



## **MEMORANDUM**

**DATE:** August 3, 2010

**To:** Planning Commission and Houghton Community Council

**FROM:** Joan Lieberman-Brill, AICP, Senior Planner  
Jeremy McMahan, AICP, Planning Supervisor

**SUBJECT:** Draft 2010 Comprehensive Plan Amendments (File ZON10-00001)

## **RECOMMENDATION**

Conduct a joint study session on the proposed 2010 Kirkland Comprehensive Plan (KCP) amendments and provide feedback to staff on the draft amendments to be considered at public hearing(s). Depending on the comments from the study session and scope of the amendments, staff would also recommend the HCC determine if they would need to schedule a courtesy hearing.

*Please note that the one item with an asterisk (\*) is not within the Houghton Community Council's disapproval jurisdiction.*

## **BACKGROUND DISCUSSION**

Both the Planning Commission (PC) and Houghton Community Council (HCC) held study meetings on [March 11](#) and [March 22](#) to review the potential list of city initiated Comprehensive Plan amendments. On [May 13](#) the PC studied the amendments associated with the Kingsgate, North Juanita, and Finn Hill annexation regarding proposed neighborhood boundary changes. This staff memorandum forwards draft KCP amendments to the Planning Commission and Houghton Community Council for consideration. Based upon your direction staff will further update the proposed amendments for the public hearing. Some of the proposed amendments being considered are not within the disapproval jurisdiction of the HCC.

Pursuant to the Growth Management Act (GMA-RCW 36.70A) amendments may be considered no more frequently than once a year. Additionally, all amendments must be considered concurrently so the cumulative effect of the various proposals can be ascertained.

Attachment 1 of this memorandum contains the proposed amendments.

2010 KCP amendment highlights:

- Amendments to the Transportation and Capital Facilities Elements of the KCP are intended to incorporate the adopted 2011 - 2016 Capital Improvement Program (CIP) into the Capital Facilities Plan (CFP). Pursuant to the GMA, reconciliation between the CIP and CFP/Transportation Element must occur annually. The City Council has scheduled a public hearing on the CIP in September and will adopt it in December.
- The City just completed a major update to the City's Shoreline Master Program (SMP). Pursuant to Chapter 90.58 and WAC Chapter 173-26 the SMP update is required to be consistent with the 2003 State Guidelines to further implement the Shoreline Management Act. During this cycle of KCP amendments, text references to the SMP are integrated into the general elements and several neighborhood plan chapters that are located in the shoreline jurisdiction. There are no policy issues with this – it is simply integrating the adopted SMP into the framework of the Comprehensive Plan.
- Another new state law (43.31.970) requires that policies allowing electric vehicle infrastructure be incorporated into the City's Comprehensive Plan. The purpose of this legislation is to encourage the transition to electric vehicle use and to expedite the establishment of a convenient, cost-effective, electric vehicle infrastructure that such a transition necessitates. The Legislature determined that the development of a convenient infrastructure to recharge plug-in electric vehicles is essential to increase consumer acceptance of these vehicles. New text in the Natural Environment Element is intended to support this law. Implementing regulations are being drafted as part of the bundle of miscellaneous Zoning Code Amendments.
- Of particular interest are amendments to the Plan related to the Kingsgate, North Juanita, and Finn Hill annexation. These amendments begin to incorporate the Annexation Area into the framework of the Plan, including amendments to many of the General Elements and consideration of neighborhood boundaries within and bordering the annexation area.

This process will continue with the major update to the Plan in 2012-2014 when additional census and land use data are available. At that time, the City will also complete a major update of the Capital Facilities Plan and Transportation Elements, to make them consistent with the major budget/ CIP update which will address, among other things, Level of Service standards and concurrency projects in the annexation area. Annexation neighborhood plans will also be prepared in the future, post effective date with the schedule to be determined as part of the Planning Work Program discussion.

- The City is initiating a rezone of the 4 acre Snyder's Corner Park, which makes up a small portion of the recent Bridle View annexation (Oct. 2009). This in turn will require amendments to the Land Use and Zoning Maps.
- A few revisions and additions that are generally considered minor or housekeeping related amendments are also included. There are no new city initiatives necessitating changes during this cycle.

The following list is a description of the various proposed amendments that were presented to the Planning Commission and HCC at your March 11 and 22 meetings respectively, and at the May 13 PC meeting, with several minor additions. Many of these proposed amendments are collaboration between staff from various City departments based upon their expertise on the subjects being addressed.

### Proposed Amendments

#### 1. Incorporation of the 2011-2016 CIP into the CFP and Transportation Element

The Capital Improvement Program (CIP) is the City's six-year list of all major projects for transportation, sewer, water, surface water and utilities. It shows the timing, funding and project description. It also includes capital and maintenance projects. Major updates to the CIP generally occur every other year.

The Capital Facilities Plan (CFP) is the policy basis for the CIP and is tied to our level of service standards. It shows funded projects and consists of capacity-related projects. The CIP and the CFP must be consistent.

2009 was a minor CIP update year. Major changes to the funding and timing of projects are usually done on a biennial basis. However, because the City experienced a serious revenue loss in 2009, this is a non-major update year also. Therefore, there are only minor adjustments to funding and timing of the CIP and the 2022 Transportation Project List. These adjustments are subsequently required to be reflected in the 2010 cycle of Comprehensive Plan Amendments.

The annual update of the CIP is incorporated into the Transportation Element and Capital Facilities Plan to be consistent with any changes to the CIP. Updates to the Capital Facilities Plan (CFP) tables and Transportation Element will reflect the 2011-2016 CIP. Summaries of modifications to those CFP tables and figures between 2009 and 2010 for those categories administered by the Public Works Department are provided in Attachments 1, Pages 22-28 and Pages 39-41.

No new projects are added to the CFP tables for Fire & Building Projects and Parks Projects. Changes are limited to extending the timeframe for some funded projects, and changing the status of some from "funded" to "unfunded", due to budget

constraints. All CFP figures and tables will be provided prior to the public hearings in October (PC) and November (HCC). They are listed below:

Table CF-8 Capital Facilities Plan: Transportation Projects  
Table CF-9 2022 Transportation Project List  
Table CF-10 2022 Concurrency Transportation Project List  
Table CF-10A Capital Facilities Plan: Utility Projects  
Table CF-10B Capital Facilities Plan: Surface Water Utility Projects  
Table CR-11 Capital Facilities Plan: Parks Projects  
Table CR-12 Capital Facilities Plan: Fire and Building Projects  
Table T-5 Project Descriptions for the 2022 Transportation Project List  
Figure T-6 Transportation Project List

## 2. Kingsgate, North Juanita, and Finn Hill annexation\*

The annexation goes into effect on June 1, 2011. The City is beginning the process of updating the Comprehensive Plan to incorporate this Annexation Area (AA) into the general elements with the 2010 amendments. This will be a multi-year process as data for the AA becomes available and tasks are assigned in the Planning Work Program. For 2010, proposed amendments are geared toward changes that do not involve significant policy issues. It should be noted that the City Council has already adopted a land use map and zoning for the annexation area and the zoning was part of the annexation ballot measure. Included in Attachment 1 are minor draft amendments to the text of the general elements.

The City is also working on revisions to neighborhood boundaries in the Annexation Area through a community process with residents of the AA and boundary neighborhoods. As a result, some maps will need to incorporate the new city boundary as well as proposed neighborhood boundaries. A number of options for neighborhood boundaries were drafted following a series of community meetings and Planning Commission direction. A "preferred alternative" was then developed by neighborhood leaders at a June workshop. The options are all included as Attachment 2. Additional neighborhood workshops will be held in September, and staff hopes to have a recommended alternative available for the Planning Commission hearing in October.

Various functional maps will be revised to include the AA area. These maps are listed below and will also be provided prior to the public hearing:

- Figure I-1 Kirkland and Surrounding Area
- Figure I-2 Potential Annexation Areas (Proposed for deletion)
- Figure I-3 City of Kirkland Neighborhoods
- 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 (Proposed for deletion)

- Figure LU-1 Comprehensive Plan Land Use Map (previously adopted by O-4196)
- Figure LU-2 Commercial Areas
- Figure T-1 Street Classifications and State Routes
- Figure T-4 Transit Service
- Figure T-5 Transportation Subareas
- Figure T-7 Signalized Intersections
- Figure PR-1 Kirkland Parks
- Figure U-1 Water System
- Figure U-2 Sanitary Sewer System
- Figure U-3 Surface Water Management System
- Figure U-4 Northshore/ Woodinville Water System
- Figure U-5 Northshore / Woodinville Sewer System
- Figure U-6 Fiber Optic Network (Proposed for deletion)
- Figure PS-1 Fire Response Times
- Figure PS-2 EMS Response Times
- Figure PS-3 Public School Facilities

More substantive policy amendments and creation of neighborhood plans for the AA will not be undertaken until after the effective date.

### 3. Proposed Rezone of Snyder's Corner Park\*

The City annexed the Bridle View area in October 2009. It includes the Bridle View subdivision and the city-owned 4 acre Snyder's Corner Park. Because annexations adopt comparable zoning to that in place prior to annexation, the zoning for the park and the subdivision became RSX 35 upon effective date. Kirkland's RSX 35 zoning classification is generally equivalent to the prior King County zoning classification at 1 dwelling unit per acre.

The correct land use designation and zoning classification for parks in Kirkland is Park, Open Space and Public Use Zone (P), respectively. The proposed rezone from RSX 35 to P is necessary to bring the zoning of Snyder's Park into consistency with its current land use. The Zoning Map, Bridle Trails Neighborhood land use map and Citywide Land Use Map are amended as a result of the rezone (Attachment 1, Page 46).

### 4. Functional Element Map Amendments

Each year the various functional element maps in the Comprehensive Plan are updated to reflect changes tracked by the City's GIS Department. Figure U-6: Existing and Planned /Desired Fiber Optic Network is deleted with this cycle of amendments. The City's IT Department has advised that the map is not accurate and exact location of telecommunication facilities is considered a security risk post 9/11.

The other functional map revisions are to the Capital Facilities and Transportation Element maps that must be revised to be consistent with the CIP noted in section 1 above, and those that must be updated to reflect the annexation area, as noted in section 2 above.

5. Shoreline Master Program (SMP) update

The state mandated update of the SMP was approved by the Department of Ecology in July. The SMP update took effect on August 4<sup>th</sup> following City Council adoption of an ordinance approving the final SMP update. Follow this [link](#) to view the newly adopted SMP. Minor amendments to the Comprehensive Plan are necessary in order to integrate the goals and policies of the new SMP. These are amendments to the Plan's vision statement, framework goals, CFP, Implementation Strategies, definitions and the Neighborhood Plans with land within 200 feet of the shoreline. Minor text amendments to various chapters are included in Attachment 1.

6. Housekeeping Amendments

Several amendments to the Plan are considered housekeeping measures. For example, when the 2001 Non-Motorized Transportation Plan was adopted in 2009, it was renamed *An Active Transportation Plan* to indicate the Plan's vision. This change was made to better reflect the positive nature of walking and cycling. Therefore, to be consistent, the term "Non-Motorized" Transportation Plan found throughout the Transportation Element and other chapters of the Plan should be replaced by the term "Active". Minor amendments to various chapters are included in Attachment 1.

Minor edits to the titles of Capital Facilities Plan tables clarify whether transportation projects are funded or unfunded. Edits eliminate Goal CF-7, which refers to Kirkland's potential Annexation Area that is no longer relevant since annexation. Additional edits add the Shoreline Restoration Plan to Table CF-6 - Functional and Management Plans, and revise the CIP to refer to the current cycle. These changes are noted in Attachment 1, Pages 39-41.

Finally, the North Rose Hill Neighborhood Plan Figure NRH -6: Street Connection Map is updated to acknowledge the existing status of several street segments. These descriptions were revised as part of the 2009 cycle of CPA's, but the corresponding map was not updated. Connection Number 7 is eliminated, and Number 3 is partially completed. Additionally, the following connections have been revised as a result of required private development improvements during this cycle:

- Number 9 - partially completed;
- Number 11 - partially completed;
- Number 8 - Mostly constructed;

These changes are noted in Attachment 1, Pages 48-50.

## 7. Solid Waste Amendments

First, amendments to the Public Services Element follow up on the sustainability updates adopted during the 2009 cycle of CPA's. Specifically, Natural Environment Element Policy NE-1.7 adopted last year, encouraged reduction, reuse and recycling in order to reduce the waste stream and save energy. The proposed revision to the Public Services Element further integrates green practices into solid waste management practices. Proposed Policy PS-2.2 encourages reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.

Second, edits to existing Policies PS- 2.1 and PS-3.1 will bring the solid waste policies into compliance with the 2010 King County Comprehensive Solid Waste Management Plan update, which is tentatively scheduled for adoption by the City Council this year.

Third, text revisions in the existing conditions section of this element update the Solid Waste and Recycling Collection providers (currently only Waste Management), and reference the 2010 King Co. Comprehensive solid Waste Management Plan.

Amendments are noted in Attachment 1, Pages 33-35.

## 8. Historic Resources

The general direction of the Historic Resources section of the Community Character Element is to convey the importance of our historic heritage. The goal of this section is to "Preserve and enhance Kirkland's historic identity".

The purpose of these amendments is to articulate more clearly the city's policy to recognize both historic resources in general and "*designated*" historic buildings, structures, sites and objects more specifically. The most highly regarded buildings, structures, sites and objects are identified in Table CC-1. The term "historic resources" identifies a wide range of buildings, structures, sites and objects that are important to our history and provides the general framework for protecting and preserving historic buildings, structures, sites and objects where possible (e.g. our Historic Residence Preservation program ).

