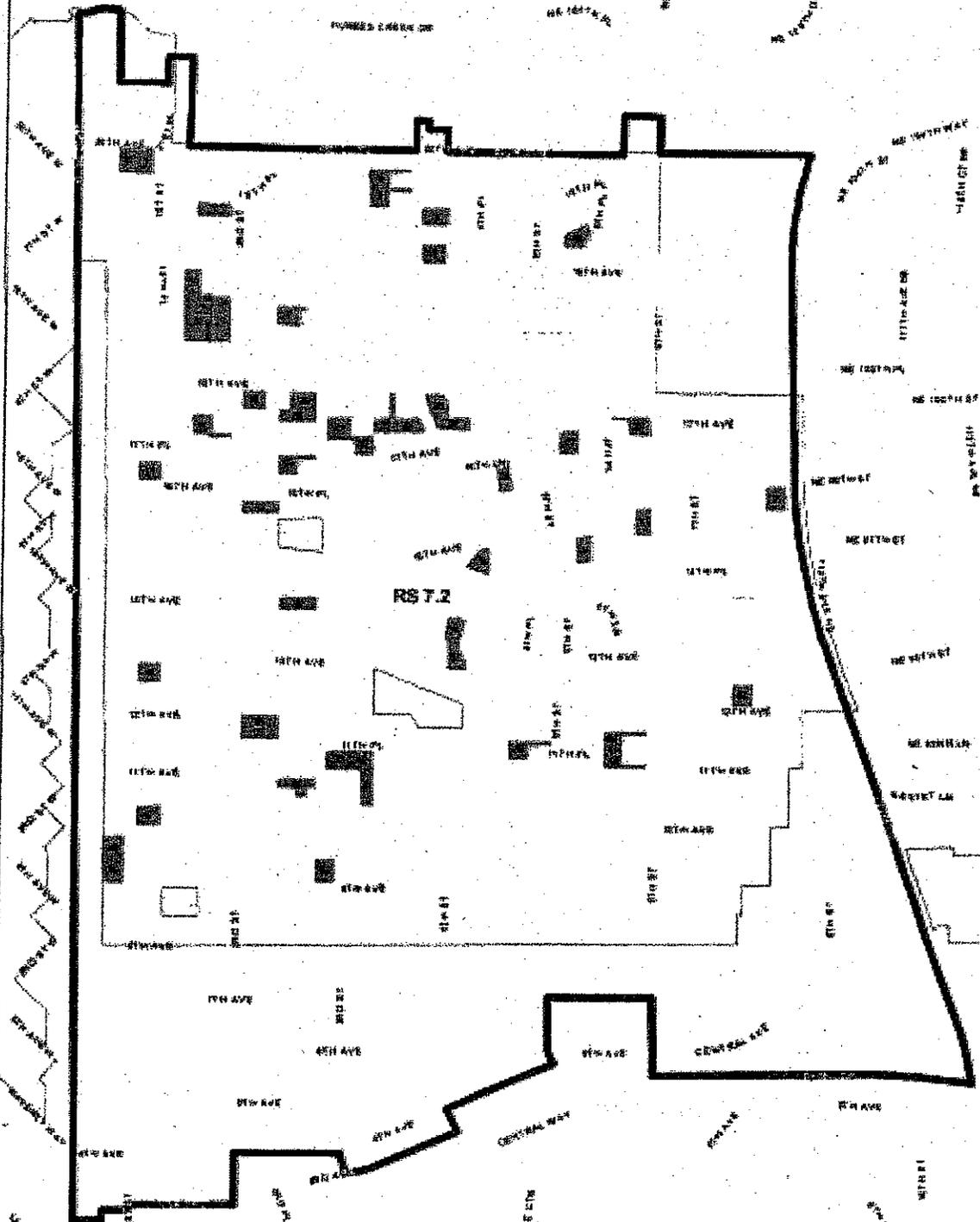
Sincerely,

Eric Eng

433 7th Avenue

ATTACHMENT <u>5</u> Cover memo Nov. 30, 06

Norkirk Neighborhood Small Lots Single-Family Option Lots Between 12,200 SF and 13,319 SF in RS 7.2 Zone



Legend

- Potential Norkirk Boundary
- RS 7.2 zoning Boundary
- Potential parcels
- Norkirk Parcels in RS 7.2 zone
- Marked, 12,200-13,319 sq ft



Notes

1. There are 23 lots that have potential for subdivision under the small lot single family option.
2. Lots that have the potential for subdivision under current subdivision flexibility standards are at least 13,300 square feet in area (14,400 SF minus 10% of 7,200 SF).



City of Chicago
Department of Planning and Economic Development
100 North Dearborn Street, 4th Floor
Chicago, IL 60610

Norkirk Potential Infill (RS 7.2)

Lots 13320 or greater* allowed to subdivide according to the subdivision ordinance
(Title 22) of the KMC Section 22.28.030

TAX ID #	Area (sqft)	Area divided by 12200 sqft	Potential 12200 sqft lots
1245002010	82258	6.74	6
1245001790	57230	4.69	4
1245002255	56476	4.63	4
3982700380	50965	4.18	4
1245002285	50094	4.11	4
3226059081	30000	2.46	2
1245001980	29564	2.42	2
3982700925	28800	2.36	2
1245002050	27586	2.26	2
8891000095	27200	2.23	2
1245000025	27010	2.21	2
1245001791	25784	2.11	2
1245000980	24500	2.01	2
1245000975	24500	2.01	2
3982700960	23040	1.89	1
1245000445	22700	1.86	1
1842650250	22000	1.80	1
1245000810	20000	1.64	1
1245000805	20000	1.64	1
1245003200	20000	1.64	1
1245001855	19100	1.57	1
1245001845	19100	1.57	1
1245000465	18900	1.55	1
1245002040	18864	1.55	1
1245000040	18007	1.48	1
8891000100	18000	1.48	1
3886903175	18000	1.48	1
1245500040	18000	1.48	1
1245001981	17537	1.44	1
3226059069	17500	1.43	1
1245001850	17500	1.43	1
1245001847	17500	1.43	1
1245003170	17234	1.41	1
1245001211	17220	1.41	1
1245000405	17025	1.40	1
1245000410	17025	1.40	1
1245001585	17000	1.39	1
8891000090	16970	1.39	1
1245003330	16875	1.38	1
1245003402	16875	1.38	1
1245000497	16672	1.37	1
1245001982	16449	1.35	1
1245002015	16032	1.31	1
1245000675	15800	1.30	1
3885805975	15600	1.28	1
3982701990	15480	1.27	1
1245002221	15000	1.23	1

1245003095	15000	1.23	1
1245002294	14602	1.20	1
3740000040	14577	1.19	1
3982701190	14400	1.18	1
3885805745	14400	1.18	1
1245003081	14320	1.17	1
1245002350	14296	1.17	1
6108800090	14272	1.17	1
1245003620	14257	1.17	1
1245002265	14242	1.17	1
1245002275	14179	1.16	1
1245002935	14088	1.15	1
1245001515	14000	1.15	1
1245002388	14000	1.15	1
1245002870	14000	1.15	1
1245002240	13882	1.14	1
1245000765	13860	1.14	1
1245001036	13750	1.13	1
3888500050	13539	1.11	1
1245000155	13505	1.11	1
1245000095	13505	1.11	1
1245000100	13505	1.11	1
1245000225	13500	1.11	1
1245000220	13500	1.11	1
1245000165	13500	1.11	1
1245000170	13500	1.11	1
1245500055	13500	1.11	1
1245000180	13500	1.11	1
1245003231	13360	1.10	1

Total	1539511 sqft	Total	102
	35.34 acres		

102 potential 12200 sqft lots (from existing lots 13320 sqft or greater)

+

53 potential 12200 sqft lots (identified by Planning Dept. in the range of 12200-13319)

=

155 potential 5000 sqft lots in the RS 7.2 zone

*Source: King County Parcel Viewer 11/20/2006

ORDINANCE NO. 4078

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE NORKIRK NEIGHBORHOOD PLAN UPDATE AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO IV-03-27 .

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and to amend certain portions of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code), all as set forth in that certain report and recommendation of the Planning Commission dated October 23, 2006 and bearing Kirkland Department of Planning and Community Development File No. IV-03-27; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearings on September 21, 2006 and October 12, 2006, on the amendment proposals and considered the comments received at said hearings; 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 report and recommendation of the Planning Commission; and

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

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

- A. Section I. Introduction:
Map amendment to Figure I-3 City of Kirkland Neighborhoods as set forth in **Exhibit A** attached to this ordinance and incorporated by reference.
- B. Section VI. Land Use Element:
Map amendment to the City of Kirkland Comprehensive Land Use Map as set forth in **Exhibit B** attached to this ordinance and incorporated by reference.

- C. Section VI. Land Use Element:
Table amendment to Table LU-3 Residential Densities and Comparable Zones as set forth in **Exhibit C** attached to this ordinance and incorporated by reference.
- D. Section VIII. Economic Development Element:
Text amendment to Policy ED-3:1 as set forth in **Exhibit D** attached to this ordinance and incorporated by reference.
- E. Section IX. Transportation Element:
Figure amendment to Figure T-3: Pedestrian Corridor System – Existing and Proposed as set forth in **Exhibit E** attached to this ordinance and incorporated by reference.
- F. Section XV. North/South Juanita Neighborhood Plan:
Figure amendment to Figure J-2b: South Juanita Neighborhood Land Use Map as set forth in **Exhibit F** attached to this ordinance and incorporated by reference.
- G. Section XV. Norkirk Neighborhood Plan:
Repeal existing Norkirk Neighborhood Plan chapter and replacement with a new Norkirk Neighborhood Plan chapter as set forth in **Exhibit G** attached to this ordinance and incorporated by reference.

Section 2. Zoning Text amended: The following specified sections of the text of the Kirkland Zoning Code (Title 23 of the Kirkland Municipal Code) are amended as follows:

- H. Chapter 5. Definitions:
Text amendments to Definitions Sections 5.485, 5.490, 5.785, and 5.960 as set forth in **Exhibits H, I, and J** attached to this ordinance and incorporated by reference.
- I. Chapter 15. Single Family Residential (RS) Zones:
Text amendments to Sections 15.10.010, 15.10.020, 15.10.030, and 15.10.040 as set forth in **Exhibit K** attached to this ordinance and incorporated by reference.
- J. Chapter 48. Light Industrial Technology (LIT) Zones:
Text amendments to Sections 48.10, 48.15.100, 48.15.190 and the addition of a new Section 48.10.195 as set forth in **Exhibit L** attached to this ordinance and incorporated by reference.
- K. Chapters 60.109, 60.114, and 60.119 Planned Area 7A, Planned Area 7B and Planned Area 7C (PLA 7A, PLA 7B and PLA 7C) Zones, respectively:
Repeal of existing Chapters 60.109, 60.114, and 60.119 Planned Area 7A, 7B and 7C and replacement with a new consolidated Section Planned Area 7A, 7B and 7C as set forth in **Exhibit M** attached to this ordinance and incorporated by reference.

Section 3. Zoning Map amended: The following specified zones of Ordinance 3710 as amended, the Kirkland Zoning Map, are amended as follows:

As set forth in **Exhibit N**, which by this reference is incorporated herein.

Section 4. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 5. 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 _____, 20____.

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

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

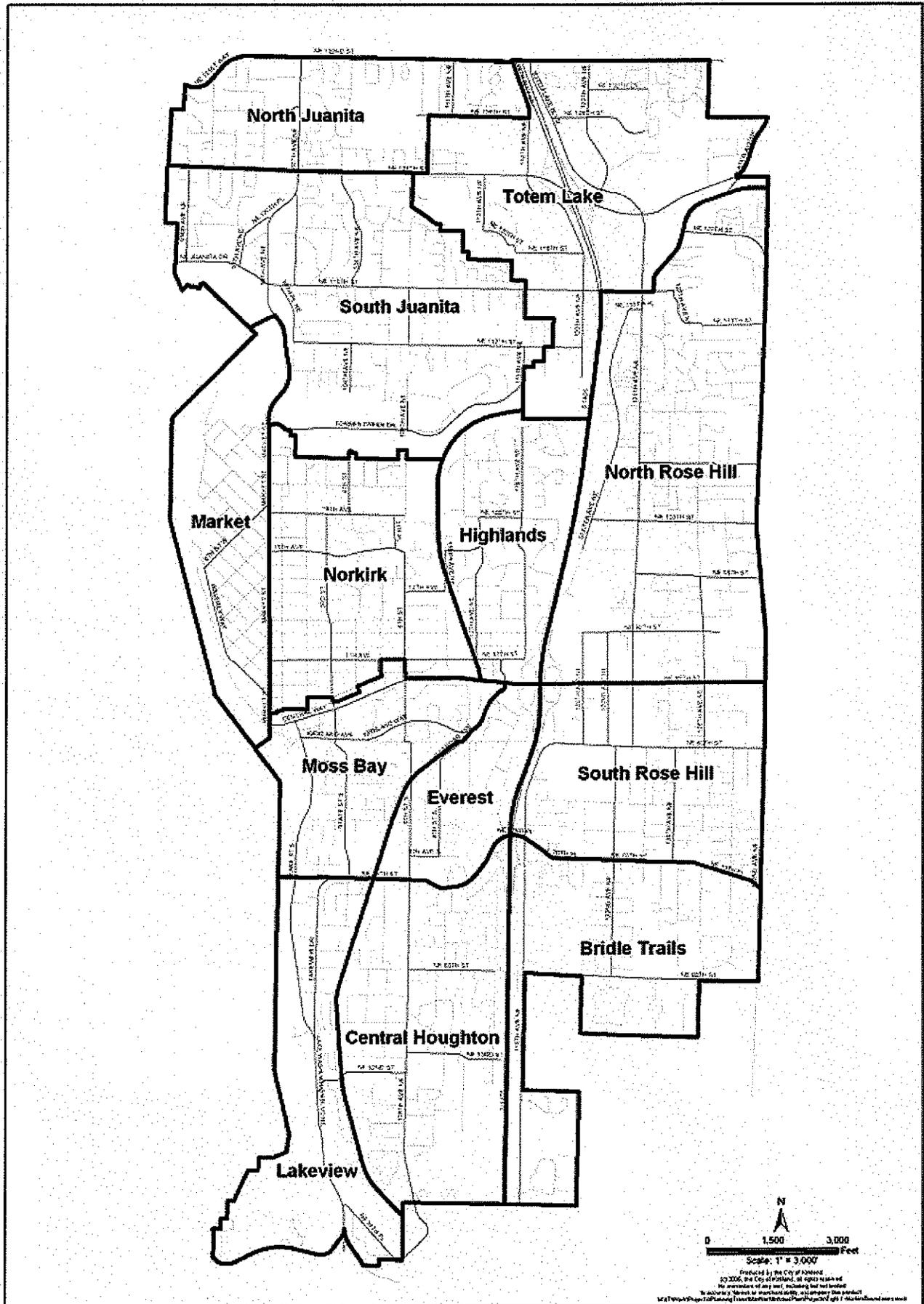
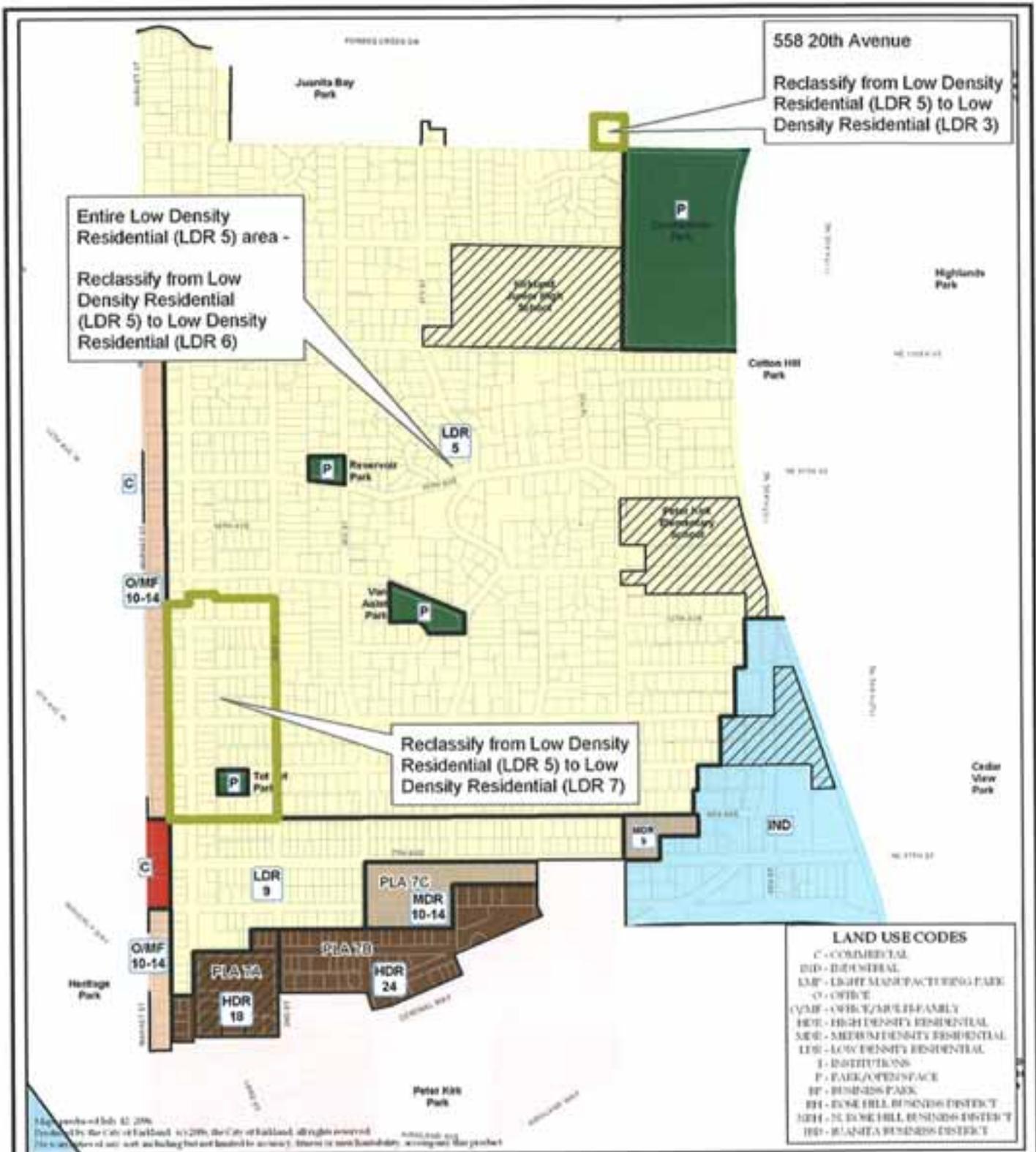


Figure I-3: City of Kirkland Neighborhoods

EXHIBIT A



Proposed Changes to Comprehensive Land Use Map & Norkirk Neighborhood Land Use Map

Norkirk Neighborhood
Figure N-4: Land Use

ORDINANCE NO. 424
 ADOPTED by the Kirkland City Council
 December 15, 2009

<p>LAND USE BOUNDARIES</p> <p>SUBAREA BOUNDARY</p> <p>TOTEM CENTER</p> <p>PUBLIC FACILITIES</p>	<p>PARCEL BOUNDARIES</p> <p>PLA PLANNED AREA NUMBER</p> <p>LDR 5' LAND USE CODE / DENSITY (UNITS/ACRE)</p> <p><small>NOTE: NUMBER NOT SHOWN, NO DENSITY SPECIFIED</small></p> <p><small>DENSITIES CLUSTERED</small></p>
---	--



EXHIBIT B

VI. LAND USE

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

Table LU-3
Residential Densities and Comparable Zones

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

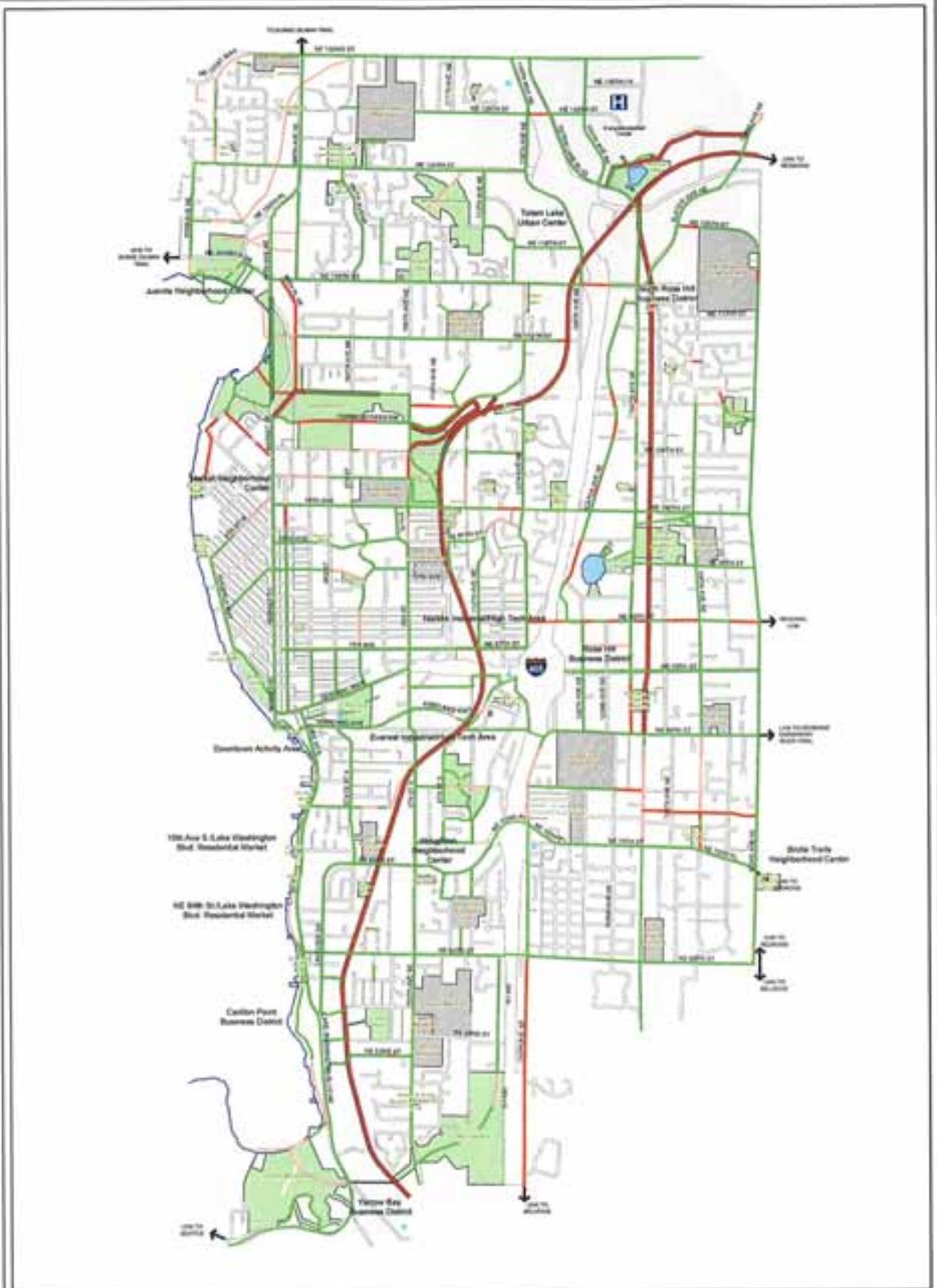
Higher unit per acre counts may occur within each classification if developed under the City's PUD, innovative or affordable housing programs.

VIII. ECONOMIC DEVELOPMENT

Goal ED-3: Strengthen the unique role and economic success of Kirkland's commercial areas***Policy ED-3:1. Promote economic success within Kirkland's commercial areas.***

The Land Use Element sets forth the general land-use development pattern for Kirkland's commercial areas. Consistent with each Neighborhood Plan there will be opportunities to strengthen commercial area in the types of businesses provided and redevelopment opportunities. Following is a summary of the role of each commercial area.

- Totem Lake's role is an Urban Center that serves as a community and regional center for destination retailing, health care, automobile sales, high technology, light industrial, professional offices and housing.
- Downtown's role is an Activity Area that serves as a community and regional center for professional and government services, specialty retail, tourism, arts and entertainment, neighborhood services and housing.
- The Yarrow Bay and Carillon Point Business Districts provide corporate headquarters, professional offices, professional services, restaurants and housing.
- The Rose Hill Business District along NE 85th Street provides regional and neighborhood services in general retail, automobile sales, high technology, small office parks and housing.
- The North Rose Hill Business District provides both regional and neighborhood services, retail stores and housing.
- The Market, Juanita, Houghton and Bridle Trails Neighborhood Centers provide neighborhood retail stores, professional services, recreation and housing.
- The Everest and Norkirk Industrial Areas provide opportunities for small businesses in light industrial, manufacturing, wholesale, office and high technology. Within the Norkirk Industrial Area, environmentally sustainable technology and clean energy commerce is encouraged.
- The Residential Markets along Lake Washington Blvd. provide convenience commercial goods and services.



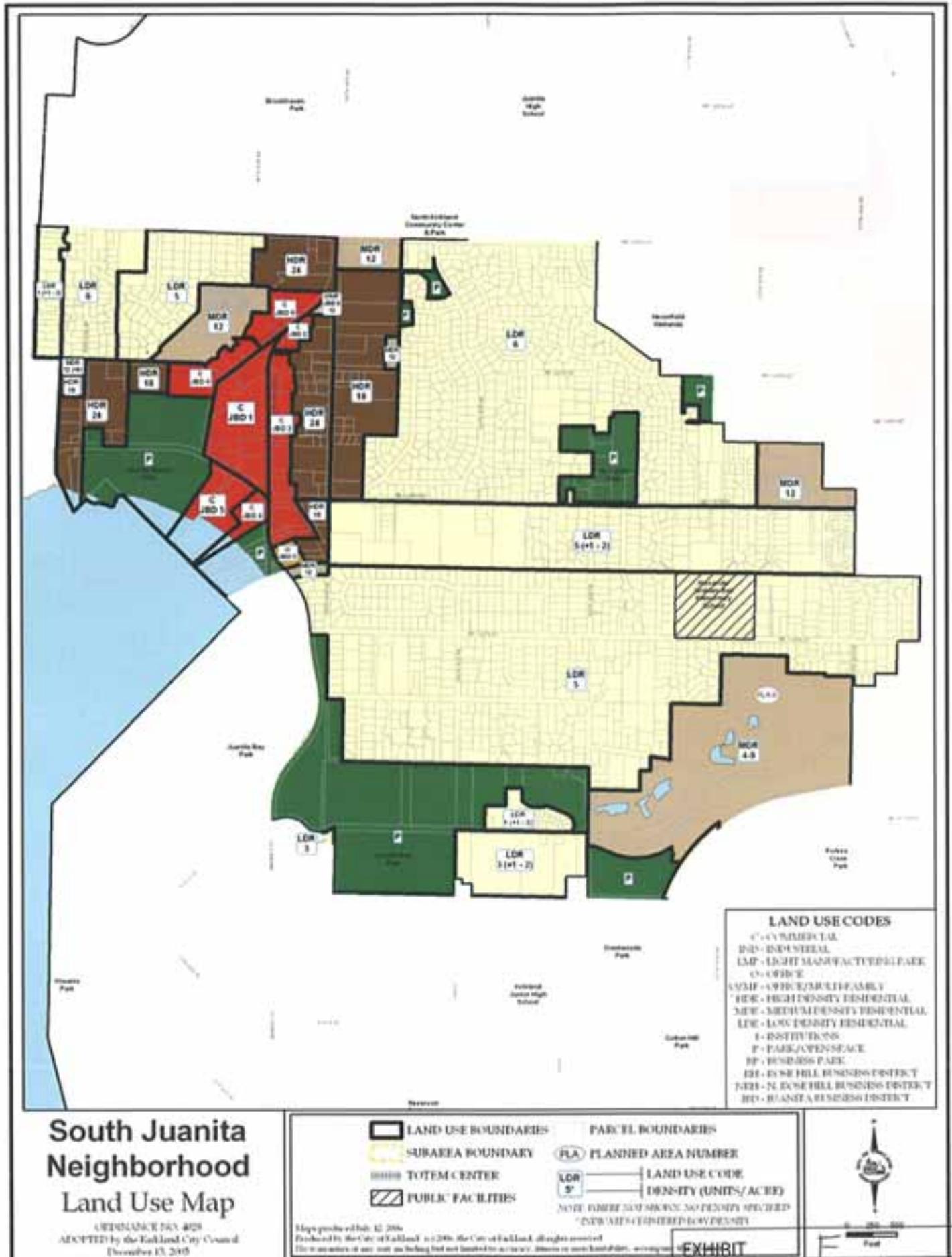
- Legend**
- Existing
 - 100' Street Use Path
 - Pedestrian System
 - Proposed
 - Shared Use Path (Priority 1)
 - Pedestrian System (Priority 1)
 - Pedestrian System (Priority 2)
 - Transit Facility
 - Parks
 - Schools
 - Commercial Areas

NOTE: This map is not intended to depict all potential pedestrian facilities. The Proposed Pedestrian System shows priority area and line corridors as identified in the 1995 1997 Plan to provide a framework for building a complete pedestrian network.

N
 1,375' 325' 0'
 Graphic Scale
 1 inch equals 2,750 feet
 Produced by the City of Kirkland
 2006. The City of Kirkland, all rights reserved.
 No warranty is made including but not limited
 to accuracy of data and/or liability for use thereof.

Figure T-3: Pedestrian Corridor System - Existing and Proposed

EXHIBIT



XV.J. NORKIRK NEIGHBORHOOD

1. NORKIRK OVERVIEW

The Norkirk Neighborhood lies between the Burlington Northern Santa Fe railroad tracks on the east, Market Street on the west, the Moss Bay Neighborhood, including downtown on the south, and the crest of the Juanita Slope at approximately 20th Avenue, on the north (see Figure N-1).

Most of the area is developed, and the land use pattern is well established. The neighborhood is predominately residential in character, and contains some of Kirkland's oldest homes. The neighborhood is also home to many civic and public uses including City Hall, the City Maintenance Center and the Kirkland Junior High School. The core of the neighborhood consists of low-density residential development, while medium and high-density residential uses are concentrated on the south end, transitioning to the commercial uses of the Central Business District. Commercial and multifamily residential development adjoins Market Street on Norkirk's western boundary. Light Industrial uses are located in the southeastern portion of the neighborhood.

XV.J. NORKIRK NEIGHBORHOOD

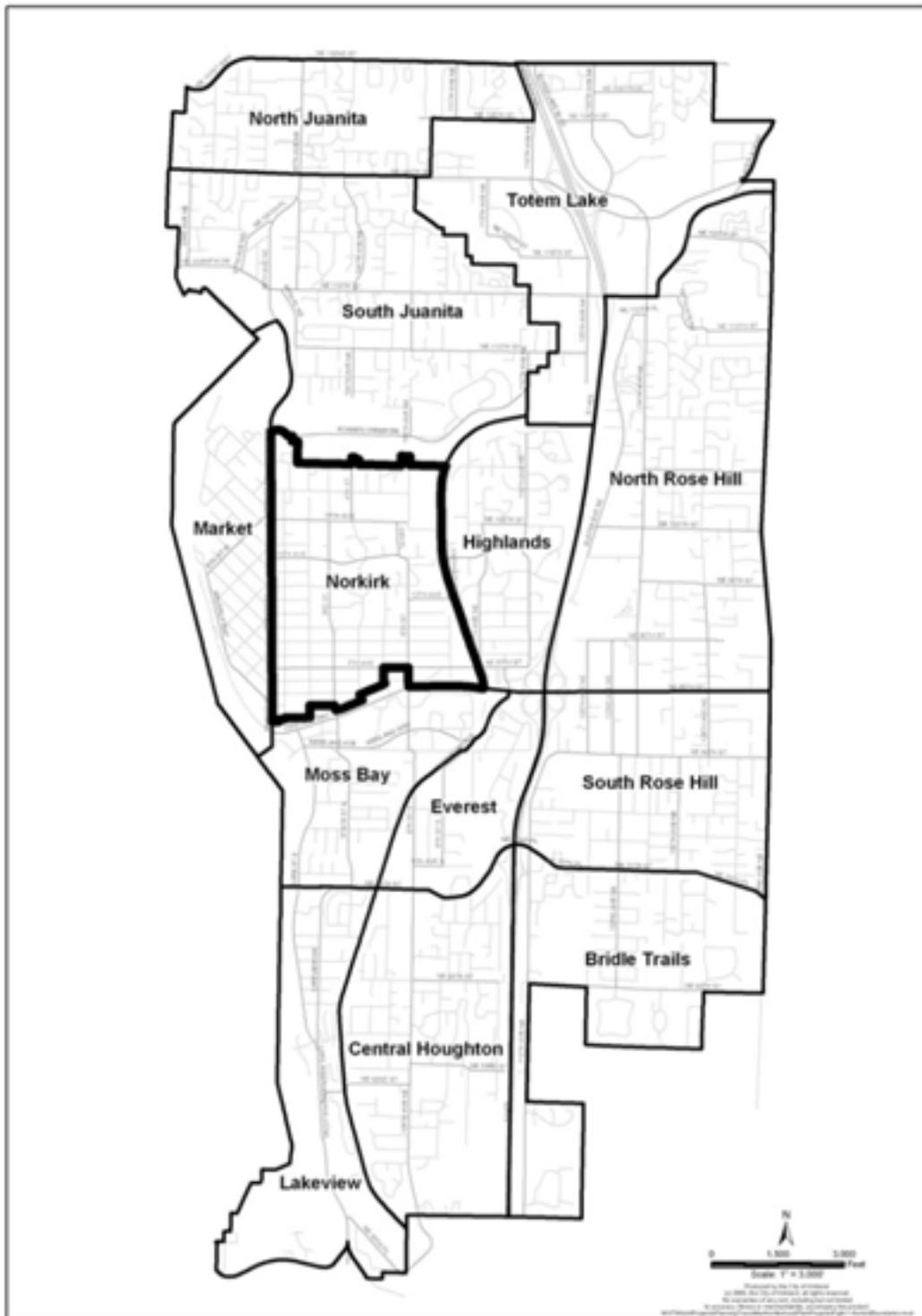


Figure N-1: Norkirk Boundaries

XV.J. NORKIRK NEIGHBORHOOD

2. VISION STATEMENT

The Norkirk Neighborhood in 2022 is a stable and tranquil community of neighbors who represent a range of ages, households, incomes, and backgrounds. Norkirk residents highly value the distinct identity of their own neighborhood as well as its proximity to downtown Kirkland.



Annual Norkirk Neighborhood Picnic, 2005

Norkirk residents are good neighbors because we know one another. That's because the Norkirk Neighborhood is a pleasant and safe place for walking. From the sidewalks, people greet neighbors who are working in their gardens or enjoying the quiet from their front porches. Children play in their yards and in the parks, or ride

their bikes along streets where they recognize their neighbors. Norkirk is linked to other Kirkland neighborhoods and commercial areas by safe bike and pedestrian routes and local transit.

Norkirk residents prize our beautiful surroundings. We benefit from open spaces and abundant trees. From numerous spots throughout the neighborhood one can view Lake Washington and its shoreline, the Olympics, or Mount Rainier. The parks, woodlands, and wetlands are considered the neighborhood's backyard, and residents care for those places.

The neighborhood has a unique civic presence and identity. Many city services and facilities are located here, attracting community members from outside the neighborhood. The Norkirk Neighborhood is home to both City Hall and the City Maintenance Center where the work of local government takes place. Kirkland Junior High School, situated next door to Crestwoods Park, serves the entire city. Norkirk is also home to Peter Kirk Elementary School, which draws its enrollment from not only the Norkirk Neighborhood but also from the Market and Highlands neighborhoods.

XV.J. NORKIRK NEIGHBORHOOD



Kirkland Junior High School

In 2022, the Norkirk Neighborhood is comprised mainly of single-family homes. Houses come in a variety of styles and sizes and, between houses, there is light and vegetation. The neighborhood feels uncrowded. Residents cherish many homes dating from early in the 20th century. Low-density residential areas successfully integrate alternative housing styles throughout the neighborhood, which provides choices for a diverse community.

Higher density multifamily development at the southern boundary of the neighborhood provides additional housing choice and a stable transition between the single-family core and the more intensive commercial and residential development in downtown Kirkland. Additional multifamily development and commercial activities are located along the Market Street Commercial Corridor. Here the alley and topographic break separate the single family area from the Market Street Commercial Corridor, minimizing conflicts between adjacent land uses and ensuring neighborhood integrity. These commercial areas provide important shopping and services for both neighborhood residents and the region. Design of new development within the Market Street Commercial Corridor is complementary to the adjacent residential portions of the Market and Norkirk Neighborhoods, helping to create seamless transitions to protect and enhance the residential core.

In 2022, industrial and office uses in the southeast portion of the neighborhood are compatible with the residential uses that surround them. Located near the railroad tracks, this area provides a central city location for technology, services, offices use, wholesale businesses and the City Maintenance Center. Landscape buffers, building modulation and traffic management help integrate this area into the neighborhood.

Norkirk in 2022 is an outstanding neighborhood in which to live.

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3. HISTORIC CONTEXT

Introduction

The Norkirk Neighborhood is one of the most historic in the City of Kirkland. Norkirk has had a significant role in the development of the City starting in the late 1880's when a majority of land was purchased to be part of Peter Kirk's new town. The area around the present City Hall was the Civic Center of Kirkland in the 1900's. The churches were the community meeting places and the Kirkland Woman's Club, the American Legion Hall and schools provided numerous community services. Central School was purchased by the City of Kirkland in 1977; it was vacated in 1978 and damaged by fire in 1980. The City of Kirkland reinforced Norkirk's importance as the civic center of the City by building the new City Hall on the Central School site in 1982.



Photo of Congregational & Baptist Churches & Central School 1905

Arline Andre collection, Kirkland Heritage Society.

Homesteads in the 1880's

The land homesteaded in the 1880's by John DeMott and George Davey included most of the Norkirk Neighborhood and portions of downtown. These two homesteads extended from First Street to Sixth Street and from Kirkland Avenue up to 18th Avenue. The Carl Nelson and Martin Clarke Homesteads extended east of 6th Street up to 116th in the Highlands Neighborhood.

Kirkland Land and Improvement Company

Between 1888 and 1890, Peter Kirk's Kirkland Land and Improvement Company purchased many of the homesteads to begin the proposed new city, which would support the construction of the Steel Mill on Rose Hill near Forbes Lake. In 1890, the original plat was done with the street layout much as we see it today – particularly from Market to 3rd Street and south of 10th Avenue. The town center was to be at the intersection of Market Street and Piccadilly (7th Avenue). Piccadilly with its wide right-of-way was the connecting road to the mill on Rose Hill.

In 1893 the nationwide depression wiped out Kirk's dream of Kirkland becoming the "Pittsburgh of the West" as the financial backing stopped and the mill closed without ever having produced steel. Very little

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development occurred in Kirkland until after 1910. Even though times were tough, the citizens voted to incorporate in 1905.

Boom Development 1910 – 1930 - Burke & Farrar

The most significant era of development in Norkirk was from 1910 through the 1930's after Burke & Farrar, Seattle developers, purchased Peter Kirk's remaining holdings. The area north of 10th Avenue and east of 3rd Street was replatted in 1914 to better reflect the topography. This era coincided with the national popularity of the Arts and Crafts movement and the construction of bungalow and craftsman styles of homes. The Norkirk Neighborhood has the greatest number of bungalows in the City – it is very appropriate for the neighborhood logo to reflect that time period and architectural style.



Representative photographs of Bungalows.
Inventory Reports from Kirkland Heritage Society

Railroad

The Northern Pacific Railroad line that forms much of the eastern boundary of the Norkirk neighborhood was begun in 1903 and was completed in the summer of 1904 according to information from the Issaquah Depot Museum.

Change of Street Names

In the late 1920's the street names defined in the original Kirk Plat were changed to the present numbering system to facilitate public safety. The street signs installed in 1999 and 2000 reflect the original historic names. For example: 3rd Street was Jersey Street; 6th Street was Orchard Street; 7th Avenue was Piccadilly Avenue; and 18th Avenue was Portland Avenue.

Naming of the Neighborhood

The name likely came from geographic references to "North Kirkland" relative to downtown. This was formalized with the naming of the Norkirk Elementary School in 1955. The 6/23/55 East Side Journal newspaper had the following story:

The name "Norkirk Elementary School" submitted by Donna Lee Owen, age 7 of Redmond was chosen by school board members as the name of the new

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Elementary school under construction in north Kirkland. Donna is the daughter of Mr. and Mrs. Alvin L. Owen, Jr. and is a student in the second grade.

Historic Properties

The Kirkland Heritage Society utilized a grant from the Kirkland City Council to conduct an inventory of properties meeting established historic criteria in 1999. The Norkirk Neighborhood had one-third of the buildings on the citywide inventory. Twenty percent of the highest priority structures are located in Norkirk. The Woman's Club, Trueblood House, Campbell building and Peter Kirk building are on the National Register of Historic Places. The cluster of historic properties at the intersection of Market Street and 7th Avenue form an important historical link and entrance to the Norkirk neighborhood.



Woman's Club and Peter Kirk Building -Recognized by City of Kirkland Inventory and Centennial Collections, Kirkland Heritage Society.

Goal N 1 – Encourage preservation of structures and locations that reflect the neighborhood's heritage.

Policy N 1.1:

Provide markers and interpretive information at historic sites.

Providing this information will identify these important sites and enable future residents to have a link with the history of the area.

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Policy N 1.2:

Provide incentives to encourage retention of identified buildings of historic significance.

Allow flexibility in lot size requirements for lots that contain historic buildings. This incentive will allow lots containing historic buildings to be subdivided into smaller lots than would otherwise be permitted if the historic buildings meet designated criteria and are preserved on site.

Minimum lot size in this situation would be 5,000 square feet in an RS 6.3 or 7.2 zone. This incentive would allow up to two smaller lots, including the one containing the historic building, if the recognized integrity of the historic building were preserved. If additional lots were created by the subdivision, they would have to meet the lot size requirements for the zone.

A particularly significant historic building in the neighborhood is the Kirkland Cannery. Located in the industrial area of Norkirk, some zoning flexibility to allow non-industrial uses such as live work lofts may be appropriate in order to preserve this building.

4. NATURAL ENVIRONMENT

Goal N 2 – Protect and enhance the natural environment in the Norkirk neighborhood.

Policy N 2.1:

Protect and improve the water quality and promote fish passage in the Forbes Creek and Moss Bay basins by undertaking measures to protect stream buffers and the ecological functions of streams, Lake Washington, wetlands and wildlife corridors.

The Norkirk Neighborhood is located within the Forbes Creek and Moss Bay drainage basins (Figure N-2). Various Moss Bay and Forbes Creek tributaries and several small wetlands constitute a valuable natural drainage system that flows into Lake Washington and provides the surface water, water quality, wildlife and fish habitat, and open space functions for the neighborhood.

In the Forbes Creek basin, there is extensive cutthroat trout habitat in the main stem of Forbes Creek downstream of Forbes Lake. Coho salmon are found west of the freeway in Forbes Creek. The various Norkirk Neighborhood tributaries leading into the Creek contribute to the water quality downstream prior to entering Lake Washington.

In the Moss Bay drainage basin, the open stream portion of the Peter Kirk Elementary Tributary near the elementary school appears to have good water quality although analysis has not been conducted. It is

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suspected that water quality rapidly degrades through the piped network downstream prior to entering Lake Washington. In this tributary, removal of invasive species and revegetation of the area with native vegetation, including trees and shrubs, is worth investigating. Additionally, the feasibility of re-introduction of resident cutthroat trout into the stream and daylighting the piped portion of this tributary upon redevelopment of the Industrial area are opportunities worth investigating. The small wetland and drainage area at Van Aalst Park provides an opportunity for enhancement on public property that could be accomplished as a neighborhood or school community service project.

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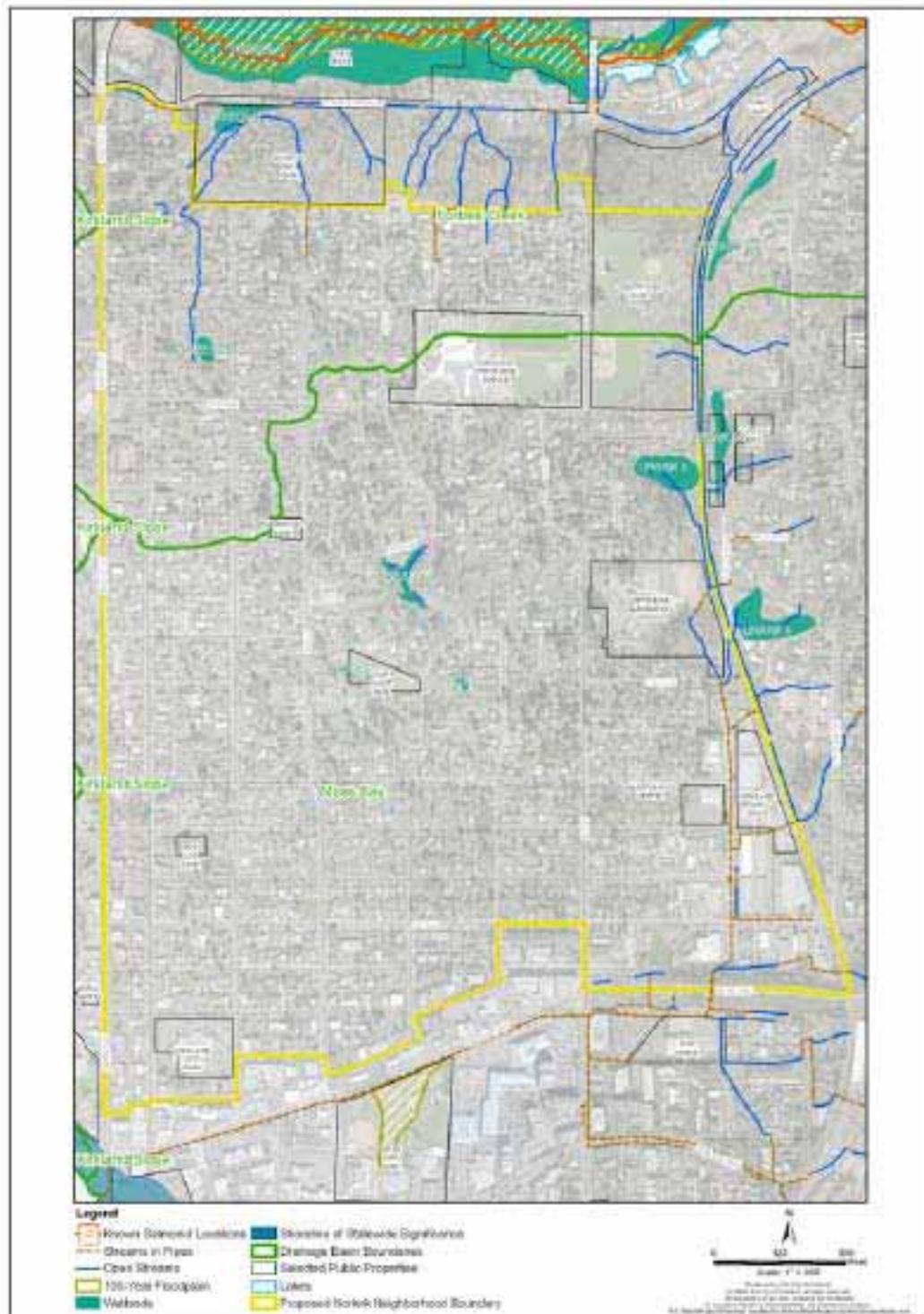


Figure N-2: Norkirk Sensitive Areas

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Policy N 2.2:

Develop viewpoints and interpretive information around streams and wetlands if protection of the natural features can be reasonably ensured.

