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

MEMORANDUM

DATE: January 17, 2013

TO: Houghton Community Council

FROM: Joan Lieberman-Brill, AICP, Senior Planner
Jeremy McMahan, AICP, Planning Supervisor
Paul Stewart, AICP, Deputy Director
Eric Shields, AICP, Director

SUBJECT: 2012 Annual City Initiated Comprehensive Plan Amendments (Files ZON12-00001 - General Amendments, ZON11-00042 – Commercial Code & Plan Amendments)

RECOMMENDATION

Consider enclosed Resolution 2013-1 to approve the 2012 cycle of annual Comprehensive Plan Amendments, adopted by Ordinances 4388 and 4389 on December 11, 2012 by the Kirkland City Council. Ordinance 4388 adopts the general City initiated 2012 Comprehensive Plan amendments. Ordinance 4389 adopts the City initiated amendments related to the Commercial Codes and Plans project.

BACKGROUND DISCUSSION

On December 11, 2012, the Kirkland City Council adopted O-4388 and O-4389, consistent with the recommendations of the Planning Commission and Houghton Community Council.
All amendments are included as attachments to the Ordinances (Attachments 1 and 2).

General Amendments
On September 24 and 27, 2012 respectively, the Houghton Community Council (HCC) and Planning Commission (PC) held study sessions on the 2012 general Comprehensive Plan Amendments (CPA), and were in agreement with the proposed 2012 amendments. Following the joint PC and HCC public hearing on November 8, both bodies again unanimously recommended adoption.

The 2012 general amendments are primarily minor housekeeping amendments, with the exception of annual updates to the Capital Facilities Plan to bring it into consistency with the adopted 2013-2018 CIP, and new hazardous liquid pipeline policies supporting recently adopted Zoning Code pipeline regulations.

Commercial Codes & Plan Amendments

The Planning Commission held six study sessions and a June 28, 2012 public hearing on the Commercial Code and Plan amendments. The proposed Comprehensive Plan amendments that fall within the jurisdiction of the Houghton Community Council were reviewed briefly at the September 23 and October 15, 2012 HCC meetings and reviewed in detail at the November 8, 2012 joint public meeting. Following the meeting, the Community Council recommended adoption of the amendments.

Although the intention of the November 8th joint meeting was to allow the HCC to review these amendments at a public hearing, the public notice for the hearing only included a description of the general amendments (discussed above) and inadvertently left off a description of the amendments related to the Commercial Codes & Plan project. Staff points this out because, pursuant to KZC Section 160.50, the Community Council may consider a proposal at a public meeting or elect to hold a public hearing. The November 8th joint meeting did not constitute a public hearing on these amendments due to the lack of specific public notice.

If the Community Council would prefer to hold a public hearing prior to taking action on the amendments, the hearing could be scheduled for the February meeting. The effect would be that those Plan amendments that fall within HCC jurisdiction would not be in effect, pending further HCC consideration. The following is a reminder of changes within HCC jurisdiction:

- Delete Residential Market reference to Super 24 site in Lakeview Neighborhood (notice of the November 8, 2012 meeting was sent to the owner of this property but no comment was received)
- Amend definition of Residential Market (only relevant if HCC were to retain designation for Super 24 site)
- Clarify policy (LU-5.9) related to other markets in residential areas

Attachments

1. Ordinance 4388
2. Ordinance 4389

Cc:

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

ORDINANCE O-4388

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

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

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

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

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

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

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

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

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

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

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

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

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

Passed by majority vote of the Kirkland City Council in open meeting this 11th day of December, 2012.

Signed in authentication thereof this 11th day of December, 2012.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

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

Non-motorized Improvements

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

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

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

NM20-2 Non-motorized Facilities

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

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

NM20-3 Sidewalk

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

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

NM20-4 Pedestrian/Bicycle Facility

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

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

NM20-5 Sidewalk

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

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

NM20-6 Sidewalk

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

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

NM20-7 Non-motorized Facilities

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

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

NM20-8 Sidewalk

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

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

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

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

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

NM20-10 Bike Lane

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

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

NM20-11 Sidewalk

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

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

NM20-12 Sidewalk

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

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

NM20-13 Sidewalk

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

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

NM20-14 Sidewalk

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

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

NM20-15 Pedestrian/Bicycle Bridge

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

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

NM20-16A Sidewalk

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

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

NM20-16B Sidewalk

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

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

NM20-17 Pathway/Sidewalk

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

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

NM20-18 Pedestrian Facility

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

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

NM20-19 Pedestrian/Bicycle Facility

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

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

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

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

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

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

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

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

NM20-23 Sidewalk

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

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

NM20-24 Sidewalk

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

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

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

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

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

NM20-26 Sidewalk

Location: Kirkland Way from 8th Street to Ohde Avenue

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

NM20-27 Sidewalk

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

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

NM20-28 Annual Sidewalk Maintenance Program

Location: Citywide

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

NM20-29 Nonmotorized/Emergency Access Connection

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

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

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

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

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

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

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

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

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

NM20-32 Pedestrian Enhancements

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

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

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

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

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

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

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

~~**Kirk Elementary School**~~

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

NM 20-35 Annual Non-Motorized Program

Location: City wide

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

NM 20-36 Sidewalk

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

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

NM 20-37 Sidewalk

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

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

NM 20-38 Sidewalk

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

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

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

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

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

NM 20-40 Non-motorized Facilities

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

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

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

NM 20-41 Non-motorized Facilities

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

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

N20-42 Non-motorized Facilities

Location: City-wide

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

NM20-43 Non-motorized Facilities

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

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

NM20-44 Non-motorized Facilities

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

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

NM20-45 Non-motorized Facilities

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

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

NM20-46 Non-motorized Facilities

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

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

NM20-47 Non-motorized Facilities

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

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

NM20-48 Non-motorized Facilities

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

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

Street Improvements

ST20-1 New Street

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

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

ST20-2 New Street

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

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

ST20-3 Street Widening

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

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

ST20-4 Street Widening

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

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

the annual concurrency street improvements ST 8888.