The proposed amendments attempt to clarify the hierarchy of these resources. For example, the proposed amendments delete any reference to historic resources in the description of Table CC-1, to make clear that only landmarks, historic landmarks and historic community landmarks are recognized and designated either on the National or State Register of Historic Places and by the City or solely by the City. Also, a footnote has been added to Table CC-1, identifying sites that have an historic landmark designation and are identified as Historic Overlay Zones on the Zoning Map (note there are three such zones in the City).

The recommended amendments clarify that only a proposed demolition of designated historic buildings, structures, and objects is subject to environmental review. The current text notes that development permits on landmark properties are subject to review by the Kirkland Landmark Commission. The amendment also notes that historic landmarks are subject to KZC Chapter 75 review (the overlay zones).

The proposed amendments delete the word "properties" and substitute it with a less ambiguous reference to "buildings, structures, sites and objects". This change is meant to clarify what is a landmark, historic landmark, or historic community landmark.

Staff has been consulting with Julie Koler, King County Historic Preservation Officer, on the review of the proposed amendments.

Amendments are noted in Attachment 1, Pages 9-14.

9. Electric Vehicle Infrastructure

The state law, adopted in 2009, requires Cities planning under the GMA to adopt policies to support development regulations to allow electric vehicle infrastructure. As noted in the background information prepared by the Puget Sound Regional Council (PSRC) to help municipalities with their development regulations, several car manufacturers are putting electric-drive vehicle models on the market. PSRC has stated that by 2012, an estimated 10 to 12 models of highway capable electric vehicles will be available to consumers. Electric vehicle infrastructure (EVI) is necessary to serve this growing consumer base, and this law recognizes this need by requiring that local governments allow EVI. New Natural Environment Policy 5.2 text is proposed in order to encourage the transition to this technology.

Attachments

1. Draft Comprehensive Plan Amendments
2. Draft Annexation Neighborhood Boundary Options

Cc: File ZON10-00001  
Kirkland Neighborhood Associations  
Kirkland Alliance of Neighborhoods  
Kirkland Chamber of Commerce

## TABLE OF CONTENTS

2.	Vision Statement	XV.M-1
3.	Historic Context	XV.M-1
4.	Natural Environment	XV.M-6
5.	Land Use and Housing	XV.M-10
6.	Transportation	XV.M-11
7.	Open Space/Parks	XV.M-20
8.	Public Services/Facilities	XV.M-23
9.	Urban Design	XV.M-23

### [XVI. Shoreline Area](#)

#### **APPENDICES**

---

A.	Level of Service Methodology	A-1
B.	Glossary	B-1
C.	Design Principles, Residential Development	C-1

#### LIST OF FIGURES

Figure J-12	Juanita Natural Elements – Wetlands/Woodlands	XV.I-32
Figure J-13	Juanita Open Space and Parks	XV.I-35
Figure J-14	Juanita Vehicular Circulation	XV.I-36

#### **MARKET**

Figure M-1	Market Boundaries	XV.K-2
Figure M-2	Market Sensitive Areas	XV.K-7
Figure M-3	Market Landslide and Seismic Hazard Areas	XV.K-8
Figure M-4	Market Neighborhood Land Use	XV.K-11
Figure M-5	Market Functional Classifications	XV.K-13
Figure M-6	Market Bicycle System	XV.K-15
Figure M-7	Market Pedestrian System	XV.K-16
Figure M-8	Market Parks and Open Spaces	XV.K-18
Figure M-9	Market Neighborhood Character/Urban Design	XV.K-21

#### **MARKET STREET CORRIDOR**

Figure MS-1	Market Street Corridor – Subarea Boundaries	XV.K/L-2
Figure MS-2	Market Street Corridor Land Use	XV.K/L-6
Figure MS-3	Market Street Corridor Urban Design	XV.K/L-10

#### **NORKIRK**

Figure N-1	Norkirk Boundaries	XV.L-2
Figure N-2	Norkirk Sensitive Areas	XV.L-7
Figure N-3	Norkirk Landslide and Seismic Hazard Areas	XV.L-9
Figure N-4	Norkirk Land Use	XV.L-12
Figure N-5	Norkirk Functional Classifications	XV.L-17
Figure N-6	Norkirk Bicycle System	XV.L-19
Figure N-7	Norkirk Pedestrian System	XV.L-20
Figure N-8	Norkirk Parks and Open Spaces	XV.L-22
Figure N-9	Neighborhood Character/Urban Design	XV.L-26

## **HIGHLANDS**

Figure H-1a	Highlands Boundaries	XV.M-2
Figure H-1b	Highlands Boundaries	XV.M-3
Figure H-2	Sensitive Areas	XV.M-8
Figure H-3	Landslide and Seismic Hazard Areas	XV.M-9
Figure H-4	Highlands Neighborhood Land Use	XV.M-12
Figure H-5	Highlands Street Classifications	XV.M-16
Figure H-6	Highlands Street Connections	XV.M-17
Figure H-7	Highlands Bicycle System	XV.M-18
Figure H-8	Highlands Pedestrian System	XV.M-19
Figure H-9	Highlands Parks and Open Spaces	XV.M-22

## **SHORELINE AREA**

Figure S-1	Shoreline Environment Designations
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# I. Introduction

## Historical Perspective

In 1968, just over 20 years after its initial incorporation, the town of Houghton consolidated with the town of Kirkland. The 1970 population of the new City of Kirkland was 15,070. Since that time, the City has continued to grow in geographic size and population. For example, the 1989 annexations of Rose Hill and Juanita added just over four square miles of land and 16,000 people to the City. In 2011, the annexation of the Finn Hill, North Juanita, and Kingsgate areas added almost seven square miles and over 32,000 people to the City. In recent years, Kirkland and other Eastside cities have grown beyond bedroom communities, becoming commercial and employment centers in their own right.

### POPULATION

Table I-1 below shows how Kirkland’s population has grown over time and what the projected population is expected to be over the next 20 years.

**Table I-1: Kirkland Growth Trends**

Year	Population	Population Increase	Land Area Increase
1910	532		
1920	1,354	155%	0%
1930	1,714	27%	2%
1940	2,048	19%	0%
1950	4,713	130%	112%
1960	6,025	28%	6%
1970 <sup>1</sup>	15,070	150%	170%
1980	18,785	25%	16%
1990 <sup>2</sup>	40,052	113%	67%
2000	45,054	12%	0%
2010 <sup>3</sup>	49,327	9.5%	0%
2012	50,256	–	–
2020 <sup>3</sup>	53,898	9.3%	0%
2022 <sup>3</sup>	54,790	–	–
2030 <sup>3</sup>	58,287	8.1%	0%

<sup>1</sup> Includes consolidation with the City of Houghton in 1968 which included 1.91 square miles.

<sup>2</sup> Includes annexations of Rose Hill and Juanita in 1988.

Source: Office of Financial Management.

<sup>3</sup> City of Kirkland Planning Department projections. Growth trends do not reflect ~~potential~~ the annexations of Bridleview (2009) or Finn Hill, North Juanita, and Kingsgate (2011).

## Existing Land Use

There are approximately 7,000 gross acres or 10.9 square miles of land in Kirkland ([year 2000 data](#)). The developable land use base, which excludes all existing public rights-of-way, totals 5,200 net acres of land in Kirkland. The City maintains an inventory of the land use base which classifies the land according to the uses and the zones that occur on the various parcels.

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## *Neighborhood Plans*

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The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the Citywide Elements apply to each neighborhood.

It is intended that each neighborhood plan be consistent with the Citywide Elements. However, because many of the neighborhood plans were adopted prior to the 1995 Plan update, portions of some of the neighborhood plans may contain inconsistencies. Where this is the case, the conflicting portions of the Citywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.

The Neighborhood Plans, [found in Chapter XV](#), contain policy statements and narrative discussion, as well as a series of maps. ~~The 13 Neighborhood Plans can be found in Chapter XV.~~ The maps describe land use, natural elements, open space and parks, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the maps and the narrative, the narrative will provide more explicit policy direction.

## II. VISION/ FRAMEWORK GOALS

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 overburdening 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 manmade 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-round activities for all ages. Public access to our waterfront is provided by an unparalleled and still-expanding system of parks, trails, and vistas.

We strive to protect and restore the shoreline and water quality of Lake Washington. We preserve ~~an~~ our open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve ~~important~~ many essential 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.

### *INTRODUCTION*

The Framework Goals express the fundamental principles for guiding growth and development in Kirkland over the 20-year horizon of the Comprehensive Plan. They are based on and provide an extension of the aspirations and values embodied in the Vision Statement. By nature they are forward-looking and future-oriented. Even so, they were developed with a keen awareness of Kirkland's history and a strong appreciation for the high quality of life which that history has given us. The Framework Goals address a wide range of topics and form the foundation for the goals and policies contained in other elements of the Comprehensive Plan. Although all of the Framework Goals broadly apply to all Comprehensive Plan elements, some of the Framework Goals are more applicable to some elements than others. Each element identifies the Framework Goals that are particularly relevant to that element.

All Framework Goals are intended to be achievable. They are not prioritized to give importance to some goals over others. Tradeoffs among goals will be necessary as they are applied to particular circumstances; but over time, it is intended that an appropriate balance will be achieved.

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

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**Discussion:** ~~In addition to Lake Washington,~~ Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved or restored to their ~~in~~ a natural state. Features such as wetlands, streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. We take great pride in our efforts to restore Lake Washington and its shoreline to ensure high ecological function. These efforts support fish and wildlife through all or a portion of their life cycle. Vegetation preservation throughout the City, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem and prevents erosion. Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment.

Reducing greenhouse gas emissions into the atmosphere helps stabilize the climate. Maintaining clean air and water and reducing greenhouse gas emissions provide the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, clean air and water through active community stewardship, and to curtail climate change as a result of global warming, are critical to our quality of life.

### III. General

#### A. Plan Applicability and Consistency

The Comprehensive Plan serves as the guiding policy document to attain the City’s vision of the future over the next 20 years or longer. This means that decisions and actions in the present are based on the adopted plan. One of the central tenets of the Growth Management Act is to require consistency in planning.

Consistency is determined in a number of ways. The following represent those areas where “consistency” must be achieved:

- ◆ The Comprehensive Plan must comply with the Growth Management Act.
- ◆ The Plan must be consistent with the Shoreline Management Act (adopted under the authority of Chapter 90.58.RCW and Chapter 173-26 WAC).
- ◆ The Plan is to be consistent with the regional plan – the multicounty planning policies adopted by the Puget Sound Regional Council.
- ◆ It must be consistent with the adopted Countywide Planning Policies as well as coordinated with the plans of adjacent jurisdictions.
- ◆ State agencies and local governments must comply with the Comprehensive Plan.
- ◆ The various elements of the Comprehensive Plan must be internally consistent.

The City’s legislative and administrative actions and decisions must be in compliance with the adopted plan. To accomplish this a number of tasks need to be completed. The Implementation Measures noted in Chapter XIV list those steps. As the City updates the plan, some of its development regulations may need to be revised to be consistent with and to implement the plan. The Zoning Map needs to be updated to be consistent with and implement the Comprehensive Plan.

The City has used the Comprehensive Plan as the policy basis for decisions, particularly for determinations under the State Environmental Policy Act (SEPA). With this revised Comprehensive Plan adopted under the Growth Management Act, the City has strived to integrate SEPA into the zoning permit review process rather than having a separate environmental review process. The development regulations should provide clear and predictable guidance for issuing development permits and making SEPA determinations. However, where the regulations are not clear and/or discretion is to be exercised in making those development decisions, the Comprehensive Plan is to be used as the policy basis for those decisions.

The Comprehensive Plan will also be used to guide the City in developing its Capital Improvement Program and in the preparation or update of the various functional plans and programs.

~~The neighborhood plans will also require updating to comply with the Comprehensive Plan Elements. A number of neighborhood plans have recently been revised (for example, Totem Lake, North Rose Hill and NE 85th Street) while other neighborhood plans have not been amended since adoption of the 1977 Plan (for example, Market, Norkirk and Highlands). It is the intent of the City to phase these updates over time. The City updates neighborhoods plans on a cycle based on the age of the existing plan and the significance of land use changes in the neighborhood. In the interim, if there are conflicts or inconsistencies between the Comprehensive Plan Elements and a neighborhood plan, the Plan Element goals and policies will apply.~~

~~The Comprehensive Plan is intended to apply, where appropriate, to the Kirkland Planning Area which is also designated as the Potential Annexation Area (see Figure I-2). The City has worked with King County on their~~

~~Northshore Plan for this area and is in general agreement with that plan. However, updates to Kirkland's and King County's Comprehensive Plans, as well as the neighborhood plans for the Planning Area, will probably result in the need to amend the North shore Plan. At the time of annexation, the City will need to update the plans for Kingsgate, Juanita and Finn Hill.~~

~~***Policy GP-1.4: Acknowledge the King County Comprehensive Plan and the Northshore Community Plan as the plans currently governing Kirkland's Potential Annexation Area.***~~

~~While these plans have been adopted by King County, at some point in the future, the City intends to update the Neighborhood Plans for the City's Planning Area (unincorporated King County) and prepare an annexation strategy for timing, fiscal impacts and phasing in services. The City should work with King County to incorporate the goals and policies into the County's plans for this area. This will ensure that this area is consistent with the City's plan if and when it is annexed.~~

~~***Policy GP-1.54: Communicate Kirkland's land use policies and regulations to the King County Assessor's Office in order to ensure that assessment decisions do not conflict with land use decisions.***~~

As land use decisions are made, the City needs to coordinate with the Assessor's Office. This will ensure that they have the most accurate and up-to-date information regarding the City's land use.

## IV. COMMUNITY CHARACTER

### *HISTORIC RESOURCES*

Historic resources connect the community with the City's past providing a sense of continuity and permanence to an increasingly mobile society. Recognition and preservation of historic resources are essential to the long-term maintenance of the City's character. The key is the commitment of the community to the identification, maintenance, renovation, and reuse of buildings and sites important to our history. These resources may represent architectural styles or development patterns such as small lots typical of specific periods in the past. They may also represent places associated with notable historic persons or important events.

