



CITY OF KIRKLAND

Planning and Community Development Department

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MEMORANDUM

Date: April 15, 2015

To: Planning Commission

From: Teresa Swan, Senior Planner
Paul Stewart, Deputy Director, AICP

This memo addresses the following Comprehensive Plan Update topics: File No. CAM13-00465, #5:

- Human Services Element
- Capital Facilities Element
- Implementation Strategies Chapter
- Appendices A and C
- Kingsgate Neighborhood Plan
- Follow-up from City Council briefing on the General Element

I. RECOMMENDATION

- Review revisions to the Human Service and Capital Facilities Element chapters, deletion of Appendices A and C and review of the new Kingsgate Neighborhood Plan. Provide comments to staff.
- Discuss City Council's direction on wording for neighborhood plan amendments in the General Chapter.

II. STATUS OF THE COMPREHENSIVE PLAN UPDATE PROJECT

After the April 23rd meeting, the Planning Commission is nearing completion of its review of the Comprehensive Plan amendments. All of the element chapters and neighborhood plans will have been reviewed. For the Planning Commission, the Citizen Amendment Requests (CARs) have been studied with some follow-up work to be completed in May. Work on the Totem Lake Business District Plan will continue in May along with a wrap up of the Norkirk Neighborhood Plan and CARs, and the Barsa CAR.

Also in May, staff will report back to the Planning Commission on the City Council briefing regarding on the Environment Element with some follow-up discussion. Staff anticipates the Planning Commission will be done with its review of the Draft Plan and CARs by the end of May or early June. See the most current schedule in Attachment 1.

The exception is the **tables in the Capital Facilities Plan (CFP)** containing the project lists and associated funding. These tables reflect the same tables in the Capital Improvement Program (CIP). A draft CIP is being prepared and will be presented to the City Council on July 21, 2015. The Planning Commission will review the draft CFP tables at their July 23, 2015 meeting.

The date of the joint hearing is **June 25, 2015** on the Element Chapters and Bridle Trails Neighborhood Plan. The Transportation Commission will attend the hearing to hear comments on the Transportation Element. The Planning Commission will then continue after the joint hearing with hearings on other neighborhood plans, several CARs and related zoning code amendments. On **July 9, 2015** the Planning Commission will finish its deliberation on the items from the June 25th hearing. In addition, Eric Shields, the SEPA Official, will hold a hearing on the Environmental Impact Statement. The Planning Commission also has hearings on **July 23** and **August 13** on remaining neighborhood plans, CARs, related zoning code amendments and the Totem Lake Planned Action Ordinance.

Unless the Houghton Community Council chooses to waive the hearing on the Capital Facilities Element (CFP), another joint hearing will need to be held on **August 13, 2015**. On either August 27th or September 10th, the Planning Commission will wrap up its deliberation on the items from the August 13th meeting and any other items.

Open houses will occur from 5-7pm in City Hall before each hearing on the items for that meeting.

For **public notice** of the open houses and hearings, public notice signs for the Citizen Amendment Requests will be installed near each study area one month before the related hearing. Notices will be mailed to property owners and residents within the study areas and property owners within 300 feet of the study areas. A Special Edition of the *City Newsletter* will be mailed the first week of June to all property owners and businesses that will cover the open houses and hearings, a summary of the Plan amendments and CARs, and information about the EIS and how to comment. Also, information will be sent to participants on the Kirkland 2035 listserv. Lastly, a hearing notice will be published in the *Seattle Times* newspaper.

The **City Council** will hold a study session on October 20, 2015, and adoption of the final Draft Plan, related code amendments, revised Zoning Map and Totem Lake Planned Action Ordinance is currently scheduled for December 15, 2015.

III. REVIEW OF THE ELEMENTS

This section addresses revisions to the following chapters:

- Human Services Element
- Capital Facilities Element
- Implementation Strategies

As part of review of the 14 Element Chapters, the Planning Commission must consider the requirements of the [GMA Comprehensive Plan Update](#) for consistency with:

- The State Department of Commerce's [Comprehensive Checklist](#) for GMA statutory requirements adopted since 2003;
- Puget Sound Regional Council's [Vision 2040](#) and [Transportation 2040](#); and

- King County 2012 [Countywide Planning Policies](#).

The Planning Commission is also considering the comments from the 2035 Visioning Conversations, the [City Council Goals](#), [Smart Growth Principles](#) and [Sustainable Principles](#), and other planning principles as part of their consideration of changes to the element chapters. In addition, the latest annexation area will be considered in review of the existing and new policies.

Below is a table with the purpose of both chapters and a summary of the key changes:

Summary of 2035 Kirkland Comprehensive Plan Update

Comprehensive Plan Element Chapter	Purpose of Chapter and Summary of Draft Revisions (key revisions are bolded)
Revisions Common to all Chapters	Updated text to reflect 2035 planning horizon, new information and minor editorial changes to provide clarity and reduce length of the Plan. Similar or redundant goals are combined. Reorganization of some sections is done for better flow of ideas.
Human Services	<p>The Human Services Element addresses the City’s role in contributing to the social development of the community. The element supports the provisions of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors and those in need.</p> <p>Revisions include a revised Goal HS-3 that addresses creating a community in which all members have the ability to meet their basic physical, economic and social needs and have the opportunity to enhance their quality of life. Several new policies have been added to support the revised Goal. Policies include promoting community awareness of needs and resources available to meet them (Policy HS-3.1) and providing leadership in development of community responses (Policy HS-3.2).</p> <p>One policy encourages partnerships with city, schools, human services providers and others to address the needs of children and families within school setting (Policy HS-3.7). Another policy addresses considering human service impacts of proposed legislation prior to adoption and providing mechanisms that encourage human services objective in developing city regulations and codes (Policy HS-3.9). Five community goals areas have been added to the existing policy on funding for local nonprofit organizations serving the needs of Kirkland (Policy HS-3.3). General edits have been made to the sections on youth, seniors and human services to update information and make the chapter more concise and less wordy.</p> <p>A new Goal HS-4 and supporting policy have been added that encourages human services facilities to locate near commercial centers, and transit and non-motorized facilities. This goal is required under the Countywide Planning Policies (MPP-PS-16). Lastly, new Goals HS-5 and HS-6 and</p>

	<p>supporting policies embraces diversity in the population and works towards a community free of discrimination and equal opportunity for all.</p>
<p>Capital Facilities</p>	<p>The Capital Facilities Element contains a six year plan for fully funded capital improvements that supports the City’s current and future population and economy. The plan addresses facilities for transportation, water, sewer, surface water, parks, and fire and emergency services. Principal criteria for identifying needed capital improvements are level of service standards (LOS) for water, sewer and transportation facilities based on the requirement that new development be served by adequate facilities, referred to as concurrency. Broad goals and specific policies that guide implementation of adequate public facilities are also included.</p> <p>New Goal CF-2 addresses design and construction of public facilities based on sustainable development practices. Level of service standards (LOS) have been revised for all facilities with significant changes to transportation and park facilities based on the revised Transportation Master Plan/Element and the Parks, Recreation and Open Space Plan (PROS).</p> <p>Transportation LOS changes from vehicle peak hour and average LOS for system intersections to completion of a planned network based on a multimodal network (Policy CF-3.2). Park LOS changes from acres or square feet per 1,000 persons depending on the facility to an established dollar amount spent per person (Policy CF-3.3). <i>Note: dollar amount will be determined after completion of 2015 Park Impact Fee rate study which will be completed prior to adoption of the Draft Plan.</i></p> <p>For Fire and EMS, non-emergency response time changes to be the same as emergency response time (Policy CF-3.4). Revisions are made to the list of funding sources (Policy CF-5.2). Goal addressing adequate public facilities and utilities for Kirkland’s Potential Annexation Area has been deleted (Goal CF-7) since the area has been annexed. General edits have been made to the policies and tables.</p> <p>The City’s new multimodal transportation standards meet the required Countywide Planning Policy for non-motorized concurrency requirements, including assessment and mitigation (MPP-T-14 and MPP-DP-54 through 56).</p> <p>The draft CFP tables containing funding and capital project lists are not included as this time because they are still being developed and refined. They will be available for the Planning Commission meeting of July 23, 2015 after the draft Capital Improvement Program (CIP) is presented to the City Council on July 21, 2015.</p>
<p>Implementation Strategies</p>	<p>The Implementation Strategies Chapter contains strategies to implement the goals and policies of the various element chapters through actions and tasks, and preparation of implementing plans or programs. The strategies are list of tasks to be reviewed and incorporated when future work programs are prepared.</p>

	<p>The strategies have been added or revised to reflect the updated element chapters. Completed or no longer applicable tasks have been deleted. The neighborhood plan section has a strategy to update individual plans based on a work program to be determined by the City Council. All ongoing tasks have been deleted because they are already part of programs and plans. Thus not all elements have implementation strategies since they may not have any one-time tasks to be completed.</p>
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A. Revisions to the Human Services Element (see Attachments 2-3)

Under the Growth Management Act, the Human Service Element is an **optional element**. The chapter was first prepared for the 2004 Comprehensive Plan Update. This is the second update to the element. Regis Schubiger, the Youth Services Coordinator, and Leslie Miller, the Human Services Human Services Coordinator, worked with planning staff to prepare the draft revisions. Staff also met earlier in 2014 with Sharon Anderson, the prior Human Services Coordinator, just before she retired, and the chairs of the Senior Council and Human Services Committee to review the chapter for suggested changes.

The Element is consistent with the new Countywide Planning Policies relating to locating public services near commercial centers, and transit and non-motorized facilities with new Goal H-4.

The Human Services Element implements two of the **Guiding Principles**:

- Social: health and human services that fulfill the basic needs of all people without regard to income, age, race, gender or ability.
- Sense of Community: community involvement in government, schools, civic events and volunteer activities creating a sense of belonging through shared values.

B. Revisions to the Capital Facilities Element (see Attachments 4-5)

Washington State Growth Management Act requires jurisdictions to include a capital facilities plan element in their comprehensive plans ([RCW 36.70A.070\(3\)](#)). The capital facilities element is required before a jurisdiction can impose GMA impact fees. The capital facilities plan implements the land use element of the comprehensive plan. These two elements must be coordinated and consistent.

The existing Capital Facilities Element is consistent with **GMA, PSRC, and County-wide Planning Policies** requirements. It contains the required financing plan, level of service standards and project lists that support the land use element as well as the transportation, utilities and public services elements.

The element supports the livable, sustainable, and connected themes of the **Draft Vision Statement and Guiding Principles**. The update adds a new goal that addresses design and construction of public facilities based on sustainable development practices (Goal CF-2).

As stated in the summary chart above, Attachments 4 and 5 do not contain the **draft Capital Facilities Plan (CFP) tables** for the funding plan and capital project lists. The tables will be presented to the Planning Commission meeting at the July 23, 2015, meeting after the draft Capital

Improvement Program (CIP) is presented to the City Council on July 21, 2015. The draft tables reflect projects based on the new Transportation Element/Transportation Master Plan and the Park Element/PROS Plan that the Planning Commission has reviewed. The tables also include projects for Fire and EMS, water, sewer and surface water.

Several Planning Commissioners have indicated an interest in reviewing and commenting on the capital project list prior to City Council consideration on July 21, 2015. Staff suggests that this interest be discussed during review of the Capital Facilities Element.

C. Revisions to the Implementation Strategies Chapter (see Attachments 6-7)

This chapter addresses the **approach to implementing the element chapters** of the Comprehensive Plan. These measures include annual plan amendments, neighborhood plans, City functional and management plans (i.e. PROS and Transportation Master Plan), City programs (i.e. Neighborhood Traffic Control Program and the Green Team), ongoing administrative activities (monitoring of land capacity, transportation use and housing costs), intergovernmental coordination, citizen involvement and education and budgeting (i.e. operating budget and CIP).

The existing chapter contains a list of implementing tasks – both **one time projects** and **ongoing activities**. To make the list more concise and thus a better tool for developing the annual planning work program, staff recommends that the list of on-going projects be deleted since they are already being addressed in city programs and activities. Only those element chapters with tasks are listed.

The list of current **neighborhood plan tasks** will be documented in the Planning Department's existing neighborhood plan file for future plan updates and brought forward as part of each plan update. One overarching neighborhood plan task has been added that addresses updating neighborhood plans, including business district plans, based on a work program under City Council direction.

D. Appendices A (see Attachment 8)

Appendices A - **Level of Service Methodology** - contains general background information about the Growth Management Act, approach to developing a capital facilities plan, methods for using level of service and setting level of service standards. The appendix was prepared for the first GMA Comprehensive Plan in 1995 to provide background information on the new concept of level of service and capital facility planning. Now that most users access the Comprehensive through the internet rather than in a paper copy, a link can be provided to the background document thus reducing the length of the Comprehensive Plan.

Staff recommends that **Appendix A be deleted** and made available through a link in the Comprehensive Plan.

E. Appendices C (see Attachments 9 and 10)

Appendices C - **Design Principles, Residential Development** – contains design standards for site planning and relationship to the street, parking lot and design, scale, building material, color and detail, and landscaping and site elements. These design principles are referred in Chapter 142 – Administrative Design Review for review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C Zone, and the Market Street Corridor. All other design guidelines are referenced in the Kirkland Municipal Code (KMC), Section 3.30.040 and made available on the Planning Department’s web page.

Staff recommends that **Appendix C be deleted**. Chapter 142 and KMC 3.30.040 would be amended to reference the design principles and the principles would be made available on the Planning Department’s web page. This way the residential design principles are referenced and provided in the same location as the other design guidelines and principles (see Attachments 9 and 10).

IV. KINGSGATE NEIGHBORHOOD PLAN (see Attachments 11-14)

The Kingsgate neighborhood was annexed into Kirkland on June 1, 2011, along with Juanita and Finn Hill neighborhoods. As part of the annexation, the City adopted a land use plan and zoning for these areas, but not neighborhood plans. King County did not have neighborhood plans for these areas. For several reasons the City decided to wait and prepare neighborhood plans until after annexation.

In January 2014, the City hosted public outreach events for each neighborhood to hear their ideas on a vision for their neighborhood and any concerns or issues. Follow-up events occurred in June 2014. Attached is a **summary of comments** from both meeting for the Kingsgate Neighborhood (Attachment 11).

Last year, staff presented a **conceptual outline** to the Planning Commission for a new approach to neighborhood plans. The conceptual plan would use a map based approach with brief policies that reference the corresponding, more detailed goals and polices in the element chapters rather than restate what is in the element chapters. The goal is to shorten the length of the neighborhood plans and make them easier to update. A standard set of maps would be tailored to each plan based on a citywide map for each topic, such as land use, transportation and wetlands/streams/lakes.

Staff prepared the **draft Kingsgate Neighborhood Plan** found in Attachment 12 and presented it to the Kingsgate Neighborhood Association on February 18, 2015.

The **neighborhood association** responded with suggested edits and additional text. Staff agrees with most of the suggested text (some with edits) while a few comments should not be addressed in a neighborhood plan. Attachment 14 contains the neighborhood association comments in **red**, **pink**, and **yellow** highlights. Staff’s edited text and comments are in **blue**.

A **summary of the draft policies** are found in Attachment 14 for a comprehensive overview.

V. FOLLOW-UP FROM CITY COUNCIL BRIEFING ON GENERAL ELEMENT

Both the City Council and the Planning Commission have discussed a new approach to updating neighborhood plans, and a new format and content for neighborhood plans to speed up the amendment process. The General Element contains a section on amending the Plan, including neighborhood plans. The existing text reads as follows:

Current General Element text:

"City establishes a schedule for amending the neighborhood plans and reviews the schedule each year as part of the Planning Department's work program."

In the past, the City has maintained a schedule for updating the neighborhood plans. However, each plan has taken about two years to complete. The length of time and staffing to revise the neighborhood plans has not allowed enough time for other work program projects. Staff recommended at the [August 14, 2014](#), Planning Commission meeting to change the text for neighborhood plan amendments to move away from referencing a schedule and rather amend neighborhood plans as needed based on the priorities of the work program for each year. The Planning Commission agreed with the text below:

Planning Commission's recommended new text on August 14, 2014:

"The City will amend the neighborhood plans as needed given the Planning Department's work program and City Council priorities."

On [January 20, 2015](#), the City Council had a briefing on the General Element. They want to commit to updating the neighborhood plans on a somewhat regular basis. The revised text that they agreed upon is stated below:

City Council direction for new text on January 20, 2015:

"The City amends the neighborhood plans *between every two GMA Comprehensive Plan Updates* or as needed given the Planning Department's work program and City Council priorities."

Thus the only change that the City Council would like to make to the text for neighborhood plan amendments is to amend each plan either before or after the periodic GMA Comprehensive Plan Update. Currently the required periodic update for comprehensive plans under GMA is every eight years.

VI. MAY MEETINGS

On May 14, 2015, the Planning Commission will continue the discussion on the MRM CAR and Basra CAR. Also staff will present a summary of comments from the City Council on its [April 7, 2015](#) briefing on the Environment Chapter and discuss these comments with the Planning Commission. On May 28, 2015, the Planning Commission will continue the discussion on the Norkirk Neighborhood Plan and CARs, and the Totem Lake Business District Plan and associated zoning code amendments.

Attachments:

1. Comprehensive Plan Update Schedule
2. Human Services Element (draft form – revisions shown)
3. Human Services Element (final form – revisions accepted)
4. Capital Facilities Element (draft form – revisions shown)

5. Capital Facilities Element (final form – revisions accepted)
6. Implementation Strategies Chapter (draft form – revisions shown)
7. Implementation Strategies Chapter (final form – revisions accepted)
8. Appendix A – Level of Service Methodology (to be deleted and linked to document on web)
9. Appendix C – Residential Design Standards (to be deleted and referenced in the KMC)
10. Code amendments to Chapter 142 – Administrative Design Review and KMC 3.30.040
11. Comments from the Kingsgate neighborhood meetings in January and June 2014
12. Draft Kingsgate Neighborhood Plan
13. Neighborhood Association comments on draft Kingsgate Neighborhood Plan with staff response and suggested edits
14. Summary of policies in draft Kingsgate Neighborhood Plan (includes new policies based on the neighborhood association comments)

COMPREHENSIVE PLAN UPDATE
SCHEDULE FOR SEPT 2014- DEC 2015

04/16/15

(Schedule Subject to Change)

PC = Planning Commission, HCC = Houghton Community Council, CC= City Council

MEETING DATES FOR GROUPS	TOPIC	PLANNER
SEPT 9 – SRH/BT	South Rose Hill/Bridle Trails Plans with Assoc.	Coogan
OCT 14 – SRH/BT	South Rose Hill/Bridle Trails Plans with Board	Coogan
NOV 10 – Juanita	North Juanita Plan with Association	Coogan/T. Swan
NOV 17 – NRH	North Rose Hill Plan with Association	Lieberman-Brill
NOV 17 – MB	Moss Bay Plan with Association	McMahan
NOV 19 Highlands	Highlands Plan with Association	Lieberman-Brill
DEC 8 – MB	Moss Bay Plan with Board	McMahan
DEC 18 – PC	Retreat (Comp Plan schedule)	Stewart/Swan
2015		
JAN 8 – PC	Environment Element Moss Bay Neighborhood Plan Waddell CAR Nelson/Cruikshank CAR	Barnes McMahan McMahan McMahan
JAN 20 – CC Briefing	Vision, Introduction, General Chapters Economic Development, Community Character	Swan Coogan
JAN 22 - Norkirk	Norkirk Plan with Board	Lieberman-Brill
JAN 22 – PC	Totem Lake Plan	Collins
FEB 3 – CC Briefing	Land Use Element Housing Element	McMahan Nelson
FEB 4 Norkirk	Norkirk Plan with Assoc.	Lieberman-Brill
FEB 12 – PC	South Rose Hill/Bridle Trails Neighborhood Plan NE 85 th Street Neighborhood Plan Juanita Neighborhood Plan Newland CAR	Coogan Coogan Coogan Coogan
FEB 17 – CC study session	TMP/Transportation Element study session	Godfrey
FEB – 18 Kingsgate	Kingsgate Neighborhood Plan with Association	Swan
FEB 26 – PC	North Rose Hill Neighborhood Plan Griffis CAR Basra CAR Walen CAR	Lieberman-Brill Lieberman-Brill Lieberman-Brill Collins
MARCH 3 - CC	No briefing	
MARCH 12 – PC	MRM CAR Evergreen Healthcare CAR Totem Commercial Center CAR Econ Develop/Community Character follow-up	Ruggeri Collins Collins Coogan
MARCH 17 – CC Briefing	Moss Bay, Juanita, South Rose Hill, Bridle Trails, NE 85th Street subarea Neighborhood Plans Nelson/Cruikshank, Waddell and Newland CARs	McMahan/Coogan
MARCH 23 - HCC	Environment Element Introduction, rest of Vision Chapter Bridle Trails Neighborhood Plan Update (portion) Public Services/Utilities (Climate Commitments)	Barnes Swan Coogan Lieberman-Brill
MARCH 24 – Everest	Everest Plan with Neighborhood Association	Coogan
MARCH 26 – PC Start at 6pm	Norkirk Neighborhood Plan Norkirk CARs	Lieberman-Brill Lieberman-Brill

	Highlands Neighborhood Plan Public Services & Utilities (Climate Commitments) Land Use Element follow-up	Lieberman-Brill Lieberman-Brill McMahan
April 7 – CC Briefing	Environment Element	Barnes
APRIL 16 – PC (instead of 4/9)	Everest Neighborhood Plan Morris CAR Rairdon CAR Astronics CAR	Coogan Collins Collins Collins
April 21 – CC Study session	Transportation Master Plan/Transportation Element	Godfrey
APRIL 23 – PC	Transportation Element (cont.) Park Element (cont.) New Kingsgate Neighborhood Plan Human Services Element Capital Facilities Element (except CFP tables) Implementation Strategies Appendices A & C, KMC, Chapter 142 KZC Council briefing follow-up: Intro, General Totem Lake follow-up	Godfrey/Swan Cogle/Swan Swan Swan Swan Swan/all Swan/All Swan Collins
APR 27 – HCC	Transportation (cont.) Park Human Services Capital Facilities Element (except CFP tables) Implementation Strategies Appendices A & C, KMC, Chapter 142 KZC	Godfrey/Swan Cogle/Swan Swan Swan Swan/All Swan All
MAY 5 – CC Briefing	Highlands Neighborhood Plan Public Services & Utilities Elements Everest Neighborhood Plan	Lieberman-Brill Lieberman-Brill Coogan
MAY 14 – PC	MRM (cont.) Basra CAR (cont.) Environment (cont.)	Ruggeri Lieberman-Brill Barnes
MAY 19 – CC	Cancelled	
MAY 25 – HCC	No items	
MAY 28 – PC	Norkirk LIT CARs Totem Lake Plan and related code amendments Definitions	Lieberman-Brill Collins Collins/all
JUNE 2 – CC Briefing	Park Element (will do with his PROS Plan memo) Human Services Element New Kingsgate Neighborhood Plan Implementation Strategies Capital Facilities Element (not including CFP charts) MRM CAR	Cogle Swan Swan Swan/all Swan Ruggeri
JUNE 11 – PC	Wrap up of plan if needed? Finn Hill Neighborhood Plan scope of work	Swan Shields
JUNE 16 – CC Briefing	North Rose Hill Neighborhood Plan Griffis & Barsa CARs Walen CAR Norkirk Neighborhood Plan and CARs Resolution of Intent to Adopt Comp Plan Update	Lieberman-Brill Lieberman-Brill Collins Lieberman-Brill Swan
JUNE (1 st week)	60 day Notice to Department of Commerce	
JUNE 19 or 22	Issue Draft EIS (15 days before hearing)	
JUNE 25 – prior to PC meeting <i>Open house</i>	OPEN HOUSE on 6/25 hearing items	Rugger/Coogan/ McMahan/Swan

JUNE 25 – PC/TC/HCC Joint Hearing	Joint Hearing on Element Chapters (except CFP) Bridle Trails Neighborhood Plan HCC /TC Recommendations on both items above Hearing on MRM, Newland, Waddell, Nelson/Cruikshank, CARs Hearing on, Moss Bay, South Rose Hill, Juanita, NE 85 th Street, Everest, Kingsgate Plans PC begins deliberations	All Coogan Ruggeri/Coogan/ McMahan/Swan
JULY 7 – CC Briefing	Totem Lake Neighborhood Plan Totem Lake 5 CARs	Collins Collins
JULY 9 – PC Hearing	Hearing on EIS Deliberation and Recommendation on items from June 25 hearing	Shields All
JULY 21 – CC	Draft Capital Improvement Program (CIP)	Finance
JULY 23 – prior to PC meeting <i>Open house</i>	OPEN HOUSE on 7/23 hearing items and COMMUNITY MEETING on the Totem Lake Action EIS	Lieberman-Brill Collins Consultants
JULY 23 – PC Hearing	Hearing on Norkirk, North Rose Hill & Highlands Hearing on Basra, Griffis, Walen & Norkirk CARs PC deliberation and recommendation Capital Facilities Plan – review tables	Lieberman-Brill L-Brill/Collins Swan
	Notice for Totem Lake Planned Action EIS	Swan
JULY 27 – HCC	Capital Facilities - review tables	Swan
AUG 13 – prior to PC meeting <i>Open house</i>	OPEN HOUSE on 8/13 hearing items	Collins and Swan
AUG 13 – PC Hearing	Hearing on Totem Lake Neighborhood Plans Hearings on Morris, Rairdon, Astronics, Evergreen Healthcare, Totem Commercial Center CARs Hearing on Totem Lake Planned Action EIS Joint Hearing on Capital facilities Plan (unless HCC waives it) HCC recommendation on CFP tables (unless waived) PC deliberation and recommendation	Collins Swan/Collins Swan
AUG 27 or SEPT 10 – PC	Totem Lake deliberation and recommendation Wrap up of Plan	Collins
SEPT 15 – CC	Final briefing on Planning Commission recommendation	All
OCT (first week)	Final EIS issued	
OCT 20 – CC	Council Study session	All
DEC 15 – CC	Hearing on Totem Lake Planned Action EIS Council adoption & Planned Action EIS ordinance Hearing on Totem Lake Planned Action EIS	Swan/all
JAN 25 – HCC	Jurisdictional Approval	All

<p>Planning Commission meetings are held at Kirkland City Hall. Meetings usually start at 7pm, but some meetings may start earlier due to number of items on the agenda. See Planning Commission web page for agendas and staff memos at end of day Friday before meeting.</p>	<p>Staff Contact information: Dorian Collins, Senior Planner dcollins@kirklandwa.gov 425-587-3249. Janice Coogan, Senior Planner jcoogan@kirklandwa.gov 425-587-3257 Joan Lieberman-Brill, Senior Planner jlieberman-brill@kirklandwa.gov 425-587-3254 Jeremy McMahan, Planning Supervisor jmcmahan@kirklandwa.gov 425-587-3229 Angela Ruggeri, Senior Planner aruggeri@kirklandwa.gov 425-587-3256 Teresa Swan, Senior Planner, Comp Plan Update Manager tswan@kirklandwa.gov, 425-587-3258 Eric Shields, Planning Director/SEPA Official eshields@kirklandwa.gov 425-587-3226 Paul Stewart, Deputy Planning Director 425-587-3227, pstewart@kirklandwa.gov</p>	<ul style="list-style-type: none"> ➤ Finn Hill Plan: 2015-2016 separate process. ➤ Lakeview (JC), Houghton (AR), Market (JC) Plans are recent plans and may not need to be revised except for maps. Staff is working with the neighborhoods to determine if updates are needed.
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REVISED HUMAN SERVICES ELEMENT: STRIKE-OUT AND UNDERLINES

◆ RELATIONSHIP TO THE FRAMEWORK GOALS ◆

The ~~Human Services Element~~ highlights the following Framework Goals:

- ~~FG-1 Maintain and enhance Kirkland’s unique character.~~
- ✓ **FG-2 Support a strong sense of community.**
- ~~FG-3 Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.~~
- ~~FG-4 Promote a strong and diverse economy.~~
- ~~FG-5 Protect and preserve environmentally sensitive areas and reduce greenhouse gas emissions to ensure a healthy environment.~~
- ~~FG-6 Identify, protect and preserve the City’s historic resources, and enhance the identity of those areas and neighborhoods in which they exist.~~
- ~~FG-7 Encourage a sustainable community.~~
- ~~FG-8 Maintain and enhance Kirkland’s strong physical, visual, and perceptual linkages to Lake Washington.~~

XII.B. HUMAN SERVICES

- ~~FG-9 Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.~~
- ~~FG-10 Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.~~
- ~~FG-11 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.~~
- ~~FG-12 Ensure public safety.~~
- ~~FG-13 Maintain existing adopted levels of service for important public facilities.~~
- ~~FG-14 Plan for a fair share of regional growth, consistent with State and regional goals to minimize low density sprawl and direct growth to urban areas.~~
- ✓ ~~FG-15 Solve regional problems that affect Kirkland through regional coordination and partnerships.~~
- ✓ ~~FG-16 Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.~~
- ~~FG-17 Establish development regulations that are fair and predictable.~~
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XII.B. HUMAN SERVICES

A. INTRODUCTION

The ~~City of Kirkland Human Services Element~~ seeks to enhance the quality of life for all citizens in the community, regardless of race, nationality, creed, ethnic background, social-economic status, sexual orientation, gender or age. The City recognizes that each person needs to have a sense of belonging, support in their community, and ~~have~~ access to opportunities that fulfill the basic needs of life~~contribute to healthy development~~. The City has made a commitment to providing services and programs to those considered more vulnerable and/or at risk, including youth, seniors, and those with financial need, special needs and disabilities. The Human Services, Senior Services, and Youth Services Programs are all housed within the Parks and Community Services Department.