ST20-5 Street Widening

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

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

ST20-6 Street Widening

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

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

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

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

ST20-8 New Street

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

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

ST20-9 New Street

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

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

ST20-10 Street Improvements

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

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

~~11/15/11~~10/30/12 abolen

ST20-11 New Street

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

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

ST20-12 New Street

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

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

ST20-13 Annual Street Preservation Program

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

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

ST20-14 Street Widening

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

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

ST20-15 Street Widening

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

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

ST20-16 Street Widening

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

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

ST20-17 Street Improvements

Location: Annual Striping Program

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

ST20-18 Annual Concurrency Street Improvements

Location: City-wide

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

ST20-19 Annual Street Preservation Program – One Time Project

Location: NE 85th Street

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

ST 20-20 Street Maintenance and Pedestrian Safety

Location: City-wide

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

ST 20-21 Development Opportunity Program

Location: Totem Lake

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

ST 20-22 Street

Location: Juanita Drive Corridor

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

ST20-23 Street

Location: NE 139th Street to NE 145th Street

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

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

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

TR20-2 Intersection Improvements

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

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

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

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

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

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

TR20-4 Intersection Improvements

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

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

TR20-5 HOV Queue Bypass

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

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

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

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

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

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

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

TR20-8 HOV Queue Bypass

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

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

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

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

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

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

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

TR20-11 Intersection Improvements

Location: Various as identified

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

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

~~11/15/11~~10/30/12 abolen

19. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

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

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

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

TR20-14 Intersection Improvements

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

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

TR20-15 Intersection Improvements

Location: 100th Avenue NE/NE 132nd Street

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

TR20-16 Traffic Signal

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

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

TR20-17 Intersection Improvements

Location: NE 132nd Street/124th Avenue NE

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

TR20-18 Intersection Improvements

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

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

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

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

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

TR20-20 Intersection Improvements

Location: Central Way/4th Street

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

TR20-21 Intersection Improvements

Location: 6th Street S/4th Avenue

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

TR20-22 Intersection Improvements

Location: Central Way/5th Street

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

TR20-23 Intersection Improvements

Location: 6th Street-/-7th Avenue

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

TR20-24 Intersection Improvements

Location: Market Street-/-15th Avenue

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

TR20-25 Intersection Improvements

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

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

TR20-26 Intersection Improvements

Location: NE 132nd St/ Juanita High School

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

TR20-27 Intersection Improvements

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

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

TR20-28 Intersection Improvements

Location: Totem Lake Plaza/Totem Lake Blvd

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

TR20-29 Intersection Improvements

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

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

TR20-30 Intersection Improvements

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

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

TR20-31 Intersection Improvements

Location: NE 132nd St/132nd Ave NE

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

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

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

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

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

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

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

TR20-34 Annual Concurrency Traffic Improvements

Location: City-wide

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

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

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

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

TR20-36 Kirkland ITS Improvements – Phase II

Location: City-wide

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

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

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

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

TR20-38 Kirkland Citywide Safety and Traffic Flow Improvements

Location: Citywide

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

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

Location: 6th Street & Central Way

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

TR20-40 Kirkland ITS Phase IIB

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

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

TR20-41 Kirkland ITS Phase IIC

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

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

NM20-42 Slater Avenue NE Traffic Calming Phase 1

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

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

END

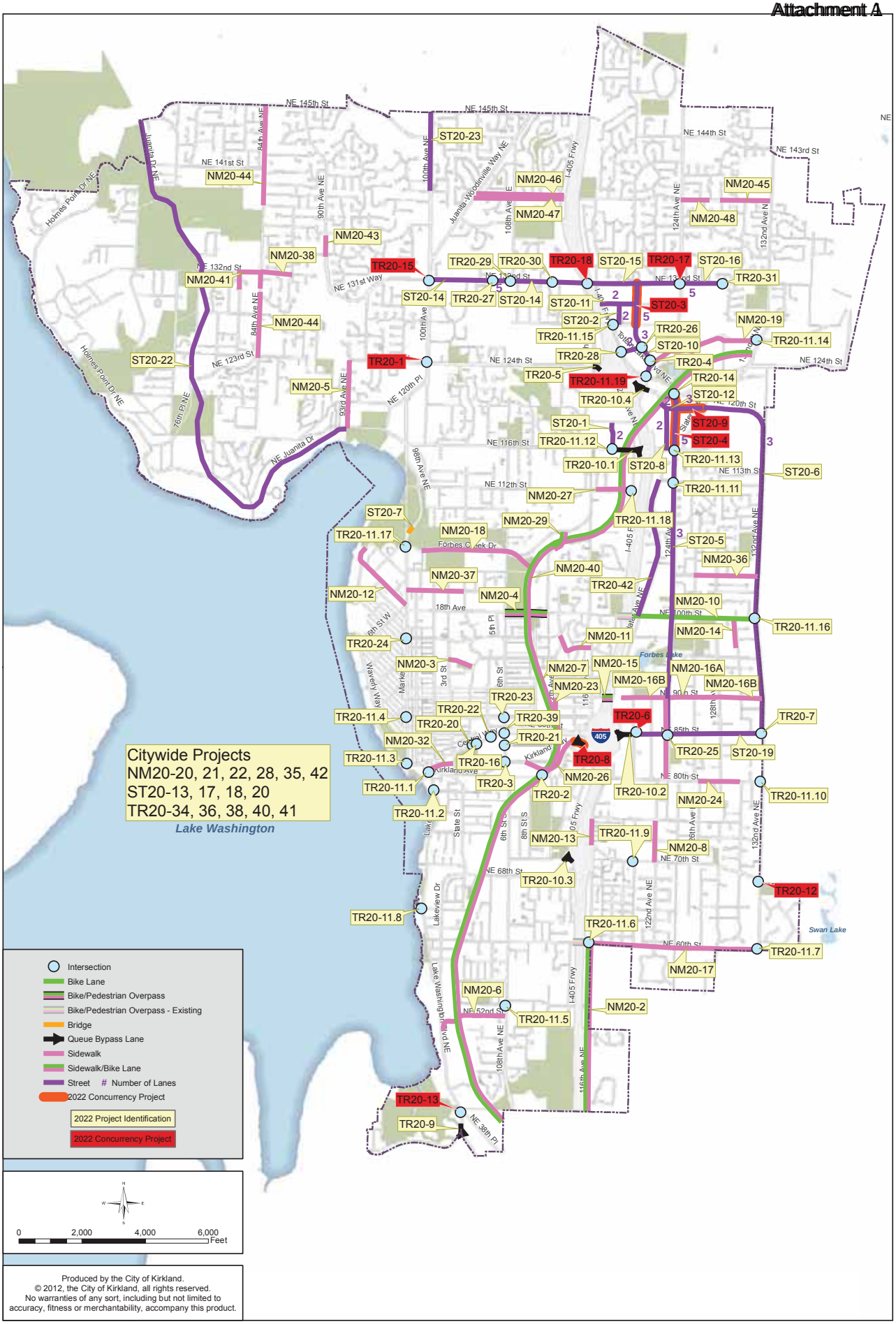


Figure T-6: Transportation Project List Funded/Unfunded

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

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

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

*These projects provide new capacity towards concurrency

(1) Projects associated with Park Place redevelopment

(2) Projects associated with Totem Lake redevelopment

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

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

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

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

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

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

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

Notes:

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

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

Table CF - 10
2022 Concurrency Transportation Projects List

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

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

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

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURE $ 5.55

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

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

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

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

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

*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

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

*These projects provide new capacity towards levels of service.

Table CF-12
Capital Facilities Plan: Public Safety Projects

SOURCES OF FUNDS

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

USES OF FUNDS

Funded Projects

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

IV. COMMUNITY CHARACTER

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

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

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

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

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

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

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

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

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

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

IV. COMMUNITY CHARACTER

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

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

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

V. COMMUNITY CHARACTER

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

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

Footnotes:

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

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

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

XV.H. TOTEM LAKE NEIGHBORHOOD

Totem Lake Neighborhood Land Use Matrix

Districts

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

Notes:

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

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

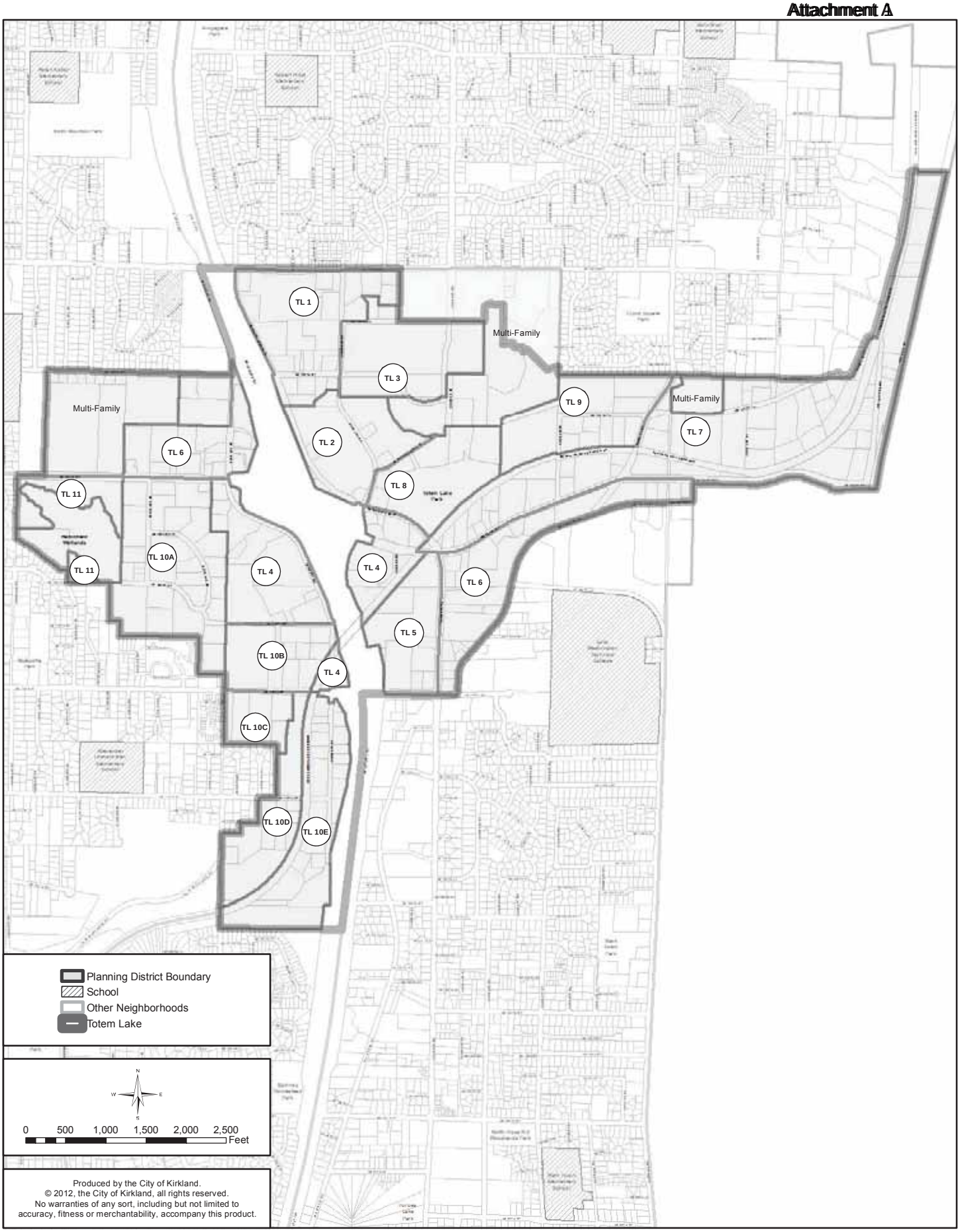


Figure TL-11: Totem Lake Planning Districts

XIII. Capital Facilities

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

Policy CF-2.3:

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

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

Policy CF-2.4:

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

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

Level of Service Standards and Concurrent Provision of Adequate Public Facilities

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

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

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

Sewer and Water Facilities

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

Policy CF-3.1:

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

Table CF-2
Sewer and Water Level of Service

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

103 gallons/ day/capita

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

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

XI. UTILITIES

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

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

C. UTILITIES GOALS AND POLICIES

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

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

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

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

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

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

GENERAL

Community Values

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

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

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

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

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

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

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

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

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

IX. TRANSPORTATION

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

Table T-4
Signalized Intersections That Are Not System Intersections

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

NON-CITY-MANAGED UTILITIES

Northshore Utility District: Water and Sewer

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

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

Woodinville Water District: Water and Sewer

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

Puget Sound Energy: Electricity and Natural Gas

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

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

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

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

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

Telecommunication Service Providers

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

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

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

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

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

Olympic Pipeline Company: Hazardous Liquid Pipelines

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

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

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

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

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

Relationship to Other Elements

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

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

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

Relationship to Other Plans

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

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

B. Utilities Concept

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

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

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

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

C. Utilities Goals and Policies

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

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

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

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

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

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

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

General

Community Values

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

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

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

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

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

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

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

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

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

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

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

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

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

Telecommunications

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

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

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

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

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

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

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

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

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

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

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

NON-CITY-MANAGED UTILITIES

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

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

Hazardous Liquid Pipelines

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

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

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

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

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

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

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

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

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

Policy U-6.1. Establish standards to Minimize Pipeline Damage

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

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

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

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

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

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

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

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

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

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

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

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

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

- Using plant species and plantings that prevent erosion.

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

- Conducting periodic visual inspections of the corridor.

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

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

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

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

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

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

Coordination

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

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

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

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

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

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

with the requirements of the Growth Management Act.

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

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

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

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

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

A. Implementation Methods

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B. Implementation Tasks

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

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

Table IS-1
Implementation Tasks

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

delete priority column and all asterisks

renumber as appropriate throughout Table

Table IS-1
Implementation Tasks (Continued)

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

delete priority column and all asterisks

Table IS-1
Implementation Tasks (Continued)

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

delete priority column and all asterisks

Table IS-1
Implementation Tasks (Continued)

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

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

Table IS-1
Implementation Tasks (Continued)

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

Table IS-1
Implementation Tasks (Continued)

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

Table IS-1
Implementation Tasks (Continued)

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

Table IS-1
Implementation Tasks (Continued)

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

delete priority column and all asterisks

XII.A. PUBLIC SERVICES

A. INTRODUCTION

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

PROBLEM STATEMENT

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

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

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

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

EXISTING CONDITIONS

The City currently provides the following public services:

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

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

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

A. INTRODUCTION

"Puddle Jumpers" sculpture at Marina Park

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

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

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

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

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

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

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

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

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

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

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

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

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

EXISTING CONDITIONS

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

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

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

Waterfront Parks

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

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

Marina Park in Downtown Kirkland

Natural Park Areas

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

Community Parks

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

Relationship to Other Elements

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

Relationship to Park, Recreation, and Open Space Comprehensive Plan

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

B. Parks, Recreation, and Open Space Concept

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Use of modern, efficient and certified equipment.

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

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

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

- Ongoing training provided for full-time maintenance staff.

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

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

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

Table PR-1
Park and Open Space Levels of Service

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

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

RECREATION

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

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

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

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

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

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

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

Table PR-2
Recreation Space Levels of Service

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

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

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

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

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

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

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

Partnership with Lake Washington School District

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

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

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

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

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

Partnership with King County

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

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

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

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

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

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

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

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

Pedestrian bridge through Juanita Bay Park wetlands

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

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

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

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

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

NATURAL RESOURCES CONSERVATION

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

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

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

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

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

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

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

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

Educational sign and boardwalk at Juanita Bay Park

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

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

XV.L. NORKIRK NEIGHBORHOOD

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

TRANSIT

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

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

PEDESTRIAN/BICYCLE CIRCULATION

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

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

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

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

Policy N-11.1:

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

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

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

VI. LAND USE

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

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

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

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

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

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

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

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

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

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

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

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

RESIDENTIAL LAND USES

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

XV.H. Totem Lake Neighborhood
Economic Development

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

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

Policy TL-3.1:

Protect and nurture existing retail and office areas.