A significant number of the historic resources in Kirkland already have been identified and mapped. Neighborhoods that have been identified as having the most significant concentrations of historic resources are Market/Norkirk/Highlands and Moss Bay (Downtown and perimeter area). There also are scattered historic [properties-buildings, structures, sites and objects](#) throughout other neighborhoods.

Historic resources enhance the experience of living in Kirkland. These unique historic and heritage resources of Kirkland should become a key element in the urban design of Downtown and older neighborhoods surrounding it, so that they will remain an integral part of the experience of living in Kirkland.

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### *Goal CC-2: Preserve and enhance Kirkland's historic identity.*

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#### *Policy CC-2.1: Preserve historic resources and [community-landmarks](#) of recognized significance.*

The preservation of resources that are unique to Kirkland or exemplify past development periods is important to Kirkland's identity and heritage. The City, the Kirkland Heritage Society, and Kirkland's citizens can utilize a variety of methods to preserve historic resources and [community-landmarks](#), including the following, which are listed in order of priority:

- ◆ Retain historic buildings by finding a compatible use that requires minimal alteration.
- ◆ Design new projects to sensitively incorporate the historic building on its original site, if the proposed development project encompasses an area larger than the site of the historic resource.
- ◆ Retain and repair the architectural features that distinguish a building as an historic resource.
- ◆ Restore architectural or landscape/streetscape features that have been destroyed.
- ◆ Move historic buildings to a location that will provide an environment similar to the original location.
- ◆ Provide for rehabilitation of another historic building elsewhere to replace a building that is demolished or has its historic features destroyed.
- ◆ Provide a record and interpretation of demolished or relocated structures by photographs, markers and other documentation.

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

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

Table CC-1 identifies ~~the Designated~~ Historic ~~Buildings, Structures, Sites or Objects Resources and Community Landmarks of~~ in Kirkland.

The City of Kirkland recognizes ~~the historic~~ ~~these properties~~ buildings, structures, sites and objects on List A and List B in Table CC-1. ~~All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain "Landmarks", designated by the Kirkland Landmark Commission, and "Historic Landmarks", designated pursuant to KZC Chapter 75. Land-use~~Development permits involving these ~~properties~~ buildings, structures, sites and objects are subject to environmental review under the City's local SEPA regulations ~~and review pursuant to the Kirkland Zoning Code. In addition, "Landmarks" landmarks noted with a footnote (\*) are subject to review by the Kirkland Landmark Commission pursuant to KMC Title 28. Finally, City of Kirkland "Historic Landmarks" noted with a footnote (^^^)~~ are subject to review by KZC Chapter 75. ~~Also, any proposed changes to those historic properties under List A are subject to review under the National and State Registers' review process. In addition, any proposed changes to those historic properties noted with a footnote (\*) are subject to review under the Kirkland Landmark Commission's review process.~~ The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council.

**Table CC-1**

**Designated Historic Buildings, Structures, Sites and Objects ~~Historic Resources and Community Landmarks~~**

**List A: ~~Properties~~ Historic Buildings, Structures, Sites And Objects Recognized Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland as ~~Community and Historic Landmarks~~**

<b>Building or Site</b>	<b>Address</b>	<b>Architectural Style</b>	<b>Date Built</b>	<b>Person/Event</b>	<b>Neighborhood</b>
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Market
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Market
Trueblood House	127 7th Ave.	Italianate	1889	Trueblood	Norkirk

Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
<a href="#">➤</a> Marsh Mansion	6610 Lake Wash. Blvd.	French Eccl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

**List B: Properties-Historic Buildings, Structures, Sites and Objects Designated by the City as Community Landmarks**

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral	400 State St.	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Sutthoff House (moved)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
<a href="#">➤</a> Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South Juanita
French House (moved)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.		1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Vernacular	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market

Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	South Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Market
Shumway Site	510 – 528 Lake St. S.	site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	site only		Anderson/W W	Lakeview
Lake House Site	10127 NE 59th St.	site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
<a href="#">➤</a> Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	South Juanita

Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita
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*Footnotes:*

- \* The [City of Kirkland Landmark Commission](#) [has formally designated these buildings, structures, sites and objects as Landmarks pursuant to KMC Title 28](#)~~recognizes these properties as~~.
- [The City of Kirkland has formally designated these buildings, structures, sites and objects as Historic Landmarks pursuant to KZC Chapter 75.](#)
- **Note:** ~~KL&HIC~~ is the Kirkland Land Improvement Company.

The City recognizes its historic resources in the following priority:

- 1. ~~Properties~~ [Buildings, structures, sites and objects, recognized listed](#) on the National and State Registers of Historic Places.
- 2. [Buildings, structures, sites and objects](#) ~~Properties~~ recognized by the Kirkland Landmark Commission.
- 3. [Buildings, structures, sites and objects](#) ~~Properties~~ designated by the City as [Community Historic Landmarks](#).
- 4. [Buildings, structures, sites and objects](#) ~~Properties~~ designated by the City as [Historic Community Landmarks](#)~~providing historical context~~.
- 5. [Buildings, structures, sites and objects designated by the City as an historic resource, providing historical context.](#)
- The City should periodically update the lists of historic resources through a systematic process of designation.
- ***Policy CC-2.3: Provide encouragement, assistance and incentives to private owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic [buildings, structures, sites and objects](#) buildings and sites.***
- There are a number of activities that the City can do to provide encouragement and incentives for the owners of historic [buildings, structures, sites and objects](#) ~~buildings and sites~~, including:
  - ◆ Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;
  - ◆ Prepare and distribute a catalog of historic resources for use by property owners, developers

and the public;

- ◆ Maintain an interlocal agreement with King County that provides utilization of the County's expertise in administering historic preservation efforts and makes owners of Kirkland's historic [properties buildings, structures, sites and objects](#) eligible for County grants and loans;
- ◆ Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority [properties buildings, structures, sites and objects](#);
- ◆ Encourage property owners to utilize government incentives available for historic [buildings, structures, sites and objects](#)~~properties~~;
- ◆ Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

• ***Policy CC-2.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.***

• Historic resources contribute to the character and quality of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

• ***Policy CC-2.5: Encourage the use of visual and oral records to identify and interpret the history of the City of Kirkland.***

• This can be done in various ways, including articles in Citywide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

• The City's system of historic signage, which includes plaques to interpret significant [properties buildings, structures, sites and objects](#)~~and individual structures~~, should be expanded. While historic street signs have been hung along with existing street signs, interpretive markers could be placed along public streets and pedestrian-bike paths to explain the City's history.

• All these methods can be used to inform Kirkland's citizens about the City's history and to support the preservation of Kirkland's historic identity.

## V. Natural Environment Element

### A. Introduction

As an urban community with a considerable legacy of environmental resources, Kirkland continues its long standing effort to balance multiple concerns. The City's natural resources include nine drainage basins - some with salmonid-bearing streams, several large wetlands, two minor lakes, and extensive shoreline on Lake Washington (see Figure NE-1). Large portions of the City contain steep slopes and mature vegetation (see Figures NE-2, NE-3, and NE-4). Future growth will generally be infill within Kirkland's well-established, compact land use pattern (see Figure NE-5). Because many of the remaining sites are small and constrained by environmentally sensitive or hazardous areas, Kirkland's challenge for the future will be to accommodate infill growth while protecting and enhancing natural systems on public and private lands.

#### *MANAGING THE NATURAL ENVIRONMENT*

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***Goal NE-1: Protect natural systems and features from the potentially negative impacts of human activities, including, but not limited to, land development.***

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***Policy NE-1.1: Use a system-wide approach to effectively manage environmental resources. Coordinate land use planning and management of natural systems with affected State, regional, and local agencies as well as affected federally recognized tribes.***

Environmental resources – such as streams, soils, and trees – are not isolated features, but rather components of ecosystems that go beyond a development site and, indeed, beyond our City boundaries. Therefore, a system-wide approach is necessary for effective management of environmental resources. Also, recognition of the interdependence of one type of natural system upon another is essential. [An example of this is the interface between the shoreline and Lake Washington.](#) For this reason, a comprehensive approach to the management of natural resources is most effective.

Responsibility for management of these ecosystems falls to many agencies at many levels of government, including King County, State resource agencies, and watershed planning bodies. Kirkland and its planning area lie within the Usual and Accustomed Treaty Area of the Muckleshoot Indian Tribe. Joint coordination and planning with all affected agencies is appropriate to ensure consistent actions among the jurisdictions sharing an ecosystem.

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***Goal NE-2: Manage the natural and built environments to achieve no net loss of the functions and values of each drainage basin; and, where possible, to enhance and restore functions, values, and features. Retain lakes, ponds, wetlands, and streams and their corridors substantially in their natural condition.***

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

- ◆ ~~Preserve natural systems and maintain and improve the resources and ecology/ecological functions of the water and shorelines;~~
- ◆ ~~Avoid natural hazards;~~
- ◆ ~~Promote visual and physical access to the water;~~
- Provide recreational opportunities
- ◆ ~~Preserve navigation rights; and~~
- ◆ ~~Minimize the creation of and reduce existing armored shorelines, and overwater and in water structures ~~over explore incentives and opportunities to restore natural shoreline features and habitat.~~~~

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: ~~loss of native shoreline vegetation~~ modification and removal, shoreline armoring, overwater and in water structures, storm water runoff, and introduction of pollutants. ~~Establishing regulations that avoid, minimize and mitigate impacts to the shoreline and restore degraded ecological functions altered hydrology, invasive exotic plants, poor water quality, and poor sediment quality. Finding and acting on opportunities to restore properly functioning shoreline conditions where possible~~ will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP), was adopted pursuant to the Washington State Shoreline Management Act of 1971. ~~It~~ designates all parcels within 200 feet of along Lake Washington and associated wetlands as shoreline environments. The SMP goals and policies are contained in the Shoreline Area Chapter of the Comprehensive Plan. The detailed ~~Detailed~~ regulations in the Kirkland's SMP Zoning Code implement ~~this these~~ policy/policies. Pursuant to Washington State requirements, the 2010 update of the Kirkland's Shoreline Master Program reflects current best management practices. ~~will be updated by December 1, 2010. The Shoreline Restoration Plan, a component of~~ supplements the SMP. ~~It~~ identifies and prioritizes public restoration projects that which are in the Parks Capital Improvement Program. In addition, it lists other public actions and programs and private restoration projects that should be undertaken over the next 20 years in the future.

**AIR**

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

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

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

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

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

The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan ([now referred to as the Active Transportation Plan](#)), provided additional guidance for a systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. Second, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction and vehicle miles traveled (VMT) targets. Third, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. [Fourth, the City implements the Electric Vehicle Infrastructure \(EVI\) Law through its development regulations and installation provisions. The regulations allow EVI to be located in appropriate locations in the City, which in turn encourages the use of electric vehicles.](#) In addition, for the many important functions trees serve, including improving air quality, the City supports street tree planting throughout the city and retention of existing trees on private property. Too, Kirkland is at the forefront in the area of waste reduction. The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities. Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.

## VI. Land Use

### A. INTRODUCTION

Between 2003 and 2022, the City will grow by nearly 9,697 new residents and 8,800 jobs<sup>1</sup>, resulting in increased needs for housing, commercial floorspace, and public services. Under the Growth Management Act, planning policies seek to direct growth to existing and emerging urban areas within the metropolitan region. The King County Growth Management Planning Council has determined that Kirkland must plan to accommodate 5,480 new households and 8,800 new jobs over the next 20 years. These increases in households and jobs are referred to as “growth targets.” The term “households” refers to occupied units.

<sup>1</sup> Land use data does not include 2011 annexation

### C. LAND USE MAP AND DEFINITIONS

Greenbelt/Urban Separator - areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.

**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
<u>GREENBELT/URBAN SEPARATOR</u>	<u>Up to 1 d/a</u>	<u>RSA - 1</u>
LOW DENSITY	Up to 1 d/a	RS – 35,000, <u>RSX – 35,000</u>
	Up to 3 d/a	RS – 12,500, <u>RSX - 12,500</u>
	4 – 5 d/a	RS – 8,500, <u>RSX - 8,500</u> , RS – 7,200, RSX - 7,200 <u>, RSA - 4</u>
	6 d/a	RS – 7,200, <u>RSX - 7,200</u> , <u>RSA – 6</u>
	7 d/a	RS – 6,300
	8 – 9 d/a	RS – 5,000, <u>RSX 5,000</u> , <u>RSA - 8</u>
MEDIUM DENSITY	8 – 9 d/a	RM – 5,000, <u>RMA - 5,000</u>
	10 – 14 d/a	RM – 3,600, <u>RMA - 3,600</u>
HIGH DENSITY	15 – 18 d/a	RM – 2,400, <u>RMA - 2,400</u>
	19 – 24 d/a	RM – 1,800, <u>RMA - 1,800</u>

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

**Table LU-4**

**Comparison of Growth Targets and Available Capacity**

	<b>2000 Existing<sup>1</sup></b>	<b>2022 Growth Targets<sup>2</sup></b>	<b>Available Capacity<sup>3</sup></b>
<b>Housing Units</b>	21,831	27,311 (at 5,480 new households)	28,900
<b>Employment</b>	32,384	41,184 (at 8,800 new jobs)	54,600

Sources:

1. 2000 housing units: Office of Financial Management (OFM)

2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.

2. Targets for household and employment growth between 2000 and 2022 were assigned by the King County Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals. [Targets do not include the annexations of Bridleview \(2009\) or Finn Hill, North Juanita, and Kingsgate \(2011\).](#)
3. City estimates.