Providing education about the locations, functions, and needs of sensitive areas will help protect these features from potentially negative impacts of nearby development, and could increase public appreciation and stewardship of these areas. When appropriate, the placement of interpretive information and viewpoints will be determined at the time of development on private property or through public efforts on City-owned land.

Policy N 2.3:

Protect, enhance and properly manage the urban forest by striving to retain and enhance the tree canopy including street trees, landmark and specimen trees, groves of trees and associated vegetation.



In the Norkirk neighborhood, protecting, enhancing, and retaining healthy trees and vegetation are key values and contribute to the quality of life. Where there are feasible and prudent alternatives to development of a site in which these trees can be preserved, the trees should be retained and protected.

Maintenance and removal of significant trees on developed private property will have a great impact to the overall urban forest. Proper pruning and reasonable reasons for removal of mature trees are strongly advised by the City, and appropriate tree replacements expected wherever possible. Where desirable, the tree canopy can be enhanced through street tree planting and in park and open space areas.

Policy N 2.4:

On properties containing high or moderate landslide or erosion hazards areas, ensure that development is designed to avoid damage to life and property.

The Norkirk Neighborhood contains areas with steep slopes including moderate and high landslide and/or erosion hazards. Moderate and high landslide hazard areas with development potential are primarily found north of Peter Kirk Elementary School near the railroad tracks (see Figure N-3). These areas are prone to landslides, which may be triggered by grading operations, land clearing, irrigation, or the load characteristics of buildings on hillsides.

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Clustering detached dwellings away from these hazard areas is encouraged when development occurs, in order to retain the natural topography and existing vegetation and to avoid damage to life and property. One way to accomplish clustering is through a Planned Unit Development, where retaining open space and the existing vegetation beyond the extent normally required would be a public benefit.

Policy N 2.5:

Avoid development of unimproved rights-of-way impacted by sensitive and landslide hazard areas:

Those portions of 16th Avenue (east of 7th St.), that are found to have sensitive areas, should not be improved. A portion of unopened right-of-way is within a wetland area, and should remain in its natural condition. Additionally, those portions of 20th Avenue that are found to be in moderate and high landslide hazard areas should be analyzed to determine if street improvements can be safely made without significant impacts on the adjacent geologically hazardous areas or adjacent sensitive areas.

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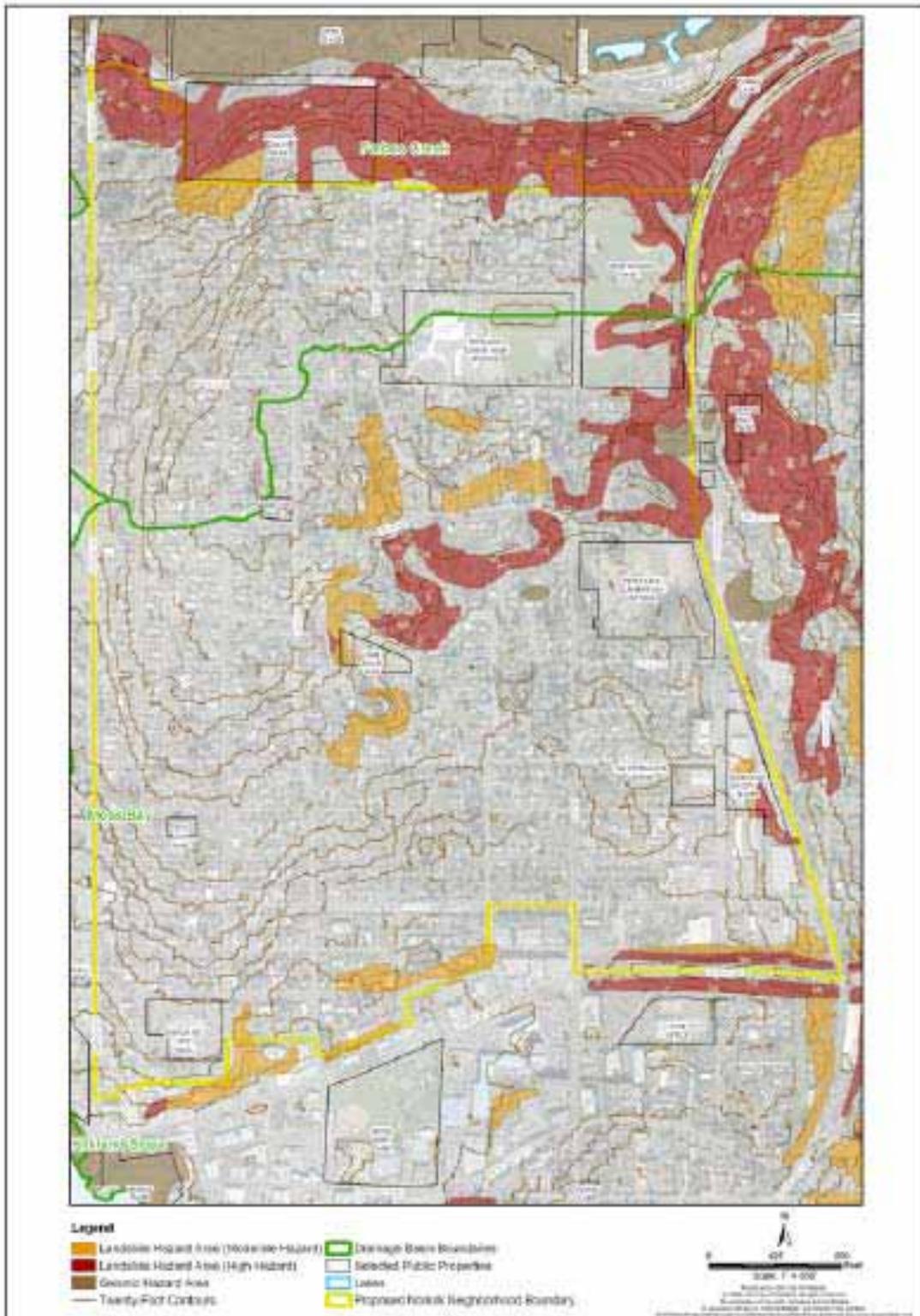


Figure N-3: Norkirk Landslide and Seismic Hazard Areas

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Policy N 2.6:

Protect wildlife throughout the neighborhood by encouraging creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

5. LAND USE

The Norkirk Neighborhood contains diverse land uses that are successfully integrated into the dominant single family residential land use pattern. Churches and schools are dispersed throughout the low-density residential

core, while other public institutional uses such as Kirkland City Hall is located in Planned Area 7 and the City Maintenance Center is located in the industrial area of the neighborhood. Multifamily apartments and condominiums are in the southern portion of the neighborhood. Retail, commercial, office, multi-family and mixed uses are focused in the Market Street Commercial Corridor and office, light industrial, and service commercial are concentrated in the light industrial zone at the southeast corner of Norkirk.

RESIDENTIAL

Goal N 3 – Promote and retain the residential character of the neighborhood while accommodating compatible infill development and redevelopment.

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Policy N 3.1:

Retain the predominantly detached single-family housing style in the core of the Norkirk Neighborhood.

Norkirk is a well-established neighborhood that has predominately low-density (6 dwelling units per acre) traditional single-family residential development located generally north of 7th Avenue. The land use transitions from the single-family core to medium and high-density multifamily development at its south end. Preservation of the eclectic mix of housing styles and sizes is important to the neighborhood's distinct character.

Policy N 3.2:

Allow lot sizes that match the existing lot size and development pattern (see Figure N-4).

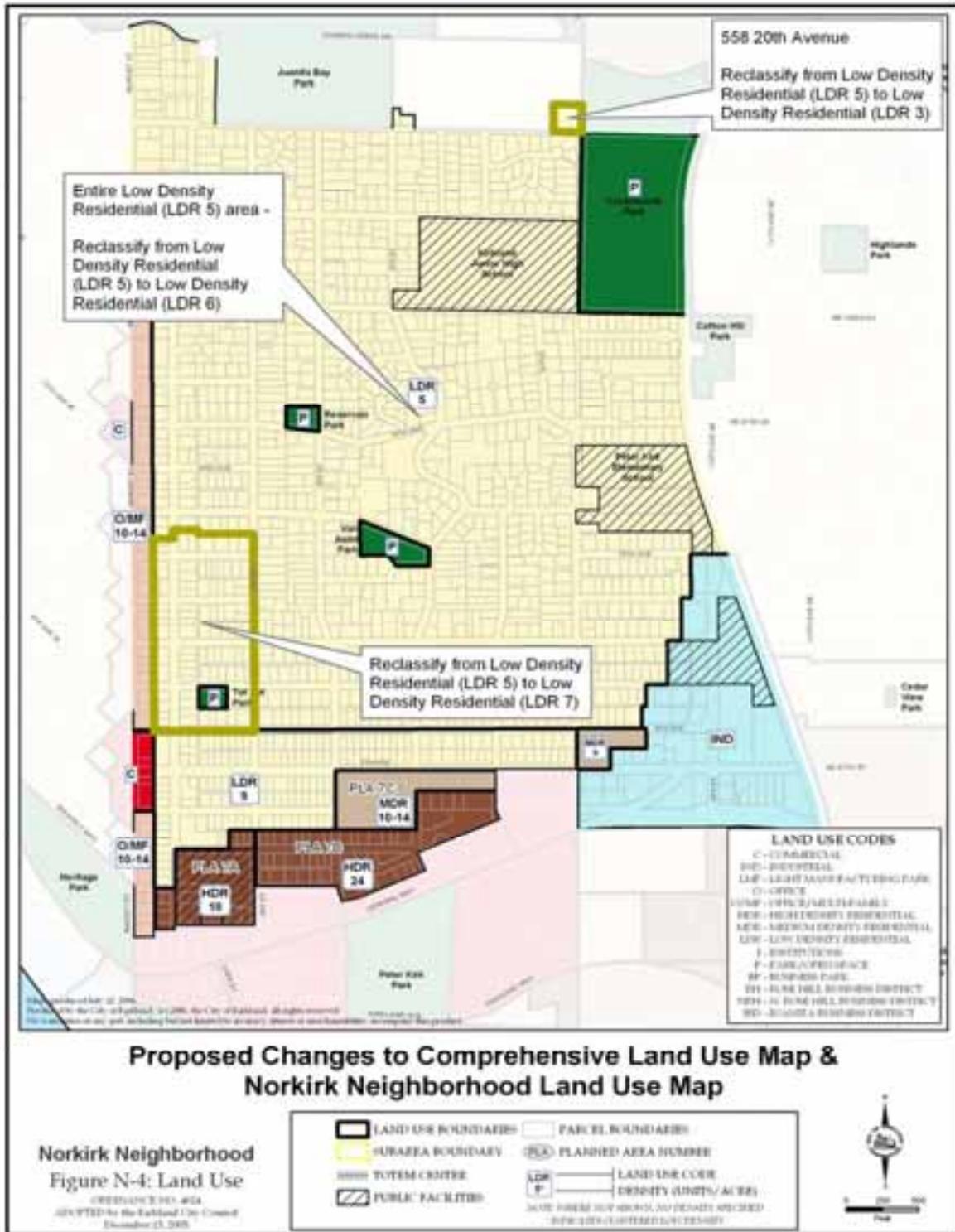
A limited area, bounded on the east by 2nd Street, on the west by the alley between Market and 1st Streets, on the south 8th Avenue, and on the north by the alley between 12th and 13th Avenues, has a particularly large number of lots that are less than 7,200 square feet. Seven dwelling units per acre, which is comparable to the Single-Family Residential 6.3 zoning classification (6,300 square feet minimum lot size), are in context with the predominant platting pattern here. Similarly sized lots should be allowed in proximity to these smaller lots to be consistent with the lot pattern and to provide more housing capacity and home ownership opportunities.

Policy N 3.3:

Allow attached or detached residential development at 9 dwelling units per acre as a transition from the industrial area to 6th Street, between 7th and 8th Avenues (see Figure N-4).

There is an existing pattern of detached houses in this area. Continuing to allow the option for attached housing provides a choice of housing styles.

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Goal N 4 – Allow alternative residential development options that are compatible with surrounding development.

Policy N.4.1:

Allow a variety of development styles that provide housing choice in low-density areas.

Providing housing options for a wide spectrum of households is an important value to support and encourage. Alternative housing provides more housing choice to meet changing housing demographics such as smaller households. Rising housing prices throughout the City and region require strategies to promote lower cost housing. Allowing design innovations can help lower land and development costs and improve affordability.

Compatibility with the predominant traditional detached single-family housing style in the neighborhood will determine the acceptance of housing alternatives. Architectural and site design standards to ensure compatibility with adjacent single-family homes are important to the successful integration of alternative housing into the neighborhood. Styles such as cottage, compact single-family, common wall (attached) homes, accessory dwelling units, and clustered dwellings are appropriate options to serve a diverse population and changing household size and composition. They also may help maintain the diversity of housing that characterizes Norkirk. Standards governing the siting and construction of alternative housing types in Norkirk should be consistent with citywide regulations.

Policy N.4.2:

Encourage diversity in size of dwelling units by preserving and/or promoting smaller homes on smaller lots.

Diversity can be achieved by allowing properties to subdivide into lots that are smaller than the minimum lot size allowed in the zone if at least one of the lots contains a small home. This incentive encourages diversity, maintains neighborhood character, and provides more housing choice.

Up to 50% of the lots to be subdivided should be allowed to be smaller than the zoning designation allows if a small home is retained or built on the small lots. The lots containing the small homes should be no less than 5,000 square feet in the RS 7.2 and RS 6.3 zones. The size of the homes on one or both lots would be strictly limited by a reduced floor area ratio and all other zoning regulations would apply.

PLANNED AREA 7

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Goal N 5 – Maintain effective transitional uses between the downtown and the low-density residential core of the neighborhood.

Policy N 5.1:

Allow a range of residential densities in Planned Area 7.

Planned Area 7 (PLA 7) is a transition zone, between the low-density residential core of the neighborhood and the downtown. A slope separates this area from commercial development in the downtown. Multifamily and single family dwellings, as well as institutional uses such as Kirkland City Hall, are appropriate here. Three Subareas within PLA 7 allow varying densities consistent with a hierarchy of increasing densities approaching the Central Business District (CBD). Medium-density is allowed south of 7th Avenue in PLA 7C, while higher densities are allowed in PLA 7A, located between the Market Street commercial corridor and 2nd Street and PLA 7B, located south of PLA 7C, between 2nd Street and the CBD. Future development throughout PLA 7 should be compatible with the scale of structures in adjacent single-family zones.



Condominiums on 4th Avenue and 2nd Street and Kirkland City Hall at 123 5th Avenue

PLA 7A – High Density Residential development up to 18 dwelling units per acre is allowed. Much of this area is owned or developed with Kirkland City facilities, including City Hall, and to a lesser extent, it is developed with medium and high-density residential uses.

PLA 7B – High Density Residential development up to 24 dwelling units per acre is allowed. Most of this area is developed with high and medium density residential uses. Office use is also appropriate for the lot located at the southwest corner of 4th Street and 4th Avenue.

PLA 7C – Medium density development up to 12 dwelling units per acre is allowed. Much of this area is developed with medium and some high-density residential uses, making future low-density residential development less appropriate. At the same time, high-density development is not appropriate due to the adjacency of a single-family residential area north of 7th Avenue and west of 3rd Street.

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COMMERCIAL

Goal N 6 – Focus commercial development in established commercial areas.

Policy N 6.1:

Locate new commercial development in the Market Street commercial corridor at the west boundary of the Norkirk Neighborhood.

Commercial development should remain in established commercial areas within the Market Street Commercial Corridor Subarea and not extend into the residential core of the neighborhood or north of 19th Avenue. A slope and alley parallel to Market Street provide a topographic and manmade break between the Market Street Commercial Corridor and the residential core of the neighborhood. Similarly, a slope running parallel to Central Way provides a topographic break between commercial development in the downtown and residential development in Planned Area 7. Commercial development is prohibited in low, medium, or high density residential areas (see Figure N-4)

Policy N 6.2:

Coordinate Planning for the Norkirk Neighborhood with the goals and policies found in the Market Street Commercial Corridor Subarea section of the Comprehensive Plan.

The western boundary of the Norkirk Neighborhood is located in the middle of Market Street. The Market Street Commercial Corridor Subarea is shared with the Market Neighborhood. It is important for both neighborhood plans to be coordinated with the subarea plan for the corridor.

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INDUSTRIAL

Goal N 7 – Maintain the light industrial area to serve the needs of the community.

Policy N 7.1:

Encourage limited light industrial uses, auto repair and similar service commercial uses, and offices to serve the neighborhood and surrounding community.

- South of 7th Avenue, between 6th and 8th Streets, office uses up to three stories are encouraged to serve as a transition between the downtown and the industrial area. Gateway features and landscaping at the intersection of 6th Street and 7th Avenue and 6th Street and Central soften the transition into this area.
- In the remainder of the area, limited light industrial, warehousing, city services, service commercial uses such as auto or furniture repair, and small offices are appropriate.



Policy N 7.2:

Encourage businesses that promote environmentally sustainable technologies.

Sustainable green technology provides benefits to Kirkland's economy and the neighborhood. The rapidly expanding new energy/clean technology industry sector promotes environmental stewardship and a vibrant economy.

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Goal N 8 – Ensure that adverse impacts associated with industrial uses are minimized.

Policy N 8.1:

Regulate industrial uses to ensure that impacts which may disrupt the residential character of the surrounding area are controlled.

Techniques to minimize noise, glare, light, dust, fumes and other adverse conditions, found in the policies in the Community Character Element of the Comprehensive Plan, and limiting hours of operation, should be used so that industrial activities do not create conflicts with surrounding residential development.

Policy N. 8.2

Industrial traffic should be controlled in order to protect the character, safety, and peace of the residential neighborhood.

Industrial truck traffic should avoid passing through residential areas. Industrial traffic should be directed to 8th Street south of 12th Avenue, 7th Avenue between 6th Street and the railroad tracks, 6th Street between 7th Avenue and Central Way, and the NE 87th Street/114th Avenue NE connection between the railroad tracks and NE 85th Street in the Highlands Neighborhood. There should be no access from 12th Avenue into the industrial area. Additionally, 11th Avenue should remain closed to industrial access.

6. TRANSPORTATION

STREETS

The street network in Norkirk is a grid pattern. Maintenance of this grid will promote neighborhood mobility and more equitable distribution of traffic on neighborhood streets. The streets that compose this grid network consist of collector and local streets and alleys, with one principal arterial located at the western boundary. There are no minor arterials in Norkirk. Streets are described below and shown on Figure N-5.

Market Street is a principal arterial that is the most traveled route into and through the neighborhood. Most of Market Street is fully improved with one lane in each direction, and a series of left turn pockets south of the mid-block between 20th and 19th Avenues. The street is fully developed with curbs, gutters, sidewalks, landscape strips and bike lanes. A landscape median provides additional green space while controlling left turn movements. A center turn lane north of 20th Avenue extends to Forbes Creek Drive.

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City of Kirkland Norkirk Neighborhood Plan
9/20/2006 Draft

Figure N-5: Norkirk Functional Classifications

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Collectors: Numerous streets within the grid network of Norkirk serve as neighborhood collectors. These streets connect the neighborhood to the arterial system and provide primary access to adjacent uses. Design standards for these streets call for two traffic lanes, a parking lane, curbs, gutters, sidewalks, and landscape strips. The specific streets that serve this function are listed below and shown on Figure N-5.

- 18th Avenue, east of Market Street is a collector street up to 5th Place. It provides access to the northern portion of the neighborhood.
- 15th Avenue, east of Market Street is a collector street to 6th Street.
- 12th Avenue, east of 6th Street is a collector street that connects to the Highlands Neighborhood where it crosses the railroad tracks.
- 7th Avenue, east of Market Street is the only collector street that runs the entire width of the Norkirk Neighborhood from east to west. It connects to the Highlands neighborhood where it crosses the railroad tracks.
- 3rd Street, between Central Way and 18th Avenue is a collector that provides access into Norkirk north from downtown.
- 5th Place, is a collector street between 15th Avenue and 18th Avenue.
- 6th Street, between Central Way and 15th Avenue/5th Place is a collector street that provides access into Norkirk north from downtown.

Local Access: All of the streets not discussed above are classified as local access streets. These streets provide access to adjacent residences and connect to collectors. Full improvements on these streets typically include one traffic lane in each direction, two parking lanes, curbs, gutters, sidewalks, and landscape strips.

Alleys: Portions of Norkirk platted in the early part of the 20th century have a distinct alley grid.

Goal N 9 – Maintain and enhance the street network.

Policy N 9.1:

Maintain the street and alley grid in the Norkirk neighborhood.

The grid system enhances mobility within the neighborhood. Alleys provide access and a service route for the lots they abut, while the streets provide circulation through the neighborhood. Utilizing alleys minimizes the number of curb cuts needed to serve abutting uses, thus minimizing conflicts with pedestrian and vehicular traffic on the streets.

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Goal N 10 – Minimize cut through traffic and speeding.

Policy N 10.1:

Reduce cut-through traffic and speeding.

Monitor and evaluate traffic patterns and volumes in the Norkirk Neighborhood to minimize cut through traffic and speeding, especially between Market Street and Central Way. The evaluation should determine if additional strategies such as traffic calming, in cooperation with the Fire Department to accommodate emergency response needs and times, are needed. The neighborhood should be involved in this process.

Policy N 10.2:

Identify preferred routes through the neighborhood to and from City facilities.

The various city administration, public safety, and maintenance facilities located in the Norkirk Neighborhood generate both service and visitor trips. When practical, vehicles should be routed onto collector streets where improvements are in place to protect the pedestrian, rather than onto local access streets that serve the internal needs of residents.



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

TRANSIT

In 2006, Metro transit routes 234, 236, and 255 serve the Norkirk Neighborhood. Route 234 connects Norkirk to Kirkland's Transit Center and with Kenmore and Bellevue and provides service along Market Street. Route 255, which also runs along Market Street, connects Norkirk to Kirkland's Transit Center, downtown Seattle,

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and the Brickyard Park and Ride lot. The 236-transit route provides service through Norkirk along 3rd Street and 18th Avenue, connecting to Kirkland's Transit Center and Market Street. This route connects to Woodinville.

The BNSF railroad right of way, located at the eastern boundary of the neighborhood, may provide regional rail service to commuters in the future.

PEDESTRIAN/BICYCLE CIRCULATION

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

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

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

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

Policy N 11.1:

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

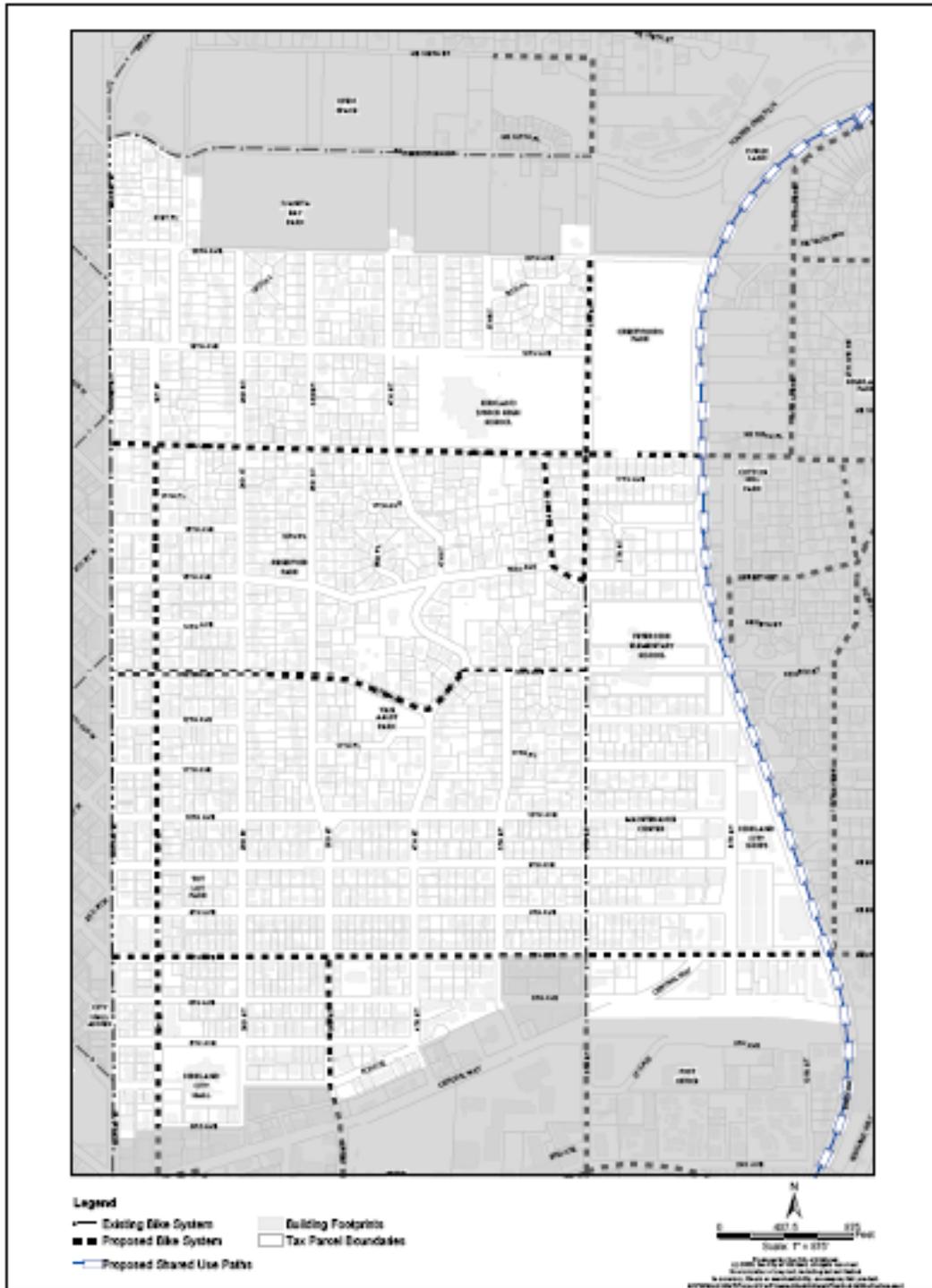
The following routes should be added to the Nonmotorized Transportation Plan. The Capital Improvement budget process prioritizes when routes identified in NTP will receive funding for improvements. If funded, these routes should be improved with sidewalks, curbs, gutters, and landscape strips and lighting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

- 19th Avenue, between Market and 6th Street leads to Kirkland Junior High School and Crestwoods Park.
- 7th Avenue, between Market and the Highlands Neighborhood provides a centrally located east/west pedestrian and bike route.

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- 4th Street, between Central Way and 19th Avenue provides a centrally located north/south pedestrian route.
- 6th Street, between 20th Avenue and Forbes Creek Drive connects the Norkirk and South Juanita Neighborhoods.
- 20th Avenue, between 3rd Street and 5th Street, provides an east/ west pedestrian route at the northern boundary of the Norkirk Neighborhood.

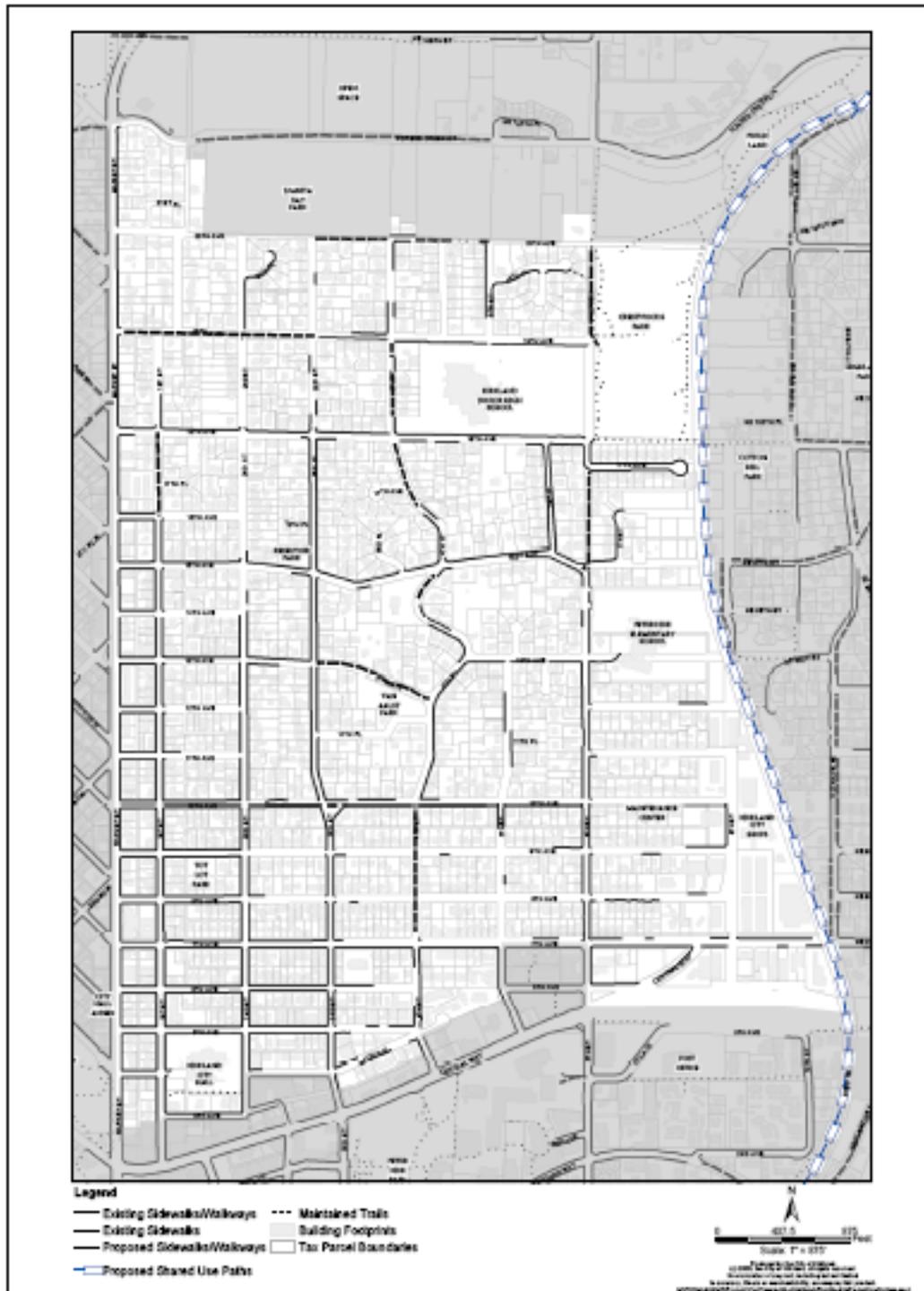
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City of Roland Park Neighborhood
9/27/2006 Draft

Figure N-6: Norkirk Bicycle System

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City of Norkirk, Norkirk Neighborhood Plan
9/27/2006 Draft

Figure N-7: Norkirk Pedestrian System

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Policy N 11.2:

Support development of the Cross Kirkland Trail.

Develop a shared use path for bicyclists and pedestrians along the railroad right-of-way as described in the Nonmotorized Transportation Plan (NTP) and the Comprehensive Park, Open Space and Recreation Plan. Referred to as the Cross Kirkland Trail, the proposed path along the railroad right-of-way is part of a larger trail network to link neighborhoods within Kirkland to other cities. This route has been identified within the NPT as a Priority 1 corridor.

7. OPEN SPACE/PARKS

There are a number of publicly owned parks in the Norkirk Neighborhood that currently provide park and open space amenities. Some also protect sensitive and natural areas. In addition, Kirkland Junior High and Peter Kirk Elementary serve the neighborhood with recreation facilities through a city/school district partnership program that fosters mutual use and development of parks and recreation facilities. The use of school district facilities enables the city to provide a much higher level of service to the neighborhood than would otherwise be possible.

PARKS



Crestwoods Park is a twenty seven-acre community park, twenty acres of which are located in the Norkirk neighborhood.

The remainder is located in South Juanita. This park is located east of 6th Street, north of 18th Avenue. Improvements in this park include paved and unpaved trails, two adult softball fields, one regulation little league field, one soccer field, children's playground, public restrooms, picnic tables, basketball court, parking, wildlife habitat and natural areas.

Reservoir Park is a .6-acre neighborhood park located at the northwest corner of 3rd Street and 15th Avenue. It includes a children's playground.

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Tot Lot Park is a .6-acre neighborhood park located at 9th Avenue and 1st Street. This fenced park features playground equipment for young children and a community garden.



Van Aalst Park is a 1.6 acre neighborhood park located in the middle of the Norkirk Neighborhood at 13th Avenue and 4th Street. It includes a children's playground, basketball court, sand volleyball pit and open space for informal recreation activity.

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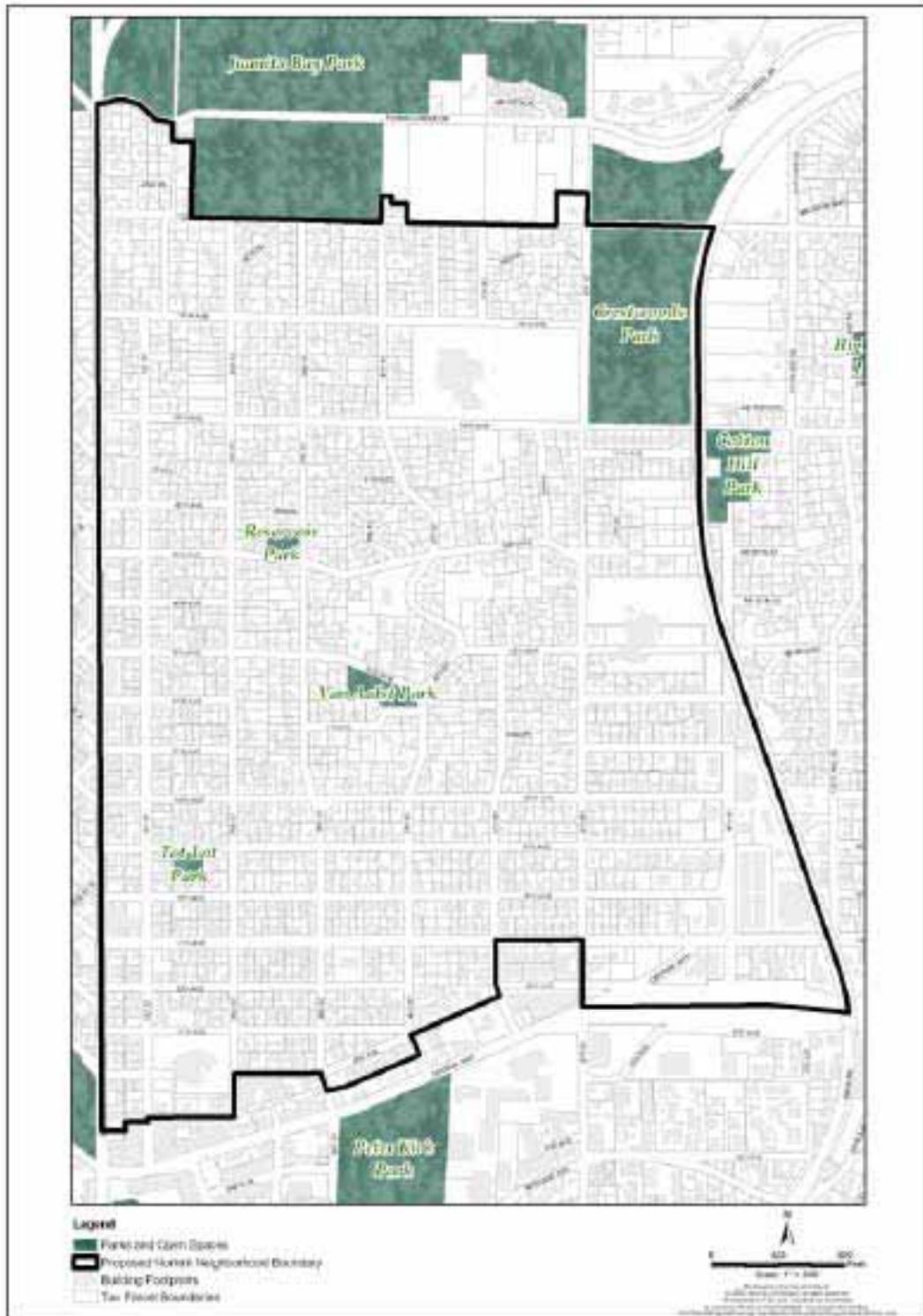


Figure N-8: Norkirk Parks and Open Spaces

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PUBLIC SCHOOLS

Kirkland Junior High School is over fifteen acres and is located adjacent and to the west of Crestwoods Park. It complements the park in size and supplies valuable open space for the neighborhood. The school grounds are improved with one baseball/softball field, one small nonregulation practice softball field, a quarter mile running track, one football field, and four outdoor unlighted tennis courts. The school's fieldhouse provides indoor recreation space for the City's community-wide recreation program.

Peter Kirk Elementary School is an eleven-acre site located on 6th Street at approximately 13th Avenue. The site provides playfields for youth sports, as well as space for informal recreation activities for nearby residents. Additionally, the school provides children's playground equipment and indoor recreation space on a limited basis.

Goal N 12 – Improve existing parks, open space, and shared school facilities in the neighborhood.

Policy N 12.1:

Enhance parks within the Norkirk Neighborhood as needed. A possible improvement to Peter Kirk Elementary School field would enhance neighborhood recreation opportunities. Improvements would likely include turf renovation as well as new irrigation and drainage systems.

8. PUBLIC SERVICES/FACILITIES

The Norkirk Neighborhood is home to City Hall and the Maintenance Center. These public facilities are where citywide governmental services are administered. City Hall, in particular, attracts citizens from outside of the neighborhood to participate in the many functions and services of the municipality.

The City provides water and sewer and surface water service to its citizens. Gas, telephone, internet and cable service are private utilities provided by private purveyors.

XV.J. NORKIRK NEIGHBORHOOD



*City of Kirkland Public Works
Maintenance Center Extension*

Goal N 13– Assure water, sewer and surface water management facilities for the neighborhood.

Policy N 13.1:

Provide potable water and sanitary sewers and surface water management facilities to new and existing development in accordance with the Water Comprehensive Plan, the Sanitary Sewer Comprehensive Plan, the Surface Water Master Plan, the Kirkland Municipal Code, and currently adopted storm water design requirements.

New development is required to install water and sewer service as a condition of development. It must also meet storm water requirements. Although most homes are on sanitary sewer service, a few remain on septic systems. When redevelopment or further subdivision occurs, or an addition or alteration is proposed that increases the use of an existing septic system, connection to the public sewer system is required by Title 15 of the Kirkland Municipal Code.

Goal N 14 – Manage parking for public facilities in the neighborhood.

Policy N 14.1

Provide adequate parking for civic buildings, either on-site, on adjacent local streets, or in nearby parking lots.

Civic activities such as voting, public meetings and other community events, as well as day to day use, create a high parking demand, particularly at Kirkland City Hall. During periods of elevated public use, parking may spill over onto nearby residential streets, beyond those adjoining City Hall. To mitigate the impacts of on-

XV.J. NORKIRK NEIGHBORHOOD

street parking on local residents during these periods of peak use, the City should arrange for alternate employee parking locations, for example, by securing shared parking agreements with local private institutions such as churches to use their parking lots.

9. URBAN DESIGN

Goal N 15– Provide transitions between the low-density residential core and adjacent higher intensity uses.

Policy N 15.1:

Establish development regulations for the Industrial area, Planned Area 7, and the Market Street Commercial Corridor to address transitions and protect neighborhood character.

Landscape buffers should be used to soften and separate uses by creating a transition zone. In addition, the building mass and height of higher density structures should be restricted to prevent overwhelming adjoining low-density uses.

Goal N 16 – Provide streetscape, gateway and public art improvements that contribute to a sense of neighborhood identity and enhanced visual quality.

Policy N 16.1:

Construct and improve gateway features at the locations identified in Figure N-9.

An existing gateway sign is located on 6th Street north of 7th Avenue. Other desired locations are shown in Figure N-9. The City should pursue opportunities to work with private property owners to install gateway features as part of future development. In other instances, public investment will be necessary. Depending on the location, improvements such as landscaping, signs, public art, structures, or other features that identify the neighborhood could be included.

XV.J. NORKIRK NEIGHBORHOOD

Goal N 17 – Preserve public view corridors within the neighborhood, especially those of Lake Washington, and the Olympic Mountains.

Policy N 17.1:

Preserve the public view corridors of Lake Washington, Seattle, and the Olympic Mountains from 1st, 2nd and 3rd Streets (Figure N-9).



View from intersection at 9th Avenue and 1st Street

The street system provides Kirkland neighborhoods with a number of local and regional views. View corridors that lie within the public domain are valuable for the beauty, sense of orientation, and identity that they impart to neighborhoods. The Norkirk public view corridors should be preserved and enhanced for the enjoyment of current and future residents. One means of doing this may be the undergrounding of utilities.

Goal N 18 – Encourage residential design that builds community.

Policy N 18.1:

Establish development standards that contribute to a vibrant neighborhood.

Building and site design should respond to both the conditions of the site and the surrounding neighborhood. A variety of forms and materials result in homes with their own individual character, thus reducing monotony. Appropriate building setbacks, garage treatments, sidewalks, alley access, and architectural elements, such as entry porches, help foster a pedestrian orientation and encourage greater interaction between neighbors.

XV.J. NORKIRK NEIGHBORHOOD

Policy N 18.2:

Establish multi-family building and site design standards to enhance neighborhood compatibility.

Building and site design standards should address issues such as building placement on the site, site access and on-site circulation by vehicles and pedestrians, building scale, site lighting, signs, landscaping, (including that for parking lots), preservation of existing vegetation, and buffers between multi-family developments and single-family housing.

Policy N 18.3:

Encourage the appropriate scale for single-family development.

Appropriate scale results in the perception that new houses are in proportion with their lots. Setbacks, building mass, lot coverage, landscaping and building height all contribute to houses that successfully fit into the neighborhood.

XV.J. NORKIRK NEIGHBORHOOD

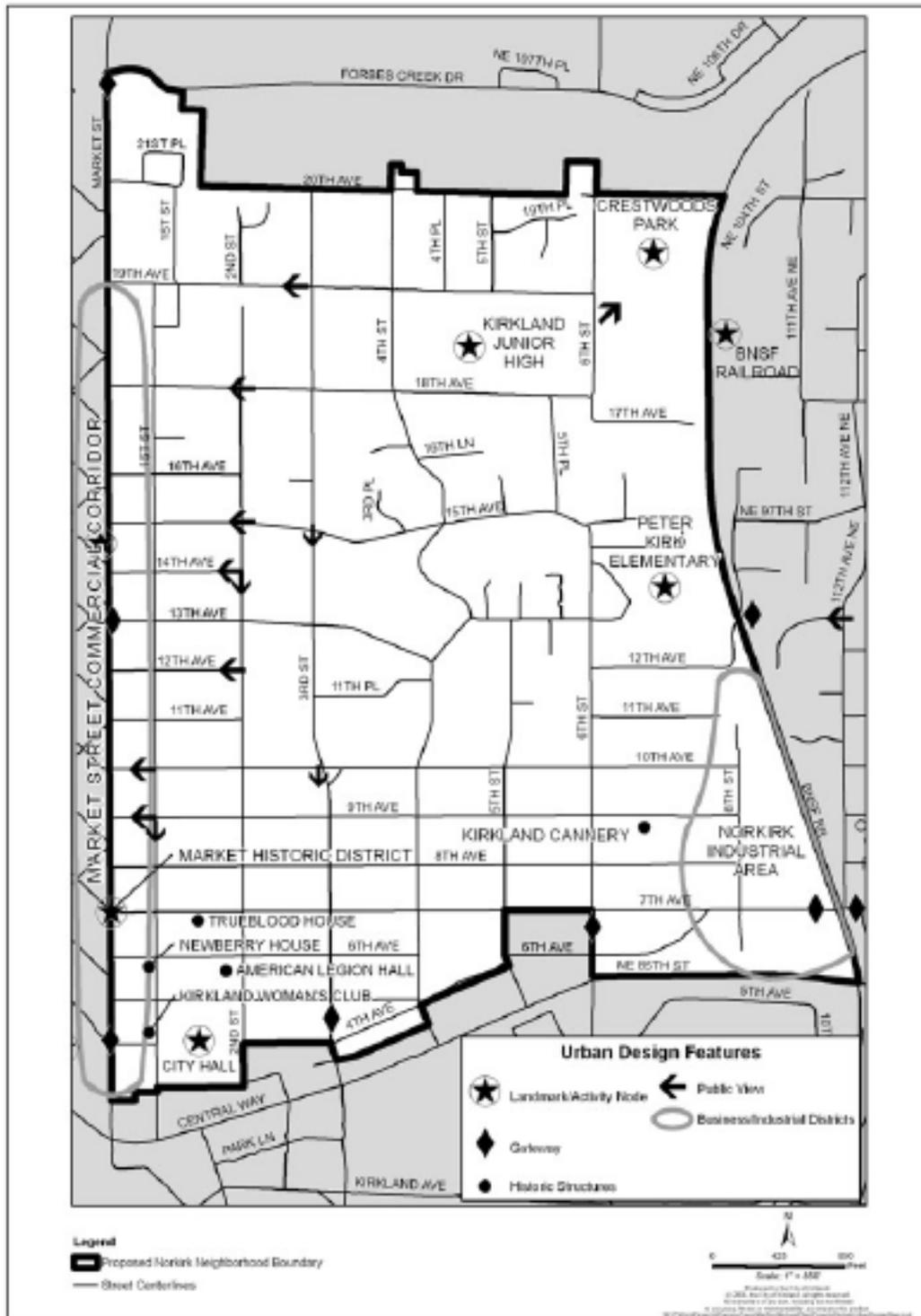


Figure N-9: Neighborhood Character/Urban Design

hanging vegetation and fire hazards as specified in Chapter 9.12 KMC shall not be deemed to be land surface modifications.