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

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

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

Policy TL-3.2:

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

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

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

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

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

IX. TRANSPORTATION

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

shared use

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

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

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

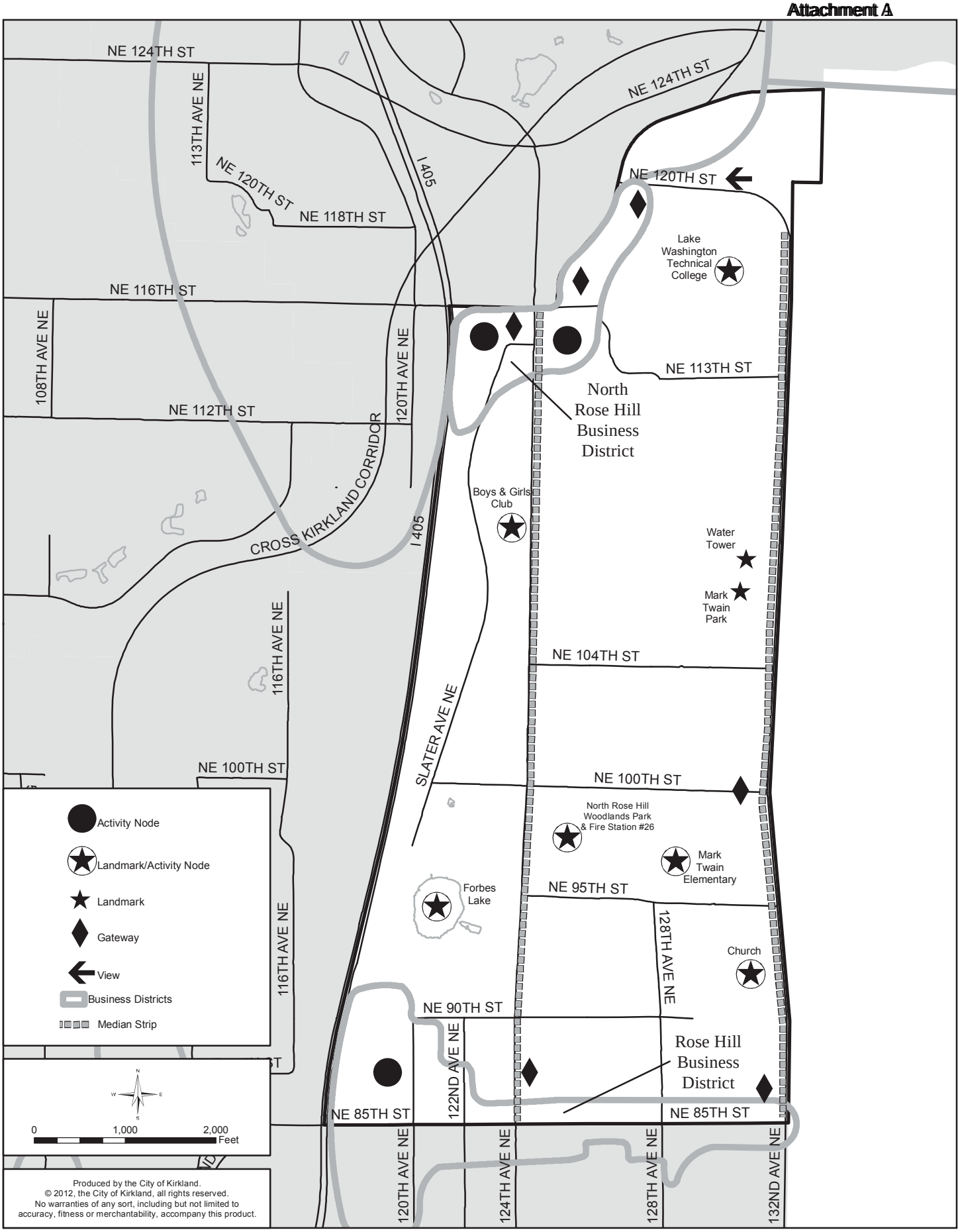


Figure NRH-10: North Rose Hill Urban Design

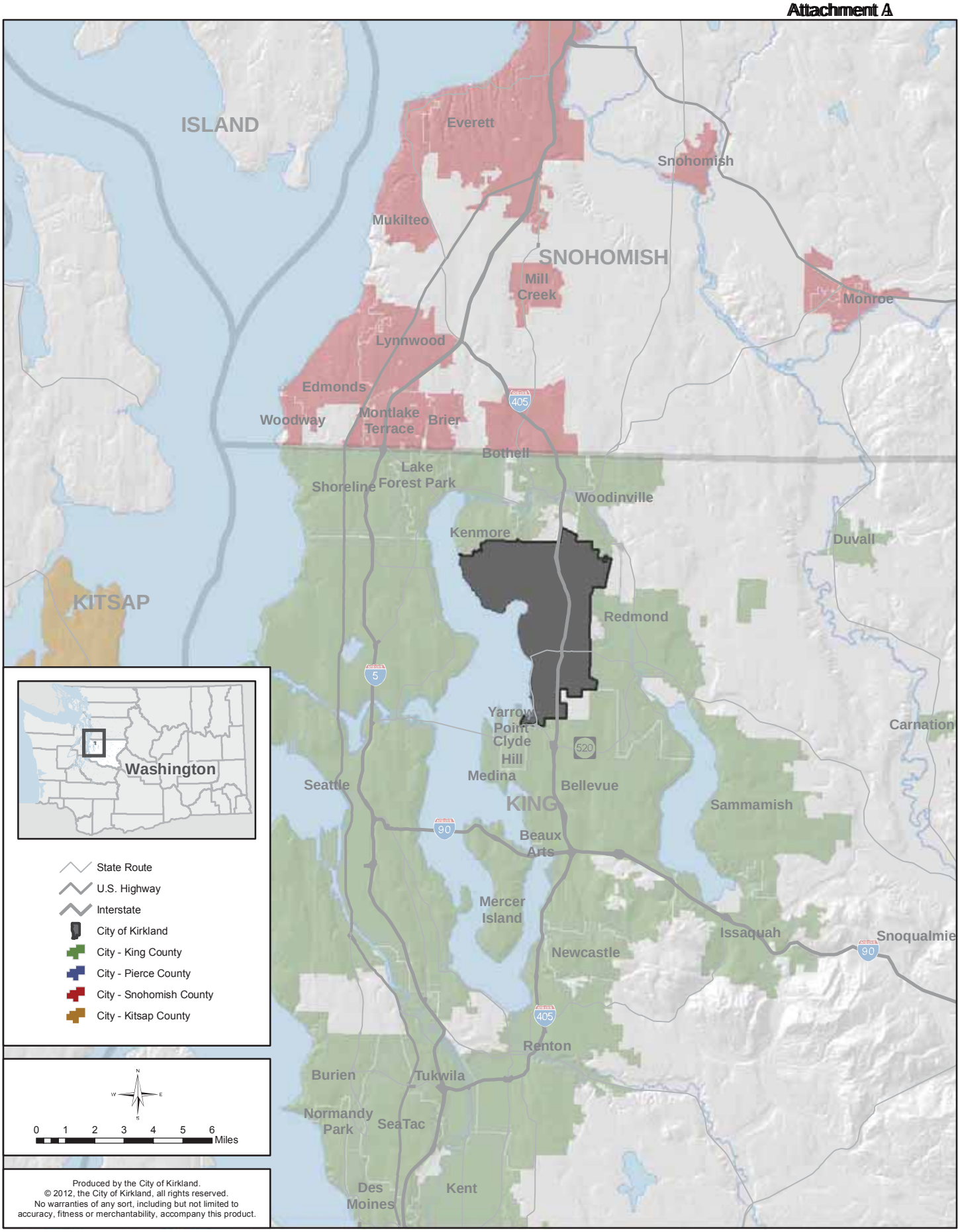


Figure I-1: Kirkland and Surrounding Area

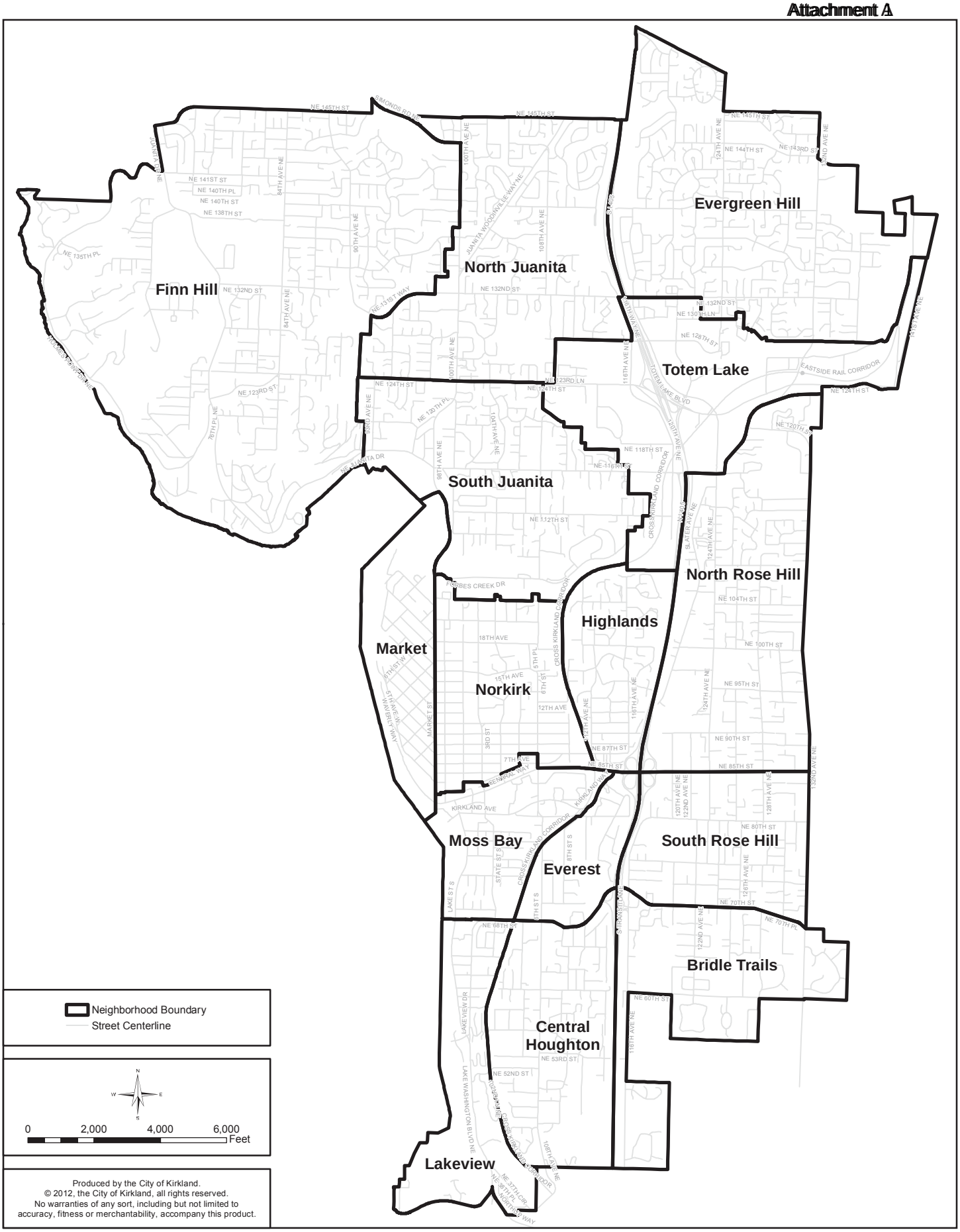
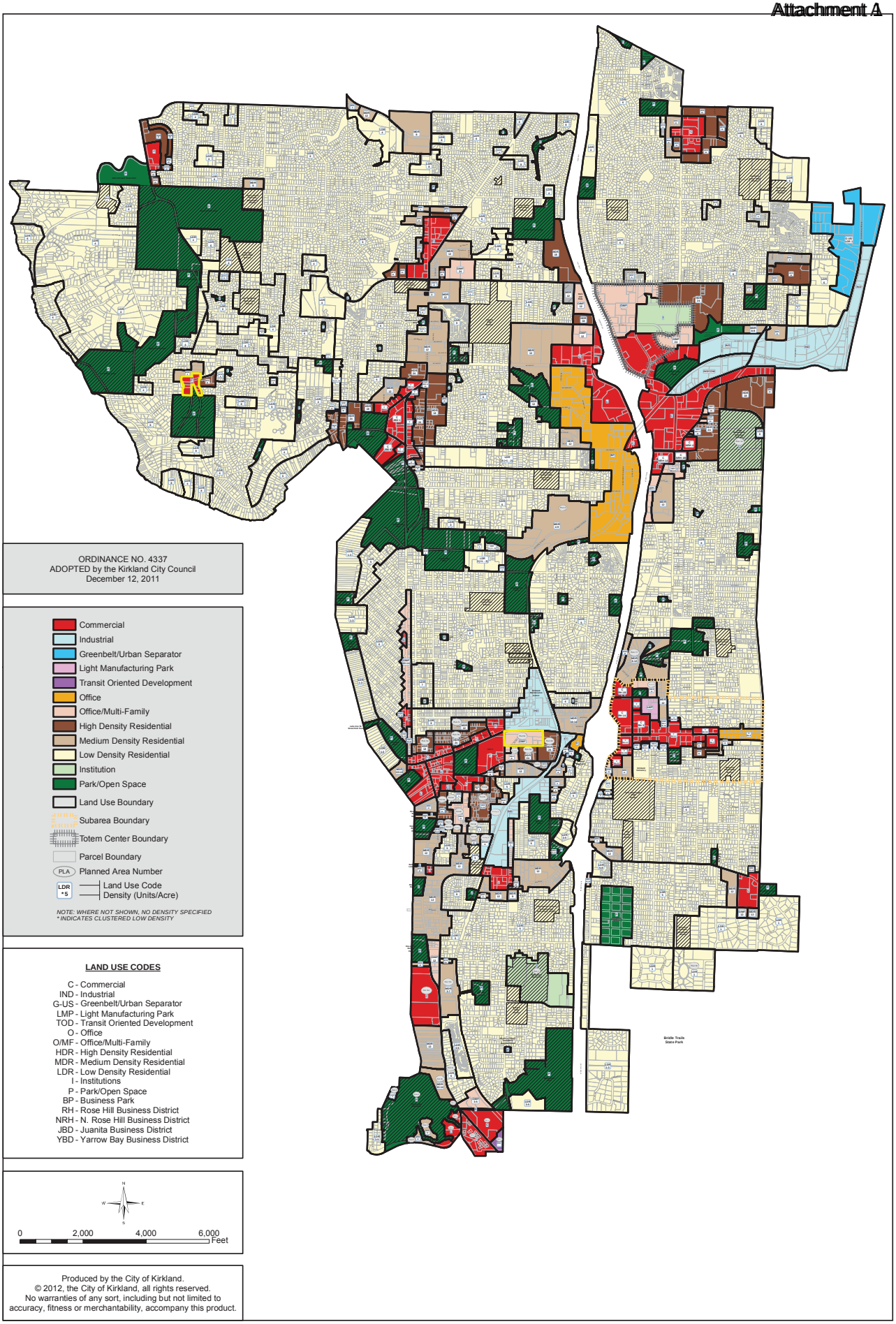


