



MEMORANDUM

DATE: OCTOBER 5, 2010

TO: PLANNING COMMISSION AND HOUGHTON COMMUNITY COUNCIL

FROM: JOAN LIEBERMAN-BRILL, AICP, SENIOR PLANNER
JEREMY McMAHAN, AICP, PLANNING SUPERVISOR

SUBJECT: 2010 COMPREHENSIVE PLAN AMENDMENTS - PUBLIC
HEARING(FILE ZON10-00001)

RECOMMENDATION

Conduct a public hearing to consider the 2010 cycle of Kirkland Comprehensive Plan amendments (CPA) and Zoning Map amendment, and make a recommendation to the City Council for their final decision.

BACKGROUND DISCUSSION

On August 12, 2010 the Planning Commission (PC) and Houghton Community Council (HCC) held a joint study session to consider the 2010 cycle of CPA's and amendments associated with the Kingsgate, North Juanita, and Finn Hill annexation regarding proposed neighborhood boundary changes. Background information summarizing the various amendments is available in the [memorandum](#) prepared for that study session.

At the joint study session, the HCC supported the amendment packet. The HCC did request that the City Council consider their opposition to a sentence in the text supporting new Public Services Element Policy PS 2.2. New policy PS 2.2 states "Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy." This policy integrates sustainability goals adopted in the 2009 cycle of CPA into the Public Services Element solid waste management practices. While HCC did not have any objection to the City's existing Green Building certification programs that include components to reduce the building materials waste stream, several members did take issue with the idea that these programs may become mandatory in the future and requested that the sentence "Over time these techniques or programs may become mandatory" be deleted. The Planning Commission did not share this opinion.

All amendments are in the attachment section of this memorandum. Based upon the suggestions made at the joint study session, staff has made minor revisions described below.

Additionally, those figures and tables that integrate the CIP into the CFP and Transportation Element have been completed, and are being considered by the City Council for adoption in December, along with the budget. These are now available as attachments to this memorandum and described below. They replace existing tables and figures.

Too, the General Element figures and tables integrate the Annexation Area into them and are described below. They replace existing figures and tables.

Finally, minor revisions to Plan text amendments adopted on September 21, 2010, Ordinance 4258, relating to Park Place are included in this memorandum and described below.

Please note that the two items with an asterisk (*) are not within the Houghton Community Council's disapproval jurisdiction.

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

Since the study session, the 2022 transportation project list and six-year CFP tables for transportation, sewer, water, surface water, utilities and fire and building projects have been finalized and are attached. If there are any modifications between these versions and adoption, they will be integrated into the CPA's. These are incorporated into the Comprehensive Plan's Transportation Element and Capital Facilities Plan to be consistent with any changes to the CIP. 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.

All CFP and Transportation Element figures and tables listed below replace the existing ones, and are included in Attachment 1. CFP (i.e. Transportation, Utility, Surface Water, Parks, and Fire and Building) modifications from 2009 to 2010 are described on pages 84-86 and changes to the Transportation 2022 project list (Table T-5) between 2009 and 2010 are described on pages 87-92.

- Table CF-8 Capital Facilities Plan: Transportation Projects (page 75)
- Table CF-8A Capital Facilities Plan: Transportation Projects (page 76)
- Table CF-9 2022 Transportation Project List (pages 81-82)
- Table CF-10 2022 Concurrency Transportation Project List (page 83)
- Table CF-10A Capital Facilities Plan: Utility Projects (page 77)
- Table CF-10B Capital Facilities Plan: Surface Water Utility Projects (page 78)
- Table CR-11 Capital Facilities Plan: Parks Projects (page 79)
- Table CR-12 Capital Facilities Plan: Fire and Building Projects (page 80)
- Table T-5 Project Descriptions for the 2022 Transportation Project List (not included but instead modifications from 2009 to 2010 are listed on pages 87-92)
- Figure T-6 Transportation Project List (page 93)

- Electric Vehicle Infrastructure

Since the study session EVI has been integrated into the Transportation Element Policy T-8.6 text. It now references the EVI law in order to encourage the transition to this technology to meet air quality standards. Additionally, minor revisions to the Natural Environment Policy 5.1 text expand on the EVI policy. It notes that not only do City regulations allow EVI in all appropriate locations in the City; but that they can also include incentive programs, to encourage the retrofitting of existing structures with EVI. The regulations to implement this new policy are being proposed in Part 3 of the Miscellaneous Code Amendment project, proceeding concurrently with the 2010 CPA project. The Plan revisions are in Attachment 1 pages 26 and 41.

- Kingsgate, North Juanita, and Finn Hill annexation*

Recommendations on neighborhood boundaries are contained in a separate memo for the public hearing. Various maps in the Comprehensive Plan will be amended to reflect the final decision on boundaries.

Since the study session, the following functional maps that now include the annexation area have been finalized and replace existing ones (with the exception of final neighborhood boundaries) and are in Attachment 1 on pages listed below.

- Figure I-1 Kirkland and Surrounding Area (page 11)
- Figure I-2 Potential Annexation Areas (Proposed for deletion) (page 12)
- Figure I-2 City of Kirkland Neighborhoods (page 13)
- Figure NE-1 Sensitive Areas (page 27)
- Figure NE-2 Landslide and Seismic Hazard Areas (page 28)
- Figure NE-3 Topography (page 29)
- Figure NE-4 Tree Canopy (page 30)
- Figure NE-5 Impervious Surfaces (Proposed for deletion) (page 31)
- Figure LU-1 Comprehensive Plan Land Use Map (previously adopted by O-4196) (page 35)
- Figure LU-2 Commercial Areas (page 37)
- Figure T-1 Street Classifications and State Routes (page 45)
- Figure T-4 Transit Service (page 46)
- Figure T-5 Transportation Subareas (page 47)
- Figure T-7 Signalized Intersections (page 48)
- Figure PR-1 Kirkland Parks (page 51)
- Figure U-1 Water System (page 57)
- Figure U-2 Sanitary Sewer System (page 58)
- Figure U-3 Surface Water Management System (page 59)
- Figure U-4 Northshore/ Woodinville Water System (page 61)
- Figure U-5 Northshore / Woodinville Sewer System (page 62)
- Figure U-6 Fiber Optic Network (Proposed for deletion) (page 63)

- Figure PS-1 Fire Response Times (page 68)
- Figure PS-2 EMS Response Times (page 69)
- Figure PS-3 Public School Facilities (page 70)

Since the study session, staff corrected the population data for the annexation area (I. Introduction – Attachment 1, page 9) and added reference to potential partnerships with the Northshore School District (X. Parks, Recreation, and Open Space – Attachment 1, page 49)

- Park Place related Transportation and Capital Facilities Element revisions

On Sept 21, 2010 Park Place Plan Amendments were adopted by City Council (O-4258). Transportation and Capital Facilities Element amendments were adopted at that time. The CFP was amended to add a new table, CF-8A, which indicates financing of capital facilities for the Park Place, and Totem Lake Mall, and various ongoing programs when they occur. It is a four-year financing plan for transportation projects beyond the adopted six-year Capital Facilities Plan. The proposed text changes to the Transportation and Capital Facilities Elements and Appendix A are intended to explain this new table more clearly (see pages 42, 73 and 111 of Attachment 1).

SEPA Compliance

State Environmental Policy Act (SEPA) materials are included as Attachment 2, pages 113-120 (all attachments to the SEPA addendum are included in Attachment 1).

Decisional Criteria for Amending the Comprehensive Plan

The following Factors to Consider in Approving an Amendment to the Comprehensive Plan, found in Zoning Code Section 140.25 must be considered when reviewing city initiated amendment requests:

1. The effect upon the physical, natural, economic, and/or social environments.

For the physical, natural, and economic environments, approval of amendments to the Transportation and Capital Facilities elements to reflect the adopted 6-year 2011-2016 CIP, will in general extend the completion date or funding for transportation, water, sewer, surface water, utility, fire and building, and park projects.

Electric Vehicle Infrastructure policies will encourage EVI, reduce CO2 emissions and improve air quality. The new Shoreline Area chapter will house the updated Shoreline Master Program which mandates best management practices for protecting Lake Washington.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.

The rezone of the Snyder's Corner Park will reflect the existing open space/park use in the Bridle Trails neighborhood.

3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.

The various proposed revisions to the Comprehensive Plan, especially as a result of incorporating the adopted 2011 – 2016 CIP will ensure that the City does have adequate public facilities and services. Too, new construction materials waste management policies encourage reducing the waste stream, increasing diversion, and saving energy.

4. The quality and location of land planned for the proposed land use type and density.

Besides the annexation area, and the Snyder's Corner Park rezone, all of the proposed city initiated amendments to the Comprehensive Plan addressed in this cycle of CPA's are not site-specific. The city limit boundary is revised, and annexation neighborhood boundaries are defined to recognize the newly annexed Kingsgate, North Juanita, and Finn Hill area.

5. The effect, if any, upon other aspects of the Comprehensive Plan.

All Citywide Elements and Neighborhood Chapters in the Plan are interrelated and must be internally consistent. Each proposed amendment to the Plan has been reviewed to ensure consistency.

The city may amend the Comprehensive Plan only if it finds that the following Criteria found in Zoning Code Section 140.30 are met:

1. The amendment must be consistent with the Growth Management Act (GMA).
2. the amendment must be consistent with the countywide planning policies
3. The amendment must not be in conflict with other goals, policies, and provisions of the Comprehensive Plan.
4. The amendment will result in long term benefits to the community as a whole, and is in the best interest of the community.

The proposed amendments are consistent with the GMA, countywide planning policies, and are internally consistent with other parts of the Comprehensive Plan. Finally, the city initiated amendments will be in the best interest of the community as they reflect adopted state law, and the approved annexation.

Attachments

1. 2010 CPA's
2. SEPA addendum (see all proposed amendments in Attachment 1)

Cc: File ZON10-00001

Kirkland Neighborhood Associations

Memo to Planning Commission and Houghton Community Council

October 5, 2010

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Kirkland Alliance of Neighborhoods

Kirkland Chamber of Commerce

Julie Koler, King County Historic Preservation Office, julie.koler@kingcounty.gov

Lynette Weber, Kirkland Heritage Society, lynetterose@frontier.com

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I. Introduction

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 years³.

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 ¹	15,070	150%	170%
1980	18,785	25%	16%
1990 ²	40,052	113%	67%
2000	45,054	12%	0%
2010 ³	49,327	9.5%	0%
2012 ³	50,256	–	–
2020 ³	53,898	9.3%	0%
2022 ³	54,790	–	–
2030 ³	58,287	8.1%	0%

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

² Includes annexations of Rose Hill and Juanita in 1988.

Source: Office of Financial Management.

³ City of Kirkland Planning Department projections. Growth trends [and population](#) 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.

C. GUIDE TO THE COMPREHENSIVE PLAN

The Comprehensive Plan is comprised of two major parts. The first part contains a vision statement, framework goals, and a series of plan elements that apply Citywide. The second part contains plans for each of the City's 13 neighborhoods (see Figure B1-2).

Neighborhood Plans

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.

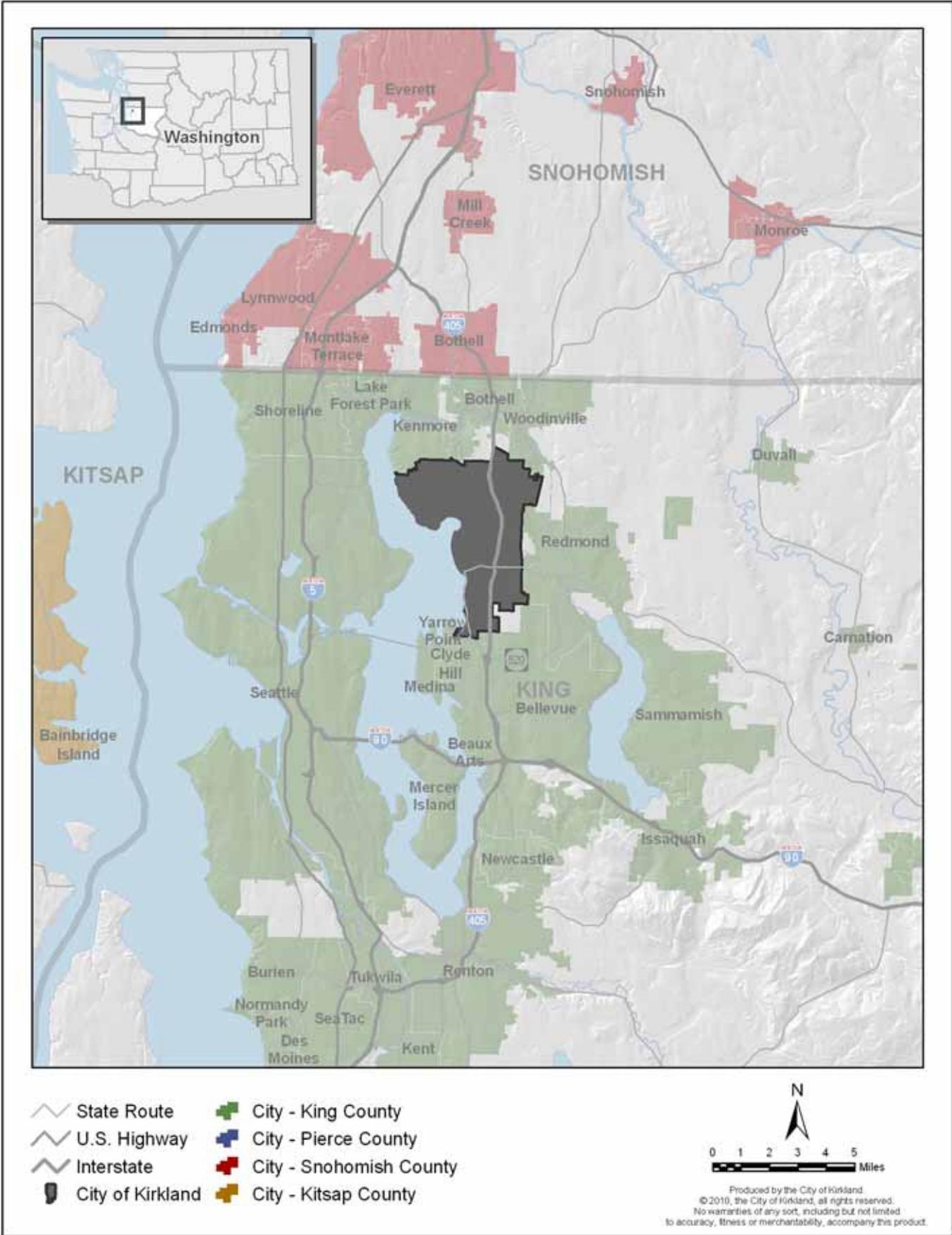


Figure I-1: Kirkland and Surrounding Area

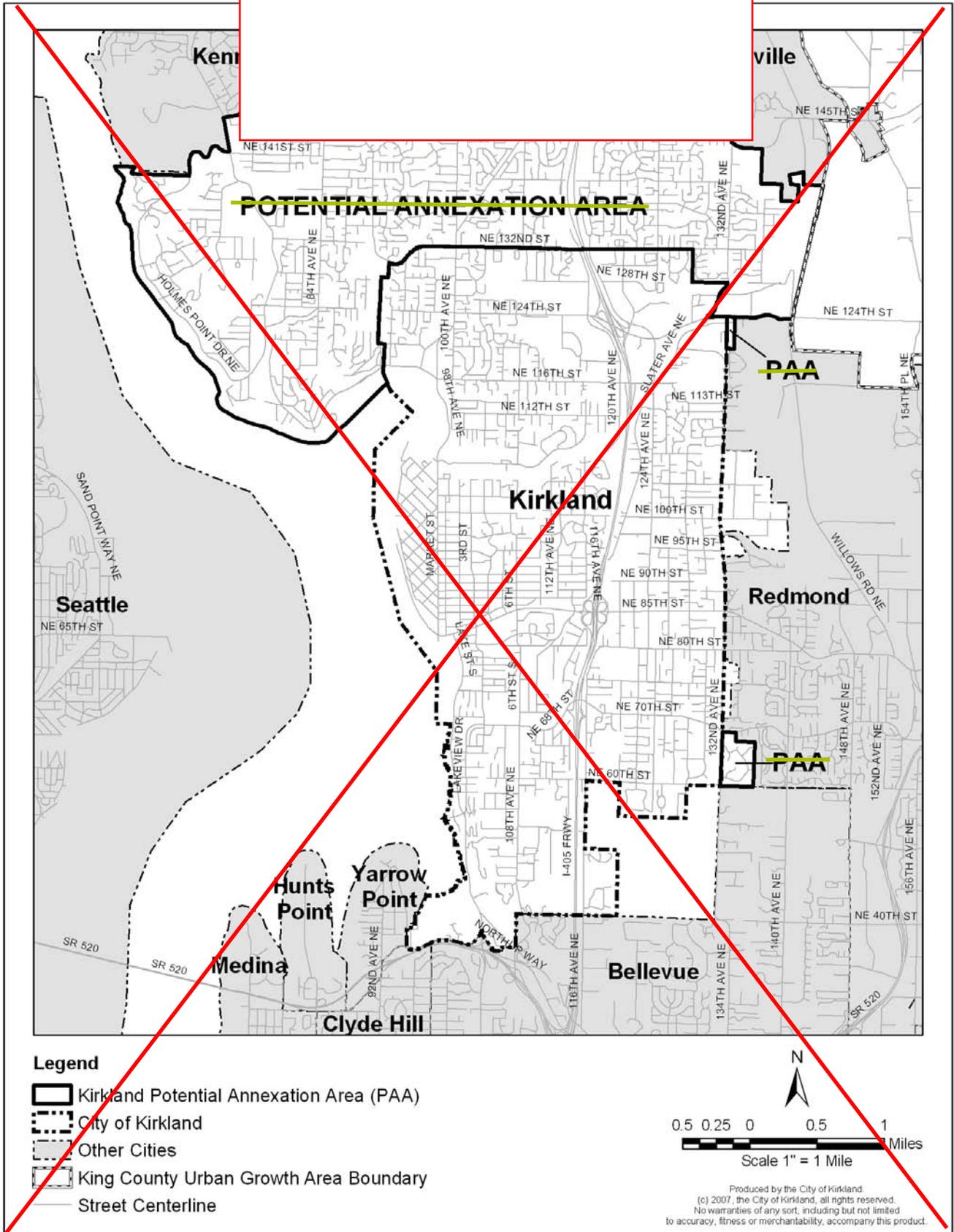


Figure I-2: City of Kirkland Planning Area

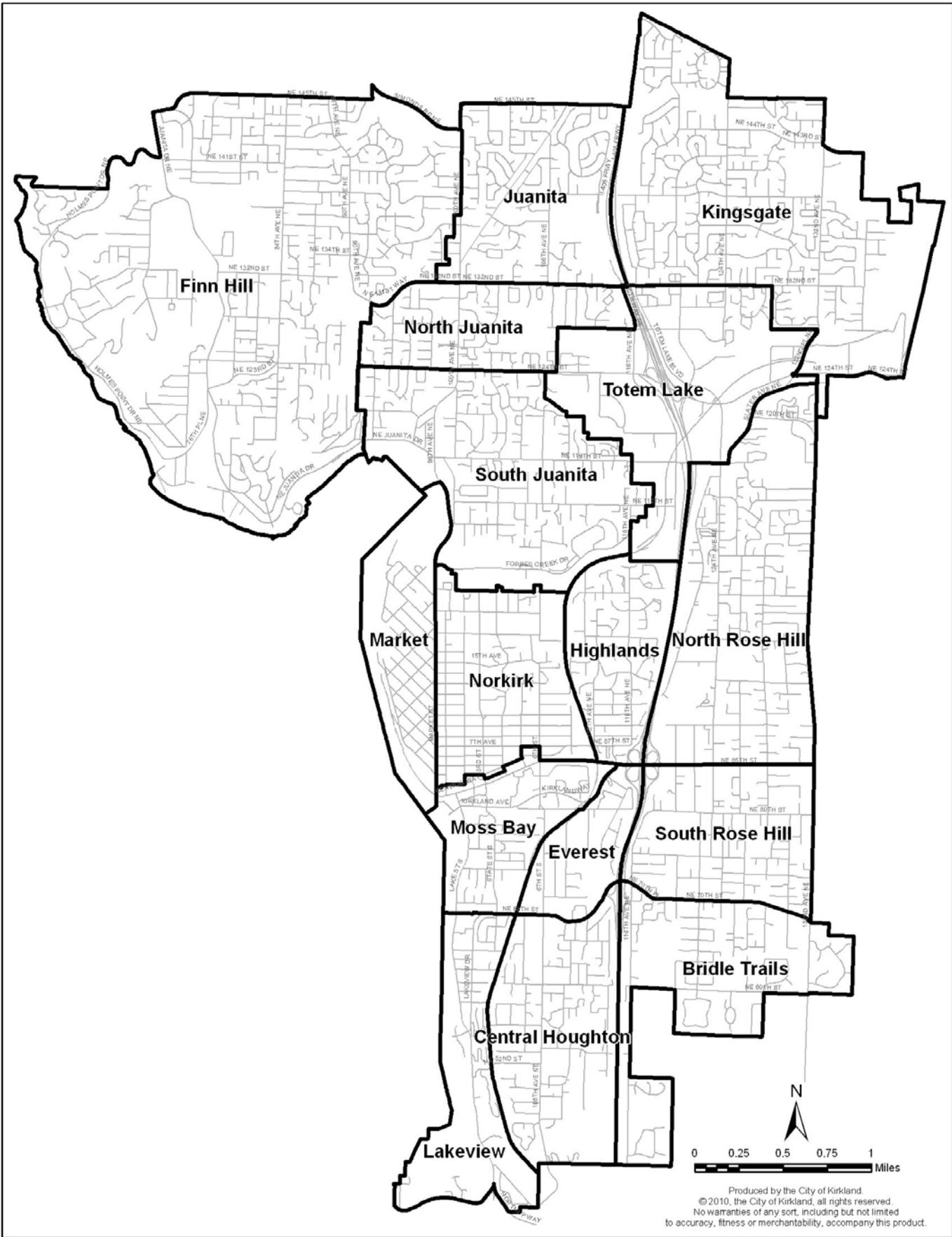


Figure I-2: City of Kirkland Neighborhoods

replaces existing Figure I-2

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.