The challenges now and in the future are how to ~~serve the increasing senior population~~, provide support to teens ~~and their parents~~, how to serve the increasing senior population, and meet the growing basic needs of low- and moderate-income residents. Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community. Forecasts for the future indicate that one in four residents in the Puget Sound area will be over the age of 65 in ~~2035~~2022. To be able to continue residing in the community, many of these residents will need support services along with affordable housing or housing that accommodates seniors as they age, such as assisted living facilities, ~~mother-in-law accessory~~ apartments and smaller one-story homes. Kirkland has experienced an increase in~~As the community's population grows so will~~ the number of low- to moderate-income residents needing food, shelter, clothing, and other support services. ~~Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community.~~

In addition, our community continues to be enriched with people from different countries and ethnic backgrounds. Human service programs need to be responsive to the variety of cultures and languages that exist now and in the future.

EXISTING CONDITIONS

Youth Services

The Youth Services Program is ~~part of the City's Community Services Division of the Parks and Community Services Department~~ run by the City's Youth Services Staff with support from the Kirkland Youth Council. The Kirkland Youth Council, ~~established in 1996~~, is an advisory board to the City Council representing the youth in the community. In addition, the Youth Council provides communication between the City Council,

City of Kirkland Comprehensive Plan

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~~Lake Washington School District~~, community-based groups, schools, and service organizations. Kirkland Youth Council members represent Kirkland locally, nationally, and internationally at summits and conferences.

The City of Kirkland works in partnership with community agencies to provide information and services to Kirkland youth and families. Because of the many immigrant and refugee families living in Kirkland and attending Kirkland schools, City and school-linked support programs have been established.

~~In 2001, the~~ Teen Union Building, located on the perimeter of Peter Kirk Park next to the Peter Kirk Community Center~~Senior Center~~, ~~was established. It~~ provides a social, educational, recreational and leadership center for youth. The programs at the facility also provide a gateway to volunteer activities and jobs in the community.

Senior Services

The Peter Kirk Community Center provides opportunities for people age 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and lifelong learning classes, in addition to health, legal and financial services, lunches and home meal deliveries.

The Kirkland Senior Council, ~~established in 2002~~, is an advisory board to the City Council representing residents 50 years and older. The Senior Council prioritizes and works to implement the Senior Council Work Services Strategie-Plan and makes recommendations to the City Council.

Human Services

Kirkland has experienced dDemographic, economic and social changes have had an impact in Kirkland. These changes have dramatically increased the need for health and human services. The City's Human Service Policy established a separate program within the Parks and Community Services Department. Human Services Staff is primarily responsible for the planning and administration of the City's human services program. The City's role in human services is as a partner, funder, facilitator, and coordinator, but not a direct provider of human services. The Human Services Advisory Committee, ~~established in 1986~~, serves as a committee to advise the City Council on allocation of the City's General Funds and Community Development Block Grant (CDBG) Funds for human services.

RELATIONSHIP TO OTHER ELEMENTS

The Human Services Element is one of the elements that implements the Guiding Principle of supporting a socially sustainable community through health and human services and programs that fulfill the basic needs of all people. The element also implements the Guiding Principle of providing a sense of community through involvement in government, schools, civic events and volunteer activities and by creating a sense of belonging through shared values.~~Framework Goal FG 2 by establishing goals and policies that provide programs to assist those in need and enrichment opportunities to encourage a healthy community. In addition, the Human Services Element supports the Framework Goal FG 12 by supporting the establishment of citizen boards for youth, seniors and human service representatives. The Element addresses basic needs of access to information and~~

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services, food and shelter. It also addresses health and well-being through social and civic engagement. For older people, the element also addresses affordable housing designed to accommodate mobility and safety, economic security and aging readiness through financial literacy and technology.

The Human Services Element supports the Housing Element by establishing policies to provide housing assistance ~~to those in need of housing~~ and to encourage construction of housing appropriate for seniors, the disabled and ~~those in need~~the disadvantaged. The Human Services Element also establishes policies to allocate City funds to nonprofit organizations providing affordable housing.

The Human Services Element supports the Transportation Element by encouraging better access to services and activities for seniors, ~~and~~ youth and those in need who often rely on safe and convenient pedestrian connections and public transit ~~to move about the community~~. In addition, the Human Services Element supports the Public Service Element with policies ~~that maintain the quality of life by helping those in need and~~ by coordinating with ~~local~~ social services organizations/agencies to provide assistance to Kirkland residents. Lastly, the policies in the Human Services Element support the Park, Recreation, and Open Space Element with policies that ensure that recreational programs are offered for seniors, youth, non-English speaking, and ~~those in need~~the disadvantaged.

B. HUMAN SERVICES CONCEPT

The Human Services Element goals and policies broadly define the City's role in contributing to the social development of the community. This element supports the provision of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors, and those in need. This Element represents those services and programs that seek to enhance the quality of life for citizens of the community. The chapter also supports measures to ensure that humans service programs and services are available and accessible to all.

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C. HUMAN SERVICES GOALS AND POLICIES

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people ~~to~~ become happyengaged, competent and responsible members of the community.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Goal HS-3: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life.~~Provide funds to nonprofit human service providers to improve the quality of life for low- and moderate-income residents.~~

Goal HS-4: Encourage human services facilities to locate near commercial centers and transit and non-motorized facilities.

Goal HS-5: Recognize that the growing diversity in Kirkland's residents enriches the city, and fosters a better cultural understanding in city government and in the community.

Goal HS-6: Foster a community free of discrimination and promote equal opportunity.

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Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people ~~to become~~ happyengaged, competent and responsible members of the community.

Policy HS-1.1: Maintain and support the Kirkland Youth Council.

The Youth Council provides an important link between the youth of Kirkland, the government, school district and the community. ~~The Council's ideas, programs, and professionalism have been recognized as creative, intuitive, and successful in connecting with the youth in the community.~~ Their continued work to support youth initiatives with the Teen Union Building, the Skate Park, other youth facilities, and the City's Boards and Commissions should be supported and encouraged.

Policy HS-1.2: Coordinate with the Kirkland Teen Union Building to provide a safe place for ~~the~~ youth and provide recreational/educational activities and social programming.

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and do recreational activitiesrecreate. ~~With the support of the Kirkland Youth Council and nonprofit organizations serving East King County youth,~~ the City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.

Policy HS-1.3: Provide connections between Kirkland youth and their community by partnering with the City, school district and local youth-serving organizations~~agencies~~.

The City of Kirkland values its partnership with the Lake Washington School District and organizations in helping to connect youth to their community. ~~Seeking out grant opportunities to provide more school and community programs for youth should continue. Through the Youth Council, open lines of communication should continue to be a priority between the school district and the City.~~ The Youth Council should also continue ~~its~~their goal of connecting students to their community with youth summits, Citywide~~citywide~~ events and school activities. The City should continue to seek out grant opportunities to provide more school and community programs for youth.

Policy HS-1.4: Provide access to information and services for Kirkland youth ~~and their families on employment, social services, safety issues and classes for parents of teens.~~

The City should work with the Lake Washington School District and non-profit organizations to provide information on social service programs, enrichment classes, teen employment and issues around safe driving, swimming and biking. The Kirkland Teen Union Building, the Youth Council, City classes and the school district are good vehicles for disseminating the information.

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~~Partnerships with nonprofit organizations, the Lake Washington School District and the City are crucial in helping to provide programs for youth and families and should be a priority. The City of Kirkland, in partnership with the Kirkland Teen Union Building, should either provide or find and advertise free or low cost accessible parenting classes and support services for parents of teens and preteens.~~

~~Teens and youth safety is a continual concern. Accidents are the number one killer of teens, with car accidents leading the list and drowning second. Teens do not always take the necessary precautions when driving, boating, swimming and biking. Youth Services should encourage continued education on water, bicycle and seat belt safety, and not using alcohol or drugs when driving a car. This information should be provided through schools, the Teen Union Building, the Fire and Police Departments, and the community.~~

~~Many youth ages 13 to 15 have few summer employment opportunities. The City should continue to explore employment and intern options for teens, partnering with the Kirkland Teen Union Building and the business community. In addition, the City's Youth Services should support and help provide volunteer opportunities for Kirkland youth.~~

~~In addition, many youth do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get to their activities. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the City. A system of safe nonmotorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.~~

Policy HS-1.5: Promote healthy lifestyles.

Leisure time activities enrich lives, prevent social isolation and increase a sense of belonging to the community, as well as offer positive choices for how youth spend their time. ~~Obesity issues, lack of exercise, eating disorders, and poor diet are problems that teens face. Many teens spend hours after school watching television, playing video games, and surfing the web.~~ Providing positive recreational activities encourages lifelong learning for teens; provides fitness opportunities and promotes healthy lifestyles. Through Kirkland's partnership with the Teen Union Building, businesses, and nonprofit organizations, the City should help to provide recreational and leisure time activities for youth.

Policy HS-1.6: Establish positive relationships between the youth and Kirkland Police.

A goal of the Kirkland Youth Council and the City of Kirkland is to foster a positive ~~improve the~~ relationship between youth and police. ~~One way that this has been accomplished is by development of the Respect Manual, a manual to answer questions, reduce fear and increase understanding between the youth and Kirkland Police.~~ The Kirkland Youth Council and the Police Department should continue to explore other ways in which to build positive relationships with the City and youth in the community.

Policy HS-1.7: Support programs working to lower youth violence, substance abuse, depression and suicide in the community.

The City's youth services programs, ~~such as Summer Youth Outreach Specialists,~~ help to maintain positive relationships with community youth, referring youth to services and preventing risky behavior ~~by youth, such as~~

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~~drug, alcohol and tobacco use. Such programs have reduced negative police and youth interactions.~~ Efforts are focused on working with the youth ~~at local parks, beaches and the Teen Union Building~~ after school, on weekends and during the summer when the youth have more free time and thus may get involved with risky behavior.

~~The City's Youth Services should continue to work to support youth access to after school, weekend and summer development programs to help shut down the "prime time juvenile crime" and encourage positive and healthy behavior. This encouragement should help diffuse the harassing behavior found in many of our schools.~~ In addition, ~~the Youth Services~~ programs should also continue supporting Kirkland's school and community ~~drug/alcohol/tobacco and~~ teen depression and suicide programs to help develop healthy and responsible youth.

The Police Department works with the Lake Washington School District to lower the number of youth who are using drugs, ~~alcohol and~~ tobacco through partnerships, such as the School Resource Officers. The City should continue the Police Department's partnership with the school district as funding allows to develop and support the drug, ~~alcohol, and~~ tobacco use prevention programs.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Policy HS-2.1: Maintain and support the Senior Council.

~~The City is committed to maintaining and improving the quality of life of residents 50 years and older in Kirkland. Recognizing the value and contributions residents 50 years and older bring to our community,~~ ~~the~~ The Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs and services that advance their well-being. The Senior Council offers people the opportunity to directly participate in the advocacy and creation of programs and services that meet their needs. The City should maintain the Senior Council and support its work programs.

Policy HS-2.2: Provide opportunities for residents ~~people~~ 50 years and older to be active, connected, and engaged in the community ~~learning~~.

~~Aging has changed. Many P~~ people 50 years and older are ~~much more~~ active ~~now~~ and thus prefer a wider range of recreational programs and services ~~than in the past~~. They enjoy activities ~~older adults desire as part of their life in the community include~~ working, recreation, lifelong learning, and social engagement. Recognizing this, the Peter Kirk Community Center should provide a broad range of activities, classes and services for residents 50 and older to engage and connect the residents with their community, ~~a resource for information and referral of activities, events and services for those older adults and adult children seeking assistance, and services for their aging parent.~~ Through a joint use agreement with the Teen Union Building, people 50 and older should

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~~continue to have the opportunity to take computer classes provided in the Teen Union Building computer lab. The City should also continue to provide information via a comprehensive activity brochure mailed out to residents and the City's web page with links to important services throughout King County.~~

The City has developed~~engages in~~ partnerships with other community organizations and businesses to increase program opportunities and locations, and provide greater marketing abilities ~~and promote a sense of community relationship~~. These partnerships should continue and increase as the number of people 50 years and older increase.

Policy HS-2.3: Provide access to information, resources, services and programs for older adults.

Older adults, their caregivers and family members often do not know where to turn for help, ~~do not believe it is right to ask for help or feel guilty about taking advantage of~~ for available programs, services, and resources. Many older adults and their adult children lack knowledge about in-home services, assisted living options, and the steps between living in their own homes and moving into retirement, assisted living or nursing homes. Also many older adults need support to increase independence through financial planning and utilization of technology to access information. ~~The Parks and Community Services Department should continue to provide access to resources at the Peter Kirk Community Center, utilize various sources to provide older adults with information about programs and services, including brochures, the City's web page and TV cable station, local media and other organizations' newsletters.~~ The challenges are compounded for the non-English speaking seniors and their families. ~~Many of these older adults are isolated, with little or no contact outside their homes or their children.~~ The Parks and Community Services Department should continue partnerships with agencies to offer programs and services with ~~some~~ some bilingual staff, so that non-English speaking older adults have the opportunity to participate in social, recreational and educational activities, ~~and meals~~. Traditional program components such as outreach, advocacy and greater access to services should also be provided for these non-English speaking older adults.

In addition, many older adults do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get them to their activities, shopping and medical appointments. The City should work with the regional transit providers s to see that the convenient and low-cost public transportation is provided throughout the City. A system of safe nonmotorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-2.4: Maintain a safe environment for older adults in the community.

~~Feeling secure, both about safety of physical access and safety in terms of crime, is important to older adults. Many~~ Older adults have identified the need for safe access to community facilities and services, parks and bike paths, ~~and for visible law enforcement, and~~ emergency responsiveness from both police and emergency medical services. The City should continue an ongoing dialogue to assure older adults that the City is committed to keeping the community safe while also offering a variety of personal safety programs.

The City should encourage partnership programs with various local agencies, such as the Gatekeeper program, to notify specified individuals when seniors fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

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~~The Kirkland Police Department, the Kirkland Teen Union Building and City's Youth Services have been working on a plan to increase security around the Peter Kirk Community Center and the adjoining Teen Union Building and Peter Kirk Park. The City should continue an ongoing dialogue to assure older adults that the City is committed to keeping the Downtown area safe. In addition, the Peter Kirk Community Center should continue to offer a variety of personal safety programs.~~

Policy HS-2.5: Encourage affordable and appropriately designed older adult housing.

Affordable and appropriately designed accessible housing are key issues for older adults in terms of what it will take for them to remain in Kirkland as they age. The City should support public and private efforts to create and preserve affordable housing, ~~in Kirkland, particularly housing for older adults, such as, including~~ mother-in-law accessory apartments, shared housing, small lots, cottages and one-story homes, as outlined in the Housing Element. ~~accessible to the disabled and elderly. Universal design principles that meet the needs of as many users as possible and at many different stages of life should be encouraged.~~ In exploring options for affordable housing for ~~seniors~~ older adults, the City should utilize the expertise available through ARCH (A Regional Coalition for Housing), the King County Housing Authority, local faith-based organizations with housing programs, nonprofit and for-profit housing developers, and other resources interested in affordable housing for older adults ~~seniors~~. In addition, the City should identify the necessary changes in land use regulations and building codes that will make alternative housing easier to implement. Additional goals, policies and background information that support affordable and senior housing are found in the Housing Element.

~~Goal HS-3: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life. Provide funds to nonprofit human service providers to improve the quality of life for low- and moderate-income residents.~~

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Policy HS-3.1: Assess local human service needs and promote community awareness of needs and resources available to meet them.

City Staff should utilize census data to inform policies that address human service needs. In addition, all residents would benefit from an education campaign that explains both the range of needs of residents and the resources available to meet those needs.

Policy HS-3.2: Anticipate human services needs and provide leadership in the development of community responses.

In addition to following demographic change in the community, city staff should keep in close contact with human service organizations regarding the changing needs they are seeing. The City should then act as a convener of community stakeholders to discuss and implement effective community responses.

Policy ~~HS-3.3~~HS-3.2: Provide funding for local nonprofit organizations ~~agencies~~ serving the needs of Kirkland residents.

Human services are those efforts targeted directly to individuals and families to meet basic human needs, and can be represented on a continuum of services including intervention, prevention, and enhancement. In order to address these needs, the City of Kirkland has five community goal areas it uses which hold that all community members should have:

- ◆ Food to eat and a roof overhead.
- ◆ Supportive relationships within families, neighborhoods and communities.
- ◆ A safe haven from all forms of violence and abuse.
- ◆ Health care to be physically and mentally fit as possible.
- ◆ Education and job skills to lead an independent life.

~~To improve the quality of life for low and moderate income residents, the City provides support to local nonprofit organizations who administer services for those in need. The City Council should continue to allocate General Funds and CDBG public services funds to support community-based nonprofit agencies that ensure a broad range of adequate support services are available to all residents, especially low- and moderate-income residents. The City should encourage services that respect the diversity and dignity of individuals and families, and foster self-determination and self-sufficiency.~~

Policy HS-3.4:~~H-3.1:~~ Maintain and support a Human Services Advisory Committee.

The Human Services Advisory Committee ~~reviews provides policy and funding requests from recommendation on~~ human services ~~providers and makes a recommendations activities~~ to the City Council. ~~In particular, the Committee makes funding recommendations to the City Council on the expenditures of the City's Human Service Funds.~~ The Committee is a valuable resource for the City Council and should be continued to help the ~~C~~city have strong human service programs.

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Policy ~~HS-3.5~~HS-3.3: Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low- and moderate-income residents.

The City engages in ~~seeks to strengthen~~ partnerships between jurisdictions and other government agencies, nonprofit and for-profit organizations to enable those organizations to provide and maintain decent and affordable housing, ~~establish and maintain a suitable living environment, and expand economic opportunities for every resident,~~ particularly those at or below the 80 percent of median income. The City commits CDBG and General Funds to provide affordable housing in East King County through nonprofit agencies, such as ARCH. The City should continue to support these agencies and their effort to provide affordable housing to Eastside residents, particularly low-income.

The City also uses its CDBG capital funds to support King County’s program that responds to housing repair needs for low- to moderate-income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

Policy ~~HS-3.6~~HS-3.5: Participate and provide leadership in local and regional human service efforts.

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners ~~within the region~~ to develop a regional planning effort to identify critical human services needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees. ~~The City should also take a lead in planning for and addressing the needs of the recent growth of immigrants and refugees in the community.~~

Policy HS-3.7: Encourage the development of partnerships among the city, schools, human services providers and others, to address the needs of children and families within the school setting.

The City has supported and facilitated human service organizations providing needed human services within schools. The City should expand these initiatives with the help of additional community partners.

Policy ~~HS-3.8~~HS-3.6: Ensure human service programs are available and accessible.

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should provide programs, and operating and capital funds annually to support social and health needs for those who have special needs, are financially challenged, are homeless, and/or who have limited access based on their language or cultural needs. Where possible~~we can~~, the City should provide language and culturally appropriate programs and scholarships, and accommodations for those with special needs. The City also should collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs for Kirkland residents.

Policy HS-3.9: Consider the human services impacts of proposed legislation prior to formal adoption and provide mechanisms that encourage human services objectives in developing city regulations and codes.

The City should consider both the possible effects of legislation on vulnerable residents as well as create increased opportunities for them.

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Policy ~~HS-3.10~~HS-4: *Administer community donation programs.*

The City offers residents the opportunity to donate funds through programs such as “Kirkland Cares” that assist Kirkland residents through the utility billing process. The City contracts with a local nonprofit organization to allocate these funds to help ~~struggling~~ Kirkland families pay their heating, electric, and water/sewer utility bills, and to provide food, shelter, homelessness prevention, and ongoing support to help families move out of crisis and get back on their feet. The City should continue to administer and promote community donation programs to help ~~those families~~ in need.

Goal HS-4: Encourage human services facilities to locate near commercial centers and transit and non-motorized facilities and remove barriers to access.

Policy HS-4.1: Encourage services to become accessible to all in the community by removing any barriers, including but not limited to architectural, cultural, language, communication, or location.

In order to ensure that Kirkland is a place where all people have the opportunity to thrive, the City should encourage and support the providers of human services to ensure that they are making their services available to those living with a full range of capabilities.

Policy HS-4.1: Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities exist.

So that older adults, teens and those in need can easily access services and programs, the City should locate its facilities in or near commercial centers where transit and non-motorized facilities are available. The City should also encourage other organizations to locate their programs and services near commercial centers. Having transit, bicycle and pedestrian routes near support services facilities ensures accessibility for all. Lastly, the City should encourage community shuttles and volunteer transportation programs and other transportation options.

The City should work with regional transit providers to see that safe, convenient and low-cost public transportation is provided through the city. The City should also provide a system of non-motorized connections from residential neighborhoods to commercial centers as outlined in the Transportation Element.

Goal HS-5: Recognize that the growing diversity in Kirkland’s residents enriches the city, and fosters a better cultural understanding in city government and in the community.

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Policy HS-5.1: Engage the diverse populations within Kirkland to create an inclusive community.

The Puget Sound region, east King County and the City of Kirkland are undergoing rapid demographic changes. In order to incorporate the strengths that a diverse populace offers, the City should engage and include them, and encourage partnerships among them, the City, businesses, schools, faith groups, civic organizations and human service providers. The City should strive to increase participation in City programs, initiatives and activities among diverse populations.

Goal HS-6: Foster a community free of discrimination and promote equal opportunity.

Policy HS-6.1: Work to achieve a community where everyone is treated equally and with respect.

Discrimination based on disabilities is prohibited under Title II of the of the American with Disabilities Act and based on race, color, national origin or sex under Title IV of the Civil Rights Act. In Kirkland, this protection should extend to religion, age, sex, marital status and sexual orientation. Recognizing that public and private institutions should include all people in a respectful manner, the City should offer opportunities for the community to come together to understand the existence of discriminatory practices and work to advance more just and inclusive initiatives, programs and strategies that end any discrimination and ensure equal opportunity for all.

◆ RELATIONSHIP TO THE FRAMEWORK GOALS ◆

A. INTRODUCTION

The City of Kirkland seeks to enhance the quality of life for all citizens in the community, regardless of race, nationality, creed, ethnic background, social-economic status, sexual orientation, gender or age. The City recognizes that each person needs to have a sense of belonging, support in their community, and access to opportunities that fulfill the basic needs of life. The City has made a commitment to providing services and programs to those considered more vulnerable and/or at risk, including youth, seniors, and those with financial need, special needs and disabilities. The Human Services, Senior Services, and Youth Services Programs are all housed within the Parks and Community Services Department.

The challenges now and in the future are how to provide support to teens, how to serve the increasing senior population, and meet the growing basic needs of low- and moderate-income residents. Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community. Forecasts for the future indicate that one in four residents in the Puget Sound area will be over the age of 65 in 2035. To be able to continue residing in the community, many of these residents will need support services along with affordable housing or housing that accommodates seniors as they age, such as assisted living facilities, accessory apartments and smaller one-story homes. Kirkland has experienced an increase in the number of low- to moderate-income residents needing food, shelter, clothing, and other support services.

In addition, our community continues to be enriched with people from different countries and ethnic backgrounds. Human service programs need to be responsive to the variety of cultures and languages that exist now and in the future.

EXISTING CONDITIONS

Youth Services

The Youth Services Program is run by the City's Youth Services Staff with support from the Kirkland Youth Council. The Kirkland Youth Council is an advisory board to the City Council representing the youth in the community. In addition, the Youth Council provides communication between the City Council, community-based groups, schools, and service organizations. Kirkland Youth Council members represent Kirkland locally, nationally, and internationally at summits and conferences.

The City of Kirkland works in partnership with community agencies to provide information and services to Kirkland youth and families. Because of the many immigrant and refugee families living in Kirkland and attending Kirkland schools, City and school-linked support programs have been established.

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The Teen Union Building, located on the perimeter of Peter Kirk Park next to the Peter Kirk Community Center, provides a social, educational, recreational and leadership center for youth. The programs at the facility also provide a gateway to volunteer activities and jobs in the community.

Senior Services

The Peter Kirk Community Center provides opportunities for people age 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and lifelong learning classes, in addition to health, legal and financial services, lunches and home meal deliveries.

The Kirkland Senior Council is an advisory board to the City Council representing residents 50 years and older. The Senior Council prioritizes and works to implement the Senior Council Work Plan and makes recommendations to the City Council.

Human Services

Kirkland has experienced demographic, economic and social change. These changes have dramatically increased the need for health and human services. The City's Human Service Policy established a separate program within the Parks and Community Services Department. Human Services Staff is primarily responsible for the planning and administration of the City's human services program. The City's role in human services is as a partner, funder, facilitator, and coordinator, but not a direct provider of human services. The Human Services Advisory Committee serves as a committee to advise the City Council on allocation of the City's General Funds and Community Development Block Grant (CDBG) Funds for human services.

RELATIONSHIP TO OTHER ELEMENTS

The Human Services Element is one of the elements that implements the Guiding Principle of supporting a socially sustainable community through health and human services and programs that fulfill the basic needs of all people. The element also implements the Guiding Principle of providing a sense of community through involvement in government, schools, civic events and volunteer activities and by creating a sense of belonging through shared values. The Element addresses basic needs of access to information and services, food and shelter. It also addresses health and well-being through social and civic engagement. For older people, the element also addresses affordable housing designed to accommodate mobility and safety, economic security and aging readiness through financial literacy and technology.

The Human Services Element supports the Housing Element by establishing policies to provide housing assistance and to encourage construction of housing appropriate for seniors, the disabled and those in need. The Human Services Element also establishes policies to allocate City funds to nonprofit organizations providing affordable housing.

The Human Services Element supports the Transportation Element by encouraging better access to services and activities for seniors, youth and those in need who often rely on safe and convenient pedestrian connections and public transit. In addition, the Human Services Element supports the Public Service Element with policies by

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coordinating with social services organizations to provide assistance to Kirkland residents. Lastly, the policies in the Human Services Element support the Park, Recreation, and Open Space Element with policies that ensure that recreational programs are offered for seniors, youth, non-English speaking, and those in need.

B. HUMAN SERVICES CONCEPT

The Human Services Element goals and policies broadly define the City's role in contributing to the social development of the community. This element supports the provision of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors, and those in need. This Element represents those services and programs that seek to enhance the quality of life for citizens of the community. The chapter also supports measures to ensure that human service programs and services are available and accessible to all.

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C. HUMAN SERVICES GOALS AND POLICIES

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people become engaged, competent and responsible members of the community.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Goal HS-3: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life.

Goal HS-4: Encourage human services facilities to locate near commercial centers and transit and non-motorized facilities.

Goal HS-5: Recognize that the growing diversity in Kirkland’s residents enriches the city, and fosters a better cultural understanding in city government and in the community.

Goal HS-6: Foster a community free of discrimination and promote equal opportunity.

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Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people become engaged, competent and responsible members of the community.

Policy HS-1.1: Maintain and support the Kirkland Youth Council.

The Youth Council provides an important link between the youth of Kirkland, the government, school district and the community. Their continued work to support youth initiatives should be supported and encouraged.

Policy HS-1.2: Coordinate with the Kirkland Teen Union Building to provide a safe place for youth and provide recreational/educational activities and social programming.

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and do recreational activities. The City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.

Policy HS-1.3: Provide connections between Kirkland youth and their community by partnering with the City, school district and local youth-serving organizations.

The City of Kirkland values its partnership with the Lake Washington School District and organizations in helping to connect youth to their community. The Youth Council should continue its goal of connecting students to their community with youth summits, citywide events and school activities. The City should continue to seek out grant opportunities to provide more school and community programs for youth.

Policy HS-1.4: Provide access to information and services for Kirkland youth.

The City should work with the Lake Washington School District and non-profit organizations to provide information on social service programs, enrichment classes, teen employment and issues around safe driving, swimming and biking. The Kirkland Teen Union Building, the Youth Council, City classes and the school district are good vehicles for disseminating the information.

Policy HS-1.5: Promote healthy lifestyles.