## VII. Housing

### A. Introduction

Kirkland is a largely residential community, as housing remains the City's predominant land use. About 64 percent of the City's land area is devoted to residential uses. In the early 1990s, about half of the housing in Kirkland was single-family homes. That has dropped to just 45 percent of the City's housing over the past 10 years<sup>1</sup>. We have also seen an increase in mixed-use developments that combine housing with other uses, such as office and retail. The City has a wide variety of other housing styles including zero lot line, townhomes, multifamily flats, and accessory dwelling units (also known as mother-in-law apartments). Neighborhoods are well established and are one of the City's most desirable assets. Numerous neighborhood associations and homeowners' associations contribute to the livability of the community.

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<sup>1</sup> [Housing data does not include the 2011 annexation of Finn Hill, North Juanita, and Kingsgate](#)

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## VIII. Economic Development

### A. Introduction

Kirkland was founded by Peter Kirk, an entrepreneur who envisioned Kirkland as the “Pittsburgh of the West.” Instead, Kirkland commerce evolved from a ship building center in the 1940s to a suburb of Seattle throughout the 1960s and 1970s.

Today, Kirkland contains a balance of jobs and housing and is interrelated to other Eastside cities and the Puget Sound region. In 2000, Kirkland contained 22,100 housing units and 32,384 jobs. The median household income in 2000 was \$60,332, compared to \$53,157 throughout King County. It is estimated that Kirkland’s average wage rate is slightly higher than King County’s figure which, in 2002, was \$25,300 per worker per year<sup>1</sup>.

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<sup>1</sup> [Economic data does not include the 2011 annexation of Finn Hill, North Juanita, and Kingsgate](#)

**IX. TRANSPORTATION ELEMENT  
MODIFICATIONS TO TABLE T-5 FROM 2009 TO 2010**

Project Descriptions for the 2022 Transportation Project List (Funded-Unfunded)

**Non-motorized Improvements**

- NM20-1** NM 0034 changed to NM 0034-001.
- NM20-3** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-5** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-8** Changed from Funded project to Candidate project. Location changed to 122<sup>nd</sup> Avenue NE, between NE 70<sup>th</sup> Street and NE 75<sup>th</sup> Street.
- NM20-9** Walk Route Enhancements ***NEW***  
*(Previously 116th Avenue NE Sidewalk - Project completed 2010)*  
**Location:** 104<sup>th</sup> Ave NE/NE 68<sup>th</sup> St (Lakeview School Walk Route)  
**Description:** Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67<sup>th</sup> Street and west side of 104<sup>th</sup> Ave NE. Upgrade ADA ramps at NE 67<sup>th</sup> Street/103<sup>rd</sup> Ave NE, NE 68<sup>th</sup> Street/104<sup>th</sup> Ave NE and mid-block crosswalk on NE 68<sup>th</sup> Street at Lakeview Elementary. Install RRFB pedestrian activated lighted crosswalk at mid-block crosswalk. The project will complete critical non-motorized facilities to safely get students to and from Lakeview Elementary School; a 2010 Safe Routes to School Grant Application has been submitted for this project. Unfunded CIP project NM 0068.
- NM20-10** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-12** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-19** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-23** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-24** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".
- NM20-25** Removed text "scheduled for completion by 2011".
- NM20-27** Changed from Funded project to Candidate project. Removed text "scheduled for completion by 2014".

**NM20-30** Changed from Funded project to Candidate project. Removed text “scheduled for completion by 2014”.

**NM20-31** Elementary School Walk Route Enhancements **NEW**  
*(Previously 100th Avenue NE/99th Place NE Sidewalk - Completed 2010)*

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

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

**NM20-32** This project is Phase II. Unfunded CIP project NM 0064-001.

**NM20-33** 100<sup>th</sup> Avenue NE Bicycle Lanes **NEW**  
*(Previously Central Way Pedestrian Enhancements - Completed 2010)*

**Location:** 100<sup>th</sup> Avenue from NE 124<sup>th</sup> Street to NE 132<sup>nd</sup> Street

**Description:** Install bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.

**NM20-35** Project title changed to Annual Non-Motorized Program. Install up to various funding levels in 2013, 2014, 2015, 2016...

### **Street Improvements**

**ST20-3** Changed from Funded project to Candidate project. Removed text “scheduled for completion by 2014”.

**ST20-4** Project changed from partially funded to Candidate project. Added text to end of description, “...included as a part of the annual concurrency street improvements ST 8888.”

**ST20-5** Modified description to include landscape median.

**ST20-6** 132<sup>nd</sup> Avenue NE / NE 85<sup>th</sup> Street to NE 120<sup>th</sup> Street

**ST20-9** Changed from Funded to Candidate project ST 0057-001 with completion dependent upon grant funding.

**ST20-17** Street Improvements *NEW*  
**Location:** Annual Striping Program  
**Description:** Annual program to maintain markings that identify travel lanes and other guidance markings for auto, pedestrian, bicycle, transit and other forms of transportation. The program will result in restriping of more than 30 miles of collector and arterial streets throughout the City. Funded CIP project ST 0080.

**ST20-18** Annual Concurrency Street Improvements *NEW*  
**Location:** City-wide  
**Description:** This project provides for the construction and re-construction of city roadways to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate.

**ST20-19** Annual Street Preservation Program - One Time Project *NEW*  
**Location:** NE 85<sup>th</sup> Street  
**Description:** The overlay of NE 85th Street coincident with intersection, roadway and other improvements associated with CIP projects NM 0051, ST 0075, TR 0078, and TR 0080. Funds became available through the State Department of Transportation (WSDOT) as a result of the recent jurisdictional transfer of SR908 from the WSDOT to the City of Kirkland.

### **Intersection Improvements**

**TR20-3** Moved from Unfunded to Funded.

**TR20-4** Intersection Improvements *NEW*  
*(Previously 68<sup>th</sup> & 108<sup>th</sup> Intersection Improvements – completed 2010)*  
**Location:** Totem Lake Way / 120<sup>th</sup> Avenue NE  
**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0099.

**TR20-6** Changed from Funded project to Candidate project. Remove text “scheduled for completion by 2014”.

**TR20-11.5** NE 53<sup>rd</sup> Street/108<sup>th</sup> Avenue NE  
**TR20-11.6** NE 60<sup>th</sup> Street/116<sup>th</sup> Avenue NE  
**TR20-11.7** NE 60<sup>th</sup> Street/132<sup>nd</sup> Avenue NE  
**TR20-11.8** NE 64<sup>th</sup> Street/Lake Washington Blvd.  
**TR20-11.9** NE 70<sup>th</sup> Street/120<sup>th</sup> Avenue NE or 122<sup>nd</sup> Avenue NE  
**TR20-11.10** NE 80<sup>th</sup> Street/132<sup>nd</sup> Avenue NE  
**TR20-11.11** NE 112<sup>th</sup> Street/124<sup>th</sup> Avenue NE  
**TR20-11.12** NE 116<sup>th</sup> Street/118<sup>th</sup> Avenue NE  
**TR20-11.13** NE 116<sup>th</sup> Street/124<sup>th</sup> Avenue NE (northbound dual left turn TR 0092)  
**TR20-11.14** NE 126<sup>th</sup> Street/132<sup>nd</sup> Place NE  
**TR20-11.15** Ne 128<sup>th</sup> Street/Totem Lake Boulevard

- TR20-11.16** Ne 100<sup>TH</sup> Street/132<sup>nd</sup> Avenue NE
- TR20-11.17** Market Street/Forbes Creek Drive
- TR20-11.18** NE 112<sup>th</sup> Street/120<sup>th</sup> Avenue NE
- TR20-11.19** Totem Lake Boulevard/120<sup>th</sup> Avenue NE
- TR20-12** Changed from Funded project to Candidate project. Removed text “scheduled for completion by 2014”.
- TR20-13** Revised description: Install upgrades to the existing signalized intersection including one additional northbound Lake Washington Boulevard travel lane through the intersection. Replace all existing pedestrian facilities and consolidate commercial driveways where feasible. Funded CIP project TR 0090.
- TR20-14** Intersection Improvements  
**Location:** 124<sup>th</sup> Avenue NE at NE 124<sup>th</sup> Street – Phase III  
**Description:** Install improvements on the north leg of the intersection. Candidate CIP project TR 0091; included as a part of the annual concurrency traffic improvements, TR 8888.
- TR20-15** Removed text “scheduled for completion by 2014”.
- TR20-16** Traffic Signal *NEW*  
**Location:** Central Way & Park Place entrance (between 4<sup>th</sup> St and 5<sup>th</sup> St)  
**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signalized crosswalks at 5<sup>th</sup> St and 4<sup>th</sup> St will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. Funded CIP project TR 0082.
- TR20-17** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> Street/124<sup>th</sup> Avenue NE  
**Description:** Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0096.
- TR20-18** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> Street at 116<sup>th</sup> Way NE to Totem lake Blvd / I-405  
**Description:** Coordination of City ROW and intersection improvements in association with the WSDOT’s Half-Diamond Interchange at NE 132<sup>nd</sup> Street and I-405 as recommended in the NE 132<sup>nd</sup> Street Master Plan. Unfunded CIP project TR 0098.
- TR20-19** Intersection Improvements *NEW*

**Location:** 6<sup>th</sup> Street/Central Way  
**Description:** The installation of multiple upgrades to the existing signalized intersection. The intersection improvements will result in a new signature "Gateway" to the Central Downtown area of Kirkland with associated necessary upgrades to surface water elements and a sensitive area (stream). The project will result in the construction of a significant retaining wall structure and the acquisition of new right-of-way, in addition to general signal, pedestrian and ITS improvements. Funded CIP project TR 0100.

**TR20-20** Intersection Improvements *NEW*  
**Location:** Central Way/4<sup>th</sup> Street  
**Description:** Extend two-way-left turn by moving crosswalk to Park Place Signal. Funded CIP project TR 0103.

**TR20-21** Intersection Improvements *NEW*  
**Location:** 6th Street S/4th Avenue  
**Description:** Dual eastbound left turn, with widening on 6th Street. Funded CIP project TR 0104.

**TR20-22** Intersection Improvements *NEW*  
**Location:** Central Way/5<sup>th</sup> Street  
**Description:** Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0105.

**TR20-23** Intersection Improvements *NEW*  
**Location:** 6th Street / 7th Avenue  
**Description:** Add left turn lanes on northbound and southbound approaches. Unfunded CIP project TR 0106.

**TR20-24** Intersection Improvements *NEW*  
**Location:** Market Street / 15th Avenue  
**Description:** Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0107.

**TR20-25** Intersection Improvements *NEW*  
**Location:** NE 85th Street / 124th Avenue NE  
**Description:** Add northbound right-turn-only pocket. Funded CIP project TR 0108.

**TR20-26** Intersection Improvements *NEW*  
**Location:** Totem Lake Mall at intersection of Totem Lake Plaza / Totem Lake Blvd  
**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem Lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0109.

- TR20-27** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> / Juanita High School  
**Description:** Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0093.
- TR20-28** Intersection Improvements *NEW*  
**Location:** Totem Lake Plaza/120th Ave NE Intersection Improvements  
**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0110.
- TR20-29** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> Street / 108<sup>th</sup> Avenue NE  
**Description:** Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0094.
- TR20-30** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> Street / Fire Station Access  
**Description:** Modify existing signal to include pedestrian actuated option, as recommended in the NE 132<sup>nd</sup> Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132<sup>nd</sup> Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.
- TR20-31** Intersection Improvements *NEW*  
**Location:** NE 132<sup>nd</sup> St/132<sup>nd</sup> Ave NE  
**Description:** Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.
- TR20-32** Intersection Improvements *NEW*  
**Location:** NE 85<sup>th</sup> St/132<sup>nd</sup> Ave NE  
**Description:** Phase 1. Extend the southbound to eastbound left-turn lane pocket. Construct a northbound to eastbound right-turn lane, and extend the westbound to northbound right-turn lane (by Redmond). Sound Transit has contributed \$860,000 towards the cost of the westbound right-turn lane. Funded CIP project TR 0078.
- TR20-33** Intersection Improvements *NEW*  
**Location:** NE 85<sup>th</sup> St/124<sup>th</sup> Ave NE  
**Description:** Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. The installation of a northbound 124<sup>th</sup> Ave NE taper will provide for a bike lane, wide planter strip with landscaping, and a new sidewalk. Funded CIP project TR 0080.

**TR20-34** Annual Concurrency Traffic Improvements *NEW*  
**Location:** City-wide  
**Description:** This project provides for the construction and re-construction of traffic signals and/or intersections to meet concurrency needs to help the City attain the 2022 level of service standards established in the Comprehensive Plan. Candidate projects under this annual program are identified above and include other improvements, as deemed appropriate.

**TR20-35** Kirkland ITS Improvements – Phase I *NEW*  
**Location:** City-wide  
**Description:** The incorporation of Intelligent Transportation System (ITS) needs, as identified in the Kirkland Intelligent Transportation System (KITS) Plan approved by Council in 2008. ITS measures will be employed to upgrade current signal equipment, connect signals and ITS field locations with a new central operations management location.

## X. Parks, Recreation, and Open Space

### Relationship to Other Elements

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

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

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

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

One important goal for recreational and commuter trail planning noted in the ~~Nonmotorized Transportation Plan~~ Active Transportation Plan is the development of a recreational trail system within the Burlington Northern Railroad right-of-way. This proposed trail is a regional facility traveling through many Eastside cities and providing critical links to other existing regional trails such as the Sammamish River Trail. This project is visionary and would require an interjurisdictional effort for planning and implementation.

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

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

# XI. Utilities

## A. Introduction

The City of Kirkland currently provides the following utility services:

- ◆ **Water** – All areas of the City except those north of NE 116th Street who are served by the Northshore Utility District. Figure U-1 shows the City’s water system.
- ◆ **Sewer** – All areas of the City south of NE 116th Street. The Northshore Utility District provides sewer service to most areas north of NE 116th Street. Figure U-2 shows the City’s sewer system.

The following non-City-managed utilities provide additional services:

- ◆ **Northshore Utility District and Woodinville Water District**– provides water and sewer services to the northern portions of the City and Kirkland’s growth areas. Figures U-4 and U-5 show the water and sewer systems.