Figure I-2: City of Kirkland Neighborhoods



LU-1 Comprehensive Land Use Map

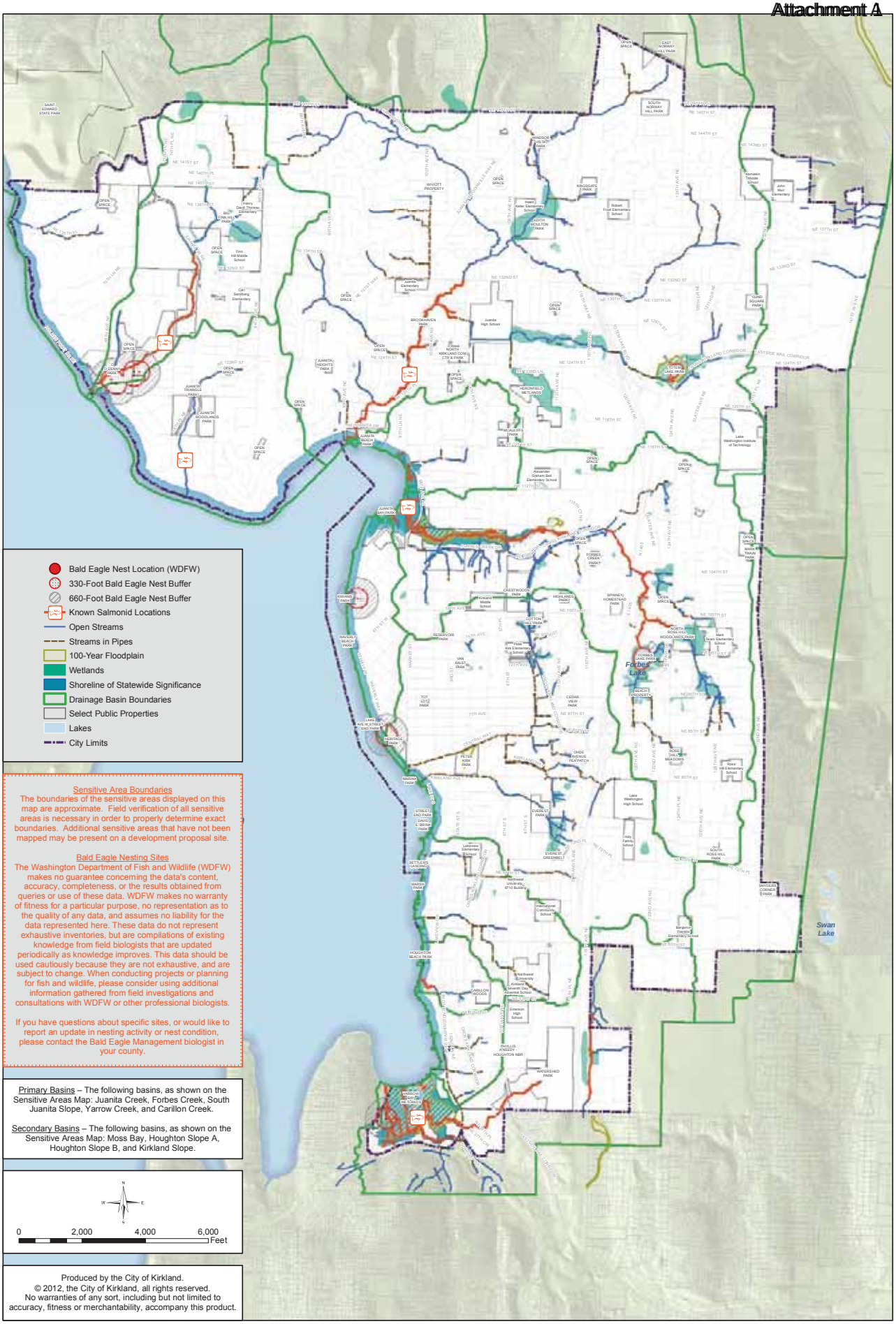


Figure NE-1: Sensitive Areas

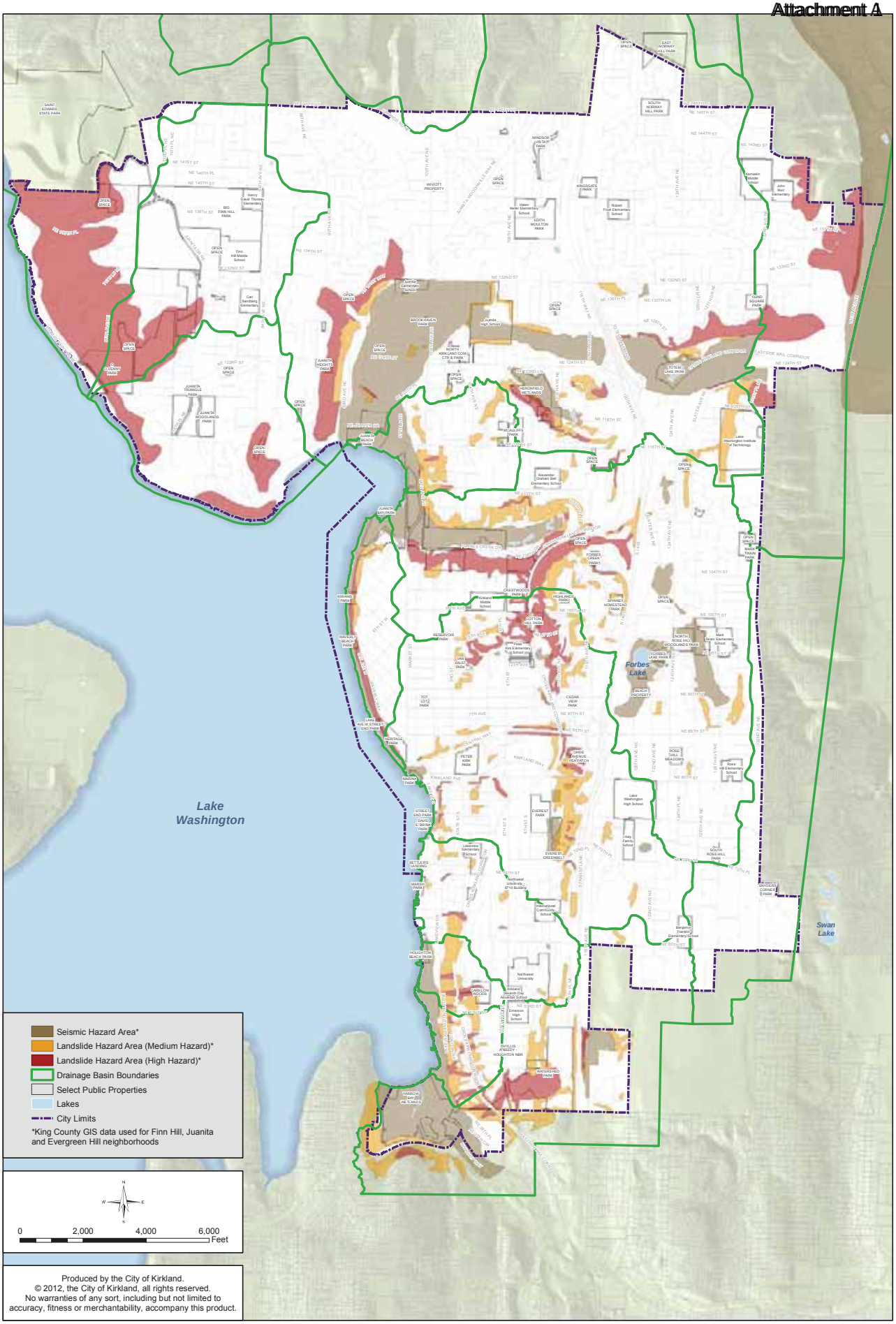


Figure NE-2: Landslide and Seismic Hazard Areas

