

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

◆ 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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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 span 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:

- Identify the need for facilities and funding source ~~the need for revenues~~ to pay for facilities~~them~~;
- Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;
- 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 (LOS) 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. The measurement of level of service varies by the type of facility and may be changed if the City chooses to take a different approach to the way that LOS is measured. Examples of measurements are response time for fire and emergency service, and gallons per day to each customer for water and sewer.

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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:

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	Aeres per 1,000 population
Roads and Streets	Ratio of actual volume to design capacity
<u>Transportation</u>	<u>Completion of network for each of the four transportation modes</u>
Schools	Students per classroom
Sewer	Gallons per customer per day Effluent quality
Surface Water	Manage runoff to maintain water quality, <u>to ensure safety, welfare and convenience</u> 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~~ In addition to the 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. ~~For water and sewer, a~~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. For roads, adequate capital facilities is completion of a portion of the transportation network for each modes at a given time.

For water and sewer, ~~C~~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. For roads, concurrency measure the balance between new growth and construction of the transportation network for each mode over the course of a 20-year period. Time is the basis for evaluating the level of completion. ~~Policies CF-4.35.3 and Policy CF-5.26.2~~ below addresses 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, and 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 cCity, local, regional, and Sstate 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, incorporating sustainable measures into roads, sewer and stormwater projects, and maintaining facilities. See the Built Environment section in the Environment Chapter for additional goals and policies on sustainable practices for public 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.

Policy CF-2.2:

Use life cycle cost analysis to determine the most cost-effective facility design and construction strategies over the life time of a public facility.

Life Cycle Cost Analysis (LCCA) is a process of evaluating the economic cost of a facility over its lifetime. LCCA balances the initial monetary investment with the long term cost of owning, operating, and maintaining a facility. LCCA analysis looks at the trade-offs between low initial costs and long-term cost savings, determines the most cost-efficient facility design and construction strategies, and calculates how long it will take for a specific design to pay back its incremental cost. The cumulative cost of operating and maintaining facilities is considered in the LCCA analysis. Over the long run, LCCA analysis would reduce total cost of facility ownership resulting in a cost savings to the City.

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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.

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.~~

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~~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.

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 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.

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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:

**Table CF 1-2
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 levels.

***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

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 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	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 Average V/C Ratio			
Subarea	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~~~~CF-5~~ for level of service.

Policy ~~CF-4.33.4~~:

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	<u>Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality, and habitat in streams and lakes</u> Convey, detain and treat stormwater runoff to maintain water quality and preserve hydrologic system and fish/wildlife
Fire and EMS	Response times: <ul style="list-style-type: none"> Emergency medical: 5 minutes to 90% of all incidents Nonemergency medical: 10 minutes to 90% of all incidents Fire suppression: 5.5 minutes to 90% of all

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	incidents
Park	\$_____ per person
Neighborhood parks	(see note below)
	2.1 acres/1,000 persons
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 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.

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Policy CF-~~4.43.5~~:

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).~~

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:

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- (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-~~6.5~~: Provide needed public facilities that are within the ability of the City to fund or within the City’s authority to require others to provide.

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.

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.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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.
- ◆ 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.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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.

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.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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.

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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 Strategic Protection Master Plan
City of Kirkland Comprehensive Water System 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
<u>City of Kirkland</u> Housing Strategy Plan
<u>City of Kirkland</u> Climate Protection Action Plan

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

<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.

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.

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 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~~

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XIII. CAPITAL FACILITIES

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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

C. CAPITAL FACILITIES PLAN

Introduction

The following Tables ~~CF-5~~~~CF-8~~ through ~~CF-10~~~~CF-12~~ list the capital improvement projects for the six-year planning period for transportation, utilities, parks, and ~~fire~~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 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-5~~~~CF-8~~ through ~~CF-10~~~~CF-12~~ contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

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

Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

Transportation projects are found in Tables ~~CF-5~~CF-8, ~~CF-5A~~CF-8A, ~~and CF-6~~CF-9 and ~~CF-7~~. 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-6~~CF-9 contains both the funded and unfunded multi-year project list ~~through 2022~~.
- ◆ Table CF-7 contains projects that are required to meet level of service standards for concurrency.

As priorities change and/or projects on Tables ~~CF-5~~CF-8 and ~~CF-5A~~CF-8A are completed, projects from the multi-2022-year list will be moved to these tables. Unfunded projects are included in the Capital Facilities Plan to be eligible for grants and to reflect future intent of projects to be added to the funded list. A descriptive list of multi-year transportation projects ~~through 2022~~ is found in the Transportation Element’s 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.~~

Funded wWater, sewer and surface water utility projects are found in Tables ~~CF-10A~~ ~~CF-8A~~ and ~~CF-8B~~CF-10B with all projects as funded.