- .465 Landscaping – The planting, removal and maintenance of vegetation along with the movement and displacement of earth, topsoil, rock, bark and similar substances done in conjunction with the planting, removal and maintenance of vegetation.
- .467 Landslide Hazard Areas – As defined in Chapter 85 KZC.
- .470 Landward – Toward dry land.
- .475 Linear Frontage of Subject Property – The frontage of the subject property adjacent or parallel to all open improved public rights-of-way. Frontage adjacent to I-405 is not applicable except for properties within FC I, FC II, and PLA 10 Zones. If the subject property does not have frontage on an open improved right-of-way, the frontage of any public access easements which serve the subject property and unopened rights-of-way which front on the subject property is the linear frontage of the subject property.
- .480 Lot – A parcel of land having fixed boundaries, sufficient in area and dimension to meet zoning requirements for width and area, having common ownership and not severed by an existing public right-of-way.
- .482 Lot size – The total area of the subject property minus the area of vehicular access easements or tracts serving more than one lot not abutting a right-of-way.
- .485 Low Density Use – A detached dwelling unit on a subject property that contains at least ~~7,200~~ ^{5,000} square feet.
- .490 Low Density Zones – The following zones: ^{RS 6.3;} RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RS 7.2; RSX 7.2; RS 5.0; RSX 5.0; PLA 6C, 6E; PLA 16; WD II; and comparable zones in other adjoining jurisdictions, except properties with approved intent to rezone to zoning designations other than low density.
- .491 Low Income Household – One or more adults and their dependents whose income does not exceed 50 percent of the median household income for King County, adjusted for household size, as published by the United States Department of Housing and Urban Development.
- .492 Low Income Unit – A housing unit for which the monthly housing expense, including an appropriate utility allowance, is no greater than 30 percent of the median monthly income for a low income household.
- .500 Marquee Sign – Any sign which forms part of, or is integrated into, a marquee or canopy and which does not extend horizontally beyond the limits of such marquee or canopy.
- .505 Master Plan – A complete development plan for the subject property showing placement, dimensions and uses of all structures as well as streets and other areas used for vehicular circulation.
- .510 Maximum Lot Coverage – The maximum percentage of the surface of the subject property that may be covered with materials which will not allow for the percolation of water into the underlying soils.
- .515 Medium Density Use – Detached, attached, or stacked dwelling units on a subject property which contains at least 3,600 square feet per unit but not more than 7,199 square feet per unit.

EXHIBIT	H

5.10

Clarkland Zoning Code

- .780 Residential Use – Developments in which persons sleep and prepare food, other than developments used for transient occupancy.
- .785 Residential Zone – ^{RS 6.3;} The following zones: RS 35; RSX 35; RS 12.5; RSX 12.5; RS 8.5; RSX 8.5; RS 7.2; RSX 7.2; RS 5.0; RSX 5.0; RM 5.0; RM 3.6; RM 2.4; RM 1.8; WD I; WD II; WD III; PLA 2; PLA 3B; PLA 5A, D, E; PLA 6A, C, D, E, F, H, I, J, K; PLA 7A, B, C; PLA 9; PLA 15B; PLA 16; and PLA 17.
- .790 Restaurant or Tavern – Commercial use (excluding fast food restaurants) which sells prepared food or beverages and generally offers accommodations for consuming the food or beverage on the premises, and where the seating and associated circulation areas exceed 10 percent of the gross floor area of the use.
- .795 Retail Establishment – A commercial enterprise which provides goods and/or services directly to the consumer, whose goods are available for immediate purchase and removal from the premises by the purchaser and/or whose services are traditionally not permitted within an office use. The sale and consumption of food are included if: (a) the seating and associated circulation area does not exceed more than 10 percent of the gross floor area of the use, and (b) it can be demonstrated to the City that the floor plan is designed to preclude the seating area from being expanded.
- .800 Retention of Storm Water – The collection of water, due to precipitation, in a given area and the dispersal of these waters through the natural process of groundwater recharge and evaporation or the incorporation of this collection area into a natural stream and lake system and setting.
- .805 Right-of-Way – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondarily, the land provides space for utility lines and appurtenances and other publicly owned devices.
- .810 Right-of-Way Realignment – The changing of the horizontal position of the right-of-way.
- .815 Roofline – The line formed by the outside of the gable of the roof, or if the roof is flat or mansard, the top of the roof or mansard.
- .817 Rooftop Appurtenances – HVAC equipment, mechanical or elevator equipment and pent-houses, roof access stair enclosures, and similar equipment or appurtenances that extend above the roofline of a building, but not including personal wireless service facilities as defined by KZC 117.05.10.
- .820 Runoff – The overland or subsurface flow of water.
- .823 Salmonid – As defined in Chapter 90 KZC.
- .824 School – A school operation with 13 or more attendees at any one time, not including immediate family members who reside in the school or employees.
- .825 School Operation – Any institution of learning, excluding those offering post-secondary education, offering instruction in the several branches of learning and study required by the Basic Education Code of the State of Washington to be taught in the public, private and parochial schools.
- .826 Secure Community Transition Facility (SCTF) – A facility as defined by RCW 71.09.020, now or as hereafter amended.
- .827 Seismic Hazard Areas – As defined in Chapter 85 KZC.
- .830 SEPA – The State Environmental Policy Act, Chapter 43.21C

5.10**Clarkland Zoning Code**

.960 Use Zone – The zoning designations on the Zoning Map as follows:

RS 35	FC I	NRH 1A	PLA 6C
RSX 35	FC II	NRH 1B	PLA 6D
RS 12.5	FC III	NRH 2	PLA 6E
RSX 12.5		NRH 3	PLA 6F
RS 8.5	BN	NRH 4	PLA 6G
RSX 8.5	BC	NRH 5	PLA 6H
<i>RS 6.3</i> RS 7.2	BCX	NRH 6	PLA 6I
RS 5.0			PLA 6J
RSX 5.0	LIT	TL 1A	PLA 6K
	P	TL 1B	PLA 7A
RM 5.0		TL 2	PLA 7B
RM 3.6	CBD 1	TL 3	PLA 7C
RM 2.4	CBD 2		PLA 8
RM 1.8	CBD 3	ILC	PLA 9
	CBD 4		PLA 10A
WD I	CBD 5	PLA 1	PLA 10B
WD II	CBD 6	PLA 2	PLA 10C
WD III	CBD 7	PLA 3A	PLA 11
	CBD 8	PLA 3B	PLA 13A
PR 8.5		PLA 5A	PLA 13B
PR 5.0	JBD 1	PLA 5B	PLA 15A
PR 3.6	JBD 2	PLA 5C	PLA 15B
PR 2.4	JBD 3	PLA 5D	PLA 16
PR 1.8	JBD 4	PLA 5E	PLA 17
	JBD 5	PLA 6A	PLA 17B
PO	JBD 6	PLA 6B	PLA 17C

.965 Vehicle Service Station – A commercial use supplying petroleum products that are for immediate use in a vehicle.

.970 Vehicle Storage Area – An outside area which is used for the storage of operational vehicles.

.973 Vehicular Access Easement or Tract – A privately owned right-of-way, but not including a driveway easement.

.974 View Corridor – An open area that provides an unobstructed view across the subject property to and beyond Lake Washington from the adjacent right-of-way.

.975 Wall Sign – A sign attached to and extending not more than 18 inches from the facade or face of a building with the exposed face of the sign parallel to the facade or face of the building.

.980 Waterward – Toward the body of water.

.985 Wetland – As defined in Chapter 90 KZC.

.990 Wholesale Trade – A commercial establishment which sells to retail establishments.

.995 Zones – Use zones.

.1000 Zoning Map – The map designated as such and adopted by the City showing the geographical location of use zones within the municipal boundaries.

Section 15.10



ZONE RS USE ZONE CHART

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

Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.01 D	Detached Dwelling Unit	None	As established on the Zoning Map. See Spec. Reg. 1.	20' See Spec. Reg. 3.	5', but 2 side yards must equal at least 15 feet.	10'	50% See Spec. Reg. 5.	25' above average building elevation.	E	A	2.0 per dwelling unit.	<ol style="list-style-type: none"> Minimum lot size per dwelling unit is as follows: <ol style="list-style-type: none"> In RS 35 zones, the minimum lot size is 35,000 square feet. In RS 12.5 zones, the minimum lot size is 12,500 square feet. In RS 8.5 zones, the minimum lot size is 8,500 square feet. In RS 7.2 zones, the minimum lot size is 7,200 square feet. In RS 6.3 zones, the minimum lot size is 6,300 square feet. In RS 5.0 zones, the minimum lot size is 5,000 square feet. In RS 35, 12.5, 8.5, 7.2, 6.3 and 5.0 zones, not more than one dwelling unit may be on each lot, regardless of the size of each lot. Floor Area Ratio (F.A.R.) allowed for the subject property is as follows: <ol style="list-style-type: none"> In RS 35 zones, F.A.R. is 20 percent of lot size. In RS 12.5 zones, F.A.R. is 35 percent of lot size. In RS 8.5 zones, F.A.R. is 50 percent of lot size. In RS 7.2 zones, F.A.R. is 50 percent of lot size. In RS 6.3 zones, F.A.R. is 50 percent of lot size. In RS 5.0 zones, F.A.R. is 60 percent of lot size. This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council. See KZC 115.42, Floor Area Ratio (F.A.R.) Calculation for Detached Dwelling Units in Low Density Residential Zones, for additional information. On corner lots with two required front yards, one may be reduced to the average of the front yards for the two adjoining properties fronting the same street as the front yard to be reduced. The applicant may select which front yard will be reduced (see Plate 24). Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. Residential lots in RS 35 zones within the Bridle Trails neighborhood north of Bridle Trails State Park must contain a minimum area of 10,000 permeable square feet, which shall comply with Special Regulation 8 for large domestic animals in KZC 115.20(4) (chart).

EXHIBIT



Section 15.10



ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.02 C	Church	See Spec. Reg. 3.	As established on the Zoning Map. See Spec. Reg. 1.	20'	20' on each side	20'	70%	25' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 4.	<ol style="list-style-type: none"> 1. Minimum lot size is as follows: <ol style="list-style-type: none"> a. In RS 35 zones, the minimum lot size is 35,000 square feet. b. In RS 12.5 zones, the minimum lot size is 12,500 square feet. c. In RS 8.5 zones, the minimum lot size is 8,500 square feet. d. In RS 7.2 zones, the minimum lot size is 7,200 square feet. e. <u>In RS 6.3 zones, the minimum lot size is 6,300 square feet.</u> f. In RS 5.0 zones, the minimum lot size is 5,000 square feet. 2. The property must be served by a collector or arterial street. 3. The required review process is as follows: <ol style="list-style-type: none"> a. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IIA, Chapter 150 KZC; provided, however, that within the jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC. b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping. 4. No parking is required for day-care or school ancillary to the use.

Section 15.10



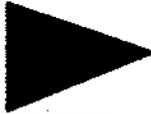
ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS													
Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.030	School or Day-Care Center	See Spec. Reg. 10.	As established on the Zoning Map. See Spec. Reg. 1.	If this use can accommodate 50 or more students or children, then: 50' 50' on each side 50'	70%	25' above average building elevation. See Spec. Reg. 12.	D	B	See KZC 105.25.	See KZC 105.25.	1. Minimum lot size is as follows: a. In RS 35 zones, the minimum lot size is 35,000 square feet. b. In RS 12.5 zones, the minimum lot size is 12,500 square feet. c. In RS 8.5 zones, the minimum lot size is 8,500 square feet. d. In RS 7.2 zones, the minimum lot size is 7,200 square feet. e. In RS 6.3 zones, the minimum lot size is 6,300 square feet. f. In RS 5.0 zones, the minimum lot size is 5,000 square feet. 2. May locate on the subject property only if: a. It will not be materially detrimental to the character of the neighborhood in which it is located. b. Site and building design minimizes adverse impacts on surrounding residential neighborhoods. c. The property is served by a collector or arterial street. 3. A six-foot-high fence along the side and rear property lines is required only along the property lines adjacent to the outside play areas. 4. Hours of operation and maximum number of attendees at one time may be limited to reduce impacts on nearby residential uses. 5. Structured play areas must be setback from all property lines as follows: a. 20 feet if this use can accommodate 50 or more students or children. b. 10 feet if this use can accommodate 13 to 49 students or children. 6. An on-site passenger loading area must be provided. The City shall determine the appropriate size of the loading area on a case-by-case basis, depending on the number of attendees and the extent of the abutting right-of-way improvements. Carpooling, staggered loading/unloading time, right-of-way improvements or other means may be required to reduce traffic impacts on nearby residential uses. 7. The location of parking and passenger loading areas shall be designed to reduce impacts on nearby residential uses. 8. Electrical signs shall not be permitted. 9. May include accessory living facilities for staff persons. 10. The required review process is as follows: a. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is less than five acres, the required review process is Process IA, Chapter 150 KZC; provided, however, that within the jurisdiction of the Houghton Municipal Corporation, the required review process is Process IIB, Chapter 152 KZC.		

REGULATIONS CONTINUED ON NEXT PAGE

.030	School or Day-Care Center (continued)		<p style="text-align: center;">REGULATIONS CONTINUED FROM PREVIOUS PAGE</p> <p>b. If the subject property, including all contiguous property owned by the applicant and held by others for future use by the applicant, is five or more acres, a Master Plan, approved through Process IIB, Chapter 152 KZC, is required. The Master Plan must show building placement, building dimensions, roadways, utility locations, land uses within the Master Plan area, parking location, buffering, and landscaping.</p> <p>11. These uses are subject to the requirements established by the Department of Social and Health Services (WAC Title 388).</p> <p>12. For school use, structure height may be increased, up to 35 feet, if:</p> <ul style="list-style-type: none"> a. The school can accommodate 200 or more students; and b. The required side and rear yards for the portions of the structure exceeding the basic maximum structure height are increased by one foot for each additional one foot of structure height; and c. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan. d. The increased height will not result in a structure that is incompatible with surrounding uses or improvements. <p><i>This special regulation is not effective within the disapproval jurisdiction of the Houghton Community Council.</i></p>

Section 15.10



ZONE RS USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 15.10	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS REQUIRED YARDS (See Ch. 115)			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 96)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				Front	Side	Rear						
				.04 D	Mini-School or Mini-Day-Care Center	Process I, Chapter 145 KZC.						

REGULATIONS CONTINUED ON NEXT PAGE

Chapter 48 – LIGHT INDUSTRIAL TECHNOLOGY (LIT) ZONES¹

48.05 User Guide.

The charts in KZC 48.15 contain the basic zoning regulations that apply in the LIT zones of the City. Use these charts by reading down the left hand column entitled Use. Once you locate the use in which you are interested, read across to find the regulations that apply to that use.

Section 48.10

Section 48.10 – 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. If any portion of a structure is adjoining a low density zone, then either:
 - a. The height of that portion of the structure shall not exceed 20 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone shall not exceed 50 feet in width.

See KZC 115.30, Distance Between Structures Regarding Maximum Horizontal Facade Regulation, for further details.
(Does not apply to Hazardous Waste Treatment and Storage Facilities uses).
3. Except if adjoining a low density zone, structure height may be increased above 35 feet in height through a Process IIA, Chapter 150 KZC, if:
 - a. It will not block local or territorial views designated in the Comprehensive Plan;
 - b. The increased height is not specifically inconsistent with the applicable neighborhood plan provisions of the Comprehensive Plan; and
 - c. The required yard of any portion of the structure may be increased up to a maximum of one foot for each foot that any portion of the structure exceeds 35 feet above average building elevation. The need for additional setback yards will be determined as part of the review of any request to increase structure height.

(Does not apply to Hazardous Waste Treatment and Storage Facilities and Public Parks uses).
4. If the property is located in the NE 85th Street Subarea, the applicant shall install a pedestrian pathway connecting to an east-west pathway designated in the Comprehensive Plan between 124th Avenue NE to 120th Avenue NE.
5. Retail uses are prohibited unless otherwise allowed in the use zone charts.

EXHIBIT

Section 48.15



ZONE LIT USE ZONE CHART

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

Section 48.15	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.100	Office Use	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none.	None	20'	0'	0'	70%	If adjoining a low density zone other than RSX, then 25' above average building elevation. Otherwise, 35' above average building elevation with a maximum of two stories, exclusive of parking levels. <u>Except as specified in Spec. Reg. 2.</u>	C See also Spec. Reg. 1a.	E	If a medical, dental, or veterinary office, then 1 per each 200 sq. ft. of gross floor area. Otherwise, 1 per each 300 sq. ft. of gross floor area.	1. The following regulations apply only to veterinary offices: a. If there are outdoor runs or other outdoor facilities for the animals, then use must comply with Landscape Category A. b. Outside runs and other outside facilities for the animals must be set back at least 10 feet from each property line and must be surrounded by a fence or wall sufficient to enclose the animals. See KZC 115.105, Outdoor Use, Activity and Storage, for further regulations. 2. a. <u>If adjoining a low density zone other than RSX, then 25' above average building elevation; and</u> b. <u>In the Nokkirk Neighborhood, south of 7th Avenue and west of 8th Street maximum height is 40 feet above average building elevation, with no limit on number of stories.</u>

Section 48.15



USE ZONE CHART

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

Section 48.15	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS REQUIRED YARDS (See Ch. 115)			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				Front	Side	Rear		Height of Structure					
				.190	Vehicle or Boat Sales, Repair, Services, or Washing or Rental See Spec. Reg. 1.	Within the NE 85th Street Subarea, D.R., Chapter 142 KZC. Otherwise, none		None	20'				

Section 48.15



USE ZONE CHART

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

Section <u>48.15</u>	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS	Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)									
				Front	Side	Rear							
.195	Automobile Sales	Process I, Chapter 145 KZC	None	20'	0'	0'	80%	If adjoining a low-density zone other than RSX, then 25' above average building elevation. Otherwise, 35' above average building elevation with a maximum of two stories, exclusive of parking levels.	A	C See Spec. Reg. Z	See KZC 105.25	<ol style="list-style-type: none"> 1. This use is permitted only on properties that adjoin 8th Street or 7th Avenue in the Norkirk Neighborhood. 2. Outdoor automobile sales, storage, and display are not permitted. 3. Outdoor sound systems are not permitted. 4. Outdoor balloons, streamers, and inflatable objects are not permitted. 5. Test drives must be accompanied by an employee through the LIT zone and limited to 8th Street, 7th Avenue, and either 6th Street or 114th Avenue NE enroute to Central Way/NE 85th Street. 6. Hours of operation are limited to 7 AM – 8 PM. 7. Cabinet signs are not permitted. 8. This use primarily entails the sale of alternative fuel vehicles such as biodiesel, ethanol and electric vehicles. 	

~~60.114, 60.119, 60.109~~ User Guide.

The charts in KZC 60.117 contain the basic zoning regulations that apply in Planned Area 7A, 7B, and 7C 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
~~60.115, 60.120,~~
60.110



Section ~~60.110, 60.115, 60.120~~ -- 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. If any portion of a structure is adjoining a low density zone or detached dwelling unit in Planned Area 7C, then either:
 - a. The height of that portion of the structure shall not exceed 15 feet above average building elevation, or
 - b. The horizontal length of any facade of that portion of the structure which is parallel to the boundary of the low density zone or detached dwelling unit shall not exceed 50 feet in width.

See KZC 115.30, Distance Between Structures Regarding Maximum Horizontal Facade Regulation, for further details.
(Does not apply to Detached Dwelling Unit and Development Containing Attached or Stacked Dwelling Units, and any Retail Establishment Selling Goods or Providing Services Including Banking and Related Financial Services or Office Uses uses).
3. If development will result in the isolation of a low density use, site design, building design, and landscaping must mitigate the impact of that isolation (does not apply to Detached Dwelling Unit, Public Utility, Development Containing Attached or Stacked Dwelling Units, and any Retail Establishment Selling Goods or Providing Services Including Banking and Related Financial Services or Office Uses, and Public Park uses).
4. Development on the subject property must be designed to minimize view obstruction from the north (does not apply to Detached Dwelling Unit and Public Park uses).
5. May not access directly onto 2nd, 3rd, 4th, 5th or 6th Streets unless no other access is available (does not apply to Detached Dwelling Unit

EXHIBIT
M

O-4078

		e. None.	
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			<p>open space that is reduced, based on the number of residents that they would serve at one time. Also, the required minimum dimension for the open space containing these outdoor provisions may also be reduced in proportion to the reduced open space area.</p> <p>3. Chapter 115 K2C contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use.</p>
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Section 60.117,
60.122, 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

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

Section 60.112	USE ↓ REGULATIONS →	Required Review Process	MINIMUMS					MAXIMUMS	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd 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						
.D30	Development containing Attached or Stacked Dwelling Units, and any Retail Establishment selling goods or providing services including banking and related financial services, or office Office Uses (Stand Alone or Mixed with Detached, Attached or Stacked Dwelling Units) See Spec. Regs. 1 and 2.	Process HB, Chapter 152-KZC None.	3,600 sq. ft. with at least 1,800 sq. ft. per unit	20'	5', but 2 side yards must equal at least 15'.	10'	80%	The roofline may not exceed 30' above the crown of 4th Avenue lying adjacent to the subject property average building elevation.	BC	D	See KZC 105.25.	<ol style="list-style-type: none"> 1. This use is permitted only in PLA 7B, extending 50 feet west of the property line adjoining 4th Street, south of 4th Avenue and only if developed in conjunction with property in the CBD-7 zone. 2. A veterinary office is not permitted in any development containing dwelling units. <ol style="list-style-type: none"> a. May only treat small animals on the subject property. b. Outside runs and other outside facilities for the animals are not permitted. c. Site must be designed so that noise from this use will not be audible off the subject property. A certification to this effect, signed by an Acoustical Engineer, must be submitted with the development permit application. d. A veterinary office is not permitted in any development containing dwelling units. 3. Dwelling units may not access directly onto Central Way. 4. Retail establishment may not access directly onto 4th Avenue. 5. Drive-in and drive-through fast-food restaurant facilities are not permitted in this zone. 6. Vehicle service stations are not permitted in this zone. 7. Chapter 115-KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 8. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The ancillary assembled or manufactured goods are subordinate to and dependent on this use. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other office uses. 9. Ancillary assembly and manufacture of goods on the premises of this use are permitted only if: <ol style="list-style-type: none"> a. The assembled or manufactured goods are directly related to and are dependent on this use and are available for purchase and removal from the premises. b. The outward appearance and impacts of this use with ancillary assembly or manufacturing activities must be no different from other retail uses. 10. A delicatessen, bakery, or other similar use may include, as part of the use, accessory seating if:

Section 60.117,
60.122, 60.112



ZONE PLANNED AREA 7A, 7B AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 60.112	USE ↓ → REGULATIONS	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.04 0	Church	Process IIA, Chapter 150 KZC.	7,200 sq ft.	20'	20' on each side	20'	70%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	C	B	1 for every 4 people based on maximum occupancy load of any area of worship. See Spec. Reg. 2.	1. May not access directly onto 2 nd , 3 rd , 4 th , 5 th , or 6 th Streets unless no other access is available. 2. No parking is required for day-care or school ancillary to this use.

Section ~~60.117,~~
60.122, 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

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

Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)				Height of Structure					
				Front	Side	Rear							
.070	Assisted Living Facility	If development will result in a low density use being bordered on two sides by higher density uses; then Process I, Chapter 145-KZC. Otherwise, None.	3,600 sq. ft.	20'	5', but 2 side yards must equal at least 15'.	10'	60%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	D	A	1.7 per independent unit. 1 per assisted living unit.	<ol style="list-style-type: none"> 1. A facility that provides both independent dwelling units and assisted living units shall be processed as an assisted living facility. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses. 3. For density purposes, two assisted living units shall constitute one dwelling unit. Total dwelling units may not exceed the number of Stacked Dwelling Units allowed on the subject property. Through Process II, Chapter 152 K2C, up to 1 1/2 times the number of Stacked Dwelling Units allowed on the subject property may be approved if the following criteria are met: <ol style="list-style-type: none"> a. Project is of superior design, and b. Project will not create impacts that are substantially different than would be created by a permitted multifamily development. 4. The assisted living facility shall provide usable recreational space of at least 100 square feet per unit. In the aggregate, for both assisted living units and independent dwelling units, with a minimum of 50 square feet of usable recreational space per unit located outside. 5. Chapter 115 KZC contains regulations regarding home occupations and other accessory uses, facilities and activities associated with this use. 	

Section **60.117,**
60.122,60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

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

Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			MAXIMUMS		Landscape Category (See Ch. 95)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 105)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)			Lot Coverage	Height of Structure				
				Front	Side	Rear						
.080	Convalescent Center or Nursing Home	Process IIA, Chapter 150 KZC.	7,200 sq. ft.	20'	10' on each side	10'	70%	If adjoining a low density zone other than RSX, or detached dwelling unit in Planned Area 7C, then 25' above average building elevation. Otherwise, 30' above average building elevation.	C	B	1 for each bed.	1. May not access directly onto 2nd, 3rd, 4th, 5th or 6th Streets unless no other access is available. 2. If a nursing home use is combined with an assisted living facility use in order to provide a continuum of care for residents, the required review process shall be the least intensive process between the two uses.
.090	Public Utility		None		20' on each side				A		See KZC 105.25.	
.100	Government Facility or Community Facility				10' on each side					C See Spec. Reg. 2.		

Section 60.117,
60.122, 60.112



ZONE PLANNED AREA 7A, 7B, AND 7C USE ZONE CHART

DIRECTIONS: FIRST, read down to find use... THEN, across for REGULATIONS												
Section 60.112	USE ↓ REGULATIONS →	Required Review Process	Lot Size	MINIMUMS			Lot Coverage	MAXIMUMS Height of Structure	Landscape Category (See Ch. 96)	Sign Category (See Ch. 100)	Req'd Parking Spaces (See Ch. 106)	Special Regulations (See also General Regulations)
				REQUIRED YARDS (See Ch. 115)								
				Front	Side	Rear						
.110	Public Park	See Special Regulations 1 and 2.	None	Will be determined on a case-by-case basis.				--	B	See KZC 105.25	<ol style="list-style-type: none"> 1. Except as provided for in Special Regulation 2 below, any development or use of a park must occur consistent with a Master Plan. A Master Plan shall be reviewed through a community review process, established by the Parks and Community Services Director, which shall include at a minimum: <ol style="list-style-type: none"> a. One formal public hearing, conducted by the Parks Board, preceded by appropriate public notice. b. The submittal of a written report on the proposed Master Plan from the Parks Board to the City Council, containing at least the following: <ol style="list-style-type: none"> 1) A description of the proposal; 2) An analysis of the consistency of the proposal with adopted Comprehensive Plan policies, including the pertinent Park and Recreation Comprehensive Plan policies; 3) An analysis of the consistency of the proposal with applicable developmental regulations, if any; 4) A copy of the environmental record, if the proposal is subject to the State Environmental Policy Act; 5) A summary and evaluation of issues raised and comments received on the proposed Master Plan; and 6) A recommended action by the City Council. c. City Council review and approval. The City Council shall approve the Master Plan by resolution only if it finds: <ol style="list-style-type: none"> 1) It is consistent with all applicable development regulations and, to the extent there is no applicable development regulation, the Comprehensive Plan; and 2) It is consistent with the public health, safety, and welfare. <p>In addition to the features identified in KZC 5.10.505, the Master Plan shall identify the following:</p> <ol style="list-style-type: none"> a. Location, dimensions, and uses of all active and passive recreation areas; b. Potential users and hours of use; c. Lighting, including location, hours of illumination, lighting intensity, and height of light standards; d. Landscaping; e. Other features as appropriate due to the character of the neighborhood or characteristics of the subject property. <p style="text-align: center;">REGULATIONS CONTINUED ON NEXT PAGE</p> 2. Development and use of a park does not require a Master Plan under this code if it will not involve any of the following: <ol style="list-style-type: none"> a. Lighting for outdoor nighttime activities; b. The construction of any building of more than 4,000 square feet; 	

PUBLICATION SUMMARY
OF ORDINANCE NO. 4078

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, THE KIRKLAND ZONING CODE (TITLE 23 OF THE KIRKLAND MUNICIPAL CODE), AND THE KIRKLAND ZONING MAP, ORDINANCE 3710 AS AMENDED TO IMPLEMENT THE NORKIRK NEIGHBORHOOD PLAN UPDATE, FILE NO IV-03-27.)

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

- A. Amends City of Kirkland Neighborhoods Map in the Introduction;
- B. Amends City of Kirkland Comprehensive Land Use Map in the Land Use Element;
- C. Amends Table LU-3 Residential Densities and Comparable Zones in the Land Use Element;
- D. Amends Policy ED-3:1 in the Economic Development Element;
- E. Amends Figure T-3: Pedestrian Corridor System – Existing and Proposed in the Transportation Element;
- F. Amends Figure J-2b: South Juanita Neighborhood Land Use Map in the North/South Juanita Neighborhood Plan; and
- G. Repeals existing Norkirk Neighborhood Plan and replaces it with a new Norkirk Neighborhood Plan.

SECTION 2. Amends the following specific portions of the Kirkland Zoning Code:

- H. Amends text in the Definitions Chapter;
- I. Amends text in the Definitions Chapter;
- J. Amends text in the Definitions Chapter;
- K. Amends text in the Single Family Residential (RS) Zones Chapter;
- L. Amends text in the Light Industrial Technology (LIT) Zones Chapter; and
- M. Repeals the Planned Area 7A, Planned Area 7B and Planned Area 7C Zones Chapters and replaces it with a new Planned Area 7A, 7B and 7C Chapter.

SECTION 3. Amends the Kirkland Zoning Map as set forth in Exhibit N.

SECTION 4. Provides a severability clause for the ordinance.

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 _____, 20__.

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

City Clerk

**CITY OF KIRKLAND****Planning and Community Development Department**
123 Fifth Avenue, Kirkland, WA 98033 425.587.3225**MEMORANDUM**

To: David Ramsay, City Manager

From: Teresa J. Swan, Senior Planner
Paul Stewart, AICP, Deputy Planning Director

Date: November 30, 2006

Subject: ADOPTION OF THE 2006 COMPREHENSIVE PLAN AMENDMENTS AND RELATED ZONING MAP AMENDMENTS, INCLUDING THE DANIELS PRIVATE AMENDMENT REQUEST, FILES ZON06-00009 AND ZON06-00018

I. RECOMMENDATION:

- Review and adopt the two enclosed ordinances to approve the City initiated 2006 Comprehensive Plan amendments and related Zoning Map changes. The amendments are minor housekeeping changes.
- Review and adopt the two enclosed ordinances to change the residential density for the Daniels study area, located at 10442 and 10454 Forbes Creek Drive, from RS 35 at 1 dwelling units per acre (up to 3 dwelling units per acre through a PUD) to RS 8.5 at 5 dwelling units per acre.
- Continue the 2006 amendment process, as provided in the ordinances, for a Planning Commission hearing in January 2007 and City Council final action in February 2007 relating to the proposed land exchange between Mark Twain Park and the property at 10522-130th Ave NE to change the land use designations and zoning for the park use and the single family use.

II. BACKGROUND DISCUSSION:**A. City-initiated Amendments**

Each year the City reviews and makes changes to its Comprehensive Plan for any needed changes. The City-initiated 2006 amendments are primarily housekeeping amendments. They include revisions to tables and figures in the Capital Facilities Plan and the Transportation Plan to reflect this year's changes to the Capital Improvement Program (CIP) and revisions to Comprehensive Plan maps to reflect a recent small annexation, a clarification of the city boundary, and two new park acquisitions. A few minor changes need to be made to some of the citywide elements in response to new state GMA legislation with Senate Bill 5186 to promote physical activity and a healthy lifestyle (see Enclosure 1). The Parks Department staff recommends a few minor changes to the Human Services Element. The Planning Department proposes a minor correction to one goal in the North Rose Hill Neighborhood Plan to reference citywide regulations

STAFF MEMO

Memo to City Council

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rather than citywide policies. Lastly, the Planning Department recommends that the Northshore Plan chapter in the Comprehensive Plan that covers the potential annexation area be deleted.

B. Private Amendment Request

In 2005, the City Council conducted a threshold review of several private amendment requests to amend the Comprehensive Plan. The Daniels request was one of the private amendment requests that the City Council selected for review as part of the 2006 Comprehensive Plan update. The Hart request was the other private amendment selected, but Gordon Hart has requested that his study be postponed to 2007. Acceptance for consideration does not commit the City to any particular decision on the request.

Sharon Daniels' private amendment request is to amend the Comprehensive Plan's Land Use Map and South Juanita Neighborhood Plan text as well as the Zoning Map for her property at 10454 Forbes Creek Drive to change the density from 1 dwelling unit per acre and zoning at RS 35 (minimum lot size of 35,000 square feet) to 5 dwelling units per acre and zoning at RS 8.5 (minimum lot size of 8,500 square feet), a density more comparable to the surrounding land use pattern.

On June 6, 2006, the Planning Commission reviewed the scope of work for the 2006 Comprehensive Plan Amendments and decided to expand the study area to include the two parcels to the west (one legal building site) owned by the Phil and Christine Harvey at 10442 Forbes Creek Drive (see Enclosure 2). The Harveys were contacted in advance of the meeting and were agreeable to be included in the study.

The Daniels property is not within the jurisdiction of the Houghton Community Council.

C. Land Exchange along the South Side of Mark Twain Park

On May 2, 2006, the City Council authorized the City Manager and the Parks Director to proceed with the required process for the proposed land exchange of a portion of Mark Twain Park for an equal portion of property from the property owner to the south at 10522-130th Ave NE (see Enclosure 11). The land exchange will require a lot line adjustment and then the property owner plans to subdivide his property. For the land exchange to be finalized, the Comprehensive Plan and the Zoning Map need to be amended to change the land use designation and zoning for the single-family property and the park property to be conveyed. The portion of the park property to be conveyed would be zoned as single-family and the portion of the single-family property to be conveyed would be zoned as park. These amendments were not included in the list of amendments that the Planning Commission considered at its hearing last month.

Under state law, the Comprehensive Plan may only be amended once a year. Since the amendments are housekeeping in nature, staff recommends that the 2006 Comprehensive Plan Amendment project be carried over to allow the Planning Commission to hold a hearing on the amendments in January 2007 and the City Council to take final action on the amendments in February 2007. A similar approach was taken with the Sedorco private amendment request in 2004 when the City Council was not ready to take final action on the request with the 2004 Comprehensive Plan Amendments and related Zoning Map amendment. The City Council took final action on the Sedorco request in February 2005.

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The proposed ordinances adopting the 2006 Comprehensive Plan Amendments and Zoning Map Amendments include a clause in which the City Council will take final action by February 20, 2007, on the amendments needed for the land exchange.

III. PUBLIC PROCESS:

The amendments followed the Process IV procedures as established in the Zoning Code for amendments to the Comprehensive Plan and Zoning Map. The Kirkland neighborhood associations, the Chamber of Commerce, various state agencies and neighboring cities have been notified of the amendments. For the Daniels private amendment request, property owners within 300 feet of the study area were mailed a notice and a public notice sign was erected in front of the study area. Public notice of the hearings has been provided pursuant to state law requirements.

A. City-initiated Amendments

For the City-initiated amendments, the Planning Commission held a study session on July 27, 2006 and a public hearing on October 26, 2006. The Houghton Community Council held a courtesy hearing on October 23, 2006. No one submitted written comments or spoke at the meetings. Both the Planning Commission and Houghton Community Council recommend approval of the City initiated amendments (see Enclosures 3 and 4).

B. Private Amendment Request

On July 27, 2006, the Planning Commission held a study session on the Daniels study area. Both the applicant and the property owner of the large vacant property to the south of the study area site spoke in support of a RS 8.5 zoning change. They both commented that the density in the Daniels study area should be consistent with the lot sizes in the immediate area.

On August 24, 2006, the Planning Commission held a public hearing on the Daniels request. No one spoke at the hearing or submitted comments on the request. The Planning Commission recommends approval of the Daniels request (see Enclosure 3).

IV. CITY-INITIATED AMENDMENTS:

The following is a description of the proposed housekeeping amendments (see Attachment A to the ordinance amending the Comprehensive Plan and Exhibits A and B amending the Zoning Map).

- **Changes to the Capital Facilities Plan's tables and Transportation Element's maps and tables to reflect changes to the 2006 Capital Improvement Program**

The City made minor revisions to the Capital Improvement Program (CIP) this year. The maps and tables in the Capital Facilities Plan and the Transportation Element in the Comprehensive Plan need to be amended to be consistent with any changes to the CIP.

These are "must do," non-policy related, housekeeping amendments.

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- **Changes to the Comprehensive Plan and Zoning maps to reflect new park acquisitions, a recent annexation and a city boundary clarification**

Numerous Comprehensive Plan maps needed to be revised to reflect a recent small annexation and a city boundary clarification in Juanita. In May 2006, the City annexed the 7.46-acre Morning Star subdivision in the North Juanita Neighborhood. Also in May 2006, the City and King County agreed on a boundary line clarification in the 92nd Ave NE right-of-way between NE 120th Street and NE Juanita Drive in South Juanita. The city limits have changed so all citywide maps need to change along with the North and South Juanita Neighborhood land use maps.

The City purchased park property in the Yarrow Bay area to add to the existing Yarrow Bay Wetland Park and in South Rose Hill to add to the existing South Rose Hill 124 Ave Park. The Comprehensive Plan maps and the Zoning Map need to be changed to reflect these park acquisitions..

In addition, information in some of the maps has been updated. Page XI-2 in the Comprehensive Plan needs to be revised to reflect the deletion of Figure U-7, the planned fiber optic map. Figure U-6 will show both the existing and planned fiber optic system.

These are “must do,” non-policy related, housekeeping amendments.

- **Minor changes to the Vision Statement, to some of the Framework Goals and to the Land Use Element, the Transportation Element and the Park Element to respond to recent GMA legislation**

Late in 2005, the State passed Senate Bill 5186, new GMA legislation, which amends several RCW sections to require the promotion of physical activity and a healthy lifestyle (see Enclosure 1). Staff looked over the citywide elements and concluded that the goals and policies in the Comprehensive Plan do indirectly promote physical activity and healthy lifestyles, but that text should be added to the Vision Statement, two Framework Goals, and to the Land Use, Transportation and Park Elements to explicitly address the issue.

The amendments are a “must do” State requirement.

- **Minor changes to the Human Services Element**

The Parks Department staff recommends that some minor changes be made to the Human Services Element, an element adopted in 2004. The changes reflect the new name for the senior center, the broadening approach of services for adults over 50 years of age rather than just seniors, and a change in how Community Development Block Grants are handled. Additional issues are addressed, including non-discrimination based on sexual orientation, and teen safety, depression, suicide and obesity.

- **Correction to the North Rose Hill Neighborhood Plan’s Goal NRH-9**

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The prior North Rose Hill Neighborhood Plan (NRH) allowed clustered housing near the Seattle City Light power lines and near sensitive areas. In the current North Rose Hill Neighborhood Plan, adopted in 2003, Goal NRH-9 limits innovative residential development to certain situations. The intent of the goal when originally drafted was to reference the future housing regulations in the Zoning Code (e.g., innovative housing), however the zoning regulations were not in place at that time. The current goal text is very open ended, such that a developer could point to several general Comprehensive Plan policies in the citywide elements that could support innovative housing. The goal should reference citywide housing regulations in the Zoning Code rather than citywide Comprehensive Plan policies.

This needed correction has come up during development inquiries in North Rose Hill. The correction is a minor non-policy housekeeping amendment.

- **Deletion of the Northshore Plan chapter**

The Northshore Plan chapter in the Comprehensive Plan should be deleted because it contains goals and policies that are no longer applicable or need revising, and text and maps that are out of date. Now that the City is in discussions about the potential annexation of the Northshore Planning Area, this chapter should be removed and, if annexation occurs, new neighborhood plan chapters prepared.

V. PRIVATE AMENDMENT REQUEST FOR THE DANIELS STUDY AREA

A. The Request and the Recommendation

The Daniels study area request is to increase the residential density on the two properties in the study area from RS 35 (minimum lot size of 35,000) at 1 unit per acre to RS 8.5 (minimum lot size of 8,500 square foot lot) at 5 units per acre. The study area consists of the Daniels' 1.51-acre property and the Harvey's 1.03-acre property (see Enclosure 2).

The Planning Commission recommends approval of the request (see Enclosure 3) for the following reasons:

- The amendment will make the study area more consistent in lot size and development pattern with the surrounding neighborhood.
- The current sensitive area regulations severely limit development of properties containing wetland and streams compared to those built prior to 2002 and compared to those on steep slopes.
- The proposed RS 8.5 zoning may allow the property owners to obtain comparable density on their properties with a large wetland buffer as the RS 12.5 density allows for the Forbes Creek 11 development with steep slopes.
- The width of the buffer required for wetlands under the current sensitive area regulations will provide adequate protection of the wetlands in the study area.
- Changing the land use designation and zoning from RS 35 to RS 8.5 will not significantly increase the number of new lots in the neighborhood with only 2 to 3 new lots on the Daniels property and 0 to 1 new lot on the Harvey property.

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The Planning Commission recommends that the following documents be amended (see Enclosure 2):

- Figure LU-1: Land Use Map and the associated Figure J-2b: South Juanita Land Use map amended from 1 (+1-2) to 5 dwelling units per acre as shown in the attachment to the ordinance amending the Comprehensive Plan.
- Text in the Living Environment for the Juanita Slough Area of the South Juanita Neighborhood on pages XV.I-39 and I-40 amended from 1 unit per acre with the option of 3 units per acre through a PUD (which is no longer an option) to 5 units per acre as shown in the attachment to the ordinance amending the Comprehensive Plan (see Enclosure 10).

The existing Comprehensive Plan text for the study area, adopted in 1977, is out of date and should be deleted. The existing text refers to a PUD process with 4 conditions to be met in order to get 3 dwelling units per acre instead of 1 dwelling unit per acre. Densities can no longer be increased for properties with sensitive areas using the PUD process so Condition (4) should be deleted. Conditions (1) and (3) concerning preservation of watercourses and wetlands and limiting development to firm, dry ground no longer needed because they are addressed in the City's critical area ordinance. Condition (2) is no longer needed because minimizing access points along Forbes Creek Drive will be addressed with any future subdivision of the properties.

- Zoning Map amended from RS 35 to RS 8.5 as shown in the attachment to the ordinance amending the Zoning Map.

As the City updates the neighborhood plans, some of the RS 12.5 and RS 35 zones are being changed to be more in line with the an urban density at a minimum of 4 units per acre. For example, one area with steep slopes in the Highland's Neighborhood north of NE 104th Street and west of 111th Ave NE went from RS 35 to RS 8.5 zoning. With the Norkirk Neighborhood Plan, two lots may be changed from RS 12.5 to RS 7.2. With the Market Neighborhood Plan, two lots may be changed from RS 12.5 to RS 8.5.

B. Existing Conditions in the Study Area

The study area is within the Forbes Creek Basin with Forbes Creek located north of the study area. Both properties contain part of the Forbes Creek associated wetland. The Harvey property also contains a minor stream in the eastern portion of the site (see Enclosure 5).

Sharon Daniels had a wetland study and follow-up survey done on her property. Much of the Daniels' property contains wetland buffers and a portion contains a wetland area. Based on the development potential formula found in the sensitive area regulations of Chapter 90 of the Zoning Code, only 40% of the wetland buffer and none of the wetland area on the Daniels property can be counted towards calculating the maximum allowable density (see Enclosure 6).

The Harveys did not have a wetland study and follow-up survey done because they have no near future plans to develop their property. The City's wetland consultant who did the Daniels wetland study visually looked at the Harvey property and estimates that most of the property is in wetland buffer and wetland area. Staff has estimated the development potential below for the study area assuming that the wetland buffer location on the Harvey property is the same as the Daniels property and that a wetland is located west of the stream in the eastern portion of the Harvey site.

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**Maximum Estimated Development Potential
 for the Daniels and Harvey properties**

Property	Developable land	RS 35	RS 12.5	RS 8.5
Daniels at 1.51 acres	36,699 sq ft of developable land (18,498 square feet of dry land + 18,201 square feet at 40% of wetland buffer + none for wetland area)	1 lot (cannot subdivide)	1 to 2 additional lots depending on access, design of plat & approval through the lot size provision of the Sub Ordinance	2 to 3 additional lots depending on the easement road & design of plat
Harvey at 1.03 acres	Estimated at possibly 12,500 square feet (dry land + a portion of the wetland buffer). Need wetland study to confirm.	1 lot (cannot be subdivided)	No additional lots (probably cannot be subdivided). Need wetland study to confirm	Possibly 1 additional lot. Need wetland study to confirm.

C. Surrounding Land Use Patterns and Conditions

Below is a summary of the land use pattern along Forbes Creek Drive near the study area as compared to the residential density proposed in the study area. Following the chart is a more detailed description of development in the area.

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Land Use Pattern along Forbes Creek Drive Compared to Proposed Density Change in the Study Area

Sites	Lot Sizes
Daniels property	Based on dry land and part of the wetland buffer, estimated lots sizes from 18,350 square ft. (RS 12.5 at 2 lots) to 9,175 square feet (RS 8.5 at 4 lots).
Harvey property	Based on dry land and part of wetland buffer, 12,500 square ft. lot size (RS 35 at 1 lot) to possibly 6,250 square ft. (RS 8.5 at 2 lots). Need wetland study to confirm.
Parc Provence to east	3,444 to 3,601 square feet based on dry land and a portion of the wetland buffer area for some lots.
Forbes Creek 11 to south	5,089 to 7,043 square feet based on dry land and a portion of the wetland buffer area for some lots.

South - The area to the south is designated at 3-5 dwelling units per acre (RS 12.5) and contains a steep hillside with some wetlands and streams (see Enclosure 5).

The lots to the southeast are currently being developed with clustered housing next to Forbes Creek Drive. The development is called Forbes Creek 11 and will contain 11 single-family lots on 5.68 acres with lot sizes ranging from 5,089 to 7,043 square feet. The hillside and sensitive areas will remain undisturbed. The hillside area is included in the total density calculation, except for the some areas containing wetlands and streams. The site is being developed at 1.94 units per acre, but could have been developed at 3 units per acre or even at 5 units per acre through a project rezone process. The property owner opted for a lower density to construct single-family detached units rather than attached units available through the Planned Unit Development process (see Enclosures 5, 7 and 8).

The large parcel directly to the south is vacant and has extensive streams, some wetlands and steep slopes. Mr. Terry Lien, the property owner, spoke in favor of the request at the Planning Commission's study session. He is considering developing the property (see Enclosure 7).

West and North - The area to the west, north and northeast of the study area is part of the city's large Juanita Bay Park and is designated and zoned for park use.

East - Park Provence, a development immediately to the east of the study area, is also zoned RS 35 with a Planned Unit Development (PUD) overlay. The site was approved in 1990 as an 18-unit clustered housing development with 3 commonly owned open space tracts on 8.8 acres through a PUD permit. The Park

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Provence site was developed at a little over 2 units per acre and included the wetland and wetland buffer in the density calculation as allowed by code at that time. Subsequently, the wetland was dedicated to the city for parkland. The actual lot sizes range from 3,444 to 3,601 square feet next to Forbes Creek Drive and 3,444 to 5,956 square feet on the interior loop road. The lots next to the wetland include 10 feet of the rear yards in a wetland buffer easement (see Enclosures 5, 7 and 9).

Parc Provence was approved before the current sensitive area density regulations were adopted. Under the current sensitive area density regulations, the wetland area on a site cannot be used to calculate the allowable density and only a percentage of the buffer can be used to calculate density. In addition, the required wetland buffer widths have increased since approval of the Park Provence development from 50 feet in width to 100 feet in width.

Further to the east is a large multi-family development complex in Planned Area 9 called Park at Forbes Creek, developed at a density of 5,000 square feet per unit (see Enclosure 1).

D. Factors and Approval Criteria to be considered

The following factors and criteria found in the Zoning Code must be considered when reviewing a private amendment request:

1. Factors for Consideration: KCZ 140.25 establishes that the City must take into consideration, but is not limited to, certain factors when considering a Comprehensive Plan Amendment.

a) The effect upon the physical, natural, economic, and/or social environment

For the physical environment, approval of the request may result in more than one single family home built on each property which will increase the impervious surfaces next to the wetland resulting in a possible increase in contaminated runoff and an increase in runoff. Also, more lots mean more possibility of people and pets intruding into the wetland. Forbes Creek and its associated wetlands and riparian habitat are some of the most highly valued and functioning environmental systems in the City. The required wetland buffers, channeling site runoff away from wetland and fencing would mitigate at least some of the impacts on the wetland.