### *CITY MANAGED FACILITIES*

#### **Water**

The City of Kirkland provides water service to all of its residents, except those north of NE 116th Street who are served by the Northshore Utility District or the Woodinville Water District (see Figure U-1). One multifamily complex in the NE corner of the City, south of NE 132nd Street between 124th Avenue NE and 128th Avenue NE, is served by the Woodinville Water District.

#### **Surface Water**

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, Denny Creek, and Champagne Creek also have a large basin areas within the City and are significant because they provides salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek, and Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins can be found in the Natural Environment Element.

### *NON-CITY-MANAGED UTILITIES*

#### **Northshore Utility District: Water and Sewer**

The Northshore Utility District provides water and sewer services to northern portions of the City and Kirkland’s growth areas. Figure U-4 illustrates the existing Northshore water system and proposed improvements. Figure U-5 illustrates the existing Northshore sewer system. Northshore wastewaters are treated at King County’s Department of Natural Resources West Point and Renton treatment plants. The water system has five reservoir sites with a 29-million-gallon capacity. The District is in the process of developing a sewer system capital improvement plan for replacement and repair of the older, damaged

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sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

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

#### **Woodinville Water District: Water and Sewer**

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

#### **Relationship to Other Elements**

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

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

#### **Relationship to Other Plans**

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

- ◆ City of Kirkland Comprehensive Water Plan;
- ◆ City of Kirkland Comprehensive Sewer Plan;
- ◆ City of Kirkland Surface Water Master Plan;
- ◆ Northshore Utility District Comprehensive Water Plan;
- ◆ Northshore Utility District Sewer and Water Plan Maps;
- ◆ Woodinville Water District Comprehensive Water System Plan and General Sewer Plan
- ◆ Puget Sound Energy GMA Electrical Facilities Plan.

### **C. UTILITIES GOALS AND POLICIES**

#### ***GENERAL***

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

***Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses.***

A variety of factors are at stake in the consideration of any proposed utility expansion. For example, clearing for installation or maintenance should be kept to a minimum width necessary to minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Mitigating environmental and aesthetic impacts can have implications on cost and efficiency of the system. Therefore, it is appropriate to weigh costs against a full consideration of long term benefits that will be derived. Individual implementation issues arising under this policy should be resolved on a case-by-case basis in light of all these considerations.

***Policy U-1.8: Encourage the joint use of utility corridors and facilities consistent with prudent utility practice.***

Additional efficiencies may be achieved by coordinating utility corridors. Examples include sharing right-of-way acquisition costs and joint use of rights- of-way for utility and pedestrian trails. Utility co-location and consolidation also have the benefit of minimizing the extent of environmental impacts.

## XII.A. Public Services

### EXISTING CONDITIONS

The City currently provides the following public services:

**Solid Waste and Recycling Collection** – The City contracts with Waste Management, ~~Inc. Sno King~~ to provide curbside solid waste and recycling collection to all single-family and multifamily residents and commercial customers. ~~The King County Comprehensive Solid Waste Management Plan, to be adopted in 2010, sets specific goals for the City to achieve.~~ The County and the City have committed to achieve targeted to achieve specific waste reduction and recycling goals of a 55.3 percent curbside recycling diversion rate by 2015, and a 70 percent by 2020 and a waste reduction prevention diversion and solid waste reduction goal of 20.430.5 pounds per household per week by 2020~~18~~. The City started one of the first residential food waste recycling programs followed by commercial organics recycling and business programs to encourage environmentally sound practices. The City will continue to work with its collection contractor to provide a comprehensive curbside recycling program for Kirkland residents and businesses.

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***Goal PS-2: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.***

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***Policy PS-2.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards ~~for solid waste garbage and recycling~~ are maintained or improved and waste reduction and recycling goals and targets for solid waste garbage and recycling are maintained or improved are in compliance with the 2010 King County Comprehensive Solid Waste Management Plan ( SWMP ) update.***

The SWMP is expected to be adopted by the Kirkland City Council and other King County municipalities in 2010. It establishes waste reduction and recycling goals for single family residential, multifamily residential and commercial sectors to be achieved over the course of the next decade. Cities adopting the Comp Plan commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the overall goals and targets identified in the SWMP.

The SWMP City's level of service goals for solid waste collection and recycling areas ~~as follows~~ summarized below.

Waste Prevention Goal- This goal addresses all types of waste; yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2020 are: 20.4 pounds/week per person from single and multi family homes; and 58 pounds/week per employee from the non-residential sector.

Waste Disposal Goal-This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal rates to be achieved by 2020 are 14.2 pounds/week per person from single and multi-family homes and 22.9 pounds/week per employee from the non-residential sector.

Recycling Goal- Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-family, multi-family, and self haul recycling activity. The overall recycling rate goal by 2015 is 55 percent. The overall recycling goal by 2020 is 70 percent.

Fifty-two percent residential recycling rate;

~~◆ Citywide average of 33 pounds maximum per household per week of garbage collected;~~

~~◆ Participation percentage at each garbage level of service:~~

~~—Five percent with 20-gallon garbage cart;~~



~~—Fifty-five percent with 32-gallon garbage cart;~~



~~—Twenty-five percent with 64-gallon garbage cart;~~



~~—Fifteen percent with 96-gallon cart and more.~~



Reducing waste and achieving a high recycling diversion rate~~Achieving a high level of participation in recycling~~ reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's~~our region's~~ solid waste. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

### ***NON-CITY-MANAGED PUBLIC SERVICES***

The provision of quality public facilities and services has traditionally been a measure of a community's quality of life. Good schools, libraries, and solid waste disposal facilities are indicative of a community that cares about its future.

Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan. In addition, the Growth Management Act requires Kirkland to demonstrate that all capital facilities serving the City have been considered and that planning is done in a coordinated and comprehensive fashion.

**Policy PS-2.2: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.**

Encouraging the construction industry to salvage, reuse and or recycle construction, demolition, and land clearing (CDL) debris, supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use less materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced. Over time these techniques or programs may become mandatory.

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***Goal PS-3: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.***

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***Policy PS-3.1: Coordinate with King County Solid Waste Division to ensure that level of service for solid waste disposal and transfer are established and followed along with mitigation of the Houghton Transfer Station's impacts.***

~~As capacity at the Houghton Transfer Station is reached, the City should work with King County to ensure that the facility continues to meet regional needs until it is phased out. The County should ~~implementation~~ implementation and/or maintenance of mitigation measures to improve pedestrian and hauler safety and to reduce impacts of noise, odor and number of large trucks coming to the site until the transfer station is eventually closed. As alternative sites are examined, the City should ensure that the existing provision of services continues. Per the 2010 King County Comprehensive Solid Waste Management Plan update, the Houghton Transfer Station will be closed in 2017.~~

## XIII. Capital Facilities

### B. Capital Facilities Goals and Policies

**Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.**

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

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

**Goal CF-4: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.**

**Goal CF-5: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.**

**Goal CF-6: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.**

~~**Goal CF-7: Ensure that adequate public facilities and utilities are provided to Kirkland's Potential Annexation Area.**~~

### *CONSISTENCY WITH OTHER PLANS*

Many of Kirkland's public facilities and utilities are integrally connected with other local and regional systems, such as water, sewer, surface water management, and fire and emergency management. In addition, parts of Kirkland receive water and sewer service from separate utility districts.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions.

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*Goal CF-6: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.*

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The following documents have been reviewed and taken into consideration during the development of the Capital Facilities Element. These are considered to be “functional or management plans.” They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

**Table CF-6  
Functional and Management Plans**

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland <del>2006</del> <u>2011-2014-2016</u> . Capital Improvement Programs
Surface Water Master Plan
<del>Nonmotorized</del> <u>Active</u> Transportation Plan
Commute Trip Reduction Basic Plan
Natural Resource Management Plan
Parks, Recreation and Open Space Plan
Downtown Strategic Plan
Housing Strategy Plan
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
Lake Washington School District Capital Facilities Plan
<u>Shoreline Restoration Plan</u>

**C. Capital Facilities Plan**

**Introduction**

The following Tables CF-8 through CF-12 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and fire. In each table, the projects are grouped into one or more of the three categories:

- ◆ Funded projects;
- ◆ Utility funded projects;
- ◆ Bond projects.

The cost of each capital improvement project over the next six fiscal years is shown. All costs are shown in current dollars – no inflation factor has been applied. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.

Most of the funded projects for transportation and utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

## Projects

### *FUNDED PROJECTS – TRANSPORTATION, UTILITIES, STORMWATER, PARKS, AND FIRE AND EMERGENCY SERVICES*

Tables CF-8 through CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Transportation projects are found in Tables CF-8 and CF-9. They include nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the funded six-year project list and Table CF-9 contains both the funded and unfunded 20-year project list through 2022. As priorities change and/or projects on the funded six-year list are completed, projects from the 20-year list will be moved to the six-year list. A descriptive list of the 20-year transportation projects is found in Table T-5 and a map showing the location of the projects is found in Figure T-6 contained in the Transportation Element.

Table CF-10 contains the projects that are required to meet Level of Service Standards for Concurrency.

Funded wWater, sewer and surface water utility projects are found in Table CF-10 A and 10-B.

Funded pPark projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

Funded fFire protection and emergency services projects are found in Table CF-12.

**CFP MODIFICATION SUMMARY 2009 to 2010**  
(Tables CF8, CF9, CF10, CF10A, CF10B)

**Table CF8 - Capital Facilities Plan: Transportation Projects**

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**New Projects:**

ST 0006 001	Annual Street Preservation Prog-One Time Capital Purchase
ST 0006 002	Annual Street Preservation Prog-One Time Capital Project
NM 0067	Elementary School Walk Route Enhancements
TR 0065	6th Street/Kirkland Way Traffic Signal
TR 0082	Central Way/Park Place Center Traffic Signal
TR 0056	NE 85th St/114th Ave NE Intersection Improvements
TR 0090	Lk Wa Blvd/NE 38th Place Intersection Improvements
TR 0096	NE 132nd St/124th Ave NE Intersection Improvements
TR 0098	Totem Lake Blvd/NE 132nd Street Intersection Improvements
TR 0100	Central Way/6th Street Intersection Improvements
TR 0103	Central Way/4th Street Intersection Improvements
TR 0104	6th Street/4th Ave Intersection Improvements
TR 0105	Central Way/5th Street Intersection Improvements
TR 0106	6th Street/7th Ave Intersection Improvements
TR 0107	Market Street/15th Ave Intersection Improvements
TR 0108	NE 85th St/124th Ave NE Intersection Improvements
TR 0109	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements
TR 0110	Totem Lake Plaza/120th Ave NE Intersection Improvements

**Table CF9 - 2022 Transportation Projects List (Funded-Unfunded)**

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**New Projects:**

NM20-9	104th Ave NE/NE 68th St Lakeview Schl Wlk Rt Enhncmnts <i>(Previously 116th Avenue NE Sidewalk - Project completed 2010)</i>
NM20-31	Elementary School Walk Route Enhancements <i>(Previously 100th Avenue NE/99th Place NE Sidewalk - Completed 2010)</i>
NM20-33	100th Avenue NE Bicycle Lanes <i>(Previously Central Way Pedestrian Enhancements - Completed 2010)</i>
ST20-17	Annual Striping Program
ST20-18	Annual Concurrency Street Improvements
ST20-19	Annual Street Pres Program - ONE-time Project
TR20-4	Totem Lake Blvd/120th Ave NE <i>(Previously 68<sup>th</sup> &amp; 108<sup>th</sup> Intersection Improvements – completed 2010)</i>
TR20-11.5	NE 53rd Street/108th Ave NE
TR20-11.7	NE 60th Street/132nd Avenue NE
TR20-11.8	NE 64th Street/Lake Washington Blvd
TR20-11.9	NE 70th Street/120th Avenue NE or 122nd Avenue NE
TR20-11.10	NE 80th Street/132nd Avenue NE
TR20-11.11	NE 112th Street/124th Avenue NE
TR20-11.12	NE 116th Street/118th Avenue NE
TR20-11.13	NE 116th Street/124th Avenue NE

TR20-11.14	NE 126th Street/132nd Place NE
TR20-11.15	NE 128th Street/Totem Lake Blvd
TR20-11.16	NE 100th Street/132nd Avenue NE
TR20-11.17	Market Street/Forbes Creek Drive
TR20-11.18	NE 112th Street/120th Avenue NE
TR20-11.19	Totem Lake Blvd/120th Avenue NE
TR20-12	NE 70th Street/132nd Ave NE Intersection Imp
TR20-13	Lake Wash Blvd/NE 38th Place Intersection Imp
TR20-14	NE 124th St/124th Ave NE Intersection Imp
TR20-15	NE 132nd Street/100th Ave NE Intersection Imp
TR20-16	Central Way/Park Place Center Traffic Signal
TR20-17	NE 132nd Street/124th Ave NE Intersection Imp
TR20-18	NE 132nd Street/116th Way NE Intersection Imp
TR20-19	6th Street/Central Way Intersection Imp
TR20-20	Central Way/4th Street Intersection Imp
TR20-21	6th Street/4th Ave Intersection Imp
TR20-22	Central Way/5th Street Intersection Imp
TR20-23	6th Street/7th Ave Intersection Improvements
TR20-24	Market Street/15th Ave Intersection Imp
TR20-25	NE 85th Street/124th Ave NE Intersection Imp
TR20-26	Totem Lake Plaza/Totem Lake Blvd Intersection Imp
TR20-27	NE 132nd St/Juanita HS Access Road Intersection Imp
TR20-28	Totem Lake Plaza/120th Ave NE Intersection Imp
TR20-29	NE 132nd St/108th Ave NE Intersection Imp
TR20-30	NE 132nd St/Fire Station Access Dr Intersection Imp
TR20-31	NE 132nd St/132nd Ave NE Intersection Imp
TR20-32	NE 85th Street/132nd Ave NE Intersection Imp (Phase I)
TR20-33	NE 85th Street/124th Ave NE Intersection Imp
TR20-34	Annual Concurrency Traffic Improvements

**Table CF10 - 2022 Concurrency Transportation Projects List**

---

**Changed to Unfunded:**

- ST20-3
- ST20-4
- ST20-9
- TR20-6
- TR20-12
- TR20-15

**New Projects:**

- ST20-18 Annual Concurrency Street Improvements
- TR20-34 New project, Annual Concurrency Traffic Improvements

**Table CF10A - Capital Facilities Plan: Utility Projects**

---

**Removed:**

WA 0093  
WA 0094  
WA 0117  
WA 0141  
WA 0142  
SS 0046  
SS 0074  
SS 0075

**New Projects:**

WA 0063	Supply Station #3 Replacement/Transmission Main Addition
WA 0102	104th Ave NE Watermain Replacement
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement

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

---

**Removed:** SD 0065

**New Projects:** None

## XIV. Implementation Strategies

### A. Implementation Methods

**Neighborhood Plans.** An important part of the Comprehensive Plan are the plans for Kirkland’s ~~13~~ \_\_\_\_\_ neighborhoods. Those plans have been prepared and updated over a period of years to address in detail issues relevant to each specific neighborhood. Regular update of the neighborhood plans should continue, both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements.