Funded pPark projects are found in Table ~~CF-9~~CF-11 with all projects as fully funded, including ~~several of the park projects are~~ funded with voter-approved bonds.

Funded fFire protection and emergency services projects are found in Table ~~CF-10~~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

<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>
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Revised Capital Facilities Plan – strike outs and underlines

XIII. CAPITAL FACILITIES

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 404	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	1,888,900					2,238,900

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	7,110,000	7,040,000	7,040,000	48,546,400	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)

<i>Comp-Plan-ID-Number</i>	<i>Project Description</i>	<i>Total Cost⁽¹⁾</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>
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	Cross 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-0084		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-0083-004		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
		0						
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
						0		
SS-0067	NE 80th Street Sewermain Replacement (Phase II)	600,000	1,836,000					2,436,000
			0					
SS-0073	Rose Point Sewer Lift Station Replacement		944,400	1,343,000				2,287,400
				0				
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 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 of the neighborhood plans should continue, both to maintain their currency and to bring them into compliance with the more recently adopted Plan elements. The plans for Kirkland's 15 neighborhoods are an important part of the Comprehensive Plan. Each Neighborhood Plan should be reviewed at least once between every two major Comprehensive Plan updates or more frequently as needed given City Council priorities and available resources, 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;~~

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

- ◆ ~~Active Transportation Plan;~~
- ◆ ~~Natural Resource Management Plan;~~
- ◆ ~~Downtown Strategic Plan;~~
- ◆ ~~Housing Strategy Plan;~~
- ◆ ~~Redmond Fire Department Olympic Pipeline Response Plan.~~

Functional and management plans are both guided by and help to guide the Comprehensive Plan. ~~Theoretically,~~ ~~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.~~

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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

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

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

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

Budgeting and City Work Program. 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.

The City Council adopts a biennial City Work Program in conjunction with the budget. The City Work Program prioritizes major cross-departmental efforts with significant impacts designed to maintain and enhance the public health, safety and quality of life in Kirkland. The Work Program establishes a two year "action plan" by which the public can measure the City's success in accomplishing its major policy and administrative goals. Many of these Work Program items will implement Comprehensive Plan objectives.

B. Implementation Strategies

Tasks

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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. Table IS-1, below lists 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.

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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

- ◆ 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.

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.

PARK, RECREATION AND OPEN SPACE ELEMENT

- ◆ PR.1: Complete key actions and objectives as identified in the PROS Plan.

NEIGHBORHOOD PLANS

- ◆ NP.1: Update neighborhood plans and business district plans at least once between every two major Comprehensive Plan updates or more frequently as needed, given City Council priorities and available resources.

TOTEM LAKE BUSINESS DISTRICT

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

To be added 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>	
	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

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	<p>CC.6. Incorporate historic preservation into neighborhood plans as they are updated including:</p>
	<ul style="list-style-type: none"> ◆ Map A list of each neighborhood’s historic structures and sites. ◆ Design principles for areas where historic structures are clustered.
<p>NATURAL ENVIRONMENT ELEMENT</p>	
<p><u>Projects</u></p>	
<p>NE.1.</p>	<p>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.</p>
<p>NE.2.</p>	<p>Promote removal of fish barriers.</p>
<p>NE.3.</p>	<p>Study and implement methods to preserve and, where feasible, increase pervious surface in Kirkland.</p>
<p>NE.4.</p>	<p>Review Kirkland Municipal Code, Zoning Code Definitions Chapter, and Comprehensive Plan to identify inconsistencies in natural system terminology.</p>
<p>NE.5.</p>	<p>Develop a City street tree program for appropriate species, planting and maintenance, and community stewardship.</p>
<p>NE.6.</p>	<p>Develop a street tree plan for commercial and residential corridors.</p>
<p>NE.7.</p>	<p>Develop a program for community stewardship of the environment, including:</p>
	<ul style="list-style-type: none"> ◆ 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.
<p>NE.8.</p>	<p>Establish a program which identifies priorities and funding sources for sensitive areas acquisition, restoration, and education.</p>
<p><u>Ongoing</u></p>	
<p>NE.9.</p>	<p>Implement and update the Natural Resource Management Plan.</p>
<p>NE.10.</p>	<p>Maintain our plans and codes for consistency with the Endangered Species Act, State shoreline rules, and other natural resource requirements.</p>
<p>NE.11.</p>	<p>Coordinate with other jurisdictions, agencies, and affected Federally Recognized Tribes.</p>
<p>NE.12.</p>	<p>Continue to monitor information concerning innovative techniques for resource management, including:</p>
	<ul style="list-style-type: none"> ◆ Adaptive management of Sensitive Areas, ◆ Mitigation banking,