Approval of the request would not impact the economic or social environments.

b) The compatibility with and impact on adjacent land uses and surrounding neighborhoods.

Approval of a rezone from RS 35 to RS 8.5 would result in similar lot sizes found to the east and north, and under construction to the south.

c) The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation and schools.

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Existing public facilities are adequate to serve the recommended RS 8.5 zoning. The site is accessed by a collector street and is near transit routes on Market Street/98th Ave NE. Public utilities exist throughout the area. The extension of utilities on-site would be the responsibility of the future developer. The site is near Alexander Graham Bell School, Kirkland Junior High and Juanita High School.

d) The quantity and location of land planned for the proposed land use type and density.

According to the Comprehensive Plan's Land Use Element and the 2004 Comprehensive Plan's EIS, the City currently has land capacity for 5,480 new units throughout the city (page VI-11 of the Plan) with much of this future growth to occur in the Totem Lake area.

According to the City's Community Profile, as of 2003, the South Juanita Neighborhood had 1,336 single-family homes and a capacity for 1,670 more new units (page 57). Of the 720 acres in South Juanita, 580 are zoned for residential use (page 51). The average residential density in South Juanita is 8 units per acre with an estimated population of 8,395 people (page 52).

e) The effect upon other aspects of the Comprehensive Plan.

If the land use designation for this site is changed, the text on pages XV.I-39 and I-40 and the citywide Land Use Map and neighborhood land use map would need to be changed. Other aspects of the Comprehensive Plan are expected to be unaffected.

2. Criteria for Amending the Comprehensive Plan: KZC 140.30 establishes the criteria by which a Comprehensive Plan Amendment must be evaluated. These criteria and the relationship of the proposal to them are as follows:

a) The amendments must be consistent with the Growth Management Act.

The amendment is consistent with the following Growth Management Act, including the following goals:

- Planning Goal (1) Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- Planning Goal (2) Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- Planning Goal (3) Housing: Promote a variety of residential densities and housing types.

It is also consistent with the directive of the Growth Management Act that each comprehensive land use plan be subject to continuing evaluation and review by the city.

b) The amendments must be consistent with the Countywide Planning Policies.

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The amendment is supported by the following Countywide Planning Policies on Land Use:

- Policy LU-26 states that land within Urban Growth Areas shall be characterized by urban development.
- Policy LU-66 calls for an efficient use of land within the Urban Growth Area and a mix of housing types.
- Policy LU-69 encourages infill development.

The amendment is not in conflict with the following Countywide Planning Policies on Fish and Wildlife, provided that an adequate sensitive area buffer and fencing is provided and storm runoff is controlled and filtered before entering the wetland as required by the Kirkland Zoning Code:

- Policy CA-9: Natural drainage system, including associated riparian and shoreline habitat, shall be maintained and enhanced to protect water quality, reduce public costs, protect fish and wildlife habitat, and prevent environmental degradation.

c) The amendments must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan as noted below.

The Natural Environment Element contains the following goals and policies to protect the sensitive areas:

- Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, including, but not limited to, land development.
- Policy NE-1.6: Strive to minimize human impacts on habitat areas.
- Policy NE-2.2: Protect surface water functions by preserving and enhancing natural drainage systems wherever possible.

The Land Use Element contains the following goals and policies that support additional housing units in residential neighborhoods while protecting the quality of the neighborhoods and the sensitive areas:

- Goal LU-2: Promote a compact land use pattern in Kirkland.
- Goal LU-4: Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth.

The Comprehensive Plan will be internally consistent.

If the change to 5 dwelling units per acre/RS 8.5 zoning is approved, the amendments should not be in conflict with the Natural Environment and Land Use goals, policies or provisions of the

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Comprehensive Plan, provided that an adequate wetland buffer is maintained between future development and the sensitive area, and other protective measures are taken, such as having site runoff directed to Forbes Creek Drive and a fence to separate development from the sensitive area.

d) The amendments will result in long-term benefits to the community as a whole, and is in the best interest of the community.

If the request is approved, the amendments will provide the long-term community benefit of allowing for a few additional units without eroding the general land use patterns of the surrounding neighborhood. The request serves the community's interest in the efficient use of land. The study area can physically accommodate some additional units without impacting the neighborhood or the community, provided that an adequate wetland buffer is maintained between the future development and the sensitive area, and other protective measures are taken, such as having site runoff directed to Forbes Creek Drive and a fence to separate development from the sensitive area.

VI. ENVIRONMENTAL REVIEW:

On August 31, 2006, the City issued an EIS Addendum to fulfill the environmental review requirements for the proposed 2006 Comprehensive Plan Amendments and associated Zoning Map changes, including the Daniels study area. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *2004 City of Kirkland Draft and Final Comprehensive Plan EIS* (see Enclosure 12).

Enclosures:

- 1 – Senate Bill 5186 for promoting a healthy lifestyle
- 2 – Zoning Map for Daniels study area
- 3 - Planning Commission recommendation dated November 16, 2006
- 4 - Houghton Community Council recommendation dated November 16, 2006
- 5 – Forbes Creek Basin
- 6 –Survey of the wetland and wetland buffer on Sharon Daniels property
- 7 – Vicinity map of neighborhood
- 8 – Forbes Creek 11 development
- 9 – Parc Provence development
- 10 – Proposed revised text for the South Juanita Neighborhood Plan relating to the private amendment request
- 11 – Proposed Mark Twain Park land exchange
- 12 –EIS Addendum

CERTIFICATION OF ENROLLMENT

ENGROSSED SUBSTITUTE SENATE BILL 5186

Chapter 360, Laws of 2005

59th Legislature
2005 Regular Session

PHYSICAL ACTIVITY PROMOTION

EFFECTIVE DATE: 7/24/05

Passed by the Senate April 18, 2005
YEAS 42 NAYS 0

BRAD OWEN

President of the Senate

Passed by the House April 6, 2005
YEAS 93 NAYS 2

FRANK CHOPP

Speaker of the House of Representatives

Approved May 10, 2005.

CHRISTINE GREGOIRE

Governor of the State of Washington

CERTIFICATE

I, Thomas Hoemann, Secretary of the Senate of the State of Washington, do hereby certify that the attached is **ENGROSSED SUBSTITUTE SENATE BILL 5186** as passed by the Senate and the House of Representatives on the dates hereon set forth.

THOMAS HOEMANN

Secretary

FILED

May 10, 2005 - 9:29 a.m.

**Secretary of State
State of Washington**

ENCLOSURE

Z0N06-0009

1 The comprehensive plan of a county or city that is required or
2 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
3 and descriptive text covering objectives, principles, and standards
4 used to develop the comprehensive plan. The plan shall be an
5 internally consistent document and all elements shall be consistent
6 with the future land use map. A comprehensive plan shall be adopted
7 and amended with public participation as provided in RCW 36.70A.140.

8 Each comprehensive plan shall include a plan, scheme, or design for
9 each of the following:

10 (1) A land use element designating the proposed general
11 distribution and general location and extent of the uses of land, where
12 appropriate, for agriculture, timber production, housing, commerce,
13 industry, recreation, open spaces, general aviation airports, public
14 utilities, public facilities, and other land uses. The land use
15 element shall include population densities, building intensities, and
16 estimates of future population growth. The land use element shall
17 provide for protection of the quality and quantity of ground water used
18 for public water supplies. Wherever possible, the land use element
19 should consider utilizing urban planning approaches that promote
20 physical activity. Where applicable, the land use element shall review
21 drainage, flooding, and storm water run-off in the area and nearby
22 jurisdictions and provide guidance for corrective actions to mitigate
23 or cleanse those discharges that pollute waters of the state, including
24 Puget Sound or waters entering Puget Sound.

25 (2) A housing element ensuring the vitality and character of
26 established residential neighborhoods that: (a) Includes an inventory
27 and analysis of existing and projected housing needs that identifies
28 the number of housing units necessary to manage projected growth; (b)
29 includes a statement of goals, policies, objectives, and mandatory
30 provisions for the preservation, improvement, and development of
31 housing, including single-family residences; (c) identifies sufficient
32 land for housing, including, but not limited to, government-assisted
33 housing, housing for low-income families, manufactured housing,
34 multifamily housing, and group homes and foster care facilities; and
35 (d) makes adequate provisions for existing and projected needs of all
36 economic segments of the community.

37 (3) A capital facilities plan element consisting of: (a) An
38 inventory of existing capital facilities owned by public entities,

1 include measures that apply to rural development and protect the rural
2 character of the area, as established by the county, by:

3 (i) Containing or otherwise controlling rural development;

4 (ii) Assuring visual compatibility of rural development with the
5 surrounding rural area;

6 (iii) Reducing the inappropriate conversion of undeveloped land
7 into sprawling, low-density development in the rural area;

8 (iv) Protecting critical areas, as provided in RCW 36.70A.060, and
9 surface water and ground water resources; and

10 (v) Protecting against conflicts with the use of agricultural,
11 forest, and mineral resource lands designated under RCW 36.70A.170.

12 (d) Limited areas of more intensive rural development. Subject to
13 the requirements of this subsection and except as otherwise
14 specifically provided in this subsection (5)(d), the rural element may
15 allow for limited areas of more intensive rural development, including
16 necessary public facilities and public services to serve the limited
17 area as follows:

18 (i) Rural development consisting of the infill, development, or
19 redevelopment of existing commercial, industrial, residential, or
20 mixed-use areas, whether characterized as shoreline development,
21 villages, hamlets, rural activity centers, or crossroads developments.

22 (A) A commercial, industrial, residential, shoreline, or mixed-use
23 area shall be subject to the requirements of (d)(iv) of this
24 subsection, but shall not be subject to the requirements of (c)(ii) and
25 (iii) of this subsection.

26 (B) Any development or redevelopment other than an industrial area
27 or an industrial use within a mixed-use area or an industrial area
28 under this subsection (5)(d)(i) must be principally designed to serve
29 the existing and projected rural population.

30 (C) Any development or redevelopment in terms of building size,
31 scale, use, or intensity shall be consistent with the character of the
32 existing areas. Development and redevelopment may include changes in
33 use from vacant land or a previously existing use so long as the new
34 use conforms to the requirements of this subsection (5);

35 (ii) The intensification of development on lots containing, or new
36 development of, small-scale recreational or tourist uses, including
37 commercial facilities to serve those recreational or tourist uses, that
38 rely on a rural location and setting, but that do not include new

1 boundaries, and (D) the ability to provide public facilities and public
2 services in a manner that does not permit low-density sprawl;

3 (v) For purposes of (d) of this subsection, an existing area or
4 existing use is one that was in existence:

5 (A) On July 1, 1990, in a county that was initially required to
6 plan under all of the provisions of this chapter;

7 (B) On the date the county adopted a resolution under RCW
8 36.70A.040(2), in a county that is planning under all of the provisions
9 of this chapter under RCW 36.70A.040(2); or

10 (C) On the date the office of financial management certifies the
11 county's population as provided in RCW 36.70A.040(5), in a county that
12 is planning under all of the provisions of this chapter pursuant to RCW
13 36.70A.040(5).

14 (e) Exception. This subsection shall not be interpreted to permit
15 in the rural area a major industrial development or a master planned
16 resort unless otherwise specifically permitted under RCW 36.70A.360 and
17 36.70A.365.

18 (6) A transportation element that implements, and is consistent
19 with, the land use element.

20 (a) The transportation element shall include the following
21 subelements:

22 (i) Land use assumptions used in estimating travel;

23 (ii) Estimated traffic impacts to state-owned transportation
24 facilities resulting from land use assumptions to assist the department
25 of transportation in monitoring the performance of state facilities, to
26 plan improvements for the facilities, and to assess the impact of land-
27 use decisions on state-owned transportation facilities;

28 (iii) Facilities and services needs, including:

29 (A) An inventory of air, water, and ground transportation
30 facilities and services, including transit alignments and general
31 aviation airport facilities, to define existing capital facilities and
32 travel levels as a basis for future planning. This inventory must
33 include state-owned transportation facilities within the city or
34 county's jurisdictional boundaries;

35 (B) Level of service standards for all locally owned arterials and
36 transit routes to serve as a gauge to judge performance of the system.
37 These standards should be regionally coordinated;

1 (v) Intergovernmental coordination efforts, including an assessment
2 of the impacts of the transportation plan and land use assumptions on
3 the transportation systems of adjacent jurisdictions;

4 (vi) Demand-management strategies;

5 (vii) Pedestrian and bicycle component to include collaborative
6 efforts to identify and designate planned improvements for pedestrian
7 and bicycle facilities and corridors that address and encourage
8 enhanced community access and promote healthy lifestyles.

9 (b) After adoption of the comprehensive plan by jurisdictions
10 required to plan or who choose to plan under RCW 36.70A.040, local
11 jurisdictions must adopt and enforce ordinances which prohibit
12 development approval if the development causes the level of service on
13 a locally owned transportation facility to decline below the standards
14 adopted in the transportation element of the comprehensive plan, unless
15 transportation improvements or strategies to accommodate the impacts of
16 development are made concurrent with the development. These strategies
17 may include increased public transportation service, ride sharing
18 programs, demand management, and other transportation systems
19 management strategies. For the purposes of this subsection (6)
20 "concurrent with the development" shall mean that improvements or
21 strategies are in place at the time of development, or that a financial
22 commitment is in place to complete the improvements or strategies
23 within six years.

24 (c) The transportation element described in this subsection (6),
25 and the six-year plans required by RCW 35.77.010 for cities, RCW
26 36.81.121 for counties, RCW 35.58.2795 for public transportation
27 systems, and RCW 47.05.030 for the state, must be consistent.

28 (7) An economic development element establishing local goals,
29 policies, objectives, and provisions for economic growth and vitality
30 and a high quality of life. The element shall include: (a) A summary
31 of the local economy such as population, employment, payroll, sectors,
32 businesses, sales, and other information as appropriate; (b) a summary
33 of the strengths and weaknesses of the local economy defined as the
34 commercial and industrial sectors and supporting factors such as land
35 use, transportation, utilities, education, work force, housing, and
36 natural/cultural resources; and (c) an identification of policies,
37 programs, and projects to foster economic growth and development and to

1 perpetually have available advanced plans looking to the future for not
2 less than six years as a guide in carrying out a coordinated
3 transportation program. The program may at any time be revised by a
4 majority of the legislative authority but only after a public hearing
5 thereon.

6 (2) Each six-year transportation program forwarded to the secretary
7 in compliance with subsection (1) of this section shall contain
8 information as to how a county will expend its moneys, including funds
9 made available pursuant to chapter 47.30 RCW, for nonmotorized
10 transportation purposes.

11 (3) Each six-year transportation program forwarded to the secretary
12 in compliance with subsection (1) of this section shall contain
13 information as to how a county shall act to preserve railroad right-of-
14 way in the event the railroad ceases to operate in the county's
15 jurisdiction.

16 (4) The six-year plan for each county shall specifically set forth
17 those projects and programs of regional significance for inclusion in
18 the transportation improvement program within that region.

19 **Sec. 4.** RCW 35.77.010 and 1994 c 179 s 1 and 1994 c 158 s 7 are
20 each reenacted and amended to read as follows:

21 (1) The legislative body of each city and town, pursuant to one or
22 more public hearings thereon, shall prepare and adopt a comprehensive
23 transportation program for the ensuing six calendar years. If the city
24 or town has adopted a comprehensive plan pursuant to chapter 35.63 or
25 35A.63 RCW, the inherent authority of a first class city derived from
26 its charter, or chapter 36.70A RCW, the program shall be consistent
27 with this comprehensive plan. The program shall include any new or
28 enhanced bicycle or pedestrian facilities identified pursuant to RCW
29 36.70A.070(6) or other applicable changes that promote nonmotorized
30 transit.

31 The program shall be filed with the secretary of transportation not
32 more than thirty days after its adoption. Annually thereafter the
33 legislative body of each city and town shall review the work
34 accomplished under the program and determine current city
35 transportation needs. Based on these findings each such legislative
36 body shall prepare and after public hearings thereon adopt a revised
37 and extended comprehensive transportation program before July 1st of

1 parks and parkways, and erect structures, buildings, fireplaces, and
2 comfort stations and build and maintain paths, trails, and roadways
3 through or on parks and parkways.

4 (5) Grant concessions or leases in state parks and parkways, upon
5 such rentals, fees, or percentage of income or profits and for such
6 terms, in no event longer than fifty years, and upon such conditions as
7 shall be approved by the commission: PROVIDED, That leases exceeding
8 a twenty-year term shall require a unanimous vote of the commission:
9 PROVIDED FURTHER, That if, during the term of any concession or lease,
10 it is the opinion of the commission that it would be in the best
11 interest of the state, the commission may, with the consent of the
12 concessionaire or lessee, alter and amend the terms and conditions of
13 such concession or lease: PROVIDED FURTHER, That television station
14 leases shall be subject to the provisions of RCW 79A.05.085, only:
15 PROVIDED FURTHER, That the rates of such concessions or leases shall be
16 renegotiated at five-year intervals. No concession shall be granted
17 which will prevent the public from having free access to the scenic
18 attractions of any park or parkway.

19 (6) Employ such assistance as it deems necessary. Commission
20 expenses relating to its use of volunteer assistance shall be limited
21 to premiums or assessments for the insurance of volunteers by the
22 department of labor and industries, compensation of staff who assist
23 volunteers, materials and equipment used in authorized volunteer
24 projects, training, reimbursement of volunteer travel as provided in
25 RCW 43.03.050 and 43.03.060, and other reasonable expenses relating to
26 volunteer recognition. The commission, at its discretion, may waive
27 commission fees otherwise applicable to volunteers. The commission
28 shall not use volunteers to replace or supplant classified positions.
29 The use of volunteers may not lead to the elimination of any employees
30 or permanent positions in the bargaining unit.

31 (7) By majority vote of its authorized membership select and
32 purchase or obtain options upon, lease, or otherwise acquire for and in
33 the name of the state such tracts of land, including shore and tide
34 lands, for park and parkway purposes as it deems proper. If the
35 commission cannot acquire any tract at a price it deems reasonable, it
36 may, by majority vote of its authorized membership, obtain title
37 thereto, or any part thereof, by condemnation proceedings conducted by

1 relating to the common schools, and to distribute the same to
2 educational service district superintendents;

3 (4) To travel, without neglecting his or her other official duties
4 as superintendent of public instruction, for the purpose of attending
5 educational meetings or conventions, of visiting schools, of consulting
6 educational service district superintendents or other school officials;

7 (5) To prepare and from time to time to revise a manual of the
8 Washington state common school code, copies of which shall be provided
9 in such numbers as determined by the superintendent of public
10 instruction at no cost to those public agencies within the common
11 school system and which shall be sold at approximate actual cost of
12 publication and distribution per volume to all other public and
13 nonpublic agencies or individuals, said manual to contain Titles 28A
14 and 28C RCW, rules related to the common schools, and such other matter
15 as the state superintendent or the state board of education shall
16 determine. Proceeds of the sale of such code shall be transmitted to
17 the public printer who shall credit the state superintendent's account
18 within the state printing plant revolving fund by a like amount;

19 (6) To act as ex officio member and the chief executive officer of
20 the state board of education;

21 (7) To file all papers, reports and public documents transmitted to
22 the superintendent by the school officials of the several counties or
23 districts of the state, each year separately. Copies of all papers
24 filed in the superintendent's office, and the superintendent's official
25 acts, may, or upon request, shall be certified by the superintendent
26 and attested by the superintendent's official seal, and when so
27 certified shall be evidence of the papers or acts so certified to;

28 (8) To require annually, on or before the 15th day of August, of
29 the president, manager, or principal of every educational institution
30 in this state, a report as required by the superintendent of public
31 instruction; and it is the duty of every president, manager or
32 principal, to complete and return such forms within such time as the
33 superintendent of public instruction shall direct;

34 (9) To keep in the superintendent's office a record of all teachers
35 receiving certificates to teach in the common schools of this state;

36 (10) To issue certificates as provided by law;

37 (11) To keep in the superintendent's office at the capital of the
38 state, all books and papers pertaining to the business of the

1 (ii) Promote the effective, efficient, or safe management and
2 operation of the school district;

3 (b) Such powers as are expressly authorized by law; and

4 (c) Such powers as are necessarily or fairly implied in the powers
5 expressly authorized by law.

6 (2) Before adopting a policy under subsection (1)(a) of this
7 section, the school district board of directors shall comply with the
8 notice requirements of the open public meetings act, chapter 42.30 RCW,
9 and shall in addition include in that notice a statement that sets
10 forth or reasonably describes the proposed policy. The board of
11 directors shall provide a reasonable opportunity for public written and
12 oral comment and consideration of the comment by the board of
13 directors.

14 NEW SECTION. **Sec. 8.** (1) The health care authority, in
15 coordination with the department of personnel, the department of
16 health, health plans participating in public employees' benefits board
17 programs, and the University of Washington's center for health
18 promotion, may create a worksite health promotion program to develop
19 and implement initiatives designed to increase physical activity and
20 promote improved self-care and engagement in health care decision-
21 making among state employees.

22 (2) The health care authority shall report to the governor and the
23 legislature by December 1, 2006, on progress in implementing, and
24 evaluating the results of, the worksite health promotion program.

Passed by the Senate April 18, 2005.

Passed by the House April 6, 2005.

Approved by the Governor May 10, 2005.

Filed in Office of Secretary of State May 10, 2005.

Daniels Private Amendment Request Expanded Study Area

104TH AVENUE

NE 110TH ST

RS 8.5

RS 8.5

NE 109TH ST

RS 12.5

108TH AVENUE NE

NE 108TH

NE 107TH ST

10442 Forbes Creek Dr.
Parcel 389010-0008
and 389010-0011

10454 Forbes Creek Dr.
Parcel 389010-0015

Parc Provence

at
(5,000 sq ft.)
apartments

PLA 9

NE 107TH PL

RS 35

FORBES CREEK DR

Juanita Bay Park

RS 12.5

vacant

Forbes
Creek II

20TH AVE

19TH PL

RS 7.2

5TH ST

ENCLOSURE 2

ZON 06-00009

19TH AVE



CITY OF KIRKLAND123 FIFTH AVENUE □ KIRKLAND, WASHINGTON 98033-6189 □ (425) 587-3225

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: City Council

From: Planning Commission
Karen Tennyson, Vice Chair

Date: November 16, 2006

Subject: RECOMMENDATION ON THE 2006 COMPREHENSIVE PLAN AMENDMENTS AND RELATED ZONING MAP AMENDMENTS, INCLUDING THE DANIELS PRIVATE AMENDMENT REQUEST, FILES ZON06-00009 AND ZON06-00018

I. INTRODUCTION

We are pleased to forward our recommendations on the 2006 Comprehensive Plan amendments and related Zoning Map changes, including the Sharon Daniels private amendment request. This year's City-initiated amendments are minor in nature and do not involve any proposed policy changes or significant text revisions. For these amendments, we held a study session on July 27, 2006 and a public hearing on October 26, 2006. No one spoke at the public hearing nor provided any written comments. The Planning Commission had no concerns with the proposed City initiated amendments.

For the Sharon Daniels private amendment request to increase the residential density on her property in South Juanita from 1 unit per acre (RS 35/minimum 35,000 square foot lot) to 5 units per acre (RS 8.5/minimum 8,500 square foot lot), we decided in June 2006 to expand the study area to include the Harvey property to the west of the Daniels property. The Daniels and the Harveys are the only RS 35 zoned properties in the neighborhood. The Harveys agreed to have their property included in the study area. On July 27, 2006, we held a study session on the request and then subsequently held a public hearing on August 24, 2006. Sharon Daniels and the property owner of the vacant parcel to the southwest spoke in favor of increasing the residential density in the study area. No one spoke or provided written comments against the request. The Planning Commission voted 4 to 2 to recommend approval of the private amendment request to change the Comprehensive Plan and Zoning Map for the two properties from 1 unit (RS 35) to 5 units per acre (RS 8.5).

II. RECOMMENDATION ON THE CITY INITIATED AMENDMENTS

We recommend approval of the proposed City-initiated 2006 Comprehensive Plan amendments and related Zoning Map changes as listed below (see the amendments attached to the ordinances amending the Comprehensive Plan and Zoning Map).

1. The Capital Facilities Plan CF-8 through CF-12 charts to be revised to reflect the changes this year to the Capital Improvement Plan.
2. The following Comprehensive Plan maps to be revised to reflect two new park acquisitions, and the Morning Star annexation and a city/county boundary clarification for a right-of-way both in Juanita. In addition, some of the maps contain updated information.

Enclosure 3

- Figure I-2 Planning Area and Figure I-3 Neighborhoods
 - Figures NE-1 through NE-5, the sensitive area maps
 - Figure LU-1 Land Use Map and Figure LU-2 Commercial Areas
 - Figures T-1 through T-6 and Table T-6 in the Transportation Element
 - Figure PR-1 Kirkland Parks
 - Figure U-1 through U-7, the utility maps
 - Figure PS-3 Public Schools Facilities
 - Figure L-1 Lakeview Land Use Map
 - Figure SRH-3 South Rose Hill Land Use Map
 - Figure J-1a, J-1b, J-2a, J-2b, J-3 through J-5, Juanita neighborhood maps
3. The Zoning Map to be revised to reflect the new parks in the Yarrow Bay Wetland and in South Rose Hill.
 4. The Vision Statement, Framework Goals FG-9 and FG-11, and the Land Use, Transportation and Park Elements in the Comprehensive Plan to be amended with minor changes to reflect State Senate Bill 5186 on promoting a healthy lifestyle. These are GMA mandated changes.
 5. The Human Services Element to be amended with minor changes to reflect new information and to cover additional topics, such as non-discrimination based on sexual orientation, and teen safety, depression, suicide and obesity.
 6. The North Rose Hill Goal 9 to be corrected to reference housing regulations in the Zoning Code rather than general city-wide policies in the Comprehensive Plan.
 7. The Northshore Plan chapter that covers the potential annexation area to be deleted since it is out of date. If annexation does occur, new neighborhood plans will be prepared.

III. RECOMMENDATION ON THE SHARON DANIELS PRIVATE AMENDMENT REQUEST

We recommend approval of the request to change the Comprehensive Plan's land use designation and zoning from a residential density of 1 dwelling unit per acre and zoning at RS 35 to a residential density of 5 dwelling units per acre and zoning at RS 8.5 for the two properties in the Daniels study area at 10442 and 10454 Forbes Creek Drive. The following documents should be revised:

- Figure LU-1: Land Use Map and the associated Figure J-2b: South Juanita Land Use map amended from 1 (+1-2) to 5 dwelling units per acre as shown in the attachment to the ordinance amending the Comprehensive Plan.
- Text in the Living Environment for the Juanita Slough Area of the South Juanita Neighborhood on pages XV.I-39 and I-40 amended as shown in the attachment to the ordinance amending the Comprehensive Plan.
- Zoning Map amended from RS 35 to RS 8.5 as shown in attachment to the ordinance amending the Zoning Map.

The Planning Commissioners recommends approval for the following reasons:

- **The amendment will make the study area more consistent in lot size and development pattern with the surrounding neighborhood development.** The Parc Provence PUD development to the east has lot sizes ranging from 3,444 to 3,601 square feet with a 5.62 acre wetland that was dedicated to the city. Forbes Creek 11 PUD development to the south has lot sizes ranging from 5,089 to 7,043 square feet with steep slopes and small wetland and stream areas.
- **The current sensitive area regulations severely limit development of properties containing wetland and streams compared to those built prior to 2002.** The existing Comprehensive Plan text for the Daniels study area, written before the existing sensitive regulations, states that the density for the area can be increased from 1 to 3 units per acre through a Planned Unit (PUD) development process. This provision can no longer be used under the current sensitive area regulations. Also, the required wetland setback has doubled from 50 feet to 100 feet in width, and none of the wetland area and only a portion of the wetland buffer can be included in the density calculation.
- **The proposed RS 8.5 zoning allows Sharon Daniels to obtain comparable density on her property with a large wetland buffer as the RS 12.5 density allows for the Forbes Creek 11 development with steep slopes.** Due to the size of the wetlands and wetland buffers in this study area, the RS 8.5 zoning provides comparable density as the RS 12.5 zoning for the Forbes Creek 11 development with steep slopes located across the street.
- **The width of the buffer required for wetlands under the current sensitive area regulations will provide adequate protection of the wetlands in the study area.** The required 100 foot wide wetland buffer should be adequate to minimize the impact of a few additional homes in the study area and a split rail fence and wetland signage should deter human intrusion in the wetland area.
- **Changing the land use designation and zoning from RS 35 to RS 8.5 will result in only 2 to 3 new lots on the Daniels property and probably no new lots on the Harvey property.** The number of possible lots will depend on any needed vehicular access easement and the final lay out of the short plat. The difference between the numbers of new lots obtainable with RS 8.5 zoning (2-3 lots) versus with RS 12.5 zoning (1-2 lots) appears to be one lot.

Two concerns that some of the Planning Commissioners had were that additional lots bring in more people and pets who could intrude into the sensitive area and may result in more impervious surface next to the wetland that may in turn increase the volume of run off and contaminants into the wetland.

CITY OF KIRKLAND

123 FIFTH AVENUE □ KIRKLAND, WASHINGTON 98033-6189 □ (425) 587-3225

**DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
MEMORANDUM**

To: City Council

From: Houghton Community Council
Rick Whitney, Chair

Date: November 16, 2006

Subject: RECOMMENDATION ON THE 2006 COMPREHENSIVE PLAN AMENDMENTS AND RELATED ZONING MAP AMENDMENTS, FILE ZON06-00009

I. INTRODUCTION

We are pleased to forward our recommendations on the 2006 Comprehensive Plan amendments and related Zoning Map changes. Since this year's City-initiated amendments are minor in nature and do not involve any proposed policy changes or significant text revisions, we did not hold a study session, but only a courtesy hearing on October 23, 2006. No one spoke at the public hearing nor provided any written comments.

The Houghton Community Council had no concerns with the proposed City initiated amendments.

II. RECOMMENDATION ON THE CITY INITIATED AMENDMENTS

We recommend approval of the proposed City-initiated 2006 Comprehensive Plan amendments and related Zoning Map changes as listed below (see the amendments attached to the ordinances amending the Comprehensive Plan and Zoning Map).

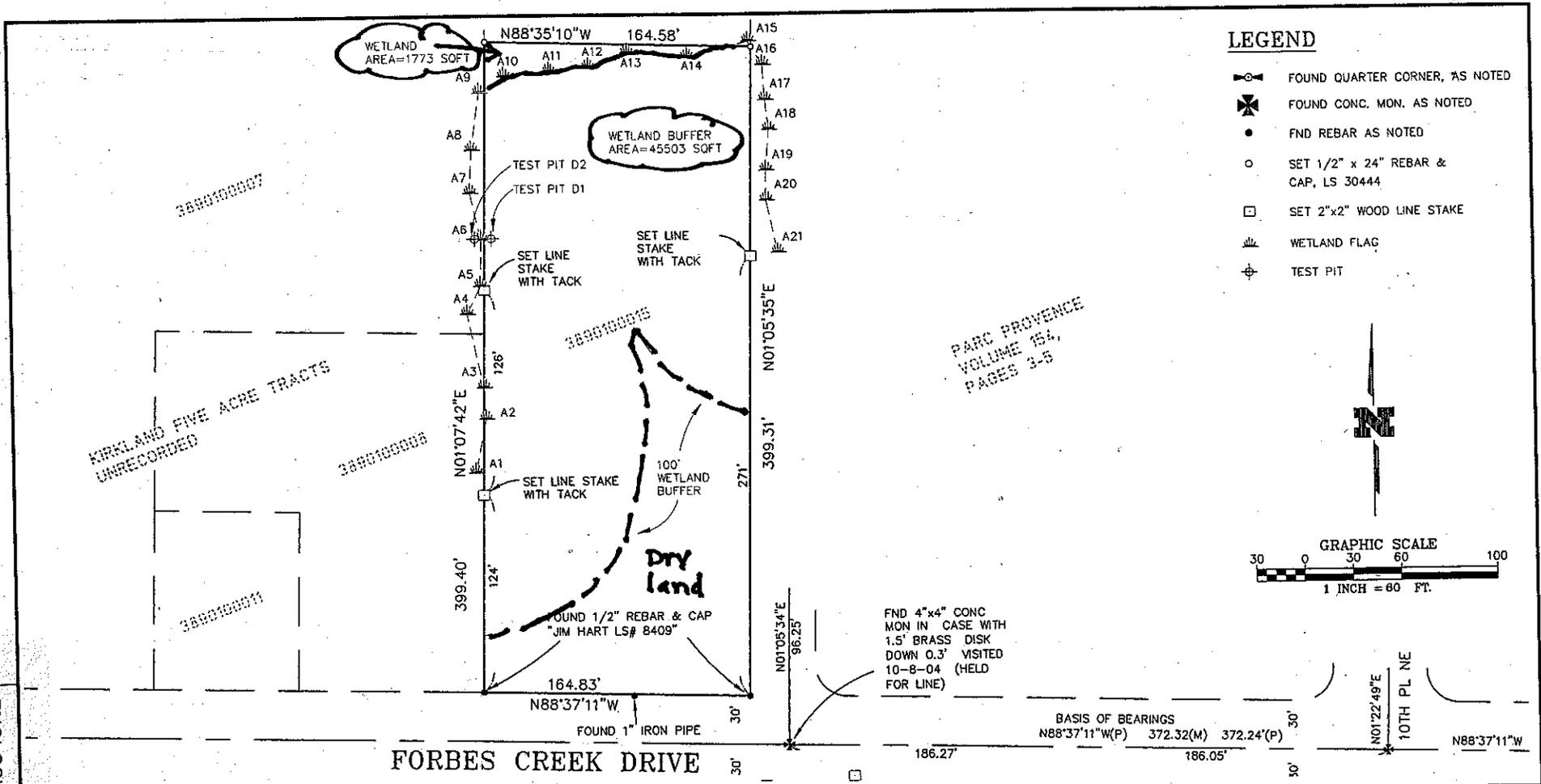
1. The Capital Facilities Plan CF-8 through CF-12 charts to be revised to reflect the changes this year to the Capital Improvement Plan.
2. The following Comprehensive Plan maps to be revised to reflect two new park acquisitions, and the Morning Star annexation and a city/county boundary clarification for a right-of-way both in Juanita. In addition, some of the maps contain updated information.
 - Figure I-2 Planning Area and Figure I-3 Neighborhoods
 - Figures NE-1 through NE-5, the sensitive area maps
 - Figure LU-1 Land Use Map and Figure LU-2 Commercial Areas
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 - Figure PR-1 Kirkland Parks
 - Figure U-1 through U-7, the utility maps
 - Figure PS-3 Public Schools Facilities
 - Figure L-1 Lakeview Land Use Map

Recommendation to the City Council

November 16, 2006

Page 2

3. The Zoning Map to be revised to reflect the new parks in the Yarrow Bay Wetland and in South Rose Hill.
4. The Vision Statement, Framework Goals FG-9 and FG-11, and the Land Use, Transportation and Park Elements in the Comprehensive Plan to be amended with minor changes to reflect State Senate Bill 5186 on promoting a healthy lifestyle. These are GMA mandated changes.
5. The Human Services Element to be amended with minor changes to reflect new information and to cover additional topics, such as non-discrimination based on sexual orientation, and teen safety, depression, suicide and obesity.



ENCLOSURE 6 2006-0009

LEGAL DESCRIPTION

THE EAST HALF OF THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 26 NORTH, RANGE 5 EAST, W.M., IN KING COUNTY, WASHINGTON. EXCEPT THE NORTH 225 FEET, EXCEPT THE SOUTH 30 FEET FOR ROAD.

REFERENCE

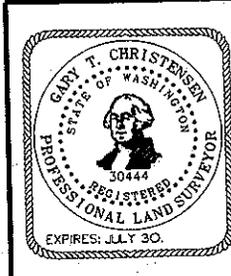
KC PLAT REC. NO. 199010221129 VOL. 154, PAGES 3-5

ADDRESS

10454 FORBES CREEK DRIVE KIRKLAND, WASHINGTON 98033

BASIS OF BEARING

CL FORBES CREEK DRIVE N88°37'11"W



American Engineering Corporation
 Engineers Planners Surveyors
 4032 148th Ave. N.E.
 Redmond, WA 98052

PHONE (425) 881-7430 Fax (425) 881-7731
 File path & Name
 P:\Projects\2006\0667\Survey\Draw\0667CS50B.dwg 8/18/2006

JOB No.
0667

DWN BY: EGH
 CHKD BY: GTC
 SVD BY: RSB

EXHIBIT FOR DANIELS PROPERTY

1 OF 1

SW 1/4 SECTION 32, TWP. 26 N., RGE. 5 E., W.M.

DATE	01-19-05
BY	CM
FOR	CM
PROJECT	LAND BUILDING FOOTING PER CLIENT REQUEST
SCALE	1"=50'
DRAWN	CM
CHECKED	CM

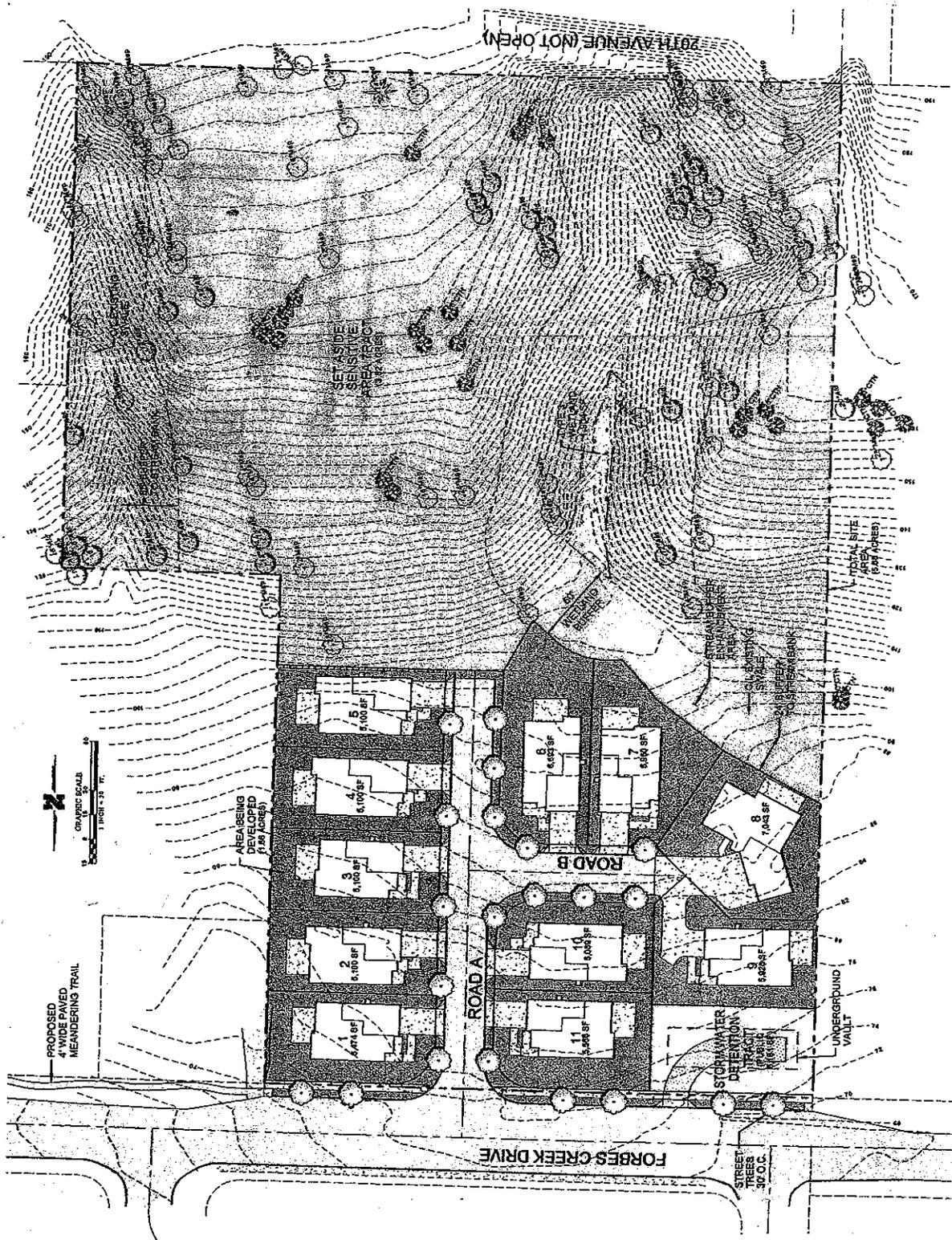
AMERICAN ENGINEERING CORPORATION
 4022 LEAN AVENUE, N.E.
 REDDING, WA 98272
 PHONE (509) 881-7400 FAX (509) 881-7333
 WWW.AECORP.COM

REGISTERED PROFESSIONAL ENGINEER
 LICENSE NO. 0448

FORBES CREEK 11 SITE PLAN EXHIBIT

0448
1 OF 1

FORBES CREEK 11

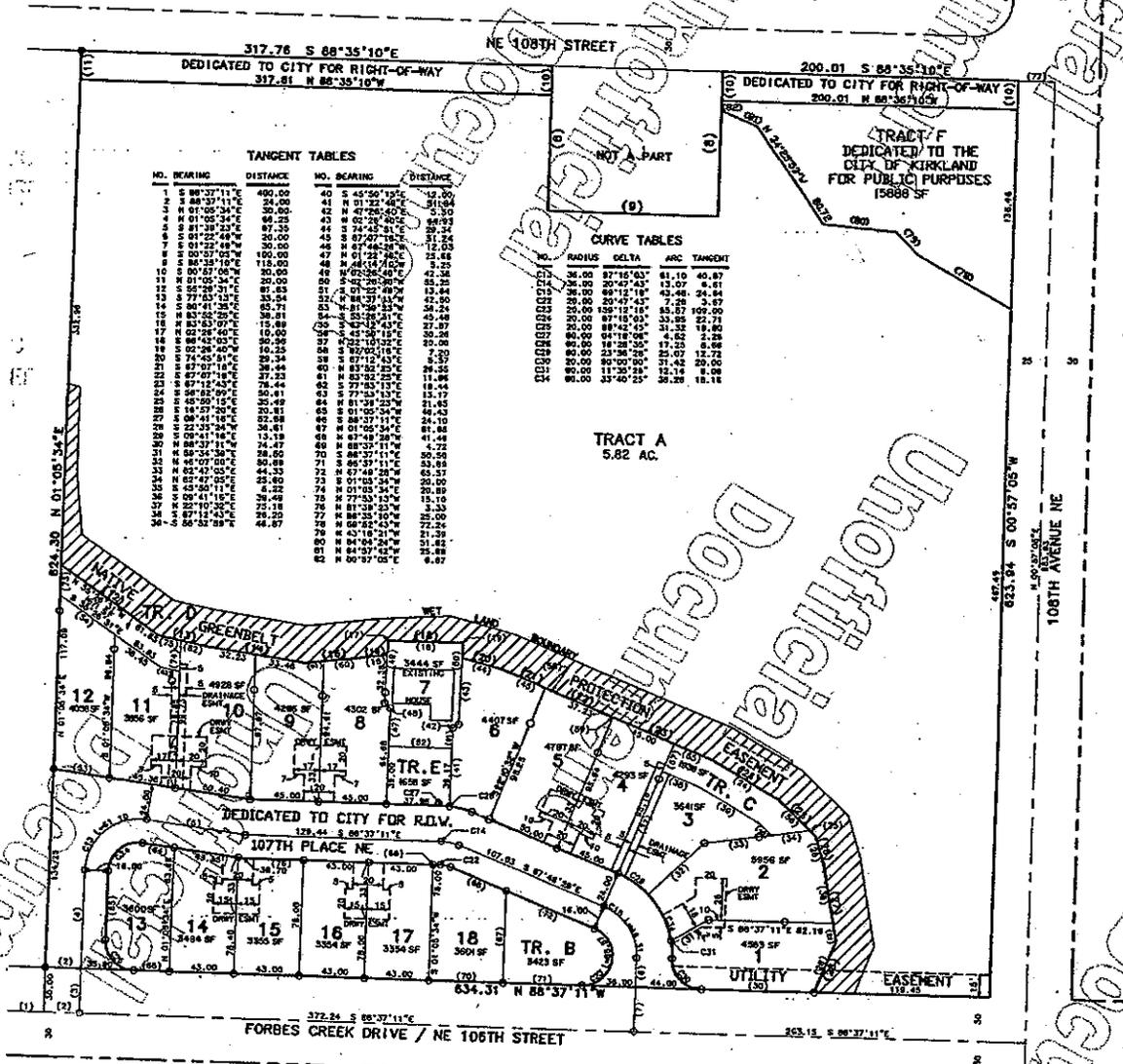


ENCLOSURE 8
 2006-90002

THE PLAT OF PARC PROVENCE

154/5

SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 26 NORTH, RANGE 5 EAST, W.M.
KING COUNTY, WASHINGTON



TANGENT TABLES

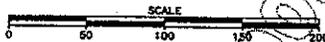
NO.	BEARING	DISTANCE	NO.	BEARING	DISTANCE
1	S 88°37'11"E	490.00	40	S 45°56'15"E	112.00
2	S 88°37'11"E	24.00	41	N 01°32'46"E	201.04
3	N 01°05'34"E	30.00	42	N 01°05'34"E	30.00
4	N 01°05'34"E	46.25	43	N 02°28'26"E	30.00
5	S 81°38'23"E	87.35	44	S 74°42'01"E	29.24
6	S 81°38'23"E	30.00	45	S 87°07'18"E	31.24
7	S 01°22'08"W	30.00	46	N 87°46'28"E	12.03
8	S 00°57'05"W	100.00	47	N 01°22'18"E	25.48
9	S 86°35'10"E	118.00	48	N 48°18'10"E	2.25
10	S 00°57'05"W	30.00	49	N 02°05'40"E	30.00
11	N 01°05'34"E	30.00	50	S 02°28'26"E	30.00
12	S 00°57'05"W	87.35	51	S 01°32'46"E	13.44
13	S 77°03'13"E	33.34	52	N 88°37'11"E	65.90
14	S 80°41'38"E	65.71	53	N 81°38'23"E	34.24
15	N 83°05'29"E	10.00	54	N 01°05'34"E	30.00
16	N 83°05'29"E	15.89	55	S 02°28'26"E	30.00
17	N 83°05'29"E	38.81	56	S 01°32'46"E	30.00
18	N 83°05'29"E	30.00	57	S 01°05'34"E	25.00
19	N 83°05'29"E	10.00	58	S 02°28'26"E	2.30
20	N 83°05'29"E	39.34	59	S 01°32'46"E	24.34
21	N 83°05'29"E	30.00	60	S 01°05'34"E	48.28
22	N 83°05'29"E	38.81	61	S 01°05'34"E	18.44
23	N 83°05'29"E	78.44	62	S 01°05'34"E	18.44
24	N 83°05'29"E	30.00	63	S 01°05'34"E	18.44
25	N 83°05'29"E	30.00	64	S 01°05'34"E	31.63
26	N 83°05'29"E	30.00	65	S 01°05'34"E	30.00
27	N 83°05'29"E	30.00	66	S 01°05'34"E	24.10
28	N 83°05'29"E	30.00	67	S 01°05'34"E	81.88
29	N 83°05'29"E	30.00	68	S 01°05'34"E	4.72
30	N 83°05'29"E	30.00	69	S 01°05'34"E	33.89
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32	N 83°05'29"E	30.00	71	S 01°05'34"E	33.89
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34	N 83°05'29"E	30.00	73	S 01°05'34"E	30.00
35	N 83°05'29"E	30.00	74	S 01°05'34"E	30.00
36	N 83°05'29"E	30.00	75	S 01°05'34"E	30.00
37	N 83°05'29"E	30.00	76	S 01°05'34"E	30.00
38	N 83°05'29"E	30.00	77	S 01°05'34"E	30.00
39	N 83°05'29"E	30.00	78	S 01°05'34"E	30.00
40	N 83°05'29"E	30.00	79	S 01°05'34"E	30.00
41	N 83°05'29"E	30.00	80	S 01°05'34"E	30.00
42	N 83°05'29"E	30.00	81	S 01°05'34"E	30.00
43	N 83°05'29"E	30.00	82	S 01°05'34"E	30.00
44	N 83°05'29"E	30.00	83	S 01°05'34"E	30.00
45	N 83°05'29"E	30.00	84	S 01°05'34"E	30.00
46	N 83°05'29"E	30.00	85	S 01°05'34"E	30.00
47	N 83°05'29"E	30.00	86	S 01°05'34"E	30.00
48	N 83°05'29"E	30.00	87	S 01°05'34"E	30.00
49	N 83°05'29"E	30.00	88	S 01°05'34"E	30.00
50	N 83°05'29"E	30.00	89	S 01°05'34"E	30.00
51	N 83°05'29"E	30.00	90	S 01°05'34"E	30.00
52	N 83°05'29"E	30.00	91	S 01°05'34"E	30.00
53	N 83°05'29"E	30.00	92	S 01°05'34"E	30.00
54	N 83°05'29"E	30.00	93	S 01°05'34"E	30.00
55	N 83°05'29"E	30.00	94	S 01°05'34"E	30.00
56	N 83°05'29"E	30.00	95	S 01°05'34"E	30.00
57	N 83°05'29"E	30.00	96	S 01°05'34"E	30.00
58	N 83°05'29"E	30.00	97	S 01°05'34"E	30.00
59	N 83°05'29"E	30.00	98	S 01°05'34"E	30.00
60	N 83°05'29"E	30.00	99	S 01°05'34"E	30.00
61	N 83°05'29"E	30.00	100	S 01°05'34"E	30.00

CURVE TABLES

RADIUS	DELTA	ARC TANGENT
10.00	87°16'03"	61.10 40.87
20.00	20°47'43"	13.07 6.81
30.00	88°12'18"	43.48 24.84
40.00	20°47'43"	7.28 3.87
50.00	29°15'18"	55.87 109.00
60.00	87°16'03"	43.28 22.71
70.00	88°42'45"	31.32 18.80
80.00	89°18'08"	6.82 2.28
90.00	18°28'30"	11.53 6.86
100.00	23°38'28"	25.07 12.72
110.00	81°00'00"	31.42 20.00
120.00	11°35'28"	12.16 8.08
130.00	37°6'00"	38.28 18.18

- LEGEND**
- SET MONUMENT IN CASE
 - SET REBAR W/CAP LS 19051
 - FOUND MONUMENT
 - FOUND REBAR

NOTES:
BASIS OF BEARINGS: KCAS NORTH-SOUTH CENTER LINE OF SECTION
REBAR SET FOR LOT CORNERS 1' TO 12 ALONG THE WET LAND TRACT ARE SET ON A 25.00 FOOT OFFSET LINE PARALLEL TO SAID TRACT.