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

- ◆ Capital Improvement Program;
- ◆ Sewer Comprehensive Plan;
- ◆ Water Comprehensive Plan;
- ◆ Surface Water Master Plan;
- ◆ Park, Open Space and Recreation Plan;
- ◆ Fire Protection Master Plan;
- ◆ ~~Nonmotorized Transportation Plan~~ Active Transportation Plan;
- ◆ Natural Resource Management Plan;
- ◆ Downtown Strategic Plan;
- ◆ Housing Strategy Plan.

### B. Implementation Tasks

**Table IS-1  
Implementation Tasks**

TASK	PRIORITY
<p><b>GENERAL ELEMENT</b></p> <p style="padding-left: 40px;"><u>Project</u></p> <p style="padding-left: 80px;"><u>G.2. Update the General Element to include 2010 census data and 2011 annexation.</u></p>	
<p><b>NATURAL ENVIRONMENT ELEMENT</b></p> <p style="padding-left: 40px;"><u>Projects</u></p> <p style="padding-left: 80px;"><del>NE.1. Update the City’s Shoreline Master Program.</del></p>	**
<p><b>LAND USE ELEMENT</b></p> <p style="padding-left: 40px;"><u>Projects</u></p>	

LU.7 Update the Land Use Element to include 2010 census data and 2011 annexation.

**HOUSING ELEMENT**

Projects

H.3 Update the Housing Element to include 2010 census data and 2011 annexation.

**ECONOMIC DEVELOPMENT ELEMENT**

Projects

ED.5 Update The Economic Development Element to include 2010 census data and 2011 annexation.

**TRANSPORTATION ELEMENT**

Ongoing

T.3. Regularly update the ~~Nonmotorized Transportation Plan~~Active Transportation Plan.

**CAPITAL FACILITIES ELEMENT**

Projects

CF.2. Update Level of Service standards to include the annexation area.

CF.3. Update transportation and park impact fee rate studies to include the annexation area

**NEIGHBORHOOD PLANS**

Projects

NP.1 Develop neighborhood plans for the 2011 annexation neighborhoods.

**SHORELINE AREA CHAPTER**

Ongoing

Evaluat

## XIV. IMPLEMENTATION STRATEGIES

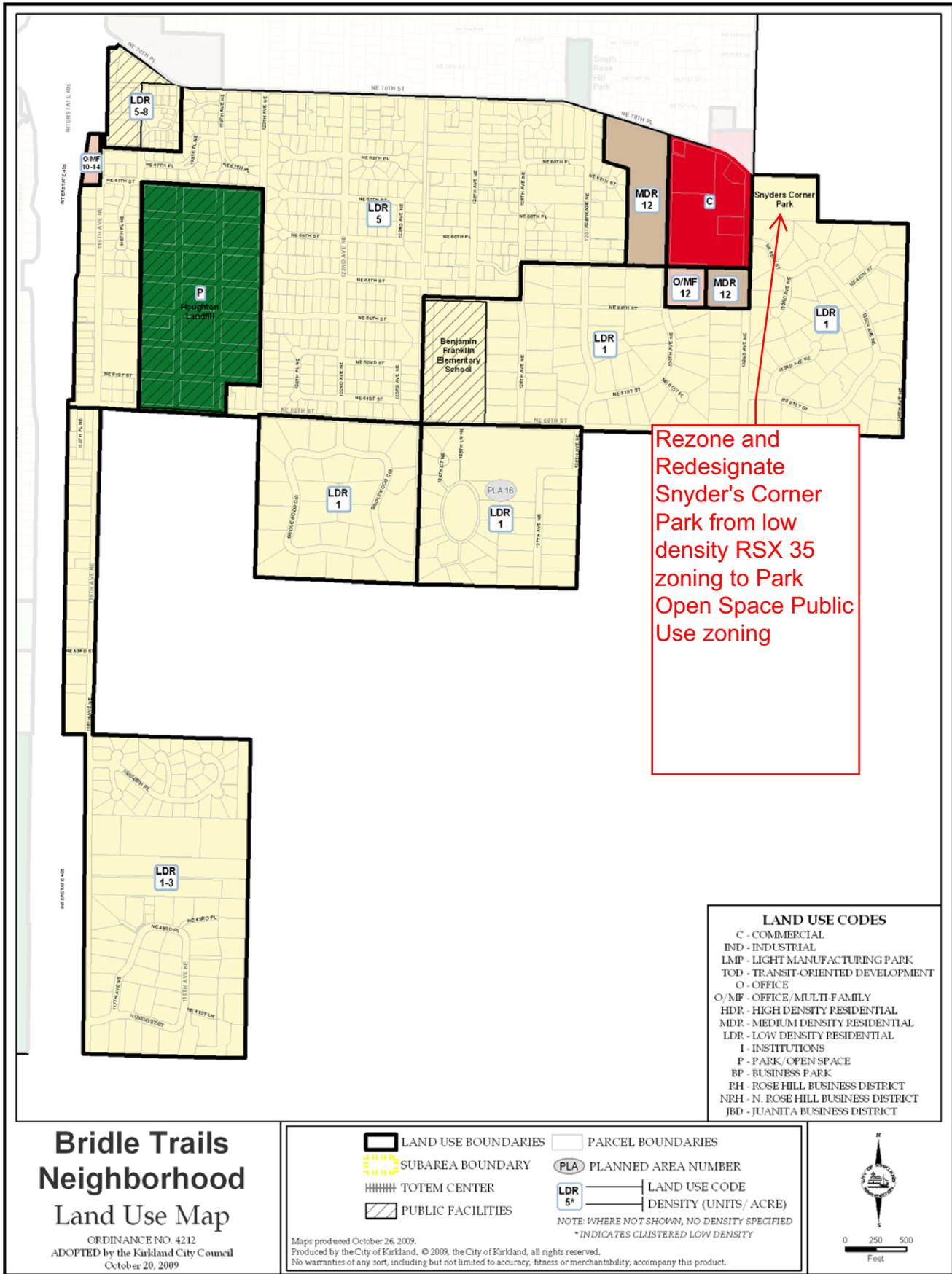
<u>SA-1</u>	<u>Track and monitor No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation</u>	
<u>SA-2</u>	<u>Implement priority restoration projects and programs contained in the Shoreline Restoration Plan component of the Shoreline Master Program.</u>	
<u>SA-3</u>	<u>Work with other jurisdictions, agencies, and affected Federally Recognized Tribes to coordinate and improve the permitting process.</u>	
<u>SA-4</u>	<u>Promote public education about the functions and values of the shorelines and best management practices.</u>	<u>*</u>
<b>OTHER</b>	<u>Evaluate the cost/benefit, capital facilities and service implications of annexation.</u>	

## XV.C Bridle Trails Neighborhood Plan

### Figure BT-1: Bridle Trails Land Use

The single-family area north of Bridle Trails State Park and south of NE 70th Street contains some large lots capable of keeping horses. Residential sites within equestrian oriented areas of the Bridle Trails Neighborhood should be designed to allow sufficient space to provide a sanitary and healthy living environment for horses, and to appropriately buffer development bordering equestrian areas.

In equestrian areas, standards for public improvements, such as paths, sidewalks, roadway improvements, transit connections and signage, consistent with Kirkland's ~~Nonmotorized~~ Active Transportation Plan, shall reflect and support the character and equestrian use of the neighborhood.



**Figure BT-1: Bridle Trails Land Use**

## XV.D. Moss Bay Neighborhood

area, to protect the Everest creek and ravine, and to provide a transition between the existing single-family development to the north along 6th Street South and the industrial uses to the south, the following standards should apply:

- (1) Single-family detached units, rather than attached or stacked, should be developed.
- (2) Peaked (pitched) roofs are desired design elements.
- (3) The ravine and stream should be protected in perpetuity with greenbelt easements.
- (4) Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.
- (5) No vehicular connection should be established between State Street and 5th Place South or 6th Street South from 2nd or 3rd Avenue South.
- (6) No vehicular connection should be established between 2nd and 3rd Avenue South.
- (7) Pedestrian connection should be provided in lieu of vehicular connection.
- (8) A maximum Floor Area Ratio of 65 percent should be allowed in order to encourage smaller and presumably less expensive homes.

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

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

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

---

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

---

As specified in the Shoreline ~~Area Master Program~~ Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline ~~Master Program~~ Area Chapter of this Plan.

## XV.F. North Rose Hill Neighborhood

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

1. NE 88<sup>TH</sup> STREET BETWEEN 124<sup>TH</sup> AVENUE NE AND 126<sup>TH</sup> AVENUE NE
2. NE 108<sup>TH</sup> STREET BETWEEN SLATER AVENUE NE AND 123<sup>RD</sup> AVENUE NE
3. NE 105<sup>TH</sup> STREET BETWEEN 129<sup>TH</sup> AVENUE NE AND 132<sup>ND</sup> AVENUE NE
4. NE 103<sup>RD</sup> PLACE BETWEEN 132<sup>ND</sup> AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101<sup>ST</sup> PLACE BETWEEN 131<sup>ST</sup> PLACE NE AND 132<sup>ND</sup> AVENUE NE
6. NE 97<sup>TH</sup> STREET BETWEEN 130<sup>TH</sup> AVENUE NE AND 132<sup>ND</sup> AVENUE NE  
Completed
7. *Deleted by Ord. 4212.*
8. 125<sup>TH</sup> AVENUE NE BETWEEN NE ~~91<sup>st</sup>~~-94<sup>th</sup> STREET AND NE 95<sup>TH</sup> STREET
9. 130<sup>TH</sup> AVENUE NE BETWEEN NE 87<sup>TH</sup> STREET AND NE 94<sup>TH</sup> STREET
10. NE 91<sup>ST</sup> STREET BETWEEN 130<sup>TH</sup> AVENUE NE AND 132<sup>ND</sup> AVENUE NE - sections are completed
11. NE 90<sup>TH</sup> STREET BETWEEN 128<sup>TH</sup> AVENUE NE AND 132<sup>ND</sup> AVENUE NE - sections are completed
12. 131<sup>ST</sup> AVENUE NE BETWEEN NE 90<sup>TH</sup> STREET AND NE 91<sup>ST</sup> STREET
13. 122<sup>ND</sup> AVENUE NE BETWEEN NE 90<sup>TH</sup> STREET AND NE 92<sup>ND</sup> STREET
14. 126<sup>TH</sup> PLACE NE BETWEEN NE 102<sup>ND</sup> PLACE AND NE 100<sup>TH</sup> PLACE  
Completed
15. NE 101<sup>ST</sup> PLACE BETWEEN 124<sup>TH</sup> AVENUE NE AND 125<sup>TH</sup> AVENUE NE
16. NE 116<sup>TH</sup> STREET BETWEEN 127<sup>TH</sup> AVENUE NE AND 132<sup>ND</sup> AVENUE NE
17. NE 109<sup>TH</sup> PLACE BETWEEN SLATER AVENUE AND 124<sup>TH</sup> AVENUE NE  
Completed