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

	<ul style="list-style-type: none"> ◆ Transfer of development rights; ◆ Funding sensitive areas acquisition, restoration, and education through innovative techniques; ◆ Other nonregulatory protection measures. <p>Identify for further study those techniques that have potential for successful implementation in Kirkland.</p>
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>	
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.	Adopt an updated housing strategy plan and work program.
	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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

H.3.	Monitor and update information concerning:
	◆ 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>	
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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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>	
T.1	Annually update the Transportation Element of the Comprehensive Plan as appropriate to:
	 <ul style="list-style-type: none"> ◆ 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 <i>Bellevue Kirkland Redmond</i> (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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

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	
<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.

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

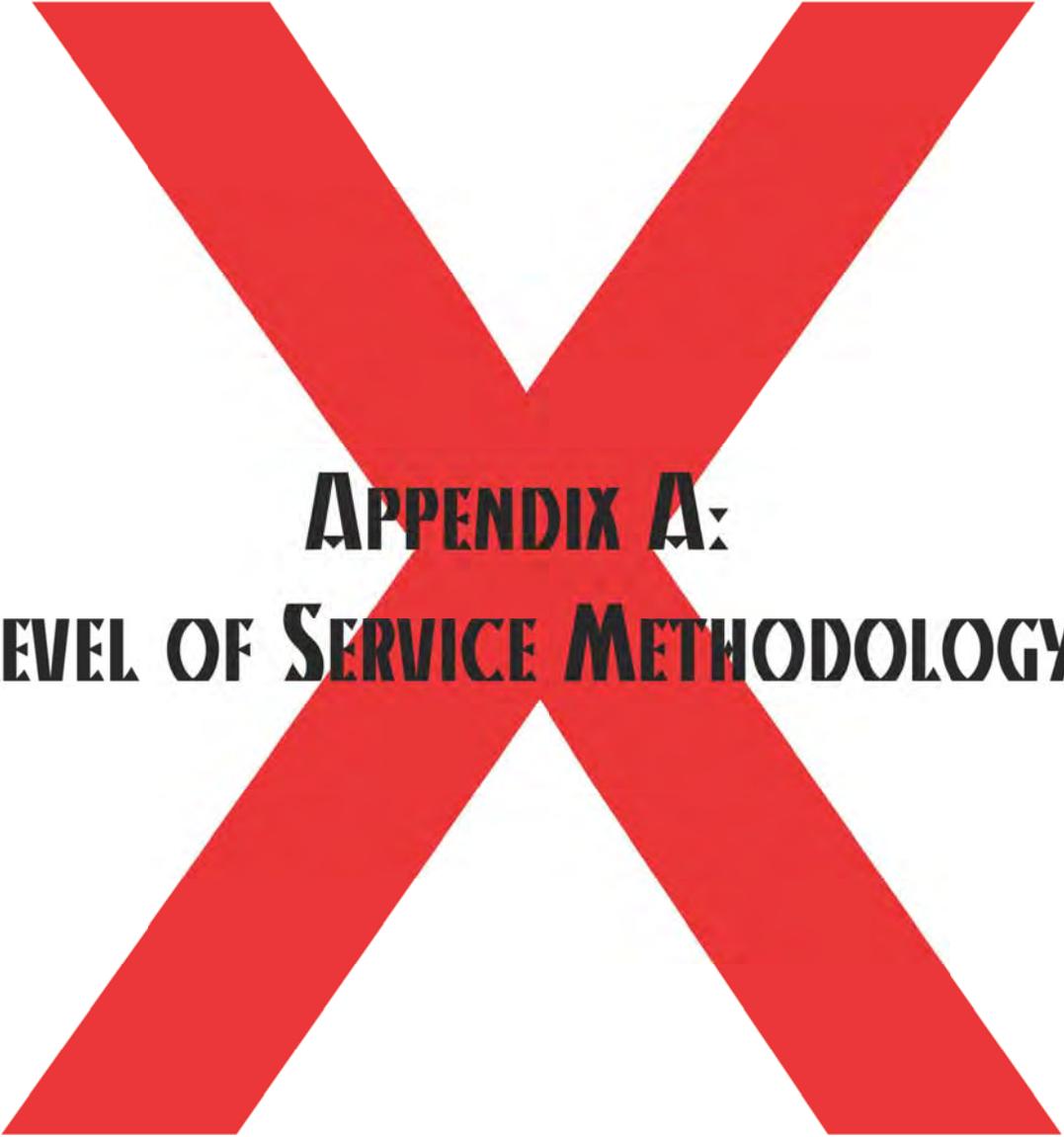
<u>Ongoing</u>		
	CF.4. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability.	
	CF.5. Annually update the Capital Facilities Element consistent with the Capital Improvement Program.	
	CF.6. Periodically update impact fees to reflect increases in road and park construction costs.	
NEIGHBORHOOD PLANS		
<u>Ongoing</u>		
	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	