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

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.

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

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~~

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

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

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
¥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
☹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

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&LIC 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

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

Policy NE-1.1: 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.

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.

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 a 20 year period 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 \(EVI\) Act \(RCW 43.31.970\) through its development regulations and installation provisions. The regulations allow EVI to be located in all appropriate locations in the City and to consider incentive programs, to encourage the retrofitting of existing structures with EVI.](#) 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.

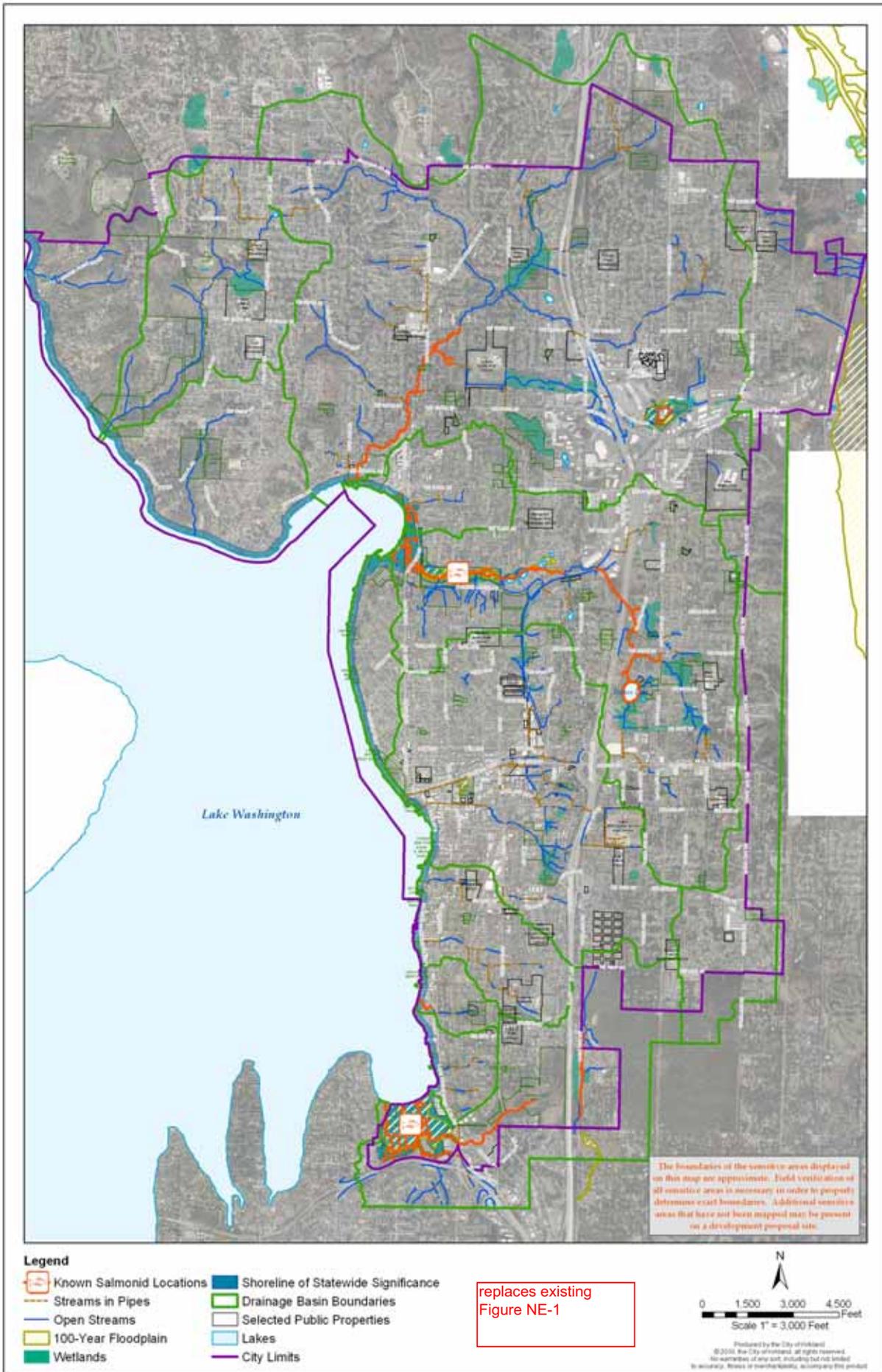


Figure NE-1: Sensitive Areas

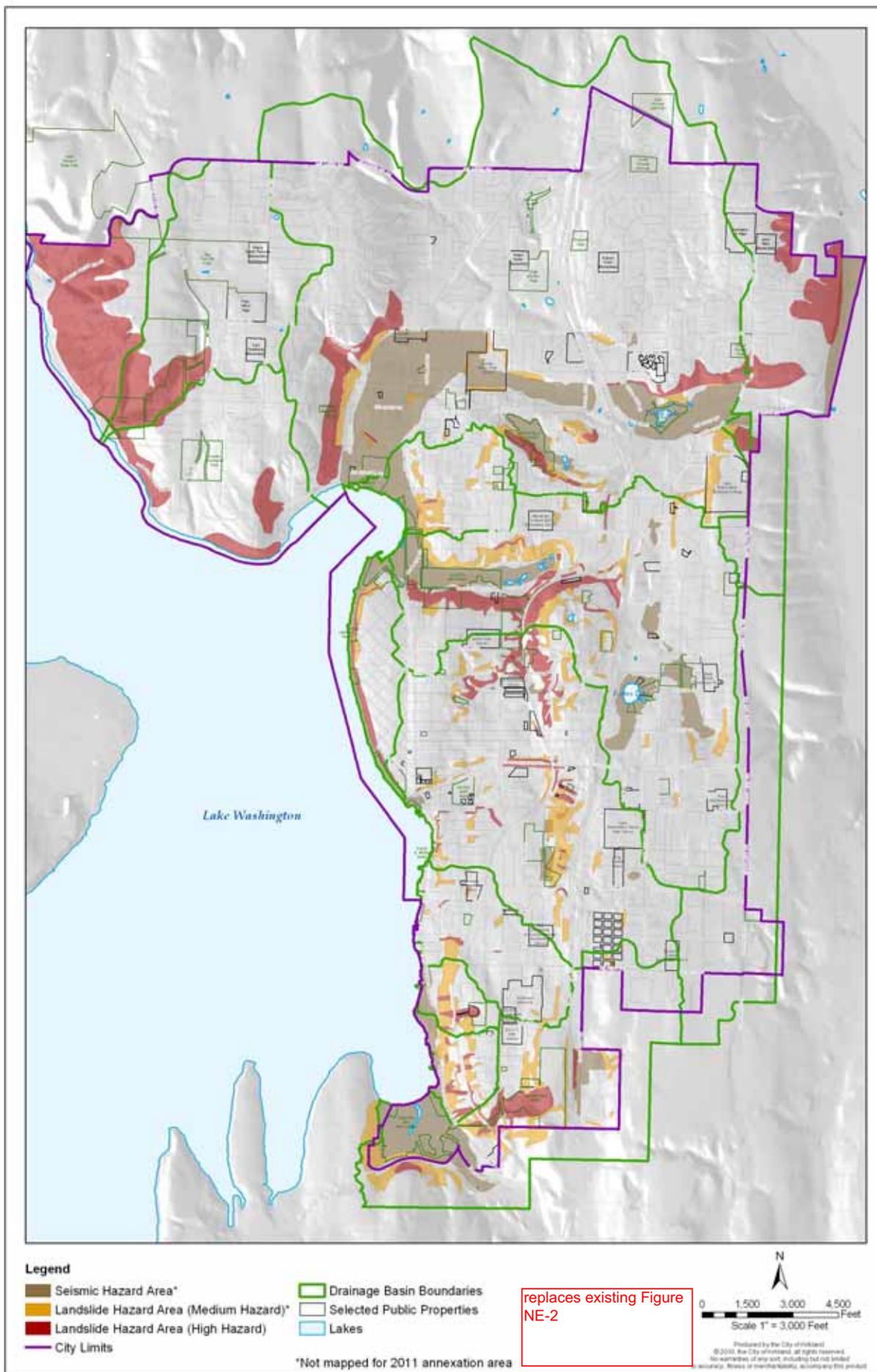


Figure NE-2: Landslide and Seismic Hazard Areas

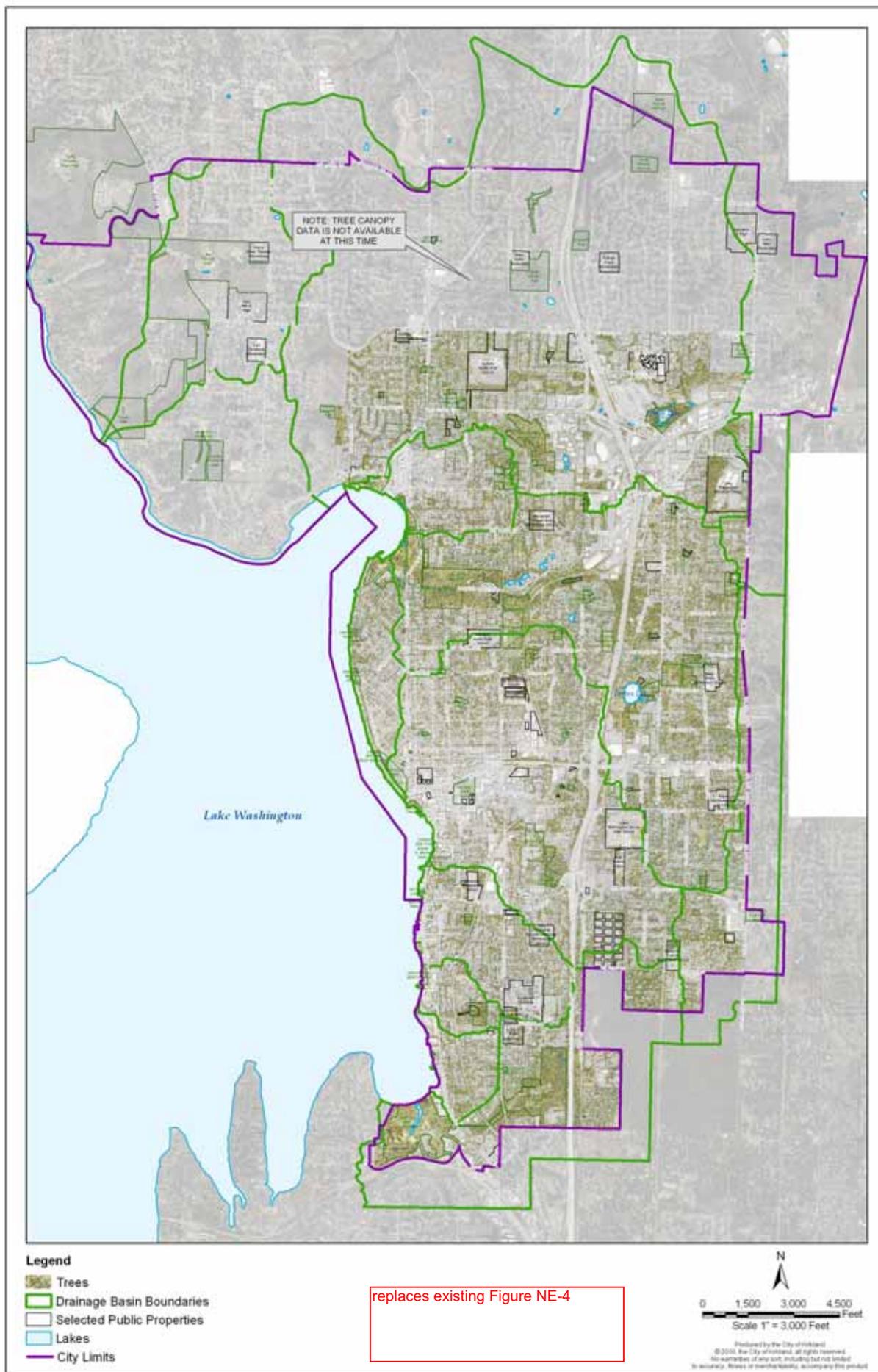


Figure NE-4: Tree Canopy

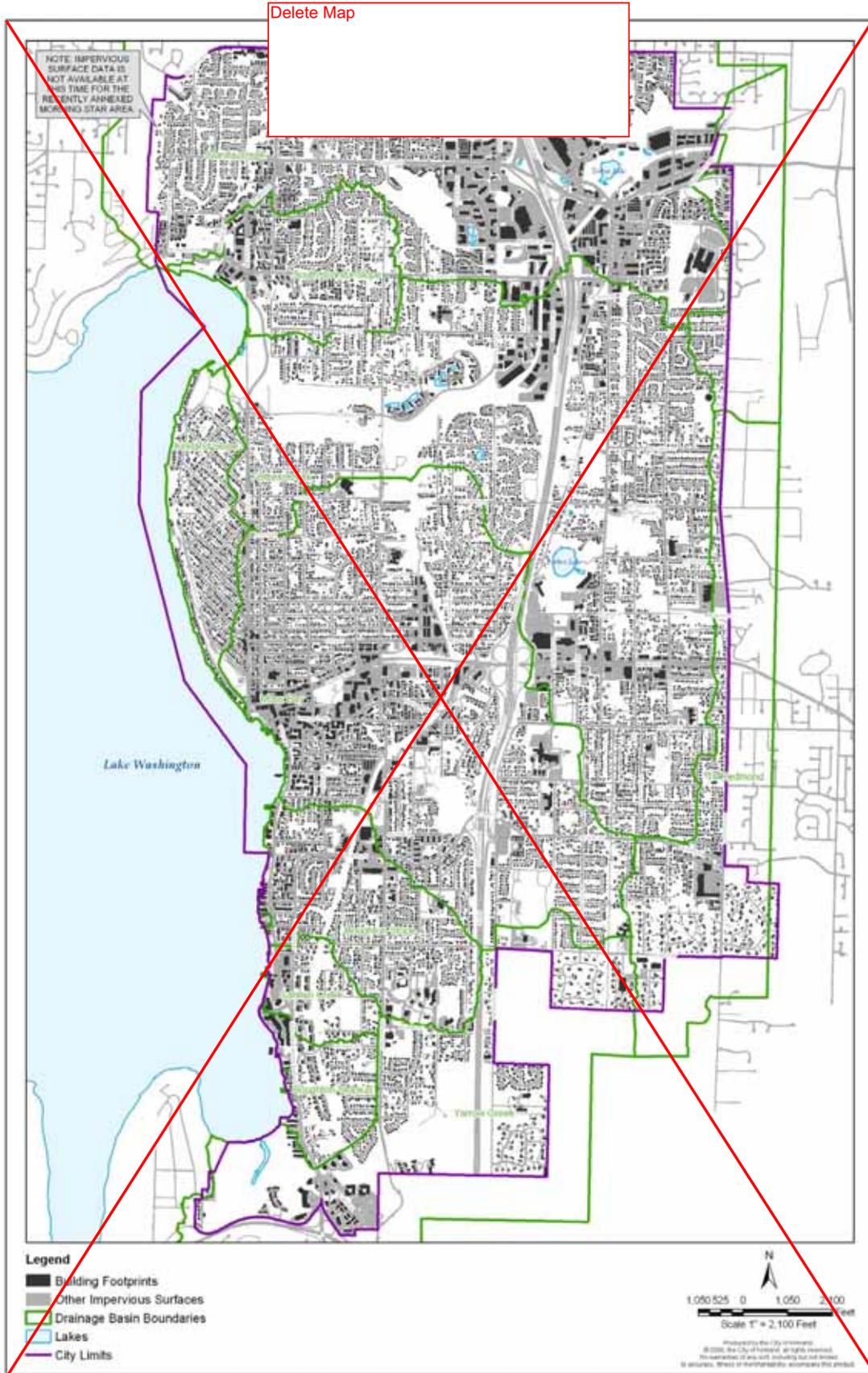


Figure NE-5: Impervious Surfaces

VI. Land Use

A. INTRODUCTION

Between 2003 and 2022, the City will grow by nearly 9,697 new residents and 8,800 jobs¹, 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.

¹ [Land use data do 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.

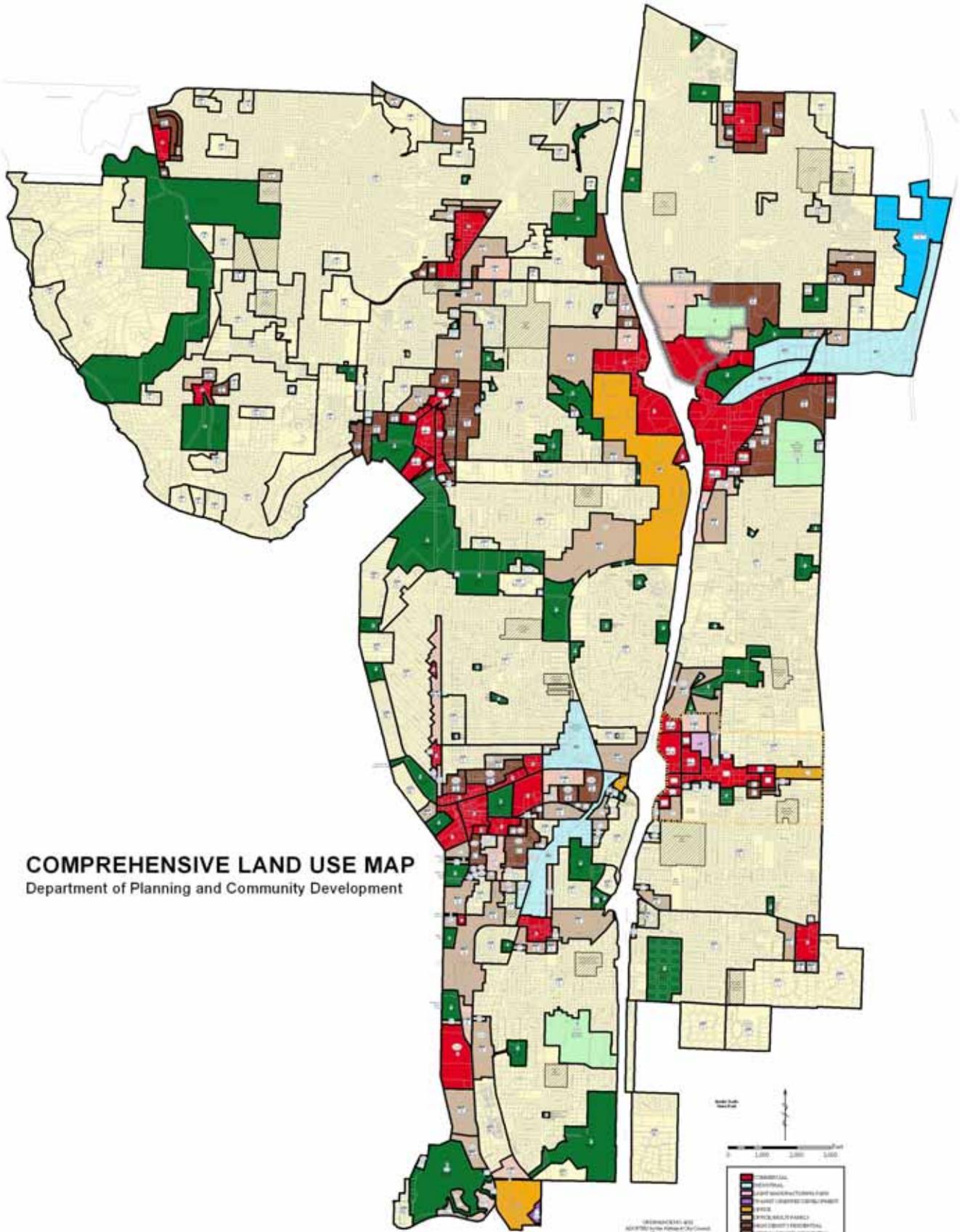
Table LU-4
Comparison of Growth Targets and Available Capacity

	2000 Existing¹	2022 Growth Targets²	Available Capacity³
Housing Units	21,831	27,311 (at 5,480 new households)	28,000
Employment	32,384	41,184 (at 8,800 new jobs)	58,400

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.