ENCLOSURE 9
2006-00009

**XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD
II. JUANITA SLOUGH AREA**

- (2) The developer will indemnify and hold harmless the City.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal.

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting the type or density of development in slope areas.

due to its wetlands, streams and potential seismic hazard conditions.

Much of the Slough area has been identified as a flood hazard and uneven settlement zone.

The Valley portion of Juanita Slough contains Forbes Creek and areas subject to uneven settlement and flooding (see Figure J-12). Analysis of proposed developments would be required to mitigate problems associated with these factors. The flood area was designated by the Federal Insurance Administration of the Department of Housing and Urban Development. Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c. and Policy 4).

C. LIVING ENVIRONMENT

Low residential densities are to be maintained. Housing configurations that maintain open space are encouraged. North of Forbes Creek

Drive.

The Juanita Slough Valley area and the potential hazardous slope to the south pose numerous constraints for development, (see Figure J-11). Within the Valley, fish, wildlife, and woodland resources are significant and should be protected for aesthetic, biological, and educational purposes. For these reasons, development generally should be limited to low density (one dwelling unit per acre) residential use (see Natural Elements Policies 1.a., 1.b., and 1.c.). As presently zoned, one dwelling unit per acre would be permitted:

five.

Development at up to ~~three~~ five dwelling units per acre may be permitted in the Valley area north of NE 106th Street and west of Planned Area 9, provided that the following conditions are met:

Forbes Creek Drive

XVI. NORTH/SOUTH JUANITA NEIGHBORHOOD

DELETED TEXT

II. JUANITA SLOUGH AREA

Delete all text here

- ~~(1) Development shall occur only on naturally firm, dry ground.~~
 - ~~(2) Access points onto NE 106th Street are minimized by clustering of structures.~~
 - ~~(3) Watercourse and wetlands are preserved in, or restored to, their natural state.~~
 - ~~(4) All developments are processed as a Planned Unit Development.~~
- ~~No formal or informal subdivisions would be allowed if such subdivisions have an adverse impact on the Slough, the stream or associated wetlands. Structures should be clustered to maintain large open spaces, and the stream and associated areas maintained in addition to the preservation of most of the existing wooded areas.~~

The residences that currently exist along NE 108th Street (east of 108th Avenue NE) are vulnerable to any intense activities occurring to the east and relate to possible uses in Planned Area 9. Otherwise, residential uses in this pocket will remain low density (four to five dwelling units per acre).

Development densities are to be severely limited on unstable slopes.

On the south slope, classified as unstable, a slope stability analysis will be required of the developer to identify possible hazards and mitigating efforts. The densities and standards for development are discussed earlier in the Natural Elements section. The wooded character of the slope should be maintained regardless of the allowed density.

D. ECONOMIC ACTIVITIES

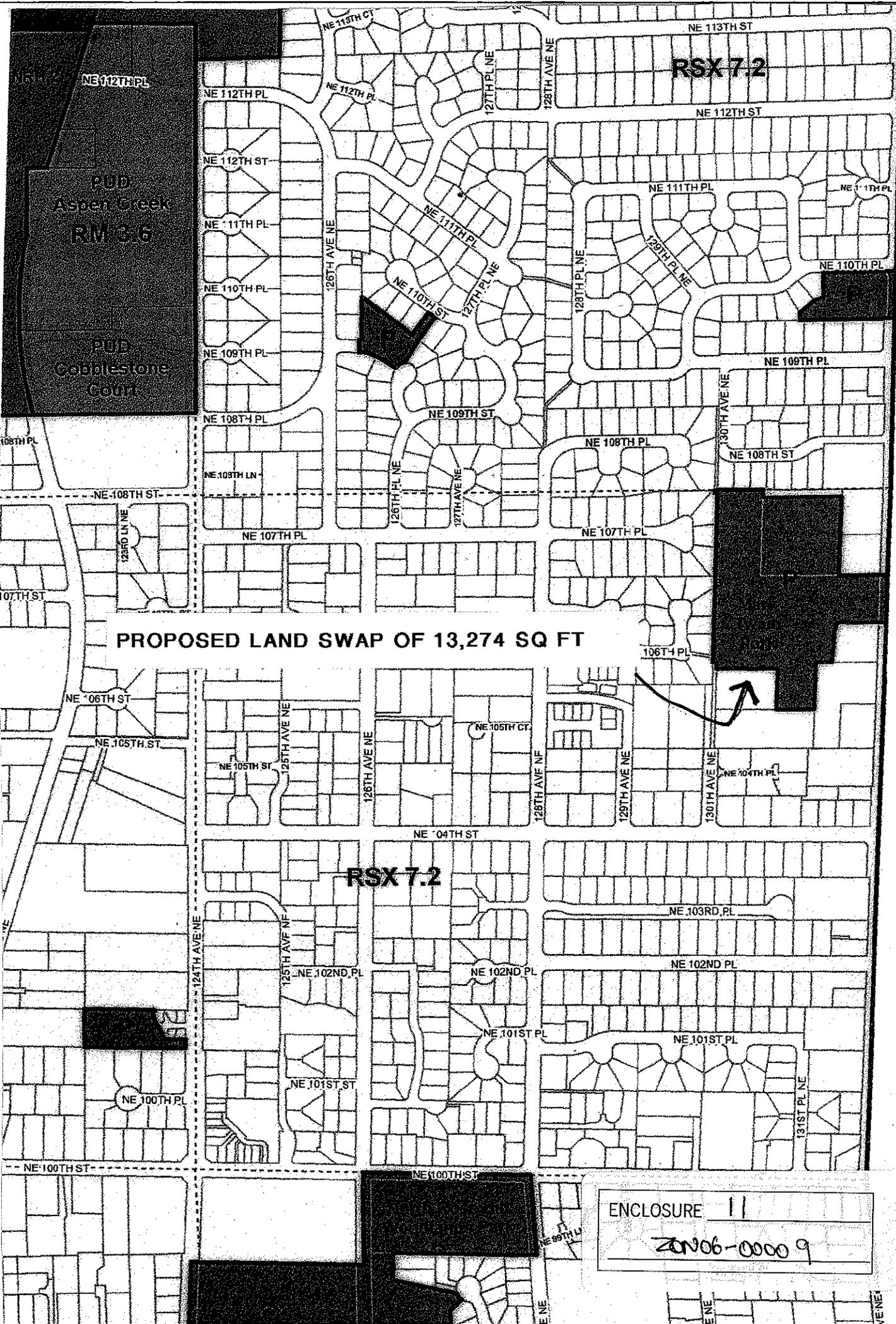
Economic activities in the Slough are limited.

No economic activities are to be permitted in the lower portions of the Slough.

**E. PLANNED AREA 9:
JUANITA SLOUGH**

Kirkland Sand and Gravel and adjacent properties are identified as Planned Area 9.

Planned Area 9 has been designated as such for a variety of reasons including present uses, locational characteristics, and problems associated with future development. Present use includes a sand and gravel operation. This area, located west of 116th Avenue NE, includes all lands presently zoned for light industry and some adjacent residential lands. Virtually none of the lands have been developed for urban uses. The topographic characteristics are unique including view potential lands in the eastern portion and valley and hillsides to the west. Forbes Creek flows through the area. Most of the 65 acres has been excavated, graded, or otherwise modified. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac Industrial Park.



PROPOSED LAND SWAP OF 13,274 SQ FT

RSX 7.2

RSX 7.2

ENCLOSURE 11

2006-00009



Fact Sheet

Action Sponsor and Lead Agency	City of Kirkland Department of Planning and Community Development
Proposed Action	Legislative adoption of the 2006 Comprehensive Plan Amendments and related Zoning Map changes, including amendments relating to the Daniels private amendment request study area , pursuant to Chapter 160 KZC (Process IV).
Responsible Official	<hr/> Eric R. Shields, AICP Planning Director
Contact Person	Teresa Swan, Senior Planner, City of Kirkland (425) 587-3258 or at tswan@ci.kirkland.wa.us .
Required Approvals	Adoption by Kirkland City Council Approval by Houghton Community Council for amendments within its jurisdiction.
Location of Background Data	File ZON06-00009 (2006 CPA) File ZON06-00018 (Daniels request) City of Kirkland Department of Planning and Community Development 123 Fifth Avenue Kirkland, WA 98033
Date of Issuance	<hr/>

City of Kirkland

2006 Comprehensive Plan and Zoning Map Amendments, including amendments relating to the Daniels Private Amendment Request Study Area

EIS Addendum dated August 31, 2006

File Nos. ZON06-00009 and ZON06-00018

I. Background

The City of Kirkland proposes to **amend the Comprehensive Plan and Zoning Map**. The amendment will be reviewed using the Chapter 160 KZC, Process IV with adoption by City Council and final approval by the Houghton Community Council for amendments within their jurisdiction.

This Environmental Impact Statement (EIS) Addendum is intended to fulfill the environmental requirements pursuant to the State Environmental Policy Act (SEPA) for the proposed Zoning Code amendment.

II. EIS Addendum

According to the SEPA Rules, an EIS addendum provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(2)). An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document (WAC 197-11-600(4)(c), -625 and -706).

The City published the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*. This EIS addressed the 2004 Comprehensive Plan, Zoning Code and Zoning Map updates required by the Washington State Growth Management Act (GMA). Elements of the environment addressed in this EIS include population and employment growth, earth resources, air quality, water resources, plants and animals, energy, environmental health (noise, hazardous materials), land use, socioeconomics, aesthetics, parks/recreation, transportation, and public services/utilities.

This addendum to the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* is being issued pursuant to WAC 197-11-625 to meet the City's SEPA responsibilities. The EIS evaluated plan alternatives and impacts that encompass the same general policy direction, land use pattern, and environmental impacts that are expected to be associated with the proposed **amendments to the Comprehensive Plan and Zoning Map** discussed herein. While the specific location, precise magnitude, or timing of some impacts may vary from those estimated in the *City of Kirkland 2004 Draft*

and *Final Comprehensive Plan 10-year Update*, they are still within the range of what was evaluated and disclosed there. No new significant impacts have been identified.

III. Non-Project Action

Decisions on the adoption or amendment of zoning ordinances are referred to in the SEPA rules as “non-project actions” (WAC 197-11-704(2)(b)). The purpose of an EIS in analyzing a non-project action is to help the public and decision-makers identify and evaluate the environmental effects of alternative policies, implementation approaches, and similar choices related to future growth. While plans and regulations do not directly result in alteration of the physical environment, they do provide a framework within which future growth and development – and resulting environmental impacts – will occur. Both the adoption of the Comprehensive Plan evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* and eventual action on the **amendments to the Comprehensive Plan and Zoning Map** are “non-project actions”.

IV. Environmental Analysis

The *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update* evaluated the environmental impacts associated with adoption of proposed policies and land use designations. The plan’s policies are intended to accomplish responsibilities mandated by the Washington State Growth Management Act (GMA), and to mitigate the impacts of future growth. In general, environmental impacts associated with the proposed 2006 Comprehensive Plan Amendments and relating Zoning Code Amendments are similar in magnitude to the potential impacts disclosed in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*. As this proposal is consistent with the policies and designations of the Comprehensive Plan and the environmental impacts disclosed in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*, no additional or new significant impacts beyond those identified in the EIS for the Comprehensive Plan are anticipated.

For the Daniels study area, a potential maximum of three new single family lots may be able to be created as a result of the proposal to increase the allowable density on the two legal building sites within study area. This is an insignificant number of new units in relationship to the 5,480 new units projected city-wide by 2020 in *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*. For any future project action in the Daniels study area, further environmental review may be required.

V. Description of the Proposed Amendments to the Comprehensive Plan and Zoning Map, including the Daniels Private Amendment Request Study Area

The 2006 Comprehensive Plan amendments and Zoning Map changes are as follows:

1. Capital Facilities Plan’s tables and Transportation Element’s maps and tables revised to reflect the changes the 2006 Capital Improvement Program

The City will make minor adjustments to the Capital Improvement Program (CIP) this fall for funding and timing of projects. The Capital Facilities Plan's tables and Transportation Element's maps and tables will be revised to reflect the changes to the 2006 Capital Improvement Program. These are "must do," non-policy related, housekeeping amendments.

2. Comprehensive Plan and Zoning maps to reflect new park acquisitions, a revised city boundary due to a recent annexation and a city boundary clarification and minor updates to maps

Numerous Comprehensive Plan maps needed to be revised to reflect two new park purchases, revisions to the city boundary due to a recent annexation and a city boundary clarification, and minor updates to several city-wide maps. Included in the list of maps to be updated are the land use map, all five sensitive area maps, the park map, the transportation maps, the utilities maps, the fiber optic maps, and a few neighborhood sub-area maps. These are "must do," non-policy related, housekeeping amendments.

3. Vision Statement, some of the Framework Goals and the Land Use, Transportation and Park Elements revised to respond to recent GMA legislation ESSB Bill 5186

Minor revisions will be made to the Vision Statement, two Framework Goals, and a few of the goals and policies in the Land Use, Transportation and Park Elements to respond to State GMA ESSB Bill 5186 to promote physical activity and a healthy lifestyle.

4. Human Services Element revised to reflect minor changes

Minor edits are proposed to reflect the new name for the Senior Center, the broadening approach of services for adults over 50 years of age rather than just seniors, and a change in how Community Development Block Grants are handled. Additional issues are addressed, including non-discrimination based on sexual orientation, and teen safety, depression, suicide and obesity.

5. North Rose Hill Neighborhood Sub-Area Plan's Goal NRH-9 revised to reflect original intent

Goal NRH 9 in the North Rose Hill Neighborhood Sub-Area Plan (NRH) will be revised to reference the future housing regulations in the Zoning Code (e.g., innovative housing) rather than city-wide policies. The current goal text is very open ended, such that a developer could point to several general Comprehensive Plan policies in the citywide elements that support innovative housing. This was not the intent of Goal NRH-9.

6. Daniels Study Area Private Amendment Request to Change the Comprehensive Plan and Zoning Map

The land use designation and zoning at 10442 and 10454 Forbes Creek Drive may be changed from 1 dwelling unit per acre/RS 35 (single family at a minimum lot size of 35,000 square feet) to 3 dwelling units per acre/RS 12.5 or 5 dwelling units per acre/RS 8.5 (single family at a minimum lot size of 12,500 square feet). The Planning Commission is recommending 5 dwelling units per acre/RS 8.5, but the Kirkland City Council makes the final decision. The Comprehensive Plan's Land Use Map and the associated text for the properties in the South Juanita Neighborhood Sub-area Plan, and the Zoning Map would be amended.

These changes are in response to a private amendment request to change the land use designation and zoning on a certain property. The City expanded the request to include a larger study area,

VI. Public Involvement

For the 2006 Comprehensive Plan Amendments, the Planning Commission held a study session on July 27, 2006 and will hold a public hearing on October 26, 2006. The Houghton Community Council will hold a public meeting on September 25, 2006. For the Daniels private amendment request, the Planning Commission held a study session on July 27, 2006 and a public hearing on August 24, 2006. The Daniels request is not within the jurisdiction of the Houghton Community Council.

Public notice of the public hearings and meetings is being provided in accordance with State law. The City Council will take final action on the proposal in December 2006. All dates are subject to change.

VII. Conclusion

This EIS Addendum fulfills the environmental review requirements for the proposed **amendments to the Comprehensive Plan and Zoning Map**, including the Daniels private amendment request. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-year Update*; no new significant impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.

Attachment:

- Proposed City-initiated 2006 Comprehensive Plan Amendments and related Zoning Map changes
- Proposed amendments to the Comprehensive Plan and Zoning Map for the Daniels study area

cc: Dept of Ecology, CTED and File Nos. ZON06-00009 and ZON06-00018

ORDINANCE NO. 4079

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILES NO. ZON06-00009 AND ZON06-00018, AND APPROVING A SUMMARY FOR PUBLICATION.

WHEREAS, the Growth Management Act (GMA), RCW 36.70A.215, mandates that the City of Kirkland review, and if needed, revise its Comprehensive Plan pursuant to RCW 36.70A.130; 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, all as set forth in those certain reports and recommendations of the Planning Commission and of the Houghton Community Council both dated November 16, 2006, and bearing Kirkland Department of Planning and Community Development Files No. ZON06-00009 AND ZON06-00018; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held a public hearings on August 24, 2006 and on October 26, 2006, on the amendment proposals; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held a courtesy hearing on October 23, 2006, on the amendment proposals; and

WHEREAS, as part of the 2006 Comprehensive Plan revision process, the City Council will take final action no later than February 20, 2007, on amendments needed for the proposed land exchange between Mark Twain Park and Parcel No 3326059178 at 10522-130th Ave NE to change the land use designations of park use and low density residential use; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendations a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600(4); 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

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

Section 1. Text Amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended by this reference and as set forth in Attachment A

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

Section 3. Houghton Community Council: To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, 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 4. Effective Date: Except as provided in Section 3, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

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

Passed by majority vote of the Kirkland City Council in open meeting this 12 day of December, 2006.

SIGNED IN AUTHENTICATION THEREOF this 12th day of December, 2006.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

Below is list of amended or deleted pages in ATTACHMENT A

Amended Figure I-2 City of Kirkland Planning Area
 Amended Figure I-3 City of Kirkland Neighborhoods
 Amended Vision Statement, Framework Goals FG-9 and FG-11, and to the Land Use, Transportation and Park Elements to reflect Senate Bill 5186
 Amended Figure NE-1 Sensitive Areas
 Amended Figure NE-2 Landslide and Seismic Hazard Areas
 Amended Figure NE-3 Topography
 Amended Figure NE-4 Tree Canopy
 Amended Figure NE-5 Impervious Surfaces
 Amended Figure LU-1 City wide Land Use Map/Figure L-1 Lakeview Neighborhood, Figure SRH-3 South Rose Hill Neighborhood & Figure SJ-2b South Juanita Neighborhood
 Amended Figure LU-2 Commercial Areas
 Amended Figure PR-1 Kirkland Parks
 Amended Figure T-1 Street Classifications and State Routes
 Amended Figure T-2 Bicycle Corridor System
 Amended Figure T-3 Pedestrian Corridor System
 Amended Figure T-4 Transit Service
 Amended Figure T-5 Transportation Subareas
 Amended Table T-5 2022 Transportation Project list
 Amended Figures T-6 Transportation Project list
 Amended Utilities text, page XI-2
 Amended Figure U-1 Water System
 Amended Figure U-2 Sanitary Sewer System
 Amended Figure U-3 Surface Water Management System
 Amended Figure U-4 Northshore Water System
 Amended Figure U-5 Northshore Sewer System
 Amended Figure U-6 Existing and Planned/Desired Fiber Optic Network
 Deleted Figure U-7 Proposed Fiber Optic Network
 Amended Figure PS-3 Public School Facilities
 Amended Human Services Element
 Amended Capital Facilities Plan CF-8 through CF-12 charts
 Amended text for North Rose Hill Goal 9, page XV.F-10
 Amended text for North/South Juanita Neighborhood, Juanita Slough Area, pp. XV.I-39 and -40
 Amended Figure J-1a Juanita Sensitive Areas
 Amended Figure J-1b Juanita Landslide and Seismic Hazard Areas
 Amended Figure J-2a North Juanita Land Use Map
 Amended Figure J-2b South Juanita Land Use Map
 Amended Figure J-3 Juanita Parks and Open Space
 Amended Figure J-4 Juanita Street Classification
 Amended Figure J-5 Juanita Nonmotorized Transportation
 Deleted Northshore Plan chapter (only first page of chapter provided), pp. XV.K-1 through K-34

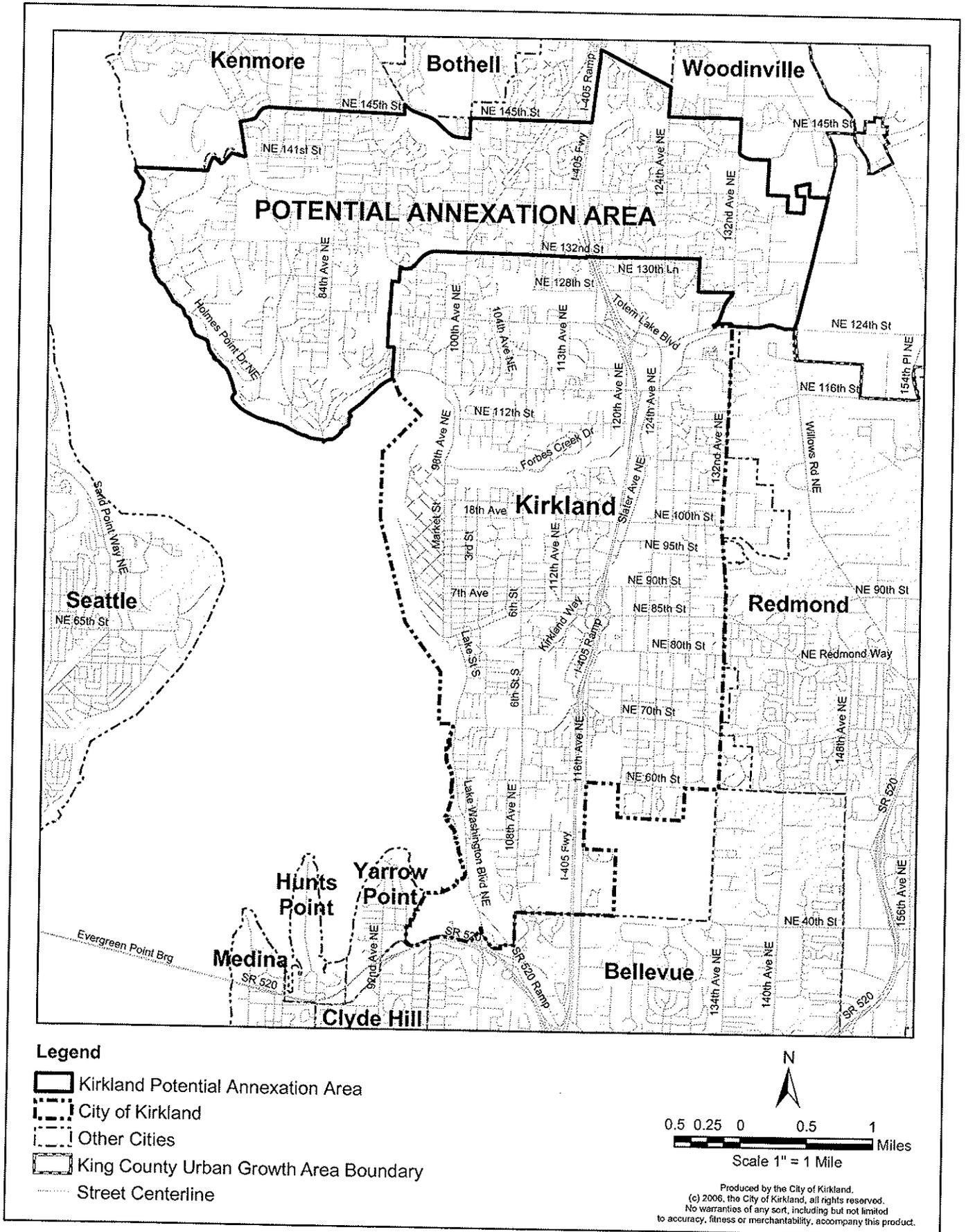


Figure I-2: City of Kirkland Planning Area

Senate Bill ESSB 5186 on healthy lifestyle - Changes to the Comprehensive Plan

NOTE THAT THE CHANGES BELOW ARE TO SECTIONS OF ELEMENTS AND NOT EACH ELEMENT IN ITS ENTIRETY, EXCEPT FOR THE VISION STATEMENT

CHAPTER II VISION/Framework GOALS

A VISION FOR KIRKLAND

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

The city is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, and provide enrichment opportunities for an increasingly diverse population and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith based groups; and our school organizations have strong citizen involvement.

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

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

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

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

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

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

The city has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or man-made disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-around activities for all ages. Public access to our waterfront is provided by an unparalleled and still expanding system of parks, trails, and vistas.

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

Kirkland in 2022 is a delightful place to call home.

FRAMEWORK GOALS

(note that only those sections to be amended are shown below)

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

Discussion: An important part of Kirkland's existing character is its safety and accessibility for pedestrians, bicyclists and alternative modes of transportation, particularly along the waterfront, in the Downtown area, along the major streets, to schools and public places and in many neighborhoods. Improving accessibility, however, is a goal throughout the City. Such alternatives provide an

opportunity for daily exercise which promotes a healthy lifestyle and results in a reduction in vehicle emissions and cleaner air. To meet this goal, we need a completely connected system of pathways for pedestrian, bicyclists and alternative mode users that is safe and convenient. Such pathways can take a variety of forms, ranging from concrete sidewalks, bike lanes, bridges to unimproved trails. The need for pedestrian pathways and bike lanes are especially important to the most common destinations, such as schools, parks, public buildings, transportation, and business districts. Also important in fostering pedestrian and bike accessibility are land use patterns, site designs, and building designs which encourage and facilitate access for pedestrians, bicyclists and other users. The paths should also be designed to provide public spaces where people socialize and should connect to the regional pedestrian and bicycle trail systems.

FG-11 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range of facilities and recreational programs.

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

CHAPTER VI. LAND USE

(note that only those sections to be amended are shown below)

D. LAND USE GOALS AND POLICIES

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

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

- **Support a multimodal transportation system;**
- **Minimize energy and service costs;**
- **Conserve land, water, and natural resources; and**
- **Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year**

population and employment targets.

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

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

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

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

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

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

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

Land use/Transportation Linkages

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

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

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

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

Policy LU-8.1. Work cooperatively with King County, the state and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the state, King County and other cities in the siting of essential public facilities.

Policy LU-8.2. Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery; and
- Location near transit and mixed use centers, and
- The goals and policies of the City's Comprehensive Plan.

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

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

CHAPTER IX. TRANSPORTATION ELEMENT

(note that only those sections to be amended are shown below)

A. Introduction

Problem Statement

By the year 2020, the congested portions of the Puget Sound region's freeway and arterial network are forecast to be far more extensive than they are today and the delays experienced by users will be much longer. Kirkland's transportation system is not isolated, but is integrally connected with a system of federal, state, and county transportation systems and the systems of adjacent jurisdictions. Kirkland experiences peak-hour congestion primarily in its highly commercial areas (Totem Lake, NE 85th Street, and Downtown).

There are many causes of increased congestion including I-405 and SR 520, neither of which is able to handle the volume to which it is subjected. This has resulted in significant congestion on Kirkland streets and is a condition which Kirkland by itself does not control. Annual vehicle miles traveled in the Puget Sound region continue to increase at a rate approximately equal to the rate of the population growth. Access into, through, and out of Kirkland is physically limited because of several significant features such as the lake on the west, Bridle Trails State Park and SR 520 on the south, and I-405 through the middle running north and south. For environmental and financial reasons, and reasons related to maintenance of community character, road building has not kept pace with demand.

Realistic transportation alternatives to driving alone are available for most people. The transit system is largely outside of Kirkland's control; it is defined by the King County (Metro) and Sound Transit. Local routes have increased in number and in frequency of service over the past 5 years. Kirkland's non-motorized network is also improving though not yet complete.

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the Non-Motorized Transportation Plan. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

Lack of transportation choices also affects the health of our community. Obesity has become an epidemic over the past two decades, increasing the risk of many diseases and health conditions, including heart disease and diabetes. One of the factors contributing to obesity is lack of physical activity. A major source of air pollution in Kirkland is motor vehicle use. By providing safe and convenient bicycle and pedestrian systems that connect to all areas of the city, to neighboring communities, and to regional facilities, we can promote physical activity and improve air quality.

Policy T-2.2:

Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.

Cul-de-sacs and dead-end roads are a common cause of incomplete pedestrian and bicycle networks. Direct and convenient non-motorized connections on foot or by bicycle between cul-de-sac bulbs to nearby destinations should be a priority when planning the non-motorized system.

Beyond these connections, however, the City must work to create an overall non-motorized system that gives people a convenient option alternative to driving and an opportunity for physical activity.

Policy T-2.3:

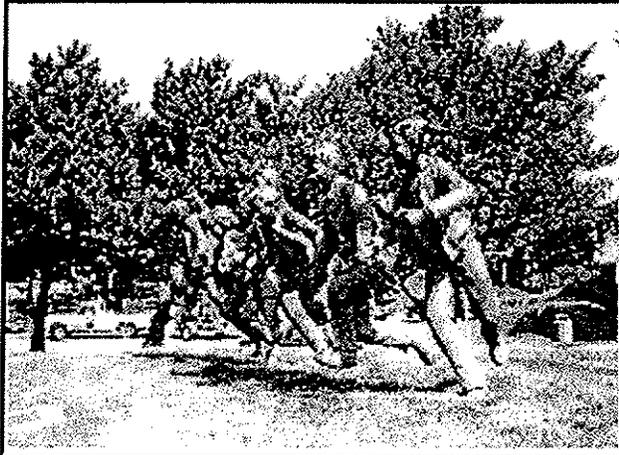
Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where need.

Safety considerations should be paramount when planning pedestrian and bicycle routes.

CHAPTER X. PARK ELEMENT

(note that only those sections to be amended are shown below)

A. INTRODUCTION



"Puddle Jumpers" sculpture at Marina Park

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

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

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

- (1) Acquiring and developing additional parkland in areas of the City where parkland and recreational opportunities are deficient, by providing neighborhood parks, community parks, and open space.
- (2) Providing additional pedestrian and bicycle trails and linkages, including the acquisition of greenways, between parks, open spaces, and neighborhoods.

- (3) Developing facilities such as restrooms and additional benches in new and existing parks.
- (4) Meeting City indoor recreation needs for fitness, athletics, recreation classes, and meeting space.
- (5) Enhancing and expanding recreational opportunities at existing waterfront parks.
- (6) Providing ongoing renovation and maintenance of parks and facilities.
- (7) Continuing and enhancing "partnerships" with the Lake Washington School District, King County, and neighboring cities in the mutual use and development of parks and recreation facilities.
- (8) Encouraging healthy life styles by providing a variety of opportunities for physical exercise.
- (9) ~~(8)~~ Providing diverse and affordable recreation programs to meet citizen needs and interests, particularly those of youth, teens, older adults~~senior citizens~~ and residents with special needs, and complement programs offered by other recreation providers in the community.
- (10) ~~(9)~~ Promoting habitat conservation through acquisition and preservation of important natural areas, and continuing development of interpretive education programs.

C. PARKS, RECREATION, AND OPEN SPACE GOALS AND POLICIES

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

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

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

RECREATION

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

Recreation provides individuals in the community with opportunities for satisfying use of their leisure time and for engaging in daily physical exercise. Participation in recreation activities enriches lives, prevents social isolation, Senate Bill 5186 and changes to the Comprehensive Plan 7/06

and increases the sense of community. It also helps people maintain a healthy weight and heart which can reduce the risk of many diseases and health conditions. People may enjoy exposure to a wide variety of recreation skills and experience. A significant share of demand for recreation services is met by the private sector and nonprofit agencies and organizations.

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

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

Policy PR-2.1:

Examine the need for additional community recreation facility space to meet indoor recreation needs for athletics, recreation classes, and meeting space.

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

Policy PR-2.4:

Coordinate with neighboring cities, King County, and Lake Washington School District in the planning and provision of recreation activities and facilities.

Partnership with Lake Washington School District

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

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

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

To ensure that School District facilities will continue to be available for City-sponsored recreation programs, in Senate Bill 5186 and changes to the Comprehensive Plan 7/06

2000, the City and School District entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities and joint development of capital projects. In the future, the City should work more closely with the School District to actively explore opportunities for greater joint use of facilities. A cooperative effort on the part of the School District and the City to renovate existing playing fields on school sites should be continued as a step to providing additional needed ballfield space for soccer, softball, and baseball. Independent sports organizations are experiencing a shortage of practice times and space. With facility upgrades and ongoing maintenance, facilities can be more playable and safer to use.

~~The City should continue efforts to cooperate with the Lake Washington School District on a park facility located south of the B.E.S.T. Alternative High School.~~

Policy PR-2.5:

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

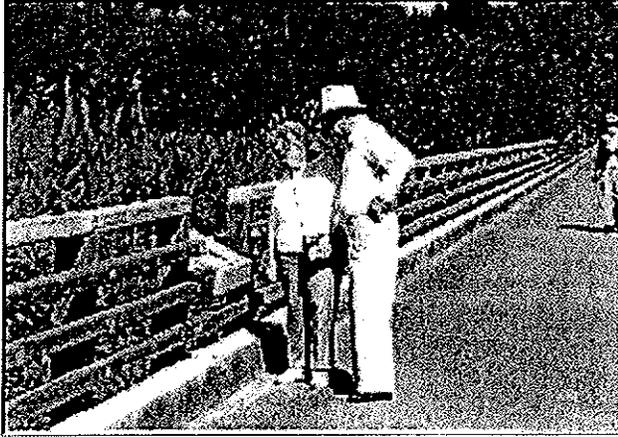
Comprehensive recreation opportunities are a major ingredient of a successful community. By providing services that are creative, educational, and responsive to the needs of the public, the City can significantly enhance the quality of life in Kirkland and encourage a healthy lifestyle.

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

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

Policy PR-2.6:

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



Pedestrian bridge through Juanita Bay Park wetlands

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

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

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

NATURAL RESOURCES CONSERVATION

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

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

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

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

Policy PR-3.1:

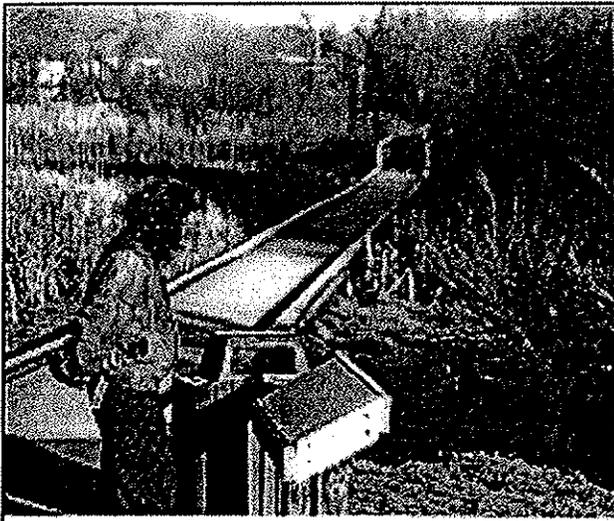
Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

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

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

Policy PR-3.2:

Preserve opportunities for people to observe and enjoy wildlife and wildlife habitats.



Educational sign and boardwalk at Juanita Bay Park

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

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

- Areas which are intrinsically biologically critical by virtue of their continuity with other, existing natural areas.
- Areas which provide benefits to the greater community, including water quality functions, hydrologic management, and erosion control.
- Areas of unique scenic quality.
- Areas which are culturally significant.
- Areas which provide significant fish and wildlife habitat.
- Areas located in neighborhoods with identified deficiencies in open spaces and parks.