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

		Improved Market Street access
Market Street Corridor		
		Pedestrian and bicycle facilities
Norkirk Neighborhood		
		Nonmotorized street enhancements to:
		7th Avenue
		19th Avenue
		20th Avenue
		6th Street
		4th Street
Moss Bay Neighborhood		
		Lakeshore Plaza at Marina Park
		Park walk promenade along east/west pedestrian spine
		Public parking on public sites and/or in conjunction with private development
NE 85th Subarea		
		<u>Install</u> sidewalks on north-south streets connecting to NE 85th Street <u>where missing</u>
		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

REVISED IMPLEMENTATION STRATEGIES – STRIKES OUT AND UNDERLINES

			Between Redmond regional trail and I-405 pedestrian overpasses
			Between Lake Washington Technical College and residential development to the west and south
			Along Seattle City Light Transmission Line Easement
		Nonmotorized arterial street enhancements:	
			NE 116th Street, west of 124th Avenue NE
			Slater Avenue, south of NE 116th Street
		Sensitive areas property acquisition, restoration or education	
		Totem Lake Neighborhood	
			Totem Lake Circulator
			118th Avenue NE roadway extension
			123rd Avenue NE roadway extension
			NE 120th Street extension
SHORELINE AREA CHAPTER			
	<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.	



**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 and Municipal Code Amendments

ZONING CODE

Chapter 142 – Administration Design Review

142.05 -15: 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 through 142.60: 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

MUNICIPAL CODE AMENDMENT

CHAPTER 3.30 - DESIGN REVIEW BOARD

KMC 3.30.010 through 3.30.030: NO CHANGE

KMC 3.30.040 Design guidelines adopted by reference.

The design review board in combination with the authority set forth in Chapter [142](#) KZC shall use the following design guidelines documents to review development permits:

(1) The document entitled “Design Guidelines for Pedestrian Oriented Business Districts” bearing the signatures of the mayor and the director of the department of planning and community development, dated August 3, 2004, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(2) The document entitled “Design Guidelines for the Rose Hill Business District” bearing the signatures of the mayor and the director of the department of planning and community development, dated January 3, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(3) The document entitled "Design Guidelines for the Totem Lake Neighborhood" bearing the signatures of the mayor and the director of the department of planning and community development, dated June 6, 2006, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(4) The document entitled "Kirkland Parkplace Mixed Use Development Master Plan and Design Guidelines" bearing the signatures of the mayor and the director of the department of planning and community development, dated February 17, 2015, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

1signatures of the mayor and the director of the department of planning and community development, dated November 15, 2011, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission and the Houghton community council prior to amending this document.

(6) The document entitled "Design Principles, Residential Development" bearing the signatures of the mayor and the director of the department of planning and community development, dated December 15, 2015, is adopted by reference as though fully set forth herein. The city council shall consult with the planning commission prior to amending this document.

(7) ~~(6)~~ Text Amended. The following specific portions of the text of the design guidelines are amended as set forth in Attachment A attached to Ordinance 4106 and incorporated by reference. (Ord. 4475 § 1, 2015; Ord. 4332 § 1(A) (Exh. A), 2011; Ord. 4308 § 1, 2011; Ord. 4172 § 1, 2008; Ord. 4106 § 1, 2007; Ord. 4052 § 1, 2006; Ord. 4038 § 1, 2006; Ord. 4031 § 1, 2006)

3.30.050 Conflict of interest. No change.

Zoning Code Amendment

Chapter 10 - Legal Effect/Applicability

No changes to Section 10.05 through 10.30 KZC

Section 10.35 Zoning Boundary Interpretation

1. Following Property Lines – Where a zone boundary is indicated as approximately following a property line, the property line is the zone boundary.
2. Following Streets – Where a zone boundary is indicated as following a street, the midpoint of the street is the zone boundary.
3. Lakes – Where a zone abuts upon or extends into a lake, the zone boundary extends into that lake to the outer harbor line. In places where there is no outer harbor line, the zoning boundary shall extend to a point that the Army Corps of Engineers would define as the line of navigability. ~~full limit and territorial extent of the police power, jurisdiction and control of the City of Kirkland.~~
4. Other Cases – Where a zone boundary is not indicated to follow a property line or street, the boundary line is as drawn, based on the scale shown on the Zoning Map.
5. Classification of Vacated Rights-of-Way – Where a right-of-way is vacated, the area comprising the vacated right-of-way will acquire the classification of the property to which it reverts

No changes to KZC 10.40 and 10.45

Bridle Trails Neighborhood Plan Update

Final Draft Plan for June 25, 2015 Public Hearing-Strikethrough and Underlined Text

The last major update to the Bridle Trails Neighborhood Plan occurred in 1986. A minor update was made in 2015 as part of the GMA Update.