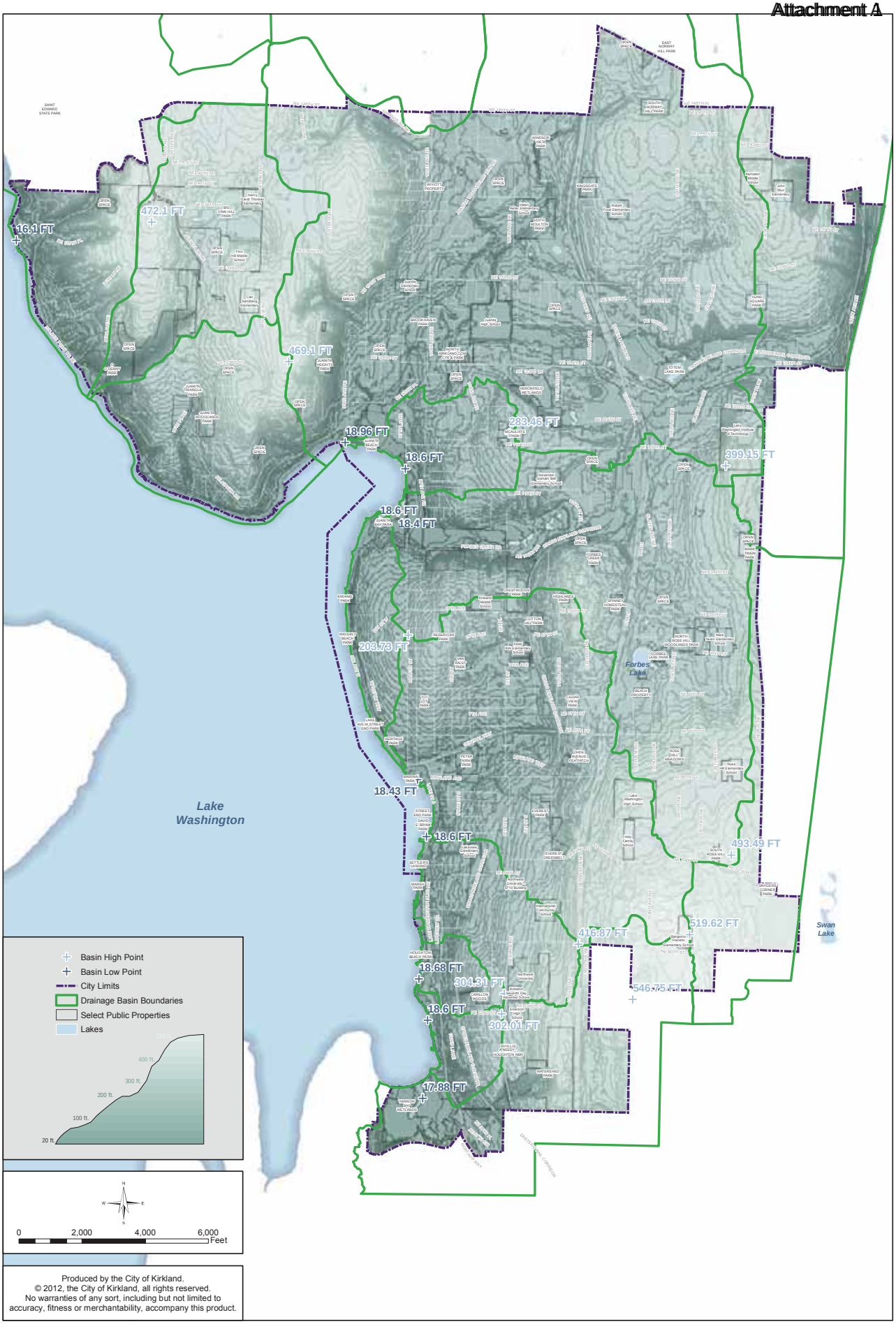


Figure NE-3: Topography

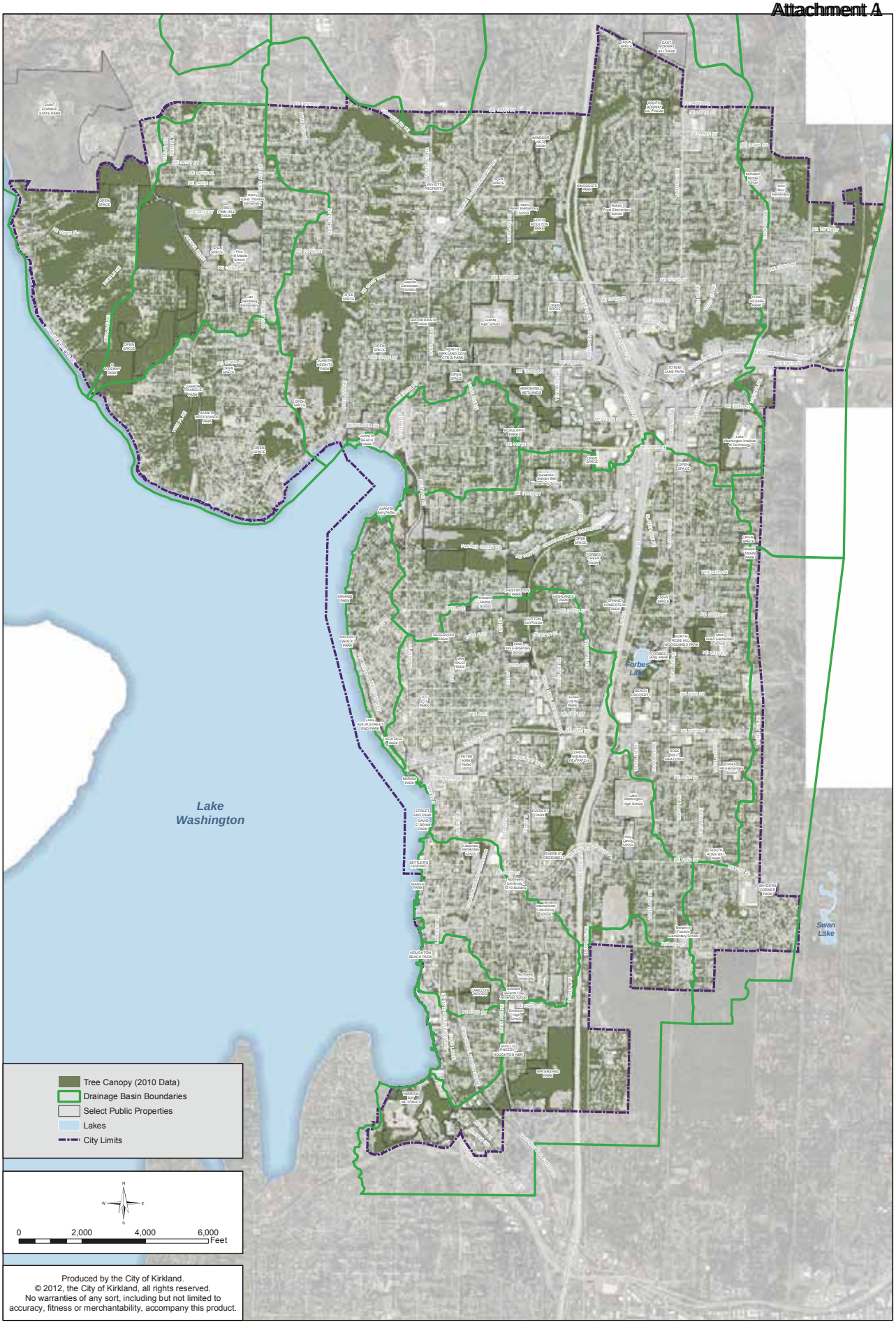


Figure NE-4: Tree Canopy

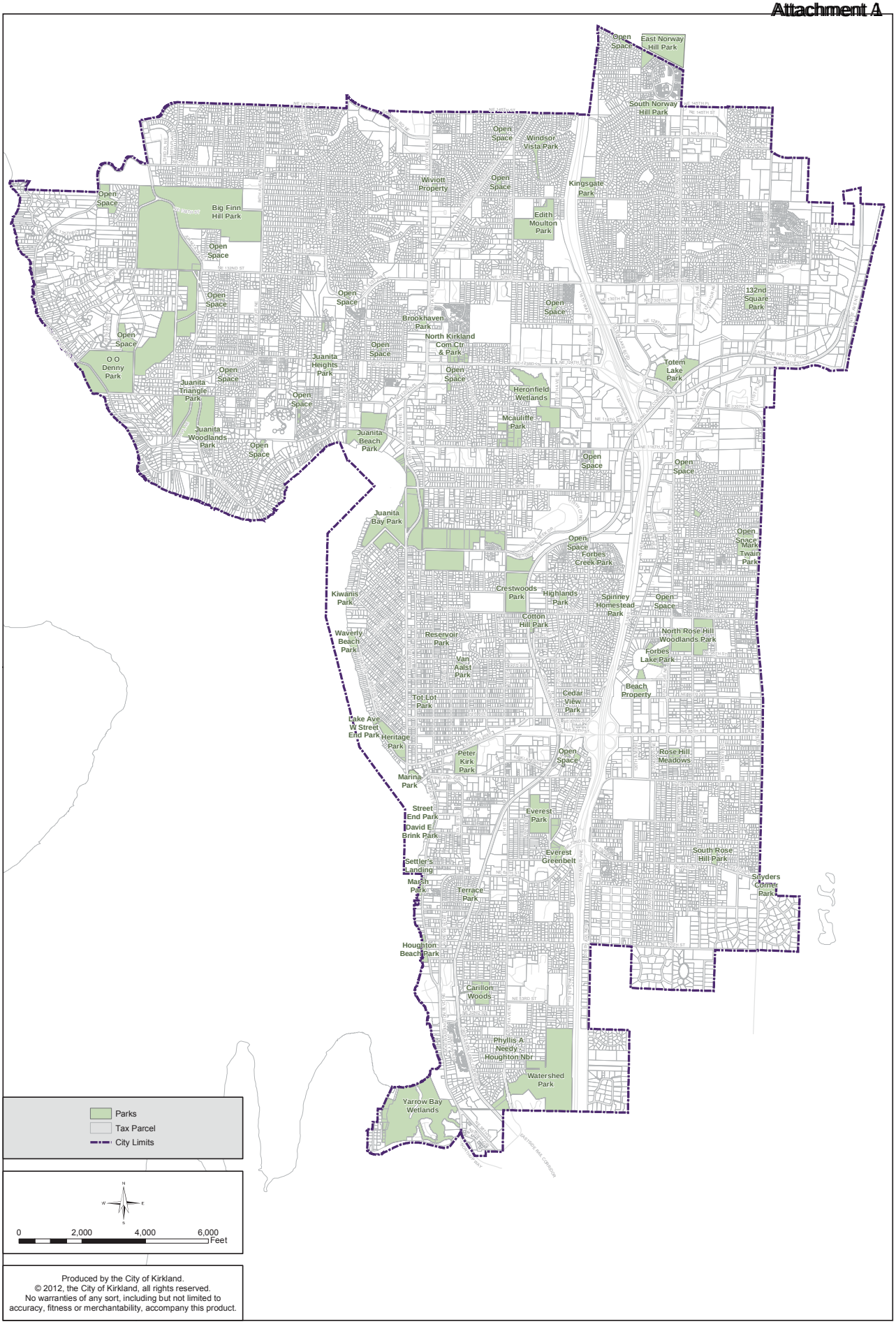


Figure PR-1: Kirkland Parks