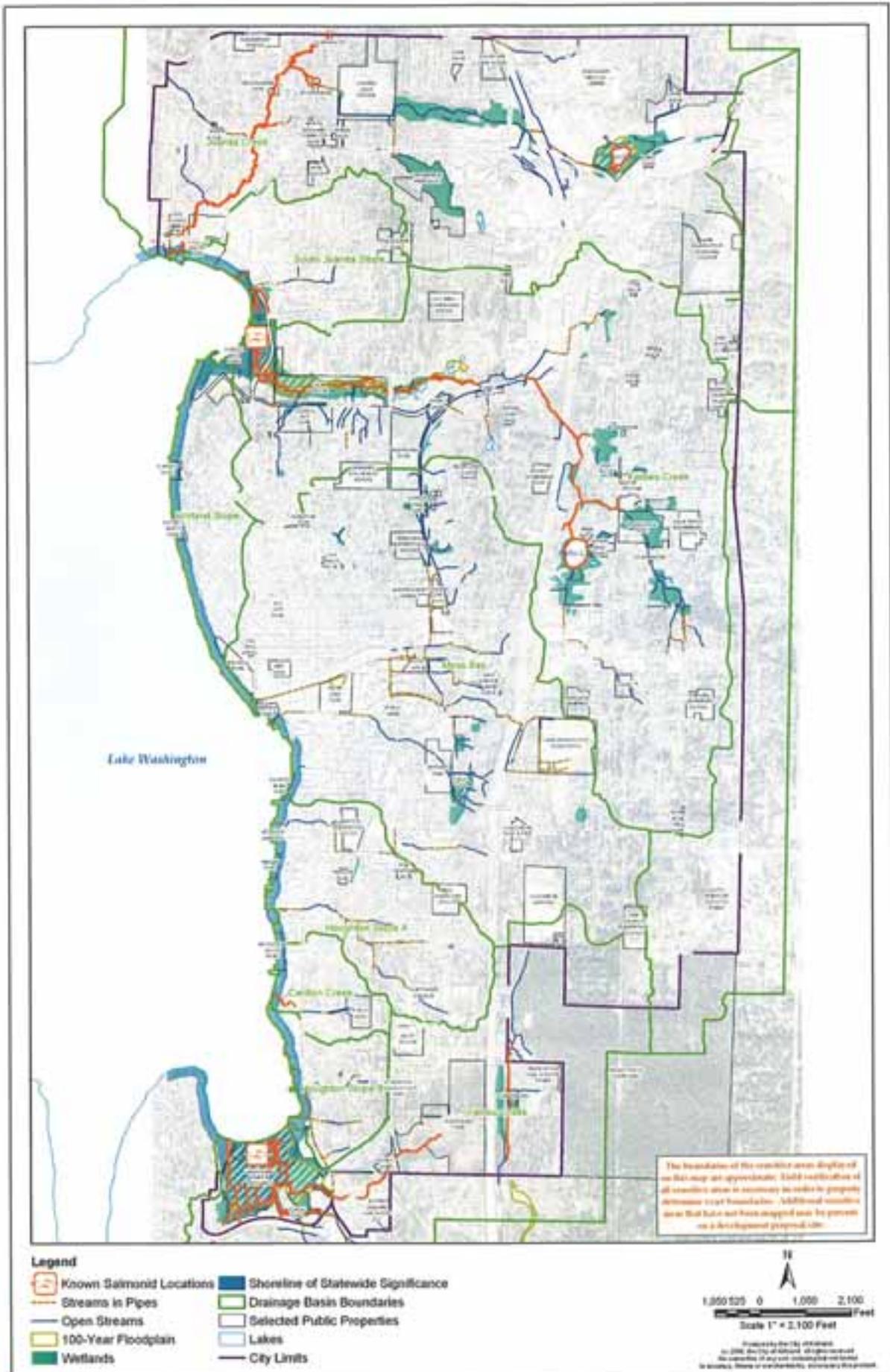


Figure NE-1: Sensitive Areas

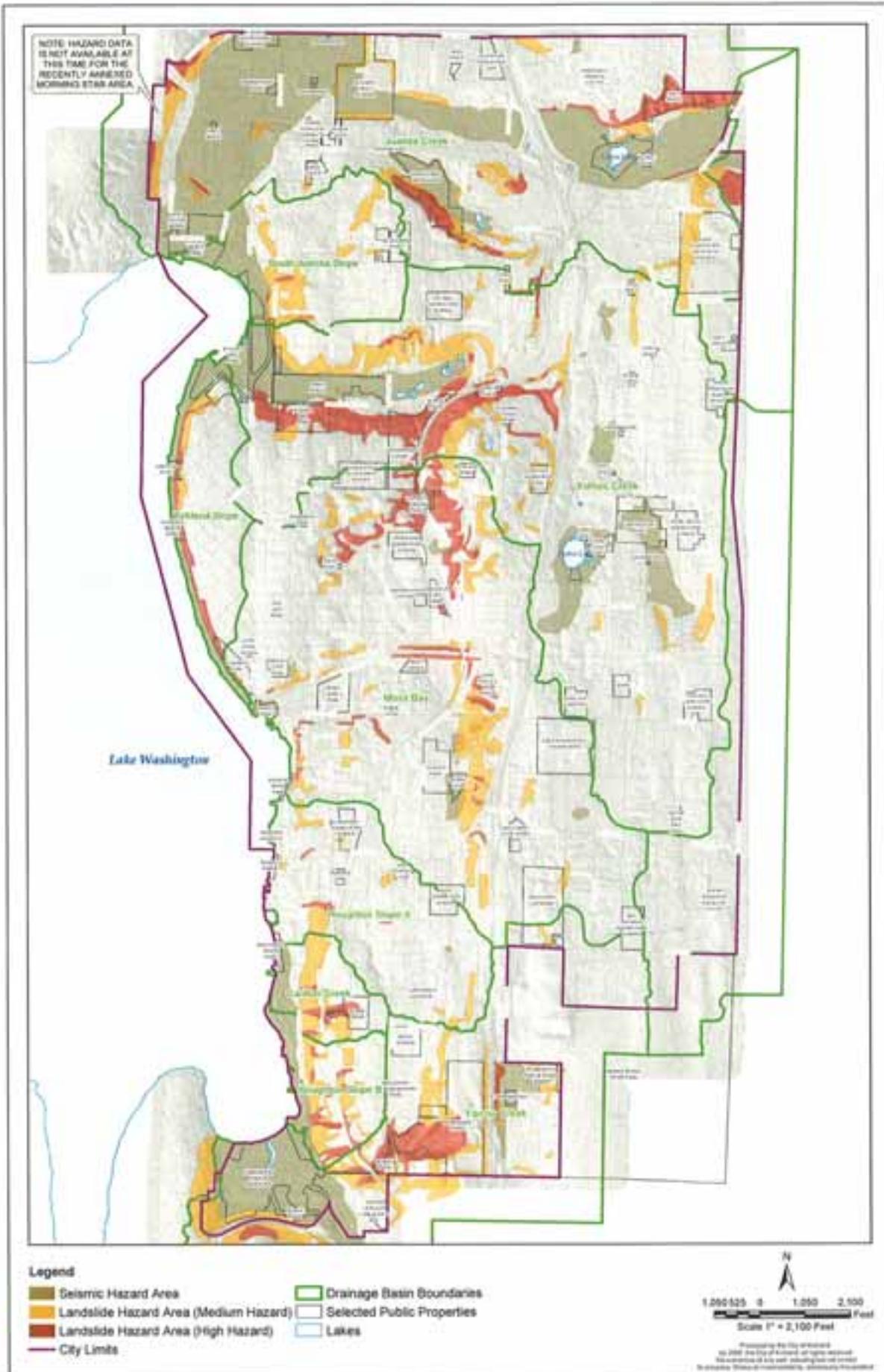


Figure NE-2: Landslide and Seismic Hazard Areas

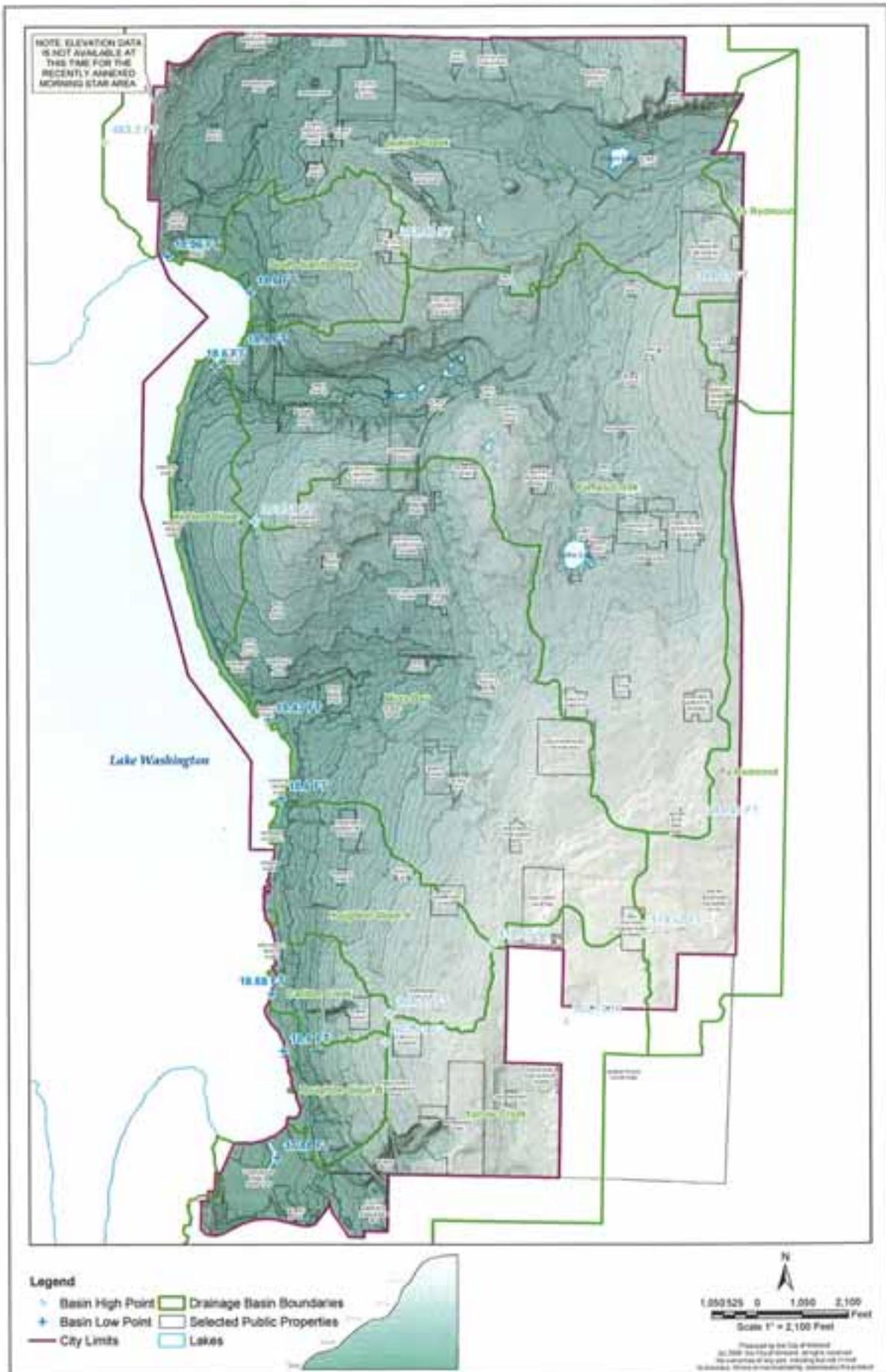


Figure NE-3: Topography

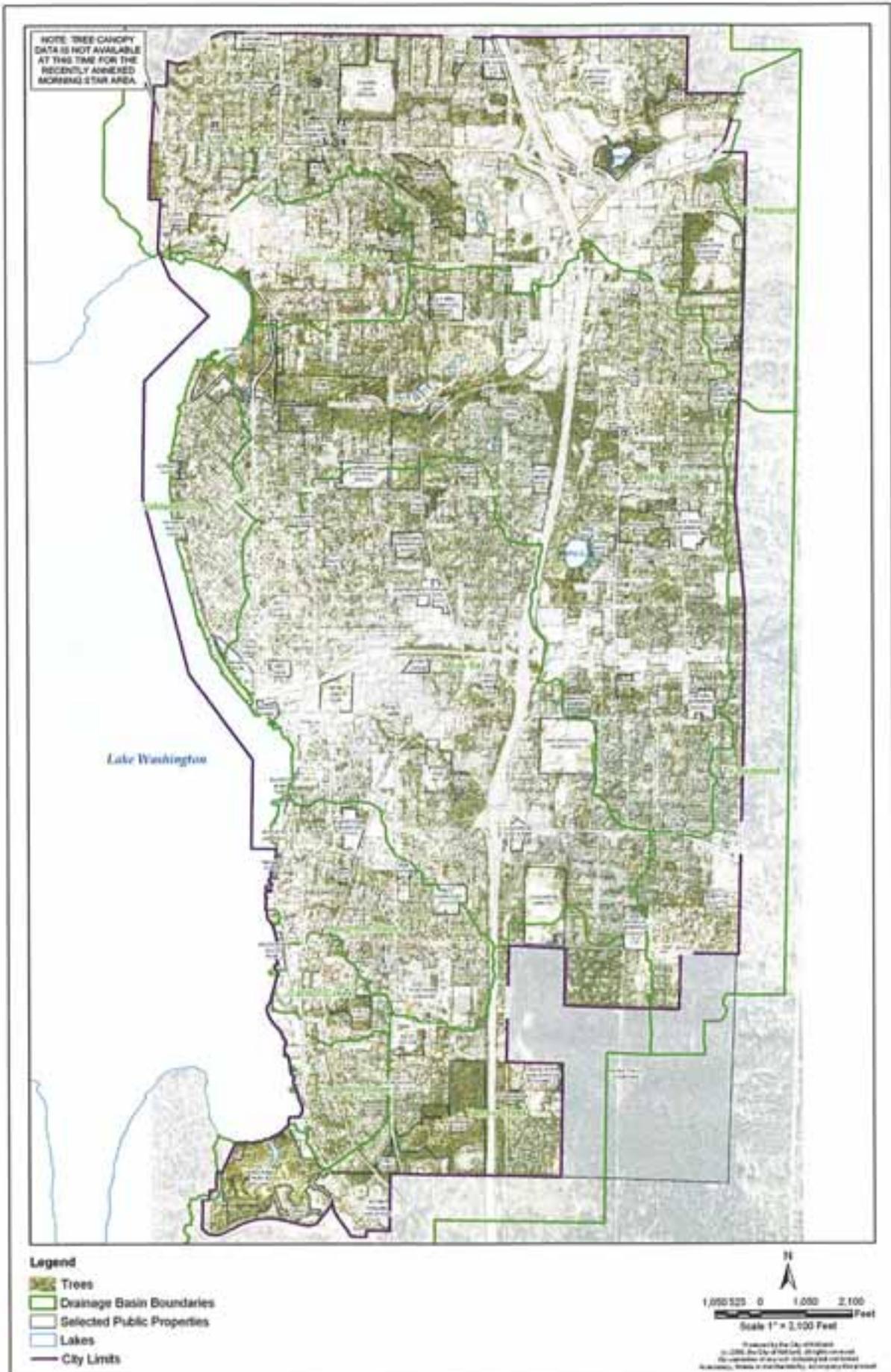


Figure NE-4: Tree Canopy

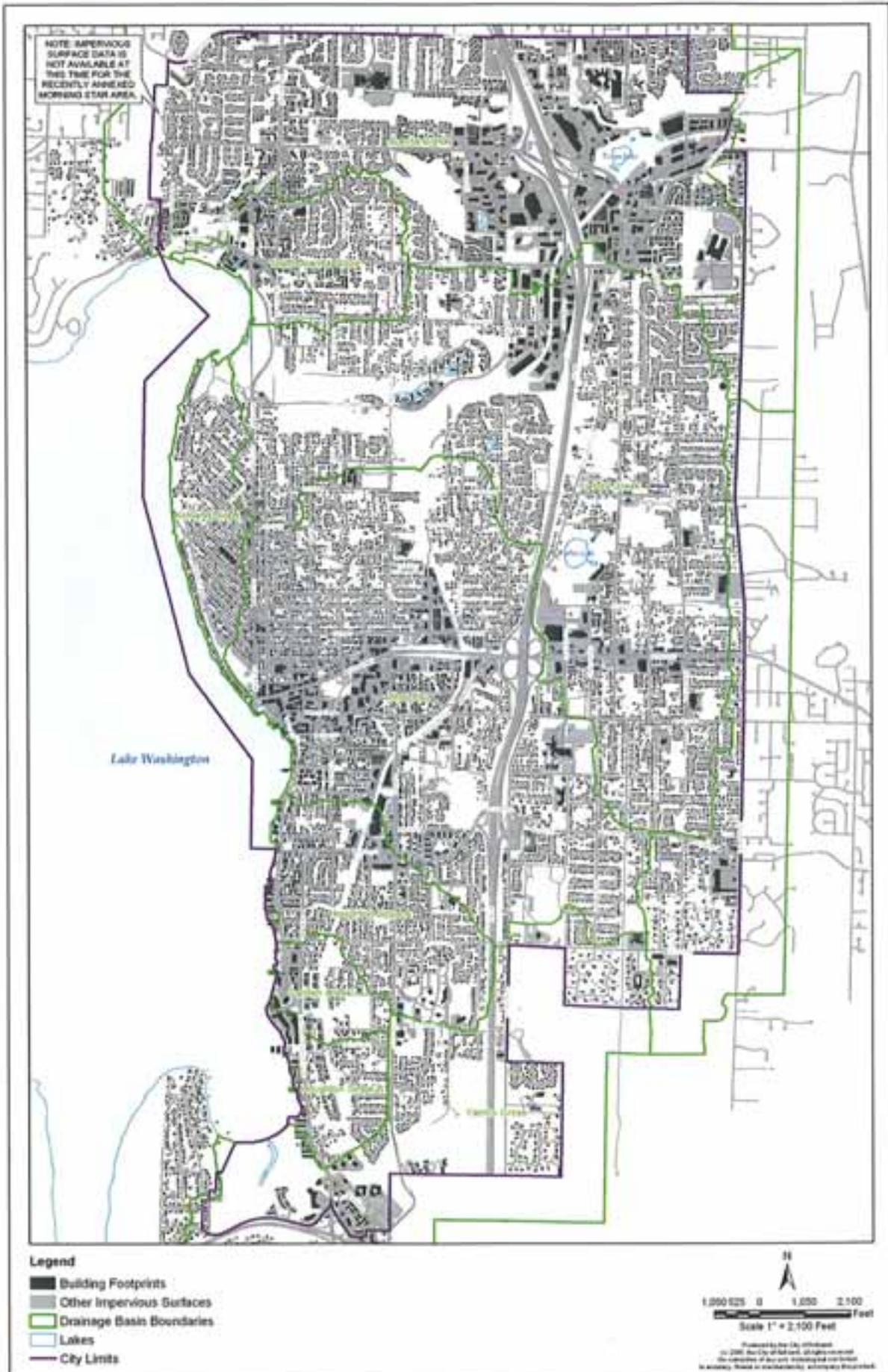


Figure NE-5: Impervious Surfaces

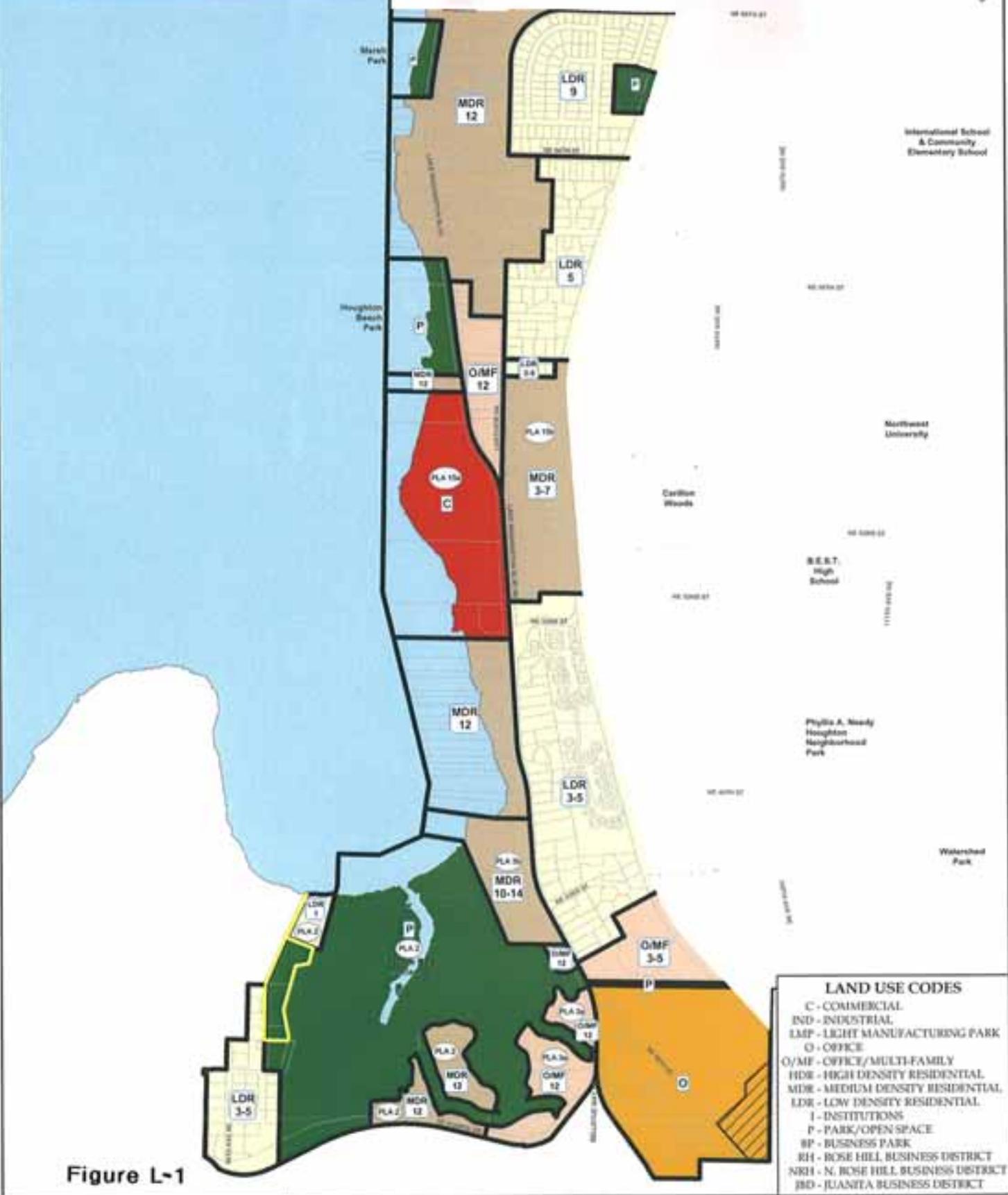


Figure L-1

LAND USE CODES

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

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4028
ADOPTED by the Kirkland City Council
December 13, 2005

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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LAND USE CODES

- C - COMMERCIAL
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- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - JUANITA BUSINESS DISTRICT

Figure SRH-3

South Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2003

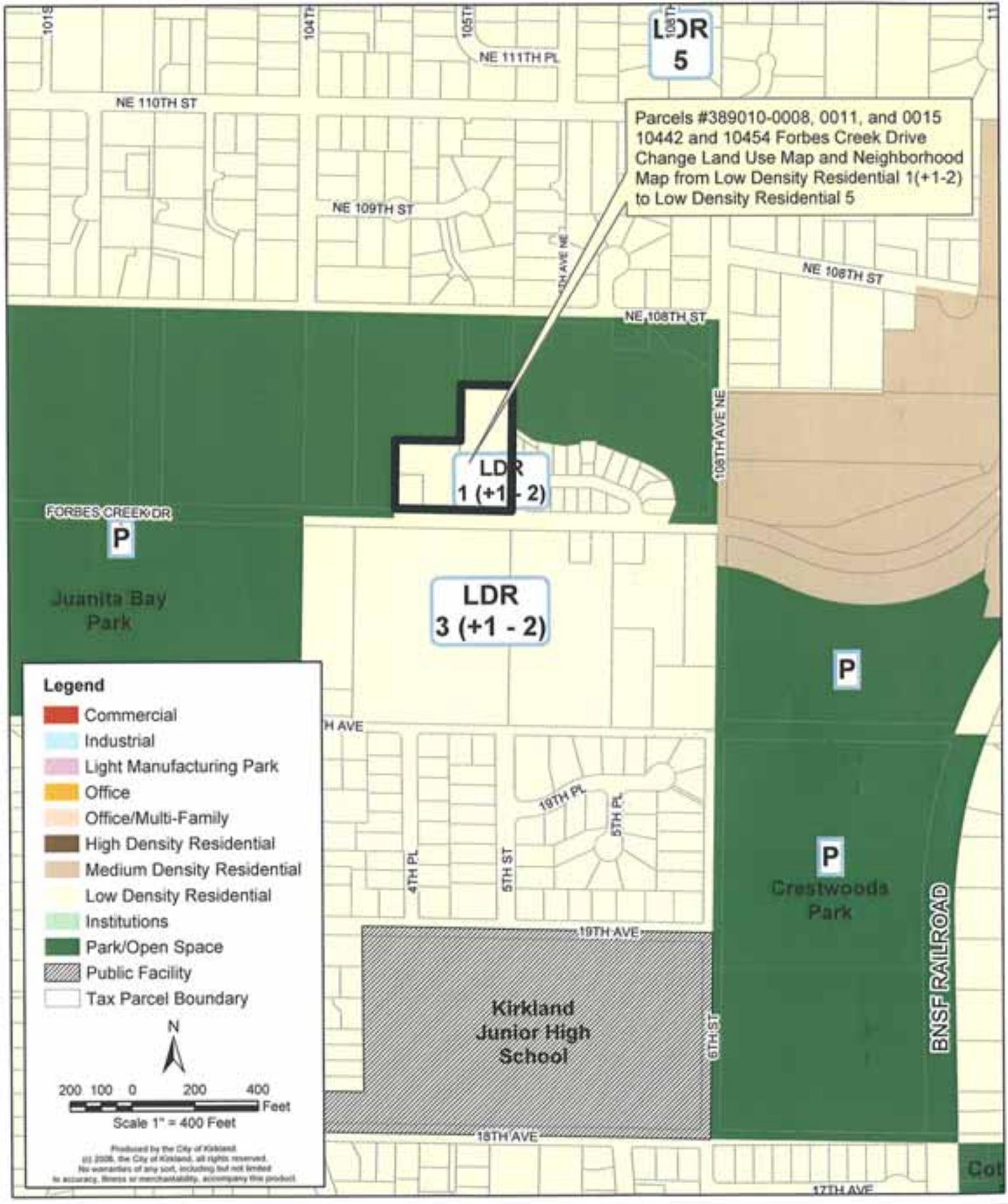
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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

Scale: 0, 250, 500 Feet

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South Juanita Neighborhood LU-1 Land Use Map and SJ-2b Neighborhood Map Change



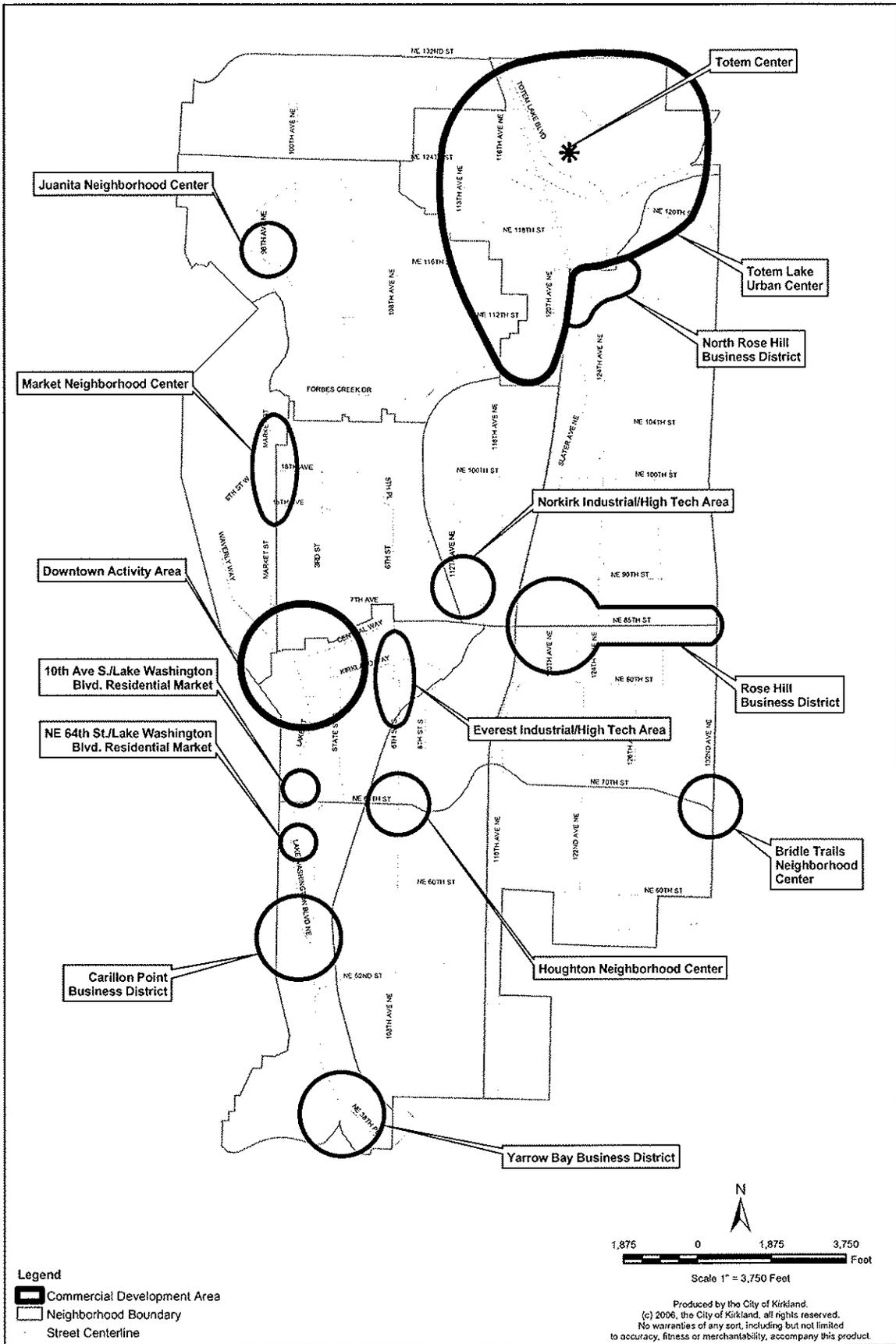


Figure LU-2: Commercial Areas

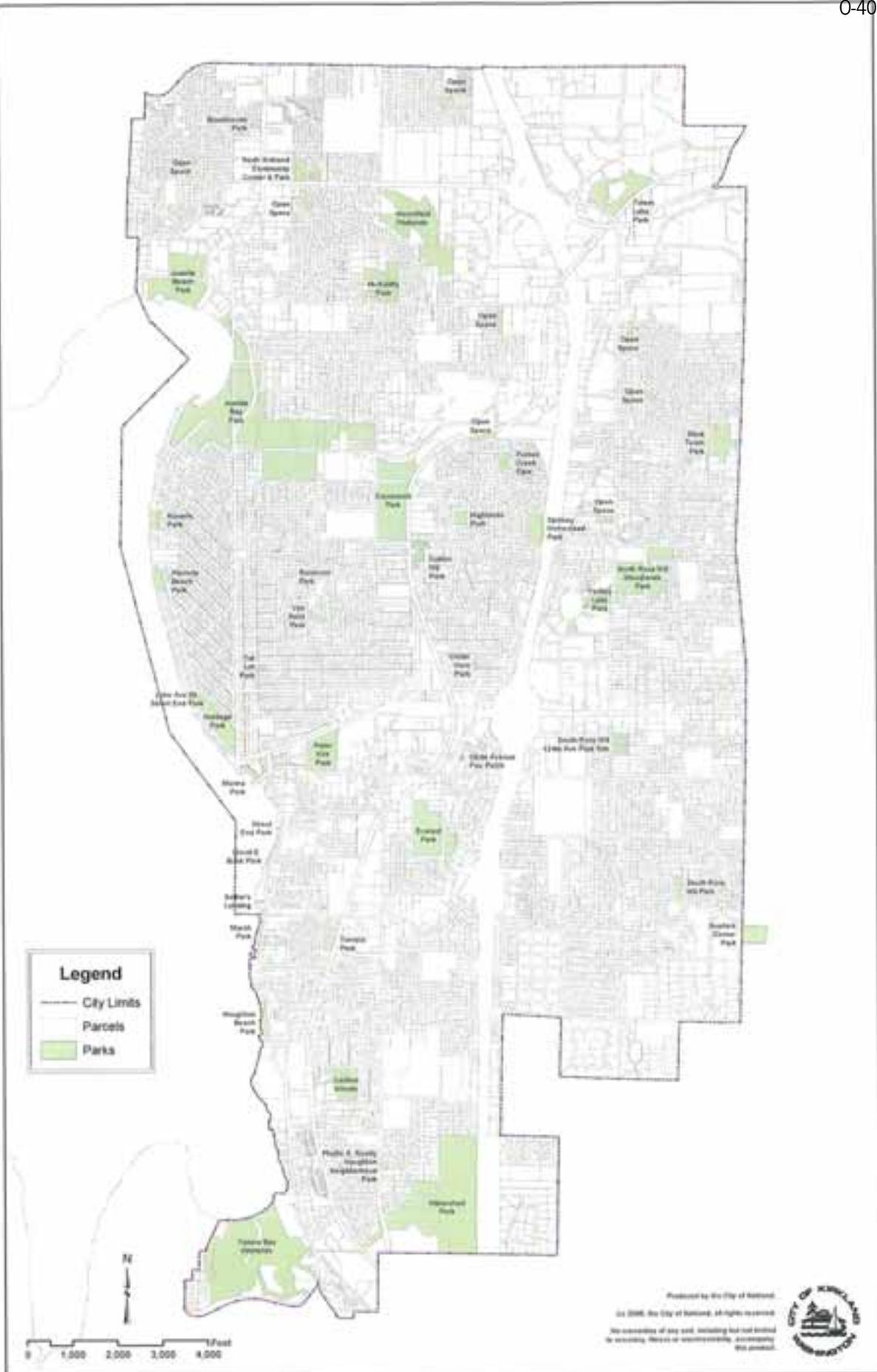


Figure PR-1: Kirkland Parks

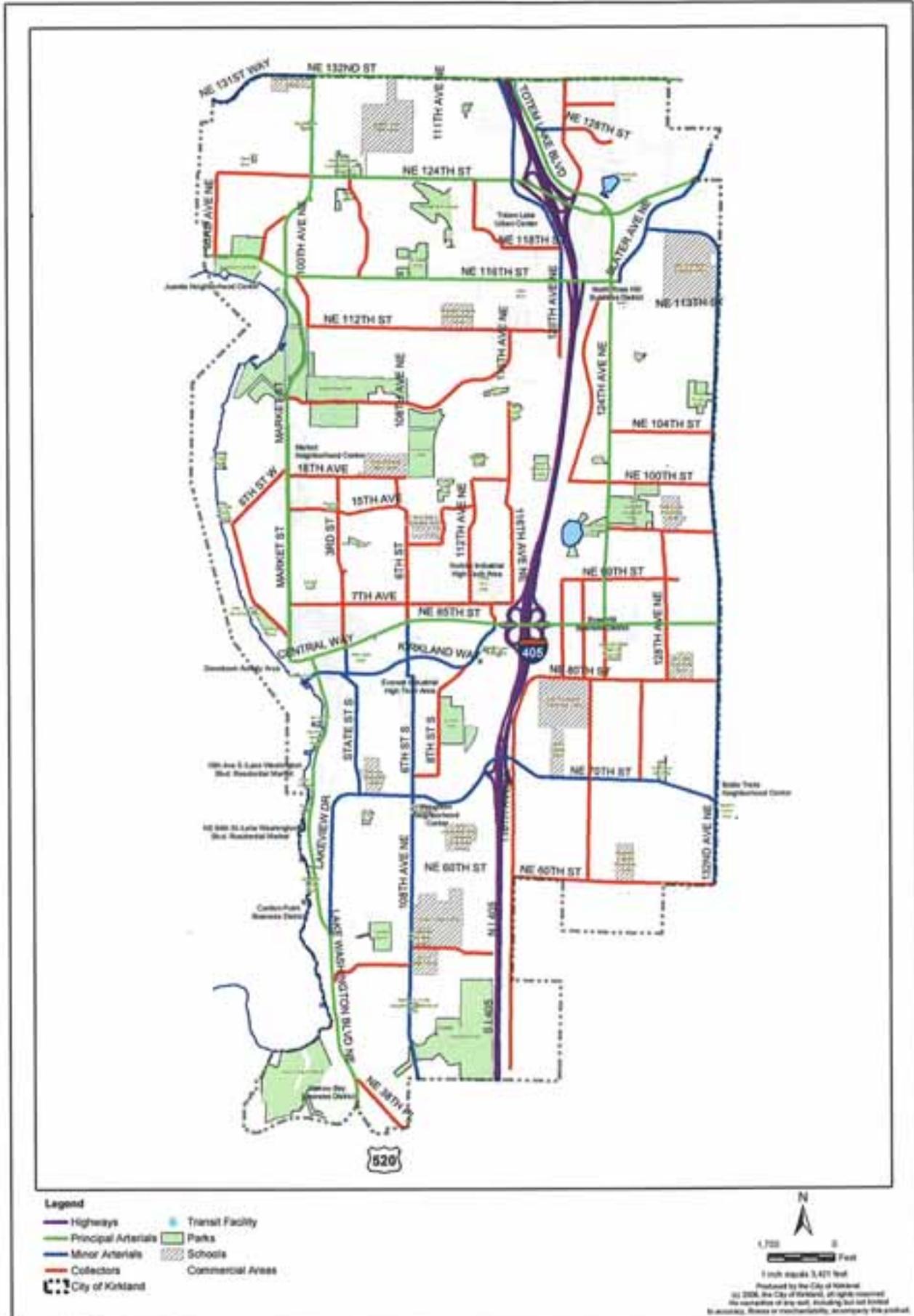


Figure T-1: Street Classifications and State Routes

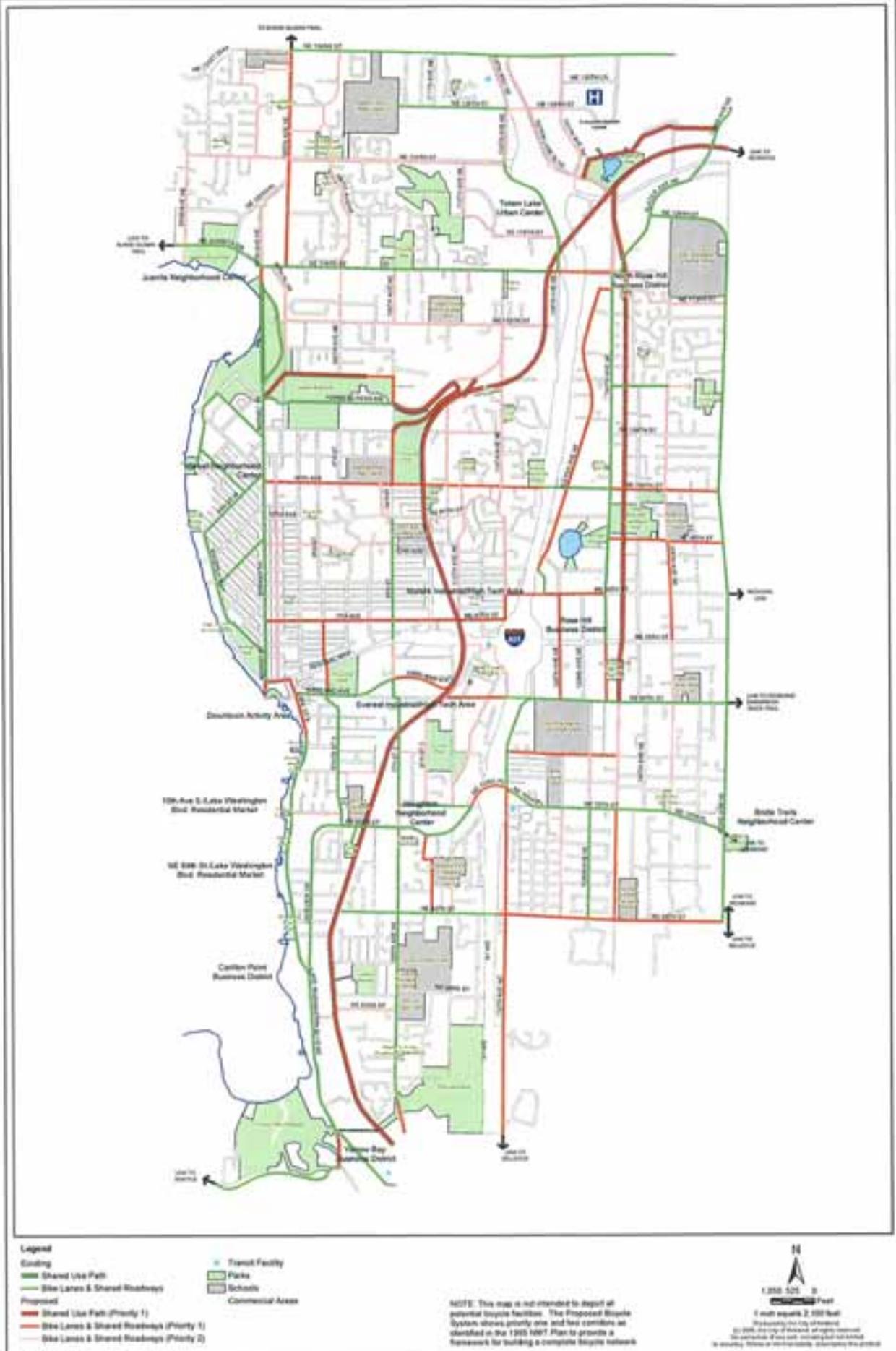


Figure T-2: Bicycle Corridor System - Existing and Proposed

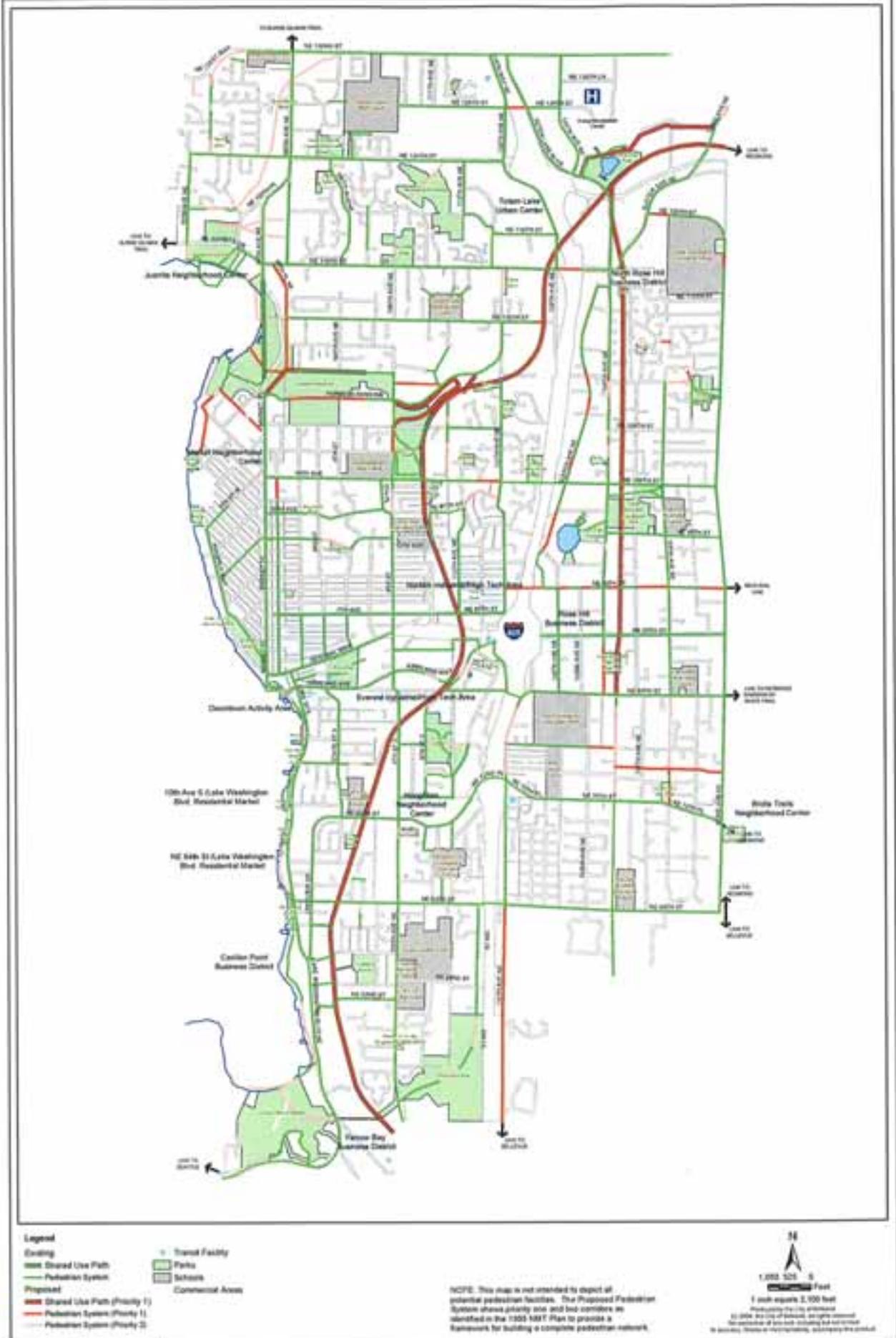


Figure T-3: Pedestrian Corridor System - Existing and Proposed

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

Non-motorized Improvements

NM20-1	Sidewalk
Location:	Spinney Homestead Park, NE 100th Street from 111th Avenue NE to I-405
Description:	Installation of curb, gutter, sidewalk and storm drainage along the north side. Unfunded CIP project NM 0034.
NM20-2	Non-motorized Facilities
Location:	116 th Avenue NE (south section) (NE 60 th Street to south City Limits)
Description:	Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Unfunded CIP project NM 0001.
NM20-3	Sidewalk
Location:	13th Avenue (Phase II), Van Aalst Park to 3rd Street
Description:	Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054, scheduled for completion in 2010.
NM20-4	Pedestrian/Bicycle Facility
Location:	18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way
Description:	Installation of paved path along the described corridor. Unfunded CIP project NM 0031.
NM20-5	Sidewalk
Location:	93rd Avenue NE from Juanita Drive to NE 124th Street
Description:	Installation of curb, gutter, sidewalk and planter strip. Unfunded CIP project NM 0032.
NM20-6	Sidewalk
Location:	NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE
Description:	Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.
NM20-7	Nonmotorized Facilities
Location:	Burlington Northern Sante Fe Railroad right-of-way, between south and north City Limits
Description:	10 to 12-foot wide two-way bike/pedestrian asphalt trail. Unfunded CIP project NM 0024.

- NM20-8** Sidewalk
Location: 122nd Ave NE, between NE 70th Street and NE 80th Street
Description: Install curb, gutter and sidewalk along the west side. Funded CIP project NM 0055, scheduled to begin in 2009.
- NM20-9** Sidewalk
Location: 116th Ave NE from NE 94th Street to NE 100th Street
Description: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for completion in 2009.
- NM20-10** Bike Lane
Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE
Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Funded CIP project NM 0036, scheduled for completion in 2011.
- NM20-11** Sidewalk
Location: NE 95th Street from 112th Ave NE to 116th Ave NE
Description: Install curb, gutter and sidewalk and storm drain along north side. Unfunded CIP project NM 0045.
- NM20-12** Sidewalk
Location: 18th Ave West from Market Street to Rose Point Lane
Description: Install curb, gutter and sidewalk and storm drain along roadway. Unfunded CIP project NM 0046.
- NM20-13** Sidewalk
Location: 116th Ave NE from NE 70th Street to NE 75th Street
Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.
- NM20-14** Sidewalk
Location: 130th Avenue NE, NE 95th Street to NE 100th Street
Description: Install sidewalk along west side of 130th Avenue NE. Unfunded CIP project NM 0037.
- NM20-15** Pedestrian/Bicycle Bridge
Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405
Description: Pedestrian/Bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

- NM20-16A** Sidewalk
Location: NE 90th Street, 124th Ave NE to 128th Ave NE
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.
- NM20-16B** Sidewalk
Location: NE 90th Street, 120th Ave NE to 124th Ave NE, and 128th Ave NE to 132nd Ave NE
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.
- NM20-17** Pathway/sidewalk
Location: NE 60th Street from 116th Ave NE to 132nd Ave NE
Description: Half street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.
- NM20-18** Sidewalk
Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park
Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.
- NM20-19** Pedestrian/Bicycle Facility
Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE
Description: Installation of paved multi purpose path and storm drainage along corridor. Unfunded CIP project NM 0043.
- NM20-20** Crosswalk Upgrades
Location: Various locations throughout city
Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.
- NM20-21** Annual Pedestrian Improvements
Location: Various locations throughout city
Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.
- NM20-22** Annual Bicycle Improvements
Location: Various locations throughout the city
Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

- NM20-23** Sidewalk
Location: 112th Ave NE from NE 87th Street to NE 90th Street
Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Funded CIP project NM 0049, scheduled for completion in 2011.
- NM20-24** Sidewalk
Location: NE 80th Street from 126th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Unfunded CIP project NM 0050.
- NM 20-25** Sidewalk
Location: NE 85th Street from I-405 to 132nd Ave NE and along 124th Ave NE from NE 80th Street to NE 90th Street.
Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM-0051, scheduled for completion in 2007.
- NM20-26** Sidewalk
Location: NE 73rd Street from 124th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0052, scheduled for completion in 2008.
- NM20-27** Sidewalk
Location: NE 112th Street from 117th PI NE to the Burlington Northern Sante Fe RR Crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, scheduled for completion in 2009.
- NM20-28** Annual Sidewalk Maintenance Program
Location: City-wide
Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.
- NM20-29** Non-motorized/emergency access connection
Location: 111th Ave NE from BNSFRR north to Forbes Creek Drive
Description: Install paved non-motorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM -0058.

Roadway Improvements

- ST20-1** Roadway Extension
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** Roadway Extension
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** Roadway Widening
Location: 120th Avenue NE, NE 128th Street to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, scheduled to begin design in 2008.
- ST20-4** Roadway Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes with sidewalks. Funded CIP project ST 0059, scheduled to begin design in 2006.
- ST20-5** Roadway Widening
Location: 124th Avenue NE, NE 85th Street to NE 116th Street
Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.
- ST20-6** Roadway Widening
Location: 132nd Avenue NE/NE 120th Street NE
Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.
- ST20-7** Bridge Replacement
Location: 98th Avenue NE at Forbes Creek
Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.
- ST20-8** Roadway Extension
Location: 120th Ave NE from NE 116th Street to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

- ST20-9** Roadway Extension
Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Funded CIP project ST 0057, scheduled to begin design in 2006.
- ST20-10** Roadway improvements
Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street
Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements concurrent with Totem Lake Mall redevelopment. Funded CIP ST 0070, scheduled to begin design in 2007.
- ST20-11** Roadway Extension
Location: NE 130th Street, Totem Lake to 120th Avenue NE
Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.
- ST20-12** Roadway Widening
Location: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
Description: Widen to a five-lane section with bike lanes. Currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Project planning funded in 2007 CIP; balance of project unfunded CIP project ST 0058; will require 75% King County participation.
- ST20-13** Roadway extension
Location: NE 120th Street (west section) from 124th Ave NE to BNR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.
- ST20-14** Annual Street Preservation Program
Location: Various sites throughout the City based on Pavement Management Program
Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

Intersection Improvements

- TR20-1** Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004, design to start in 2009.
- TR20-2** Intersection Improvements
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad under-crossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.
- TR20-3** Traffic Signal
Location: 6th Street/Kirkland Way
Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065, scheduled for completion in 2009.
- TR20-4** Intersection Improvements
Location: NE 68th Street/108th Ave NE
Description: Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR-0085, completion in 2009.
- TR20-5** HOV Queue By-pass
Location: NE 124th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.
- TR20-6** Intersection Improvements
Location: NE 85th Street/120th Ave NE
Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0088.
- TR20-7** Intersection Improvements
Location: NE 85th Street/132nd Ave NE
Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue By-pass
Location: NE 85th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

TR20-9 Intersection Improvements
Location: Lake Washington Boulevard at Northup Way
Description: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue By-pass and HOV Facilities
Location: Various as identified
Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0072)
2. NE 85th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue by-pass (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. Market Street/15th Avenue NE
6. NE 53rd Street/108th Avenue NE
7. NE 60th Street/116th Avenue NE
8. NE 60th Street/132nd Avenue NE
9. NE 64th Street/Lake Washington Boulevard
10. NE 70th Street/120th Avenue or 122nd Avenue NE
11. NE 80th Street/132nd Avenue NE
12. NE 112th Street/124th Avenue NE
13. NE 116th Street/118th Avenue NE
14. NE 116th Street/124th Avenue NE (extend NB through and right)
15. NE 126th Street/132nd Place NE
16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Ave NE

- 18. NE 132nd Street/Totem Lake Boulevard
- 19. Market Street/Forbes Creek Drive
- 20. NE 112th Street/120th Ave NE
- 21. Totem Lake Blvd/120th Ave NE

TR20-12 Intersection Improvements
Location: NE 70th Street/132nd Ave NE
Description: Install westbound and northbound right-turn lanes. Funded CIP project TR-0086, project to begin in 2011.

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

TR20-14 Traffic Signal
Location: Central Way at the entrance to the Park Place Shopping area
Description: Install new traffic signal and pedestrian crossings. Privately funded CIP project TR-0082, anticipated completion in 2007.

TR20-15 Intersection Improvements
Location: 100th Ave NE/NE 132nd Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left turn lane. Funded CIP project TR-0083, completion in 2011.

TR20-16 Intersection Improvements
Location: 100th Ave NE/NE 124th Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR-0084.

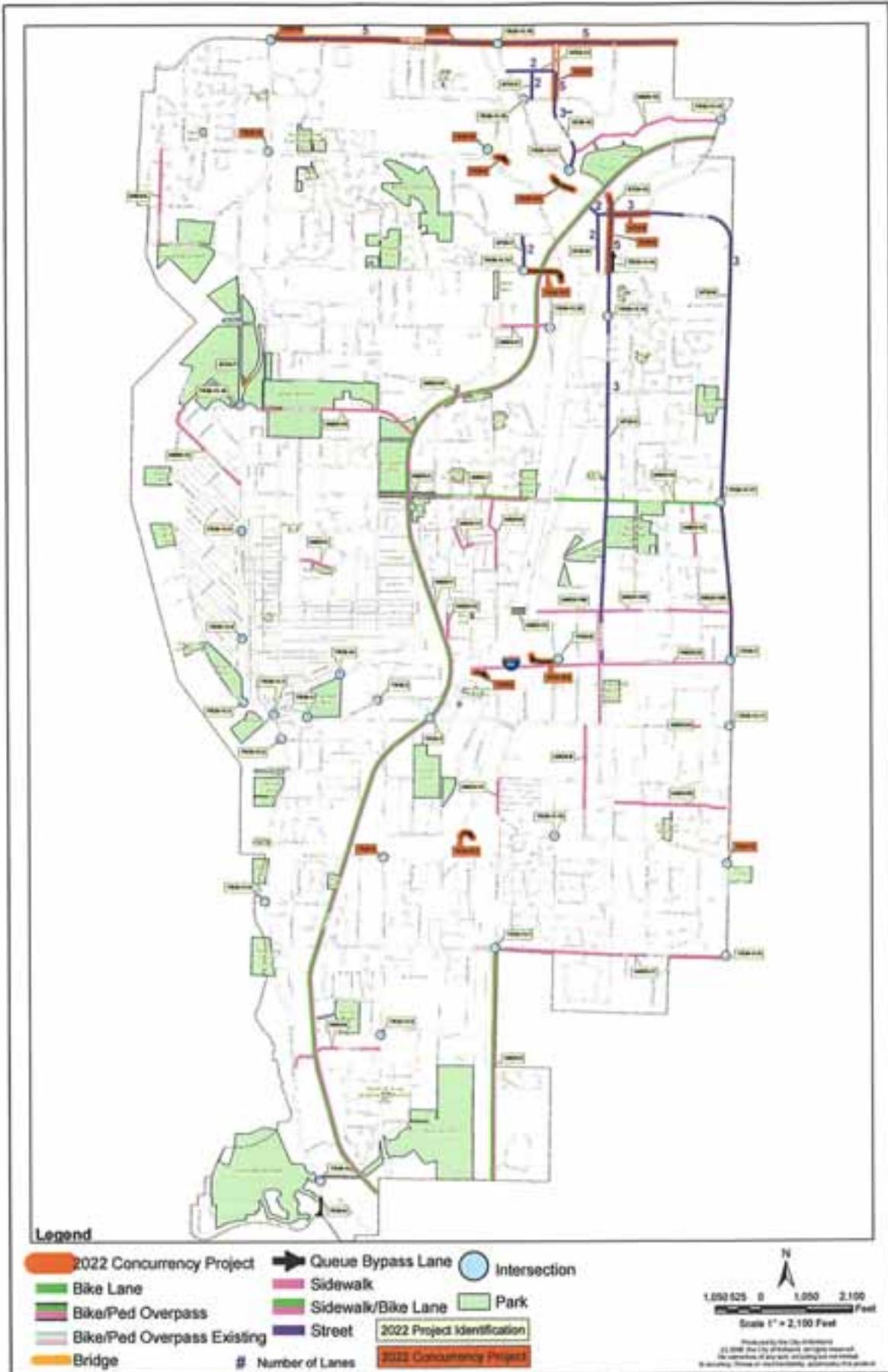


Figure T-6: Transportation Project List

XI. UTILITIES

from other areas in the long-term. Cascade collects regional capital facilities charges to fund planning and development of future water sources. The City is part of a regional solution to address water needs.