Leisure time activities enrich lives, prevent social isolation and increase a sense of belonging to the community, as well as offer positive choices for how youth spend their time. Providing positive recreational activities encourages lifelong learning for teens provides fitness opportunities and promotes healthy lifestyles. Through Kirkland's partnership with the Teen Union Building, businesses, and nonprofit organizations, the City should help to provide recreational and leisure time activities for youth.

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Policy HS-1.6: Establish positive relationships between the youth and Kirkland Police.

A goal of the Kirkland Youth Council and the City of Kirkland is to foster a positive relationship between youth and police. The Kirkland Youth Council and the Police Department should continue to explore other ways in which to build positive relationships with the City and youth in the community.

Policy HS-1.7: Support programs working to lower youth violence, substance abuse, depression and suicide in the community.

The City's youth services programs, help to maintain positive relationships with community youth, referring youth to services and preventing risky behavior, such as drug, alcohol and tobacco use. Efforts are focused on working with the youth after school, on weekends and during the summer when the youth have more free time and thus may get involved with risky behavior.

In addition, the youth services programs should also continue supporting Kirkland's school and community teen depression and suicide programs to help develop healthy and responsible youth.

The Police Department works with the Lake Washington School District to lower the number of youth who are using drugs, alcohol and tobacco through partnerships, such as the School Resource Officers. The City should continue the Police Department's partnership with the school district as funding allows to develop and support the drug, alcohol, and tobacco use prevention programs.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Policy HS-2.1: Maintain and support the Senior Council.

The Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs and services that advance their well-being. The Senior Council offers people the opportunity to directly participate in the advocacy and creation of programs and services that meet their needs. The City should maintain the Senior Council and support its work.

Policy HS-2.2: Provide opportunities for residents 50 years and older to be active, connected, and engaged in the community.

Many people 50 years and older are active and thus prefer a wider range of recreational programs and services. They enjoy working, recreation, lifelong learning, and social engagement. Recognizing this, the Peter Kirk Community Center should provide a broad range of activities, classes and services for residents 50 and older to engage and connect the residents with their community.

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The City has developed partnerships with other community organizations and businesses to increase program opportunities and locations, and provide greater marketing abilities. These partnerships should continue and increase as the number of people 50 years and older increase.

Policy HS-2.3: Provide access to information, resources, services and programs for older adults.

Older adults, their caregivers and family members often do not know where to turn for help for available programs, services, and resources. Many older adults and their adult children lack knowledge about in-home services, assisted living options, and the steps between living in their own homes and moving into retirement, assisted living or nursing homes. Also many older adults need support to increase independence through financial planning and utilization of technology to access information. The Parks and Community Services Department should continue to provide access to resources at the Peter Kirk Community Center. The challenges are compounded for the non-English speaking seniors and their families. The Parks and Community Services Department should continue partnerships with agencies to offer programs and services with bilingual staff so that non-English speaking older adults have the opportunity to participate in social, recreational and educational activities.

In addition, many older adults do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get them to their activities, shopping and medical appointments. The City should work with the regional transit providers to see that the convenient and low-cost public transportation is provided throughout the City. A system of safe nonmotorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-2.4: Maintain a safe environment for older adults in the community.

Older adults have the need for safe access to community facilities and services and for emergency responsiveness from both police and emergency medical services. The City should continue an ongoing dialogue to assure older adults that the City is committed to keeping the community safe while also offering a variety of personal safety programs. The City should encourage partnership programs with various local agencies, such as the Gatekeeper program, to notify specified individuals when seniors fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

Policy HS-2.5: Encourage affordable and appropriately designed older adult housing.

Affordable and appropriately designed accessible housing are key issues for older adults in terms of what it will take for them to remain in Kirkland as they age. The City should support public and private efforts to create and preserve affordable housing, including accessory apartments, shared housing, small lots, cottages and one-story homes, as outlined in the Housing Element. In exploring options for affordable housing for older adults, the City should utilize the expertise available through ARCH (A Regional Coalition for Housing), the King County Housing Authority, local faith-based organizations with housing programs, nonprofit and for-profit housing developers, and other resources interested in affordable housing for older adults. In addition, the City should identify the necessary changes in land use regulations and building codes that will make alternative housing easier to implement. Additional goals, policies and background information that support affordable and senior housing are found in the Housing Element.

XII.B. HUMAN SERVICES

Goal HS-3: Create a community in which all members have the ability to meet their basic physical, economic and social needs, and the opportunity to enhance their quality of life.

Policy HS-3.1: Assess local human service needs and promote community awareness of needs and resources available to meet them.

City Staff should utilize census data to inform policies that address human service needs. In addition, all residents would benefit from an education campaign that explains both the range of needs of residents and the resources available to meet those needs.

Policy HS-3.2: Anticipate human services needs and provide leadership in the development of community responses.

In addition to following demographic change in the community, city staff should keep in close contact with human service organizations regarding the changing needs they are seeing. The City should then act as a convener of community stakeholders to discuss and implement effective community responses.

Policy HS-3.3: Provide funding for local nonprofit organizations serving the needs of Kirkland residents.

Human services are those efforts targeted directly to individuals and families to meet basic human needs, and can be represented on a continuum of services including intervention, prevention, and enhancement. In order to address these needs, the City of Kirkland has five community goal areas it uses which hold that all community members should have:

- ◆ Food to eat and a roof overhead.
- ◆ Supportive relationships within families, neighborhoods and communities.
- ◆ A safe haven from all forms of violence and abuse.
- ◆ Health care to be physically and mentally fit as possible.
- ◆ Education and job skills to lead an independent life.

The City Council should continue to allocate General Funds and CDBG public services funds to support community-based nonprofit agencies that ensure a broad range of adequate support services are available to all residents, especially low- and moderate-income residents. The City should encourage services that respect the diversity and dignity of individuals and families, and foster self- determination and self-sufficiency.

Policy HS-3.4: Maintain and support a Human Services Advisory Committee.

The Human Services Advisory Committee reviews funding requests from human services providers and makes recommendations to the City Council. The Committee is a valuable resource for the City Council and should be continued to help the city have strong human service programs.

XII.B. HUMAN SERVICES

Policy HS-3.5: Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low- and moderate-income residents.

The City engages in partnerships between jurisdictions and other government agencies, nonprofit and for-profit organizations to enable those organizations to provide and maintain decent and affordable housing, particularly those at or below the 80 percent of median income. The City commits CDBG and General Funds to provide affordable housing in East King County through nonprofit agencies, such as ARCH. The City should continue to support these agencies and their effort to provide affordable housing to Eastside residents, particularly low-income.

The City also uses its CDBG capital funds to support King County's program that responds to housing repair needs for low- to moderate-income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

Policy HS-3.6: Participate and provide leadership in local and regional human service efforts.

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners to develop a regional planning effort to identify critical human services needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees.

Policy HS-3.7: Encourage the development of partnerships among the city, schools, human services providers and others, to address the needs of children and families within the school setting.

The City has supported and facilitated human service organizations providing needed human services within schools. The City should expand these initiatives with the help of additional community partners.

Policy HS-3.8: Ensure human service programs are available and accessible.

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should provide programs, and operating and capital funds annually to support social and health needs for those who have special needs, are financially challenged, are homeless, and/or who have limited access based on their language or cultural needs. Where possible, the City should provide language and culturally appropriate programs and scholarships, and accommodations for those with special needs. The City also should collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs for Kirkland residents.

Policy HS-3.9: Consider the human services impacts of proposed legislation prior to formal adoption and provide mechanisms that encourage human services objectives in developing city regulations and codes.

The City should consider both the possible effects of legislation on vulnerable residents as well as create increased opportunities for them.

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Policy HS-3.10: Administer community donation programs.

The City offers residents the opportunity to donate funds through programs such as “Kirkland Cares” that assist Kirkland residents through the utility billing process. The City contracts with a local nonprofit organization to allocate these funds to help Kirkland families pay their heating, electric, and water/sewer utility bills, and to provide food, shelter, homelessness prevention, and ongoing support to help families move out of crisis and get back on their feet. The City should continue to administer and promote community donation programs to help those in need.

Goal HS-4: Encourage human services facilities to locate near commercial centers and transit and non-motorized facilities and remove barriers to access.

Policy HS-4.1: Encourage services to become accessible to all in the community by removing any barriers, including but not limited to architectural, cultural, language, communication, or location.

In order to ensure that Kirkland is a place where all people have the opportunity to thrive, the City should encourage and support the providers of human services to ensure that they are making their services available to those living with a full range of capabilities.

Policy HS-4.1: Coordinate with human services organizations to locate facilities near commercial centers where transit and non-motorized facilities exist.

So that older adults, teens and those in need can easily access services and programs, the City should locate its facilities in or near commercial centers where transit and non-motorized facilities are available. The City should also encourage other organizations to locate their programs and services near commercial centers. Having transit, bicycle and pedestrian routes near support services facilities ensures accessibility for all. Lastly, the City should encourage community shuttles and volunteer transportation programs and other transportation options.

The City should work with regional transit providers to see that safe, convenient and low-cost public transportation is provided through the city. The City should also provide a system of non-motorized connections from residential neighborhoods to commercial centers as outlined in the Transportation Element.

Goal HS-5: Recognize that the growing diversity in Kirkland’s residents enriches the city, and fosters a better cultural understanding in city government and in the community.

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Policy HS-5.1: Engage the diverse populations within Kirkland to create an inclusive community.

The Puget Sound region, east King County and the City of Kirkland are undergoing rapid demographic changes. In order to incorporate the strengths that a diverse populace offers, the City should engage and include them, and encourage partnerships among them, the City, businesses, schools, faith groups, civic organizations and human service providers. The City should strive to increase participation in City programs, initiatives and activities among diverse populations.



Goal HS-6: Foster a community free of discrimination and promote equal opportunity.



Policy HS-6.1: Work to achieve a community where everyone is treated equally and with respect.

Discrimination based on disabilities is prohibited under Title II of the of the American with Disabilities Act and based on race, color, national origin or sex under Title IV of the Civil Rights Act. In Kirkland, this protection should extend to religion, age, sex, marital status and sexual orientation. Recognizing that public and private institutions should include all people in a respectful manner, the City should offer opportunities for the community to come together to understand the existence of discriminatory practices and work to advance more just and inclusive initiatives, programs and strategies that end any discrimination and ensure equal opportunity for all.

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◆ RELATIONSHIP TO THE FRAMEWORK GOALS ◆

The ~~Capital Facilities Element~~ highlights the following Framework Goals:

- FG-1 ~~Maintain and enhance Kirkland’s unique character.~~

- FG-2 ~~Support a strong sense of community.~~

- ✓ **FG-3 ~~Maintain vibrant and stable residential neighborhoods and mixed-use development, with housing for diverse incomes, ages, and lifestyles.~~**

- ✓ **FG-4 ~~Promote a strong and diverse economy.~~**

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

- FG-6 ~~Identify, protect and preserve the City’s historic resources, and enhance the identity of those areas and neighborhoods in which they exist.~~

- FG-7 ~~Encourage a sustainable community.~~

- FG-8 ~~Maintain and enhance Kirkland’s strong physical, visual, and perceptual linkages to Lake Washington.~~

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- ✓ ~~FG-9 Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.~~

- ✓ ~~FG-10 Create a transportation system which allows the mobility of people and goods by providing a variety of transportation options.~~

- ✓ ~~FG-11 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range and quality of facilities.~~

- ✓ ~~FG-12 Ensure public safety.~~

- ✓ ~~FG-13 Maintain existing adopted levels of service for important public facilities.~~

- ✓ ~~FG-14 Plan for a fair share of regional growth, consistent with State and regional goals to minimize low density sprawl and direct growth to urban areas.~~

- ✓ ~~FG-15 Solve regional problems that affect Kirkland through regional coordination and partnerships.~~

- FG-16 Promote active citizen involvement and outreach education in development decisions and planning for Kirkland's future.

- FG-17 Establish development regulations that are fair and predictable.

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XIII. CAPITAL FACILITIES

A. INTRODUCTION

Purpose of the Capital Facilities Plan

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

The purpose of the Capital Facilities Element is three-fold:

- (1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;
- (2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and
- (3) Establish adopted standards for levels of service.

What is a capital facility or capital improvement project?

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- ◆ It is an expenditure that can be classified as a fixed asset.
- ◆ It has an estimated cost of \$50,000 or more (with the exception of land).

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- ◆ It has a useful life of 10 years or more (with the exception of certain equipment which may have a short life span).

Why plan for capital facilities?

GROWTH MANAGEMENT

Capital facilities plans are required in the Comprehensive Plan in order to:

- ◆ Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
◆ Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
◆ Coordinate and provide consistency among the many plans for capital improvements, including other elements of the Comprehensive Plan, master plans and other studies of the local government, plans for capital facilities of State and/or regional significance, plans of other adjacent local governments; and plans of special districts.
◆ Ensure the timely provision of adequate facilities as required in the GMA.
◆ Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to fully finance the Capital Facilities Plan (or else-revise the Land Use Plan) provides the basis for financing the vision of the Plan. ensures that the Plan's vision provides a reality check on the vision set forth in the Comprehensive Plan.

GOOD MANAGEMENT

Planning for major capital facilities and their costs enables the City to:

- (a) Identify the need for facilities and funding source the need for revenues to pay for facilities them;
(b) Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;
(c) Take advantage of sources of revenue (i.e., grants, Public Works Trust Fund, loans, impact fees, real estate excise taxes) that require a Capital Facilities Plan in order to qualify for the revenue; and

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- (d) Improve ratings on bond issues when the City borrows money for capital facilities that ~~(thus-reduces~~ ing interest rates and the cost of borrowing money).

Capital Facilities Element vs. Capital Improvement Program

The Capital Facilities Element contains goals and policies to guide construction of capital improvements to provide new capacity to accommodate growth and ensure that the City’s existing infrastructure is maintained. The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the Capital Facilities Plan (CFP).

The City’s Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities. Similar to the CFP, the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP ~~may~~ contains both funded and unfunded projects ~~that are unfunded~~. The Capital Facilities Element, on the other hand, must be balanced – all projects must have an identified funding source.

Capital Facilities Element vs. Neighborhood Plans

Many of the neighborhood plans identify desired pedestrian, bicycle and park improvements that reflect the interests of residents in those neighborhoods. These improvements are a result of the public process in developing the plans. Some of these desired improvements may be completed with land use development while others may be included in projects funded through grants. Some projects may lack funding sources in the foreseeable future. As projects are prioritized for the CFP and CIP, consideration should be given to funding these desired improvements where appropriate and feasible.

Explanation of Levels of Service

Levels of service are usually quantifiable measures of the number, size and extent of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

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Typically, measures of levels of service are expressed as ratios of facility capacity to demand. ~~Table CF-1 lists examples of levels of service measures for some capital facilities:~~ such as response time for fire and EMS and, gallons per day to each customer for water and sewer.

Table CF-1
Sample Level of Service Measurements

Type of Capital Facility	Sample Level of Service Measure
Fire and EMS	Response time per % of incidents
Parks	Acres per 1,000 population Dollars per person
Roads and Streets <u>Transportation</u>	Ratio of actual volume to design capacity Completion of network for each of the four transportation modes
Schools	Students per classroom
Sewer	Gallons per customer per day Effluent quality
Surface Water	Manage runoff to maintain water quality, to ensure safety, welfare and convenience and to preserve hydrologic system and fish/wildlife habitat
Water	Gallons per customer per day Water quality

In order to make use of the level of service method, the City selects the way in which it will measure each facility (i.e., ~~acres, gallons, etc.~~), identifies the desired level of service for each measurement and then compares the current level of each service to the desired level. ~~For example, the desired standard for parks might be five acres per 1,000 population, but the current level of service may be 2.58 acres per 1,000, which is less than the desired standard.~~

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Setting the Standards for Levels of Service

The GMA requires the Capital Facilities Plan to be based on standards for service levels that are measurable and financially feasible. ~~Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the Capital Facilities Element is to influence the selection of the level of service standards.~~ Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values. The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard. ~~More details can be found in Appendix A, Level of Service Methodology.~~

Community values and desires change and evolve and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. ~~Level of service standards may be modified depending on changing priorities.~~ The challenge is to balance the need for reliability on timely completion of improvements (i.e., ~~development should be able to count on the timely provision of improvements~~) with being responsive to changing conditions.

While level of service standards are measurements of the performance of facilities, ~~other goals and policies as well as~~ the Vision Statement, Guiding Principles and other goals and policies in the Plan should also be considered when making decisions on capital improvement projects and facilities.

What is concurrency?

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities must have to be finished and in place before, at the time, or within a reasonable time period (~~depending on the type of capital facility needed~~) following the impacts of development.

Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards.

Concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. Policies CF-4.35.3 and CF-5.26.2 below address what options are available to the developer and/or by the City if concurrency is not met.

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Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

Relationship to Other Elements

The Capital Facilities Plan ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for construction. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements ~~(such as sewer, surface water, etc.)~~.

~~All of the funded projects on the 20352022 Transportation Project List in Table T-5 are reflected in the Capital Facilities Element.~~

The Capital Facilities Element is also supported by the Transportation, Environment, Utilities, Public Services and Parks, Recreation and Open Space Elements. Each of these supporting elements provide the policy direction for ~~and the Capital Facilities Element incorporates~~ the level of service standards, project lists and funding plan to pay for and construct the physical improvements identified in this chapter.

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B. CAPITAL FACILITIES GOALS AND POLICIES

- Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities
- Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.
- Goal CF-~~32~~: Provide a variety of responses to the demands of growth on capital facilities and utilities.
- Goal CF-~~43~~: Identify level of service standards that ensure adequate public facilities to serve existing and future development.
- Goal CF-~~54~~: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City’s adopted level of service standards.
- Goal CF-~~65~~: Provide needed public facilities that are within the ability of the City to fund or within the City’s authority to require others to provide.
- Goal CF-~~767~~: Ensure that the Capital Facilities Element is consistent with other ~~c~~City, local, regional, and ~~S~~state adopted plans.

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CAPITAL FACILITIES FOR QUALITY OF LIFE

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, bicycle and pedestrian systems, parks, and other facilities are a physical reflection of community values. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs or as needs change.

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

Policy CF-1.1:

Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

Policy CF-1.2:

Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.

As the Vision Statement and Guiding Principles Framework Goals describe, a high priority for Kirkland residents is maintaining and enhancing Kirkland's strong sense of community and neighborhood identity. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Policy CF-1.3:

Encourage public amenities and facilities which serve as catalysts for beneficial development.

One of the Guiding Principles Framework Goal 4 strives to promote a sustainable and resilient healthy economy. Certain public facilities, such as parks, utility lines, bicycle lanes, pedestrian walkways and roads, add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

Policy CF-1.4:

Protect public health and environmental quality through the appropriate design and construction installation of public facilities and through responsible maintenance and operating procedures.

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As the Vision Statement and Guiding Principles Framework Goal 5 describe, another high priority for Kirkland residents is protecting the environment. By designing, installing, and maintaining public facilities that are protective of the natural and built environment, the City can take leadership in preserving the natural systems and features sensitive areas and maintaining the urban tree and vegetation canopy in Kirkland.

Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.

Policy CF-2.11.5:

Promote conservation of energy, water, and other natural resources and reduce waste in the location, ~~and~~ design of public facilities and utilities using a variety of techniques, including low impact development and sustainable development practices.

Through the location, ~~and~~ design and operation of public facilities and utilities, the City can conserve energy, water, and other natural resources ~~and~~ minimize impacts to the natural and built environment and reduce waste. The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials equipment usage, and constructing buildings based on sustainable development practices. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, and landscaping used to reduce heat emissions and filter surface runoff. Other measures can be taken, such as increasing energy efficiency in street lights and signals and incorporating sustainable measures into roads, sewer and stormwater projects. See the Built Environment section in the Environment Chapter for additional goals and policies on sustainable practices concerning public facilities.

Improved scheduling can also add to the efficient and cost-effective use of facilities. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities. One example is preserving natural drainage systems rather than relying on piped storm systems. Another example is locating facilities convenient to the population served.

RESPONSES TO GROWTH

The Growth Management Act requires that the City ~~both~~ accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires that the City ~~to~~ ensures that the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

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Goal ~~CF-3.2~~: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Policy ~~CF-3.12.1~~:

Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including density, location and type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Note: Policy CF 2.2 is integrated into Policy 2.1 under new Goal CF-2.

~~Policy CF-2.2:~~

~~Make efficient and cost effective use of existing public facilities using a variety of techniques, including low impact development techniques and sustainable building practices.~~

~~The City can be cost effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials, and equipment usage, and constructing buildings based on sustainable principles. Reducing demand is a cost effective use of facilities by controlling the extent and nature of the public's demand on City services. Improved scheduling can also add to the efficient and cost effective use of facilities. Low impact development techniques and sustainable building practices also offer efficient and cost effective use of public facilities while providing environmental benefits. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, and landscaping used to reduce heat emissions and filter surface runoff.~~

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

Policy ~~CF-3.22.3~~:

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 and pedestrian walkways identified in the City's Transportation Master Plan and Active Transportation Nonmotorized Plan should be included when streets are widened, or newly constructed.

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Policy CF-~~3.32.4~~:

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-~~43~~: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

The Capital ~~Facilities Plan includes project lists and a financing plan~~ Improvements Schedule and Financing Plan ~~to~~ 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-~~4.13.1~~:

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

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Table CF-21
Sewer and Water Level of Service

Facility	Standard
Water distribution <u>for residential use:</u>	103 gallons <u>per day per son/day/capita</u>
Water <u>storage distribution for all other uses (irrigation, business and fire suppression):</u>	249 gallons <u>per day per person /day/capita</u> (includes 1.5 million gallons for fire storage)
Sanitary sewer collection	100 gallons <u>per day per person/day/capita</u>

Sewer and water facilities are essential to the protection and enhancement of public health and thus are tied directly to concurrency requirements. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional level.

TRANSPORTATION FACILITIES
(INCLUDING TRANSIT)

Policy CF-4.23.2: Transportation Level of Service

Use the following level of service standards for determining the need for transportation facilities, including auto, bicycle and pedestrian improvements and transit service:

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Table CF-2

Transportation Level of Service

<u>Level of Completion Area</u>	<u>What is to be completed with the 20 year plan</u>
<u>Maintain: Pavement condition</u>	<u>All collector and arterial streets have new surface.</u>
<u>Walk: School Walk Routes</u>	<u>Sidewalk on one side of school walk routes on collector and arterial streets.</u>
<u>Walk: 10 minute neighborhoods</u>	<u>Sidewalk on one side of collector and arterial streets in highest scoring 10 minute neighborhood routes.</u>
<u>Walk: Crosswalks</u>	<u>Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting.</u>
<u>Bike: On-street bike lanes</u>	<u>Improve the bike system to better than 5’ wide unbuffered lanes.</u>
<u>Bike: Greenway network</u>	<u>Complete the greenway network¹</u>
<u>Transit: Passenger environment</u>	<u>Improve lighting, shelters, etc at 30 highest ridership locations.</u>
<u>Transit: Speed and reliability</u>	<u>Transit signal priority at 45 intersections² on high priority transit routes.</u>
<u>Auto: Intelligent Transportation System (ITS)</u>	<u>Improvements to ITS system³ including connecting signals, parking technology, advance control methods and improved traveler information.</u>
<u>Auto: Capacity projects</u>	<u>NE 132nd Street: intersection and street projects 100th Avenue: design and construction Interchange design/development Juanita Drive: auto improvements</u>

Level of service standards for each mode in Table CF-2 primarily address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure standard for which the City has control. Therefore, the City uses the term “level of completion” in place of “level of service” when referring to the actual measure. The Growth Management Act requires that the City to use the term “level of service” for the overall approach. The level of completion choices made for each mode are aligned with the proposed 20--year network project list as shown in the table below. Time is the basis for evaluating the level of completion. Level of completion measures the rate of project completion over the course of the 20- year period. See Transportation Element for more on Level of Service standards.

Utilize the following vehicular peak hour standards for the transportation subareas of the City:

Table CF-3

Maximum Allowed Subarea Average V/C Ratio for System Intersections and Maximum Allowable V/C Ratio for Individual System Intersections

<i>Use as Maximum Allowed Average V/C after January 1st</i> ⇒	2004	2005	2006	2007	2008
Forecast for Year ⇒	2009	2010	2011	2012	2013

¹ Excludes two bridges over I-405

² Placeholder improvements pending completion of transit plan

³ Improvements beyond work currently funded

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Subarea	Average V/C Ratio				
	Southwest	0.89	0.89	0.89	0.90
Northwest	0.88	0.89	0.89	0.90	0.91
Northeast	0.86	0.87	0.87	0.88	0.89
East	1.04	1.04	1.04	1.05	1.05
Maximum Allowable V/C ratio for Individual System Intersections	1.40	1.40	1.40	1.40	1.40

~~* See Transportation Element for definition of V/C ratio and further explanation of the vehicular Level of Service Standard.~~

~~Table CF-4
2003 and Forecasted Subarea Average LOS for System Intersections~~

Subarea	Subarea Average V/C Ratio		
	2003 Traffic Count	2009	2022
Southwest	0.77	0.89	0.92
Northwest	0.83	0.88	1.05
Northeast	0.76	0.86	0.99
East	0.94	1.04	1.08

~~* 2009 includes 2003 existing traffic plus projects approved but not yet built.~~

Transit

~~Policy CF-3.3:~~

~~Strive to achieve a 65 percent SOV and a 35 percent non-SOV level of work trips by 2022.~~

~~The mode split goal is intended to measure how successful we are in providing travel options or reducing demand for single-occupant vehicles. The targets have been incorporated into the City's traffic model in order to determine vehicular level of service. Please refer to the Transportation Element and Introduction, Setting the Standards for Levels of Service, in this Element for further discussion.~~

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OTHER PUBLIC FACILITIES

The “concurrency” requirement does not apply to the facilities listed in Table ~~CF-3~~CF-5. New development will not be denied based on the standard found in Table ~~CF-3~~CF-5. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities found in Table ~~CF-3~~CF5 for level of service.

Policy CF-~~3.33.4~~:

Use the following level of service standards to determine the need for public facilities:

**Table ~~CF-3~~CF-5
Six-Year Public
Facilities Level of
Service for Surface
Water Management,
Fire and EMS and
Park**

Facility	Standard
Surface water management	Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetlands to maintain water quality and preserve hydrologic system and fish/wildlife <u>in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetlands to</u>

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Fire and EMS	Response times: • Emergency medical: 5 minutes to 90% of all incidents • Nonemergency medical: 10 minutes to 90% of all incidents • Fire suppression: 5.2 minutes to 90% of all incidents
Park	\$ _____ per person
Neighborhood parks	(see note below)
Community parks	2.1 acres/1,000 persons
Nature parks	5.7 acres/1,000 persons
Indoor (nonathletic) recreation space	700 sq. ft./1,000 persons
Indoor (athletic) recreation space	500 sq. ft./1,000 persons
Bicycle facilities	46.2 miles _____
Pedestrian facilities	118 miles _____
Completion of bicycle network by 2022	64% _____
Completion of pedestrian network by 2022	72% _____

Note: Park Level of Service - Dollar amount spent per person will be determined based on Park Impact Rate study prepared in summer-fall 2015 with final number standard by City Council in December 2015.

Although the above level of service standards are not tied directly to concurrency requirements, they are important to the City’s functioning and the City should strive to meet or exceed them. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other

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factors which should be considered are community goals and values, system connections, such as ~~(trails, sidewalks, and pathways)~~, and location and proximity to population served.

Policy CF-3.43.5:

Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

CONCURRENCY

Goal CF-54: *Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.*

Policy CF-5.14.1:

Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

Policy CF-5.24.2:

Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

Policy CF-5.34.3:

Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The Growth Management Act allows up to six years to achieve standards for transportation facilities because they do not threaten public health, ~~and because they~~ are very expensive, and are built in large “increments.” ~~(i.e., a section of road serves many users).~~

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Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options (or a combination thereof) are available to meet concurrency:

- (a) Improve the public facilities to maintain the levels of service; or
- (b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or
- (c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

FUNDING AND FINANCIAL FEASIBILITY

Financial feasibility is required for capital improvements by the Growth Management Act. Estimates for funding should be conservative and realistic based on the City’s historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.



***Goal CF-~~65~~:* Provide needed public facilities that are within the ability of the City to fund or within the City’s authority to require others to provide.**

Policy CF-~~6.15.1~~:

Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Financial feasibility is required for capital improvements, and “financial commitments” are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City’s historical track record. The forecasts need not be the most pessimistic estimate, but should not exceed the most likely estimate. “Financial commitments” should be bankable or bondable.

Policy CF-~~6.25.2~~:

Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.

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If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following areas: level of service, Land Use Element, sources of revenue and/or timing of projects.

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

Policy CF-6.35.3

Use a variety of funding sources to finance facilities in the Capital Facilities Plan.

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include ~~the following:~~ gas tax, business licenses~~sales tax~~, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate exercise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs.

If these sources are inadequate, the City will need to explore the feasibility of additional revenues.