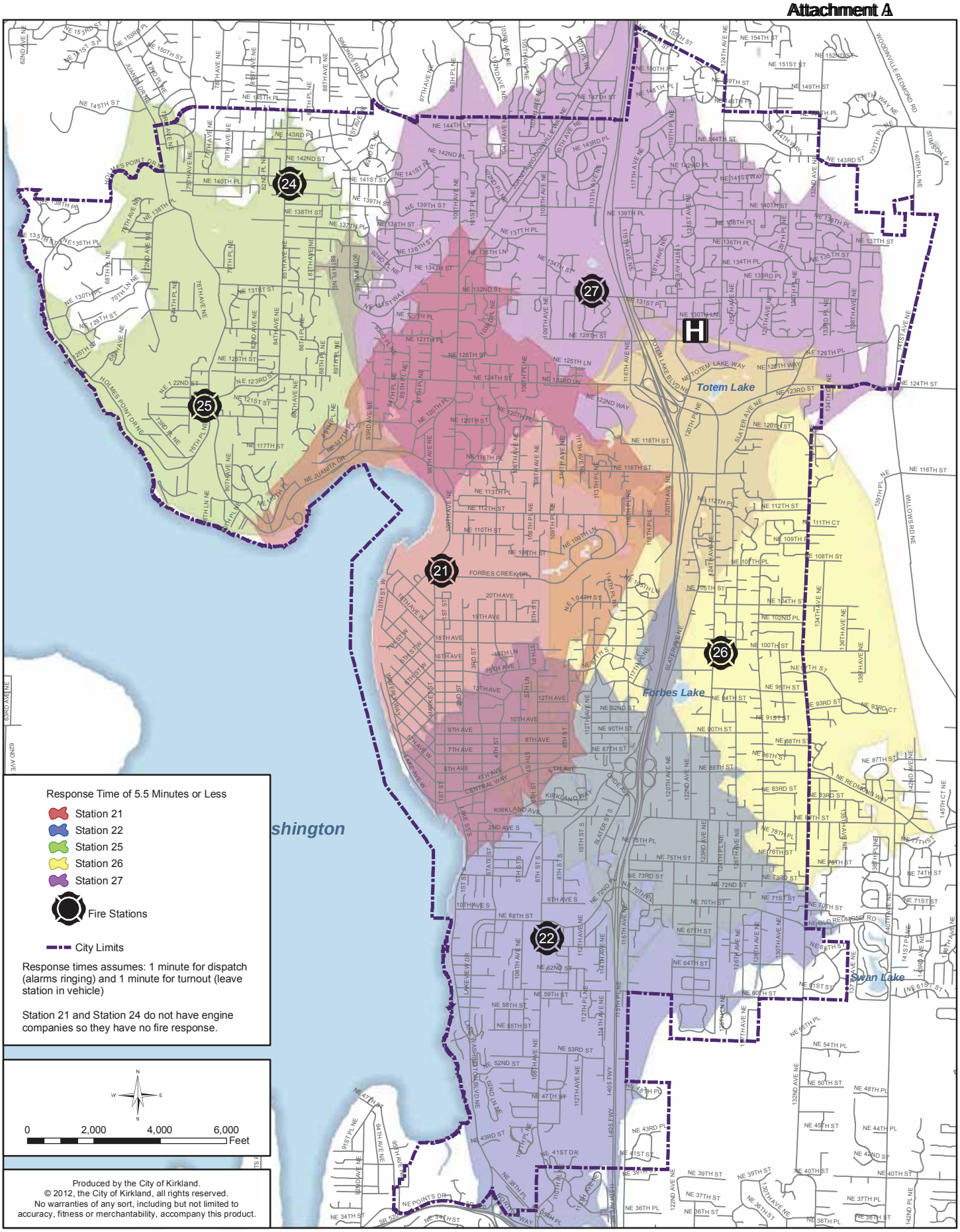


Figure PS-1: Fire Response Times within 5.5 minutes

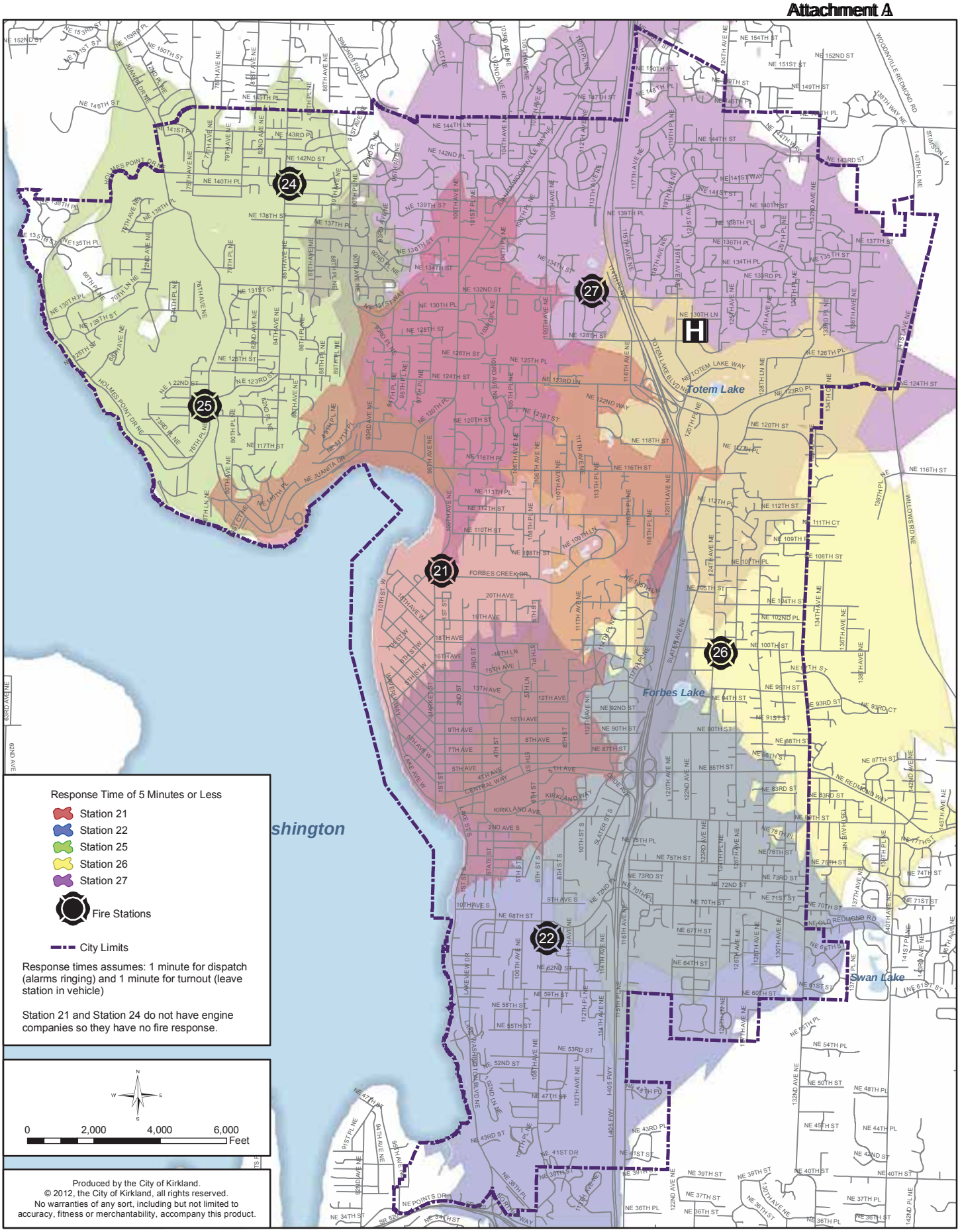


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

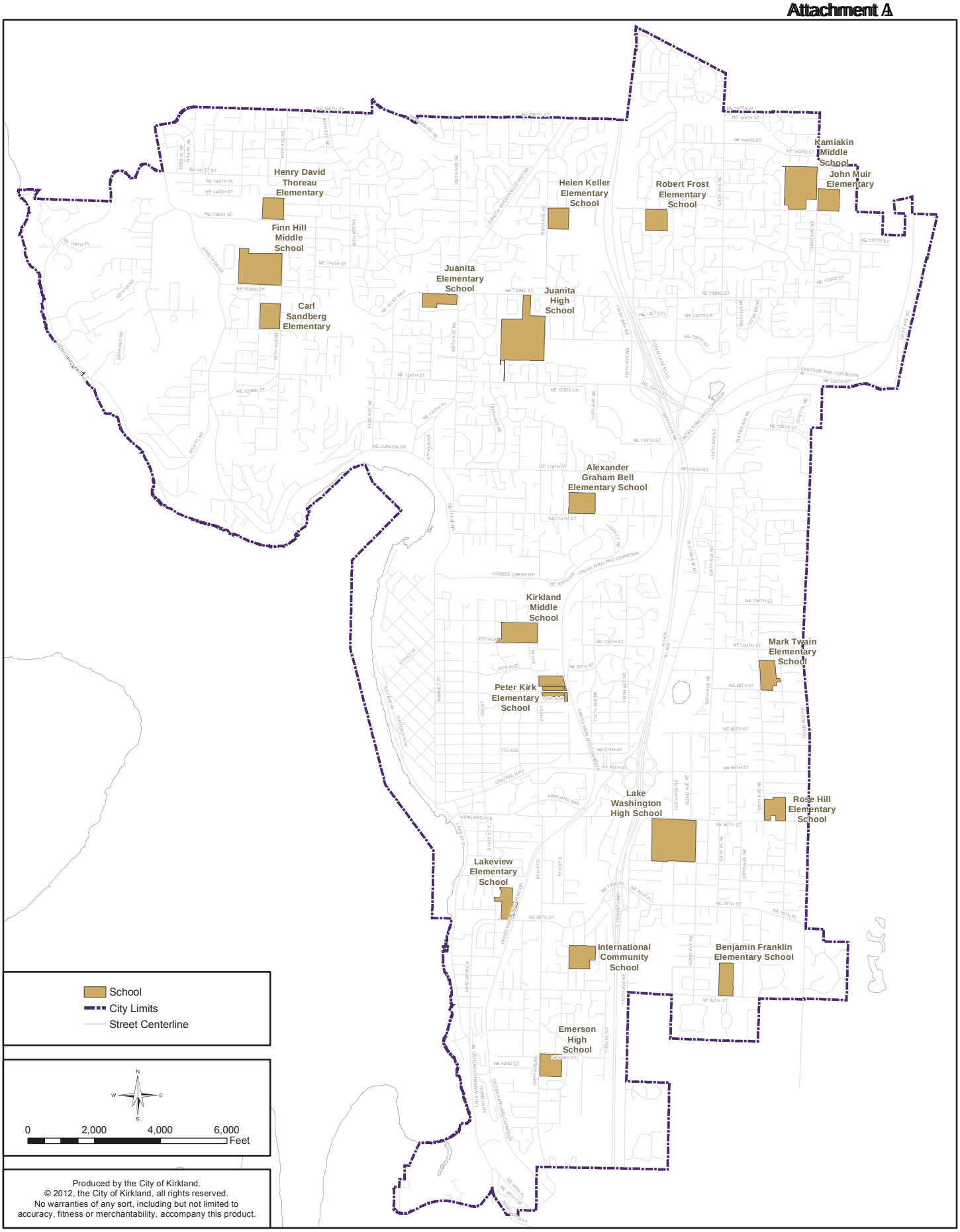