COMPREHENSIVE LAND USE MAP
 Department of Planning and Community Development

replaces existing Figure LU-1

LU-1 Comprehensive Land Use Map

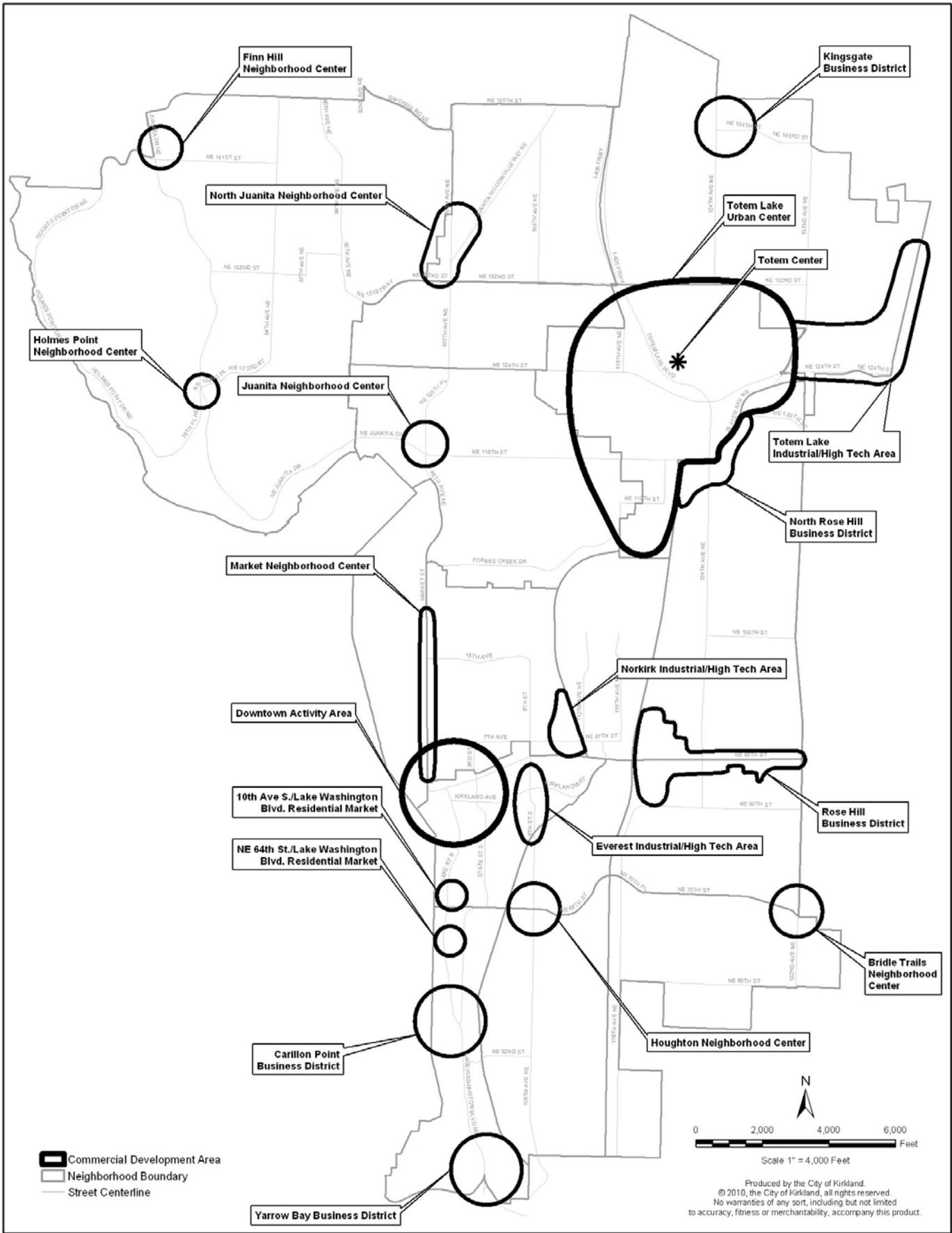


Figure LU-2: Commercial Areas

replaces existing Figure LU-2

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 years¹. 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.

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

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 year¹.

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

IX. Transportation

A. Introduction

Problem Statement

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the [NonmotorizedActive](#) Transportation Plan. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

Relationship to Other Elements

The Transportation Element is an integral part of the Comprehensive Plan. The Element provides for the mobility of people, goods, and services in a way that supports the goals and policies of other elements. The Transportation Element provides for the transportation system necessary to support the land use (commercial and residential) pattern described in the Land Use and Housing Elements. Specific transportation goals and policies work to maintain and preserve the community's character and natural features presented in the Community Character and Natural Environment Elements [and the Shoreline Area Chapter](#), while providing for mobility. The Transportation Element strives to support important aspects of the Economic Development Element by enabling goods, services, customers, and employees access to Kirkland businesses. Finally, transportation policies in this Element provide the foundation for the transportation projects identified in the Six-Year Capital Facilities Plan in the Capital Facilities Element.

B. The Transportation Concept

Policy T-2.5: Maintain a detailed [NonmotorizedActive](#) Transportation Plan ([NMATP](#)).

The [NMTP-ATP](#) is a functional plan that provides a detailed examination of the existing pedestrian, bicycle, and equestrian systems, criteria for prioritizing improvement, and suggested improvements. The [NMTP-ATP](#) designates specific City rights-of-way and corridors for improved pedestrian, bicycle and equestrian circulation, and sets design standards for nonmotorized facilities.

The Transportation Element lays the fundamental policy basis for the [NMTPATP](#).

The current [NMTP-ATP](#) is consistent with the general policy direction of the Transportation Element. The [NMTP-ATP](#) will need to be updated regularly to incorporate new and revised standards for facilities and to reprioritize routes to be built.

Design of Transportation Facilities

Policy T-6.6: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services whenever feasible.

When planning transportation facilities, both public and private, the environmental impacts of the facility need to be evaluated and minimized, and appropriate mitigation included. Environmental impacts of transportation facilities and services can include [shoreline](#), wetland and stream encroachment, vegetation removal, air quality deterioration, noise pollution, and landform changes.

COORDINATION

Kirkland's transportation system is not isolated but is integrally connected with a system of federal, State, and County transportation systems and the systems of adjacent jurisdictions. Consequently, transportation planning requires careful interjurisdictional coordination.

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, particularly in the area of transportation planning.

Goal T-8: Actively work to identify, review, and resolve interjurisdictional transportation concerns affecting Kirkland.

Policy T-8.6: Strive to meet federal and State air quality standards.

Kirkland is part of the central Puget Sound region which is a federally designated non-attainment area. In order to comply with the Washington State Clean Air Conformity Act, the federal Clean Air Act, and to be consistent with the Growth Management Act ~~and~~, Metropolitan Transportation Plan, [and Electric Vehicle Infrastructure Act](#), the City must commit to strategies to reduce pollutants. As described previously in this Element, the City is committed to creating a balanced multimodal transportation system [and decreased dependence on fossil fuel](#). The emphasis on increasing travel options and reducing single-occupant vehicle use is the City's primary strategy for complying with air quality legislation. [Additionally, encouraging electric vehicle use helps maintain air quality.](#) The City will also coordinate with the Puget Sound Air Pollution Control Agency as needed to address air quality issues.

FINANCE

Section D of this chapter contains a list and map of transportation projects that have been identified for the 20-year planning period. The Capital Facilities Element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the

Comprehensive Plan. The Capital Facilities Element also includes a list of projects over a ~~12-10~~ year period in time [as noted in the combined Tables CF-8 and CF-8A.](#)

D. TRANSPORTATION FACILITY PLAN

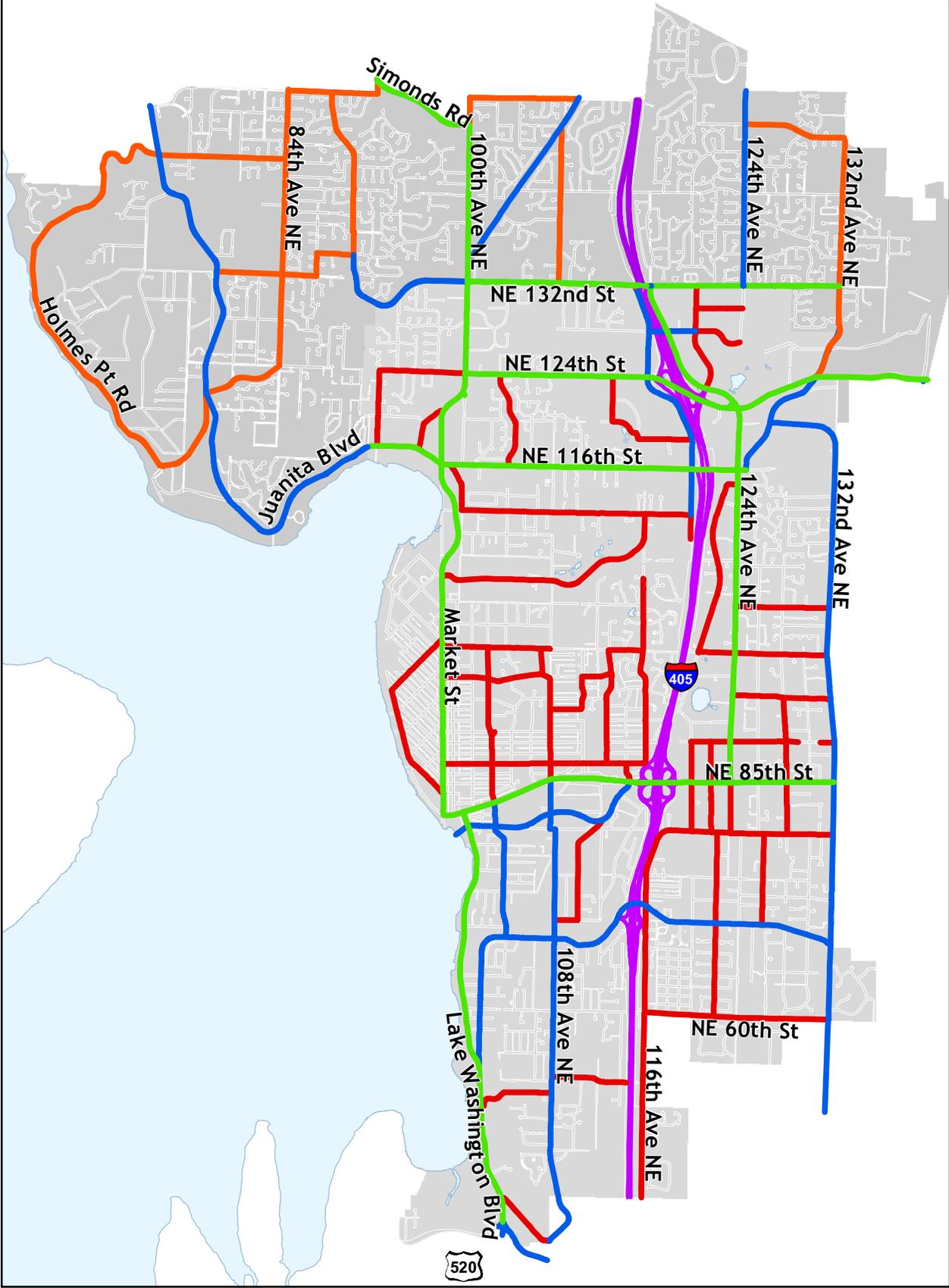
Tables CF-8, CF-8A and CF-9, located in the Capital Facilities Plan, and Table T-5 and Figures T-2, T-3, T-6 and T-7 in this Element are interrelated. Together they comprise the overall transportation system and network for the City. Table CF-8 is a list of funded six-year transportation projects along with a financing plan; Table CF-8A is a ~~multi-four-~~ year financing plan for transportation projects ~~through 2020 beyond the adopted six-year Capital Facilities Plan, for development that has not yet occurred~~, and Table CF-9 is a list of all 2022 transportation projects. Table CF-9 is divided into three sections: (1) Nonmotorized; (2) Street Improvements; and (3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference.

Table T-6: State Routes

State Route		PM Peak Hour Two-Way Traffic Volumes					WSDOT ACR-LOS		
		Roadway Capacity 2005/2022	Existing 2006 PM Peak Hour	Forecasted 2022 Traffic Volumes	Existing AADT	2022 AADT	Adopted LOS Standard	Existing 2005 V/C LOS	Future 2022 V/C LOS
I-405									
From	To								
NE 39th St.	NE 70th St.	15,000/19,000	14,260	19,423	199,870	271,635	10	13	14
NE 70th St.	NE 85th St.	15,000/19,000	13,550	18,975	189,680	265,366	10	13	14
NE 85th St.	NE 116th St.	15,000/19,000	13,820	18,944	192,660	264,940	10	13	14
NE 116th St.	NE 124th St.	15,000/19,000	10,136	15,705	141,749	219,641	10	9	12
NE 124th St.	NE 132nd St.	15,000/19,000	8,550	12,218	119,579	170,865	10	8	9
<u>SR 908 (NE 85th St.) I-405 and NE 85th Street</u>									
SB-405 Ramp	NB-405 Ramp	4,172	3,926	4,596	–	–	E-mitigated	0.94	1.10
NB-405 Ramp	120th Ave. NE	4,172	3,660	4,764	–	–	E-mitigated	0.88	1.14
120th Ave. NE	122nd Ave. NE	4,000	3,186	4,081	–	–	E-mitigated	0.80	1.02
122nd Ave. NE	124th Ave. NE	4,000	3,379	3,904	–	–	E-mitigated	0.84	0.98
124th Ave. NE	126th Ave. NE	4,000	3,241	3,728	–	–	E-mitigated	0.81	0.93
126th Ave. NE	128th Ave. NE	4,000	3,285	4,275	–	–	E-mitigated	0.82	1.07
128th Ave. NE	132nd Ave. NE	4,000	2,558	3,624	–	–	E-mitigated	0.64	0.91

Table T-7: Signalized State Route Intersections

Signalized State Route Intersections	PM Peak Hour Traffic Volumes		PM Peak Hour LOS			Planned Improvement Projects
	Existing 2007	Future 2022	Existing 2007	Future 2022	Corresponding Letter Grade LOS for 2022	
I-405						
116th Ave. NE/NB Ramp	2,295	3,017	0.92	1.35	F	None
NE 72nd Place/SB Ramp	2,195	2,880	0.89	1.22	F	HOV queue bypass
NE 116th St./NB Ramp	2,914	3,471	0.78	0.90	E	None
NE 124th St./NB Ramp	3,711	4,552	0.52	0.60	B	HOV queue bypass
NE 124th St./SB Ramp	4,396	4,878	0.68	0.74	C	HOV queue bypass
Totem Lake Blvd./120th Ave. NE	3,294	3,181	0.80	0.89	D	None
SR 908						
NE 85th St./114th Ave. NE	4,071	6,090	0.97	1.16	F	Signal interconnect, add SB left turn lane
NE 85th St./120th Ave. NE	4,004	5,245	0.83	1.04	F	Signal interconnect, add NB left turn lane
NE 85th St./122nd Ave. NE	3,490	4,159	0.78	0.90	E	Signal interconnect
NE 85th St./124th Ave. NE	4,550	5,176	0.88	1.01	F	Signal interconnect, add EB left turn lane
NE 85th St./132nd Ave. NE	3,472	4,996	0.81	1.13	F	Signal interconnect, add NB left turn lane, SB right turn lane, WB right turn lane, add WB and EB through lanes



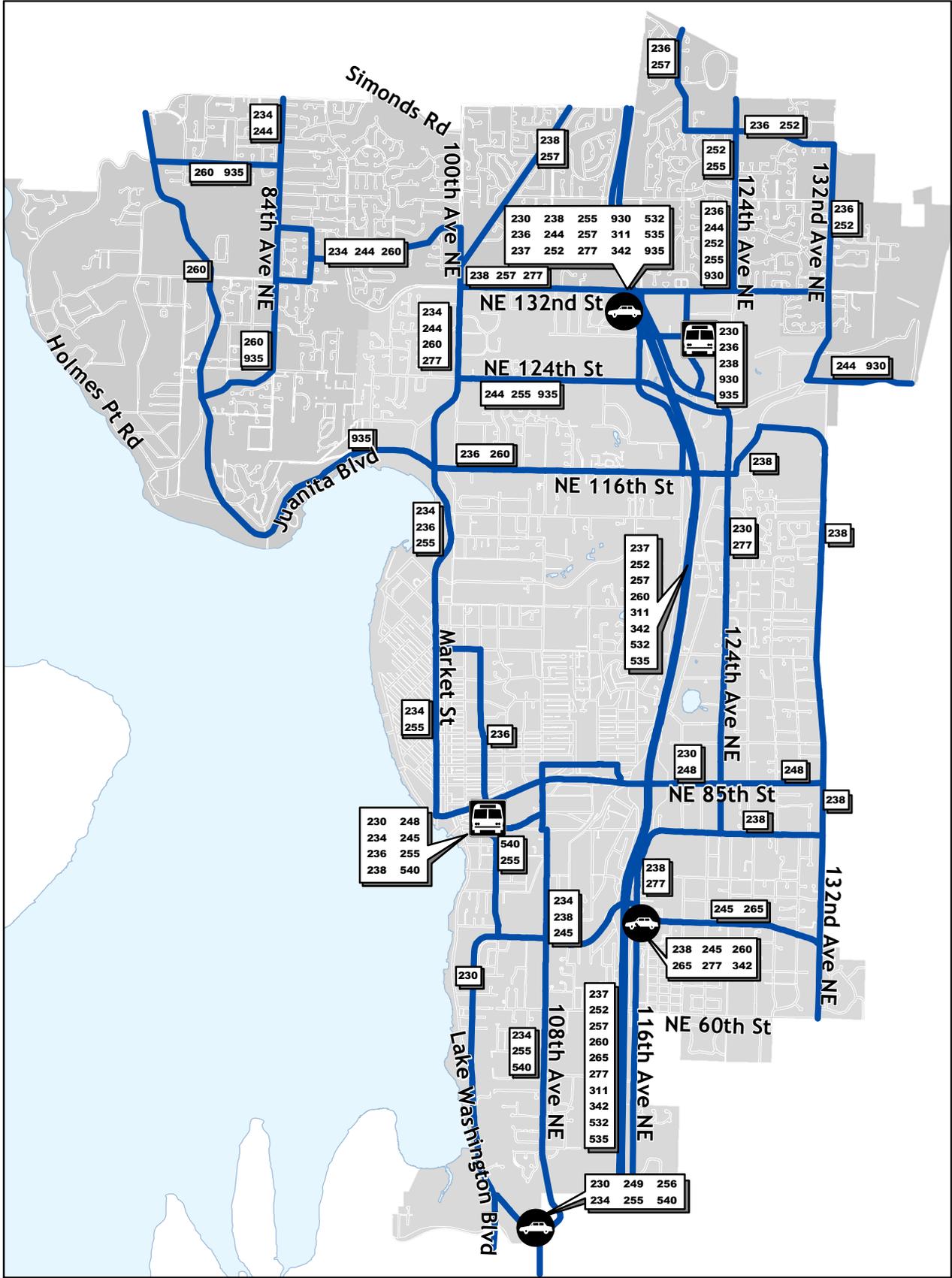
- Principal Arterial
- Minor Arterial
- Collector
- State Routes and Interstate
- Lakes
- City of Kirkland
- Annexation Area



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Figure T-1: Street Classifications and State Routes

replaces existing
Figure T-1



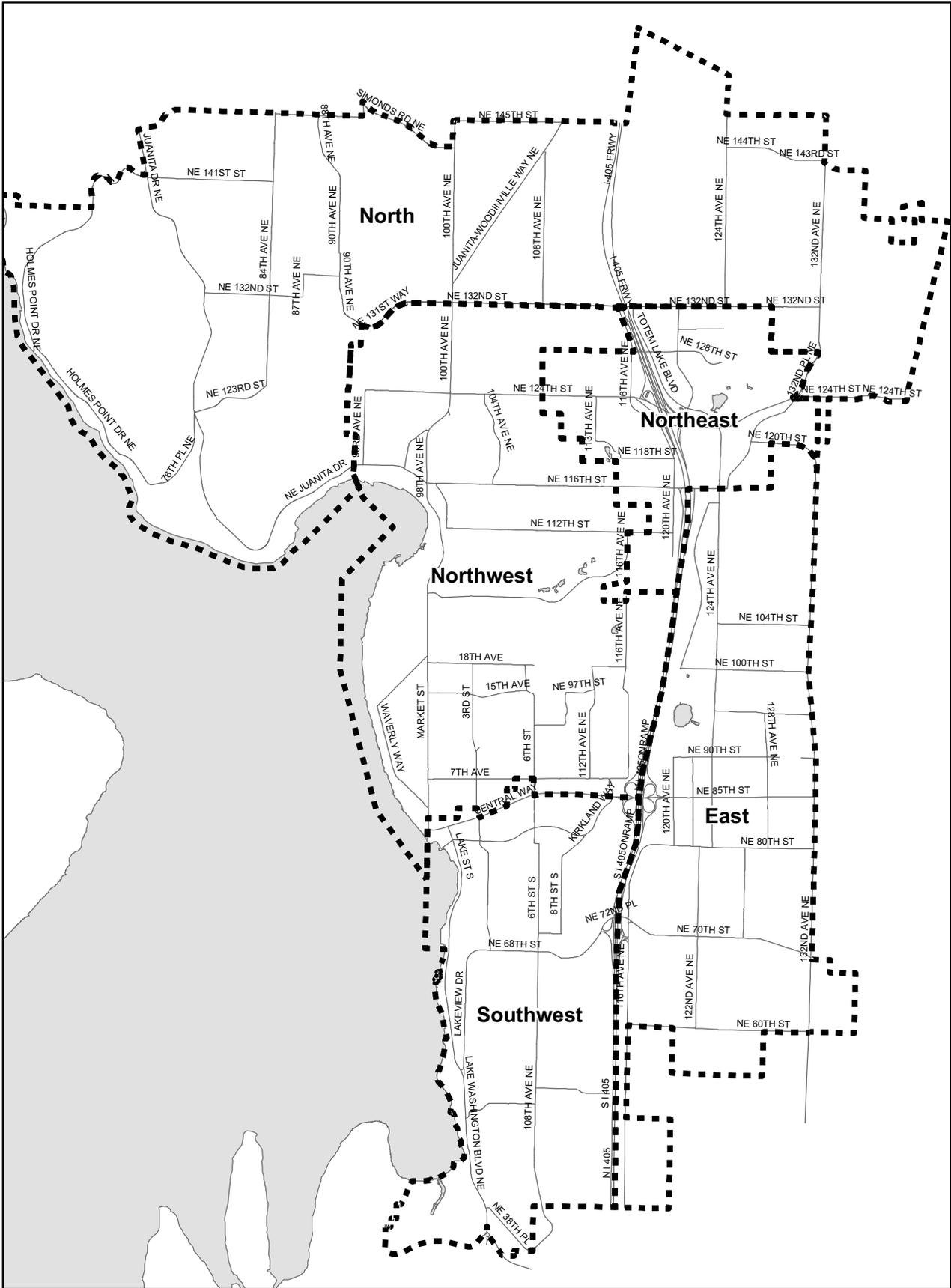
- Transit Route
- Lakes
- Park and Ride
- Annexation Area
- City of Kirkland
- Transit Center