The second quarter percent real estate tax is limited by state law to capital improvements for streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, sanitary sewer systems, and parks and recreational facilities, but not land acquisition for parks or recreational facilities). Local ordinance requires that the second quarter percent real estate tax must be used to fund transportation projects.

Impact fees are subject to a number of limitations in State law:

- ◆ Impact fees are authorized only for roads, parks, fire protection, and schools.
- ◆ There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- ◆ Impact fees can only be imposed for system improvements which:
 - (a) Reasonably relate to the new development;
 - (b) Do not exceed a proportionate share of the costs related to the new development;
 - (c) Are used to reasonably benefit the new development; and
 - (d) Are not for existing deficiencies.

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- ◆ Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- ◆ Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.

Policy CF-6.45.4:

Utilize the surface water utility to fund projects needed to meet established level of service standards.

One method for financing surface water management is a utility-based service charge. Municipal surface water utilities are established under Chapter 35.67 RCW and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

Policy CF-6.55.5:

Match revenue sources to capital projects on the basis of sound fiscal policies.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) limits to the length of financing to the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximize use of grants and other nonlocal revenues.

Policy CF-6.65.6:

Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One source of funding that is available at the discretion of the City Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

Policy CF-6.75.7:

Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

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Policy CF-6.85.8:

Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Facilities should not be built if the provider cannot afford to operate and maintain them.

Policy CF-6.95.9:

Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, or the extension of water and sewer lines as needed to serve the development proposal.

New development should contribute its proportionate share of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

Policy CF-6.105.10:

Where appropriate, the City may use local improvement districts or latecomer fees to facilitate the installation of public facilities needed to service new development.

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build ~~(or pay for)~~ entire facilities, such as ~~(i.e., a new road)~~ to serve their development, but they may recoup some of the cost from other subsequent development through ~~(“latecomers”)~~ agreements that use the excess capacity created by the new public facility.

CONSISTENCY WITH OTHER PLANS

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

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

Policy CF-6.11:

Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.

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When partnering with King Country on regional Transfer Development Rights (TDR) efforts, the City may require King County to provide funding for capital projects in neighborhoods accepting increased development capacity through TDR, such as transportation and park improvements.

Goal ~~CF-76~~: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

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

**Table ~~CF-4~~~~CF-6~~
Functional and Management Plans**

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland 2011-2016 -Capital Improvement Programs
<u>City of Kirkland</u> Surface Water Master Plan
<u>City of Kirkland</u> Transportation Master Plan
<u>City of Kirkland</u> Active Transportation Plan
<u>City of Kirkland</u> Commute Trip Reduction Basic Plan
<u>City of Kirkland</u> Natural Resource Management Plan
<u>City of Kirkland</u> Urban Forestry Strategic Management Plan
<u>City of Kirkland</u> Parks, Recreation and Open Space Plan
<u>City of Kirkland</u> Downtown Strategic Plan

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<u>City of Kirkland</u> Housing Strategy Plan
<u>City of Kirkland Climate Protection Action Plan</u>
<u>City of Kirkland Shoreline Master Program</u>
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
<u>Woodinville Water District Plan</u>
Lake Washington School District Capital Facilities Plan
Shoreline Restoration Plan

Policy CF-7.16.1:

In the event of any inconsistency between the City’s Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table ~~C-4C-6~~ above lists the City’s major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

Policy CF-7.26.2:

Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities needs are being met, and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

Policy CF-7.36.3:

Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.

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To assure that all Kirkland residents are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards, and establish consistent concurrency requirements.

Policy CF-7.46.4:

Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

POTENTIAL ANNEXATION AREAS

One goal of GMA is to conserve land and make efficient use of public facilities by concentrating development in urban growth areas. Unincorporated areas often have lower service levels than cities which result in higher costs to “catch up” to the adopted levels of service for those areas after annexation.

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

Policy CF-7.1:

Strive to achieve levels of service for public facilities in Kirkland’s potential annexation area consistent with and, where appropriate, identical to those for the City of Kirkland.

In some cases, the level of service in the surrounding potential annexation area is not as high as in Kirkland. Instead of waiting for annexations to occur, the City should plan ahead and work with the County and other providers to make the level of service in the urban growth area consistent, where possible, with Kirkland.

Policy CF-7.2:

Coordinate the provision of public services and utilities in areas that are annexed to the City, including, where appropriate, transfer of capital facilities and committed financing to the City from appropriate non-City providers upon annexation of new areas into the City, as follows:

With annexation often comes the responsibility of completing unfinished or ongoing capital facility projects within the annexed area and, in some cases, taking over operation and maintenance of facilities and/or utility

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~~systems. To make this transition, the City should coordinate with the non-City provider to transfer both committed funds and the facilities to Kirkland.~~

**Table CF-7
Public Facility Providers**

Public Facility	Before Annexation	After Annexation
Fire protection/EMS	Fire District	Kirkland
Law enforcement	King County	Kirkland
Library	Library District	Library District
Parks and recreation		
a. Local	King County	Kirkland
b. Regional	King County	King County
Roads		
a. Local roads	King County	Kirkland
b. Sidewalks	King County	Kirkland
c. Bike/pedestrian trails	King County	Kirkland
d. State	Washington State	Washington State
Transit	King County	King County
Sanitary sewer	Districts	Kirkland
Potable water	Districts	Kirkland
Surface water	King County	Kirkland
Schools	Districts	Districts
Solid waste		

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a. Disposal	King County	King County
b. Collection	King County (contract)	Kirkland (contract)
General government offices	King County	Kirkland

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C. CAPITAL FACILITIES PLAN

Introduction

The following Tables CF-5CF-8 through CF-10CF-12 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and firepublic safety and a six-year period for transportation projects beyond the six-year planning period. In each table, the projects are grouped into one or more of the three categories: funded projects, utility funded projects, and bond projects.

The cost of each capital improvement project is shown in current real dollars—no inflation factor has been applied with expected inflation according to project category allied in future years. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.

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

Projects

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

Tables CF-5CF-8 through CF-9CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

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

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Transportation projects are found in Tables ~~CF-5~~CF-8, ~~CF-5A~~CF-8A and ~~CF-6~~CF-9. They include ~~pedestrian, bicycle, nonmotorized~~, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy ~~CF-5.36.3~~. Here is a description of the transportation tables:

- ◆ ~~Table CF-5~~CF-8 contains the funded six-year project list ~~and~~
- ◆ ~~Table CF-5A~~CF-8A is a six-year financing plan for transportation projects beyond the adopted six-year Capital Facilities Plan.
- ◆ ~~Table CF-9~~ contains both the funded and unfunded project list ~~through 2022.~~
- ◆ ~~Table CF-6~~7 contains projects that are required to meet level of service standards for concurrency.

~~As priorities change and/or projects on Tables CF-8 and CF-8A are completed, projects from the 2022 year list will be moved to these tables.~~ A descriptive multi-year list of transportation projects ~~through 2022~~ is found in Table T-5 (note: table number to be updated to match number in Transportation Element) and a map showing the location of the projects is found in Figure T-6 (note: table number to be updated to match number in Transportation Element) contained in the Transportation Element.

~~Table CF-10~~ contains the projects that are required to meet level of service standards for concurrency.

~~Funded w~~**Water, sewer and surface water utility projects** are found in Tables ~~CF-10A~~CF-7A and ~~CF-7B~~CF-10B with all projects as funded.

~~Funded p~~**Park projects** are found in Table ~~CF-8~~CF-11 with all projects as fully funded, including . ~~S~~ several of the park projects are funded with voter-approved bonds.

~~Funded f~~**Fire protection and emergency services projects** are found in Table ~~CF-9~~CF-12 with all projects as funded.

Tables below will be revised to match tables in Capital Improvement Program under review this summer-fall 2015 by City Council

~~Table CF-5~~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
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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 and 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
	<i>Subtotal 2013-2018 Fund Sources excluding Park Place and Totem Lake</i>	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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year Total</i>
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 and 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 004	NE 120th St 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 401	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	Park Lane Pedestrian Corridor Enhancements Phase II	350,000	1,888,90					2,238,90

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

004				0				0
NM-0073	JFK Nonmotorized Program	75,000	75,000					150,000
NM-8888	Annual Nonmotorized 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 and Traffic Flow Improvements	302,200						302,200
TR-8888	Annual Concurrency Traffic Improvements			475,000	543,000	381,300		1,399,300
	<i>Subtotal 2013-2018 CIP Projects</i>	12,903,200	11,916,800	8,847,800	6,610,000	6,691,300	6,878,000	53,847,100

Project Number	Project Title	2013	2014	2015	2016	2017	2018	Six-Year Total
TR-0056 ⁽⁴⁾	NE 85th St HOV Queue Bypass						841,000	841,000
TR-0065 ⁽⁴⁾	6th St/Kirkland Way Traffic Signal			200,000	364,000			564,000
TR-0082 ⁽⁴⁾	Central Way/Park Place Center Traffic Signal			200,000				200,000
TR-0090 ⁽⁴⁾	Lake Washington Blvd/NE 38th Place Intersection Improvements					500,000		500,000
TR-0096 ⁽⁴⁾	NE 132nd St/124th Ave NE Intersection Improvements						5,713,000	5,713,000
TR-0098 ⁽⁴⁾	NE 132nd St/116th Way NE—Totem Lake Blvd Intersection Improvements						300,000	300,000
TR-0103 ⁽⁴⁾	Central Way/4th St Intersection Improvements			31,000				31,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

TR-0104 ⁽⁴⁾	6th St/4th Ave Intersection Improvements		200,000	380,000			580,000
TR-0105 ⁽⁴⁾	Central Way/5th St Intersection Improvements		200,000	364,000			564,000
TR-0106 ⁽⁴⁾	6th St/7th Ave Intersection Improvements				89,400		89,400
TR-0107 ⁽⁴⁾	Market St/15th Ave Intersection Improvements				200,000	364,000	564,000
TR-0108 ⁽⁴⁾	NE 85th St/124th Ave-NE Intersection Improvements	200,000	500,000	489,000			889,000
	<i>Subtotal Park Place Redevelopment Revenue-Related Projects</i>	-	200,000	1,331,000	1,297,000	789,400	10,835,400
				0	0	0	0
TR-0109 ⁽²⁾	Totem Lake Plaza/Totem Lake Blvd Intersection Improvements		1,500,000				1,500,000
				0			0
TR-0110 ⁽²⁾	Totem Lake Plaza/120th Ave NE Intersection Improvements	1,500,000					1,500,000
				0			0
	<i>Subtotal Totem Lake Mall Redevelopment Revenue-Related Projects</i>	-	1,500,000	1,500,000	-	-	3,000,000
				0	0		0
	<i>Total Funded Transportation Projects</i>	12,903,200	13,616,800	11,678,800	7,907,000	7,480,700	67,682,500
				00	00	00	00
	SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

~~△ The transportation capital projects totaling \$50,893,900 new number? for the six-year period 2013-18 Date? 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 Date? 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-5ACF-8A
Capital Facilities Plan: Transportation Projects – 2019-2024 (Continued)**

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>	<i>Multi-Year Total</i>
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	Solid 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 and 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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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							-	4,122,000
ST-0006-003	Street Maintenance and 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 St 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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 Nonmotorized Program							–	150,000
NM-8888	Annual Nonmotorized Program	800,000	900,000	800,000	900,000	800,000	900,000	5,100,000	7,999,800
TR-0083	100th Avenue NE/NE 132nd Street Intersection Improvements							–	3,201,000
TR-0113	Citywide Safety and Traffic Flow Improvements							–	302,200
TR-8888	Annual Concurrency Traffic Improvements	394,000	414,000	394,000	414,000	394,000	379,000	2,389,900	3,788,300
<i>Subtotal Future Year Costs</i>		7,040,000	7,110,000	7,040,000	7,110,000	7,040,000	7,040,000	42,380,000	91,027,200
Project Number	Project Title	2019	2020	2021	2022	2023	2024	Six-Year Total	Multi-Year Total
TR-0056 ⁽¹⁾	NE 85th St HOV Queue Bypass	166,400						166,400	1,007,400
TR-0065 ⁽¹⁾	6th St/Kirkland Way Traffic Signal							–	564,000
TR-0082 ⁽¹⁾	Central Way/Park Place Center Traffic Signal							–	200,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 St/116th Way NE – Totem Lake- Blvd Intersection Improvements							-	300,000
TR-0103 ⁽¹⁾	Central Way/4th St Intersection- Improvements							-	31,000
TR-0104 ⁽¹⁾	6th St/4th Ave Intersection Improvements							-	580,000
TR-0105 ⁽¹⁾	Central Way/5th St Intersection- Improvements							-	564,000
TR-0106 ⁽¹⁾	6th St/7th Ave Intersection Improvements							-	89,400
TR-0107 ⁽¹⁾	Market St/15th Ave Intersection- Improvements							-	564,000
TR-0108 ⁽¹⁾	NE 85th St/124th Ave NE Intersection- Improvements							-	889,000
<i>Subtotal Park Place Redevelopment Revenue-Related Projects</i>		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
<i>Subtotal Totem Lake Mall Redevelopment Revenue- Related Projects</i>		-	-	4,000,000				4,000,000	7,000,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

Total Funded Transportation Projects	9,206,400	7,110,000	11,040,000 0	7,110,000	7,040,000	7,040,000	48,546,400 0	116,228,900
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<i>SURPLUS (DEFICIT) of Potential Development Revenue</i>	-	-	-	-	-	-	-	-
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Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

*These projects provide new capacity towards concurrency.

⁽¹⁾ Projects associated with Park Place redevelopment.

⁽²⁾ Projects associated with Totem Lake redevelopment.

Table CF-6CF-9
Multi-Year 2022 Transportation Projects List (Funded – Unfunded) (Continued)

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-0004		C, NM	T-2	
NM20-3	13th Ave Sidewalk (Phase II)	\$—0.4	NM-0054		C, NM	T-2	
NM20-4	Crestwoods Park/Cross Kirkland 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 St 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 St 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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 St Sidewalk	\$ 0.4	NM-0071		C, NM	T-2	
NM20-40	Gross Kirkland Corridor Master Plan	\$ 0.5	NM-0024-001	✓	C, NM	T-2	
NM20-41	NE 132nd Street Sidewalk at Finn Hill Middle School	\$ 0.7	NM-0072		C, NM	T-2	
NM20-42	JFK Nonmotorized Program	\$ 0.2	NM-0073	✓	C, NM	T-2	
NM20-43	90th Avenue NE Sidewalk	\$ 0.4	NM-0074		C, NM	T-2	
NM20-44	84th Avenue 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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 0057-004	✓	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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 and 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-0083-001		C	T-4	
ST20-24	101st Ave NE Corridor Study	\$—0.5	ST-0083	✓	C	T-4	

Subtotal Streets \$177.1

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 Improvements	\$—6.9	TR-0067		C	T-4, T-2	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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	T-1, T-4, T-5	✓
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	\$—5.3	TR-0088		C	BKR, T-1, T-4	✓
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$—1.8	TR-0089		C	BKR, T-1, T-4	
TR20-8	NE 85th St HOV/I-405 Queue Bypass	\$—0.8	TR-0056		C	T-1, T-4, T-5	✓
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	T-1, T-4, T-5	
TR20-10.2	NE 85th St/I-405 Queue Bypass	\$—1.8	TR-0074		C	T-1, T-4, T-5	
TR20-10.3	NE 70th St/I-405 Queue Bypass	\$—1.7	TR-0073		C	T-1, T-4, T-5	
TR20-10.4	NE 124th St/I-405 Queue Bypass (WB to NB)	\$—1.3	TR-0075		C	T-1, T-4, T-5	✓
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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

TR20-11.6	NE 60th Street/116th Ave NE				P20	T-4	
TR20-11.7	NE 60th Street/132nd Ave NE				P20	T-4	
TR20-11.8	NE 64th Street/Lake Washington Blvd				P20	T-4	
TR20-11.9	NE 70th Street/120th Ave 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 Ave NE				P20	T-4	
TR20-11.19	Totem Lake Blvd/120th Ave NE				P20	T-4	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 St 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 St 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 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	

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 Street and Traffic Flow Improvements	\$—0.3	TR-0113	✓	C	T-4	
TR20-39	6th Street and 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 thousands; funded projects indexed for inflation

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

Table ~~CF-7CF-10~~
MULTI-YEAR2022 Concurrency Transportation Projects List

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

<i>Comp-Plan-ID-Number</i>	<i>Project-Description</i>	<i>Remaining Costs⁽⁴⁾</i>	<i>CIP-Project-Number</i>	<i>Funded in-6-yr-CIP</i>	<i>Source-Doc.⁽²⁾</i>	<i>Comp-Plan-Goal</i>	<i>2022-Concurrency-Project</i>
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 Bypass 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 Bypass, 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 Bypass, 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	✓

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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	✓
TR20-34	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 St. Masterplan (2008)

**Table CF8ACF-10A
 Capital Facilities Plan: Utility Projects**

SOURCES OF FUNDS

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	2,326,000	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	649,900	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**

<i>Project Number</i>	<i>Project Title</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year Total</i>
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)	442,00	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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 and 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 Program			446,500	377,000	212,500	400,000	1,436,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

<i>Total Funded Utility Projects</i>	4,999,30 0	6,076,70 0	4,673,00 0	3,273,00 0	4,223,00 0	3,723,00 0	26,968,00 0
<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-

*These projects provide new capacity towards levels of service.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

Table CF-8BCF-10B
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year Total</i>
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

<i>Project Number</i>	<i>Project Title</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year Total</i>
SD-0047	Annual Replacement of Aging/Failing Infrastructure	-200,000	-200,000	-200,000	-200,000	-200,000	-200,000	-1,200,000
SD-0048	Cochran Springs/Lake Washington Blvd Crossing Enh.		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/Goors Pond Channel Grade Controls						164,700	164,700

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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
<i>Total Funded Surface Water Utility Projects</i>		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	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

Table CF-9CF-11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

<i>Revenue-Type</i>	<i>Revenue-Source</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year-Total</i>
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
<u>Local</u>	<u>Impact Fees</u>							
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

<i>Project-Number</i>	<i>Project Title</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>Six-Year-Total</i>
PK-0049	Open Space, Park Land & Trail Acq Grant Match-Program	100,000						-100,000
PK-0066	Park Play Area Enhancements			50,000	50,000	50,000	50,000	200,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

PK-0087- 400#	Waverly Beach Park Renovation	500,000						500,000
PK-0095- 200	Heritage Park – Heritage Hall Renovations	50,000						50,000
PK—0113 400	Spinney Homestead Park Renovation	443,000						443,000
PK—0114 404	Mark Twain Park Renovation (Design)					75,000		75,000
PK-0115	Terrace Park Renovation	75,000	440,000					515,000
PK—0116 400	Lee Johnson Field Lighting Replacements	150,000						150,000
PK-0119	Juanita Beach Park Development Phase 2					400,000	1,207,000	1,307,000
PK—0119 400#	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 400#	Dock and Shoreline Renovations					669,000	696,000	1,365,000
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 Mountain Park Renovation	100,000	100,000	800,000				1,000,000
PK-0134	132nd Park Playfields Renovation	75,000		637,000				712,000

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

PK-0138 Everest Park Restroom/Storage Building Replacement 75,000 660,000 735,000

Total Funded Parks Projects 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	-	-	-	-	-	-	-
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*These projects provide new capacity towards levels of service.

**Table CF-10CF-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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

PS-0075	Portable Radios					347,000		347,000
PS-0076	Personal Protective Equipment		518,200					518,200
<i>Subtotal Funded Fire and Building Projects</i>		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
<i>Subtotal Funded Police Projects</i>		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		-	-	-	-	-	-	-

Revised Capital Facilities Element – Clean Copy

XIII. CAPITAL FACILITIES

A. INTRODUCTION

Purpose of the Capital Facilities Plan

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

The purpose of the Capital Facilities Element is three-fold:

- (1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;
- (2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and
- (3) Establish adopted standards for levels of service.

What is a capital facility or capital improvement project?

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- ◆ It is an expenditure that can be classified as a fixed asset.
- ◆ It has an estimated cost of \$50,000 or more (with the exception of land).
- ◆ It has a useful life of 10 years or more (with the exception of certain equipment which may have a short life span).

Revised Capital Facilities Element – Clean Copy

XIII. CAPITAL FACILITIES

Why plan for capital facilities?

GROWTH MANAGEMENT

Capital facilities plans are required in the Comprehensive Plan in order to:

- ◆ Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- ◆ Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- ◆ Coordinate and provide consistency among the many plans for capital improvements, including other elements of the Comprehensive Plan, master plans and other studies of the local government, plans for capital facilities of State and/or regional significance, plans of other adjacent local governments; and plans of special districts.
- ◆ Ensure the timely provision of adequate facilities as required in the GMA.
- ◆ Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to fully finance the Capital Facilities Plan or revise the Land Use Plan provides the basis for financing the vision of the Plan.

GOOD MANAGEMENT

Planning for major capital facilities and their costs enables the City to:

- (a) Identify the need for facilities and funding source to pay for facilities;
- (b) Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;
- (c) Take advantage of sources of revenue and
- (d) Improve ratings on bond issues when the City borrows money for capital facilities that reduces interest rates and the cost of borrowing money.

Revised Capital Facilities Element – Clean Copy

XIII. CAPITAL FACILITIES

Capital Facilities Element vs. Capital Improvement Program

The Capital Facilities Element contains goals and policies to guide construction of capital improvements to provide new capacity to accommodate growth and ensure that the City’s existing infrastructure is maintained. The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the Capital Facilities Plan (CFP).

The City’s Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities. Similar to the CFP, the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP contains both funded and unfunded projects. The Capital Facilities Element, on the other hand, must be balanced – all projects must have an identified funding source.

Capital Facilities Element vs. Neighborhood Plans

Many of the neighborhood plans identify desired pedestrian, bicycle and park improvements that reflect the interests of residents in those neighborhoods. These improvements are a result of the public process in developing the plans. Some of these desired improvements may be completed with land use development while others may be included in projects funded through grants. Some projects may lack funding sources in the foreseeable future. As projects are prioritized for the CFP and CIP, consideration should be given to funding these desired improvements where appropriate and feasible.

Explanation of Levels of Service

Levels of service are usually quantifiable measures of the number, size and extent of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities.

Typically, measures of levels of service are expressed as ratios of facility capacity to demand, such as response time for fire and EMS and, gallons per day to each customer for water and sewer.

In order to make use of the level of service method, the City selects the way in which it will measure each facility identifies the desired level of service for each measurement and then compares the current level of each service to the desired level.

Revised Capital Facilities Element – Clean Copy

XIII. CAPITAL FACILITIES

Setting the Standards for Levels of Service

The GMA requires the Capital Facilities Plan to be based on standards for service levels that are measurable and financially feasible. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values. The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard.

Community values and desires change and evolve and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. The challenge is to balance the need for reliability on timely completion of improvements with being responsive to changing conditions.

While level of service standards are measurements of the performance of facilities, the Vision Statement, Guiding Principles and other goals and policies in the Plan should also be considered when making decisions on capital improvement projects and facilities.

What is concurrency?

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities must be finished and in place before, at the time, or within a reasonable time period following the impacts of development.

Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards.

Concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. Policies CF-5.3 and CF-6.2 below address what options are available to the developer and/or by the City if concurrency is not met.

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

Revised Capital Facilities Element – Clean Copy

XIII. CAPITAL FACILITIES

Relationship to Other Elements

The Capital Facilities Plan ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for construction. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements.

The Capital Facilities Element is also supported by the Transportation, Environment, Utilities, Public Services and Parks, Recreation and Open Space Elements. Each of these supporting elements provide the policy direction for the level of service standards, project lists and funding plan to pay for and construct the physical improvements identified in this chapter.

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**B. CAPITAL FACILITIES
GOALS AND POLICIES**

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

Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.

Goal CF-3: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Goal CF-4: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

Goal CF-5: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.

Goal CF-6: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Goal CF-7: Ensure that the Capital Facilities Element is consistent with other city, local, regional, and state adopted plans.

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CAPITAL FACILITIES FOR QUALITY OF LIFE

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, bicycle and pedestrian systems, parks, and other facilities are a physical reflection of community values. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs or as needs change.

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

Policy CF-1.1:

Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

Policy CF-1.2:

Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.

As the Vision Statement and Guiding Principles describe, a high priority for Kirkland residents is maintaining and enhancing Kirkland's strong sense of community and neighborhood identity. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Policy CF-1.3:

Encourage public amenities and facilities which serve as catalysts for beneficial development.

One of the Guiding Principles strives to promote a sustainable and resilient economy. Certain public facilities, such as parks, utility lines, bicycle lanes, pedestrian walkways and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

Policy CF-1.4:

Protect public health and environmental quality through the appropriate design and construction of public facilities and through responsible maintenance and operating procedures.

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As the Vision Statement and Guiding Principles describe, another high priority for Kirkland residents is protecting the environment. By designing, installing, and maintaining public facilities that are protective of the natural and built environment, the City can take leadership in preserving the natural systems and features and maintaining the urban tree and vegetation canopy in Kirkland.

Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.

Policy CF-2.1:

Promote conservation of energy, water, and other natural resources and reduce waste in the location, design of public facilities and utilities using a variety of techniques, including low impact development and sustainable development practices.

Through the location, design and operation of public facilities and utilities, the City can conserve energy, water, and other natural resources, minimize impacts to the natural and built environment and reduce waste. The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials equipment usage, and constructing buildings based on sustainable development practices. The practices include integrated building and site design, reduced impervious surface, reused waste water for irrigation, alternative sidewalk design, and landscaping used to reduce heat emissions and filter surface runoff.

Other measures can be taken, such as increasing energy efficiency in street lights and signals and incorporating sustainable measures into roads, sewer and stormwater projects. See the Built Environment section in the Environment Chapter for additional goals and policies on sustainable practices concerning public facilities.

Improved scheduling can also add to the efficient and cost-effective use of facilities. In addition, the City should maintain existing public facilities to protect the community's investment in these facilities.

RESPONSES TO GROWTH

The Growth Management Act requires that the City accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The Act also requires that the City ensures that the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

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Goal CF-3: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Policy CF-3.1:

Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.

Land use patterns, including density, location and type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

Note: Policy CF 2.2 is integrated into Policy 2.1 under new Goal CF-2.

Policy CF-3.2:

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 and pedestrian walkways identified in the City's Transportation Master Plan and Active Transportation Plan should be included when streets are widened, or newly constructed.

Policy CF-3.3:

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

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must be achievable with existing facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

Goal CF-4: Identify level of service standards that ensure adequate public facilities to serve existing and future development.

The Capital Facilities Plan includes project lists and a financing plan to assure 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-4.1:

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

**Table CF-1
Sewer and Water Level of Service**

Facility	Standard
Water distribution for residential use:	103 gallons per day per son
Water distribution for all other uses (irrigation, business and fire suppression):	249 gallons per day per person (includes 1.5 million gallons for fire storage)
Sanitary sewer collection	100 gallons per day per person

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Sewer and water facilities are essential to the protection and enhancement of public health and thus are tied directly to concurrency requirements. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional level.

*TRANSPORTATION FACILITIES
(INCLUDING TRANSIT)*

Policy CF-4.2: Transportation Level of Service

Use the following level of service standards for determining the need for transportation facilities, including auto, bicycle and pedestrian improvements and transit service:

**Table CF-2
Transportation Level of Service**

Level of Completion Area	What is to be completed with the 20 year plan
Maintain: Pavement condition	All collector and arterial streets have new surface.
Walk: School Walk Routes	Sidewalk on one side of school walk routes on collector and arterial streets.
Walk: 10 minute neighborhoods	Sidewalk on one side of collector and arterial streets in highest scoring 10 minute neighborhood routes.
Walk: Crosswalks	Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting.
Bike: On-street bike lanes	Improve the bike system to better than 5’ wide unbuffered lanes.
Bike: Greenway network	Complete the greenway network ¹
Transit: Passenger environment	Improve lighting, shelters, etc. at 30 highest ridership locations.
Transit: Speed and reliability	Transit signal priority at 45 intersections ² on high priority transit routes.
Auto: Intelligent Transportation System (ITS)	Improvements to ITS system ³ including connecting signals, parking technology, advance control methods and improved traveler information.
Auto: Capacity projects	NE 132 nd Street: intersection and street projects 100 th Avenue: design and construction Interchange design/development Juanita Drive: auto improvements

Level of service standards for each mode in Table CF-2 primarily address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure standard for which the city has control. Therefore, the City uses the term “level of completion” in place of “level of service” when referring to the actual measure. The Growth Management Act requires that the City use the term “level of service” for the overall approach. The level of completion choices made for each mode is aligned with the proposed 20-year network project list as shown in the table below. Time is the basis for evaluating the level

¹ Excludes two bridges over I-405

² Placeholder improvements pending completion of transit plan

³ Improvements beyond work currently funded

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of completion. Level of completion measures the rate of project completion over the course of the 20- year period. See Transportation Element for more on Level of Service standards.