Figure PS-3: Public School Facilities

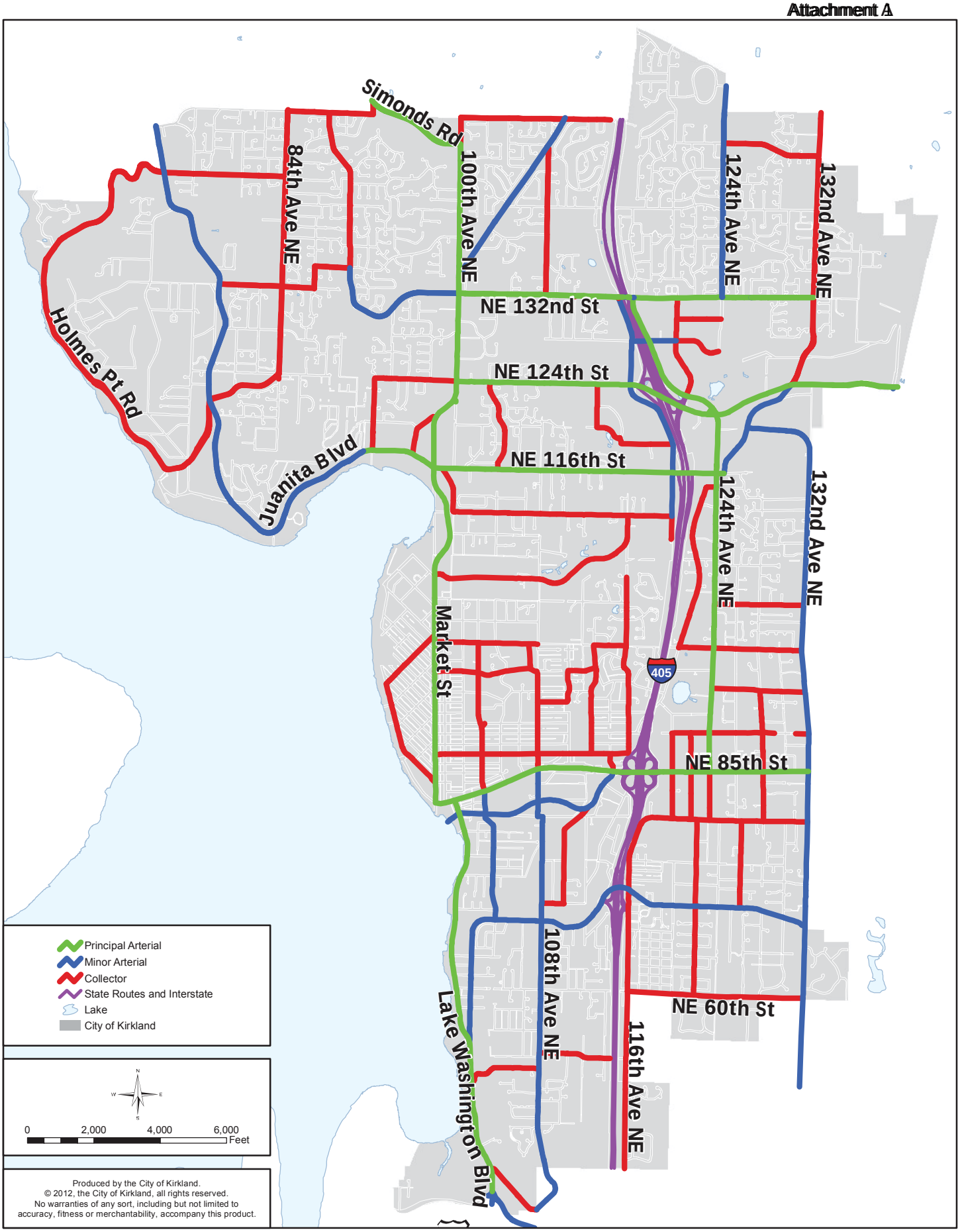


Figure T-1: Street Classifications and State Routes

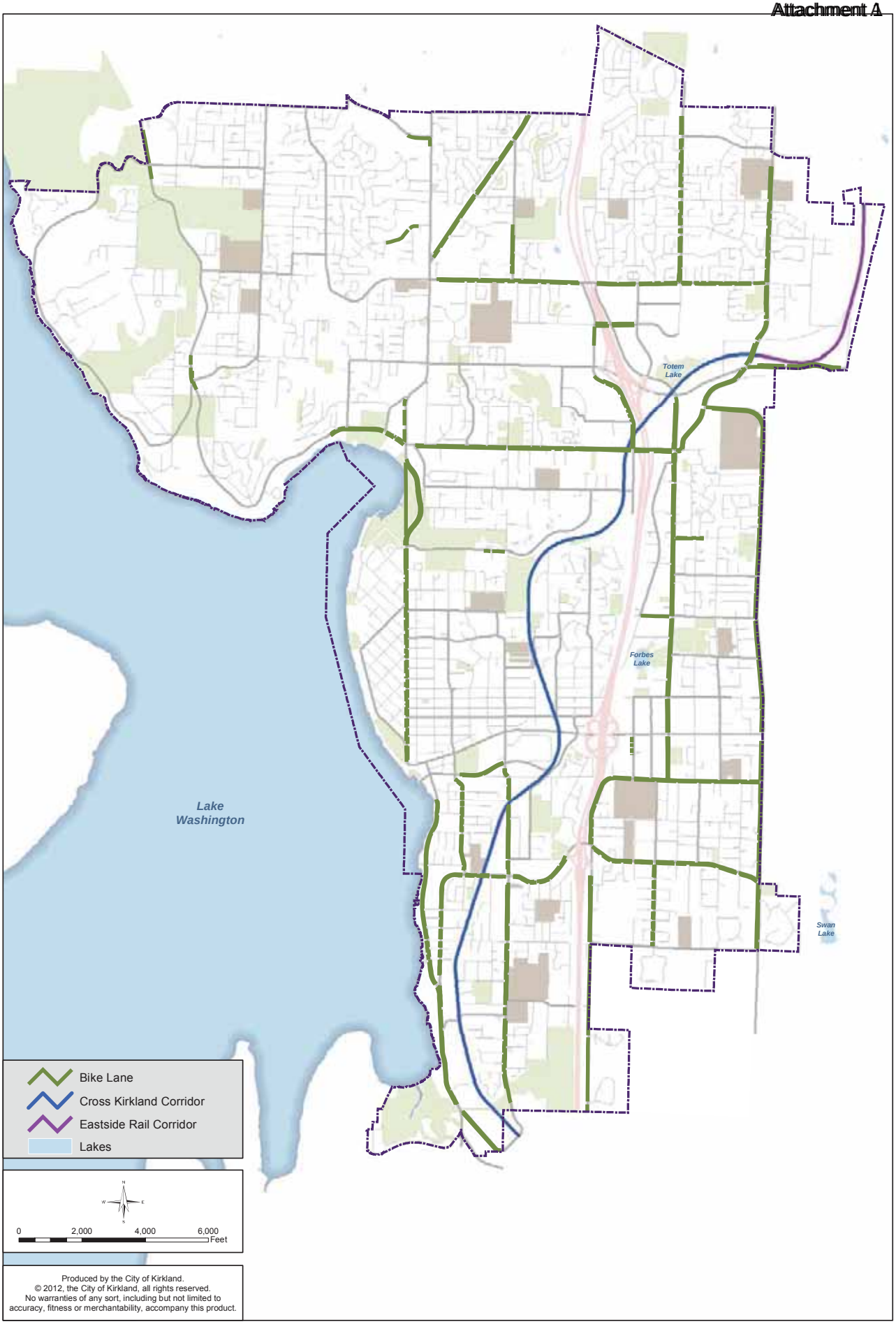


Figure T-2: Bicycle System