Scale 1" = 4,170 Feet
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Figure T-4: Transit Service

replaces existing Figure T-4



-  Transportation Subarea
-  Lake
-  Street Centerline

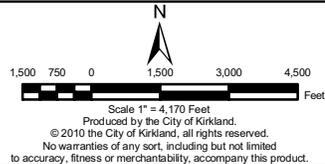
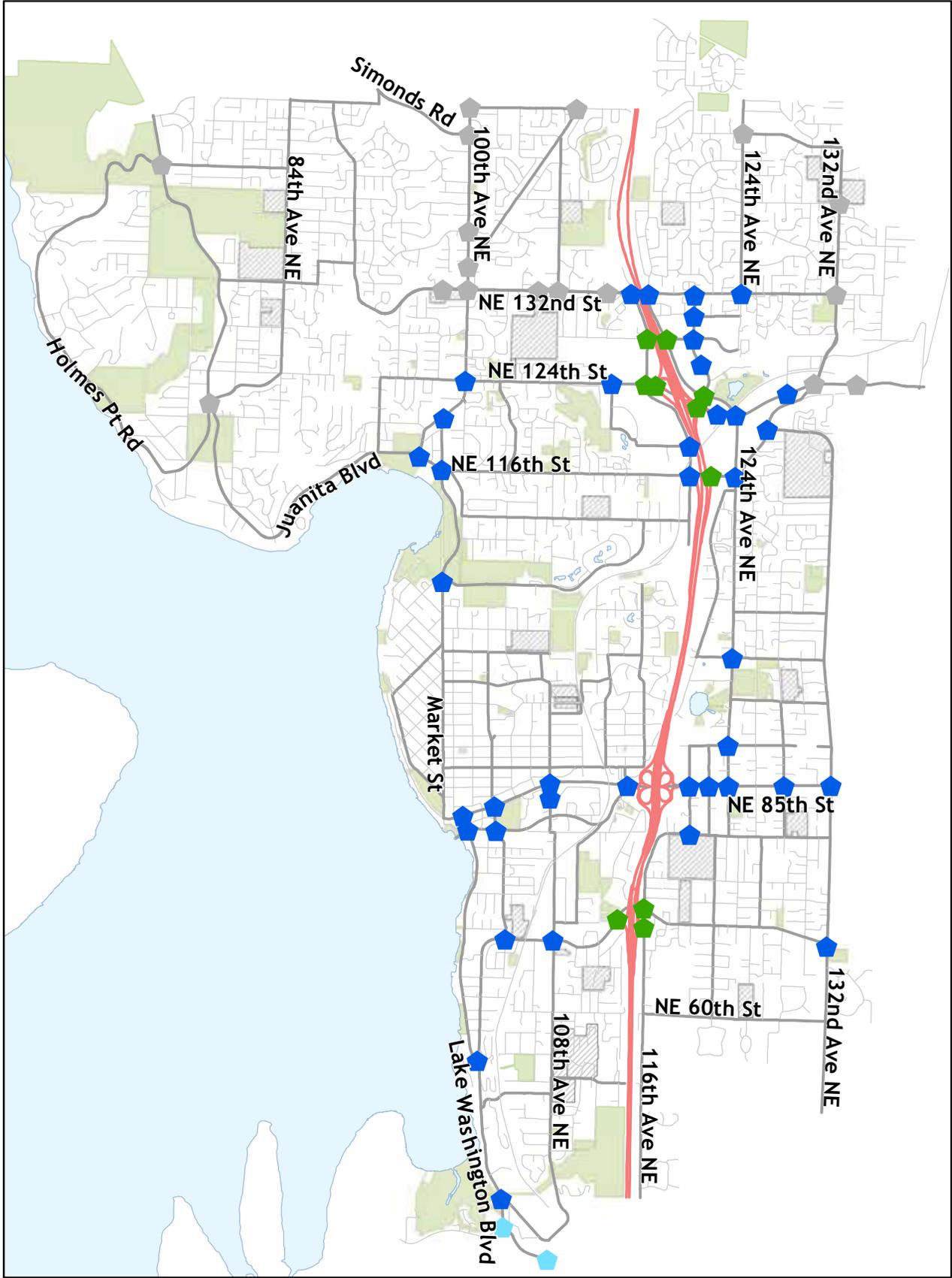


Figure T-5: Transportation Subareas



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



Figure T-7: Signalized Intersections

replaces existing Figure T-7

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](#), [Northshore School 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 [that are outside the City’s service area](#). ~~who are served by the North shore Utility District~~. Figure U-1 shows the City’s water system.
- ◆ **Sewer** – All areas of the City ~~south~~ [except those north](#) of NE 116th Street [that are outside the City’s service area](#). ~~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 ~~is~~ [are](#) significant because ~~it~~ [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

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

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

Relationship to Other Plans

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

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

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 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.