Other Public Facilities

The “concurrency” requirement does not apply to the facilities listed in Table CF-3. New development will not be denied based on the standard found in Table CF-3. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities found in Table CF-3 for level of service.

Policy CF-3.3:

Use the following level of service standards to determine the need for public facilities:

**Table CF-3Six-Year
Public Facilities Level
of Service for Surface
Water Management,
Fire and EMS and
Park**

Facility	Standard
Surface water management	Convey, detain and treat stormwater runoff in a manner that provides adequate drainage for the appropriate storm to ensure safety, welfare, and convenience in developed areas while protecting the hydrologic regime and quality of water and fish/wildlife habitat in streams, lakes and wetlands
Fire and EMS	Response times: <ul style="list-style-type: none"> • Emergency medical: 5 minutes to 90% of all incidents • • Fire suppression: 5.2 minutes to 90% of all incidents

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Park	\$_____ per person (see note below)
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Note: Park Level of Service - Dollar amount spent per person will be determined based on Park Impact Rate study prepared in summer-fall 2015 with final number standard by City Council in December 2015.

Although the above level of service standards are not tied directly to concurrency requirements, they are important to the City’s functioning and the City should strive to meet or exceed them. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other factors which should be considered are community goals and values, system connections, such as trails, sidewalks, and pathways, and location and proximity to population served.

Policy CF-3.4:

Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

CONCURRENCY

Goal CF-5: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City’s adopted level of service standards.

Policy CF-5.1:

Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

Policy CF-5.2:

Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

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Water and sewer facilities are essential to public health; therefore they must be available and adequate upon first use of development.

Policy CF-5.3:

Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The Growth Management Act allows up to six years achieving standards for transportation facilities because they do not threaten public health, are very expensive, and are built in large “increments.” ()

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options or a combination thereof are available to meet concurrency:

- (a) Improve the public facilities to maintain the levels of service; or
- (b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or
- (c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

FUNDING AND FINANCIAL FEASIBILITY

Financial feasibility is required for capital improvements by the Growth Management Act. Estimates for funding should be conservative and realistic based on the City’s historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.

Goal CF-6: Provide needed public facilities that are within the ability of the City to fund or within the City’s authority to require others to provide.

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Policy CF-6.1:

Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Financial feasibility is required for capital improvements, and “financial commitments” are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City’s historical track record. The forecasts need not be the most pessimistic estimate, but should not exceed the most likely estimate. “Financial commitments” should be bankable or bondable.

Policy CF-6.2:

Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following areas: level of service, Land Use Element, sources of revenue and/or timing of projects.

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

Policy CF-6.3

Use a variety of funding sources to finance facilities in the Capital Facilities Plan.

The City’s first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include gas tax, business licenses, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate exercise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs.

If these sources are inadequate, the City will need to explore the feasibility of additional revenues.

The second quarter percent real estate tax is limited by state law to capital improvements for streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, sanitary sewer systems, and parks and recreational facilities, but not land acquisition for parks or recreational facilities). Local ordinance requires that the second quarter percent real estate tax must be used to fund transportation projects.

Impact fees are subject to a number of limitations in State law:

- ◆ Impact fees are authorized only for roads, parks, fire protection, and schools.

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- ◆ There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- ◆ Impact fees can only be imposed for system improvements which:
 - (a) Reasonably relate to the new development;
 - (b) Do not exceed a proportionate share of the costs related to the new development;
 - (c) Are used to reasonably benefit the new development; and
 - (d) Are not for existing deficiencies.
- ◆ Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- ◆ Impact fees may serve in lieu of some of the facilities required to be provided by developers.

Impact fees for roads have replaced, in most cases, mitigation fees and concomitant agreements collected under the State Environmental Policy Act (SEPA) to create a more simplified and predictable system.

Policy CF-6.4:

Utilize the surface water utility to fund projects needed to meet established level of service standards.

One method for financing surface water management is a utility-based service charge. Municipal surface water utilities are established under Chapter 35.67 RCW and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

Policy CF-6.5:

Match revenue sources to capital projects on the basis of sound fiscal policies.

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) limits to the length of financing to the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximize use of grants and other nonlocal revenues.

Policy CF-6.6:

Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One source of funding that is

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available at the discretion of the City Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

Policy CF-6.7:

Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

Policy CF-6.8:

Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.

Facilities should not be built if the provider cannot afford to operate and maintain them.

Policy CF-6.9:

Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, or the extension of water and sewer lines as needed to serve the development proposal.

New development should contribute its proportionate share of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

Policy CF-6.10:

Where appropriate, the City may use local improvement districts or latecomer fees to facilitate the installation of public facilities needed to service new development.

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build or pay for entire facilities, such as a new road to serve their development, but they may recoup some of the cost from other subsequent development through “latecomer”) agreements that use the excess capacity created by the new public facility.

CONSISTENCY WITH OTHER PLANS

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

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

Policy CF-6.11:

Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.

When partnering with King Country on regional Transfer Development Rights (TDR) efforts, the City may require King County to provide funding for capital projects in neighborhoods accepting increased development capacity through TDR, such as transportation and park improvements.

Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.

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

**Table CF-4
Functional and Management Plans**

City of Kirkland Fire Protection Master Plan
City of Kirkland Comprehensive Water Plan
City of Kirkland Comprehensive Sewer Plan
City of Kirkland Capital Improvement Programs
City of Kirkland Surface Water Master Plan
City of Kirkland Transportation Master Plan
City of Kirkland Active Transportation Plan
City of Kirkland Commute Trip Reduction Basic Plan

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City of Kirkland Natural Resource Management Plan
City of Kirkland Urban Forestry Strategic Management Plan
City of Kirkland Parks, Recreation and Open Space Plan
City of Kirkland Downtown Strategic Plan
City of Kirkland Housing Strategy Plan
City of Kirkland Climate Protection Action Plan
City of Kirkland Shoreline Master Program
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
Woodinville Water District Plan
Lake Washington School District Capital Facilities Plan

Policy CF-7.1:

In the event of any inconsistency between the City’s Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table C-4 above lists the City’s major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

Policy CF-7.2:

Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities

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needs are being met, and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

Policy CF-7.3:

Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.

To assure that all Kirkland residents are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards, and establish consistent concurrency requirements.

Policy CF-7.4:

Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

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C. CAPITAL FACILITIES PLAN

Introduction

The following Tables CF-5 through CF-10 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and public safety and a six-year period for transportation projects beyond the six-year planning period. In each table, the projects are grouped into one or more of the three categories: funded projects, utility funded projects, and bond projects.

The cost of each capital improvement project is shown in real dollars with expected inflation according to project category allied in future years.

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

Projects

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

Tables CF-5 through CF-9 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

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

Transportation projects are found in Tables CF-5, CF-5A and CF-6. They include pedestrian, bicycle, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-6.3. Here is a description of the transportation tables:

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- ◆ Table CF-5 contains the funded six-year project list.
- ◆ Table CF-5A is a six-year financing plan for transportation projects beyond the adopted six-year Capital Facilities Plan.
- ◆ Table CF-6 contains projects that are required to meet level of service standards for concurrency.

A descriptive multi-year list of transportation projects is found in Table T-5 *(note: table number to be updated to match number in Transportation Element)* and a map showing the location of the projects is found in Figure T-6 *(note: table number to be updated to match number in Transportation Element)* contained in the Transportation Element.

Water, sewer and surface water utility projects are found in Tables CF7A and CF-7B with all projects as funded.

Park projects are found in Table CF-8 with all projects as fully funded, including several funded with voter-approved bonds.

Fire protection and emergency services projects are found in Table CF-9 with all projects as funded.

Tables below will be revised to match tables in Capital Improvement Program under review this summer-fall 2015 by City Council

Tables CF-5 through CF-9

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

The vision statement, guiding principles, 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-~~ Review of the neighborhood plans should ~~continue occur every two major Comprehensive Plan Updates or as needed given the Planning Department's work program and City Council priorities,~~ both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements.

Functional and Management Plans. Referenced in the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. ~~Existing functional plans include:~~ See Capital Facilities Element for list of City functional and management plans.

- ~~◆ 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;~~

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

- ◆ ~~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,~~ ~~t~~The Comprehensive Plan sets the broad policy framework ~~which while the~~ functional and management plans ~~are more detailed~~~~address in more detail~~. ~~In practice,~~ ~~h~~However, functional and management plans also raise issues and ideas ~~that~~~~which~~ help to shape Comprehensive Plan goals and policies. ~~Either way,~~ ~~g~~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 ~~the~~ Subdivision Code ~~found in the Kirkland Municipal 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 consistent~~. ~~Even so, update of~~ ~~Keeping~~ Kirkland's regulatory documents ~~updated for consistency is~~ ~~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 City programs and teams that provide services to help achieve the goals and policies in the Plan. Examples of these programs are the Neighborhood Traffic Control Program, Neighborhood Service Team, the Green Team and the Tree Team.

- ◆ ~~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;~~
- ◆ ~~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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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 Strategies

Tasks

~~Table IS 1-b~~ Below is a list of desired strategies and actions to implement the goals and policies of the Comprehensive Plan. The strategies are intended to be general in nature so that the method or technique to achieve the intent of the strategies may vary. Generally, if an element does not have any follow-up actions to be implemented, it is not listed. The timing, order and scope of the strategies will be determined by the available budget and resources, community interests and City Council priorities. Preparation of the annual planning work program process will be the time to determine which strategies and actions will be undertaken and when. Changes may be made to the list of strategies as part of the annual plan amendment process. ~~specific tasks which are identified to be undertaken at a future date. 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 is dependent upon available resources.~~

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

~~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.~~

Implementation Strategies**GENERAL ELEMENT**

- ◆ G.1: In 2022, review “time capsule,” located in the City Hall vault, containing the “Kirkland 2022 – Community Conversations” video and the citizen responses.

COMMUNITY CHARACTER ELEMENT

- ◆ CC.1: Review and amend the regulations for Planned Unit Development Chapter 125 adding historic preservation of buildings, structures, sites and objects as a public benefit.

ENVIRONMENT ELEMENT

- ◆ E.1: Update the critical area regulations for environmentally sensitive areas (slopes, wetlands and streams) in accordance with best available science standards.
- ◆ E.2: Establish a program that identifies priorities and funding sources for sensitive area acquisition and restoration and educational outreach.
- ◆ E.3: Prepare a city-wide comprehensive sustainability strategic plan integrating the Natural Resource Management Plan, the Climate Action Plan and other relevant functional plans.
- ◆ E.4: Implement the Urban Forestry Strategic Plan and undertake the following strategies:
 - E.4a: Undertake an eco-system analysis to determine the value, function and benefits of the urban forest.
 - E.4b: Develop a street tree management plan for transportation corridors that addresses appropriate species, tree planting standards and goals, a proactive maintenance program, and community stewardship.
 - E.4c: Conduct a tree inventory of City parks and major right of way corridors.
 - E.4d: Work with Puget Sound Energy and Seattle City Light to prepare a vegetation management plan for the electric transmission corridors.
- ◆ E.5: Undertake Phase II for Green Codes to consider environmental stewardship standards, such as energy efficiency/renewable energy, low impact development, access to community agriculture, and the reuse of gray and black water.
- ◆ E.6: Development a program for community outreach and stewardship of the environment.

LAND USE ELEMENT

- ◆ LU.1: Create open space network maps, identify missing links, and develop preservation techniques.
- ◆ LU.2: Collaborate with King County to study options for Transit Oriented Developments (TOD) at the park and ride lots.
- ◆ LU.3: Develop business district plan, zoning and design guidelines for neighborhood centers.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

HOUSING ELEMENT

- ◆ H.1: Adopt an updated housing strategy plan and work program.
- ◆ H.2: Inventory multifamily residential properties and encourage preservation of those that are affordable to people with low- and moderate-incomes.
- ◆ H.3: Partner with A Regional Coalition for Housing (ARCH) and non-profit housing agencies to site a permanent Eastside women’s shelter in Kirkland.
- ◆ H.4: Consider refinements to regulations that:
 - H.4.1: Encourage innovate housing developments.
 - H.4.2: Encourage and/or require the creation of housing affordable for people with low- and moderate-incomes.

TRANSPORTATION ELEMENT

- ◆ T.1: Revise the Traffic Guidelines memo that address SEPA and Concurrency Review consistent with the Transportation Master Plan (TMP).
- ◆ T.2: Adopt a revise Concurrency Ordinance consistent with the TMP.
- ◆ T.3: Prepare a phasing schedule for completion of the Actions listed in the TMP.
- ◆ T.4: Update the Active Transportation Plan consistent with the TMP.
- ◆ T.5: Prepare a transit plan, including to document route-level goals for service, look at capital needs for passenger and route facilities, clarify transit options for the CKC and integrate the TMP with the long range plans of Metro and Sound Transit.

NEIGHBORHOOD PLANS

- ◆ NP.1: Update neighborhood plans and business district plans based on direction from City Council.

TOTEM LAKE BUSINESS DISTRICT

To be determined with final draft plan of business district.

SHORELINE AREA

- ◆ SA.1: Prepare monitoring report for Department of Ecology addressing No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation.

Table IS-1	
Implementation Tasks-	
TASK	
GENERAL ELEMENT	
<u>Projects</u>	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	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.
<u>Ongoing</u>	
	G.3. Annually update the Comprehensive Plan.
	G.4. Evaluate the update process for the neighborhood and business district plans.
COMMUNITY CHARACTER ELEMENT	
<u>Projects</u>	
	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.
<u>Ongoing</u>	
	CC.4. 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.5. Maintain an inventory of the historic buildings, structures, sites and objects in the city
	CC.6. Incorporate historic preservation into neighborhood plans as they are updated including:
	◆ Map A list of each neighborhood’s historic structures and sites.
	◆ Design principles for areas where historic structures are clustered.
NATURAL ENVIRONMENT ELEMENT	
<u>Projects</u>	
	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. Study and implement methods to preserve and, where feasible, increase pervious surface in Kirkland.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

NE.4.	Review Kirkland Municipal Code, Zoning Code Definitions Chapter, and Comprehensive Plan to identify inconsistencies in natural system terminology.
NE.5.	Develop a City street tree program for appropriate species, planting and maintenance, and community stewardship.
NE.6.	Develop a street tree plan for commercial and residential corridors.
NE.7.	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.8.	Establish a program which identifies priorities and funding sources for sensitive areas acquisition, restoration, and education.
<u>Ongoing</u>	
NE.9.	Implement and update the Natural Resource Management Plan.
NE.10.	Maintain our plans and codes for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements.
NE.11.	Coordinate with other jurisdictions, agencies, and affected Federally Recognized Tribes.
NE.12.	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.13.	Continue to comprehensively address recovery of species that are officially listed as threatened or endangered.
NE.14.	Continue to approach natural resource management comprehensively through interdepartmental coordination.
LAND-USE ELEMENT	
<u>Projects</u>	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

LU.1.	Refine open space network maps, identify missing links, and develop preservation techniques.
LU.2.	Update the Land Use Element to include 2010 census data and 2011 annexation.
LU.3.	Develop business district plan, zoning and design guidelines for Houghton/Everest Neighborhood Center.
<u>Ongoing</u>	
LU.4.	When neighborhood plans are updated, consider design principles and standards for the local business districts.
LU.5.	Monitor and update information concerning:
	<ul style="list-style-type: none"> ◆ Development capacity; ◆ Development trends; and ◆ Demographics.
HOUSING ELEMENT	
<u>Projects</u>	
H.1.	<u>Adopt an updated housing strategy plan and work program.</u>
	Update the Housing Element to include 2010 census data and 2011 annexation.
<u>Ongoing</u>	
H.2.	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.3.	Monitor and update information concerning:
	<ul style="list-style-type: none"> ◆ Construction and demolition of affordable housing; ◆ Creation of accessory units and associated rent levels.
H.4.	Continue to work with ARCH to fund low income and special needs housing projects.
H.5.	Consider further regulation refinements to encourage innovative housing, including compact development and cottage housing.
H.6.	Consider further refinements and incentives to encourage low and medium income housing.
ECONOMIC DEVELOPMENT ELEMENT	
<u>Projects</u>	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	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 assessment of economic benefits of Kirkland’s cultural, historic and recreational resources
	ED.3. 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
	ED.4. Update the Economic Development Element to include 2010 census data and 2011 annexation.
	<u>Ongoing</u>
	ED.5. Implement and update the Economic Development Action Plan consistent with the Element.
	ED.6. Implement and update the Downtown Strategic Plan.
	ED.7. Support a partnership of community stakeholders to oversee implementation and community outreach of economic development strategies and priorities.
	ED.8. Actively conduct business retention and recruitment programs.
	ED.9. Implement the tourism marketing and promotion plan through the tourism program and the Lodging Tax Advisory Committee.
	ED.10. Continually improve permit processes and customer service.
	ED.11. Monitor City policies and revise those that unreasonably restrict opportunities for economic development.
	ED.12. Monitor commercial and industrial land use trends, vacancies and capacity to match the needs of the economy.
	ED.13. Where authorized by State statutes, use public/private financial or regulatory incentives to implement economic development opportunities.
	ED.14. Coordinate and implement telecommunications, transportation infrastructure improvements and permit processing improvements with other cities on the Eastside.
	ED.15. Monitor and update information concerning economic indicators.
	TRANSPORTATION ELEMENT
	<u>Ongoing</u>

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	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.
	T.11. Identify projects potentially eligible for State grants and submit grant applications.
UTILITIES ELEMENT	
	<u>Ongoing</u>
	U.1. Regularly update functional utility plans for City managed utilities.
	U.2. Review utility plans for non City managed utilities to ensure their plans are not inconsistent with the Comprehensive Plan.
	U.3. 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	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

<u>Ongoing</u>	
PS.1. Coordinate services with non-City service providers.	
PS.2. Update fire protection and police plans.	
HUMAN SERVICES ELEMENT	
<u>Ongoing</u>	
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	
<u>Projects</u>	
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.	
<u>Ongoing</u>	
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	
<u>Ongoing</u>	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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.
		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

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

			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			
			<u>Install s</u>Sidewalks on north-south streets connecting to NE 85th Street where missing
			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
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

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	Totem Lake Neighborhood		
	Totem Lake Circulator		
	118th Avenue NE roadway extension		
	123rd Avenue NE roadway extension		
	NE 120th Street extension		
SHORELINE AREA CHAPTER			
<u>Ongoing</u>			
	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.		

REVISÉD IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

The vision statement, guiding principles, 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. The plans for Kirkland’s 15 neighborhoods are an important part of the Comprehensive Plan. Review of the neighborhood plans should occur every two major Comprehensive Plan Updates or as needed given the Planning Department’s work program and City Council priorities, both to maintain their currency and to bring them into compliance with the more recently adopted Plan Elements.

Functional and Management Plans. Referenced in the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. . See Capital Facilities Element for list of City functional and management plans.

Functional and management plans are both guided by and help to guide the Comprehensive Plan. The Comprehensive Plan sets the broad policy framework while the functional and management plans are more detailed. However, functional and management plans also raise issues and ideas that help to shape Comprehensive Plan goals and policies. 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 the Subdivision Code found in the Kirkland Municipal 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. Keeping

Kirkland’s regulatory documents updated for consistency is a high priority, and should be undertaken as appropriate on a regular basis.

Programs. Another way to implement the Comprehensive Plan is through the establishment of City programs and teams that provide services to help achieve the goals and policies in the Plan. Examples of these programs are the Neighborhood Traffic Control Program, Neighborhood Service Team, the Green Team and the Tree Team.

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.

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B. IMPLEMENTATION STRATEGIES

Below is a list of desired strategies and actions to implement the goals and policies of the Comprehensive Plan. The strategies are intended to be general in nature so that the method or technique to achieve the intent of the strategies may vary. Generally, if an element does not have any follow-up actions to be implemented, it is not listed. The timing, order and scope of the strategies will be determined by the available budget and

resources, community interests and City Council priorities. Preparation of the annual planning work program process will be the time to determine which strategies and actions will be undertaken and when. Changes may be made to the list of strategies as part of the annual plan amendment process.

Implementation Strategies

GENERAL ELEMENT

- ◆ G.1: In 2022, review “time capsule,” located in the City Hall vault, containing the “Kirkland 2022 – Community Conversations” video and the citizen responses.

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 - E.4a: Undertake an eco-system analysis to determine the value, function and benefits of the urban forest.
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 - E.4c: Conduct a tree inventory of City parks and major right of way corridors.
 - E.4d: Work with Puget Sound Energy and Seattle City Light to prepare a vegetation management plan for the electric transmission corridors.
- ◆ E.5: Undertake Phase II for Green Codes to consider environmental stewardship standards, such as energy efficiency/renewable energy, low impact development, access to community agriculture, and the reuse of gray and black water.
- ◆ E.6: Develop a program for community outreach and stewardship of the environment.

LAND USE ELEMENT

- ◆ LU.1: Create open space network maps, identify missing links, and develop preservation techniques.
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 - H.4.1: Encourage innovate housing developments.
 - H.4.2: Encourage and/or require the creation of housing affordable for people with low- and moderate-incomes.

TRANSPORTATION ELEMENT

- ◆ T.1: Revise the Traffic Guidelines memo that addresses SEPA and Concurrency Review consistent with the Transportation Master Plan (TMP).
- ◆ T.2: Adopt a revise Concurrency Ordinance consistent with the TMP.
- ◆ T.3: Prepare a phasing schedule for completion of the Actions listed in the TMP.
- ◆ T.4: Update the Active Transportation Plan consistent with the TMP.
- ◆ T.5: Prepare a transit plan, including to document route-level goals for service, look at capital needs for passenger and route facilities, clarify transit options for the CKC and integrate the TMP with the long range plans of Metro and Sound Transit.

NEIGHBORHOOD PLANS

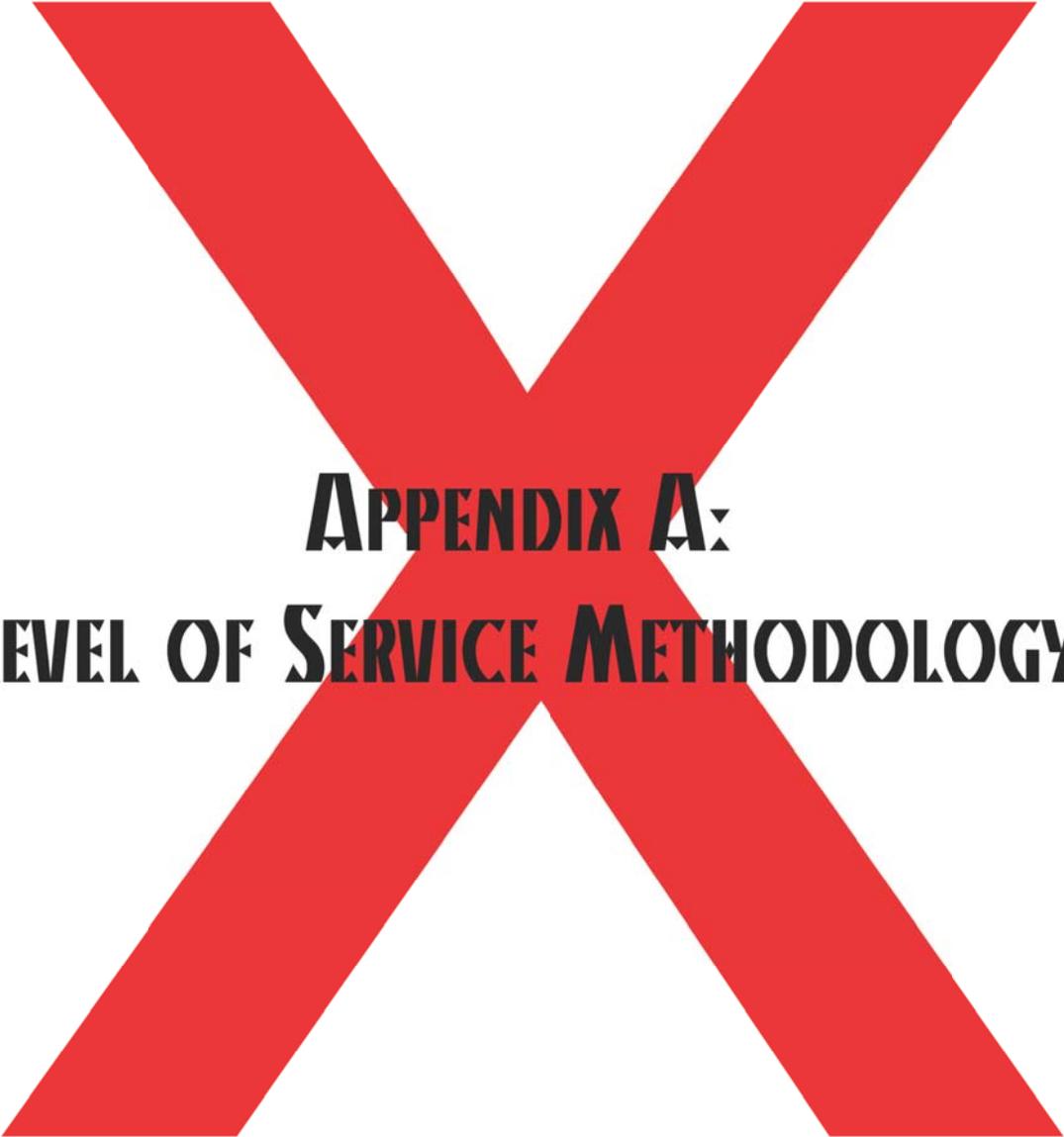
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TOTEM LAKE BUSINESS DISTRICT

To be determined with final draft plan of business district.

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- ◆ SA.1: Prepare monitoring report for Department of Ecology addressing No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation.



**APPENDIX A:
LEVEL OF SERVICE METHODOLOGY**

Deleted – Will provide a link to the document on City's Comp Plan web page.



CHARTING A FUTURE COURSE

APPENDIX C: DESIGN PRINCIPLES, RESIDENTIAL DEVELOPMENT

To be DELETED and will be listed in Kirkland Municipal Code Chapter 3.30.040. Document will be available on City's web site along with other design guidelines.



CHARTING A FUTURE COURSE

Zoning Code Amendments – Chapter 142 – Administration Design Review

Chapter 142 – DESIGN REVIEW

Sections:

- 142.05 User Guide
- 142.15 Development Activities Requiring D.R. Approval
- 142.25 Administrative Design Review (A.D.R.) Process
- 142.35 Design Board Review (D.B.R.) Process
- 142.37 Design Departure and Minor Variations
- 142.40 Appeals of Design Review Board Decisions
- 142.50 Modifications
- 142.55 Lapse of Approval for Design Review Board Decisions
- 142.60 Bonds

142.05 User Guide NO CHANGE

142.15 Development Activities Requiring D.R. Approval NO CHANGE

142.25 Administrative Design Review (A.D.R.) Process

1. Authority – The Planning Official shall conduct A.D.R. in conjunction with a related development permit pursuant to this section.

The Planning Official shall review the A.D.R. application for compliance with the design regulations contained in Chapter 92 KZC, or in zones where so specified, with the applicable design guidelines adopted by KMC 3.30.040. In addition, the following guidelines and policies shall be used to interpret how the regulations apply to the subject property:

- a. Design guidelines for pedestrian-oriented business districts, as adopted in KMC 3.30.040.
- b. Design guidelines for the Rose Hill Business District (RHBD), the Totem Lake Neighborhood (TLN) and Yarrow Bay Business District (YBD) as adopted in KMC 3.30.040.
- c. For review of attached or stacked dwelling units within the NE 85th Street Subarea, the PLA 5C Zone, and the Market Street Corridor, ~~Appendix C, Appendix C~~ Design Principles for Residential Development ~~contained in the Comprehensive Plan~~ contained in the Comprehensive Plan as adopted in KMC 3.30.040.

142.25 -2. through 6. NO CHANGE

142.35 Design Board Review (D.B.R.) Process

1. Timing of D.B.R. – For any development activity that requires D.B.R. approval, the applicant must comply with the provisions of this chapter before a building permit can be approved; provided, that an applicant may submit a building permit application at any time during the design review process. An applicant may request early design review, but such review shall not be considered a development permit or to in any way authorize a use or development activity. An application for D.R. approval may be considered withdrawn for all purposes if the applicant has not submitted information requested by the City within 60 calendar days after the request and the applicant does not demonstrate reasonable progress toward submitting the requested information.

2. Public Meetings – All meetings of the Design Review Board shall be public meetings and open to the public.

3. Authority – The Design Review Board shall review projects for consistency with the following:

a. Design guidelines for pedestrian-oriented business districts, as adopted in Chapter 3.30 KMC.

b. Design Guidelines for the Rose Hill Business District (RHBD) and the Totem Lake Neighborhood (TLN) as adopted in Chapter 3.30 KMC.

c. The Design Principles for Residential Development contained in Appendix C of the Comprehensive Plan as adopted in KMC 3.30.040 contained in Appendix C of the Comprehensive Plan for review of attached and stacked dwelling units located within the NE 85th Street Subarea, the PLA 5C zone, and the Market Street Corridor.

d. The Parkplace Master Plan and Design Guidelines for CBD 5A as adopted in Chapter 3.30 KMC.