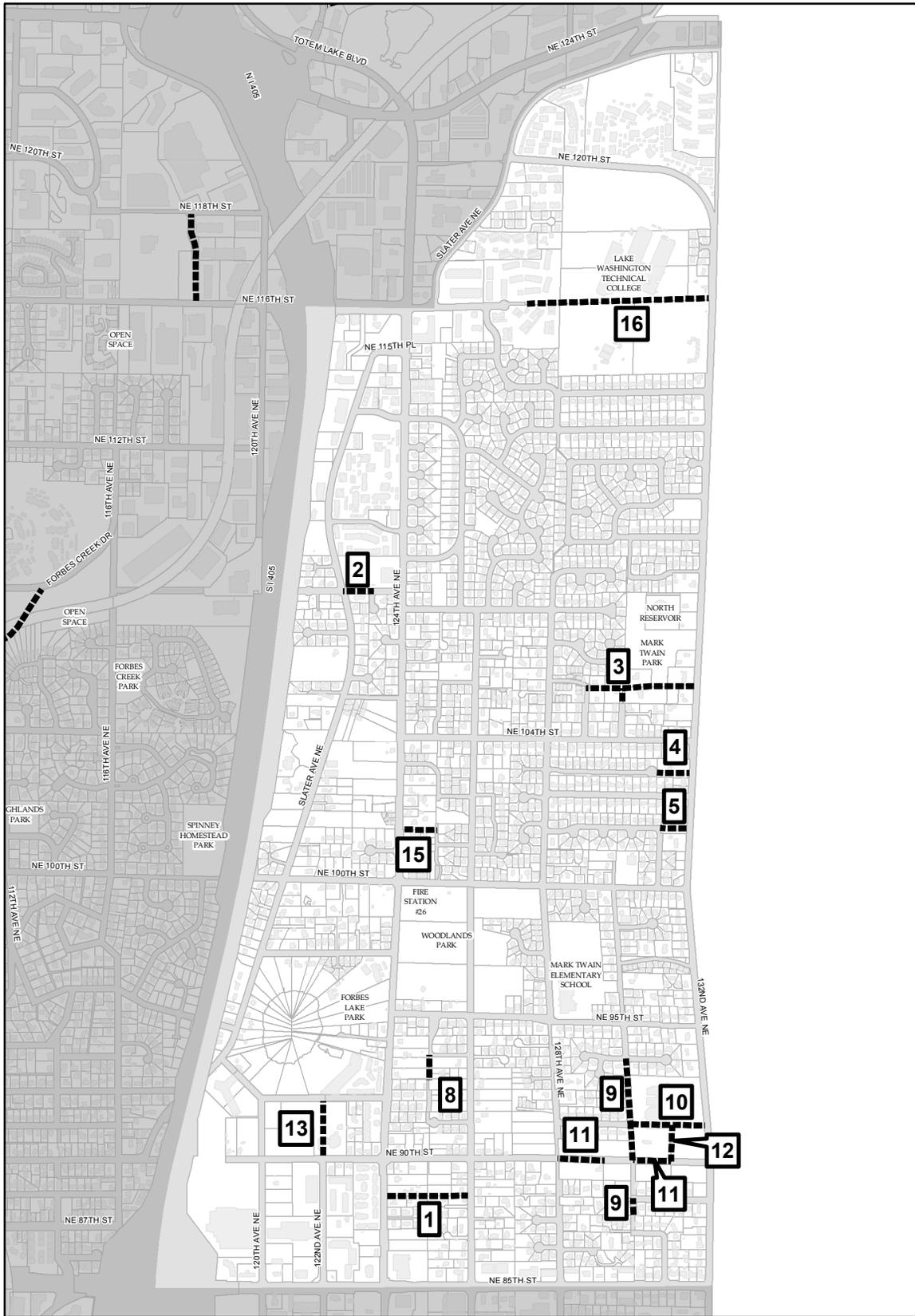
### PEDESTRIAN/BICYCLE CIRCULATION

The existing ~~Nonmotorized Transportation Plan~~ [Active Transportation Plan \(NTPATP\)](#) maps most of the planned bicycle and pedestrian facilities planned for a 10-year horizon. Those projects mapped in the North Rose Hill neighborhood plan

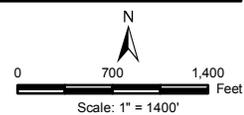
not shown in the NTP will be added during periodic updates to the NTP. Figures NRH-7 and NRH-8 show the planned bike and pedestrian system in the North Rose Hill neighborhood.

City policy requires that all through-streets have pedestrian improvements. Generally, these improvements include curbs, landscape strips, and sidewalks. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process.

Bicycles are permitted on all City streets. However bicycle lanes should be located on 132nd Avenue NE, 124th Avenue NE, and Slater Avenue NE. These lanes should be identified by appropriate signs and markings. Other streets planned for bike routes are designated in the ~~Nonmotorized Transportation Plan~~[Active Transportation Plan](#) and in Figure NRH-7, bike system.



Potential Street Connections  
 Building Footprints



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**Figure NRH-6: North Rose Hill Street Connection Plan**

## XV.H Totem Lake Neighborhood Totem Center

### 4. Totem Center

---

*Goal TL-13: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.*

---

**Policy TL-13.1:**

Support the list of sidewalks, bikeways and trails for established for Totem Center in the ~~Nonmotorized Transportation Plan~~ Active Transportation Plan.

Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach retail and service businesses without using their car. Bikeways allow safe bicycle commuting and short convenience trips. In addition, these facilities contribute to the overall visual character of the area. The city should continually identify sidewalk, bikeway and trails needs and solutions.

### 9. Transportation

---

*Goal TL-32: Improve circulation and access for nonmotorized modes of transportation.*

---

To provide transportation alternatives to the automobile, safe and convenient paths should be developed for pedestrians, bicycles, scooters, skates and other nonmotorized modes of travel. The ~~Nonmotorized Transportation Plan~~ Active Transportation Plan (NMT) indicates that nonmotorized routes are deficient in the Totem Lake Neighborhood (Figures TL-9 and TL-10). Of particular note are inadequacies in the available east-west crossings of I-405.

**Policy TL-32.1:**

Develop a safe, integrated on- and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's ~~Nonmotorized Transportation Plan~~ Active Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, and activity and urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail, should be considered in developing regional connections.

The Cross Kirkland trail, if it is developed, will provide an important recreational opportunity, as well as a north-south bicycle and pedestrian route, within the Burlington Northern right-of-way through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.

## XV.I. North/South Juanita Neighborhood

### Natural Environment

---

*Public access through the Juanita Bay wetland and views of the lake should be provided if these actions will not damage the wetland.*

---

Wetlands, like streams, should be protected with substantial buffers and erosion control measures. A portion of the Juanita Bay wetlands is located in the southwest corner of the neighborhood. Public access, which is designed to prohibit unrestricted access to sensitive areas, should be developed along the shoreline or through the wetland and include interpretive centers. The interpretive centers should emphasize the biological importance of the wetland and the importance of protecting the resource. Measures should be taken to open significant views of the lake whenever possible which will benefit the general public provided the action will not negatively impact the wetland. The portion of the Juanita Creek wetlands east of Juanita High School should also be left in a natural state. Public access and interpretive centers as described for the Juanita Bay wetlands should be developed in this area along with the rest of the wetland.

| The policies found in the Natural Environment [chapter and Shoreline Area Chapters](#) should be observed along with the policies described in this section when reviewing development proposals in Juanita to ensure the protection of the drainage, habitat, and aesthetic functions of the natural resources.

## XV.K MARKET NEIGHBORHOOD PLAN

### 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.

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

### ***PEDESTRIAN/BICYCLE CIRCULATION***

The existing City of Kirkland ~~Nonmotorized Transportation Plan~~[Active Transportation Plan \(NTPATP\)](#) 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.

The following routes should be added to the ~~Nonmotorized Transportation Plan~~[Active Transportation Plan](#). The Capital Improvement budget process prioritizes when routes identified in the NTP will receive funding for improvements.

## XVL. NORKIRK NEIGHBORHOOD PLAN

### *PEDESTRIAN/BICYCLE CIRCULATION*

The existing City of Kirkland ~~Nonmotorized Transportation Plan~~ Active Transportation Plan (NTPATP) 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~~ Active 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:

-

## XVM. HIGHLANDS NEIGHBORHOOD PLAN

### *PEDESTRIAN/BICYCLE CIRCULATION*

The existing ~~Nonmotorized Transportation Plan~~Active Transportation Plan (NTPATP) maps most of the planned bicycle and pedestrian infrastructure planned for a 10-year horizon. Those projects mapped in the Highlands NE neighborhood plan not shown in the NTP will be added during periodic updates to the NTP. Figures H7 and H-8 show the existing and planned bicycle and pedestrian infrastructure in the Highlands neighborhood.

City policy requires that all through streets have pedestrian improvements. Generally, these improvements include sidewalks, curbs, and landscape strips. As new development occurs, pedestrian improvements are usually installed by the developer. In developed areas, the City should identify areas of need and install sidewalks through the capital improvement budget process. Pedestrian and bicycle infrastructure and access are important within this neighborhood, particularly to youth, due to limited transit and school bus routes. The proposed pedestrian improvements (Figure H-8) include those streets identified as school walk routes.

Bicycles are permitted on all City streets. Those routes identified for proposed bicycle improvements are shown on Figure H-7. Improvements may include a shared roadway, a designated bike lane with a painted line, or a shared use path for bicycle and pedestrian use.

***Goal H-10: Encourage mobility and the use of nonmotorized transportation by providing appropriate facilities for pedestrians and bicyclists throughout the Highlands neighborhood and between neighborhoods.***

---

#### ***Policy H-10.1:***

***Enhance and maintain pedestrian and bicycle infrastructure within the Highlands neighborhood, especially on routes to schools and activity nodes.***

The following streets should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements along their entire length:

116th Avenue NE serves as an important north-south spine through the length of the neighborhood with direct access to Forbes Creek Park and access only two blocks off this route to three neighborhood parks: Highlands Park, Spinney Homestead Park, and Cedar View Park. It also connects with two access routes from the west and south into the neighborhood.

NE 100th Street is designated as a Priority One route in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan and serves as an east/west link between Redmond and the waterfront in Kirkland. At Interstate 405, there is the NE 100th Street overpass, which provides emergency vehicle access and a pedestrian and bicycle route to link the Highlands and North Rose Hill neighborhoods. It serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE and is used by students as a route to Kirkland Junior High School.

NE 97th Street is a designated school walk route to Peter Kirk Elementary, and sidewalks are needed on both sides to improve passage for children.

NE 87th Street is designated as a Priority One route in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan, provides access into Highlands at the railroad tracks, and connects with a second neighborhood access point at NE 114th Street. It also serves as an important connection between the two north-south collectors of 116th Avenue NE and 112th Avenue NE. As a route with high volume of vehicular traffic, it is important that the bicycle and pedestrian infrastructure be improved to meet the need for nonmotorized access into the neighborhood.

112th Avenue NE should be improved with sidewalks, curbs, gutters, landscape strips, and bicycle improvements between NE 87th and NE 100th Street. This collector street runs north-south in the western part of Highlands, and is a designated school walk route, with access off this route to Peter Kirk Elementary.

***Policy H-10.2:***

***Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods.***

Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the ~~Nonmotorized Transportation Plan~~Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood.

Explore the possibility of an emergency access route with pedestrian and bicycle access across the railroad right-of-way to Forbes Creek Drive at the northern border of Highlands (Figure H-6). The City should work with the owner of the railroad to provide an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and to promote connectivity for pedestrians and bicyclists to the north.

***Policy H-10.3:***

***Develop off-street trails for recreational use to promote greater connectivity within Highlands and to adjacent neighborhoods and areas.***

Develop a shared use path along the railroad right-of-way as proposed within the ~~Nonmotorized Transportation Plan~~Active Transportation Plan (NTP). The proposed shared use path along the railroad right-of-way for bicyclists and pedestrians is part of a larger trail network to link neighborhoods within Kirkland and to other cities. This route has been identified within the NTP as a Priority One corridor.

Expand the existing off-street trail network as opportunities arise with infill development because nonmotorized connections within Highlands and to adjacent areas are important to residents.

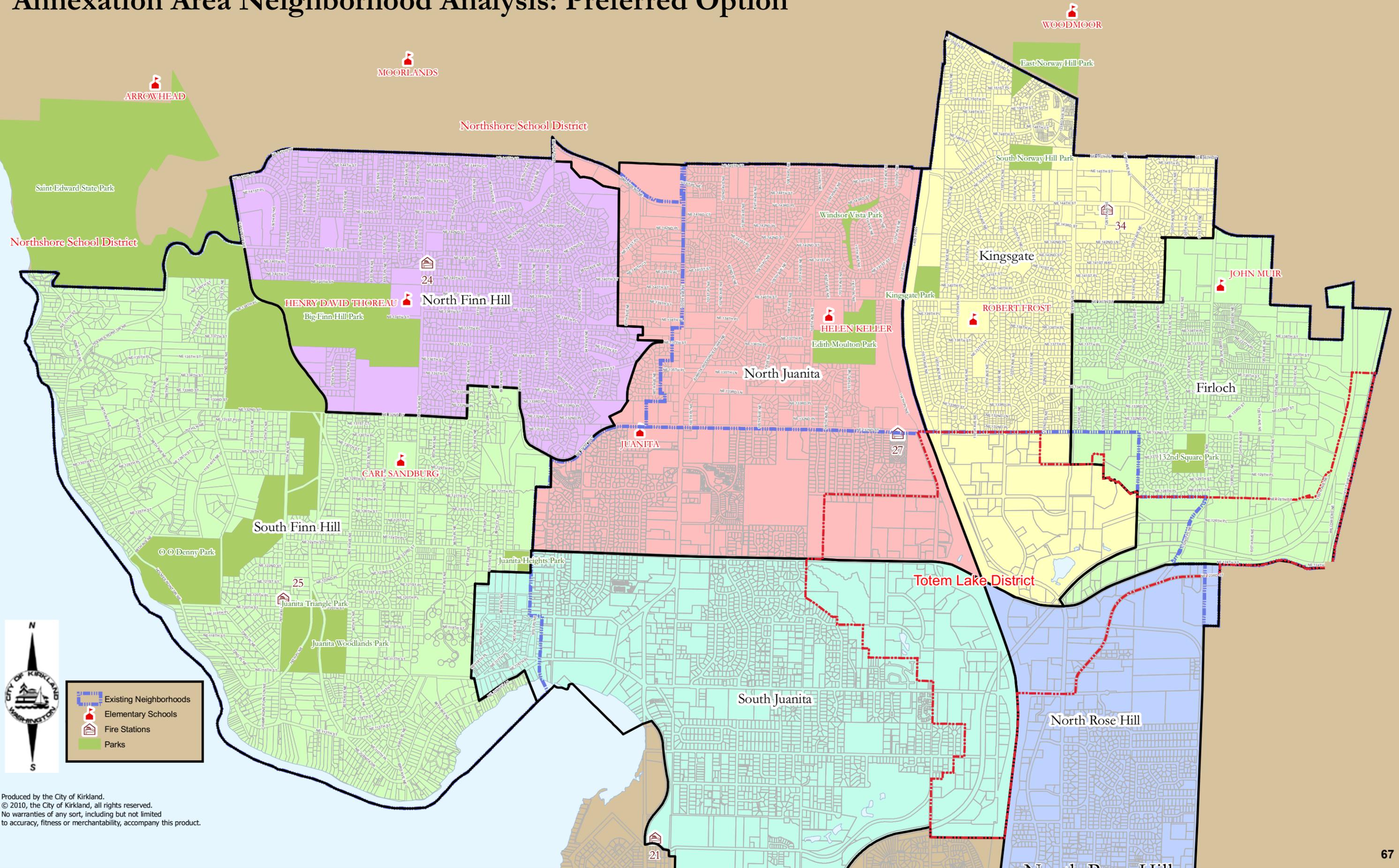
## Appendix B: Glossary

**Greenbelt/Urban Separator:** areas planned for permanent low density residential within the Urban Growth Area that protect adjacent resource land, environmentally sensitive areas, or rural areas, and create open space corridors within and between the urban areas which provide environmental, visual, recreational and wildlife benefits. The King County Countywide Planning Policies have designated the RSA 1 zone as an urban separator.