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

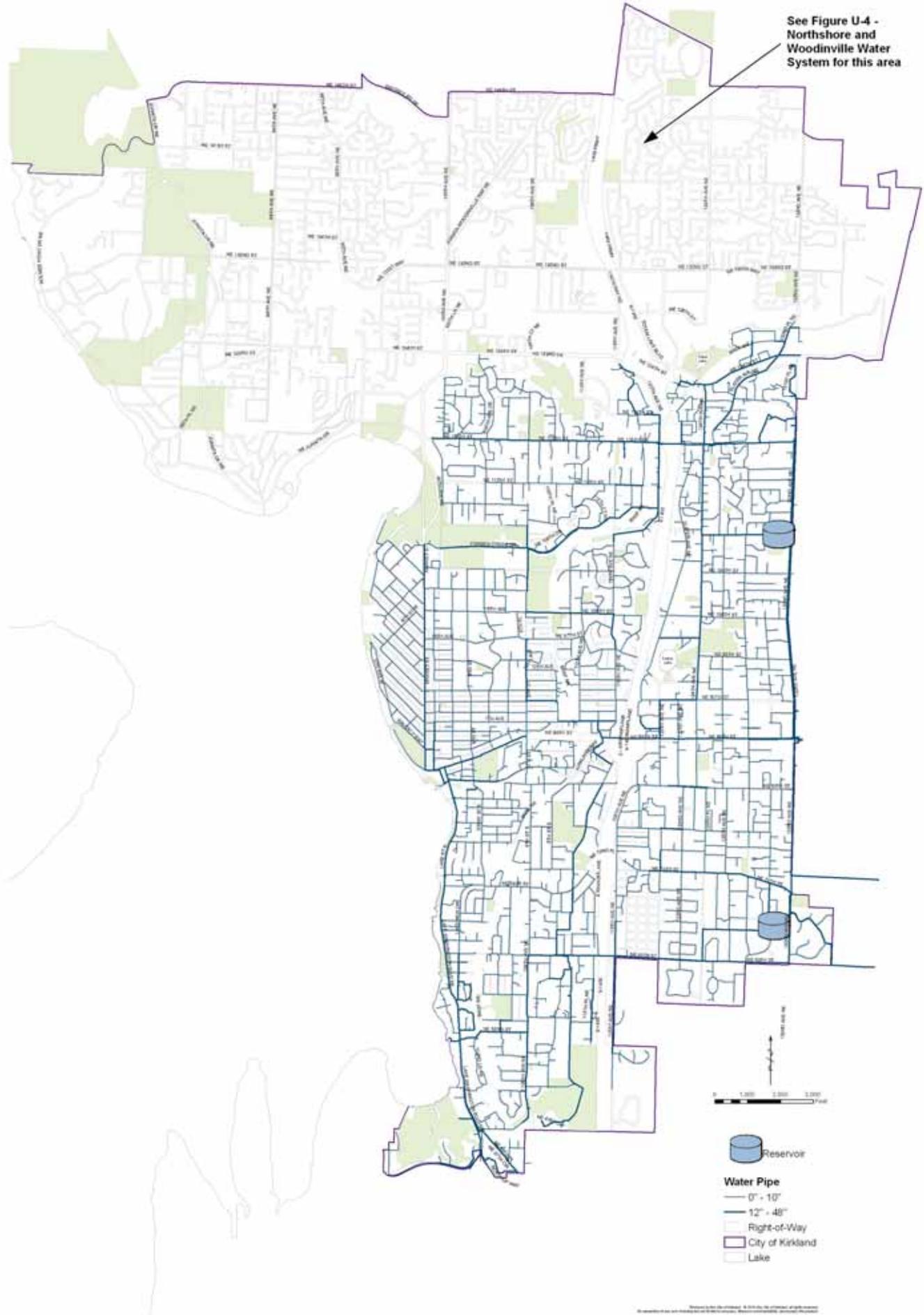


Figure U-1: Water System

replaces existing Figure U-1

See Figure U-5 - Northshore and Woodinville Sewer System for this area

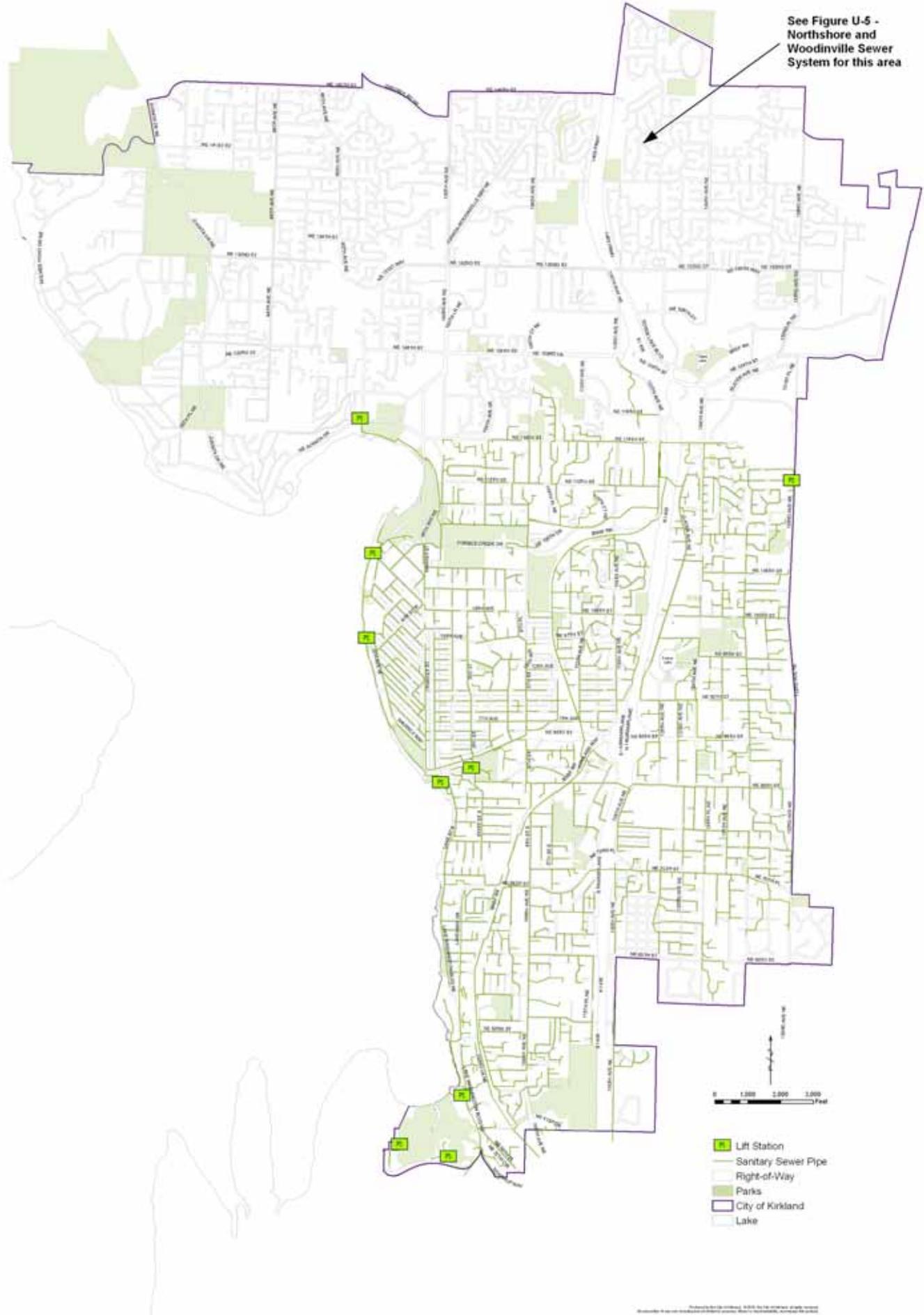


Figure U-2: Sanitary Sewer System

replaces existing Figure U-2

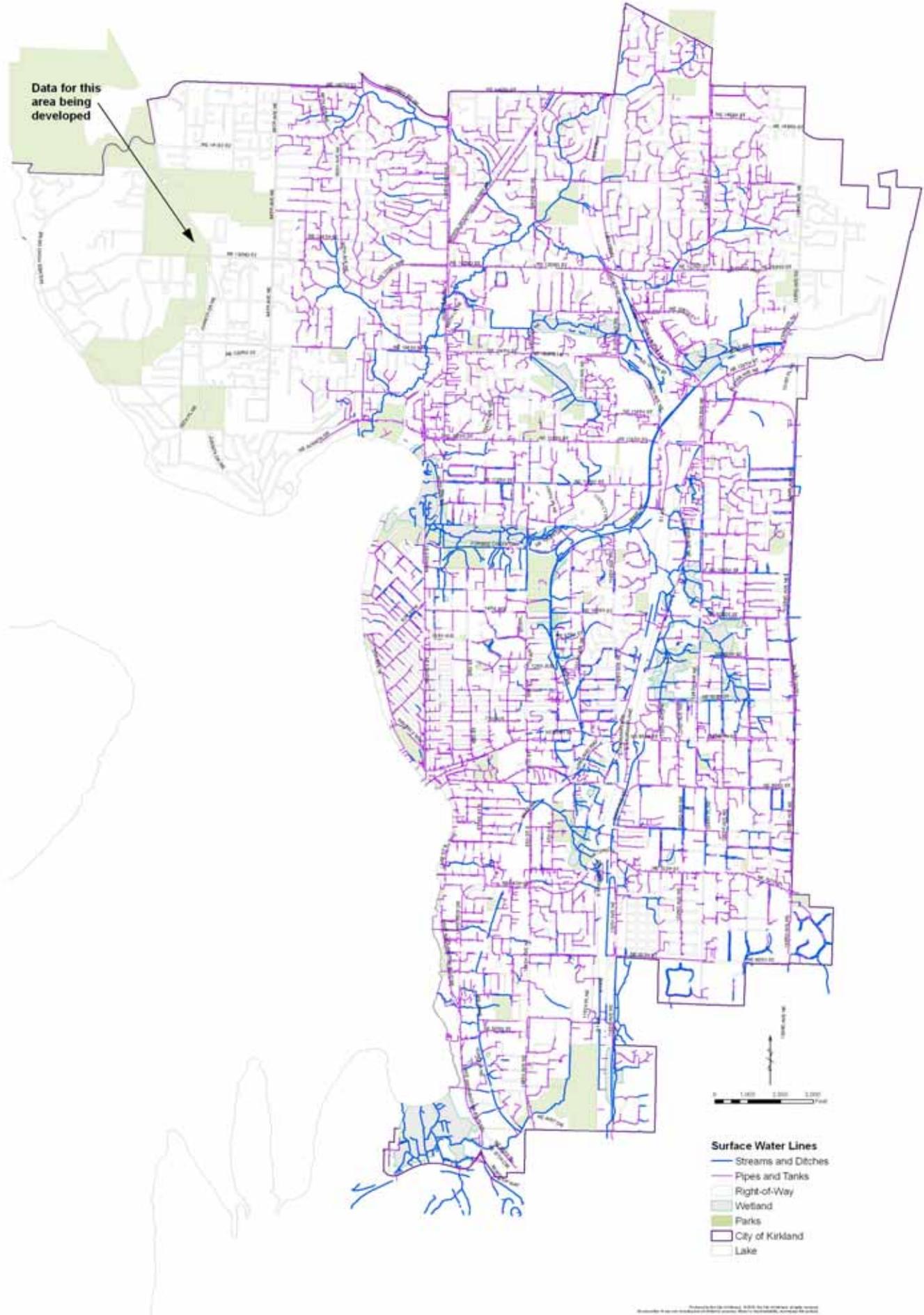


Figure U-3: Surface Water Management System

replaces existing
Figure U-3

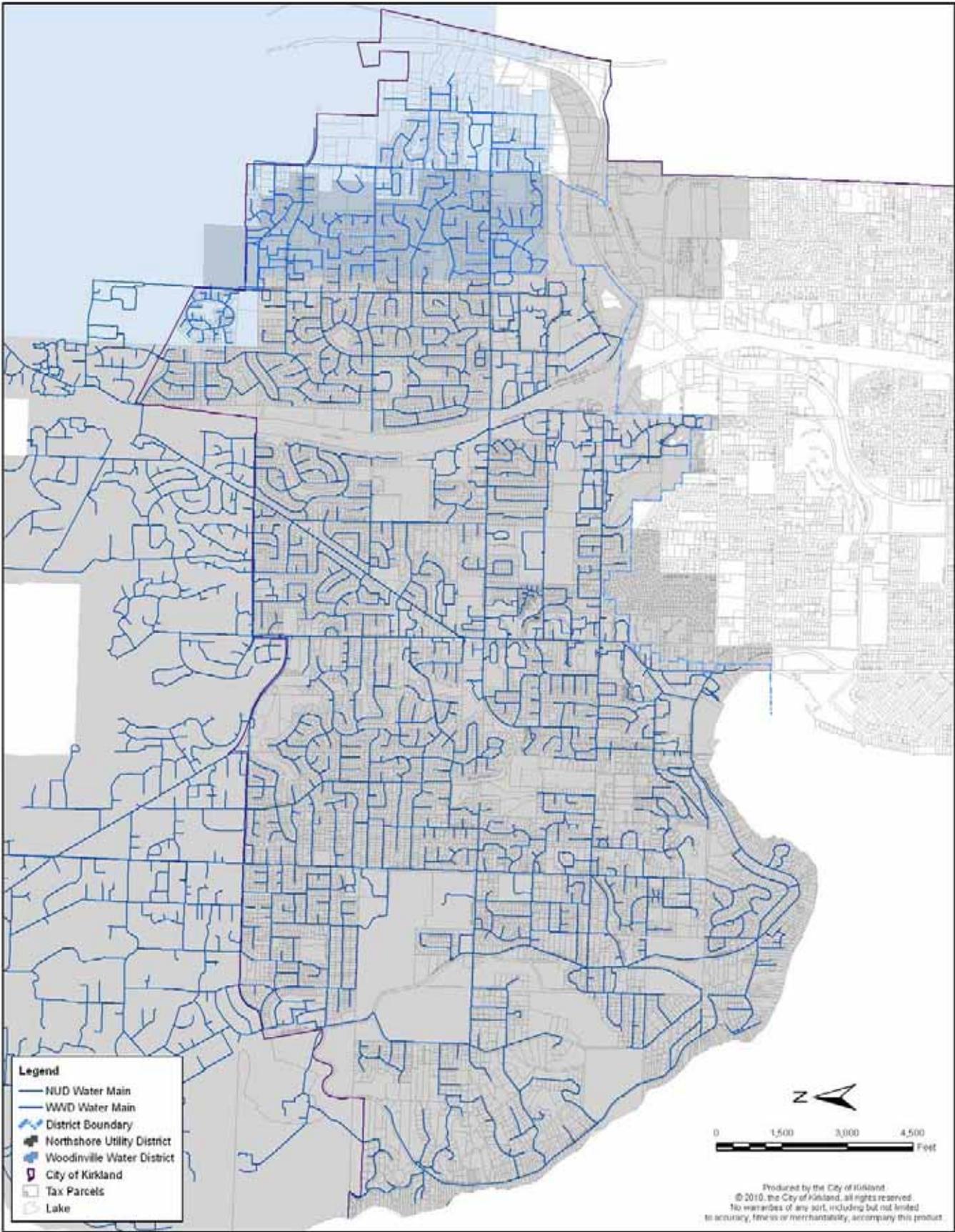


Figure U-4: Northshore and Woodinville Water Systems

replaces existing
Figure U-4

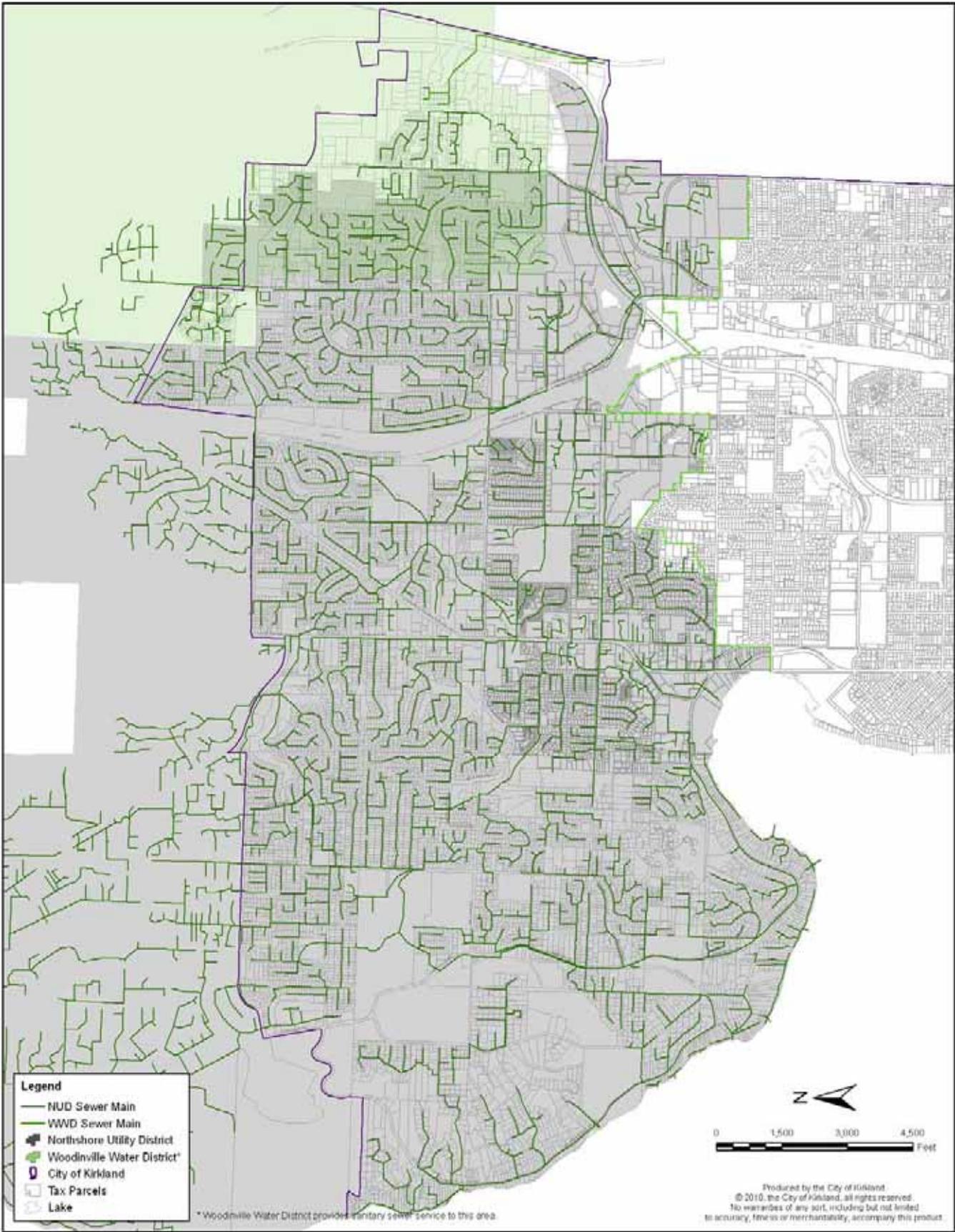
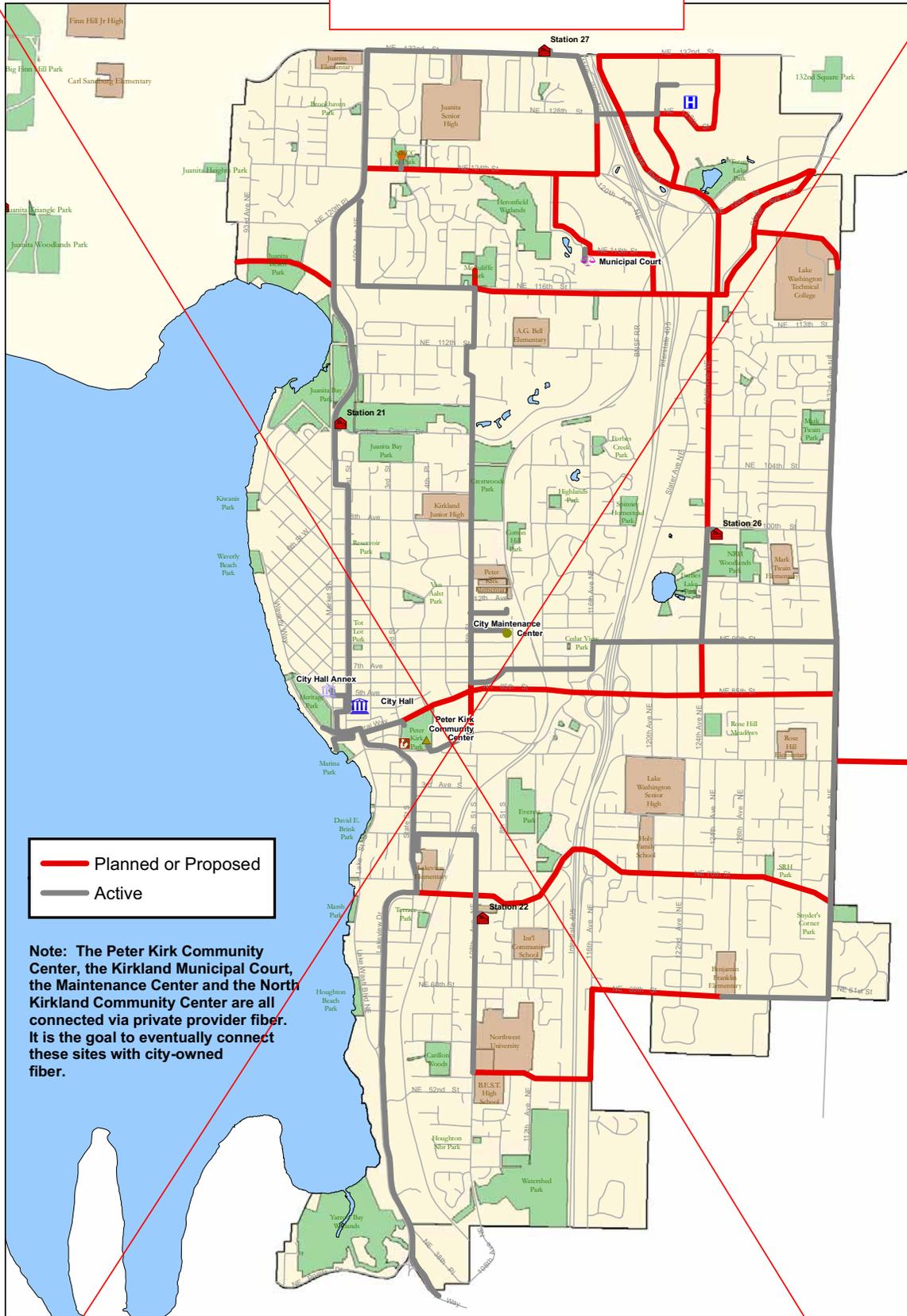


Figure U-5: Northshore and Woodinville Sewer Systems

replaces existing Figure U-5

DELETE MAP



— Planned or Proposed
— Active

Note: The Peter Kirk Community Center, the Kirkland Municipal Court, the Maintenance Center and the North Kirkland Community Center are all connected via private provider fiber. It is the goal to eventually connect these sites with city-owned fiber.

- Parks
- Schools
- City Limits
- Potential Annexation Area
- Street Centerlines
- Lakes


 Scale 1" = 2,100 Feet

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Figure U-6: Existing And Planned/Desired Fiber Optic Network

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 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.

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.

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 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 Comprehensive 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 ~~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 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 fewer 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.

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

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 ~~implement~~ 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.

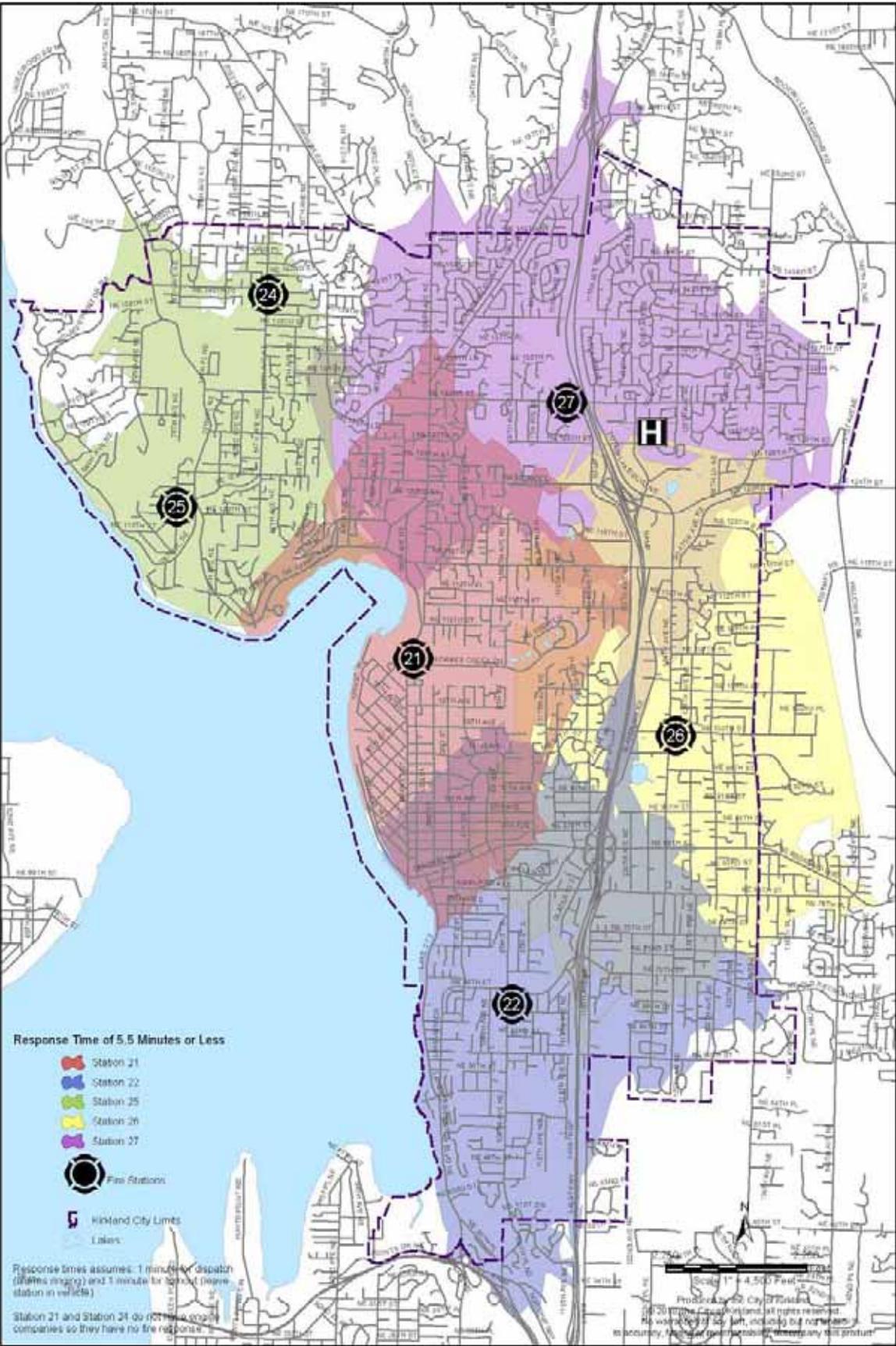


Figure PS-1: Fire Response Times within 5.5 minutes

replaces existing Figure PS-1

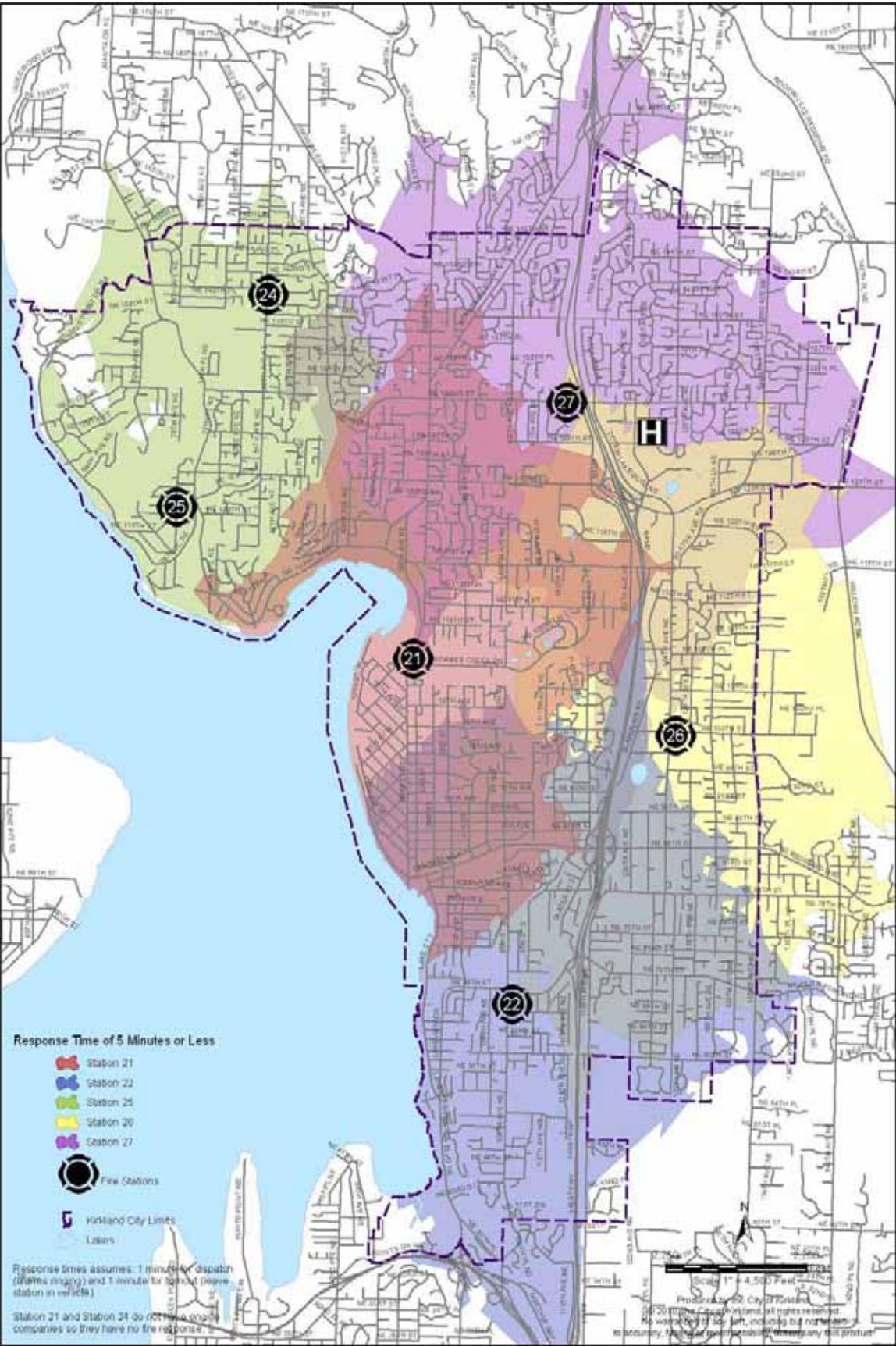


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

replaces existing
Figure PS-2

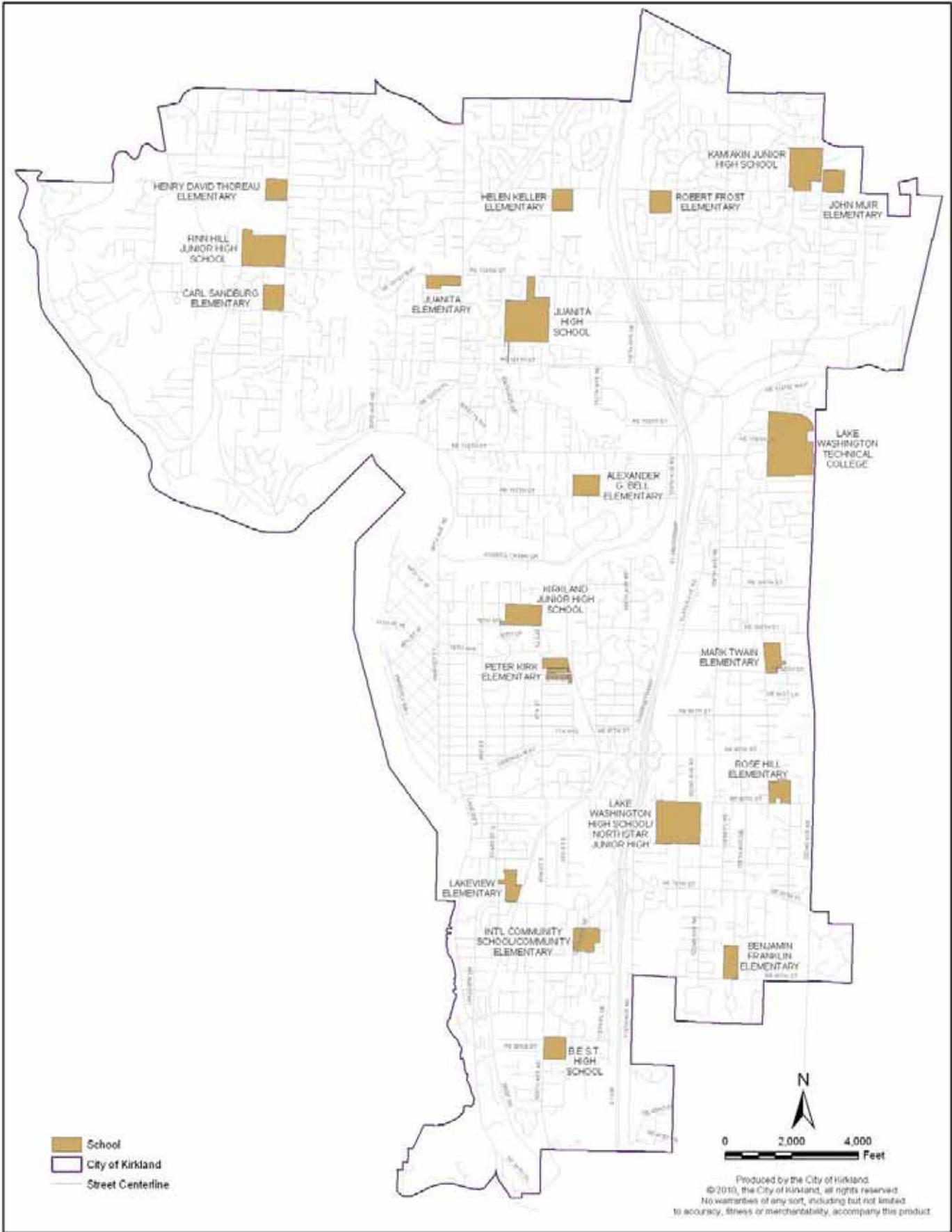


Figure PS-3: Public School Facilities

replaces existing
Figure PS-3

XIII. Capital Facilities

A. INTRODUCTION

Purpose of the Capital Facilities Plan

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. It also includes a list of transportation projects over a ~~12-10~~ year period in time as noted in the combined Tables CF-8 and CF-8A. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public 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.

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

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 2006-2011 - 2011-2016 2016 Capital Improvement Programs
Surface Water Master Plan
Nonmotorized Active Transportation Plan
Commuter 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
Shoreline Restoration Plan

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 and a ~~multi-four~~-year period for transportation projects ~~through 2020~~[beyond the six-year planning period](#). In each table, the projects are grouped into one or more of the three categories:

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, CF-8A 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-8A is a ~~multi-four~~-year financing plan for transportation projects ~~through 2020~~[beyond the adopted six-year Capital Facilities Plan](#). Table CF-9 contains [both](#) the [funded and unfunded 20-year](#)-project list through 2022. As priorities change and/or projects on Tables CF-8 and CF-8A are completed, projects from the 2022-year list will be moved to these tables. A descriptive list of ~~the 20-year~~-transportation projects [through 2022](#) 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 w](#)Water, sewer and surface water utility projects are found in Table CF-10 [A and 10-B](#).

[Funded p](#)Park projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

[Funded f](#)ire protection and emergency services projects are found in Table CF-12.