142.35 4. through 10. NO CHANGE



Neighborhood Planning Workshop #4
Evergreen Hill, Finn Hill, & Juanita
Meeting Summary
February 19, 2014 and June 10, 2014

Background

The City of Kirkland is hosting a series of four neighborhood planning workshops during the months of January and February. These workshops are designed to help neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The City hosted the fourth workshop on February 19, 2014 at the LDS Kirkland Stake center (7910 NE 132nd Street) from 6:00 to 8:30 pm. The neighborhoods at this fourth meeting included Kingsgate (Evergreen Hill), Finn Hill, and Juanita (North and South Juanita.) These neighborhoods share common boundaries and business districts. **Approximately 85 people attended** the workshop.

Welcome & introduction

Penny Mabie (facilitator) welcomed attendees to the meeting, reviewed the agenda, and discussed the format of the workshop. She noted that the purpose of the meeting was to inform neighbors about neighborhood plans in the context of the Comprehensive Plan as well as provide new neighborhoods the opportunity to add information to the Comprehensive Plan about their respective neighborhood's vision and values. Penny noted that while the North and South Juanita neighborhoods are now considered the same neighborhood association (Juanita), the South Juanita neighborhood already has a neighborhood plan in the Comprehensive Plan (the neighborhood should discuss to combine the north and south Juanita neighborhood boundaries into the name Juanita). Also, Finn Hill and Kingsgate (Evergreen Hill) will need to develop a neighborhood plan. Penny explained that following the full group session, there would be three focused break-out sessions organized by neighborhood.

Penny then introduced Jon Pascal (Planning Commission Chair for the City of Kirkland) who would be providing additional information about the purpose of the workshops as well as the Planning Commission's role in the workshops. The Planning Commission is a group of volunteers tasked to deliver an updated Comprehensive Plan for the Kirkland City Council's consideration. Given most neighborhoods at this workshop were annexed into Kirkland and do not currently have a neighborhood plan, Jon explained the purpose of this workshop is to explore neighbors' input and feedback about what they might consider in a neighborhood plan within the context of the City's Comprehensive Plan update. Jon noted that over 50% of Kirkland's population is represented by the three neighborhoods in attendance and that the Planning Commission had already received some input from Finn Hill and Evergreen Hill about what they would like to see in future neighborhood and city plans.

Jon went on to ask attendees to think about what they thought should go into a typical neighborhood plan including what they thought was great about their neighborhoods as well as what they thought their neighborhoods needed. With these ideas in mind, Jon reminded the audience about the value of their input.

Presentation

Penny introduced Eric Shields (City of Kirkland, Director of Planning). Eric gave a PowerPoint presentation that outlined the following:

- Background and purpose of the City's Comprehensive Plan update.
- Elements included in the Comprehensive Plan and how they affect urban development decisions, levels of service for public facilities, and zoning and development regulations.
- How the Comprehensive Plan integrates with Neighborhood plans and regulations.
- How the Comprehensive Plan evolves over time as a result of updates every eight years and annual planning and zoning amendments. The Planning Commission oversees this process and there are many opportunities for public involvement.
- Future 2035 growth targets for housing and employment, including 8,360 housing units and 22,430 jobs. Kirkland is also projected to experience an increase in population of 13,000 people to 94,000 by 2035. Kirkland has enough capacity with current zoning to meet both the housing and jobs growth targets.
- The City of Kirkland's growth targets in relation to other cities in the region. The graphic displayed how growth targets for each city are based on a hierarchy of growth centers located in each city.
- Questions related to the above targets and population growth:
 - What is our community image?
 - Where should new growth occur?
 - What types of jobs and businesses do we want?
 - How will we move from here to there? What are our future transportation options?
 - What kind of housing will be plan for?
- The ongoing process to evaluate the existing City-wide Vision statement and Framework goals.
- Major themes gleaned from the Visioning process. Kirkland residents envision their city to be Green, Walkable, Vibrant, Livable, Sustainable, Accessible, Sustainable, Friendly, and Healthy.
- What is in a neighborhood plan? Most neighborhood plans include a vision statement, specific goals, and policies related to topics ranging from historical context to urban design.
- How neighborhood plans fit into the Comprehensive Plan by planning for issues unique to neighborhoods such as transition areas, redevelopment sites, and pedestrian trails or other capital improvements.

- The neighborhood plan update process, which includes the first set of meetings in January and February 2014, are designed to engage neighborhoods and assess their plans. The second set of meetings in May and June 2014 are designed to report the results of the first set of meetings.
- Next steps include asking neighbors to attend Community Planning Day on April 26, 2014; the second set of neighborhood meetings in May and June 2014; opportunities to engage with various Planning Commission studies in 2014; and other ways for community members to stay involved in the Comprehensive Plan update.

Question and answer session

Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

Has the City Council or planning group allocated the population growth target of 13,000 to the different neighborhoods?

No, there are not specific neighborhood targets. As we go through the Comprehensive Plan update process, we need to ask ourselves where the best locations are for that growth to occur. One of the things we thought was important is the linkage between growth and transportation and trying to make sure growth goes in places that are best equipped to handle transportation because that's going to be a big challenge for the City.

What are the origins of growth management; is it a mandate from the State, Federal government, etc.?

The Growth Management Act (GMA) didn't come from the Federal government; it came from the State Legislature in the late 1980s. There was a lot of concern and anxiety because it was a time of rapid urban growth and urban sprawl eating up farm and resource lands. After discussions over two sessions and a citizens' initiative, the legislature determined that we needed to deal with the growth and established the Growth Management Act. While the act came from the State Legislature, implementing it also involves layers of government between cities and the State. The Puget Sound Regional Council (PSRC) puts together a plan for the Puget Sound region (King, Pierce, Snohomish, and Kitsap counties) and each County has a County-wide plan. As Kirkland does its planning, one of the things we need to do is make sure we are consistent with those efforts as well. In a nutshell, the act is about protecting rural and resource lands from urban sprawl and targeting areas for the highest growth into urban centers including Totem Lake where the growth can be better served by mass public transit.

Do you have numbers for people leaving Kirkland?

No, but we've never known the population to go down. There was possibly population loss during the Boeing bust in the late 1970s and early 1980s.

Why are developers not waiting until the plans are updated before deciding what to do in terms of development, plus I'm concerned about developers getting permits to build over ravines?

Every permit that gets issued goes through review by several different City departments, including planning. In Kirkland, there are requirements for setbacks from such things as streams and buffers. There shouldn't be any development approved near those buffers, including streams.

Does spot zoning or expedited zoning conflict with the comprehensive plan? Is there public process associated?

Almost any zoning changes must first go through the public hearing process before going to the Planning Commission. The Commission is just finishing up with a package of zoning code amendments and those will be going on to the City Council. There is a process by which very minor changes with no substantive policy change can go straight to the City Council; but all zoning code changes need to go through the City Council.

When looking at increased population and jobs, how is the City looking at, or taking into account, transportation impacts?

The City has done a study under the existing zoning throughout the city where there are properties that are likely to be developed based on their land to improvement values. This formula, and the zoning that is in place, raises the question, which parcels are likely to be redeveloped in the next 20 years and to what density will they be developed? We take that information, normalize it to our targets, and give that to our transportation department. They use the information to project traffic flows from that target and understand potential impacts to the transportation network. That works help predict where the worse traffic problems are likely to occur in the future.

Do we have the power to change zoning based on our community input?

Current zoning is not unchangeable, although the City Council will ultimately decide whether zoning will be changed. As a reminder, we don't have to upzone at all to meet our targets. There may be places where upzoning is a desirable thing to do. Ultimately the City Council has the responsibility and authority to change the zoning with due process (public hearings, citizen input, Planning Commission review and recommendations, etc).

If the 20 year plan serves as a foundation for future decisions for existing Kirkland, is there not a Comprehensive Plan for the annexed neighborhoods?

Yes, there is a Comprehensive Plan for the annexation neighborhoods. When the City of Kirkland annexed your neighborhoods, we adopted King County's zoning.. There are, though, no neighborhood plans which focus on the finer points of the neighborhoods. The neighborhood plan would inform what the zoning and the Comprehensive Plan for the larger city should be. We'd like to get input from you on what should go into your neighborhood plan because the neighborhood plan is your opportunity to inform the Comprehensive Plan.

What about developments underway, is there an opportunity to stop those that do not fit into the Comprehensive Plan?

Not really, most are already vested since they have already applied for applications/permits and have the ability to move forward under the zoning that is in place now. The City Council could adopt a development moratorium, but short of that we can't stop them.

Did Kirkland's zoning rules come from King County and has Kirkland looked at doing something to determine whether something should be changed?

We did a review prior to annexation and the City Council decided to use King County's zoning rules. We did have to translate some King County rules into our code and make small changes, but we made no density changes.

Is there a way to predict demographics for the population growth targets and how those demographics might influence where some growth and shrinkage will occur?

That is something the City is looking at. We do see changes in demographics. The average household size is decreasing with fewer people living in each household. Younger generations have a desire for different types of housing than older generations. The City is paying attention to that and is part of a consortium of cities on the eastside called ARCH (A Regional Coalition for Housing). We have a Housing Needs Analysis the ARCH organization has prepared for the eastside and Kirkland.

How do you capture the unintended consequences when you upzone and are those impacts taken into account?

Yes, we do look at the impacts and consider them as part of any upzone decision.

As density increases, what is the City doing to protect greenbelt areas?

The City is going through a Parks, Recreation and Open Space planning process which includes identifying park and open space needs throughout the city. There are also opportunities associated with new development, where we could require areas to be left undeveloped.

The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions.

Kingsgate (Evergreen Hill) Neighborhood break-out session

Kerri Franklin (Facilitator)

Paul Stewart (City of Kirkland, Deputy Director)

The facilitator welcomed the group, went over ground rules and had everyone introduce themselves. The facilitator then led the group in a discussion about neighborhood values and visioning. The City planner then walked through the questions and concerns sent in advance of the meeting by neighborhood leaders (see below), and provided initial responses to each. The specifics of the group's discussion are below:

Kingsgate/Evergreen Hill Vision Discussion

- Limit changes by maintaining low density
- More public parks
- Small neighborhoods
- The ability to walk to playgrounds and picnic area
- Being active by walking places
- Less rush hour traffic with the use of HOV lanes, zero emissions and "flying cars"
- Gridlock if Totem Lake is overdeveloped from NE 124th Street to NE 132nd Street
- Elementary schools people can walk to
- Complete sidewalks
- Pedestrian and bicycle connections to other neighborhoods such as the Cross Kirkland Corridor (CKC) and Red Hook
- Trees
- Birds
- Community gathering spaces such as the Kingsgate Plaza
- Neighborhood businesses
- Redevelopment of the Kingsgate Neighborhood Center
- The goal of a walkable community
- Neighborhood service such as coffee shops, grocery stores, gyms, etc.

What should be in Kingsgate/Evergreen Hill's Neighborhood Plan Discussion

- Roads in and out of new development at NE 136th Street and NE 128th Street
Roadway safety measures
- Bigger roads
- More Sidewalks
- Better connection between roads
- A system or infrastructure for walking and biking
- Buy the Cross Kirkland Corridor to continue from Slater Avenue north to keep it going
- Review the RS8 zoning taking a critical look at new development in RS8 area if possible
- Address the cut through traffic issue
- Re-examine the option of extending Willows Road through to the wineries
- For safety, provide traffic calming on NE 140th Street and NE 119th Street to keep speeds down
- Address the NE 132th Street west-bound capacity issue; there's heavy traffic in that area
- Improve pedestrian safety measures between NE 144 Street and NE 119th Street between shopping centers by providing better street lighting or pedestrian boulevard
 - One option could be to provide crosswalk lights like the ones found in downtown Kirkland
- To improve safety for kids and families, supply a pedestrian crossing at the library
- Keep the gathering space and outdoor public area at the King County Kingsgate library
- Consider acquiring the Kingsgate 5 Park
- Consider acquiring the Hazen Hills Park (Hazen Hills is looking at possibly donating it to the City)
- Explore the opportunity for a community center at Kingsgate 5 and old fire station
- Solve the problem of fire response times by providing a station on the eastside of I-405 and cooperating with the City of Woodinville to build the station
- Provide a pedestrian and bicycle bridge at NE 140th Street to cross I-405; this could be an emergency response bridge but likely to be expensive
- The above bridge could connect to parks such as Kingsgate Park
- If there's an Aquatic Center at South Norway Hill Park consider the following:
 - Provide ample parking
 - The Aquatic Center could accomplish the neighborhood center idea
 - The Aquatic Center should account for traffic impacts
 - There could be positive impacts for the Kingsgate center
 - A pedestrian bridge could provide great access to the Aquatic Center

- The Department of Transportation staging area north of Kingsgate Park could be purchased and added to Kingsgate Park
- Make Kingsgate Park a little less dangerous (shady)
 - Improve signage that is more welcoming to Girl Scouts and less welcoming to “long-term residents”
 - Clean up the park by bringing in native plants and remove non-native plants
 - Provide informal parks that have a forest park feel; something people can use for urban hikes (Kingsgate Park)
- Connect greenbelt corridors in the Kingsgate areas
- Provide accessible public transportation such as more frequent busses, busses that run later in the day and busses that go places other than downtown
- Provide public transportation that have pedestrian and bicycle corridors to transit stations and more bus shelters

Kingsgate or Evergreen Hill Name Discussion

- This topic should be brought up in a larger conversation
- Some people identify with Kingsgate
- The name should be distinctive to the neighborhood
- Kingsgate is half the area of Kirkland but a quarter of the population
- The name needs to be community oriented
- Kingsgate has a lot of home owners associations (HOA) and not all people in the community live in one of the Kingsgate HOAs
- The name Kingsgate belongs to more than just the HOAs, it also applies to the library, shopping center, ice arena, etc.
- Should the neighborhood association lead this conversation and work with the City to get the word out?
- Look at the work the neighborhood committee has done as they’ve had this discussion before
- The goal of the Evergreen Hill name was to be inclusive of the whole community
- Ask the City to help with creating an online forum to continue this discussion

JUNE 10, 2014 MEETING: SUMMARY OF COMMENTS

Background and purpose of meetings

The City of Kirkland hosted the second series of four neighborhood planning workshops during the months of May and June. The City hosted the first set of workshops in January and February. The meetings in January and February focused on helping neighborhoods identify issues with their existing plans (or principles for new plans) as part of the City's Comprehensive Plan update process. The purpose of this series of meetings is to:

- Report back to neighborhoods on the City's response to issues and suggested changes or additions to existing neighborhood plans.
- Further explore how shared business districts might change in the future.
- Further explore issues from the first set of meetings that need clarification or additional thoughts.

The City hosted the fourth meeting in this series on June 10 at the LDS Stake Center (7910 NE 132nd St) from 6:00 to 8:30 pm. Neighborhoods in attendance included Juanita, Finn Hill, and Kingsgate. These neighborhoods share common boundaries and business districts. **Approximately 45 people** attended the meeting.

Upon signing in, staff gave attendees a meeting agenda and copies of transcribed notes from the first workshop organized by neighborhood and theme. Staff also gave attendees transcribed notes that focused specifically on transportation and parks and open space related issues. The purpose of these materials was to give attendees the opportunity to review comments from the first workshop and give feedback on comments and issues that needed further clarification and additional insight.

Introductions

Penny Mabie (facilitator) welcomed attendees to the meeting, introduced staff, reviewed the agenda, and discussed the format of the meeting. She gave a brief synopsis of the first workshop and outlined the goals of this meeting. Penny noted that following the discussion on the City's response to the first workshop's comments, there would be a break where attendees would have the opportunity to review and provide comments and questions on wall exhibits that highlighted comments, issues, and themes from the first meeting specific to Juanita, Finn Hill, and Kingsgate.

Response to first meeting's comments

Overview presentation

Paul Stewart (City of Kirkland, Deputy Director of Planning) started this discussion with an overview presentation. In addition to the objective of the workshops and key themes from the first meeting, the presentation focused on the schedule for updating the Comprehensive Plan including updating the general elements of the plan such as land use, economic development, and housing; selecting Citizen

Amendment Requests for study; and the Environmental Impact Statement (EIS) process. The presentation also touched on comments and themes from the first meeting and the City's response to those comments and themes.

Walkability

Jeremy McMahan (City of Kirkland, Planning Supervisor) concluded with a presentation on the 10-Minute Neighborhood concept. This concept is based on a person's ability to walk 10 minutes from where they live to where they go to school, work, shop, and play. The City of Kirkland is currently developing a tool to map things that contribute to walkability such as proximity to destinations and how accessible are those destinations (how does a person get there).

Transportation opportunities

David Godfrey (City of Kirkland, Transportation Engineering Manager) continued the discussion with a presentation on transportation. David's presentation highlighted the goals of the Transportation Master Plan, gave an overview of trends in vehicle miles traveled and changes in transportation priorities, and illustrated how planners consider how well streets connect housing with local businesses and other community assets. The presentation concluded with an examination of how the City can find the right balance of land use and transportation projects.

One output of the tool is a heat map. The heat map shows areas in Kirkland that are more or less walkable by overlaying attributes such as parks, schools, and sidewalks. Most importantly, the map shows where connection gaps exist. One goal of the tool is to help identify where growth could occur, help the City prioritize where capital improvements should be made, and highlight where pedestrian connections can be improved.

Question and answer session

Attendees asked City staff questions and gave comments about the overview, 10-Minute Neighborhood concept, and presentation on transportation opportunities. Comments and questions covered a range of topics, and are provided below. Answers to questions by City staff are noted in italics.

Is there a central location where we can look at the full description of the comprehensive plan?

The existing Comprehensive Plan is on the City's website. Currently there is no neighborhood plan for the Kingsgate, Finn Hill and North Juanita neighborhoods. As draft sections of the Comprehensive Plan update are available we will be putting it up on the Kirkland 2035 website.

What is the City's process for handling a Citizen Amendment Request (CAR)?

Citizens can submit an application form found on the City's website. Once the application is submitted, it goes through the Planning Commission and City Council for review. Then it may be incorporated into the environmental review for analysis. CARs will be publically published and the public will have the opportunity to comment. Staff will determine which CARs to present to the City Council and the City Council will report back which CARs are eligible for further study.

Is there no way to change the zoning or density of property that were first approved by the County?

Yes, but it usually requires changing the Comprehensive Plan first. Now is the time to request this. You should discuss this further in the breakout groups and or submit a CAR.

How does the City view high density development versus residential and commercial mixed uses?

This is a part of the conversation we are having now. The question for us, and you, is where and how should new growth occur.

Is the 10-minutes neighborhood goal of walkability realistic for Kirkland?

Yes, we believe it is.

Has the city looked at what percent of the population lives in a walkable area?

Not yet as we are still piloting the basic functions of the 10-minute walkability tool.

Are there examples to see if the 10-minute walkability tool is productive?

Yes we have looked at examples of other cities such as Portland. Portland has been using this model extensively.

Are there any plans or information for the Albertson's site in North Juanita?

There is no new news to report on this issue at the moment. However, this issue would be a great topic for the Juanita group to discuss in terms of land use, walkability, and what you want to see in your neighborhood.

We could lose green space by building the new Juanita pool. Why isn't the City considering something like the Albertson's site to build a new pool?

The Albertson's site was considered. But to build the aquatics center, it would be too costly given the land needed. We are using park land because it is less costly.

In terms of capital facilities, how does the City prioritize what to spend money on and how much?

These priorities are outlined in the Capital Facilities Plan. In general, the higher the level of service, the more money is needed. Identifying priorities for the City is what this comprehensive plan update process is about.

Can we see the 10-minute neighborhood maps in more detail?

Yes, they will be posted soon on the City's website.

Will construction approved by the County prior to annexation continue until completion?

That depends on when the construction was approved. If the County approved the work and issued a permit, it will continue under the County's rules. If the work was approved, but no permit was issued by the County, that technically falls under Kirkland's rules. If zoning changes are necessary, that could be addressed by the Comprehensive Plan update.

Break

Penny instructed attendees to take a break and review the exhibits around the break-out rooms concerning differing viewpoints, transportation issues, and comments from the first meeting. Attendees were asked to provide comments and questions on the exhibits, as well as mark which comments they liked with a sticker. For a detailed list of comments and questions please see the attached spreadsheet.

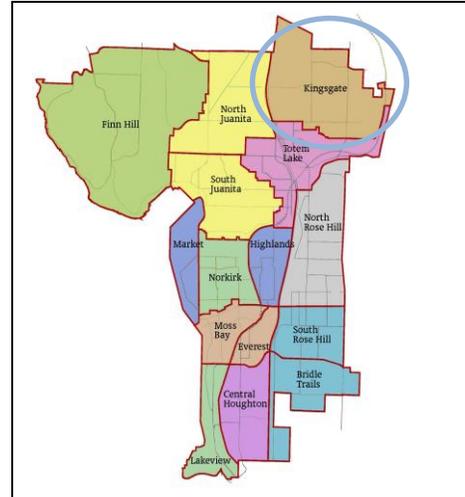
The audience then broke up into their respective break-out session groups to have neighborhood-specific discussions about business districts and neighborhood plans.

Close out

Janice Coogan (City of Kirkland, Senior Planner) outlined the next steps including upcoming Planning Commission study sessions. She also highlighted ways for people to stay involved with the project including attending future public meetings web links to Kirkland 2035 homepage and the Ideas Forum:

- www.kirklandwa.gov/Community/Kirkland2035
- www.IdeasForum.kirklandwa.gov

Note that Figures K-1 through K-7 are mock-ups. Final maps will be provided for the June 25, 2015 hearing. Photos will also be added. Final formatting will occur with codification of the plan.



Kingsgate Neighborhood

1. Overview

The Kingsgate Neighborhood is located in the northeast corner of the city (see Kirkland Neighborhood Map above). The neighborhood is bounded by I-405 to the west, the Tolt Pipeline Trail and the City limits to the north, the City limits to the east and the Totem Lake Business District to the south and southeast. Both 124th Ave NE and 132nd Ave NE provide primary north-south connections with Totem Lake to the south and the cities of Bothell and Woodinville to the north. East-west access is provided by NE 132nd Street and by NE 143rd Street to Woodinville and the Sammamish Valley to the east. The Kingsgate neighborhood commercial center in the northern portion of the neighborhood along 124th Ave NE serves as a northern gateway into the City

The neighborhood contains 1,279.64 acres at 2.3 square miles, the third largest neighborhood after Finn Hill and Juanita (Kirkland GIS 2013). As of 2010, it had a population of 13,065 people.

The following land uses make up the neighborhood:

Land Uses	Percent of Land Area
Single family residential	56.68%
Rights-of-way	18.13%
Vacant	9.90%
Multifamily residential	7.23%
Institutions	3.86%
Park/open space	2.54%
Commercial/mixed uses	1.36%
Utilities	0.16%
Offices	0.07%

(Kirkland GIS 2013)

Kingsgate is predominately single family residential. Multifamily residential makes up a small percent of land area followed by commercial/mixed use and office. Of the 817.13 residential acres, in 2013 there are 3,244 single family units and 1,665 multifamily units for an overall residential density of 6 units per acre (*Kirkland GIS 2013*). The neighborhood also contains a shopping center, a King County library, several public and private parks, private open space tracts, two elementary schools and a middle school (see Figure K-1, Land Use Map).

Other important features in Kingsgate are the Seattle City Light transmission line along 124th Ave NE, Woodinville Water Tower on 130th Ave NE, and two parallel Olympic Pipeline Company’s liquid pipelines and a PSE transmission line located in the eastern portion of the neighborhood. For other information on utilities in the Kingsgate Neighborhood, see the Utilities Element Chapter of the Comprehensive Plan.

The Kingsgate Neighborhood Plan was prepared in 2015. Neighborhood plans allow for more detailed examination of issues than the city-wide Comprehensive Plan elements, with a focus on smaller geographic areas and the application of city-wide goals and policies to the unique circumstances of each neighborhood. The document is a guiding plan on land use, park and open spaces, natural environment, multi-modal transportation and urban design for the neighborhood.

It is intended that neighborhood plans be consistent with the city-wide Elements, but if there is need for clarification, the goals and policies in the general element chapters prevail.

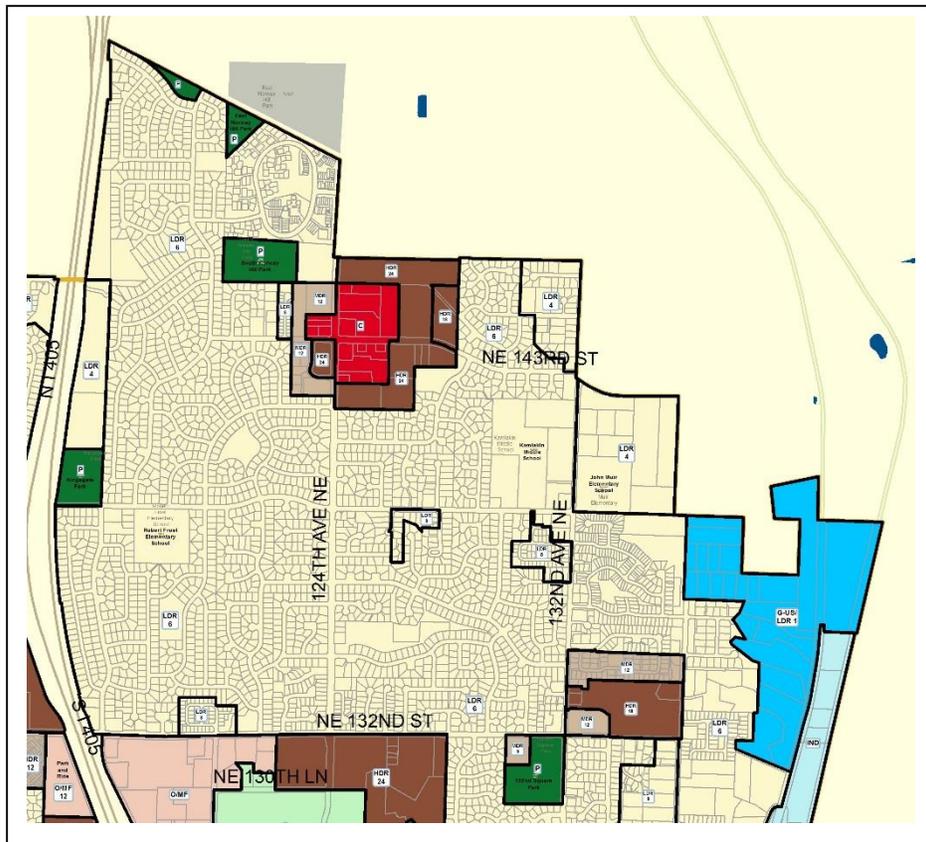


Figure K-1: Kingsgate Land Use Map

2. Neighborhood Vision

Preliminary vision based on comments from neighborhood outreach held by the City in 2014

Kingsgate’s character is predominately low density residential with a small neighborhood feel. Varied housing choices, as well as efforts to preserve affordable housing, help to expand housing opportunities for all residents within the neighborhood. Local residents value the Kingsgate neighborhood mixed use commercial center as a way to meet their shopping and service needs and as a community gathering place. A community center and public library provide a place for public events and activities in addition to the public library. Improved and well maintained parks in each part of the neighborhood offer a variety of recreational opportunities. Trees are preserved or replaced to provide a consistent vegetative canopy throughout the neighborhood, connect greenbelt corridors and support wildlife. Through road connections spread traffic evenly throughout the neighborhood, while traffic calming improvements are placed near schools as needed to ensure safety. Extensive pedestrian and bicycle connections are found within the neighborhood, and to other neighborhoods and the Cross Kirkland Corridor/Eastside Rail Corridor. Transit service provides frequent bus service within the neighborhood and to the rest of the City.

3. Historical Context

Historical records reflect homesteads in Kingsgate as early as 1874. The “Remember When” Map circa 1900 to 1918 is a historical document about the people and events in the Kingsgate and Juanita areas compiled by R. Nelson. Murdock MacPherson of MacPherson Realty had a vision for planned community of more than 2100 lots. He developed the first of the single family subdivisions that form the core of the Kingsgate neighborhood today. Mr. MacPherson named the Kingsgate subdivision in 1963 after Kingsgate, England. Being of Scottish descent, he added the name Highlands. The Kingsgate Highlands planned community of 214 lots was created from 1965 to 1976. Three school sites and three developed playgrounds were provided in the complex by MacPherson, Continental and Western Erection. MacPherson also had plans for a future shopping (source: Kirkland Heritage Society). Next came the High Woodlands subdivision from 1966 to 1976, Hazen Hills from 1968 to 1970, Breakthrough/Lendemain in 1972, and Upland Greens from 1980 to 1983.