1. VISION STATEMENT

The low-density residential character of the neighborhood should be maintained.

The Bridle Trails Neighborhood can be characterized as a predominantly single-family area with large open spaces. The primary policy direction for this neighborhood is to maintain the low-density residential character with some areas containing large lots capable of keeping horses.

Discussion of format for the analysis of the Bridle Trails Neighborhood.

Specific land use designations for the Bridle Trails Neighborhood are illustrated in Figure BT-3. ~~These designations are based on several factors including natural elements, adjacent uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of~~ the Bridle Trails Neighborhood Plan has been divided according to functional headings. The use of a particular piece of property is influenced by all applicable functional considerations (namely, natural environment, living environment, economic activities, open space/parks, public services, and urban design).

2. NATURAL ENVIRONMENT

Landslide and seismic hazard Environmentally sensitive slopes areas are identified. Slope stability analysis should be required and development regulated accordingly.

Moderate and high landslide slopes and seismic hazardous soils exist An environmentally sensitive and potentially hazardous slope in the Bridle Trails

Neighborhood occurs mostly on publicly owned land in the State Park and on the transfer station site between 116th Avenue NE and Bridle Trails State Park (see Figure BT-1). No severe problems appear to exist for many types of park development, although some areas of the transfer site may be subject to uneven settlement and contamination problems due to past landfill activities. Residential development is possible on this the slope area south between 116th Avenue NE and Bridle Trails of the State Park. A slope stability analysis should be required prior to any development on this slope. If landslide or drainage problems or excessive erosion are likely to occur as a result of proposed development, the type, design, and density of land use should be restricted as necessary to avoid the problems (see Natural Environment chapter).

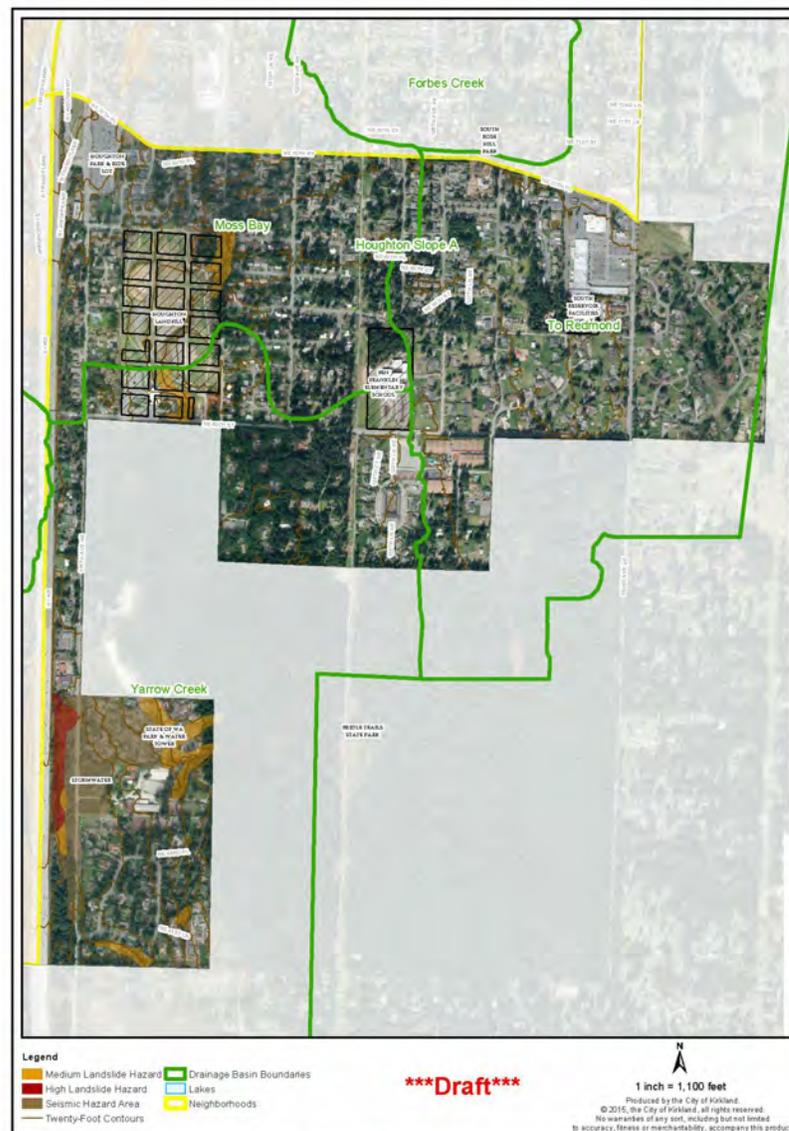


Figure BT1: Bridle Trails Geologically Hazardous Areas

The functional integrity of watercourses should be maintained or improved.