Table CF - 8
Capital Facilities Plan: Transportation Projects

replaces existing Table CF-8

SOURCES OF FUNDS

Revenue Type	Revenue Source	2011	2012	2013	2014	2015	2016	Six-Year Total
Local	Surface Water Fees	267,000	450,000	1,048,700	1,048,700	1,048,700	1,048,700	4,911,800
Local	Real Estate Excise Tax	1,330,000	1,376,000	1,432,000	1,408,000	1,473,000	1,399,000	8,418,000
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	549,000	554,000	558,000	562,000	567,000	571,000	3,361,000
Local	Impact Fees	-	619,000	391,300	391,300	391,300	391,300	2,184,200
Local	Reverves	1,614,000	40,000	500,000	500,000	500,000	500,000	3,654,000
Local	Transportation Benefit District	375,000	750,000	750,000	750,000	750,000	750,000	4,125,000
External	Sound Transit	72,000						72,000
External	Grants	3,557,000	1,553,000	744,000			1,589,000	7,443,000
Subtotal Sources for Funded Projects		8,034,000	5,612,000	5,694,000	4,930,000	5,000,000	6,519,000	35,789,000
External	Private Development	-	1,500,000	1,500,000	-	200,000	1,364,000	4,564,000
Total Sources		8,034,000	7,112,000	7,194,000	4,930,000	5,200,000	7,883,000	40,353,000

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2011	2012	2013	2014	2015	2016	Six-Year Total
ST 0006	Annual Street Preservation Program	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	15,000,000
ST 0006 001	Annual Street Preservation Program One-Time Capital	500,000						500,000
ST 0006 002	Annual Street Preservation Program One-Time Project		1,122,000					1,122,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
ST 8888	Annual Concurrency Street Improvements		450,000	800,000	800,000	800,000	800,000	3,500,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	40,000	40,000	240,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0066*	12th Avenue Sidewalk	102,000						102,000
NM 0067	Elementary School Walk Route Enhancements	798,000						798,000
NM 8888	Annual Non-Motorized Program			950,000	1,000,000	1,000,000	1,000,000	3,950,000
TR 0065 ⁽¹⁾	6th Street/Kirkland Way Traffic Signal		200,000	364,000				564,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improv. (Phase I)		475,000					475,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.		144,000					144,000
TR 0082 ⁽¹⁾	Central Way/Park Place Center Traffic Signal						200,000	200,000
TR 0090 ⁽¹⁾	Lake Washington Blvd/Ne 38th Place Intersection Impr						500,000	500,000
TR 0100 ⁽¹⁾	6th Street/Central Way Intersection Improvements	1,072,000						1,072,000
TR 0102	Growth & Transportation Efficiency Center (GTEC) Enh	443,000						443,000
TR 0103 ⁽¹⁾	Central Way/4th Street Intersection Improvements		31,000					31,000
TR 0104 ⁽¹⁾	6th Street/4th Ave Intersection Improvements		200,000	380,000				580,000
TR 0108 ⁽¹⁾	NE 85th Street/124th Ave NE Intersection Improvements						889,000	889,000
TR 0111	Kirkland ITS Implementation Phase I	2,043,000						2,043,000
TR 0112	Downtown Pedestrian Safety Improvements - Central Way	16,000						16,000
TR 8888*	Annual Concurrency Traffic Improvements			140,000	140,000	140,000	140,000	560,000
Total Funded Transportation Projects		8,034,000	5,612,000	5,694,000	4,930,000	5,000,000	6,519,000	35,789,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

Projects to be added to funded list if development occurs		2011	2012	2013	2014	2015	2016	Six-Year Total
TR 0056 ⁽²⁾	NE 85th Street HOV Queue Bypass							-
TR 0096 ⁽²⁾	NE 132nd St/124th Ave NE Intersection Improvements						1,000,000	1,000,000
TR 0098 ⁽²⁾	NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps							-
TR 0105 ⁽²⁾	Central Way/5th Street Intersection Improvements					200,000	364,000	564,000
TR 0106 ⁽²⁾	6th Street/7th Ave Intersection Improvements							-
TR 0107 ⁽²⁾	Market Street/15th Ave Intersection Improvements							-
Subtotal Park Place Redevelopment-Related Projects		-	-	-	-	200,000	1,364,000	1,564,000
TR 0109 ⁽³⁾	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements			1,500,000				1,500,000
TR 0110 ⁽³⁾	Totem Lake Plaza/120th Ave NE Intersection Improvements		1,500,000					1,500,000
Subtotal Totem Lake Mall Redevelopment-Related Projects		-	1,500,000	1,500,000	-	-	-	3,000,000
Total projects to be added to funded list if development occurs		-	1,500,000	1,500,000	-	200,000	1,364,000	4,564,000

SURPLUS (DEFICIT) of Potential Development Revenue	-	-	-	-	-	-	-	-
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⁽¹⁾ These projects are associated with Park Place redevelopment and are part of the City's Preliminary 2011-2016 CIP.⁽²⁾ These projects are associated with Park Place redevelopment and are not part of the City's Preliminary 2011-2016 CIP.⁽³⁾ These projects are associated with Totem Lake redevelopment and are not part of the City's Preliminary 2011-2016 CIP.

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

replaces existing Table CF-8A

SOURCES OF FUNDS

Revenue Type	Revenue Source					Four-Year
		2017	2018	2019	2020	Total
Local	Surface Water Fees	1,048,700	1,048,700	1,048,700	1,048,700	4,194,800
Local	Real Estate Excise Tax	2,325,000	1,853,000	970,000	900,000	6,048,000
Local	Sales Tax	270,000	270,000	270,000	270,000	1,080,000
Local	Gas Tax	450,000	450,000	450,000	450,000	1,800,000
Local	Impact Fees	391,300	391,300	391,300	391,300	1,565,200
Local	Reverves	480,000	480,000	480,000	480,000	1,920,000
Local	Transportation Benefit District	750,000	750,000	750,000	750,000	3,000,000
External	Sound Transit	-	-	-	-	-
External	Grants	500,000	500,000	500,000	500,000	2,000,000
Subtotal Sources for Funded Projects		6,215,000	5,743,000	4,860,000	4,790,000	21,608,000
External	Private Development	1,438,000	2,166,400	-	4,000,000	7,604,400
Total Sources		7,653,000	7,909,400	4,860,000	8,790,000	29,212,400

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	Four-Year Total
ST 0006	Annual Street Preservation Program	2,500,000	2,500,000	2,500,000	2,500,000	10,000,000
ST 0006 001	Annual Street Preservation Program One-Time Capital					-
ST 0006 002	Annual Street Preservation Program One-Time Project					-
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	1,000,000
ST 8888	Annual Concurrency Street Improvements	800,000	800,000	800,000	800,000	3,200,000
ST 9999	Regional Inter-Agency Coordination	40,000	40,000	40,000	40,000	160,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		140,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	800,000
NM 0066*	12th Avenue Sidewalk					-
NM 0067	Elementary School Walk Route Enhancements					-
NM 8888	Annual Non-Motorized Program	1,000,000	1,000,000	1,000,000	1,000,000	4,000,000
TR 0065 (1)	6th Street/Kirkland Way Traffic Signal					-
TR 0078*	NE 85th St/132nd Ave NE Intersection Improv. (Phase I)					-
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.					-
TR 0082 (1)	Central Way/Park Place Center Traffic Signal	366,000				366,000
TR 0090 (1)	Lake Washington Blvd/Ne 38th Place Intersection Impr	500,000	953,000			1,453,000
TR 0100 (1)	6th Street/Central Way Intersection Improvements					-
TR 0102	Growth & Transportation Efficiency Cnter (GTEC) Enh					-
TR 0103 (1)	Central Way/4th Street Intersection Improvements					-
TR 0104 (1)	6th Street/4th Ave Intersection Improvements					-
TR 0108 (1)	NE 85th Street/124th Ave NE Intersection Improvements	489,000				489,000
TR 0111	Kirkland ITS Implementation Phase I					-
TR 0112	Downtown Pedestrian Safety Improvements - Central Way					-
TR 8888*	Annual Concurrency Traffic Improvements			-		-
Total Funded Transportation Projects		6,215,000	5,743,000	4,860,000	4,790,000	21,608,000
SURPLUS (DEFICIT) of Resources		-	-	-	-	-

*These projects provide new capacity towards levels of service.

Projects to be added to funded list if development occurs						
TR 0056 (2)	NE 85th Street HOV Queue Bypass		166,400			166,400
TR 0096 (2)	NE 132nd St/124th Ave NE Intersection Improvements	1,438,000	2,000,000			3,438,000
TR 0098 (2)	NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps					-
TR 0105 (2)	Central Way/5th Street Intersection Improvements					-
TR 0106 (2)	6th Street/7th Ave Intersection Improvements					-
TR 0107 (2)	Market Street/15th Ave Intersection Improvements					-
Subtotal Park Place Redevelopment-Related Projects		1,438,000	2,166,400	-	-	3,604,400
-						
TR 0109 (3)	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements				2,000,000	2,000,000
TR 0110 (3)	Totem Lake Plaza/120th Ave NE Intersection Improvements				2,000,000	2,000,000
Subtotal Totem Lake Mall Redevelopment-Related Projects		-	-	-	4,000,000	4,000,000
Total projects to be added to funded list if development occurs		1,438,000	2,166,400	-	4,000,000	7,604,400
SURPLUS (DEFICIT) of Potential Development Revenue		-	-	-	-	-

(1) These projects are associated with Park Place redevelopment and are part of the City's Preliminary 2011-2016 CIP.

(2) These projects are associated with Park Place redevelopment and are not part of the City's Preliminary 2011-2016 CIP.

(3) These projects are associated with Totem Lake redevelopment and are not part of the City's Preliminary 2011-2016 CIP.

Table CF - 10A
Capital Facilities Plan: Utility Projects

replaces existing Table CF-10A

SOURCES OF FUNDS

Revenue Type	Revenue Source	2011	2012	2013	2014	2015	2016	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	50,000	2,233,500	1,022,300	2,331,200	1,394,100	1,382,000	8,413,100
Local	Reserves	1,400,000		1,400,000		1,400,000		4,200,000
External	Public Works Trust Fund Loan							-
Local	Debt		578,300	985,200	730,700	1,383,400	1,597,700	5,275,300
External	Joint Facility Agreements Redmond/Bellevue		47,900					47,900
<i>Total Sources</i>		1,450,000	2,859,700	3,407,500	3,061,900	4,177,500	2,979,700	17,936,300

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2011	2012	2013	2014	2015	2016	Six-Year Total
WA 0063	Supply Station #3 Replacement/Transmission Main Addition		141,000					141,000
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm	50,000		50,000		50,000		150,000
WA 0102	104th Ave NE Watermain Replacement				937,000			937,000
WA 0116*	132nd Ave NE/NE 80th St Watermain Replacement		251,000	798,500	1,265,300			2,314,800
WA 0121	NE 109th Ave/106th Court NE Watermain Replacement		371,300					371,300
WA 8888	Annual Watermain Replacement Program					500,000	500,000	1,000,000
WA 9999	Annual Water Pump Station/System Upgrade Pgm					600,000	600,000	1,200,000
SS 0056*	Emergency Sewer Construction Program	1,400,000		1,400,000		1,400,000		4,200,000
SS 0067	NE 80th Street Sewermain Replacement (Phase II)		680,400	1,159,000	525,000			2,364,400
SS 0076	NE 80th Street Sewermain Replacement (Phase III)				334,600	1,627,500	1,879,700	3,841,800
SS 8888	Annual Sanitary Pipeline Replacement Program		886,000					886,000
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm		530,000					530,000
<i>Total Funded Utility Projects</i>		1,450,000	2,859,700	3,407,500	3,061,900	4,177,500	2,979,700	17,936,300

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

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

replaces existing Table CF-10B

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Surface Water Utility Rates	200,000	1,512,200	2,286,900	1,588,000	974,000	861,900	7,423,000
	External Sources	117,000		44,000				161,000
<i>Total Sources</i>		317,000	1,512,200	2,330,900	1,588,000	974,000	861,900	7,584,000

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.			733,700				733,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls		101,000	570,700	184,200			855,900
SD 0058	Surface Water Sediment Pond Reclamation Phase II		115,400	603,200	114,200			832,800
SD 0059	Totem Lake Boulevard Flood Control Measures	117,000						117,000
SD 0067	NE 129th Place/Juanita Creek Rockery Repair		115,500	223,300				338,800
SD 8888	Annual Streambank Stabilization Program		57,700		165,800	300,000	311,900	835,400
SD 9999*	Annual Storm Drain Replacement Program		922,600		923,800	474,000	350,000	2,670,400
<i>Total Funded Surface Water Utility Projects</i>		317,000	1,512,200	2,330,900	1,588,000	974,000	861,900	7,584,000

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

Table CF - 11
Capital Facilities Plan: Parks Projects

replaces existing Table CF-11

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	670,000	693,000	718,000	743,000	769,000	796,000	4,389,000
Local	Park Impact Fees							-
Local	Reserves	100,000						100,000
Local	King County Property Tax Levy	118,000	118,000	618,000	118,000			972,000
External	Grant							-
<i>Total Sources</i>		888,000	811,000	1,336,000	861,000	769,000	796,000	5,461,000

USES OF FUNDS

Funded Projects

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

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

**Table CF-12
Capital Facilities Plan: Fire and Building Department Projects**

replaces existing Table CF-12

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
Local	Interest Income	213,300	98,400	43,600	226,100	233,900		815,300
Local	Reserves							-
Local	Prior Year Project Savings	150,000						150,000
External	Fire District #41	40,600	34,600	15,300	79,400	82,200		252,100
<i>Total Sources</i>		403,900	133,000	58,900	305,500	316,100	-	1,217,400

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>Six-Year Total</i>
PS 0062	Defibrillator Unit Replacement	253,900						253,900
PS 0065	Disaster Response Portable Generators	150,000						150,000
PS 0066	Thermal Imaging Cameras Replacement		133,000					133,000
PS 0067	Dive Rescue Equipment Replacement			58,900				58,900
PS 0071	Self Contained Breathing Apparatus (SCBA)				305,500	316,100		621,600
<i>Total Funded Fire and Building Projects</i>		403,900	133,000	58,900	305,500	316,100	-	1,217,400

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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**Table CF - 9
2022 Transportation Projects List (Funded - Unfunded)**

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	Cip Project Number	Funded in 6-yr CIP	Source Doc ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
NM20-1	NE 100th St at Spinney Homestead Park Sidewalk Ph. II	\$ 0.4	NM 0034		C, NM	T-2	
NM20-2	116th Ave NE Nonmotorized Facilities	\$ 6.0	NM 0001		C, NM	T-2	
NM20-3	13th Ave Sidewalk (Phase II)	\$ 0.4	NM 0054		C, NM	T-2	
NM20-4	Crestwoods Park/BNSFRR Ped/Bike Facility	\$ 2.5	NM 0031		C, NM	T-2	
NM20-5	93rd Ave NE Sidewalk	\$ 1.0	NM 0032		C, NM	T-2	
NM20-6	NE 52nd Street Sidewalk	\$ 1.0	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Trail	\$ 6.1	NM 0024		C, NM	T-2, T-8	
NM20-8	122nd Ave NE Sidewalk	\$ 0.9	NM 0055		C, NM	T-2	
NM20-9	104th Ave NE/NE 68th St Lakeview Schl Wlk Rt Enhncmnts	\$ 0.4	NM 0068		C, NM	T-2	
NM20-10	NE 100th Street Bike Lane	\$ 1.6	NM 0036		C, NM	T-2	
NM20-11	NE 95th St. Sidewalk (Highlands)	\$ 0.6	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	\$ 2.3	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.4	NM 0047		C, NM	T-2	
NM20-14	130th Ave NE Sidewalk	\$ 0.8	NM 0037		C, NM	T-2	
NM20-15	NE 90th St. Bicycle/Ped Overpass Across I-405	\$ 3.7	NM 0030		C, NM	T-2	
NM20-16A	NE 90th St Sidewalk (Phase I)	\$ 1.2	NM 0056		C, NM	T-2	
NM20-16B	NE 90th St Sidewalk (Phase II)	\$ 2.6	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	\$ 5.0	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	\$ 2.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St NM Facilities	\$ 4.3	NM 0043		C, TL	T-2	
NM20-20	Crosswalk upgrades (various locations)	\$ 0.2	NM 0012	√	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)		various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)		various		NM	T-2	
NM20-23	112th Ave NE Sidewalk	\$ 0.5	NM 0049		C, NM	T-2	
NM20-24	NE 80th St Sidewalk	\$ 0.9	NM 0050		C, NM	T-2	
NM20-25	Rose Hill Business District Sidewalks	\$ 0.5	NM 0051		C, NM	T-2	
NM20-26	Kirkland Way Sidewalk	\$ 0.4	NM 0063		C, NM	T-2	
NM20-27	NE 112th St Sidewalk	\$ 0.6	NM 0053		C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	\$ 1.2	NM 0057	√	C, NM	T-2	
NM20-29	111th Ave NM/Emergency Access Connection		NM 0058		Highland	T-2	
NM20-30	6th Street Sidewalk	\$ 0.4	NM 0059		C	T-2	
NM20-31	Elementary School Walk Route Enhancements	\$ 0.8	NM 0067	√	C	T-2	
NM20-32	Park Lane Pedestrian Corridor (Phase II)	\$ 1.3	NM 0064		C	T-2	
NM20-33	100th Avenue NE Bicycle Lanes	\$ 0.2	NM 0069		C	T-2	
NM20-34	12th Ave Sidewalk	\$ 0.4	NM 0066	√	C	T-2	
NM20-35	Annual Nonmotorized Program	\$ 4.0	NM 8888	√	C	T-2	
NM20-36	NE 104th St Sidewalk	\$ 1.8	NM 0061		C	T-2	
NM20-37	19th Ave Sidewalk	\$ 0.8	NM 0062		C	T-2	
	Sub-total Non-motorized	\$ 57.2					
ST20-1	118th Ave NE Roadway Extension	\$ 6.4	ST 0060		C, TL	T-4	
ST20-2	119th Ave NE Roadway Extension	\$ 5.6	ST 0061		C, TL	T-4	
ST20-3	120th Ave NE Roadway Improvements	\$ 9.0	ST 0063		C	T-1, T-4	√
ST20-4	124th Ave NE Roadway Improvements	\$ 10.0	ST 0059	√	C	T-1, T-4	√
ST20-5	124th Ave NE Roadway Widening Improvements	\$ 20.0	ST 0064		C	T-4	
ST20-6	132nd Ave NE Roadway Improvements	\$ 25.0	ST 0056		C	T-4	
ST20-7	98th Ave NE Bridge Replacement	\$ 10.0	ST 0055		C	T-4	
ST20-8	120th Ave NE Roadway Extension	\$ 16.0	ST 0073		TL	T-4	
ST20-9	NE 120th St Roadway Extension (east section)	\$ 4.7	ST 0057		C	T-1, T-4	√
ST20-10	120th Ave NE/Totem Lake Plaza Roadway Improvements	\$ 3.0	ST 0070		TL	T-4	
ST20-11	NE 130th Street Roadway Extension	\$ 10.0	ST 0062		C	T-4	
ST20-12	NE 120th St roadway Improvements (west section)	\$ 5.9	ST 0072		TL	T-4	
ST20-13	Annual Street Preservation Program	\$ 15.0	ST 0006	√	C	T-4	
ST20-14	NE 132nd St Rdwy Imprv - Phase I (west section)	\$ 1.4	ST 0077		C, 132	T-4	
ST20-15	NE 132nd St Rdwy Imprv - Phase II (mid section)	\$ 0.3	ST 0078		C, 132	T-4	
ST20-16	NE 132nd St Rdwy Imprv - Phase III (east section)	\$ 1.1	ST 0079		C, 132	T-4	
ST20-17	Annual Striping Program	\$ 1.5	ST 0080	√	C	T-4	
ST20-18	Annual Concurrency Street Improvements	\$ 4.0	ST 8888	√	C	T-4	√
ST20-19	Annual Street Pres Program - ONE-time Project	\$ 1.1	ST 0006	√	C	T-4	
	Sub-total Streets	\$ 150.0					
TR20-1	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.2	TR 0084		C	T-4	√
TR20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	\$ 6.9	TR 0067		C	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.6	TR 0065	√	C	T-4	
TR20-4	Totem Lake Blvd/120th Ave NE	\$ 2.8	TR 0099		C	T-4	
TR20-5	NE 124th St/I-405 Queue Bypass (EB to SB)	\$ 1.7	TR 0057		C	T1 T4 T5	√
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	\$ 5.3	TR 0088		C	BKR T1 T4	√
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$ 1.8	TR 0089		C	BKR T1 T4	
TR20-8	NE 85th St HOV/I-405 Queue Bypass	\$ 0.8	TR 0056		C	T1 T4 T5	√
TR20-9	Lake Wash Blvd/Northup Way Queue Bypass	\$ 6.6	TR 0068		C	T-4	
TR20-10.1	NE 116th St/I-405 Queue Bypass	\$ 7.3	TR 0072		C	T1 T4 T5	
TR20-10.2	NE 85th St/I-405 Queue Bypass	\$ 1.8	TR 0074		C	T1 T4 T5	
TR20-10.3	NE 70th St/I-405 Queue Bypass	\$ 1.7	TR 0073		C	T1 T4 T5	
TR20-10.4	NE 124th St/I-405 Queue Bypass (WB to NB)	\$ 1.3	TR 0075		C	T1 T4 T5	√
TR20-11.1	Kirkland Ave/Lake Street South				P20	T-4	