The neighborhood has one historic structure recognized by the Kirkland Heritage Society which is a 1943 farmhouse at 13240 136th Ave NE.

Kingsgate was in unincorporated King County until it was annexed into the City in 2011 as part of the Juanita/Kingsgate/Finn Hill annexation. See Figure I-2 City of Kirkland’s Annexation Areas in the Introduction Chapter of the Comprehensive Plan.

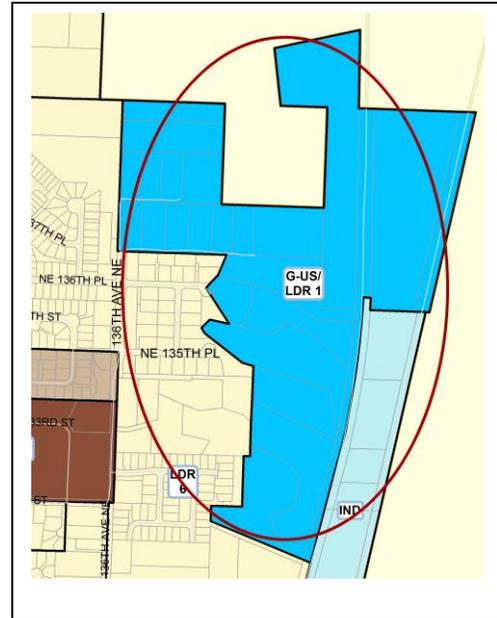
4. Land Use

With annexation, the City adopted the underlying zoning that existed in King County as of 2011 (See Figure K-1, Land Use Map).

Residential

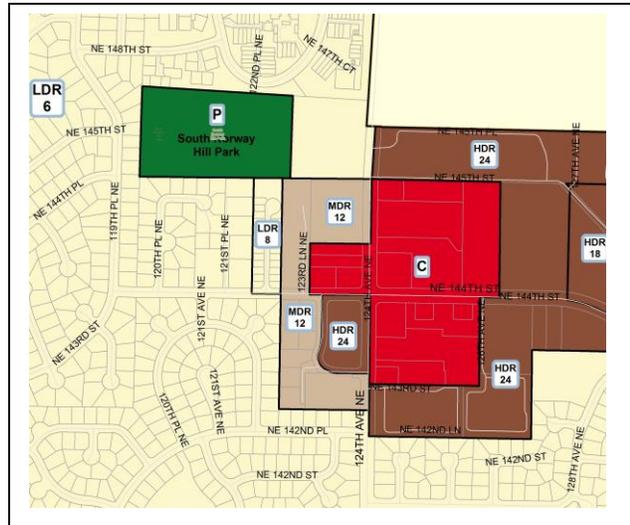
Residential land uses occupy the majority of the Kingsgate Neighborhood. Residential zoning ranges from low density residential at 1, 4, 6 and 8 units per acre to a mix of medium density and high density residential. Low density residential makes up the core of the neighborhood with medium and high density multifamily located only around the Kingsgate commercial area and on both sides of NE 132nd Street (See Figure K-1, Kingsgate Land Use Map).

An area in the southeastern portion of the neighborhood is planned and zoned for a density of up to one unit per acre. This area is designated as an urban separator under the King County Countywide policies. Urban separators are areas of low density within the Urban Growth Area that protect adjacent resource land and environmentally sensitive areas. They also create open space corridors within and between the urban areas that provide environmental, visual, recreation and wildlife benefits (See Figure K-1, Kingsgate Land Use Map).



K-1: Generally maintain the planned residential densities.

The vision of the neighborhood is to generally maintain the current residential densities. However, consideration should be given to potentially higher densities along arterials near the commercial area as part of a future plan update, study of the neighborhood commercial center or other City public review process. Increasing residential density would provide additional housing near shops and services and would further supports transit. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

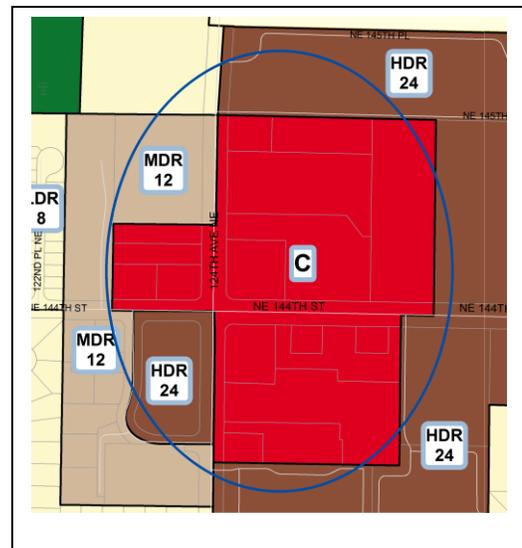


Commercial

The Kingsgate commercial area is defined as a “Neighborhood Center” (mixed use) in the Land Use Element of the Comprehensive Plan. The commercial area is located on the both sides of 124th Ave NE between NE 142nd Place and NE 145th Street. The center provides the neighborhood with a variety of shops and services, including a grocery store and recreational facilities (See Figure K-1, Kingsgate Land Use Map).

Policy K-2: Retain neighborhood oriented commercial services.

The existing Kingsgate neighborhood commercial center offers a wide range of uses, including a grocery store, banking services, restaurants, a variety of retail shops, and entertainment and recreation facilities. These businesses provide a convenience for nearby residents and local employees and should be retained.



Policy K-3: Encourage mixed use, neighborhood scale, pedestrian oriented commercial center.

The Kingsgate neighborhood commercial center evolve into a mixed use, neighborhood scale, pedestrian oriented commercial center with some residential. Ground floor uses should be primarily retail and commercial (non-residential). Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings and not in the front of buildings facing the street, unless not feasible. See policies in the commercial and mixed use section of the Land Use Element Chapter.

Policy K-4: Establish design guidelines and design standards for the neighborhood center.

Good urban design creates attractive commercial areas with a human scale and pedestrian-oriented streets through building placement and design. It also minimizes the obtrusive nature of parking lots and provides an effective transitions between commercial areas and surrounding residential neighborhoods. Therefore, design guidelines and design standards should be established for the Kingsgate neighborhood commercial center for all new, expanded and remodeled commercial, multi-family or mixed use buildings. See policies in the commercial and mixed use section of the Land Use Element Chapter.

Policy K-5: Provide a gateway feature and street scape improvements.

A gateway feature, such as signs or sculpture, should be provided near the City limits on 124th Ave NE as an entranceway into Kirkland (See Figure K-7, Kingsgate Urban Design Features Map). As part of future development, the City may require dedication of land for an entrance sign or landscape feature. In addition, streetscape improvements should be coordinated throughout the commercial center, including street trees, street furniture, and other amenities like flowers, banners, and signs. See policies in the commercial and mixed use section of the Land Use Element Chapter.

5. Natural Environment

Policy K-6: Protect and enhance wetlands and streams.

Two drainage basins are located in Kingsgate: the Juanita Creek Basin with streams flowing to the southwest towards I-405, and the Kingsgate Slope Basin with streams flowing to the east towards Redmond. The neighborhood has a scattering of open streams and piped streams. A few small wetlands have been delineated and identified with site development. As future development occurs, more wetlands may be identified (See Figure K-2, Kingsgate Sensitive Areas Map).

It is important to protect and enhance the wetlands and streams in the Kingsgate neighborhood through management of activities affecting vegetation, water, and the land. Protection of the natural resources preserves fish and wildlife habitat, maintains water quality, prevents degradation or loss of natural features and functions, and minimizes risks to life and property. See additional goals and policies in the Environment Element for preservation and enhancement of the streams and wetlands and their buffers in the sensitive areas.

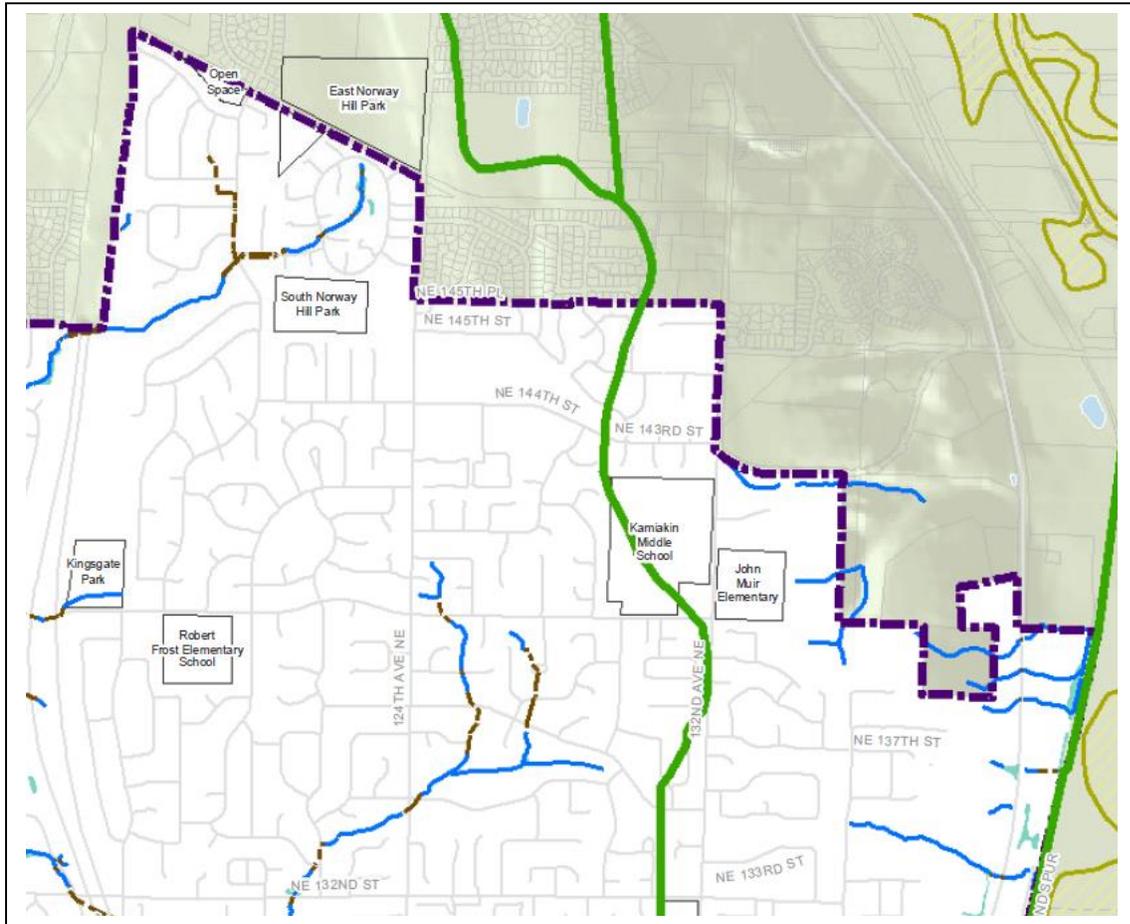


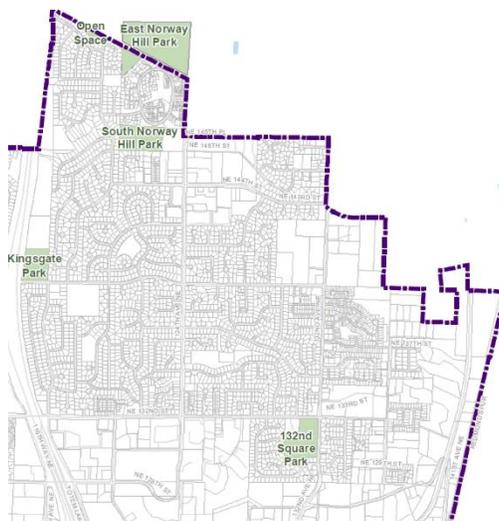
Figure K-2: Kingsgate Wetland, Streams and Lakes

6. Parks and Open Spaces

In 2015, the City prepared the Park Recreation and Open Space (PROS) Plan, a six-year guide and strategic plan for managing and enhancing park and recreation service in Kirkland. The importance of both public and private park facilities and open spaces to meet the community needs is discussed the plan. The PROS Plan includes neighborhood based recommendations for acquisition of park land and improvements to park facilities.

The Kingsgate Neighborhood has four public parks: two community parks and two neighborhood parks. Two of the parks are undeveloped and one park is not owned by the City (see Figure K-1, Kingsgate Land Use).

- **132nd Square Park** at NE 132nd Street and 132nd Ave NE is a 9.75 acre community park. The 2015 PROS Plan identifies a need to renovate the playfields and to do minor park enhancements and repairs.
- **Kingsgate Park** at NE 140th Street and 116th Ave NE is a 6.91 acre neighborhood park. The 2015 PROS Plan identifies a need to create a master plan and expand the park to the north.
- **South Norway Park** at NE 145th Street and 120th Ave NE is a 9.80 acre undeveloped neighborhood park. The 2015 PROS Plan identifies a need to create a master plan and develop the park for active and passive recreation. The Plan also supports a need to implement a Green Kirkland forest restoration plan and a signage program to identify marked paths. Lastly, the Plan identifies a need to acquire easements and access ways across private property to improve the park entrance.
- **East Norway Hill Park** is a partially developed community park owned by the City of Bothell. The southern portion of the parcel located south of the City limits at approximately 120th Ave NE is within the Kingsgate neighborhood and is undeveloped.



The neighborhood also has three private parks associated with Kingsgate developments. These parks offer important recreational space, including pools and playgrounds, for the residents of the Kingsgate homeowners associations. These facilities are in Kingsgate Highlands 1 through 5 and total 10.5 acres.

In addition, the Kingsgate Neighborhood also has a variety of open space tracts, some of which are not suitable for construction or are located within streams and/or on steep slopes.

To meet the City's level of service standards for overall distribution and equity, the PROS Plan has also identified a need for park acquisition in the northeastern and central portions of Kingsgate.

Policy K-8: Implement the projects identified in the 2015 PROS Plan as funding and city resources become available.

The recreational needs of the neighborhood will be more fully met when the projects in the PROS Plan identified for Kingsgate are completed. See the PROS Plan for more detail and the goals and policies in the Park Element Chapter of the Comprehensive Plan.

7. Transportation

A. Roads

The circulation patterns in the Kingsgate Neighborhood are well established. The primary north-south routes through the neighborhood are via 124th Ave NE (minor arterial), 132nd Ave NE (collector street) and 116th Ave NE (neighborhood access street) and its extension northward. The primary east-west routes are via NE 132nd Street (principal arterial), NE 144th Street, (collector street), NE 143rd Street (neighborhood access street), and NE 140th Street (neighborhood access street). 132nd Ave NE provides access to both Kamiakin Junior High and John Muir Element School while NE 140th Street serves Robert Frost Elementary School. 124th Ave NE and NE 144th Street provide access to the Kingsgate neighborhood commercial center. Many of the older established subdivisions contain cul-de-sac streets that limit through connections (See Figure K-4, Kingsgate Street Classification Map).

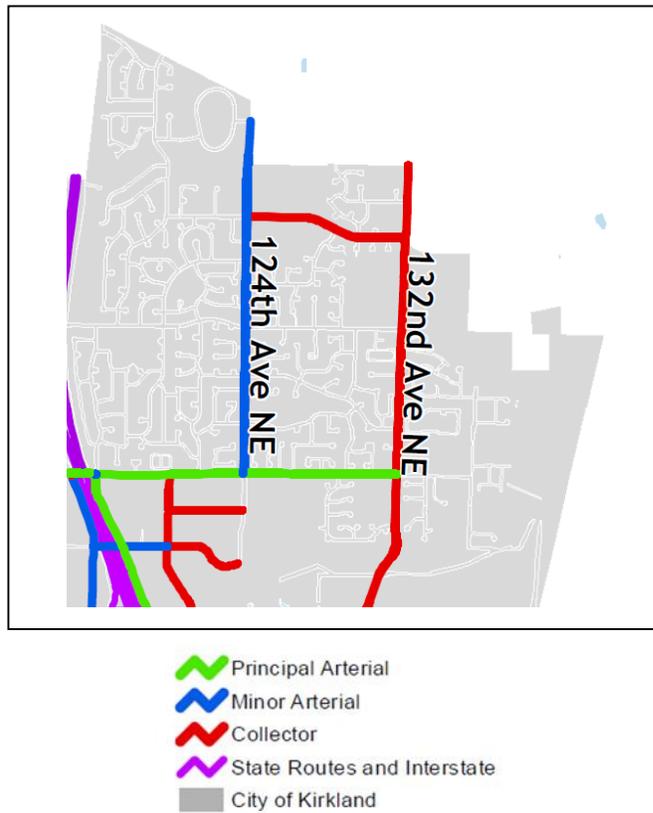


Figure K-4: Kingsgate Street Classification Map

Policy K-9: Complete through road connections when properties are subdivided.

The eastern portion of the neighborhood contains many large vacant or further developable lots. When these properties are subdivided, through road connections should occur where feasible to provide an efficient road network and provide more options for alternative routes for drivers, pedestrians and bicyclists. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan.

B. Pedestrian System

Policy K-10: Install sidewalks and pathways to provide a complete pedestrian circulation system.

The Kingsgate Neighborhood has an extensive system of sidewalks and public and private paths that provide both recreation amenities and alternative transportation options (see Figure K-5, Kingsgate Pedestrian Circulation System). Some areas have sidewalks on both sides, others have sidewalks only on one side, while some have no sidewalks. Some paths connect to the Sammamish Valley in Woodinville.

As development and redevelopment occurs, sidewalks should be completed and public pedestrian pathways should be constructed to complete connections to schools, parks and other public facilities, major street routes and the Kingsgate neighborhood commercial center to provide a complete pedestrian circulation system. Improvements to safe school walk routes should be a priority. See goals, policies and the safe school walk route figure in the Transportation Element Chapter of the Comprehensive Plan.

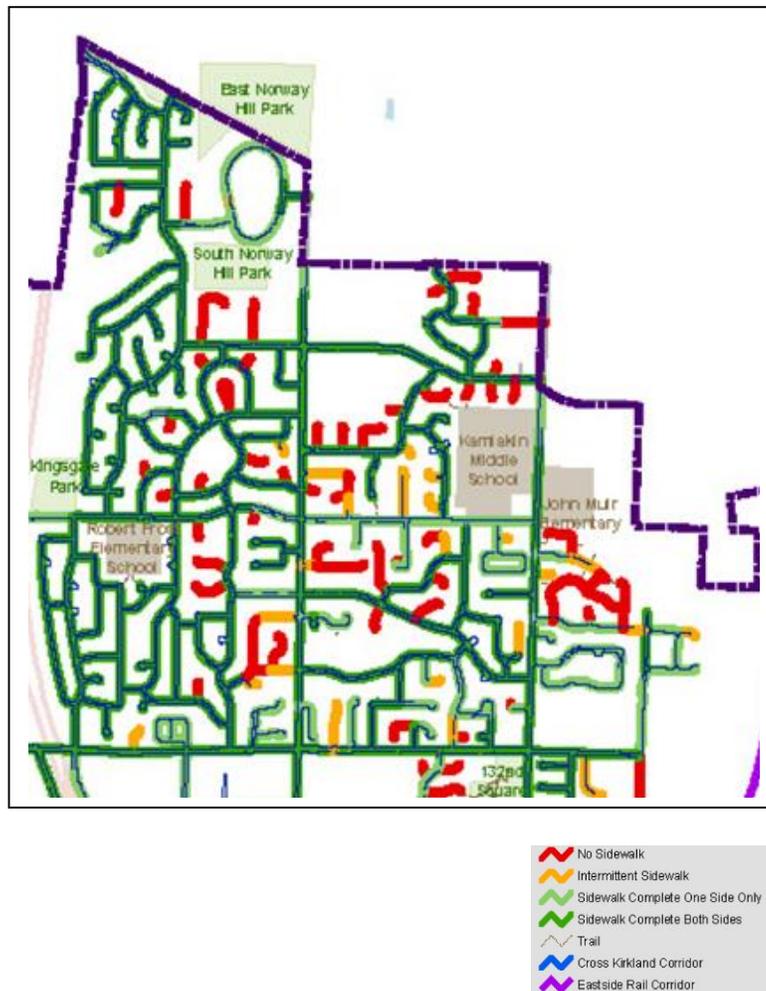


Figure K-5: Kingsgate Pedestrian Circulation Map

Policy K-11: Provide access to Eastside Rail Corridor.

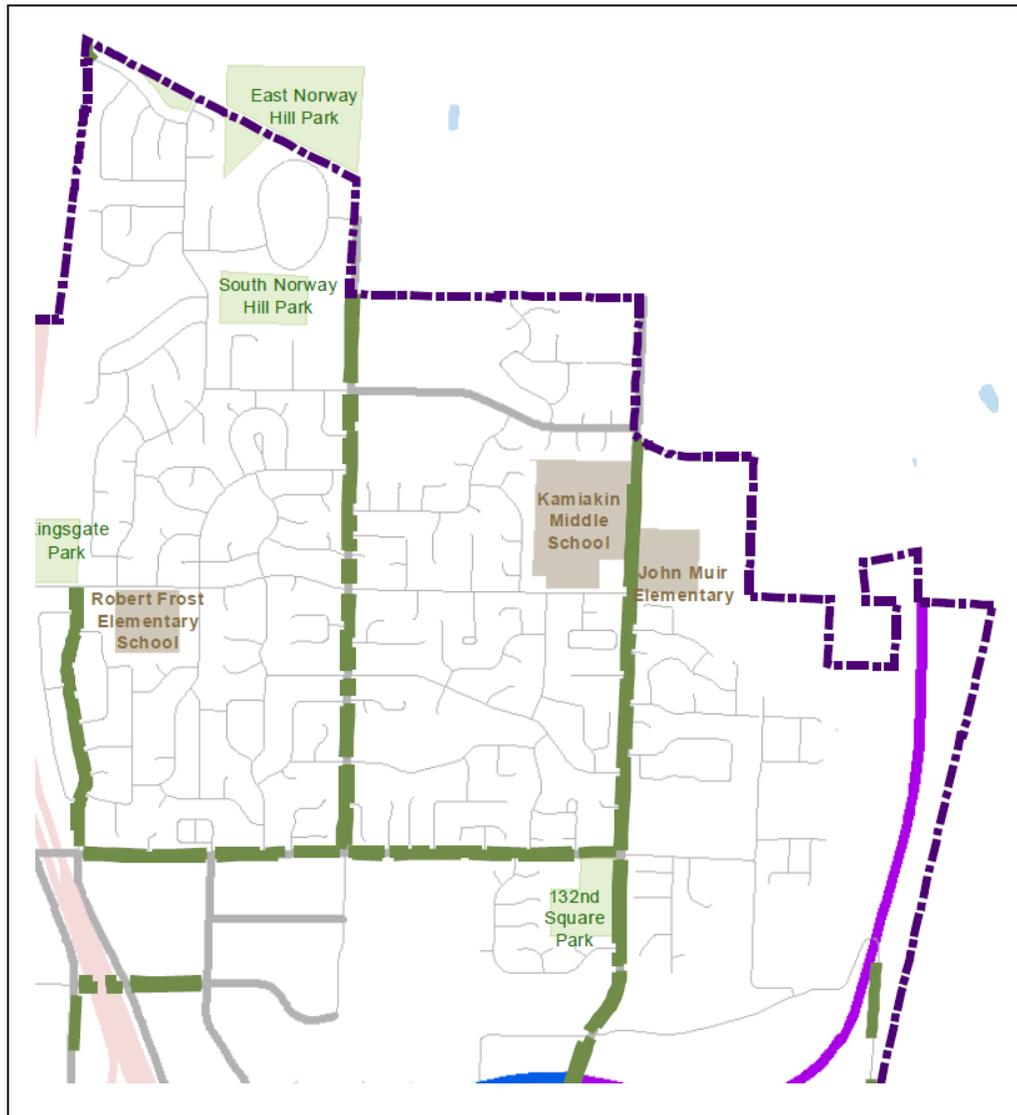
The northern portion of the Eastside Rail Corridor (continuation of the Cross Kirkland Corridor/CKC) is located in the eastern portion of the neighborhood. The City supports development of the Eastside Rail Corridor, owned by King County, as a multi-modal transportation corridor similar to the CKC.

With development, redevelopment or platting, public pedestrian and bicycle access easements and improvements should be provided for properties adjacent to the Eastside Rail Corridor. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan and the PROS Plan.

C. Bicycle System***Policy K-12: Install bicycle lanes to complete the City's planned bicycle system.***

The Kingsgate Neighborhood has striped bicycle lanes along 124th Ave NE, 132nd Ave NE and NE 132nd Street (see Figure K-6, Kingsgate Bicycle Circulation System). Bike lanes are recommended for 116th Ave NE, NE 140th Street and NE 144th Street/NE 143rd Street. Bike lanes provide both recreational amenities and alternative transportation options.

As development and redevelopment occurs, bike lanes should be installed consistent with the City's planned bicycle system. See additional goals and policies in the Transportation Element Chapter of the Comprehensive Plan.



-  Bike Lanes/Shared Use
-  Cross Kirkland Corridor
-  Eastside Rail Corridor

Figure K-6: Kingsgate Bicycle Circulation Map

D. Urban Design

Policy K-13: Promote high quality site design, provide streetscape improvements throughout the neighborhood and develop gateway features that strengthen the identity of the neighborhood.

Urban design features for the neighborhood includes an activity node at the Kingsgate neighborhood commercial center area and at the schools and parks. Gateways into the neighborhood are at the north and south entrances of 124nd Ave NE, at the south entrance of 132nd Ave NE and at the east entrance of NE 143rd Place. The two power lines are also noted as visual urban features (See Figure K-7: Kingsgate Urban Design Features).

Good urban design contributes to the overall quality and identity of a neighborhood. Important elements include building and site design, building materials, parking area locations, signage, landscaping and vegetative buffers, lighting and use of art. Gateway features provide identity to the Kingsgate neighborhood and a wayfinding landmark. See goals and policies in the Community Character Element Chapter of the Comprehensive Plan.

See discussion under Land Use relating to design review for the Kingsgate neighborhood commercial center.

The Zoning Code contains regulations that ensure good site design, siting of commercial parking areas, signage standards, requirements for tree retention, commercial landscaping and vegetative buffers, and shielding of exterior lights.

Private development for commercial, subdivisions and multifamily development should dedicate land and install the gateway features located in the areas noted on Figure K-7, Kingsgate Urban Design Features as part of future development. In some instances, public investment may be necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood, could be included.

NOTE: FIGURE TO BE CREATED

Figure K-7: Kingsgate Urban Design Features

DRAFT KINGSGATE PLAN: NEIGHBORHOOD COMMENTS AND STAFF RESPONSE

Kingsgate Neighborhood

1. Overview

The Kingsgate Neighborhood is located in the northeast corner of the city (see Kirkland Neighborhood Map above). The neighborhood is bounded by I-405 to the west, the Tolt Pipeline Trail and the City limits to the north, the City limits to the east and the Totem Lake Business District to the south and southeast. Both 124th Ave NE and 132nd Ave NE provide primary north-south connections with Totem Lake to the south and the cities of Bothell and Woodinville to the north. East-west access is provided by NE 132nd Street and by NE 143rd Street to Woodinville and the Sammamish Valley to the east. The Kingsgate neighborhood commercial center in the northern portion of the neighborhood along 124th Ave NE serves as a northern gateway into the City

The neighborhood contains 1,279.64 acres at 2.3 square miles, the third largest neighborhood after Finn Hill and Juanita (Kirkland GIS 2013). As of 2010, it had a population of 13,065.

The following land uses make up the neighborhood:

Land Uses	Percent of Land
Single family residential	56.68%
Rights-of-way	18.13%
Vacant	9.90%
Multifamily residential	7.23%
Institutions	3.86%
Park/open space	2.54%
Commercial/mixed uses	1.36%
Utilities	0.16%
Offices	0.07%

(Kirkland GIS 2013)

Kingsgate is predominately single family residential. Multifamily residential makes up a small percent of land area followed by commercial/mixed use and office. Of the 817.13 residential acres, in 2013 there are 3,244 single family units and 1,665 multifamily units for an overall residential density of 6 units per acre (*Kirkland GIS 2013*). The neighborhood also contains a shopping center, a King County library, several public and private parks, private open space tracts, two elementary schools and a middle school (see Figure K-1, Land Use Map).

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Other important features in Kingsgate are the Seattle City Light transmission line along 124th Ave NE, Woodinville Water Tower on 130th Ave NE, and two parallel Olympic Pipeline Company's liquid pipelines and a PSE transmission line located in the eastern portion of the neighborhood. For other information on utilities in the Kingsgate Neighborhood, see the Utilities Element Chapter of the Comprehensive Plan.

The Kingsgate Neighborhood Plan was prepared in 2015. Neighborhood plans allow for more detailed examination of issues than the city-wide Comprehensive Plan elements, with a focus on smaller geographic areas and the application of city-wide goals and policies to the unique circumstances of each neighborhood. The document is a guiding plan on land use, park and open spaces, natural environment, multi-modal transportation and urban design for the neighborhood.