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

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

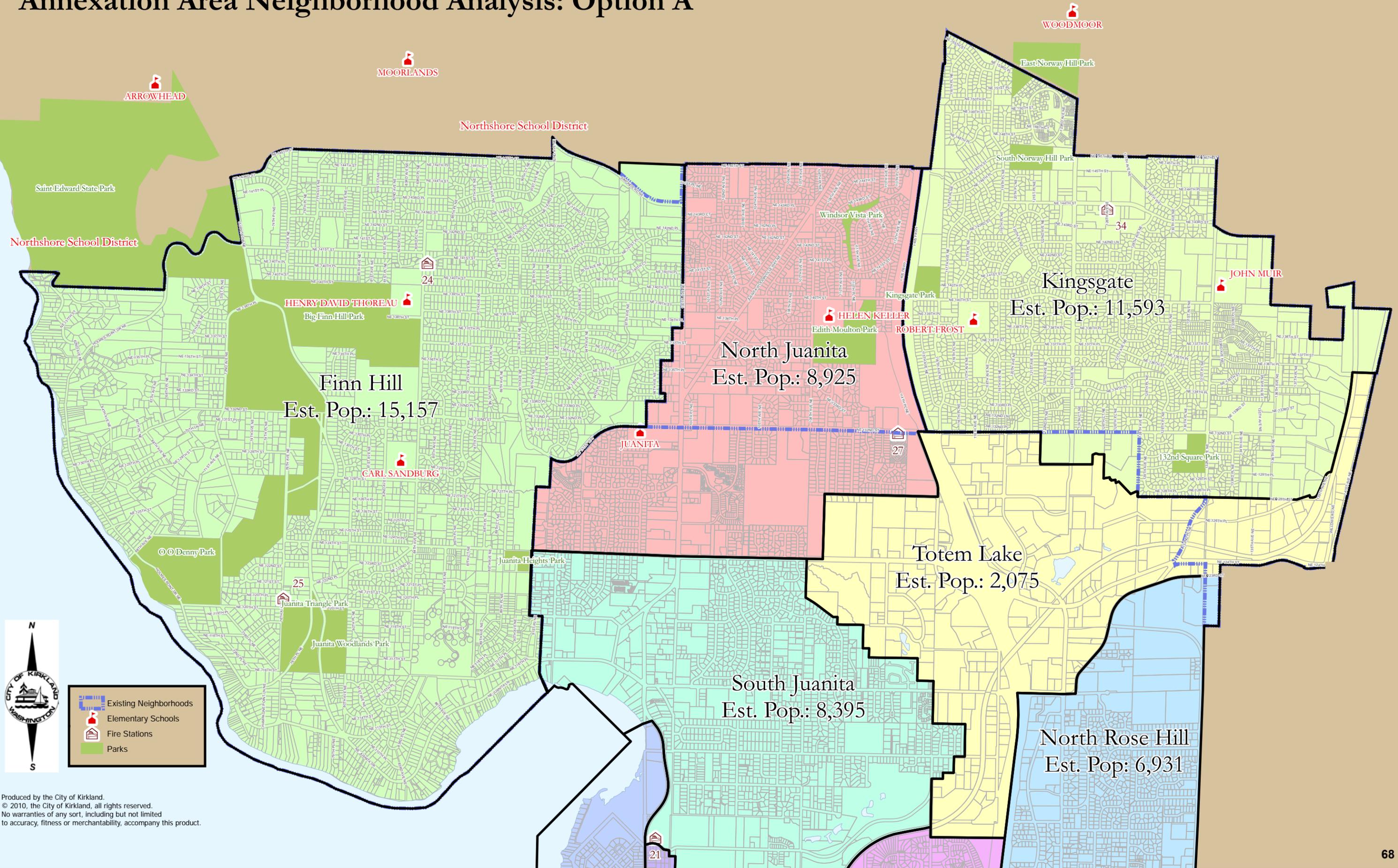
# Annexation Area Neighborhood Analysis: Preferred Option



	Existing Neighborhoods
	Elementary Schools
	Fire Stations
	Parks

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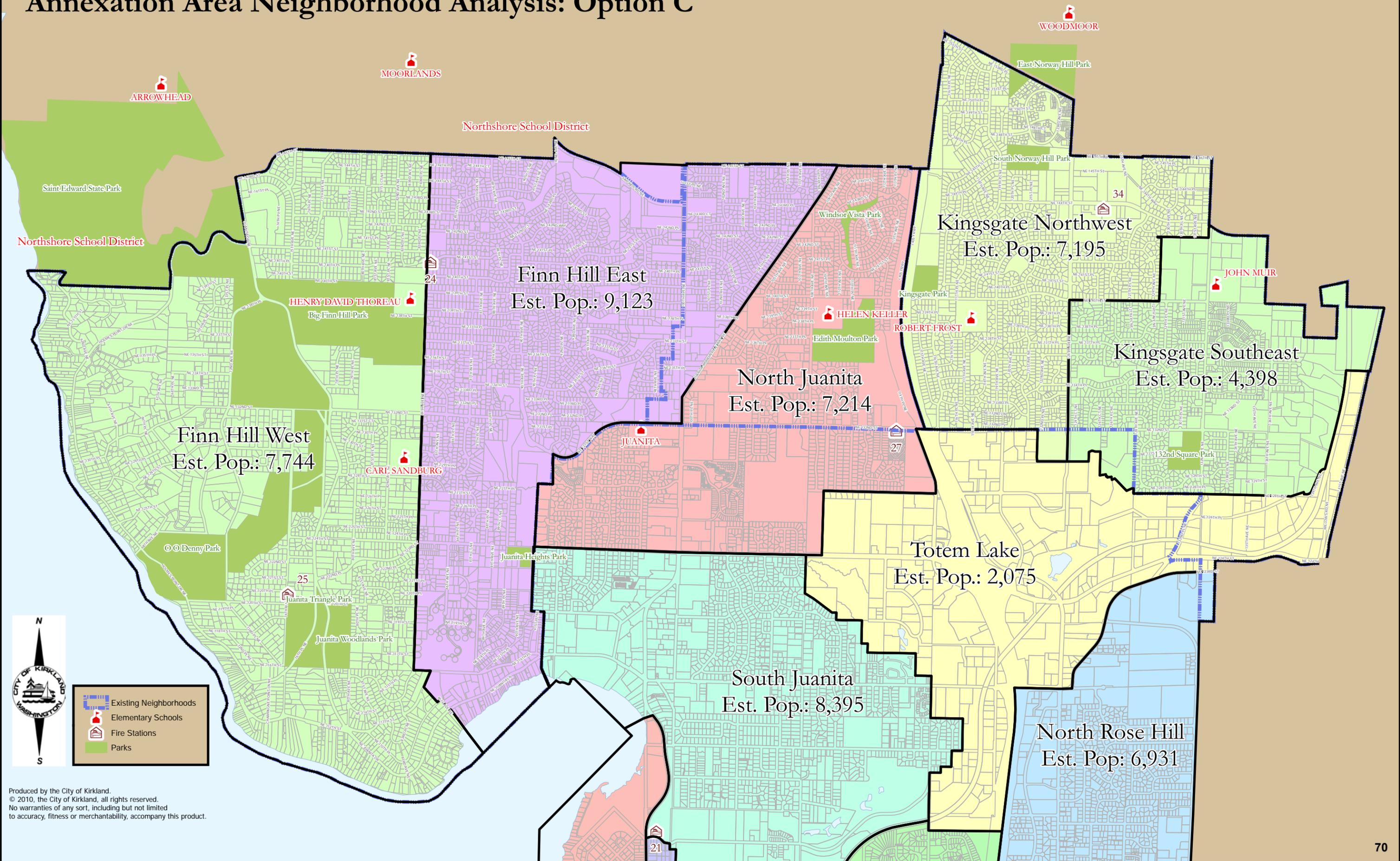
# Annexation Area Neighborhood Analysis: Option A



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# Annexation Area Neighborhood Analysis: Option C



- Existing Neighborhoods
- Elementary Schools
- Fire Stations
- Parks

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# Annexation Area Neighborhood Analysis: Option D

ARROWHEAD

MOORLANDS

WOODMOOR

Northshore School District

Saint Edward State Park

Northshore School District

Finn Hill North  
Est. Pop.: 8,114

HENRY DAVID THOREAU  
Big Finn Hill Park

North Juanita  
Est. Pop.: 8,925

HELEN KELLER  
Edith Moulton Park

Kingsgate  
Est. Pop.: 11,593

ROBERT FROST

JOHN MUIR

Finn Hill South  
Est. Pop.: 7,043

© Denny Park

CARL SANDBURG

JUANITA

Totem Lake  
Est. Pop.: 2,075

132nd Square Park

Juanita Heights Park

South Juanita  
Est. Pop.: 8,395

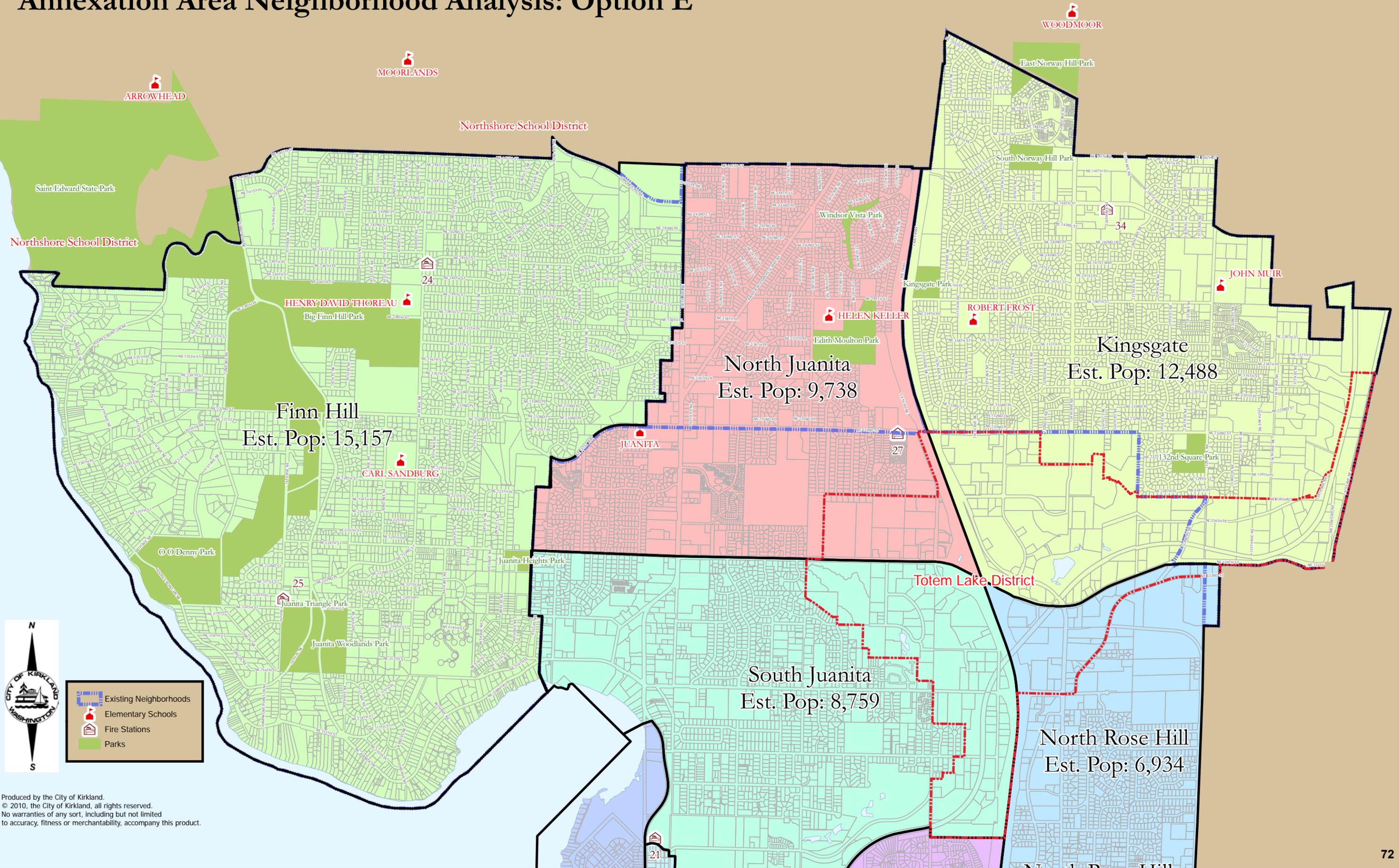
North Rose Hill  
Est. Pop.: 6,931



- Existing Neighborhoods
- Elementary Schools
- Fire Stations
- Parks

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# Annexation Area Neighborhood Analysis: Option E



- Existing Neighborhoods
- Elementary Schools
- Fire Stations
- Parks

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