TR20-11.2	Lake Street South/2nd Ave South				P20	T-4	
TR20-11.3	Market Street/Central Way				P20	T-4	
TR20-11.4	Market Street/7th Avenue NE				P20	T-4	
TR20-11.5	NE 53rd Street/108th Ave NE				P20	T-4	
TR20-11.6	NE 60th Street/116th Ave NE				P20	T-4	
TR20-11.7	NE 60th Street/132nd Avenue NE				P20	T-4	
TR20-11.8	NE 64th Street/Lake Washington Blvd				P20	T-4	
TR20-11.9	NE 70th Street/120th Avenue NE or 122nd Avenue NE				P20	T-4	
TR20-11.10	NE 80th Street/132nd Avenue NE				P20	T-4	
TR20-11.11	NE 112th Street/124th Avenue NE				P20	T-4	
TR20-11.12	NE 116th Street/118th Avenue NE				P20	T-4	
TR20-11.13	NE 116th Street/124th Avenue NE	\$ 1.7	TR 0092		C	T-4	
TR20-11.14	NE 126th Street/132nd Place NE				P20	T-4	
TR20-11.15	NE 128th Street/Totem Lake Blvd				P20	T-4	
TR20-11.16	NE 100th Street/132nd Avenue NE				P20	T-4	
TR20-11.17	Market Street/Forbes Creek Drive				P20	T-4	
TR20-11.18	NE 112th Street/120th Avenue NE				P20	T-4	
TR20-11.19	Totem Lake Blvd/120th Avenue NE				P20	T-4	
TR20-12	NE 70th Street/132nd Ave NE Intersection Imp	\$ 4.6	TR 0086		C	T-4	√
TR20-13	Lake Wash Blvd/NE 38th Place Intersection Imp	\$ 0.5	TR 0090	√	C	T-4	
TR20-14	NE 124th St/124th Ave NE Intersection Imp	\$ 3.5	TR 0091		C	T-4	
TR20-15	NE 132nd Street/100th Ave NE Intersection Imp	\$ 3.0	TR 0083		C	T-4	√
TR20-16	Central Way/Park Place Center Traffic Signal	\$ 0.2	TR 0082	√	C	T-4	
TR20-17	NE 132nd Street/124th Ave NE Intersection Imp	\$ 5.7	TR 0096		C	T-4	√
TR20-18	NE 132nd Street/116th Way NE Intersection Imp	\$ 0.3	TR 0098		C	T-4	√
TR20-19	6th Street/Central Way Intersection Imp	\$ 3.6	TR 0100	√	C	T-4	
TR20-20	Central Way/4th Street Intersection Imp	\$ 0.03	TR 0103	√	C	T-4	
TR20-21	6th Street/4th Ave Intersection Imp	\$ 0.6	TR 0104	√	C	T-4	
TR20-22	Central Way/5th Street Intersection Imp	\$ 0.6	TR 0105		C	T-4	
TR20-23	6th Street/7th Ave Intersection Improvements	\$ 0.1	TR 0106		C	T-4	
TR20-24	Market Street/15th Ave Intersection Imp	\$ 0.6	TR 0107		C	T-4	
TR20-25	NE 85th Street/124th Ave NE Intersection Imp	\$ 0.9	TR 0108	√	C	T-4	
TR20-26	Totem Lake Plaza/Totem Lake Blvd Intersection Imp	\$ 1.5	TR 0109		C	T-4	
TR20-27	NE 132nd St/Juanita HS Access Road Intersection Imp	\$ 0.9	TR 0093		C	T-4	√
TR20-28	Totem Lake Plaza/120th Ave NE Intersection Imp	\$ 1.5	TR 0110		C	T-4	
TR20-29	NE 132nd St/108th Ave NE Intersection Imp	\$ 0.6	TR 0094		C	T-4	√
TR20-30	NE 132nd St/Fire Station Access Dr Intersection Imp	\$ 0.4	TR 0095		C	T-4	
TR20-31	NE 132nd St/132nd Ave NE Intersection Imp	\$ 0.9	TR 0097		C	T-4	√
TR20-32	NE 85th Street/132nd Ave NE Intersection Imp (Phase I)	\$ 0.5	TR 0078	√	C	T-4	
TR20-33	NE 85th Street/124th Ave NE Intersection Imp	\$ 0.1	TR 0080	√	C	T-4	
TR20-34	Annual Concurrency Traffic Improvements	\$ 0.6	TR 8888	√	C	T-4	√
TR20-35	Kirkland ITS Improvements – Phase I	\$ 2.0	TR 0111	√	C	T-4	
TR20-36	Kirkland ITS Improvements – Phase II	\$ 4.0	TR 0111 -1		C	T-4	
TR20-37	Downtown Pedestrian Safety Improvement - Central Way	\$ 0.0	TR 0112	√	C	T-4	

Sub-total Traffic \$ 73.8

Notes:

- (1) *10 Costs in thousands; Funded projects indexed for inflation
(2) C = CIP, NM = Non-Cap List, P20 = 20 year list, 132 = 132nd Street Masterplan (2008), Highland = Highlands Neighborhood Plan

replaces existing Table
CF-10

Table CF - 10
2022 Concurrency Transportation Projects List

Comp Plan ID Number	Project Description	Remaining Costs (1)	CIP Project Number	Funded in 6-yr CIP	Source Doc (2)	Comp Plan Goal	2022 Concurrency Project
ST20-3	120th Avenue NE, NE 128th Street to NE 132nd Street	\$ 0.9	ST 0063	No	C	T-1, T-4	√
ST20-4	124th Avenue NE, NE 116th Street to NE 124th Street	\$ 10.0	ST 0059	No	C	T-1, T-4	√
ST20-9	NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE	\$ 4.7	ST 0057-001	No	C	T-1, T-4	√
ST20-18	Annual Concurrency Street Improvements	\$ 4.0	ST 8888	Yes	C	T-4	√
TR20-1	100th Avenue NE / NE 124th Street	\$ 2.2	TR 0084	No	C	T-4	√
TR20-5	NE 124th Street and I-405, HOV Queue By-pass east to southbound	\$ 1.7	TR 0057	No	C	T-1, T-4, T-5	√
TR20-6	NE 85th Street / 120th Avenue NE	\$ 5.3	TR 0088	No	C	BKR, T-1, T-4	√
TR20-8	NE 85th Street and I-405, HOV Queue By-pass east to southbound	\$ 0.8	TR 0056	No	C	T-1, T-4, T-5	√
TR20-10.4	NE 124th Street / I-405 HOV Queue By-pass,westbound to northbound	\$ 1.3	TR 0075	No	C	T-1, T-4, T-5	√
TR20-11.19	Totem Lake Boulevard / 120th Avenue NE.	\$ 1.5	TR 0110	No	C	T-1, T-4, T-5	√
TR20-12	NE 70th Street / 132nd Avenue NE	\$ 4.6	TR 0086	No	C	BKR, T-1, T-4	√
TR20-15	NE 132nd Street / 100th Avenue NE	\$ 3.0	TR 0083	No	C	BKR, T-1, T-4	√
TR20-17	NE 132nd Street / 124 th Avenue NE	\$ 5.7	TR 0096	No	C, 132	T-4	√
TR20-18	NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405	\$ 0.3	TR 0098	No	C, 132	T-4	√
TR20-27	NE 132nd Street / Juanita High School Entry	\$ 0.9	TR 0093	No	C, 132	T-4	√
TR20-29	NE 132nd Street / 108th Avenue NE	\$ 0.6	TR 0094	No	C, 132	T-4	√
TR20-31	NE 132nd Street / 132nd Avenue NE	\$ 0.9	TR 0097	No	C, 132	T-4	√
TR20-34	Annual Concurrency Traffic Improvements	\$ 0.6	TR 8888	Yes	C	T-4	√

CONCURRENCY PROJECT LIST TOTAL ('10 Costs w/o INFLATION) \$ 49.00

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

AVERAGE ANNUAL CONCURRENCY PROKJECT EXPENDITURE \$ 4.08

Notes: Remaining costs with 2010 as "base year"

(1) '10 est.; PROJECTS ARE NOT INDEXED FOR INFLATION

(2) C = CIP, P20 - 20 year list, 132 = 132nd Street Masterplan (2008)

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

Table CF8 - Capital Facilities Plan: Transportation Projects

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 0111-001	Kirkland Intelligent Transportation System Implementation PH I
TR 0112	Downtown Pedestrian Safety Improvements – Central Way

Removed/Completed:

ST 0057
ST 0059
NM 0034
NM 0044
NM 0051
NM 0060
NM 0065
TR 0079
TR 0085
TR 0091

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

NM20-31	Removed 100 th Ave NE/NE 99 th Place Sidewalk (complete 2010) Replaced with <u>Elementary School Walk Route Enhancements</u>
NM20-33	Removed Central Way Pedestrian Enhancements (Phase II) (complete 2010) Replaced with <u>100th Ave NE Bicycle Lanes</u>
ST20-17	New – <u>Annual Striping Program</u>
ST20-18	New – <u>Annual Concurrency Street Improvements</u>
ST20-19	New - <u>Annual Street Preservation Program One Time Project</u>
TR20-4	Removed NE 68 th St/108 th Ave NE Intersection Improvements (complete 2010) Replaced with <u>Totem Lake Blvd/120th Ave NE</u>
TR20-11.5	Moved Market Street /15 th Ave Intersection Improvements to TR20-24 Replaced with NE 53 rd Street/108 th Ave NE
TR20-11.6	Changed to NE 60 th Street/116 th Ave NE (Projects numbered TR20-11.6 through TR20-11.17 all moved up one number)
TR20-11.7	Changed to NE 60 th Street/132 nd Ave NE
TR20-11.8	Changed to NE 64 th Street/Lake Washington Blvd.
TR20-11.9	Changed to NE 70 th Street/120 th Ave NE or 122 nd Ave NE
TR20-11.10	Changed to NE 80 th Street/132 nd Avenue NE
TR20-11.11	Changed to NE 112 th Street/124 th Avenue NE
TR20-11.12	Changed to NE 116 th Street/118 th Avenue NE
TR20-11.13	Changed to NE 116 th Street/124 th Avenue NE
TR20-11.14	Changed to NE 126 th Street/132 nd Place NE
TR20-11.15	Changed to NE 128 th Street/Totem Lake Blvd
TR20-11.16	Changed to NE 100 th Street/132 nd Avenue NE
TR20-11.17	Changed to Market Street/Forbes Creek Drive

TR20-11.18	Changed to NE 112 th Street/120 th Avenue NE (Project 132 nd /Totem Lake Blvd has merged with TR20-18)
TR20-11.19	Changed to Totem Lake Blvd/120 th Avenue NE (Moved Market Street/Forbes Creek to TR20-11.17)
TR20-11.20	No longer using this number, moved project to TR20-11.18
TR20-11.21	No longer using this number, moved project to TR20-11.19
TR20-17	Moved 132 nd Street/108 th Ave. NE Intersection Improvements to TR20-29 Replaced with NE 132 nd Street/124 th Ave NE Intersection Improvements
TR20-18	Moved NE 132 nd Street/Fire Station #27 Access Improvements TR20-30 Replaced with NE 132 nd Street/116 th Way NE Intersection Improvements
TR20-19	Moved NE 132 nd Street/124 th Ave NE Intersection Improvements to TR20-17 Replaced with <u>6th Street/Central Way Intersection Improvements</u>
TR20-20	Moved NE 132 nd St/132 nd Ave NE Intersection Improvements Replaced with <u>Central Way/4th Street Intersection Improvements</u>
TR20-21	NE 132 nd Street/116 th Way NE Intersection moved to TR20-18 Replaced with <u>6th Street/4th Ave Intersection Improvements</u>
TR20-22	New – <u>Central Way/5th Street Intersection Improvements</u>
TR20-23	New – <u>6th Street/7th Ave Intersection Improvements</u>
TR20-24	Market Street/15 th Ave Intersection Improvements, moved from TR20-11.5)
TR20-25	New – <u>NE 85th Street/124th Ave NE Intersection Improvements (NB-EB)</u>
TR20-26	New – <u>Totem Lake Plaza/Totem Lake Blvd Intersection Improvements</u>
TR20-27	NE 132 nd St/Juanita HS Access Road Intersection, moved from TR20-16
TR20-28	New - <u>Totem Lake Plaza/120th Ave NE Intersection</u>
TR20-29	NE 132 nd St/108 th Ave NE Intersection, moved from TR20-17
TR20-30	NE 132 nd St/Fire Station Access Drive Intersection, moved from TR20-18
TR20-31	NE 132 nd St/132 nd Ave NE Intersection, moved from TR20-20
TR20-32	NE 85 th Street/132 nd Ave NE Intersection (Phase I), moved from TR20-7
TR20-33	New – <u>NE 85th Street/124th Ave NE Intersection Improvements</u>
TR20-34	New – <u>Annual Concurrency Traffic Improvements</u>
TR20-35	New – <u>Kirkland ITS Improvements Phase I</u>
TR20-36	New – <u>Kirkland ITS Improvements Phase II</u>
TR20-37	New – <u>Downtown Pedestrian Safety Improvement – Central Way</u>

Table CF10 - 2022 Concurrency Transportation Projects List

ST20-18	New – <u>Annual Concurrency Street Improvements</u>
TR20-4	Removed NE 68 th St/108 th Ave NE Intersection Improvements
TR20-11.24	Totem Lake Blvd/120 th Ave NE moved to TR20-11.19 TR20-11.24 no longer in use
TR20-14	Removed NE 124 th St/124 th Ave NE Intersection, this number no longer in use
TR20-16	NE 132 nd St/Juanita HS Access moved to TR20-27, TR20-16 no longer in use
TR20-17	NE 132 nd St/108 th Ave NE Intersection moved to TR20-29 Replaced with 132 nd St/124 th Ave NE
TR20-19	NE 132 nd St/124 th Ave NE moved to TR20-17, TR20-19 no longer in use
TR20-20	NE 132 nd St/132 nd Ave NE moved to TR20-31, TR20-20 no longer in use
TR20-27	NE 132 nd St/Juanita High School Entry
TR20-29	NE 132 nd St/108 th Ave NE
TR20-31	NE 132 nd St/132 nd Ave NE
TR20-34	New – <u>Annual Concurrency Traffic Improvements</u>

Table CF10A - Capital Facilities Plan: Utility Projects

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

Removed/Completed:

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

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

New Projects:

- SD 0059 Totem Lake Blvd Flood Control Measures

Removed/Completed:

- SD 0065

MODIFICATIONS TO TABLE T-5 FROM 2009 TO 2010

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

*aboln 9/28/10 3:00 pm***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 122nd Avenue NE, between NE 70th Street and NE 75th Street.
- NM20-9** Walk Route Enhancements ***NEW***
(Previously 116th Avenue NE Sidewalk - Project completed 2010)
- Location:** 104th Ave NE/NE 68th St (Lakeview School Walk Route)
- Description:** Install approximately 355 lineal feet of curb, gutter, sidewalk and planter strip along north side of NE 67th Street and west side of 104th Ave NE. Upgrade ADA ramps at NE 67th Street/103rd Ave NE, NE 68th Street/104th Ave NE and mid-block crosswalk on NE 68th Street at Lakeview Elementary. Install RRFB pedestrian activated lighted crosswalk at mid-block crosswalk. The project will complete critical non-motorized facilities to safely get students to and from Lakeview Elementary School; a 2010 Safe Routes to School Grant 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". Revised description: "The 6th Street Sidewalk will construct 5 foot wide sidewalk along the north side of 6th St from Kirkland Ave to approximately 180 feet south to connect into existing sidewalk. In addition, approximately 135 ft of 5 ft sidewalk will be constructed along Kirkland Ave to connect two missing sections of sidewalk and allow pedestrians to walk past an existing power pole and fire hydrant which are currently obstructing the walkway. Two existing sidewalk ramps will be upgraded to meet the requirements of the Americans with Disabilities Act, and two new sidewalk ramps will be constructed to connect the new sidewalk segments. The use of porous concrete will be used for the new sidewalks and storm drain improvements will be made as required. Candidate CIP project NM 0059, included as a part of annual non-motorized program NM 8888."

- 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** 100th Avenue NE Bicycle Lanes ***NEW***
(Previously Central Way Pedestrian Enhancements - Completed 2010)
- Location:** 100th Avenue from NE 124th Street to NE 132nd Street
- Description:** Install bicycle lanes on 100th Avenue NE from NE 124th Street to NE 132nd Street. The new lanes will be accommodated by restriping the existing pavement and narrowing the existing auto lanes. Two landscaped medians will have to be narrowed to accomplish the restriping. In-pavement flashing light heads will be in auto wheel paths with the reconfigured lanes and therefore will be replaced. Detector loops at traffic signals will also need to be replaced to accommodate the new lane configuration.
- 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."

ST20-9 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 85th Street

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

Intersection Improvements

TR20-3 Moved from Unfunded to Funded.

TR20-4 Intersection Improvements ***NEW***

(Previously 68th & 108th Intersection Improvements – completed 2010)

Location: Totem Lake Way / 120th Avenue NE

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

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

TR20-11.5 Was Market Street/15th which has been removed. Replaced with NE 53rd Street/108th Avenue NE (shifted up from TR20-11.6)

(11.6-11.17 all shifted up one number from the previous Table T5)

TR20-11.6 NE 60th Street/116th Avenue 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 (northbound dual left turn TR 0092)
- TR20-11.14** NE 126th Street/132nd Place NE
- TR20-11.15** NE 128TH Street/Totem Lake Boulevard
- 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 (was 132nd Street/Totem Lake Blvd which is included in TR20-18)
- TR20-11.19** Totem Lake Boulevard/120th Avenue NE (was Market and Forbes which moved up two spaces)
- TR20-11.20** This number no longer in use (project moved to 11.18)
- TR20-11.21** This number no longer in use (project moved to 11.19)
- 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 (was "Traffic Signal" which is complete)
Location: 124th Avenue NE at NE 124th Street – Phase III (same location, but phase III)
Description: Revised 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** Changed to "Funded".
- TR20-17** Location: NE 132nd Street/124th Avenue NE
- TR20-20** Intersection Improvements ***NEW***
Location: Central Way/4th Street
Description: Extend two-way-left turn by moving crosswalk to Park Place Signal. Funded CIP project TR 0103.
- TR20-22** Intersection Improvements ***NEW***
Location: Central Way/5th Street
Description: Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0105.

- 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.
- TR20-26** Intersection Improvements ***NEW***
Location: NE 132nd Street / 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.
- TR20-29** Intersection Improvements ***NEW***
Location: NE 132nd Street / 108th 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 132nd Street / Fire Station Access
Description: Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.
- TR20-31** Intersection Improvements ***NEW***
Location: NE 132nd St/132nd Ave NE
Description: Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.
- TR20-32** Intersection Improvements ***NEW***
Location: NE 85th St/132nd Ave NE
Description: Phase 1. Extend the southbound to eastbound left-turn lane pocket. Construct a northbound to eastbound right-turn lane, and extend the westbound to northbound right-turn lane (by Redmond). Sound Transit has contributed \$860,000 towards the cost of the westbound right-turn lane. Funded CIP project TR 0078.
- TR20-33** Intersection Improvements ***NEW***
Location: NE 85th St/124th Ave NE
Description: Construct two eastbound to northbound left-turn lanes as part of a Sound Transit Route 540 corridor improvement. The installation of a northbound 124th Ave NE taper will provide for a bike lane, wide planter strip with landscaping, and a new sidewalk. Funded CIP project TR 0080.
- TR20-34** Annual Concurrency Traffic Improvements ***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. Funded CIP project TR 8888.

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. Funded CIP project TR 0111 000.

TR20-36 Kirkland ITS Improvements – Phase II *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. Unfunded CIP Project TR 0111 001.

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

Location: Various Central Downtown signalized intersection crosswalks

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

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

XIV. IMPLEMENTATION STRATEGIES

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

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.

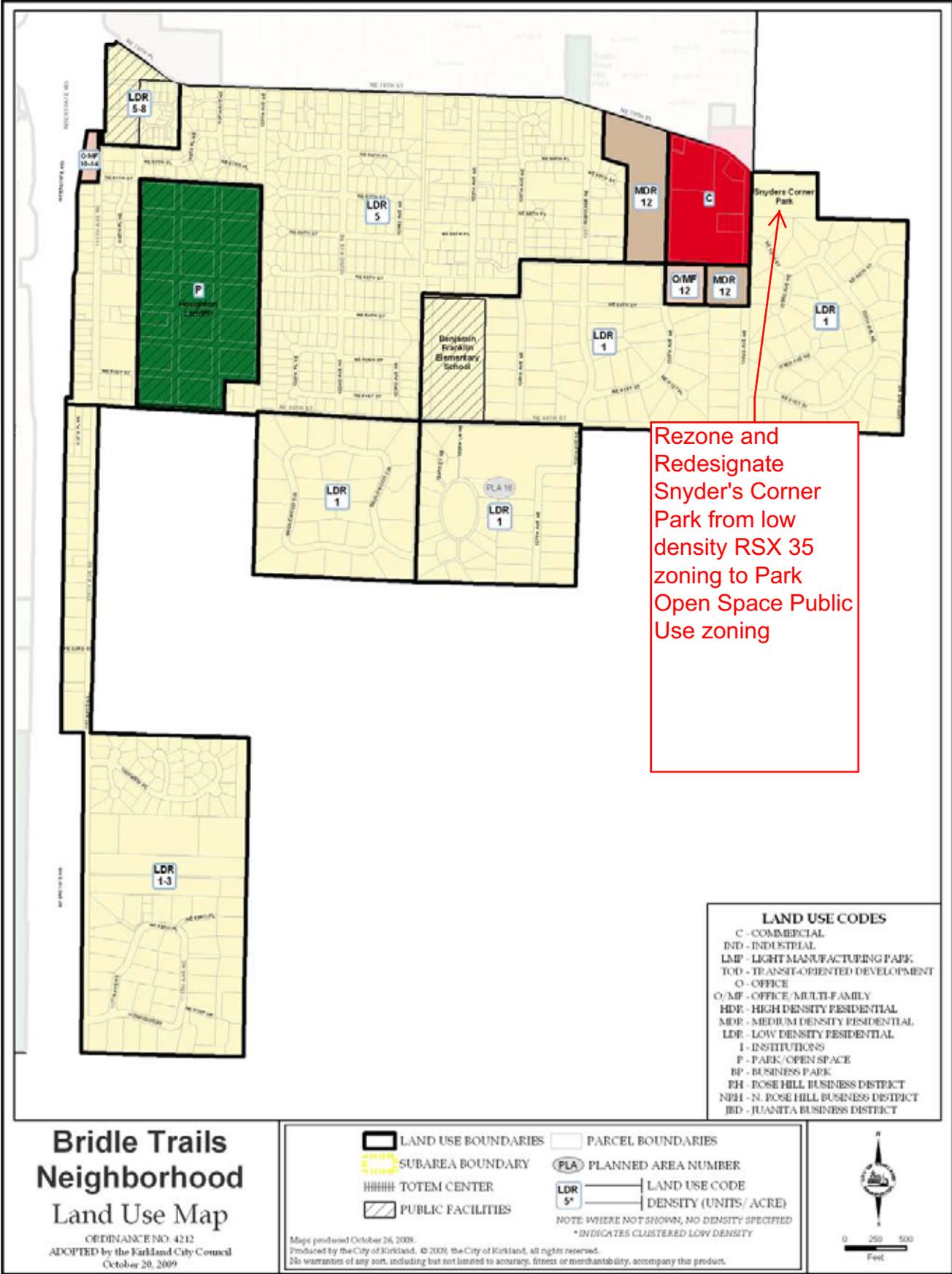


Figure BT-1: Bridle Trails Land Use

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.