It is intended that neighborhood plans be consistent with the citywide Elements, but if there is need for clarification, the goals and policies in the General Element chapters prevail.

Figure K-1 Kingsgate Land Use Map

**Neighborhood Comments are in RED or PINK.
Staff edits and comments are in BLUE.**

2. Neighborhood Vision

Kingsgate's character is overall predominately low density residential with a small neighborhood feel. Varied housing choices, as well as efforts to preserve affordable in housing, help to expand housing opportunities for all residents within the neighborhood. Local residents value the Kingsgate neighborhood's mixed use commercial center as a way to meet their shopping and service needs and as a community gathering place. A community center and public library provide a place for public events and activities along with the public library. Improved and well maintained parks in each part of the neighborhood offer a variety of recreational opportunities. Trees are preserved or replaced to provide a consistent vegetative canopy throughout the neighborhood, connect greenbelt corridors and support wildlife.

Transportation facilities for vehicles, bicycles and pedestrians provide both extensive access within the neighborhood and connecting to other neighborhoods. In addition, the neighborhood has access to the Cross Kirkland Corridor/Eastside Rail Corridor. These facilities include bike and pedestrian greenways with signage and markers along neighborhood roads parallel to major streets. Through street connections spread traffic evenly throughout the neighborhood, while traffic calming improvements are placed near schools as needed to ensure safety. Traffic calming improvements on neighborhood streets also are used to minimize "by pass" traffic due to congestion along the I-405 corridor. Extensive pedestrian and bicycle connections are found within the neighborhood, and to other neighborhoods and the Cross Kirkland Corridor/Eastside Rail Corridor.—Transit service provides frequent bus service within the neighborhood and to the rest of the City.

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NEIGHBORHOOD SUGGESTED TEXT: Opportunities exist along NE 144th St on either side of the commercial center as well as north-south connecting streets for the creation of greenways that will promote non-vehicular transportation. Facilities exist to begin this transition including sidewalk, curb cuts, and street lights which encourage walking and biking throughout the neighborhood. Ideally, future transportation improvements will improve inner neighborhood transportation/access while discouraging “by pass” traffic due to congestion along the adjacent I-405 corridor.

STAFF RESPONSE: Greenways defined and planned in the Transportation Element and Transportation Master Plan will be on low volume streets parallel to the high volume streets as an alternative way to safely travel for bicyclists and pedestrians. NE 144th Street serving the commercial area and 132nd Ave NE serving the schools are medium to high volume streets. So greenways are unlikely to be located on these two streets. Staff edits shown in blue.

3. Historical Context

Historical records reflect homesteads in Kingsgate as early as 1874. The “Remember When” Map circa 1900 to 1918 is a historical document about the people and events in the Kingsgate and Juanita areas compiled by R. Nelson. Murdock MacPherson of MacPherson Realty had a vision for planned community of more than 2100 lots. He developed the first of the single family subdivisions that form the core of the Kingsgate neighborhood today. Mr. MacPherson named the Kingsgate subdivision in 1963 after Kingsgate, England. Being of Scottish descent, he added the name Highlands. The Kingsgate Highlands planned community of 214 lots was created from 1965 to 1976. Three school sites and three developed playgrounds were provided in the complex by MacPherson, Continental and Western Erection. MacPherson also had plans for a future shopping (source: Kirkland Heritage Society). Next came the High Woodlands subdivision from 1966 to 1976, Hazen Hills from 1968 to 1970, Forest Grove 1971, Breakthrough/Lendemain in 1972, Firloch 1972 to 1989, and Upland Greens from 1980 to 1983 many other subdivisions. Farms, orchards and pastures were still present in the 1990’s

The neighborhood has one historic structure recognized by the Kirkland Heritage Society which is a 1943 farmhouse at 13240 136th Ave NE.

Kingsgate was in unincorporated King County until it was annexed into the City in 2011 as part of the Juanita/Kingsgate/Finn Hill annexation. See Figure I-2 City of Kirkland’s Annexation Areas in the Introduction Chapter of the Comprehensive Plan.

STAFF RESPONSE: Agree with neighborhood association’s changes.

4. Land Use

With annexation, the City adopted the underlying zoning that existed in King County as of 2011 (See Figure K-1, Land Use Map).

DRAFT KINGSGATE PLAN: NEIGHBORHOOD COMMENTS AND STAFF RESPONSE

Residential

Residential land uses occupy the majority of the Kingsgate Neighborhood. Residential zoning ranges from low density residential at 1, 4, 6 and 8 units per acre to a mix of medium density and high density residential. Low density residential makes up the core of the neighborhood with medium and high density multifamily located only around the Kingsgate commercial area and on both sides of NE 132nd Street. The neighborhood contains several adult family homes that offer care for seniors while also providing diversity in the neighborhood population (See Figure K-1, Kingsgate Land Use Map).

NEIGHBORHOOD SUGGESTED TEXT: As a result of previous county jurisdiction, there are an above average number of family homes throughout the Kingsgate area. These homes provide a service to senior residents and balance the demographic of newer families attracted to easy school access.

STAFF RESPONSE: Kirkland also permits adult family homes so it is not necessarily the case that having the neighborhood under the jurisdiction of King County increased the number of those types of residential units. Staff edits shown in blue.

An area in the southeastern portion of the neighborhood is planned and zoned for a density of up to one unit per acre. This area is designated as an urban separator under the King County Countywide policies. Urban separators are areas of low density within the Urban Growth Area that protect adjacent resource land and environmentally sensitive areas. They also create open space corridors within and between the urban areas that provide environmental, visual, recreation and wildlife benefits (See Figure K-1, Kingsgate Land Use Map).

Policy IK-1: Generally maintain the planned residential densities.

The vision of the neighborhood is to generally maintain the current residential densities. However, consideration should be given to potentially higher densities along arterials near the commercial area as part of a future plan update, study of the neighborhood commercial center or other City public review process. Increasing residential density would provide additional housing near shops and services and would further support transit. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

However, as part of a future plan update, study of the neighborhood commercial center or other City public review process, consideration should be given to potentially higher densities along arterials near the commercial area respecting the height of the surrounding single family neighborhood. Increasing residential density would provide additional housing near shops and services and would further support transit. The boundary of the commercial area should not be expanded. See goals and policies in the Land Use Element Chapter of the Comprehensive Plan.

NEIGHBORHOOD SUGGESTED TEXT: However, as part of the future plan update, study of the neighborhood commercial center or other City public review process, consideration should be given to potentially higher densities along arterials near the commercial areas **respecting current height limits**. Increasing residential density would provide additional housing near

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shops and services and would further supports transit. No additional commercial growth should infringe into existing residential housing areas north of NE 132nd Street...

STAFF RESPONSE: If residential density is increased along arterials, the height limit would likely remain at 30 feet which is consistent with the surrounding single family neighborhood. Staff edits shown in blue above.

Note stating that the boundary of the commercial area should not be expanded would limit future options for expanding the commercial area with a City study of the business district or as a citizen amendment request unless the policy was changed.

Commercial

The Kingsgate commercial area is defined as a “Neighborhood Center” (mixed use) in the Land Use Element of the Comprehensive Plan. The commercial area is located on the both sides of 124th Ave NE between NE 142nd Place and NE 145th Street. The center provides the neighborhood with a variety of shops and services, including a grocery store and recreational facilities (See Figure K-1, Kingsgate Land Use Map).

Policy K-2: Retain neighborhood oriented commercial services.

The existing Kingsgate neighborhood commercial center offers a wide range of uses, including a grocery store, banking services, restaurants, a variety of retail shops, and entertainment recreation facilities, ~~and a King County Branch Library~~. These businesses provide a convenience for nearby residents and local employees and should be retained.

It is important to residents that indoor and outdoor gathering places be established in the commercial center. Possible inclusions would be coffee shops, center fountains and bench areas.

STAFF RESPONSE: King County Library is not located in the commercial area. It is located in a high density residential designated to the west of the commercially designated area. This text should not be added to the commercial area description. Staff has inserted a new second sentence here about coffee shops and other gathering places in response to the neighborhood comment under the Urban Assets section below.

Policy K-3: Encourage mixed use, neighborhood scale, pedestrian oriented commercial center.

The Kingsgate neighborhood commercial center should evolve into a mixed use, neighborhood scale, pedestrian oriented commercial center with some residential. Ground floor uses should be primarily retail and commercial (non-residential).

Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings and not in the front of buildings facing the street, unless not feasible, and include attractive tree and low shrub landscaping features. See policies in the commercial and mixed use section of the Land Use Element Chapter.

STAFF RESPONSE: Agrees with neighborhood text.

DRAFT KINGSGATE PLAN: NEIGHBORHOOD COMMENTS AND STAFF RESPONSE***Policy K-4: Establish design guidelines and design standards for the neighborhood center.***

Good urban design creates attractive commercial areas with a human scale and pedestrian-oriented streets through building placement and design. It also minimizes the obtrusive nature of parking lots and provides an effective transition between commercial areas and surrounding residential neighborhoods. Therefore, design guidelines and standards should be established for the Kingsgate neighborhood commercial center for all new, expanded and remodeled commercial, multi-family or mixed use buildings. See policies in the commercial and mixed use section of the Land Use Element Chapter.

Policy K-5: Provide a gateway feature and street scape improvements.

A gateway feature, such as signs or sculpture, should be provided near the City limits on 124th Ave NE heading south from the northern border with Bothell on NE 145th sStreet, on NE 143rd Place heading west from Woodinville, on NE 132nd sStreet/-~~116th~~ 116th Ave NE heading west from the North Juanita neighborhood and on Slater Ave/132nd heading north into as an entranceway into Kirkland (See Figure K-7, Kingsgate Urban Design Features Map). As part of future development, the City may require dedication of land for an entrance sign or landscape feature. In addition, streetscape improvements should be coordinated throughout the commercial center, including street trees, street furniture, and other amenities like flowers, banners, and signs. Use of sandwich boards for commercial advertising should be limited. See policies in the commercial and mixed use section of the Land Use Element Chapter.

STAFF RESPONSE: Agree with text. These gateway locations match what will be on the Urban Asset map.

Second sentence about signage should not be added to a neighborhood plan. The City does not permit these signs on sidewalks or in the street. If the neighborhood has an issue with sandwich boards signs in either locations, City code enforcement should be notified.

5. Natural Environment***Policy K-6: Protect and enhance wetlands and streams.***

Two drainage basins are located in Kingsgate: the Juanita Creek Basin with streams flowing to the southwest towards I-405, and the Kingsgate Slope Basin with streams flowing to the east towards Redmond. The neighborhood has a scattering of open streams and piped streams. A few small wetlands have been delineated and identified with site development. As future development occurs, more wetlands may be identified (See Figure K-2, Kingsgate Sensitive Areas Map).

It is important to protect and enhance the wetlands and streams in the Kingsgate neighborhood through management of activities affecting vegetation, water, and the land. Protection of the natural resources preserves fish and wildlife habitat, maintains water quality, prevents degradation or loss of natural features and functions, and minimizes risks to life and property. See additional goals and policies in the Environment Element for preservation and enhancement of the streams and wetlands and their buffers in the sensitive areas.

Figure 2 - Wetlands, Stream and Lakes

DRAFT KINGSGATE PLAN: NEIGHBORHOOD COMMENTS AND STAFF RESPONSE***Policy K-7: Regulate land use and development in or adjacent to geologically hazard areas.***

The eastern and southern portions of Kingsgate Slope and an area north of Totem Lake in the Juanita Basin contain high landslide hazards, (See Figure K-3, Kingsgate Geologically Hazardous Areas). These steep slopes and ravines are subject to erosion and hazardous conditions (earthquakes and landslides). They pose a potential threat to the health and safety of the community. Damage resulting from landslides may include loss of life and property, disruptions to utility systems, or blockage of transportation and emergency access corridors. Landslides are highly probable in many steep and unstable slope areas, regardless of development activity. They may be triggered by grading operations, land clearing, removal of trees and vegetation, irrigation, or the load characteristics of buildings on hillsides. For these reasons, development is regulated where landslides are likely. In some cases, regulation may result in severe limitations to the scale and placement of development, and land surface modification should be limited to the smallest modification necessary for reasonable site development. Improvements to mitigate erosion control should be addressed where previous development in county lands was not put in place prior to development. Improvements should be made to address existing erosion control problems where measures were not implemented at the time of development. See additional goals and policies in the Environment Element for developing in these landslide hazard areas.

STAFF RESPONSE: *Staff agrees with neighborhood comments with a few revisions. Staff edits shown in blue above.*

Policy K-8: Protect existing vegetative corridors along the west, east, north and southwest boundaries of the neighborhood.

Vegetative corridors exist along the west, north and east boundaries of the neighborhood. Along the east boundary much of the vegetative is located on steep slopes that have been designated as geologically hazardous areas. Along the west boundary, the vegetative corridor buffers residential development from impacts due to I-405 traffic. Along the north boundary, a vegetation corridor is located in the part of the East Northway Hill Park owned by Bothell near the Tolt Pipeline. In the Totem Lake neighborhood is a greenbelt easement that borders the southeast boundary of the Kingsgate Neighborhood. These vegetative corridors minimize erosion on steep slopes, enhance the visual character of the neighborhood with dense tree canopy and provide wildlife corridors. Vegetation in these corridors should be retained to the maximum extent possible when development or redevelopment occurs.

Policy K -8:**Protect existing Greenbelts**

Greenbelts are found in various areas around the Kingsgate neighborhood. On the southern end of the neighborhood a greenbelt exists below NE129th street/NE 128th Street which is on a high hazard slope. To the east the greenbelt exists behind John Muir Elementary school, to the west a greenbelt buffers 405 from residents in the High Woodlands area and to the north portions of the Tolt Pipeline. These areas should be protected from all development and expanded as they serve a purpose including erosion/landslide mitigation, sound barriers, visual

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barriers from commercial zones and provide animal habitats and travel corridors for birds and other urban wildlife.

STAFF RESPONSE: Staff agrees with neighborhood comments but notes that a “greenbelt” in planning terms is a recorded easement for perpetual preservation of vegetation. Instead staff uses “vegetative corridor.” Staff edits shown in blue above.

Figure K-3: Kingsgate Geologically Hazardous Areas

6. Parks and Open Spaces

In 2015, the City prepared the Park Recreation and Open Space (PROS) Plan, a six-year guide and strategic plan for managing and enhancing park and recreation service in Kirkland. The importance of both public and private park facilities and open spaces to meet the community needs is discussed in the plan. The PROS Plan includes neighborhood based recommendations for acquisition of park land and improvements to park facilities.

The Kingsgate Neighborhood has four public parks: two community parks and two neighborhood parks. Two of the parks are undeveloped and one park is not owned by the City (see Figure K-1, Kingsgate Land Use).

- **132nd Square Park** at NE 132nd Street and 132nd Ave NE is a 9.75 acre community park. The 2015 PROS Plan identifies a need to address control drainage issues and renovate the playfields and to do minor park enhancements and repairs.
- **Kingsgate Park** at NE 140th Street and 116th Ave NE is a 6.91 acre neighborhood park. The 2015 PROS Plan identifies a need to create a master plan and expand the park to the north. Also improve signage at park., improve signage and link NE 140th to the North Juanita neighborhood with a pedestrian/bike overpass of I405 for improved neighborhood connections and safer school walk routes to the High School from the Kingsgate neighborhood.
- **South Norway Park** at NE 145th Street and 120th Ave NE is a 9.80 acre undeveloped neighborhood park. The 2015 PROS Plan identifies a need to create a master plan and develop the park for active and passive recreation. The Plan also supports a need to implement a Green Kirkland forest restoration plan and a signage program to identify marked paths. Lastly, the Plan identifies a need to acquire easements and access ways across private property to improve the park entrance.
- **East Norway Hill Park** is a partially developed community park owned by the City of Bothell. The southern portion of the parcel located south of the City limits at approximately 120th Ave NE is within the Kingsgate neighborhood and is undeveloped.

The neighborhood also has six private parks that are owned by the underlying homeowner’s association associated within homeowner association controlled housing developments. These parks offer a mix of important recreational space, including pools, tennis courts and playgrounds, and ball fields for the residents of those homeowners

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 associations. These parks include Kingsgate 1 & 2, Kingsgate 3 &4, Kingsgate 5, High Woodlands, Hazen Hills and Upland Green Neighborhood Associations.

In addition, the Kingsgate Neighborhood also has a variety of open space tracts, some of which are not suitable for construction or are located within streams and/or on steep slopes.

To meet the City's level of service standards for overall distribution and equity, the PROS Plan has also identified a need for park acquisition in the northeastern and central portions of Kingsgate. The city should identify underutilized and maintained private parks for future purchase as well as some of the last larger acreage home sites still available for acquisition, before it is lost to developers.

STAFF RESPONSE: Staff agrees with several of the neighborhood comments with some edits. Comment concerning NE 140th Street and I-405 overpass are transportation issues and should not be discussed under the park section. Staff has added the comments to the transportation section. The last sentence about purchasing certain park land is too prescriptive. Policies should focus on park needs and not specific locations. Staff edits are shown in blue.

Policy ~~K-8~~K-9: *Implement the projects identified in the 2015 PROS Plan as funding and city resources become available.*

The recreational needs of the neighborhood will be more fully met when the projects in the PROS Plan identified for Kingsgate are completed. See the PROS Plan for more detail and the goals and policies in the Park Element Chapter of the Comprehensive Plan.

7. Transportation

A. Roads

The circulation patterns in the Kingsgate Neighborhood are well established. The primary north-south routes through the neighborhood are via 124th Ave NE (minor arterial), 132nd Ave NE (collector street) and 116th Ave NE (neighborhood access street) and its extension northward. The primary east-west routes are via NE 132nd Street (principal arterial), NE 144th Street, (collector street), NE 143rd Street (neighborhood access street), and NE 140th Street (neighborhood access street). 132nd Ave NE provides access to both Kamiakin Junior High and John Muir Element School while NE 140th Street serves Robert Frost Elementary School. 124th Ave NE and NE 144th Street provide access to the Kingsgate neighborhood commercial center. Many of the older established subdivisions contain cul-de-sac streets that limit through connections. Improvements in street lighting on NE 140th, NE 132nd Street east of 132nd NE Ave, and 136th Ave NE/NE 128th St (school walk routes) is desired. (See Figure K-4, Kingsgate Street Classification Map).

Figure K-4: Kingsgate Street Classification Map

Policy K-10: Make road, bicycle and pedestrian improvements within and near the neighborhood to enhance circulation in the neighborhood.

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NE 126th Place, east of 132nd Ave NE within the Totem Lake Neighborhood is in need of improvement, including street widening, sidewalks, bike lanes, and street lighting to improve safety and offer a convenient alternative route between the neighborhoods. It is an important connector between the Kingsgate and Totem Lake Neighborhoods and to the Cross Kirkland Corridor.

The Kingsgate Neighborhood is subject to by-pass traffic due to I-405 congestion. Measures should be implemented to discourage by-pass traffic and also to reduce speeds and improve public safety on neighborhood streets, such as radar speed signs, traffic calming, street striping and reconfiguration, and lower speed limits.

Pedestrian and bicycle connections should also made between neighborhoods to provide through connections to and from the Totem Lake, Juanita, North Rose Hill and Kingsgate neighborhoods and to the CKC. These connections would improve access to commercial centers, schools, parks and other facilities. Trail access under the Seattle City Light easement is one opportunity to make these connections.

Construction of a freeway ramp and underpass improvements at I-405/132nd Ave NE should be made to improve traffic circulation and safety in the area.

An overpass crossing at I-405/NE 140th Street should be constructed for bicyclists and pedestrians to provide convenient and safe access to and from the Juanita Neighborhood. The only available access is currently along NE 132nd Street.

NEIGHBOHOOD SUGGESTED TEXT: Although it is not in our neighborhood, NE 126th Place, east of 132nd Ave NE is in need of improvement, including widening, sidewalks, bile lanes and lighting. It is an important connector to for cars, bikes, and pedestrians to work and shopping as well as the Cross Kirkland Corridor.

The Kingsgate neighborhood is subject to ongoing cut-through traffic when I-405 is congested. Additional measures to discourage cut-through traffic and reduce speeds on neighborhood streets to improve public safety such as radar speed signs, traffic calming, striping, street reconfiguration, and lower speed limits should be implemented.

Construction of the northern on- and off- ramps to I-405 and improvements to the intersections at the underpass would help the traffic circulation in the area.

STAFF COMMENTS: Staff agrees with the neighborhood comments with some edits. Staff edits are shown in blue.

Policy ~~K-11K-9~~: *Complete through road connections when properties are subdivided.*

The eastern portion of the neighborhood contains many large vacant or further developable lots. When these properties are subdivided, through road connections should occur where feasible to provide an efficient road network and provide more options for alternative routes for drivers, pedestrians and bicyclists. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan.

DRAFT KINGSGATE PLAN: NEIGHBORHOOD COMMENTS AND STAFF RESPONSE**B. Pedestrian System**

Policy ~~K-12K-10~~: *Install sidewalks and pathways to provide a complete pedestrian circulation system within and between neighborhoods.*

The Kingsgate Neighborhood has an extensive system of sidewalks and public and private paths that provide both recreation amenities and alternative transportation options (see Figure K-5, Kingsgate Pedestrian Circulation System). Some areas have sidewalks on both sides, others have sidewalks only on one side, while some have no sidewalks. Some paths connect to the Sammamish Valley in Woodinville.

As development and redevelopment occurs, sidewalks should be completed and public pedestrian pathways should be constructed to complete connections to schools, parks, libraries and commercial centers to provide a complete pedestrian circulation system. Improvements to safe school walk routes should be a priority, and include walk route signage as well as appropriately marked crosswalks.

See goals, policies and the safe school walk route figure in the Transportation Element Chapter of the Comprehensive Plan.

Neighborhood Suggested Text: Efforts should be made to develop walkout and bike route connections between neighborhood borders such as between Totem Lake, Juanita and North Rose Hill. These would include connections to the CKC, commercial developments such as the redeveloped mall and safe routes between school jurisdictions. A future option could include an overpass of I405 linking NE 140th streets between North Juanita and Kingsgate neighborhoods. Pedestrian and bicycle access from the neighborhood to Totem Lake and the Cross Kirkland Corridor via the Seattle City Light power line should be considered.

***STAFF RESPONSE:** Staff agrees with the neighborhood comments in the policy and second paragraph. Staff has added text to Policy K-10 under the ROAD section to address connections to other neighborhoods for the combination of roads, bike and pedestrians. Staff edits shown in blue.*

Figure K-5: Kingsgate Pedestrian Circulation Map

Policy ~~K-13K-11~~: *Provide access to CKC/Eastside Rail Corridor.*

The northern portion of the Eastside Rail Corridor (continuation of the Cross Kirkland Corridor/CKC) is located in the eastern portion of the neighborhood. The City supports development of the Eastside Rail Corridor, owned by King County, as a multi-modal transportation corridor similar to the CKC.

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With development, redevelopment or platting, public pedestrian and bicycle access easements and improvements should be provided for properties adjacent to the Eastside Rail Corridor.

Also development of a path under the existing power lines on 124th Ave NE in the Totem Lake Neighborhood adjacent to Evergreen Healthcare would offer an opportunity to connect the Kingsgate neighborhood to the CKC and to the Totem Lake Mall and Totem Lake Park. Path development should include benches, attractive lighting and appropriate signage. See goals and policies in the Transportation Element Chapter of the Comprehensive Plan and the PROS Plan.

Neighborhood Suggested Text: Options include developing a zig-zag path under the existing power lines on 124th Ave. NE in the Totem Lake area above Evergreen Hospital. Construction of this path would help connect the Kingsgate neighborhood to the CKC as well as to the proposed redevelopment of Totem Lake Mall. Path development would include benches, attractive lighting and appropriate signage.

STAFF RESPONSE: *Staff agrees with the neighborhood comment. Staff edits shown in blue.*

C. Bicycle System

Policy K-14K-12: *Install bicycle lanes to complete the City's planned bicycle system.*

The Kingsgate Neighborhood has striped bicycle lanes along 124th Ave NE, 132nd Ave NE and NE 132nd Street (see Figure K-6, Kingsgate Bicycle Circulation System). Bike lanes are recommended for 116th Ave NE, NE 140th Street and NE 144th Street/NE 143rd Street. Bike lanes provide both recreational amenities and alternative transportation options.

As development and redevelopment occurs, bike lanes should be installed consistent with the City's planned bicycle system. See additional goals and policies in the Transportation Element Chapter of the Comprehensive Plan.

NEIGHBORHOOD SUGGESTED TEXT: Specifically, there is only one bicycle access point to the Cross Kirkland Corridor trail from 132nd Ave NE after leaving the Kingsgate neighborhood. Also, there are no existing bicycle routes to travel from Kingsgate through the Totem Lake area into the Rose Hill area. Opportunities should be sought out to build more options to bicycle north and south as the Village at Totem Lake is developed. Currently, routes do not exist between NE 132nd ST on the north and NE 124th St on the south. Outside of this zone, 124th Ave has existing striping and encourages mixed use.

STAFF RESPONSE: *Staff agrees with the neighborhood comments. Staff has added text to Policy K-10 under the ROAD section to address connections to other neighborhoods for the combination of roads, bike and pedestrians. Staff edits shown in blue.*

Figure K-6: Kingsgate Bicycle Circulation Map

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D. Urban Design

Policy ~~K-15K-43~~: *Promote high quality site design, provide streetscape improvements throughout the neighborhood and develop gateway features that strengthen the identity of the neighborhood.*

Urban design features for the neighborhood includes an activity node at the Kingsgate neighborhood commercial center area, and landmark/activity nodes at the schools and parks. A plaza with a center fountain and benches provides an important outdoor community gathering space. Gateways into the neighborhood are at the north and south entrances of 124nd Ave NE, at the south entrance of 132nd Ave NE and at the east entrance of NE 143rd Place. The two power lines are also noted as visual urban features (See Figure K-7: Kingsgate Urban Design Features).

~~It is important to residents that establish gathering places for developing community be established in redeveloped commercial centers. Possible inclusions would be coffee shops, center fountains and bench areas.~~

Good urban design contributes to the overall quality and identity of a neighborhood. Important elements include building and site design, building materials, parking area locations, signage, landscaping and vegetative buffers, lighting, and use of art. Gateway features provide identity to the Kingsgate neighborhood and a wayfinding landmark. See goals and policies in the Community Character Element Chapter of the Comprehensive Plan.

See discussion under Land Use relating to design review for the Kingsgate neighborhood commercial center.

The Zoning Code contains regulations that ensure good site design, siting of commercial parking areas, signage standards, requirements for tree retention, commercial landscaping and vegetative buffers, and shielding of exterior lights.

Private development for commercial, subdivisions and multifamily development should dedicate land and install the gateway features located in the areas noted on Figure K-7, Kingsgate Urban Design Features as part of future development. In some instances, public investment may be necessary. Depending on the location, improvements such as landscaping, signs, structures, or other features that identify the neighborhood, could be included.

STAFF RESPONSE: *Staff agrees with neighborhood comment. Staff has revised text and added a sentence about coffee shops and other gathering spaces in the Commercial Section above.*

NOTE: FIGURE TO BE CREATED

Figure K-7: Kingsgate Urban Design Features

**SUMMARY OF GOALS FOR
KINGSGATE NEIGHBORHOOD PLAN**

*(includes goals in response to neighborhood
association comments in Attachment 14)*

- ◆ *K-1: Generally maintain the planned residential densities.*
- ◆ *K-2: Retain neighborhood oriented commercial services.*
- ◆ *K-3: Encourage mixed use, neighborhood scale, pedestrian oriented commercial center.*
- ◆ *K-4: Establish design guidelines and design standards for the neighborhood center.*
- ◆ *K-5: Provide a gateway feature and street scape improvements.*
- ◆ *K-6: Protect and enhance wetlands and streams.*
- ◆ *K-7: Regulate land use and development in or adjacent to geologically hazard areas.*
- ◆ *K-8: Protect existing vegetative corridors along the west, east, north and southwest boundaries of the neighborhood.*
- ◆ *K-9: Implement the projects identified in the 2015 PROS Plan as funding and city resources become available.*
- ◆ *K-10: Make road, bicycle and pedestrian improvements within and near the neighborhood to enhance circulation in the neighborhood.*
- ◆ *K-11: Complete through road connections when properties are subdivided.*
- ◆ *K-12: Install sidewalks and pathways to provide a complete pedestrian circulation system within and between neighborhoods.*
- ◆ *K-13: Provide access to CKC/Eastside Rail Corridor.*
- ◆ *K-14: Install bicycle lanes to complete the City's planned bicycle system.*
- ◆ *K-15: Promote high quality site design, provide streetscape improvements throughout the neighborhood and develop gateway features that strengthen the identity of the neighborhood.*