Sewer

The City of Kirkland provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-2). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 35 wastewater collection basins, 88 miles of sewer pipe, nine lift stations and force mains, and approximately 2200 manholes. Approximately five to 10 percent of Kirkland residents use septic systems. Sewer extensions have typically been funded by developers and local homeowners through the City-managed Emergency Sewer Program. The system's most serious deficiency is the age of some of the pipelines. The 45-year-old concrete pipes allow inflow/infiltration and root intrusions which reduce capacity of the system and increase operation and maintenance costs. The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin, Central Way Basin, and Juanita Basin. These improvements will provide adequate capacity to serve growth anticipated through the land use plan through 2022.

The King County Department of Metropolitan Services (METRO) provides the City's service area with sanitary sewer treatment services at a capacity of 100 gallons per day per capita under the terms of an inter-governmental agreement. Northshore Utility District and City sewage are treated at Metro's West Point and Renton treatment plants.

Surface Water

The City maintains conveyance, detention and water quality treatment systems in public rights-of-way. These systems accept stormwater runoff and surface water from private property within the City and from

neighboring jurisdictions. As of 2004, the City system contains 364 public and private detention systems which include vaults and ponds, 9,867 public and private catch basins and 170.4 miles of public and private pipes. Figure U-3 shows the City surface management water system.

A watershed approach has been used for managing the surface water utility by dividing the City into nine drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins makes them especially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek also has a large basin area within the City and is significant because it provides salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek and Everest Creek. More information on the watershed and drainage basins can be found in the Natural Environment Element.

City Telecommunications

Over time, the City is installing a fiber-optic network to service its governmental facilities and traffic control system. In addition, the City is partnering with other cities and schools to lay the foundation for a regional telecommunication system. Figures U-6 and U-7 show the fiber-optic network in Kirkland, which includes partnerships with the City, Lake Washington School District, the University of Washington and the City of Bellevue to install publicly owned fiber-optic in major rights-of-way.

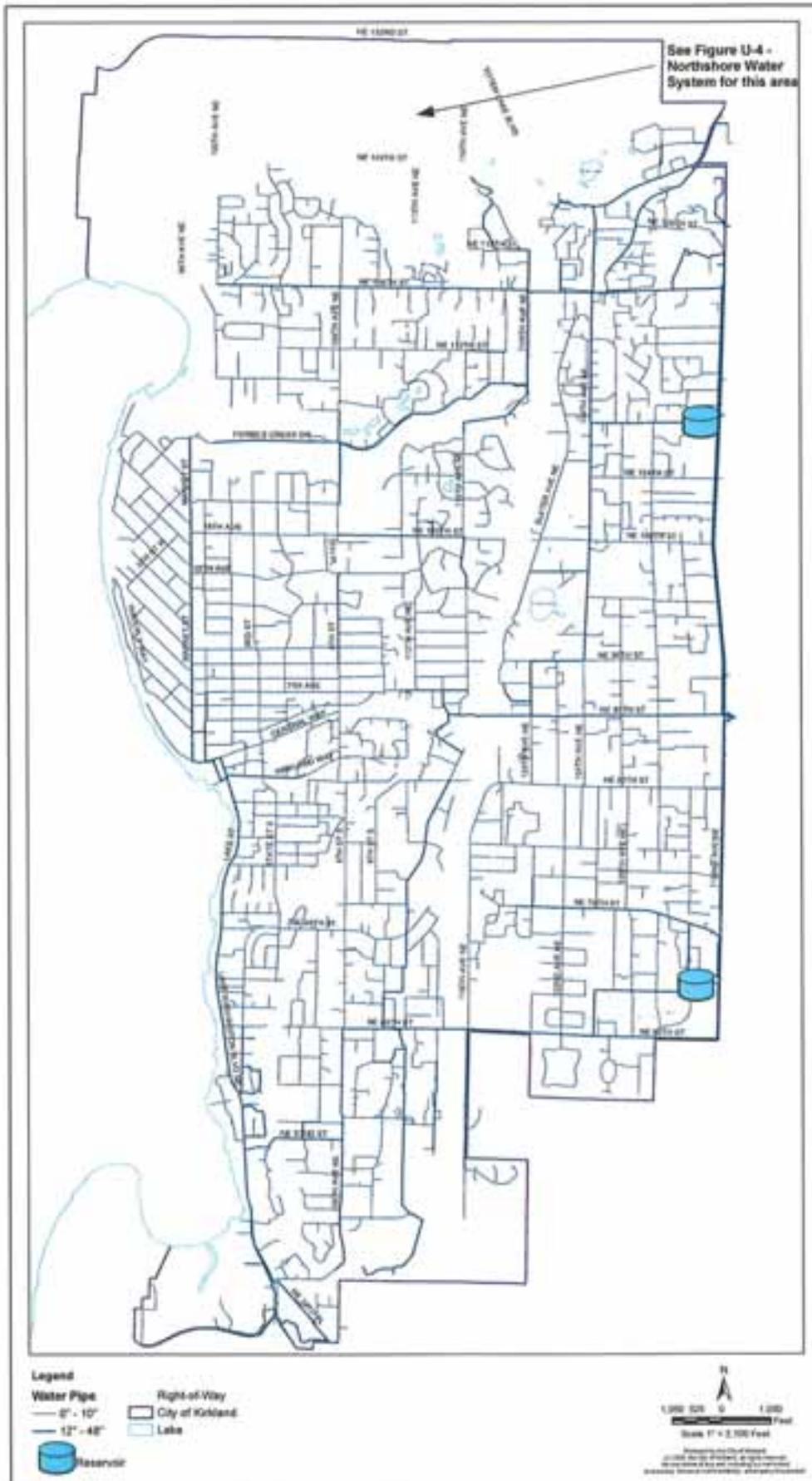
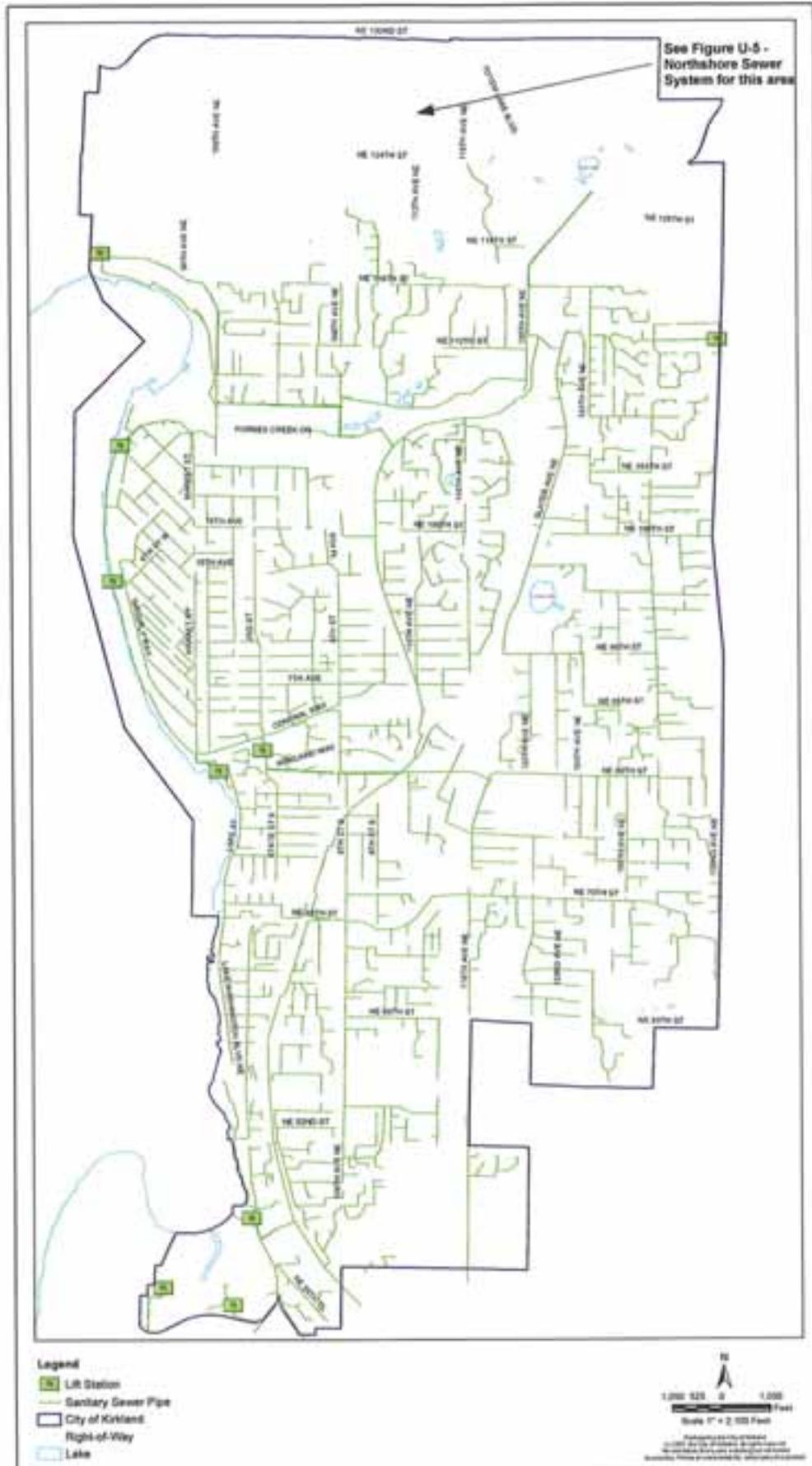


Figure U-1: Water System



City of Kirkland Comprehensive Plan
July 2006 Revision

Figure U-2: Sanitary Sewer System



July 2006

Figure U-3: Surface Water Management System

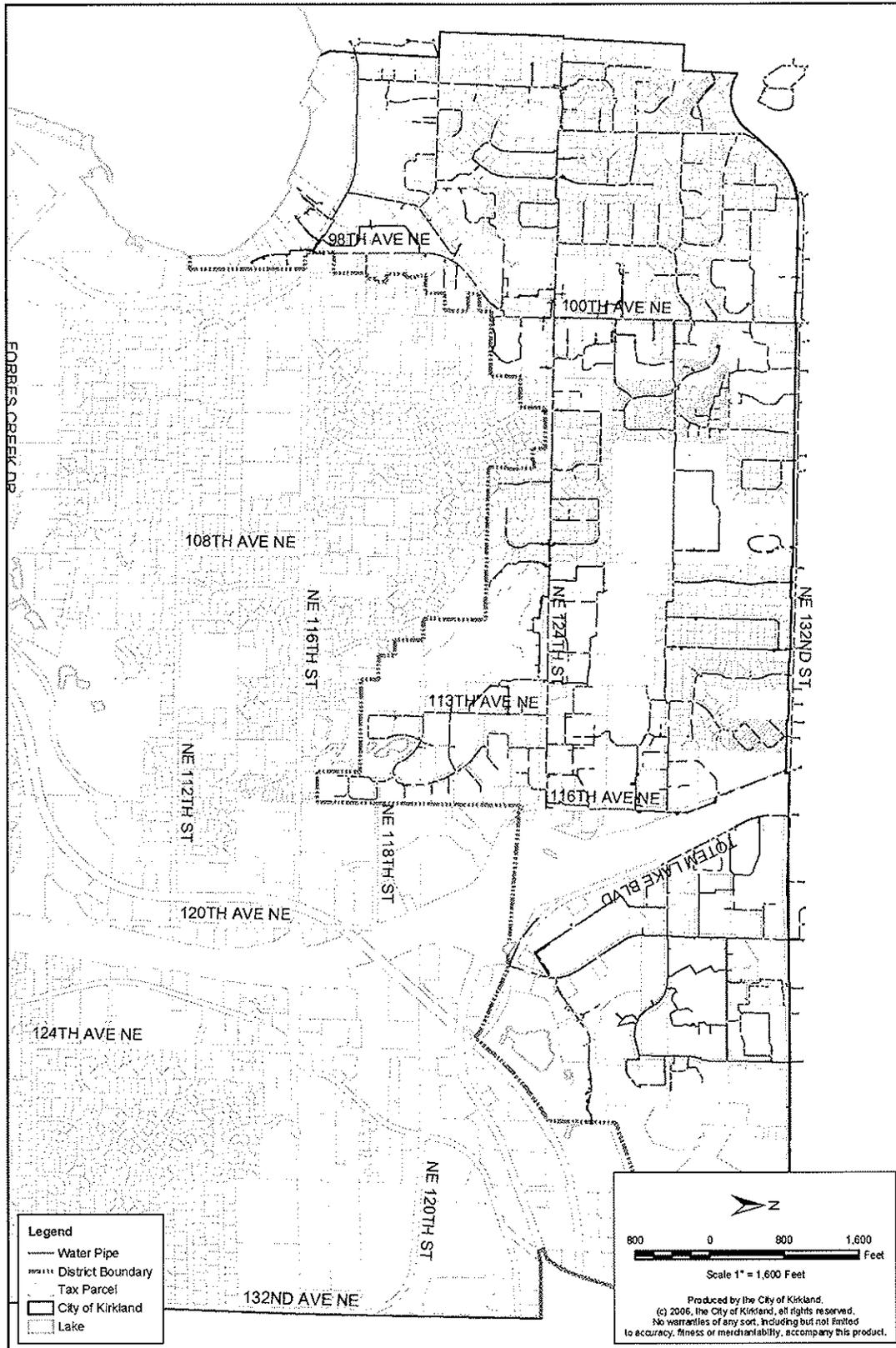


Figure U-4: Northshore Water System

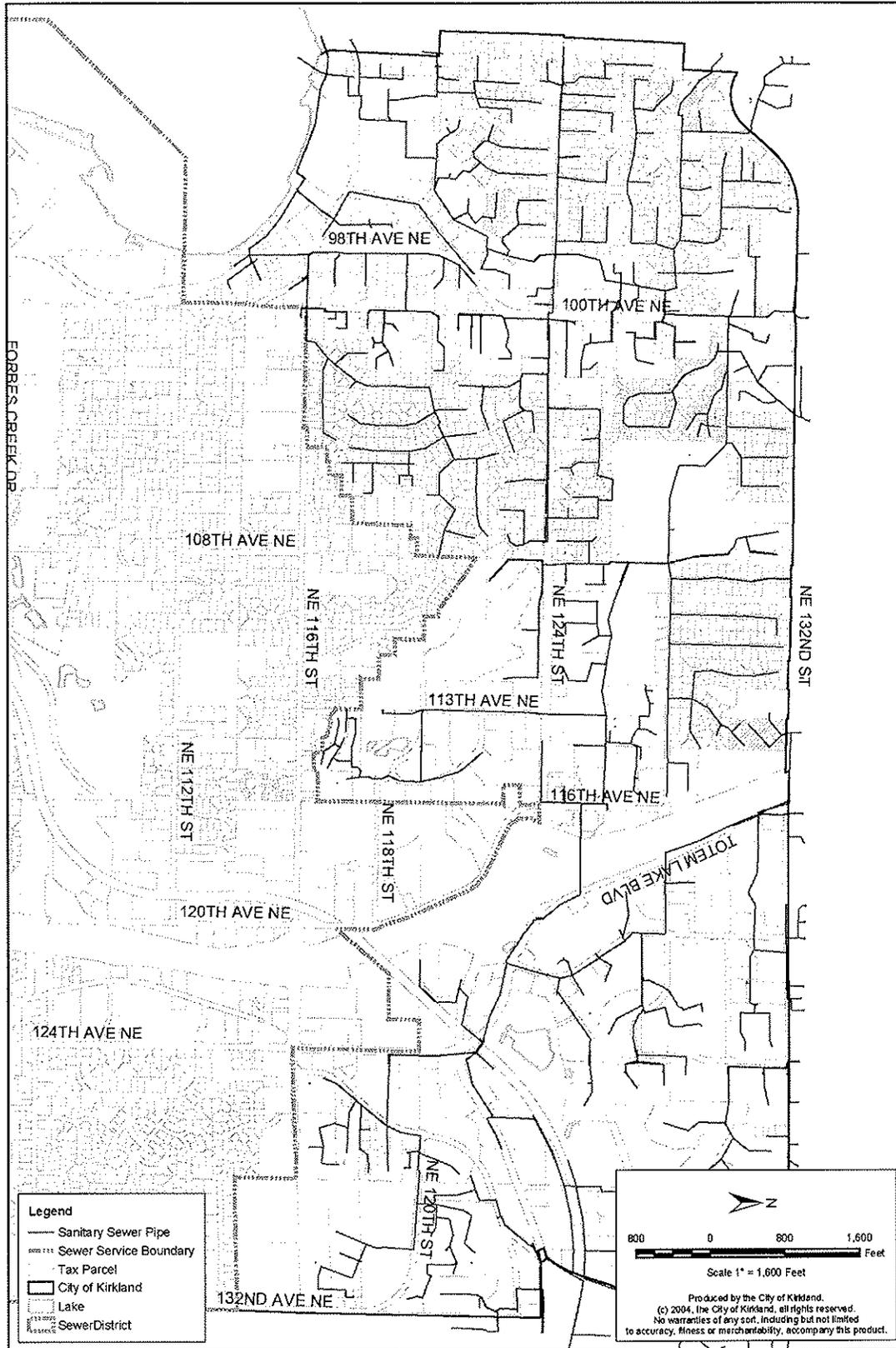


Figure U-5: Northshore Sewer System

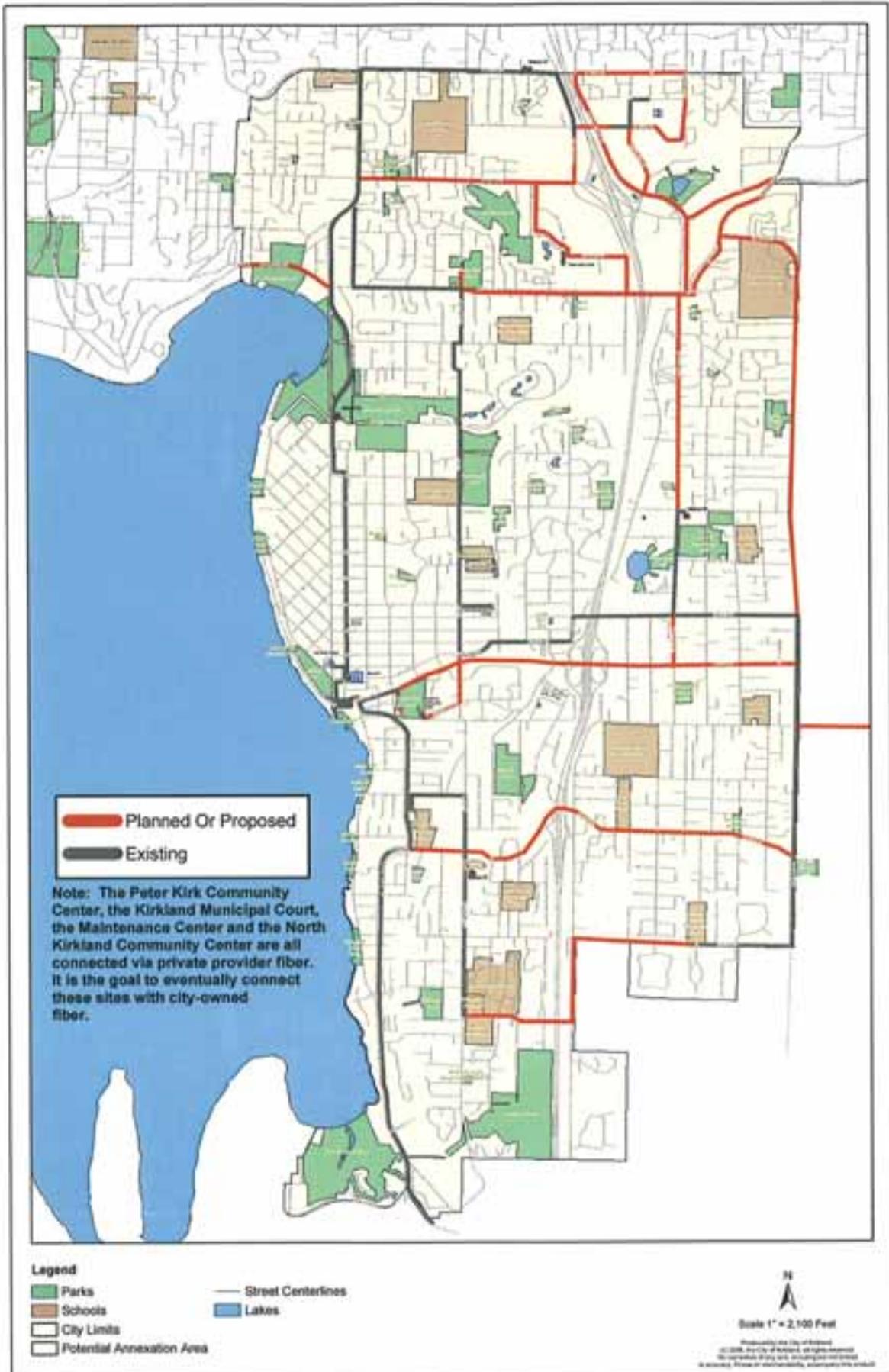


Figure U-6: Existing And Planned/Desired Fiber Optic Network

Delete Map

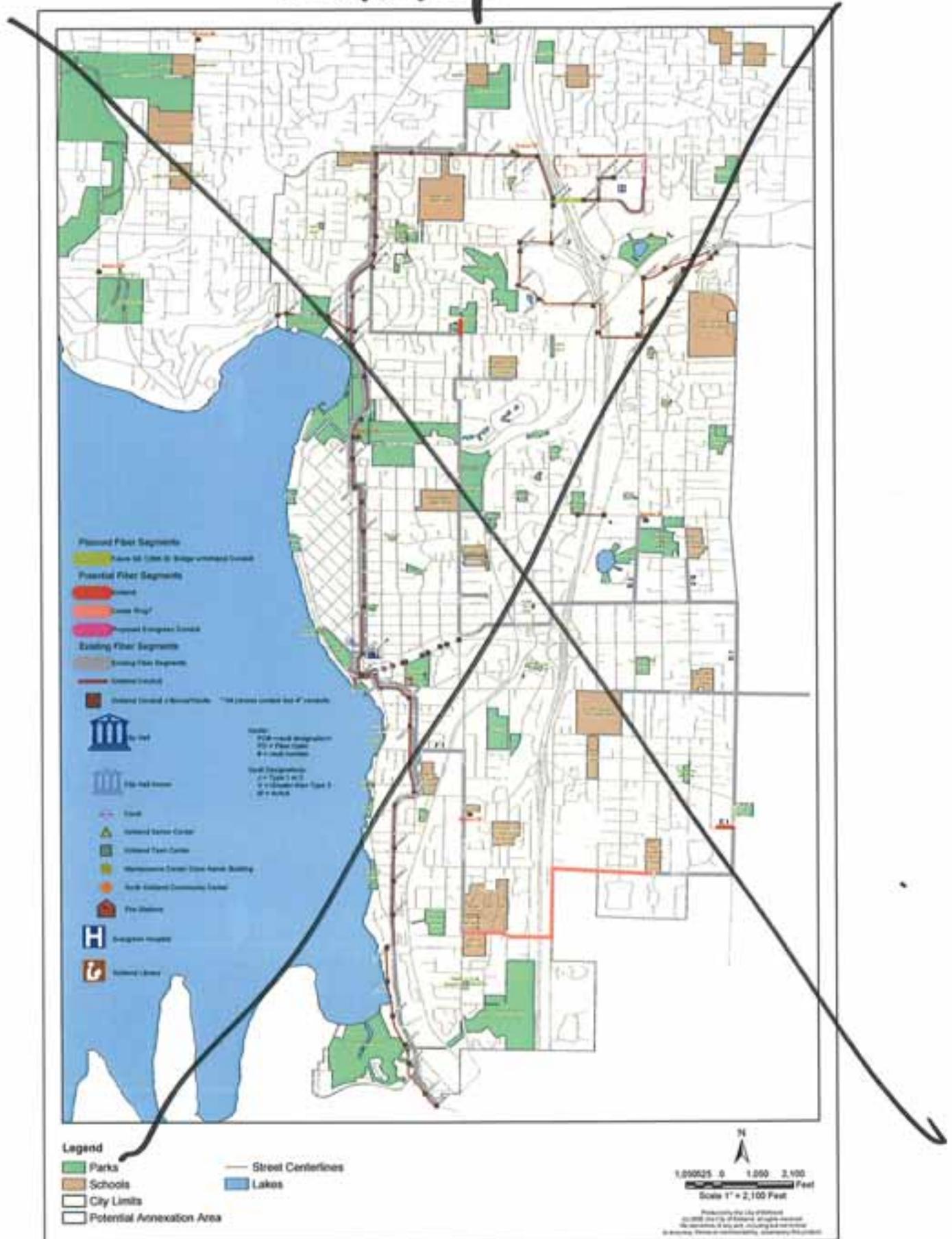
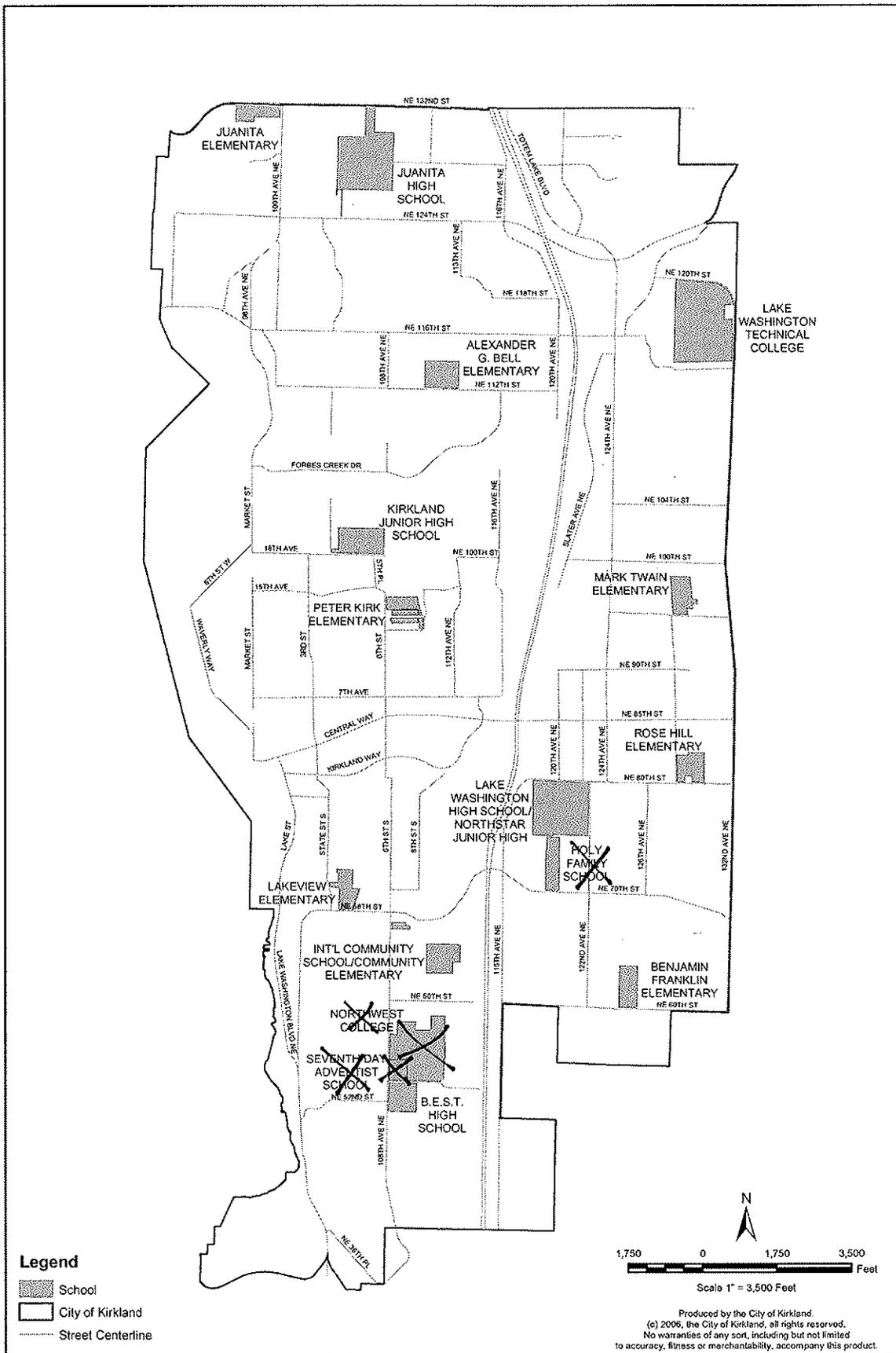


Figure U-7: Proposed Fiber Optic Network



Public

Figure PS-3: School District Facilities

XII. B. Human Services Element

A. Introduction

The Human Services Element seeks to enhance the quality of life for all citizens in the community, regardless of race, nationality, creed, ethnic background, sexual orientation, gender or age. The City recognizes that each person needs to have a sense of belonging, support in their community, and have access to opportunities that contribute to healthy development. The City has made a commitment to providing services and programs to those considered more vulnerable and/or at risk, including youth, seniors, and those with financial need, special needs and disabilities. The Human Services, Senior Services, and Youth Services programs are all housed within the Parks and Community Services Department.

The challenges now and in the future are how to serve the increasing senior population, provide support to teens and their parents and meet the growing basic needs of low and moderate income residents. Forecasts for the future indicate that one in four residents in the Puget Sound area will be over the age of 65 in 2022. To be able to continue residing in the community, many of these residents will need support services along with affordable housing or housing that accommodates seniors as they age, such as assisted living facilities, mother-in-law apartments and smaller one-story homes. As the community's population grows so will the number of low to moderate income residents needing food, shelter, clothing, and support services. Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community.

In addition, our community continues to be enriched with people from different countries and ethnic backgrounds. Human Service Programs need to be responsive to the variety of cultures and languages that exist now and in the future.

Existing Conditions

Youth Services

The Youth Services Program is part of the City's Community Services Division of the Parks and Community Services Department run by the Youth Services Staff with supported from the Kirkland Youth Council.

The Kirkland Youth Council, established in 1996, is an advisory board to the City Council representing the youth in the community. In addition, the Youth Council provides communication between the City Council, Lake Washington School District, community-based groups, schools, and service organizations. Kirkland Youth Council members represent Kirkland locally, nationally, and internationally at summits and conferences.

The City of Kirkland works in partnership with community agencies to provide information and services to Kirkland youth and families. Because of the many immigrant and refugee families living in Kirkland and attending Kirkland schools, city and school-linked support programs have been established.

In 2001, the Teen Union Building, located on the perimeter of Peter Kirk Park next to the Senior Center, was established. It provides a social, educational, recreational and leadership center for youth. The programs at the facility provide a gateway to volunteer activities and jobs in the community.

Senior Services

The ~~Kirkland Community Senior Center~~ Peter Kirk Community Center provides opportunities for people age 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and lifelong learning classes, in addition to health, legal and financial services.

The Kirkland Senior Council, established in 2002, is an advisory board to the City Council representing residents 50 years and older. The Senior Council prioritizes and works to implement the Senior Services Strategic Plan and makes recommendations to the City Council.

Human Services

Demographic, economic and social changes have had an impact in Kirkland. These changes have dramatically increased the need for health and human services. The City's Human Service Policy established a separate program within the Parks and Community Services Department. Human Services staff is primarily responsible for the planning and administration of the City's human services program. The City's role in human services is as a partner, funder, facilitator, and coordinator, but not a direct provider of human services. The Human Services Advisory Committee, established in 1986, serves as a committee to advise the City Council on allocation of the City's General Funds for human services, ~~and the federal Community Development Block Grant funds. The City's General Funds are appropriated on a per capita basis and federal Community Development Block Grant funds are based on the City's percent of low to moderate income persons.~~

Relationship to Other Elements

The Human Services Element is one of the elements that implements Framework Goal FG-2 by establishing goals and policies that provide programs to assist those in need and enrichment opportunities to encourage a healthy community. In addition, the Human Services Element supports the Framework Goal FG-12 by supporting the establishment of citizen boards for youth, seniors and human service representatives.

The Human Services Element supports the Housing Element by establishing policies to provide assistance to those in need of housing and to encourage construction of housing appropriate for seniors, the disabled and the disadvantaged. The Human Services Element also establishes policies to allocate City funds to non-profit organizations providing affordable housing.

The Human Services Element supports the Transportation Element by encouraging better access for seniors and youth who often rely on safe pedestrian connections and public transit to move about the community. In addition, the Human Services Element supports the Public Service Element with policies that maintain the quality of life by helping those in need and by coordinating with local social services

agencies to provide assistance to Kirkland residents. Lastly, the policies in the Human Services Element support the Parks and Recreation, and Open Space Element with policies that ensure that programs are offered for seniors, youth and the disadvantaged.

B. Human Services Concept

The Human Services Element goals and policies broadly define the City's role in contributing to the social development of the community. This element supports the provision of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors, and those in need. This Element represents those services that seek to enhance the quality of life for citizens of the community.

C. Human Services Goals and Policies

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.

Policy HS-1.1: Maintain and support the Kirkland Youth Council.

The Youth Council provides an important link between the youth of Kirkland, the government, school district and the community. The Council ideas, programs, and professionalism have been recognized as creative, intuitive, and successful in connecting with the youth in the community. Their continued work with the Teen Union Building, the Skate Park, other youth facilities, and the City's Boards and Commissions should be supported and encouraged.

Policy HS-1.2: Coordinate with the Kirkland Teen Union Building to provide a safe place for the youth and recreational/educational activities and social programming.

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and recreate. With the support of the Kirkland Youth Council and non-profit organizations serving East King County youth, the City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.

Policy HS-1.3: Provide connections between Kirkland youth and their community by partnering with the City, school district and local youth-serving agencies.

The City of Kirkland values its partnership with the Lake Washington School District in helping to connect youth to their community. Seeking out grant opportunities to provide more school and community programs for youth should continue. Through the Youth Council, open lines of communication should continue to be a priority between the School District and the City. The Youth Council should also continue their goal of connecting students to their community with youth summits, city-wide events and school activities.

Policy HS-1.4: Provide access to information and services for Kirkland youth and their families on employment, social services, safety issues and classes for parents of teens.

The City of Kirkland appreciates the importance of partnering with community agencies to provide information and services to Kirkland youth and families. Partnerships with non-profit organizations, the Lake Washington School District and the City are crucial in helping to provide programs for youth and families and should be a priority. The City of Kirkland, in partnership with the Kirkland Teen Union Building, should either provide or find and advertise free or low cost accessible parenting classes and support services for parents of teens and pre-teens.

Teens and youth safety is a continual concern. Accidents are the #1 killer of teens, with car accidents leading the list, and drowning second. Teens do not always take the necessary precautions when driving, boating, swimming, and biking. Youth Services should encourage continued education on water, bicycle, and seat belt safety, and not using alcohol and drugs when driving a car. This information should be provided through schools, the Teen Union Building, the Fire and Police Departments, and the community.

Many youth ages 13 to 15 have few summer employment opportunities. The City should continue to explore employment and intern options for teens, partnering with the Kirkland Teen Union Building and the business community. In addition, the City's Youth Services should support and help provide volunteer opportunities for Kirkland youth.

In addition, many youth do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get to their activities. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-1.5: Promote ~~positive leisure opportunities for youth~~ healthy lifestyles.

Leisure time activities enrich lives, prevent social isolation and increase a sense of belonging to the community, as well as offer positive choices for how youth spend their time. Obesity issues, lack of exercise, eating disorders, and poor diet are problems that teens face. Many teens spend hours after

school watching television, playing video games, and surfing the web. Providing positive leisure time recreational activities encourages life long learning for teens, and provides health and fitness opportunities and promotes healthy lifestyles. Through Kirkland's partnership with the Teen Union Building, businesses, and non-profit organizations, the City should help to provide recreational and leisure time activities for youth.

Policy HS-1.6: Establish positive relationships between the youth and Kirkland police.

A goal of the Kirkland Youth Council and the City of Kirkland is to improve the relationship between youth and police. One way that this has been accomplished is by development of the Respect Manual, a manual to answer questions, reduce fear and increase understanding between the youth and Kirkland Police. The Kirkland Youth Council and the Police Department should continue to explore other ways in which to build positive relationships with the City and youth in the community.

Policy HS-1.7: Support programs working to lower youth violence, and substance abusedrug/alcohol/tobacco use, depression and suicide in the community.

City programs, such as Summer Youth Outreach Specialists, help to maintain positive relationships with community youth, referring youth to services and preventing risky behavior by youth. Such programs have reduced negative police and youth interactions. Efforts are focused on working with the youth at local parks, beaches and the Teen Union Building after school, on weekends and during the summer when the youth have more free time and thus may get involved with risky behavior.

The City's Youth Services should continue to work to support youth access to after-school, weekend and summer development programs to help shut down the "prime time juvenile crime" and encourage positive and healthy behavior. This encouragement should help diffuse the harassing behavior found in many of our schools. In addition, Youth Services should also continue supporting Kirkland's school and community drug/alcohol/tobacco and teen depression and suicide programs to help develop healthy and responsible youth.

The Police Department works with the Lake Washington School District to lower the number of youth who are using drug/alcohol/tobacco through partnerships, such as the School Resource Officers. The City should continue the Police Department's partnership with the school district to develop and support the drug/alcohol/tobacco use prevention programs.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Policy HS-2.1 Maintain and support the Senior Council.

The City is committed to maintaining and improving the quality of life of residents 50 years and older in Kirkland. Recognizing the value and contributions residents 50 years and older bring to our community, the Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs that

advance their well-being. The Senior Council offers people the opportunity to directly participate in the advocacy and creation of programs that meet their needs. The City should maintain the Senior Council and support their programs.

Policy HS-2.2: Provide opportunities for people 50 years and older to be active, connected, and engaged in learning.

Aging has changed. People 50 years and older are much more active now and thus prefer a wider range of recreational programs and services than in the past and a wider range of choices need to be available to a broader age range of seniors. The activities seniors-older adults desire as part of their life in the community include working, recreation, lifelong learning, and social engagement. Recognizing this, the Kirkland Community Senior Center Peter Kirk Community Center should provide a broad range of activities, classes and services for residents 50 and older, a resource hub for information and referral of for activities, events and services for seniors-older adults and adult children seeking assistance, and services for their aging parent. Through a joint use agreement with the Teen Union Building, people 50 and older should continue to have the opportunity to take computer classes provided in the Teen Union Building computer lab. The City should also continue to provide information via a comprehensive activity brochure mailed out to residents and the City's web page with links to important services throughout King County.

The City engages in partnerships with other community organizations and businesses to increase program opportunities and locations, provide greater marketing abilities and promote a sense of community relationship. These partnerships should continue and increase as the number of people 50 years and older increase.

Policy HS-2.3: Provide access to information, resources, services and programs for seniorsolder adults.

SeniorsOlder adults, their caregivers and family members often do not know where to turn for help, do not believe it is right to ask for help or feel guilty about taking advantage of available services. Many seniors older adults and their adult children lack knowledge about in-home services, assisted living options, and the steps between living in their own homes and moving into retirement, assisted living or nursing homes.

The Kirkland Community Senior CenterParks and Community Services Department should continue to utilize various sources to provide seniors-older adults with information about programs and services, including brochures, the City's web page and TV cable station, local media and other organizations' newsletters.

The challenges are compounded for the non-English speaking seniors and their families. Many of these seniors-older adults are isolated, with little or no contact outside their homes or their children. The Kirkland Community Senior CenterParks and Community Services Department should continue partnerships with agencies to offer programs and services with some bilingual staff, so that non-English speaking seniors-older adults have the opportunity to participate in social, recreational and educational activities and meals. Traditional program components such as outreach, advocacy and greater access to services, should also be provided for these non-English speaking seniorsolder adults.

In addition, many ~~seniors~~ older adults do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get them to their activities, shopping and medical appointments. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-2.4: Maintain a safe environment for ~~seniors~~ older adults in the community.

Feeling secure, both about safety of physical access and safety in terms of crime is important to ~~seniors~~ older adults. ~~Seniors~~ Older adults have identified the need for safe access to community facilities, parks and bike paths, visible law enforcement, and emergency responsiveness from both police and emergency medical services.

The City should encourage partnership programs with various local agencies, such as the ~~Kirkland Post Office~~ Gatekeeper program, to notify specified individuals when seniors fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

The Kirkland Police Department, the Kirkland Teen Union Building and City's Youth Services have been working on a plan to increase security around the ~~Community Senior Center~~ Peter Kirk Community Center and the adjoining Teen Union Building and Peter Kirk Park. The City should continue an ongoing dialogue to assure ~~seniors~~ older adults that the City is committed to keeping the downtown area safe. In addition, the ~~Kirkland Community Senior Center~~ Peter Kirk Community Center should continue to offer a variety of personal safety programs.

Policy HS- 2.5: Encourage affordable and appropriately designed ~~senior~~ older adult housing.

Affordable and appropriately designed housing are key issues for ~~seniors~~ older adults in terms of what it will take for them to remain in Kirkland as they age. The City should support public and private efforts to create and preserve affordable housing in Kirkland, particularly housing for ~~seniors~~ older adults, such as mother in-law apartments, shared housing, small lots, cottages and one-story homes accessible to the disabled and elderly. Universal design principles that meet the needs of many users as possible and at many different stages of life should be encouraged.

In exploring options for affordable housing for seniors, the City should utilize the expertise available through ARCH (A Regional Coalition for Housing), the King County Housing Authority, local faith-based organizations with housing programs, non-profit and for-profit housing developers, and other resources interested in affordable housing for seniors. In addition, The City should identify the necessary changes in land use regulations and building codes that will make alternative housing easier to implement.

Additional goals, policies and background information that support affordable and senior housing are found in the Housing Element.

Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.

Policy HS-3.1: Maintain and support a Human Services Advisory Committee

The Human Services Advisory Committee provides policy and funding recommendations on human service activities to the City Council. In particular, the Committee makes funding recommendations to the City Council on the expenditures of the City's Human Service Funds, ~~and the federal Community Development Block Grant Funds (CDBG).~~ The Committee is a valuable resource for the City Council and should be continued to help the City have strong human service programs.

Policy HS-3.2: Provide funding for local non-profit agencies serving the needs of Kirkland residents.

To improve the quality of life for low and moderate income residents, the City provides support to local non-profit ~~agencies~~ organizations who administer services for those in need. The City Council should continue to allocate General Funds to support community based non-profit agencies that ensure a broad range of adequate support services are available to low and moderate income residents.

Policy HS-3.3: Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low and moderate income residents.

The City seeks to strengthen partnerships between jurisdictions and other government agencies, non-profit and for-profit organizations to enable those organizations to provide decent and affordable housing, establish and maintain a suitable living environment, and expand economic opportunities for every resident, particularly those at or below the 80 percent of median income. ~~The City distributes federal CDBG funding through a contractual process to local human service agencies.~~

The City commits CDBG and General Funds to provide affordable housing in East King County through non-profit agencies, such as ARCH. The City should continue to support these agencies and their effort to provide affordable housing to eastside residents, particularly low income.

The City also uses its CDBG capital funds to support King County's program that responds to housing repair needs for low to-moderate income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

Policy HS-3.4: Administer community donation programs.

The City offers residents the opportunity to donate funds through programs such as "Kirkland Cares" that assist Kirkland residents through the utility billing process. The City contracts with a local non-profit organization to allocate these funds to help struggling Kirkland families pay their heating, electric s, and water/sewer utility bills, and to provide food, shelter, homelessness prevention, and ongoing support to help families move out of crisis and get back on their feet. The City should continue to administer and promote community donation programs to help families in need.

Policy HS-3.5: Participate and provide leadership in local and regional Human Service efforts.

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners within the region to develop a regional planning effort to identify critical human services needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees. The City should also take a lead in planning for and addressing the needs of the recent growth of immigrants and refugees in the community.

Policy HS-3.6: Ensure Human Service Programs are available and accessible.

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should provide programs, and operating and capital funds annually to support social and health needs for those who have special needs, are financially challenged, are homeless, and/or who have limited access based on their language or cultural needs. Where we can, the City should provide language and culturally appropriate programs and scholarships, and accommodations for those with special needs. The City also should collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs for Kirkland residents.