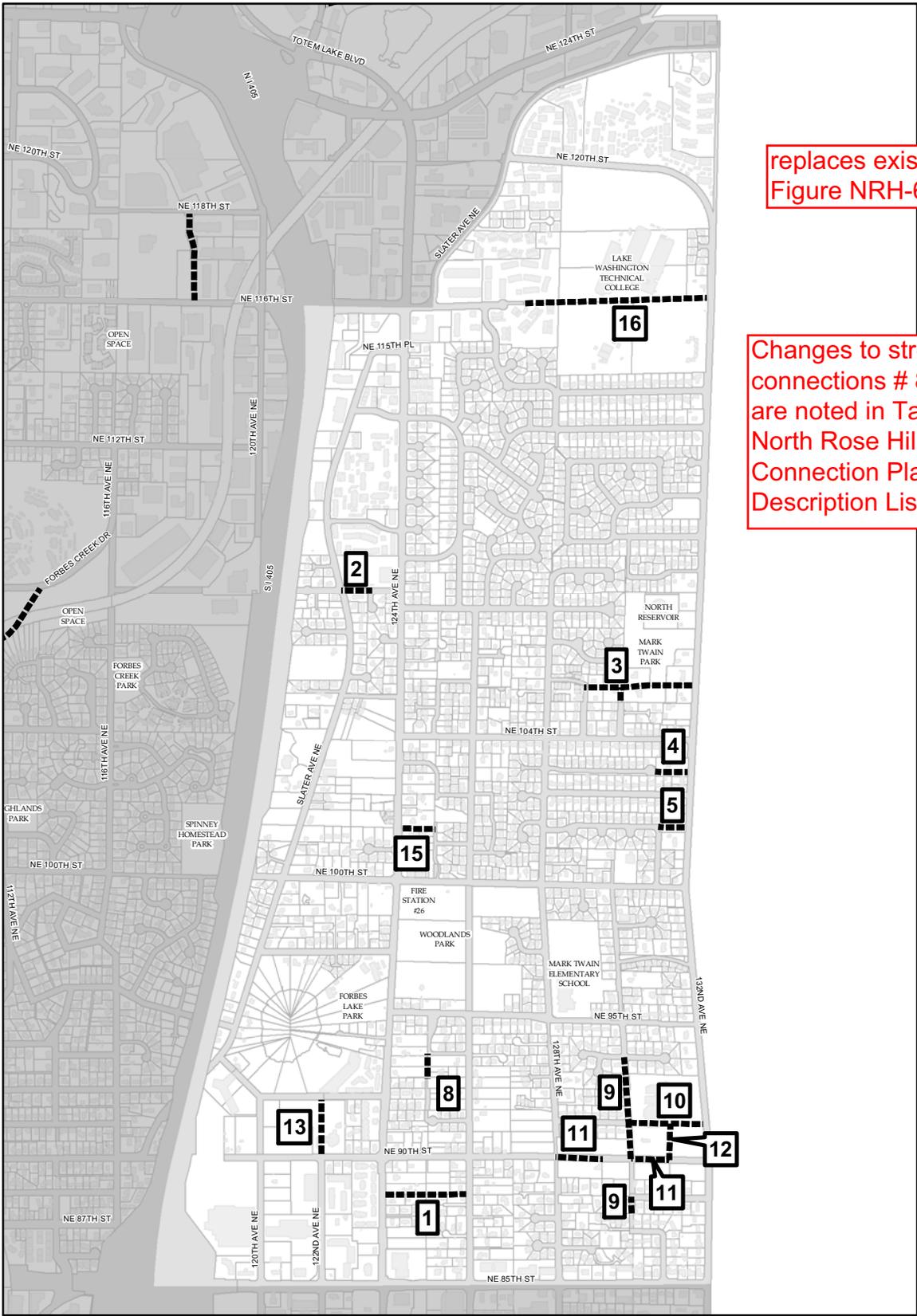
A density of 12 dwelling units per acre is also designated for properties along State Street, south of Planned Area 6 (Figure MB2). This designation is consistent with densities of existing development as well as with densities permitted along State Street to the north and south. Lands on the east side 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.

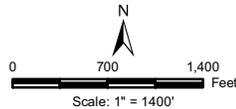
As specified in the Shoreline [Area Master Program](#) Chapter of this Plan, new residential structures constructed waterward of the high water line are not permitted. Additional standards governing new multifamily development can be found in the Shoreline [Master Program Area Chapter of this Plan](#).



replaces existing Figure NRH-6

Changes to street connections # 8,10, and 11 are noted in Table NRH-1: North Rose Hill Street Connection Plan Description List

- - - Potential Street Connections
 Building Footprints



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Figure NRH-6: North Rose Hill Street Connection Plan

XV.F. North Rose Hill Neighborhood

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

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

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 A – LEVEL OF SERVICE METHODOLOGY

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be “adequate” (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). This is noted in Goal 12 which states:

Public facilities and services. Ensure that those public facilities and services necessary to support development are available for occupancy and use without decreasing current service levels below locally established minimum standards.

The City has an adopted CFE and development regulations to implement the plan. The development regulations provide detailed rules and procedures for implementing the requirements of the plan, including concurrency management procedures that ensure sufficient public facility capacity is available for each proposed development.

The Capital Facilities Element of the Comprehensive Plan must be updated on a regular basis. The update should occur in conjunction with review of the City’s six-year Capital Improvement Program and budget. The update should be completed before the City’s budget is adopted in order to incorporate the capital improvements from the updated CFE in the City’s annual budget.

The level of service standards adopted in this element ~~were~~ are based on an extensive inventory of capital facilities and the forecasted need based on growth. ~~Included are a~~ six-year plan ~~is included~~ which identifies the projects ~~as well as the, their~~ costs and funding sources. ~~There is also a list of transportation projects over a 12-year period in time. and a financing plan for an additional four years showing funded projects associated with specific proposed development activities.~~ Policies within the Plan ensure that there are several options to choose from if the probable funding falls short of meeting the needs.

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

NOTICE OF AVAILABILITY

September 10, 2010

The City of Kirkland has issued an addendum to the Draft and Final Environmental Impact Statements for the 2004 Kirkland Comprehensive Plan. The Draft and Final EIS's were issued on July 1, 2004 and October 15, 2004 respectively. **The subject of the EIS addendum is the City Initiated Comprehensive Plan Amendments (CPA) for 2010, pursuant to Chapters 130, 140 and 160 KZC - Process IV.** File No. ZON10-00001.

The City annually updates the city-wide element chapters of the Comprehensive Plan to revise the Capital Facilities Plan (CFP) in the Capital Facilities Element chapter and various tables and figures in the Transportation Element chapter to be consistent with annual changes to the Capital Improvement Plan (CIP). In addition, various city wide element chapters and neighborhood plan chapters are updated to revise out of date information, and to reflect any changed conditions.

1. The 2010 City initiated draft amendments to the Kirkland Comprehensive Plan Capital Facilities and Transportation Elements address the newly adopted 6 year CIP for the period of 2011-2016.
2. A new Comprehensive Plan chapter entitled "Shoreline Area" is added as a result of the state mandated update to the Kirkland Shoreline Master Program pursuant to RCW 90.58 and WAC173-26. The Vision Statement, Framework Goals, various Elements and three Neighborhood Plans now incorporate proposed references to the Shoreline Area chapter and integrate its goals and policies.
3. Text in the Natural Resources and Transportation Elements address state legislation that requires policies to support Electric Vehicle Infrastructure.
4. Throughout the Plan text amendments that do not involve significant policy issues are incorporated to address the Kingsgate, North Juanita, and Finn Hill Annexation, which is effective June 1, 2011. Additionally, the adopted land use map for the annexation area is incorporated on the City's Land Use Map. Finally, neighborhood boundaries in the Annexation Area are reflected on existing functional Maps.
5. Terms used in the Historic Resources section of the Community Character Element clarify the hierarchy of various historic resources.
6. Transportation Tables are revised to reflect the transfer of NE 85th Street from the State to the City of Kirkland.
7. A new Public Service Element policy incorporates sustainability goals and policies added to other chapters of the Plan in 2009 and bring it into consistency with the King County Comprehensive Solid Waste Plan update.
8. Proposed changes to the Kirkland Zoning Map and Land Use Map address the Snyder's Corner Park rezone from low density residential to public use, to be consistent with its existing undeveloped park use. 7
9. Various minor changes to the Plan are proposed, which are non policy related. Examples include; minor edits to the Transportation Element tables and Capital Facilities Element text to clarify the funded or unfunded status of various project lists; revisions to the North Rose Hill Street Connection Plan map to be consistent with the corresponding Street Connection Description List updated in 2009 to acknowledge changed conditions on the ground, and elimination of references to Kirkland's' potential annexation area, since all areas have been annexed. Finally, throughout the Plan references to the "Nonmotorized" Transportation Plan are changed to "Active" Transportation Plan to reflect the emphasis on bicycle and pedestrian mobility that this plan is meant to convey.

10.

The following steps will occur in the City of Kirkland's review of this proposal: Public Hearing conducted by the Planning Commission on October 14, 2010; and tentative date for decision and action by City Council in December 2010. All dates are subject to change.

If you wish to receive a copy of the proposed 2010 City Initiated CPA or the EIS Addendum, or have any questions, please contact Joan Lieberman-Brill, Kirkland Senior Planner at (425) 587-3254. You may also send requests for copies via e-mail, at jbrill@ci.kirkland.wa.us.

Fact Sheet

Action Sponsor and Lead Agency	City of Kirkland Department of Planning and Community Development
Proposed Action	Legislative adoption of the 2010 Comprehensive Plan Amendments and related Zoning Map changes , pursuant to Chapters 130, 140, and 160 KZC (Process IV).
Responsible Official	signed original in file Eric R. Shields, AICP Planning Director
Contact Person	Joan Lieberman-Brill AICP Senior Planner, City of Kirkland (425) 587-3254 or at jbrill@ci.kirkland.wa.us
Required Approvals	Adoption by Kirkland City Council Final Action by Houghton Community Council for amendments within its jurisdiction.
Location of Background Data	File ZON10-00001 City of Kirkland Department of Planning and Community Development 123 Fifth Avenue Kirkland, WA 98033
Date of Issuance	September 10, 2010

City of Kirkland

2010 Comprehensive Plan and Zoning Map Amendments

EIS Addendum dated July 10, 2010

File No. ZON10-00001

I. Background

The City of Kirkland proposes to **amend the Comprehensive Plan and Zoning Map**. The amendments will be reviewed using the Chapter 160 KZC, Process IV with adoption by City Council and final action by the Houghton Community Council for amendments within their jurisdiction.

This Environmental Impact Statement (EIS) Addendum is intended to fulfill the environmental requirements pursuant to the State Environmental Policy Act (SEPA) for the proposed Comprehensive Plan and Zoning Map amendments.

II. EIS Addendum

According to the SEPA Rules, an EIS addendum provides additional analysis and/or information about a proposal or alternatives where their significant environmental impacts have been disclosed and identified in a previous environmental document (WAC 197-11-600(2)). An addendum is appropriate when the impacts of the new proposal are the same general types as those identified in the prior document, and when the new analysis does not substantially change the analysis of significant impacts and alternatives in the prior environmental document (WAC 197-11-600(4)(c) -625, and -706.

The City published a Draft and Final EIS on its Comprehensive Plan 10 year update in 2004. This EIS addressed the 2004 Comprehensive Plan, Zoning Code and Zoning Map updates required by the Washington State Growth Management Act (GMA). Elements of the environment addressed in this EIS include population and employment growth, earth resources, air quality, water resources, plants and animals, energy, environmental health (noise, hazardous materials), land use, socioeconomics, aesthetics, parks/recreation, transportation, and public services/utilities.

This addendum to the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* is being issued pursuant to WAC 197-11-625 to meet the City's SEPA responsibilities. The EIS evaluated plan alternatives and impacts that encompass the same general policy direction, land use pattern, and environmental impacts that are expected to be associated with the proposed amendments to the Comprehensive Plan and Zoning Map discussed herein. While the specific location, precise magnitude, or timing of some impacts may vary from those estimated in the 2004 EIS, they are still within the range of what was evaluated and disclosed there. No new significant impacts have been identified.

III. Non-Project Action

Decisions on the adoption or amendment of Comprehensive Plans and zoning regulations are referred to in the SEPA rules as “non-project actions” (WAC 197-11-704(2)(b)). The purpose of an EIS in analyzing a non-project action is to help the public and decision-makers identify and evaluate the environmental effects of alternative policies, implementation approaches, and similar choices related to future growth. While plans and regulations do not directly result in alteration of the physical environment, they do provide a framework within which future growth and development – and resulting environmental impacts – will occur. Both the adoption of the Comprehensive Plan evaluated in the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* and eventual action on the 2010 amendments to the Comprehensive Plan and Zoning Map are “non-project actions”.

IV. Environmental Analysis

The *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* evaluated the environmental impacts associated with adoption of proposed policies and land use designations. The plan’s policies are intended to accomplish responsibilities mandated by the Washington State Growth Management Act (GMA), and to mitigate the impacts of future growth. In general, environmental impacts associated with the proposed 2010 Comprehensive Plan Amendments and related Zoning Map Amendment are similar in magnitude to the potential impacts disclosed in the *2004 Comprehensive Plan EIS*. As this proposal is consistent with the policies and designations of the Comprehensive Plan and the environmental impacts disclosed in the *Comprehensive Plan EIS*, no additional or new significant impacts beyond those identified in the EIS for the Comprehensive Plan are anticipated.

V. Description of the Proposed Amendments to the Comprehensive Plan and Zoning Map

The 2010 Comprehensive Plan amendments and Zoning Map changes are as follows:

1. Capital Facilities Plan tables and Transportation Element maps and tables revised to reflect the 2011- 2016 Capital Improvement Program

The City will adopt the Capital Improvement Program (CIP) in December 2010 for funding and timing of projects as a result of the 2010 budget. Since this was a minor CIP update year and there are major budget constraints, there will be minor adjustments to the 2022 transportation project list as well as minor revisions to all the other Capital Facilities Plan and Transportation Element maps and tables to reflect the limited changes to the CIP.

2. Kingsgate, North Juanita, Finn Hill Annexation

This annexation will take effect on June 1, 2011. The approximately 7 square mile area will increase the population of Kirkland by approximately 33,000. The City is beginning the multi-year effort of updating the Comprehensive Plan with text and map amendments to the general elements. This year’s Plan amendments do not involve significant policy issues, except proposed neighborhood boundary changes, which may be considered significant to the affected residents, depending on the outcome. A number of options are included in the attachment to this addendum. Adoption of the land use map and zoning was completed as part of the annexation process.

The impacts of annexation were assessed in an addendum to the *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* during the review process for the annexation land use map and zoning, adopted on July 21, 2009. The proposed changes with this cycle of Comprehensive Plan amendments further implements the adopted land use and zoning with text to explain the land use and zoning of the Annexation Area.

3. Update of Public Services Element

a. Integrate sustainability policies.

New Policy PS 2.2 addresses reducing, reusing and recycling building materials to reduce the waste stream. This amendment is the result of sustainability goals and policies adopted in 2009 in the Framework Goals and Natural Environment Element of the Plan.

b. Integrate King County Solid Waste Management Plan.

Revisions replace outdated text in existing Policy P.S. 2.1 to bring it in line with the 2010 King County Comprehensive Solid Waste Management Plan slated for adoption in 2010. The Plan focuses on new targets for waste generation.

4. Amended Comprehensive Plan and Zoning maps to reflect Snyder's Corner Park rezone.

The proposed rezone of the four acre Snyder's Corner Park from low density residential, 1 dwelling unit per acre (RSX 35) to Park Open Space public use (P) to reflect existing use requires the corresponding Bridle Trails Neighborhood land use map, the citywide land use map, and the Zoning map to be revised.

5. New Shoreline Area Chapter.

The state mandated update of our Shoreline Master Program (SMP) contains goals, policies, associated performance standards and administrative processes pursuant to RCW 90.58 and WAC173-26. Adoption of the updated Kirkland SMP occurred in August, 2010. In order to implement the objective of the state law to integrate the Comprehensive Plan and Shoreline Master Program, the SMP goals and policies are proposed to be located in the Comprehensive Plan. The new Comprehensive Plan chapter is entitled "Shoreline Area". The performance standards and administrative processes will be located in the Kirkland Zoning Code.

The Vision Statement, Framework Goals, various Elements and three Neighborhood Plans contained in the Comprehensive Plan incorporate proposed references to the Shoreline Area chapter and integrate its goals and policies.

6. Community Character Element Historic Resources Revisions

To provide clarity, terminology used in the Historic Resources section of the Community Character Element is revised and simplified. The term historic "properties" is replaced

with “buildings, structures, sites and objects”, which more accurately reflects the physical objects being described. The proposal also clarifies the hierarchy of historic resources and explains that all buildings, structures sites and objects recognized by the City are subject to State Environmental Policy Act (SEPA) review, and clarifies that some are subject to zoning review while others are subject to review by the Kirkland Landmark Commission. Proposed changes will allow easier administration of zoning regulations.

7. Housekeeping Amendments

a. Nonmotorized Transportation Plan rename

Throughout the Plan, all references to the Nonmotorized Transportation Plan are changed to Active Transportation Plan. This document has been renamed to convey its emphasis on bicycle and pedestrian mobility. It was adopted in 2009 to replace the 2001 Nonmotorized Transportation Plan.

b. North Rose Hill Plan Street Connection update

The North Rose Hill Street Connection map, Figure NRH- 6, is revised to be consistent with the corresponding Street Connection Plan Description List updated in 2009, which reflects the current status of completed or revised street connections.

c. Transportation Element revision

Transportation Tables Table T-6 and T-7 eliminate references to NE 85th Street as a state route. This change reflects the transfer of ownership from the State to the City of Kirkland (and Redmond) effective June 2010. The transfer allows more autonomy for work undertaken by the City to improve this arterial. With the 85th Street projects, had it remained a state highway, the City would have to pay well in excess of \$10,000 to the state to review our channelization plans, approve them, and the cumbersome process of obtaining deviations from highway rules to suit our suburban corridor was very problematic. Projects are scheduled to begin summer 2010.

d. Capital Facilities Element

Various Capital Facilities text edits update and clarify current conditions including clarifying the funding status of various capital facilities Tables, updates the Functional and Management Plans Table to reflect the current CIP program cycle and eliminating Goal CF-7, which addresses Kirkland’s Potential Annexation Area that no longer exists.

VI. Public Involvement

The Planning Commission and Houghton Community Council held a joint study session on August 12, 2010. The Planning Commission will hold a public hearing on October 14, 2010 on the 2010 City Initiated Comprehensive Plan Amendments. Hearings are advertised in the Seattle Times, via the City’s cable channel and on a public notice signboard at the site in the Bridle Trails Neighborhood where the Snyder’s Corner Park rezone is proposed.

Public notice of the amendments and the public hearings are being provided in accordance with State law. The City Council will take final action on the proposal on December 7, 2010. All dates are subject to change.

VII. Conclusion

This EIS Addendum fulfills the environmental review requirements for the proposed **amendments to the Comprehensive Plan and Zoning Map**. The impacts of the proposal are within the range of impacts disclosed and evaluated in the *2004 City of Kirkland Draft and Final Comprehensive Plan 10-year Update EIS* ; no new significant impacts have been identified. Therefore, issuance of this EIS Addendum is the appropriate course of action.

Attachments:

- Proposed City Initiated 2010 Comprehensive Plan Amendments and related Zoning Map change

Cc: Dept. of Ecology, CTED, and File No. ZON10-00001