The open watercourses in this area, specifically Yarrow Creek and wetlands, should be maintained in, or restored to, their natural state, not only to provide storage and flow for natural runoff but to provide natural amenities for the neighborhood (See Figure BT-2). Structures should not be located near streams and wetlands where such structures may cause damage by flooding or impeding water flows.



Figure BT-2: Bridle Trails Wetlands, Streams, and Lakes

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

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

Clustered or common-wall housing at up to eight dwelling units per acre is allowed on the south side of NE 70th Street and east of the park and ride lot subject to standards.

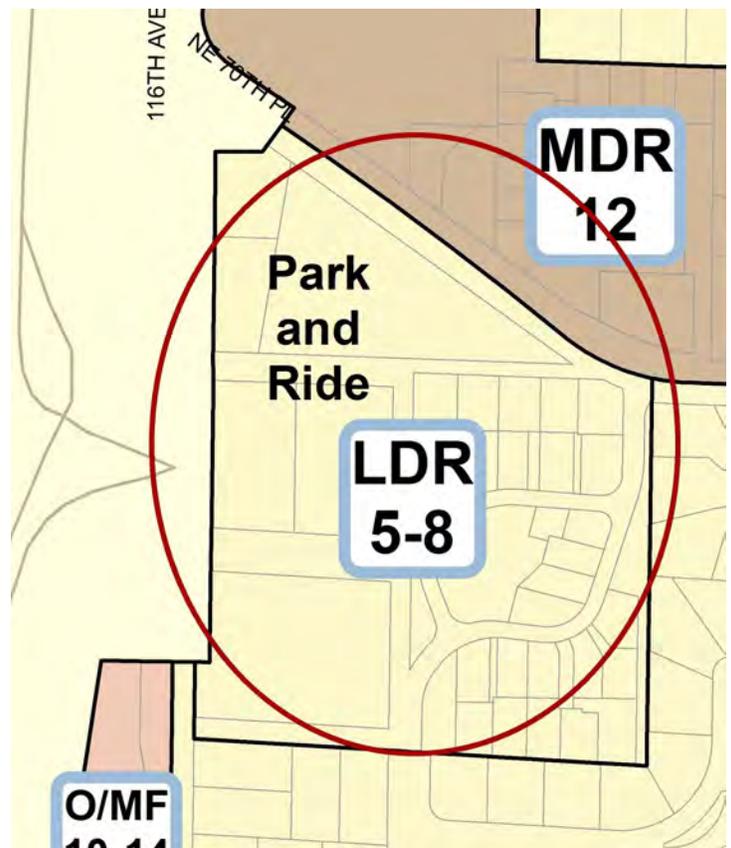
The south side of NE 70th Street, east of the park and ride lot and west of existing single-family residential development is developed with common-wall housing under a Planned Unit Development. The standards of the approved Planned Unit Development are required for any future redevelopment of the site. ~~Medium density of up to eight dwelling units per acre is allowed, subject to the following standards:~~

~~(1) — The site (identified in the Land Use Map in Figure BT-1) is developed as a whole under a Planned Unit Development, with clustering or common-wall housing.~~

~~(2) — The existing natural vegetation is maintained to the greatest possible extent.~~

~~(3) — Access is primarily through 117th Avenue NE and NE 67th Street to 116th Avenue NE with limited access via NE 70th Street.~~

~~(4) — The scale of all buildings is in accord with the scale of adjoining single-family development.~~



~~(5) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family areas and along the abutting arterials.~~

~~(6) Parking areas are aggregated and visually landscaped from the surrounding single-family areas.~~

Medium density should be permitted on lands west and south of the Bridle Trails commercial center.

~~Existing vacant~~ land to the west and south of the Bridle Trails commercial center should be allowed to develop at a medium density (12 dwelling units per acre) to provide a transition between adjacent low-density residential areas and the commercial center. ~~Such development should be subject to the following performance standards:~~

~~(1) The scale of all buildings is in accord with the scale of adjoining single-family development.~~

~~(2) Large setbacks with a substantial vegetative buffer are maintained adjoining the existing single-family development.~~

~~* South of the Bridle Trails commercial center, a development with a density higher than recommended by this Plan has been approved by King County. The development, however, has been designed to cluster units away from the single-family residences to the south and, therefore, should not be construed to be in conflict with the intent of this Plan.~~

~~(3) The existing natural vegetative cover is maintained to the greatest extent possible.~~

~~(4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd Avenue NE and not west or south towards the adjoining single-family development.~~

~~(5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.~~

City's water tower ~~and administrative facility~~ should be permitted to remain.