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Six-Year Total</i>
Local	Surface Water Fees	529,000	760,000	304,300	649,200	479,500	73,000	2,795,000
Local	Real Estate Excise Tax	7,000	30,900	395,600	555,000	650,500	573,800	2,212,800
Local	Impact Fees	1,284,500	600,000	498,600	819,600	825,000	1,158,100	5,185,800
Local	Reserves	910,900	309,000	318,300	513,600	402,400	487,000	2,941,200
External	Sound Transit	368,000						368,000
External	Grants			2,121,800	3,278,000	2,845,300	579,600	8,824,700
External	Private	110,000	224,500		546,500			881,000
<i>Total Sources</i>		<i>3,209,400</i>	<i>1,924,400</i>	<i>3,638,600</i>	<i>6,361,900</i>	<i>5,202,700</i>	<i>2,871,500</i>	<i>23,208,500</i>

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Six-Year Total</i>
ST 0057	NE 120th Street Roadway Extension (east section)	300,000	309,000	1,268,800	1,639,100	1,109,200		4,626,100
ST 0059	124th Ave NE Roadway Improvements (north section)		857,500	1,379,200	1,387,700			3,624,400
ST 0063	120th Avenue NE Roadway Improvements			392,500	1,693,600	3,104,200	992,400	6,182,700
NM 0036	NE 100th Street Bikeline						231,900	231,900
NM 0044	116th Avenue NE Sidewalk (Highlands)		103,000	233,300	273,100			609,400
NM 0049	112th Avenue NE Sidewalk					60,800	185,400	246,200
NM 0051	Rose Hill Business District Sidewalks	672,900	309,000					981,900
NM 0052	NE 73rd Street Sidewalk		81,400	123,000				204,400
NM 0053	NE 112th Street Sidewalk			82,700	122,400			205,100
NM 0054	13th Avenue Sidewalk (Phase II)				50,300	155,300		205,600
NM 0055	122nd Avenue NE Sidewalk				161,800	348,900	156,500	667,200
TR 0004	Kirkland Avenue/3rd Street Traffic Signal				358,500			358,500
TR 0065	6th Street/Kirkland Way Traffic Signal				406,500			406,500
TR 0070	NE 124th Street/124th Avenue NE Intersection Improvements	624,200						624,200
TR 0078	NE 85th Street/132nd Ave NE Intersection Improv. (Phase I)	530,400						530,400
TR 0079	NE 85th Street/114th Avenue NE Intersection Improvements	597,900						597,900
TR 0080	NE 85th Street/124th Avenue NE Intersection Improvements	374,000						374,000
TR 0082	Central Way /Park Place Center Traffic Signal	110,000	224,500					334,500
TR 0083	100th Ave NE/NE 132nd St Intersection Improvements					424,300	652,700	1,077,000
TR 0085	NE 68th St/108th Ave NE Intersection Improvements		40,000	159,100	268,900			468,000
TR 0086	NE 70th St/132nd Ave NE Intersection Improvements						652,600	652,600
<i>Total Funded Transportation Projects</i>		<i>3,209,400</i>	<i>1,924,400</i>	<i>3,638,600</i>	<i>6,361,900</i>	<i>5,202,700</i>	<i>2,871,500</i>	<i>23,208,500</i>

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
Non-Motorized							
NM20-1	Spinney Homestead/NE 100th Sidewalk, 1111th Ave. NE to I-405	\$ 0.2	NM 0034		C, NM	T-2	
NM20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	\$ 1.9	NM 0001		C, NM	T-2	
NM20-3	13th Ave. Sidewalk (Phase II)	\$ 0.2	NM 0054	✓	C, NM	T-2	
NM20-4	Crestwoods Park/BNSFRR Ped/Bike facility	\$ 1.0	NM 0031		C, NM	T-2	
NM20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.4	NM 0032		C, NM	T-2	
NM20-6	NE 52nd St. Sidewalk	\$ 0.7	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Trail	\$ 4.0	NM 0024		C, NM	T-2, T-8	
NM20-8	122nd Ave NE sidewalk	\$ 0.7	NM 0055	✓	C, NM	T-2	
NM20-9	116th Ave NE Sidewalk (Highlands)	\$ 0.6	NM 0044	✓	C, NM	T-2	
NM20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	\$ 0.2	NM 0036	✓	C, NM	T-2	
NM20-11	NE 95th St Sidewalk (Highlands)	\$ 0.4	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	\$ 0.7	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.2	NM 0047		C, NM	T-2	
NM20-14	130th Ave. NE Sidewalk	\$ 0.3	NM 0037		C, NM	T-2	
NM20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 3.4	NM 0056		C, NM	T-2	
NM20-16A	NE 90th St. Sidewalk, 124th Ave. NE to 128th Ave. NE	\$ 0.6	NM 0026		C, NM	T-2	
NM20-16B	NE 90th St. Sidewalk, 120th Ave NE. to 124th Ave NE & 128th Ave NE to 132nd Ave NE	\$ 0.7	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	\$ 1.6	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	\$ 1.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St Non-motorized facilities	\$ 2.3	NM 0043		C, TL	T-2	
NM20-20	Crosswalk Upgrades (various locations)	\$ 0.7	NM 0012	✓	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)	\$ 34.5	various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)	\$ 2.4	various		NM	T-2	
NM20-23	112th Ave NE Sidewalk	\$ 0.2	NM 0049	✓	C, NM	T-2	
NM20-24	NE 80th St Sidewalk	\$ 0.3	NM 0050		C, NM	T-2	
NM20-25	Rose Hill Business District Sidewalks	\$ 1.3	NM 0051	✓	C, NM	T-2	
NM20-26	NE 73rd Street Sidewalk	\$ 0.2	NM 0052	✓	C, NM	T-2	
NM20-27	NE 112th Street Sidewalk	\$ 0.2	NM 0053	✓	C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	\$ 3.4	NM 0057	✓	C, NM	T-2	
NM20-29	111th Ave non-motorized/emergency access connection	\$ 1.0	NM 0058		Highlands	T-2	
SUBTOTAL		\$65.3					

Street							
ST20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 ln)	\$ 3.7	ST 0060		C, TL	T-4	
ST20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 ln)	\$ 3.1	ST 0061		C, TL	T-4	
ST20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln)	\$ 6.2	ST 0063	✓	C	T-1, T-4	✓
ST20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln)	\$ 3.6	ST 0059	✓	C	T-1, T-4	✓
ST20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 ln)	\$ 18.0	ST 0064		C	T-4	
ST20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 ln)	\$ 15.0	ST 0056		C	T-4	
ST20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 ln)	\$ 5.6	ST 0055		C	T-4	
ST20-8	120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 ln)	\$ 11.0	ST 0073		TL	T-4	
ST20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln)	\$ 4.6	ST 0057	✓	C	T-1, T-4	✓
ST20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 ln)	\$ 0.5	ST 0070	✓	TL	T-4	
ST20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 ln)	\$ 5.5	ST 0062		C	T-4	
ST20-12	NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE (5 ln TOTAL COST))	\$ 27.5	ST 0058	(3)	C, TL	T-1, T-4, T-8	✓
ST20-13	NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 ln)	\$ 3.2	ST 0072		TL	T-4	
ST20-14	Annual Street Preservation Program (various locations)	\$ 30.6	ST 0006	✓	C	T-4	
SUBTOTAL \$		138.1					

Traffic/Intersection							
TR20-1	Kirkland Ave/3rd St. Traffic Signal	\$ 0.4	TR 0004	✓	C	T-4	
TR20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	\$ 3.7	TR 0067		C, NM	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.4	TR 0065	✓	C	T-4	
TR20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 0.8	TR 0085	✓	C	T-4	✓
TR20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.0	TR 0057		C	T-1, T-4, T-5	✓
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	\$ 1.4	TR 0088		C	BKR, T-1, T-4	
TR20-7	NE 85th St/132nd Ave NE intersection improvements	\$ 1.0	TR 0089		C	BKR, T-1, T-4	
TR20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.5	TR 0056		C	T-1, T-4, T-5	✓
TR20-9	Lk. Wash Blvd. /Northrup Way queue by-pass southbound to westbound	\$ 3.4	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue by-pass EB to SB	\$ 4.0	TR 0072		C	T-1, T-4, T-5	✓
TR 20-10.2	NE 85th St./ I-405 queue by-pass WB to NB	\$ 1.0	TR 0074		C	T-1, T-4, T-5	✓
TR 20-10.3	NE 70th St./ I-405 queue by-pass EB to SB	\$ 0.9	TR 0073		C	T-1, T-4, T-5	✓

(1) '06 est; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
TR 20-10.4	NE 124th St. / I-405 queue bypass WB to NB	\$ 0.7	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street S	\$ 0.3			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	\$ 0.3			P20	T-4	
TR 20-11.3	Market Street/Central Way	\$ 0.3			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	\$ 0.3			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	\$ 0.3			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	\$ 0.3			P20	T-4	
TR 20-11.14	NE 116th Street/124th Avenue NE Xtend NB TR	\$ 0.2			P20	T-4	
TR 20-11.15	NE 126th Street/132nd Place NE	\$ 0.3			P20	T-4	
TR 20-11.16	NE 128th Street/ Totem Lake Boulevard	\$ 0.3			P20	T-4	
TR 20-11.17	NE 100th Street/132nd Ave NE	\$ 0.2			P20	T-4	
TR 20-11.18	NE 132nd Street/Totem Lake Boulevard	\$ 0.2			P20	T-4	
TR 20-11.19	Market Street and Forbes Creek Drive	\$ 0.2			P20	T-4	
TR 20-11.20	NE 112th Street/120th Ave NE	\$ 0.3			P20	T-4	
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	\$ 0.2			P20	T-4	
TR20-12	NE 70th St/132nd Ave NE Intersection Improvements	\$ 0.7	TR 0086	✓	C	BKR, T-1, T-4	✓
TR20-13	Lake Washington Blvd/NE 38th PL Intersection Improvements	\$ 1.7	TR 0090		C	BKR, T-1, T-4	
TR20-14	Central Way/Park Place Center Traffic Signal	\$ 0.3	TR 0082	✓	C	T-4	
TR20-15	100th Ave NE/NE 132nd St Intersection Improvements	\$ 1.1	TR 0083	✓	C	BKR, T-1, T-4	✓
TR20-16	100th Ave NE/NE 124th St Intersection Improvements	\$ 1.2	TR 0084		C	T-4	✓
SUBTOTAL		\$ 30.0					

2022 TRANSPORTATION PROJECT LIST TOTAL → \$ 233.4

(1) '06 est. funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	820,000	2,453,600	2,368,000	2,165,600	2,356,700	1,269,600	11,433,500
Local	Reserves		1,000,000		1,000,000		1,000,000	3,000,000
<i>Total Sources</i>		820,000	3,453,600	2,368,000	3,165,600	2,356,700	2,269,600	14,433,500

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>Six-Year Total</i>
WA 0051	7th Avenue/114th Avenue Watermain Replacement	380,000	344,000					724,000
WA 0058	NE 75th Street/130th Avenue NE Watermain Repic.						634,100	634,100
WA 0078	NE 85th St/132nd Ave NE Watermain Replacement		236,900	1,061,000	983,500	337,600		2,619,000
WA 0090	Emergency Sewer Program Watermain Replacement		50,000		50,000		50,000	150,000
WA 0096	NE 83rd St Watermain Replacement				32,800	202,600		235,400
WA 0097	120th Ave NE Watermain Replacement					251,000		251,000
WA 0098	126th Ave NE Watermain Replacement					462,500		462,500
WA 0099	Alexander Ave Watermain Replacement						211,000	211,000
WA 0101	108th Ave NE Watermain Replacement		274,000					274,000
WA 0102	104th Ave NE Watermain Replacement						374,500	374,500
WA 0103	NE 113th Pl Watermain Replacement			193,000				193,000
WA 0105	124th Ave Watermain Replacement		249,300					249,300
WA 0110	105th Ave NE/106th Ave NE Watermain Replacement	200,000	126,700					326,700
SS 0046	Market Street Sewermain Replacement		206,000	801,000	218,500			1,225,500
SS 0050	NE 80th Street Sewermain Replacement	240,000	916,700	196,300				1,353,000
SS 0056	Emergency Sewer Construction Program		1,000,000		1,000,000		1,000,000	3,000,000
SS 0062	NE 108th Street Sewermain Replacement/Rehabilitation				699,400	792,300		1,491,700
SS 0063	NE 53rd Street Sewermain Replacement			116,700	181,400			298,100
SS 0064	7th Avenue South Sewermain Replacement					310,700		310,700
SS 0066	Plaza Lift Station Pump Upgrades		50,000					50,000
<i>Total Funded Utility Projects</i>		820,000	3,453,600	2,368,000	3,165,600	2,356,700	2,269,600	14,433,500

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

XV.F. NORTH ROSE HILL NEIGHBORHOOD

To minimize any potential hazards, new development in these areas should be consistent with the recommendations of a qualified geotechnical professional and the goals and policies contained in the Natural Environment Element.

Goal NRH 6 – Protect wildlife throughout the neighborhood.

Policy NRH 6.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Goal NRH 7 – Identify priorities and funding sources for sensitive areas acquisition, restoration, or education.

Policy NRH 7.1:

Identify priority locations in the Forbes Creek drainage basin.

Ensure that future generations in the North Rose Hill neighborhood will enjoy the benefits of sensitive areas. Coordinate with the City's Natural Resources Management Plan.

5. LAND USE

RESIDENTIAL

Goal NRH 8 – Promote and retain the residential character of the neighborhood.

Policy NRH 8.1:

Encourage a variety of housing styles and types to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Cottage, compact single-family, attached, and clustered dwellings are appropriate options to serve a diverse population and changing household demographics as allowed by Citywide policies. These should incorporate architectural and site design standards to ensure compatibility with adjacent single-family areas.

Policy NRH 8.2:

Locate new commercial development in the business districts at the north and south boundaries of the North Rose Hill neighborhood in order to prevent commercial encroachment.

Commercial development should remain in established commercial areas and not extend into the residential core of the neighborhood. Commercial development is prohibited in low, medium or high density residential areas (see Figure NRH-4).

Goal NRH 9 – Allow innovative residential development styles when specific public benefits are demonstrated as allowed by Citywide policies, regulations.

Policy NRH 9.1:

Allow innovative development styles or techniques if increased protection of sensitive or hazardous areas, affordable or lower cost housing, or housing choice are demonstrated.

The protection of sensitive areas and the provision of housing options for a wide spectrum of income levels and lifestyles are important values to support and encourage. Rising housing prices throughout the City and region require strategies to promote lower cost housing.

XVI. NORTH/SOUTH JUANITA NEIGHBORHOOD

II. JUANITA SLOUGH AREA

- (2) The developer will indemnify and hold harmless the City.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal.

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting the type or density of development in slope areas.

due to its wetlands, streams and potential seismic hazard conditions.

Much of the Slough area has been identified as a flood hazard and uneven settlement zone.

The Valley portion of Juanita Slough contains Forbes Creek and areas subject to uneven settlement and flooding (see Figure J-12). Analysis of proposed developments would be required to mitigate problems associated with these factors. The flood area was designated by the Federal Insurance Administration of the Department of Housing and Urban Development. Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c. and Policy 4).

C. LIVING ENVIRONMENT

Low residential densities are to be maintained. Housing configurations that maintain open space are encouraged. North of Forbes Creek Drive.

The Juanita Slough Valley area and the potential hazardous slope to the south poses numerous constraints for development, (see Figure J-11). Within the Valley, fish, wildlife, and woodland resources are significant and should be protected for aesthetic, biological, and educational purposes. For these reasons, development generally should be limited to low density (one dwelling unit per acre) residential use (see Natural Elements Policies 1.a., 1.b., and 1.c.). As presently zoned, one dwelling unit per acre would be permitted:

Development at up to ^{five} ~~three~~ dwelling units per acre may be permitted in the Valley area north of NE 106th Street and west of Planned Area 9, provided that the following conditions are met:

Forbes Creek Drive

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD

DELETED TEXT

II. JUANITA SLOUGH AREA

Delete all text here

- ~~(1) Development shall occur only on naturally firm, dry ground.~~
 - ~~(2) Access points onto NE 106th Street are minimized by clustering of structures.~~
 - ~~(3) Watercourse and wetlands are preserved in, or restored to, their natural state.~~
 - ~~(4) All developments are processed as a Planned Unit Development.~~
- ~~No formal or informal subdivisions would be allowed if such subdivisions have an adverse impact on the Slough, the stream or associated wetlands. Structures should be clustered to maintain large open spaces, and the stream and associated areas maintained in addition to the preservation of most of the existing wooded areas.~~

D. ECONOMIC ACTIVITIES

Economic activities in the Slough are limited.

No economic activities are to be permitted in the lower portions of the Slough.

E. PLANNED AREA 9: JUANITA SLOUGH

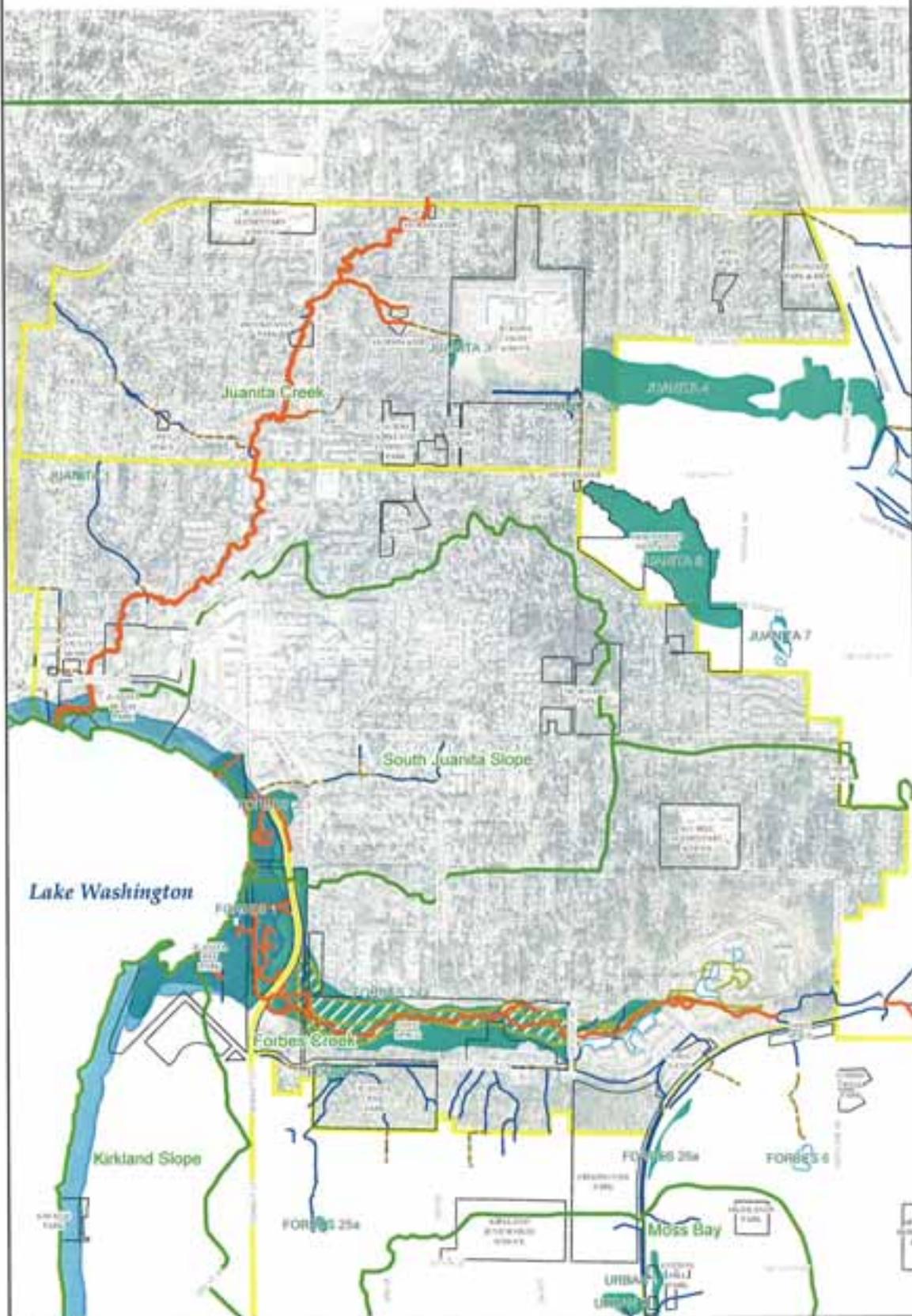
Kirkland Sand and Gravel and adjacent properties are identified as Planned Area 9.

Planned Area 9 has been designated as such for a variety of reasons including present uses, locational characteristics, and problems associated with future development. Present use includes a sand and gravel operation. This area, located west of 116th Avenue NE, includes all lands presently zoned for light industry and some adjacent residential lands. Virtually none of the lands have been developed for urban uses. The topographic characteristics are unique including view potential lands in the eastern portion and valley and hillsides to the west. Forbes Creek flows through the area. Most of the 65 acres has been excavated, graded, or otherwise modified. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac Industrial Park.

The residences that currently exist along NE 108th Street (east of 108th Avenue NE) are vulnerable to any intense activities occurring to the east and relate to possible uses in Planned Area 9. Otherwise, residential uses in this pocket will remain low density (four to five dwelling units per acre).

Development densities are to be severely limited on unstable slopes.

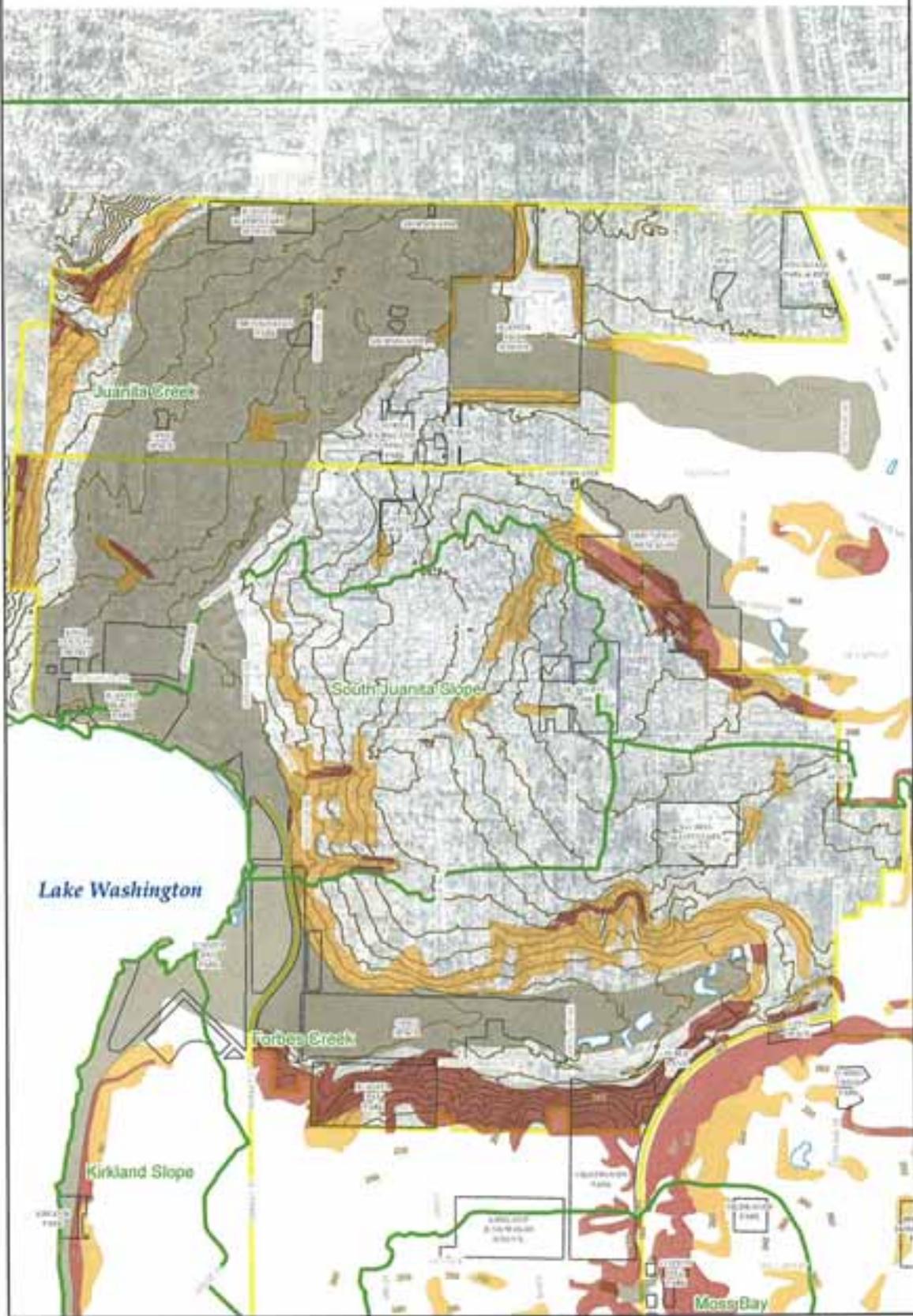
On the south slope, classified as unstable, a slope stability analysis will be required of the developer to identify possible hazards and mitigating efforts. The densities and standards for development are discussed earlier in the Natural Elements section. The wooded character of the slope should be maintained regardless of the allowed density.



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

N
0 750 1,500 Feet
Scale 1" = 1,500'
Produced by City of Kirkland
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Accuracy: 100% (as of 10/1/2008)

Figure J-1a: Juanita Sensitive Areas



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

0 750 1,500 Feet
Scale: 1" = 1,500'

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Redmond, WA 97756-4000

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



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

Figure J 2a

North Juanita Neighborhood Land Use Map

ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2005

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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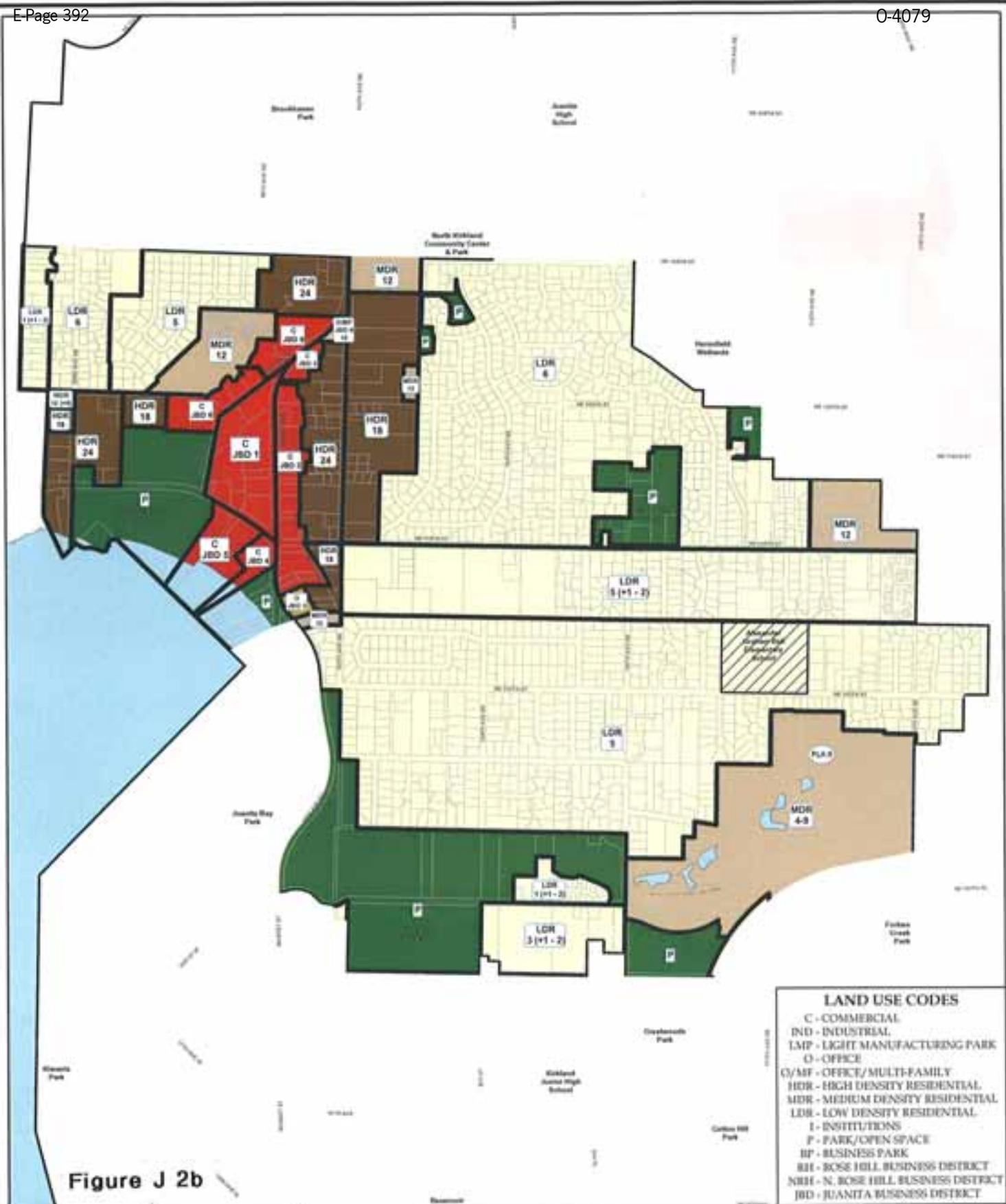


Figure J 2b

South Juanita Neighborhood Land Use Map

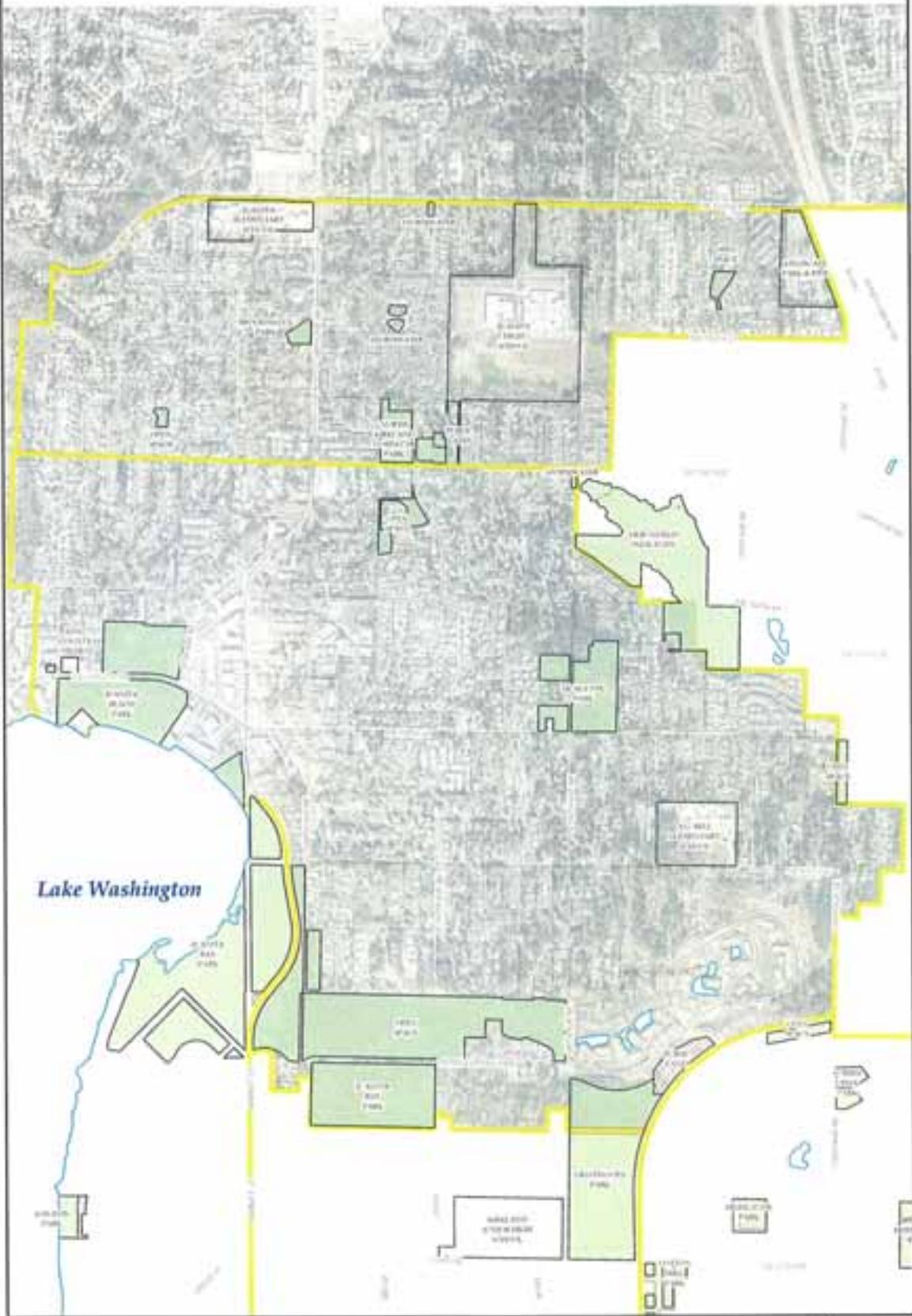
ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2005

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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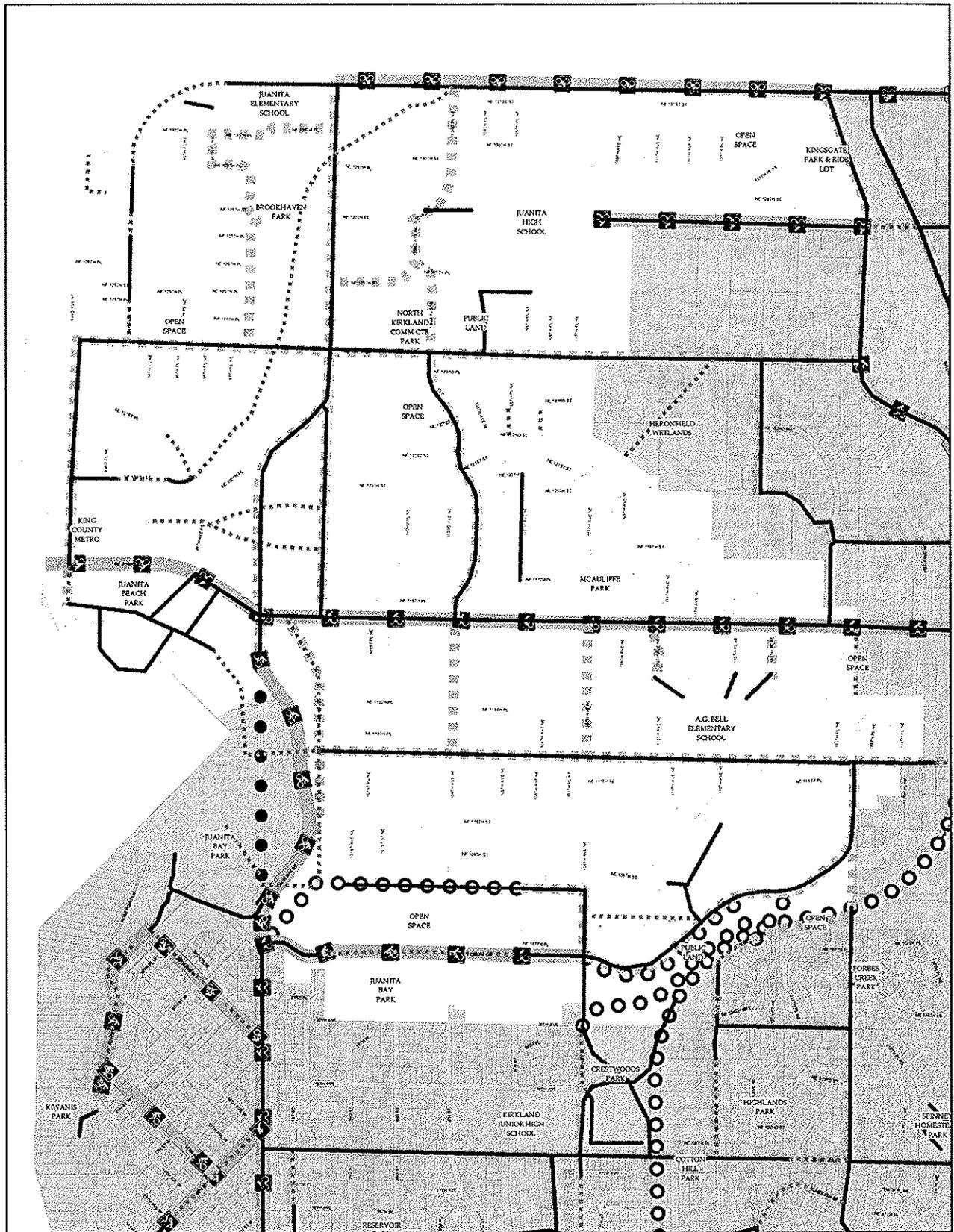


- Legend**
- Parks
 - Selected Public Properties
 - Lakes

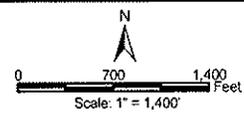


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Figure J-3: Juanita Parks and Open Space



- Legend**
- | | | |
|----------------------------------|----------------------------|------------------------------|
| Shared Use Paths Bikeways | Pedestrian Walkways | Tax Parcel Boundaries |
| ● Existing | — Existing | ▭ Building Footprints |
| ○ Proposed | --- Proposed | |
| 🚲 Existing | | |
| 🚲 Proposed | | |



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Figure J-5: Juanita Nonmotorized Transportation

XV.K. NORTHSHORE PLANNING AREA

Note: The Northshore Neighborhood Plan had its last major update in 1977. 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.

dealt with as unique areas and development in these areas subject to special conditions.

The Northshore Planning Area has been divided into three areas for analysis.

1. OVERVIEW

To facilitate analysis, the Northshore Planning Area has been divided into three areas: Finn Hill, Juanita, and Kingsgate. Each area has its own particular character and set of planning problems. At times, smaller subdivisions are made within these four areas to isolate unique conditions (see Figure NS-1).

Boundaries of the Northshore Planning Area are described.

The Northshore Planning Area is that portion of unincorporated King County that lies between the City of Kirkland's northern boundary and NE 145th Street. The area is bounded by Lake Washington on the west and NE 132nd Avenue NE on the east.

Summary of general policies for the Northshore Planning Area.

Existing conditions in the Northshore Planning Area are discussed.

The general policy directions for the Northshore Planning Area are as follows:

After 1960, with the construction of I-405 and the second Lake Washington bridge, this area experienced a doubling of its population due to an increasing demand for a rural and suburban living environment close to the Seattle metropolitan area. The area offers much open space, good views, dramatic ravines, and much buildable land. The employment and land use patterns of the area are indicative of a commuter community. The indicators of income, home ownership, and associated attributes in this area are well above the King County average.

(1) To maintain the existing low-density single-family residential areas and protect them from encroachment by other uses. The housing stock is to be upgraded where necessary, and the housing needs of low-income people are to be taken into account.

The area could double in population again by 1990. The main planning issues in the Northshore Planning Area are rapid growth, sprawl, uncontrolled development patterns, overused services and facilities, lack of trails and walkways, and unhealthy conditions resulting in septic tanks in areas of low percolation. East-west circulation in the Northshore area is very difficult. Over 30 percent of the land is in steep slopes with areas of known landslides and high instability. Fast runoff, unstable slopes, and hazards pose special construction problems. Steep slopes need to be

(2) To contain commercial and business uses to the existing zoned areas. In order to maintain the viability of the Totem Lake complex as a major retail center, all other commercial areas in the Northshore Planning Area are to serve a neighborhood or community role only. Buffering and performance standards (height, access, parking, and setback) are to apply to development where adjacent to residential areas.

(3) Industrial uses are to be contained to the existing zoned areas in the community. The existing areas have not been fully utilized for industrial uses for residential.

Delete Chapter

PUBLICATION SUMMARY
OF ORDINANCE NO. 4079

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILES NO. ZON06-00009 AND ZON06-00018

Section 1. Amends the Comprehensive Plan as set forth in Attachment A

Section 2. Provides a severability clause for the ordinance.

Section 3. Provides that certain portions are subject to the disapproval jurisdiction of the Houghton Community Council.

Section 4. Except as provided in Section 3, authorizes publication of the ordinance by summary, approval of the summary by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

Section 5. Provides that the City Clerk shall forward a certified copy of the ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The ordinance was passed by the Kirkland City Council at its regular meeting on the 12th day of December, 2006.

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

City Clerk

ORDINANCE NO. 4080

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO ZONING AND LAND USE AND AMENDING THE CITY OF KIRKLAND ZONING MAP (ORDINANCE 3710 AS AMENDED) TO CONFORM TO THE COMPREHENSIVE PLAN AND TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILES NO. ZON06-00009 AND ZON06-00018, AND APPROVING A SUMMARY FOR PUBLICATION.

WHEREAS, the Growth Management Act (GMA), RCW 36.70A.215, mandates that the City of Kirkland review, and if needed, revise its official Zoning Map pursuant to RCW 36.70A.130; and

WHEREAS, the Zoning Map implements the Comprehensive Plan (Ordinance 3481 as amended); and

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend a portion of the City of Kirkland Zoning Map, Ordinance 3710, as set forth in that certain report and recommendation of the Planning Commission and of the Houghton Community Council both dated November 16, 2006 and bearing Kirkland Department of Planning and Community Development Files No. ZON06-00009 and ZON06-00018; and

WHEREAS, prior to making the recommendation, the Planning Commission, following notice thereof as required by RCW 35A.63.070, held a public hearing on October 26, 2006, on the amendment proposal; and

WHEREAS, prior to making the recommendation, the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held a courtesy hearing on October 23, 2006, on the amendment proposal; and

WHEREAS, the City Council will take final action no later than February 20, 2007, on amendments to the Kirkland Zoning Map needed for the proposed land exchange between Mark Twain Park and Parcel No 3326059178 at 10522-130th Ave NE to change the zoning for park use and single family residential use at RSX 7.2; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendations a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600(4); and

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

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

Section 1. Map Amended: The official City of Kirkland Zoning Map as adopted by Ordinance 3710 is amended in accordance with Exhibits A, B and C attached to this ordinance.

Section 2. Official Map Change: The Director of the Department of Planning and Community Development is directed to amend the official City of Kirkland Zoning Map to conform with this ordinance, indicating thereon the date of the ordinance passage.

Section 3. Severability: If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 4. Effective Date: This ordinance shall be in full force and effect five days from and after its passage by the City Council and publication, pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

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

Passed by majority vote of the Kirkland City Council in open meeting this 12th day of December, 2006.

SIGNED IN AUTHENTICATION THEREOF this 12th day of December, 2006.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

Exhibit A Zoning Map Change

RH 5A

PR 3.6

RM 3.6

NE 82ND LN

Parcel #1233100430
Change Zoning from "RSX 7.2"
to "P" (Park/Open Space)

P

(SRH)
124th Ave
Park Site

126TH AVE NE

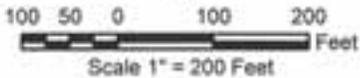
124TH AVE NE

125TH LN NE

RSX 7.2

Legend

-  Amended Zoning Area
-  Resolution Area Boundary
-  Overlay Boundary
-  PUD Boundary
-  Tax Parcel Boundary
-  Commercial
-  Industrial
-  Light Manufacturing Park
-  Office
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Institutions
-  Park/Open Space



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Exhibit B Zoning Map Change

Parcel #9808100176 & #9808100181
Change Zoning from "PLA 2"
to "P" (Park/Open Space)

PLA 2

P
Yarrow Bay
Wetlands

PL

PU

The Po
Yarrow

PLA 2

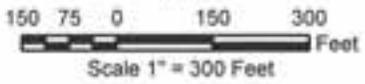
38TH ST

12.5

NE POINTS DR

Legend

-  Amended Zoning Area
-  Resolution Area Boundary
-  Overlay Boundary
-  PUD Boundary
-  Tax Parcel Boundary
-  Commercial
-  Industrial
-  Light Manufacturing Park
-  Office
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Institutions
-  Park/Open Space



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Exhibit B Zoning Map Change

Parcel #9808100176 & #9808100181
Change Zoning from "PLA 2"
to "P" (Park/Open Space)

PLA 2

P
Yarrow Bay
Wetlands

PL

PU

The Po
Yarrow

PLA 2

38TH ST

12.5

NE POINTS DR

Legend

-  Amended Zoning Area
-  Resolution Area Boundary
-  Overlay Boundary
-  PUD Boundary
-  Tax Parcel Boundary
-  Commercial
-  Industrial
-  Light Manufacturing Park
-  Office
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Institutions
-  Park/Open Space

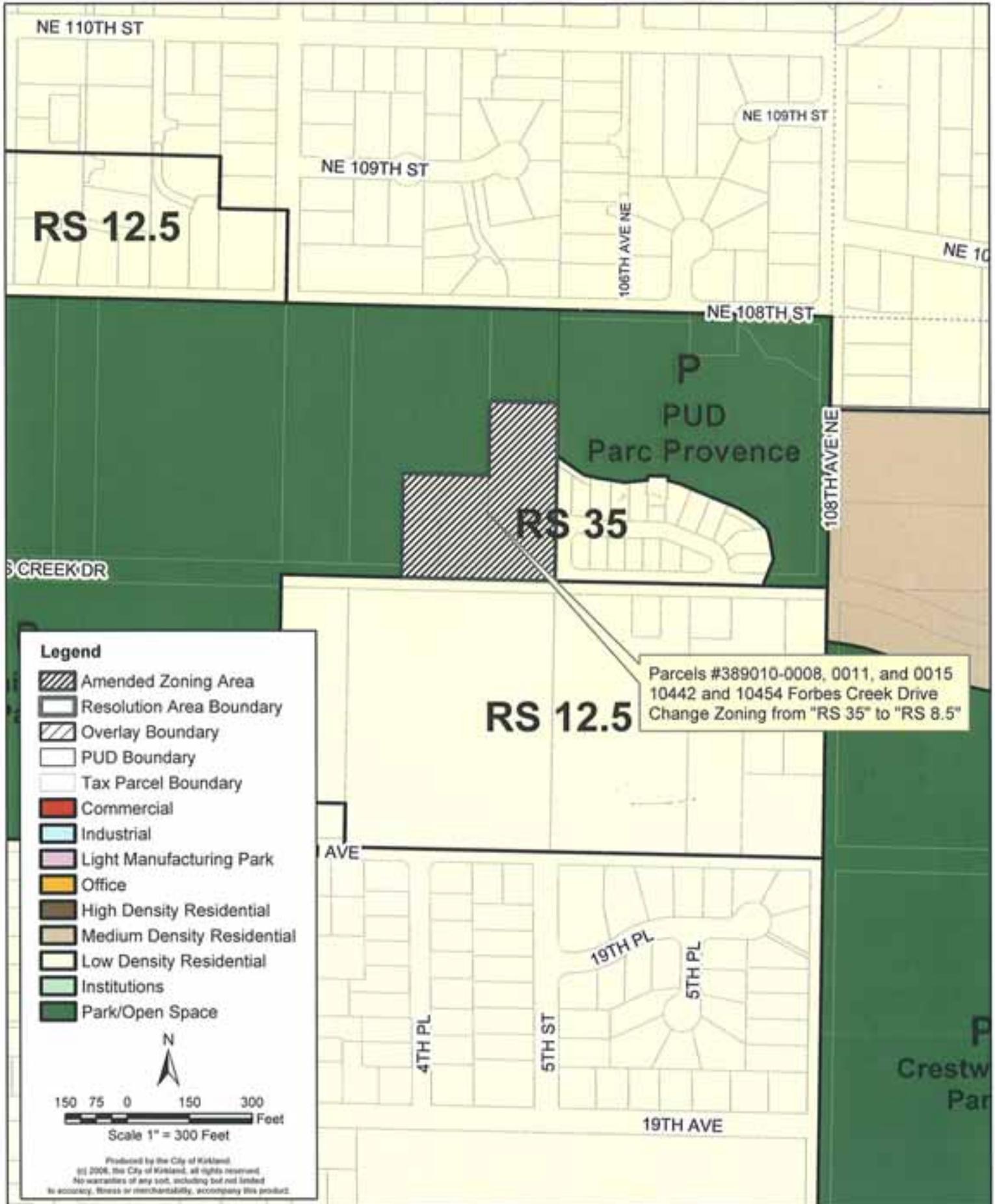


150 75 0 150 300
Feet

Scale 1" = 300 Feet

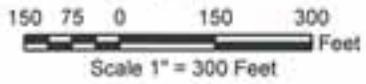
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Exhibit C Zoning Map Change



Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space



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PUBLICATION SUMMARY
OF ORDINANCE NO. 4080

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Section 1. Amends the Kirkland Zoning Map as set forth in Exhibits A, B and C.

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

Section 3. Addresses severability.

Section 4. Authorizes publication of the ordinance by summary, approval of the summary by the City Council pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of said summary.

Section 5. Directs the City Clerk, to certify and forward a complete certified copy of this ordinance to the King County Department of Assessments.

The full text of this ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The ordinance was passed by the Kirkland City Council in open meeting on the 12th day of December, 2006.

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

City Clerk