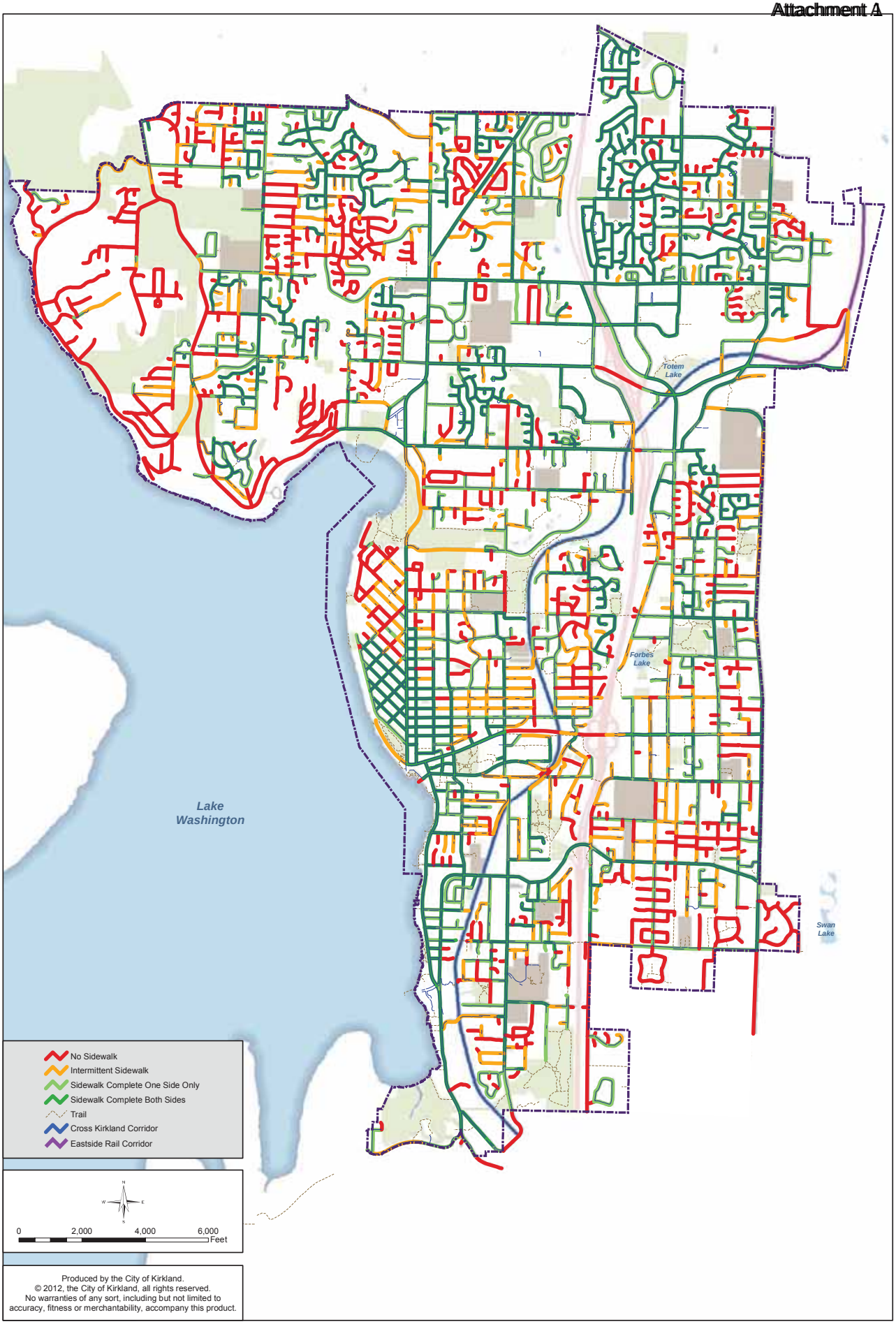


Figure T-3: Pedestrian System

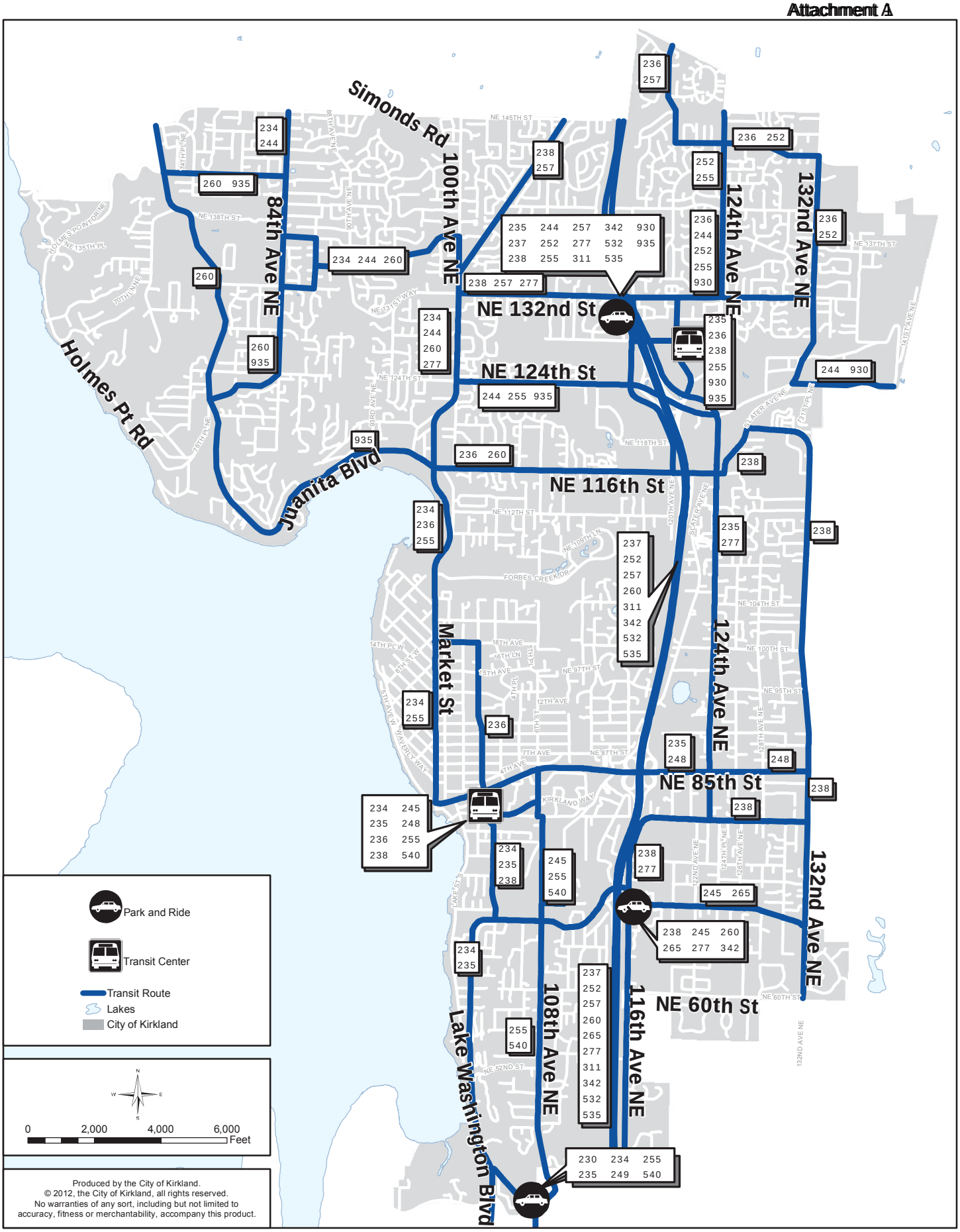


Figure T-4: Transit Service

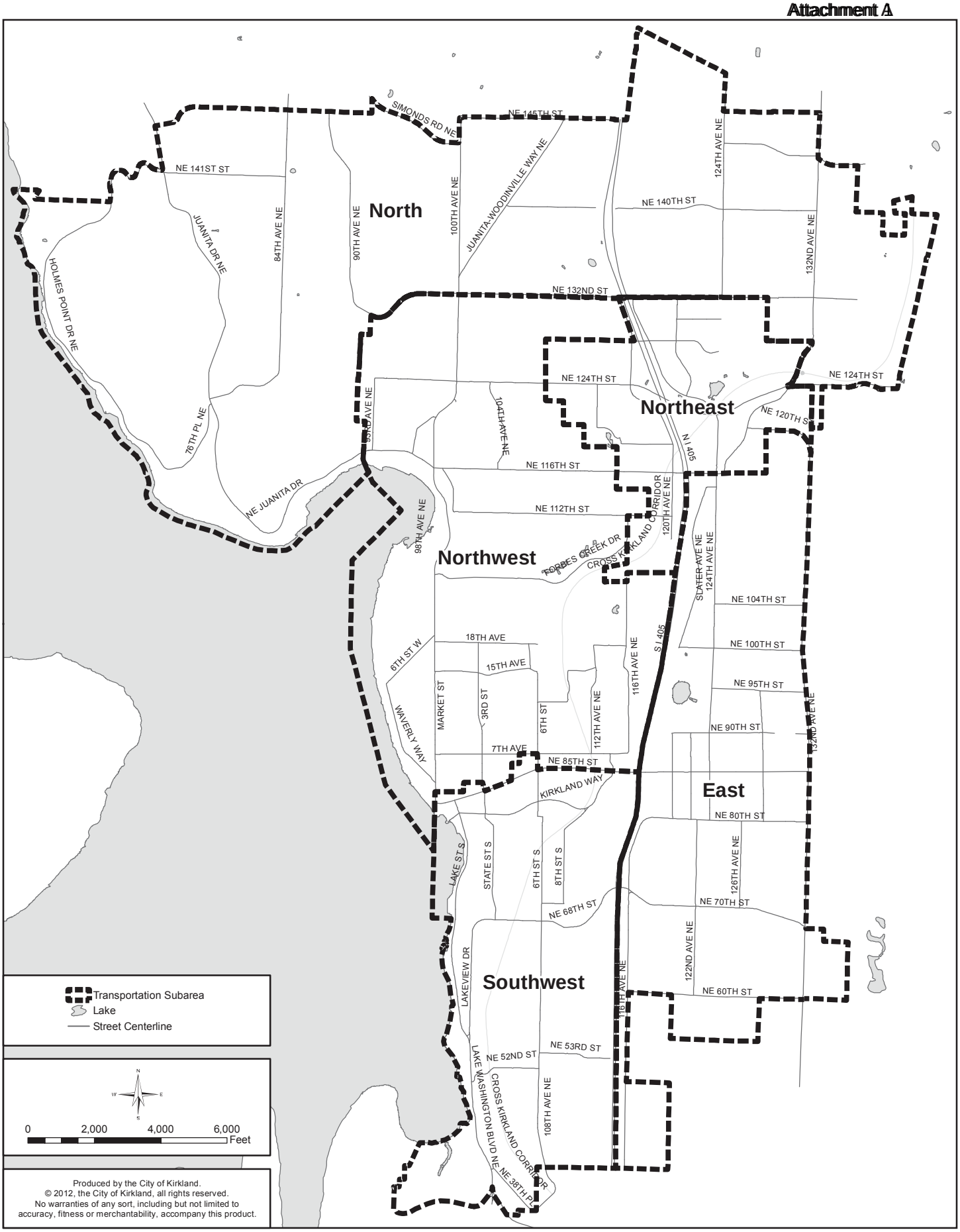


Figure T-5: Transportation Subareas