The City's water tower ~~and an administrative building are~~ located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The City's water tower facility is an important public facility that exists in the neighborhood. Any expansion required to continue level of service standards must go through a public review process and provide ~~should~~

~~be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided, and if future buildings are compatible in scale and in design with adjoining single-family development. It should be a priority to maintain a public pedestrian and bicycle pathway along the west side of the water tower property. This is currently unimproved but a very popular local pathway.~~

Bridlewood Circle, Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

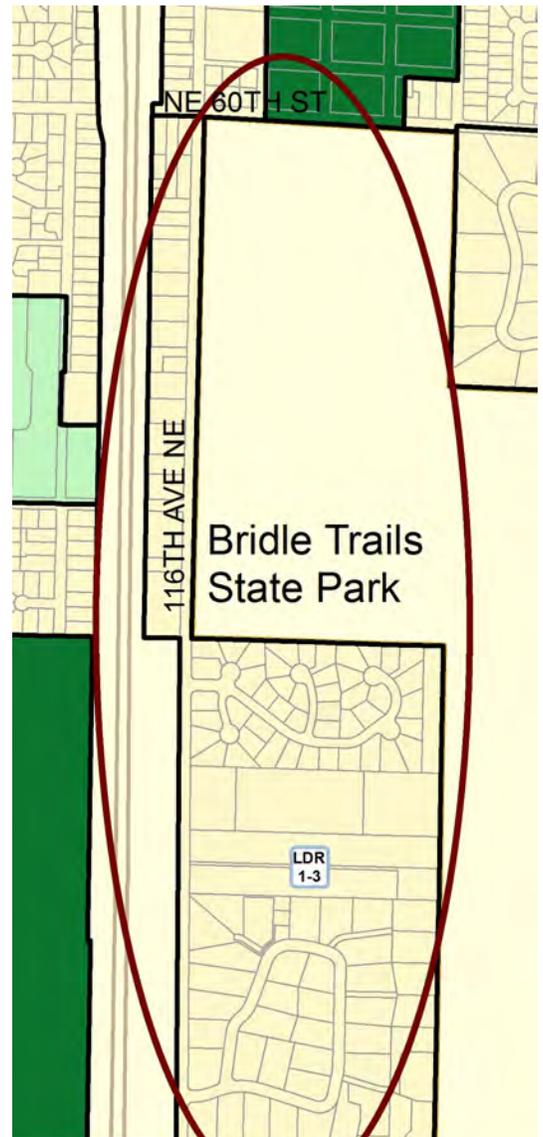
Bridlewood Circle, Silver Spurs, and Bridle View areas should remain very low density (one dwelling unit per acre) with private stable facilities permitted on these large lots.

Low-density development and equestrian facilities should be permitted along 116th Avenue NE southwest of Bridle Trails State Park.

~~Southw~~West of Bridle Trails State Park and adjacent to 116th Avenue NE is an area which contains low-density residential development (one to three dwelling units per acre) and large stable facilities. Existing equestrian access to Bridle Trails State Park from this area should be preserved and new access should be provided with future development.

~~Problems with utilities and traffic are discussed for the area.~~

~~Present utility service levels throughout this area are inadequate to support the prescribed residential development. Sewer service is presently unavailable and will have to be provided by cross-agreement with the City of Bellevue. Water services are available from the north or south by cross-agreements with either the City of Kirkland or the City of Bellevue. In all instances (water and sewer services) developer extensions should be a condition of development with the potential of a latecomer agreement to charge~~



~~benefited properties which defer development. Access is limited to 116th Avenue NE. Besides utility concerns, traffic is an important consideration. Higher density residential uses would increase traffic volumes, noise, and hazards in the area committed to low density residences.~~

~~**Higher density residential development should not be permitted limited to low density in this area.**~~

~~Based upon the above considerations~~ Due to the equestrian nature of the area, development in the vicinity this area should be limited to low-density equestrian-oriented residential (one to three dwelling units per acre) (see Figure BT-3). In addition, the existing commercial stable facilities should be encouraged to remain, and new equestrian facilities should be allowed as appropriate to complement Bridle Trails State Park. Such facilities should be maintained in a condition compatible with surrounding residential uses.

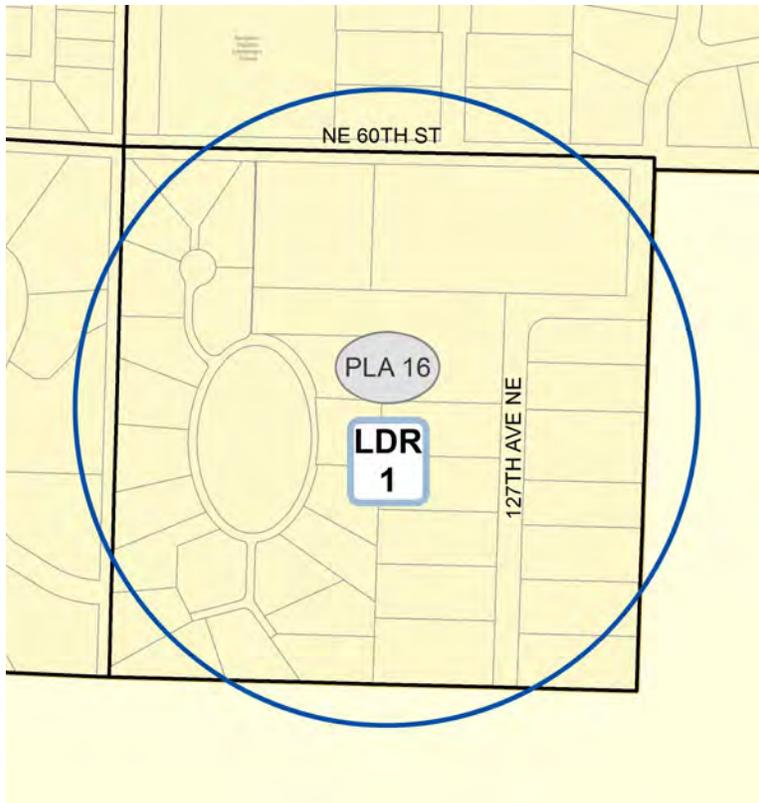
~~**Noise impacts adjacent to the Interstate should be minimized.**~~

Bordering the Bridle Trails Neighborhood on the west, I-405 creates noise impacts on adjacent land uses. All developments, particularly residential, adjacent to the Interstate should seek to reduce these noise impacts. Residential subdivisions developments of two dwelling units or more should be required to protect against noise through site, building, sound walls, and landscaping design or construction techniques.

~~**4. PLANNED AREA 16**~~

Planned Area 16

~~**Planned Area 16 Central Park Area is designated as a planned area because of its mix of equestrian, residential, and commercial recreation.**~~



The area lying east of Bridlewood Circle and south of NE 60th Street has been designated as a “planned area.” This area, ~~commonly referred to as Central Park,~~ contains a master plan approved for mix of a commercial equestrian stables facility and an indoor arena, surrounded by low residential density development (two dwelling units per acre) in the western portion of the site, very low residential density development (one dwelling unit per acre) with associated equestrian stables and pastures in the eastern portion, and a commercial tennis club facility with indoor and outdoor courts and a clubhouse in the center of the planned area. The ~~Central Park~~ Area has been designated as a planned area due to this mix of uses and the potential impacts of the uses on the surrounding residential development and the Bridle Trails State Park equestrian park. The planned area designation ~~will permit the application of special development procedures and standards to~~ allows for full development of the area subject to standards while maintaining the equestrian character including. However, future development in this area should not be permitted to adversely affect the unique equestrian and natural environment of the State Park and its uses by the general public.

~~Very-Low-~~ density development should be maintained, and commercial equestrian facilities should be permitted in Planned Area 16 in the Central Park Area.

To be compatible with nearby residential density-uses and the adjacent Bridle Trails State Park equestrian park permitted development should include very-low-density residential (one

dwelling unit per acre) in the eastern portion of the area along with ancillary private stables and pastures. Low density residential development (two dwelling units per acre) is permitted in the western portion of the site as part of the master plan that includes a commercial equestrian facility. Retaining a commercial equestrian facility in the western portion of the planned area is a requirement of the master plan. and equestrian facilities. The equestrian facilities could include private or commercial stables, pastures, arenas, and appropriate ancillary equestrian activities. Private and commercial equestrian stables facilities and arena buildings should be permitted if the following performance standards are met:

- (1) To the extent possible, commercial equestrian buildings are placed partially below existing grade, have large yard setbacks, and are screened by vegetated earthen berms.
- (2) Commercial parking areas are aggregated and visually screened from adjoining single-family development.
- (3) Equestrian facilities are designed and maintained in a manner compatible with nearby residential uses.
- (4) Existing equestrian access to Bridle Trails State Park, the master plan site and right-of-ways from this area should be preserved.

~~Slightly more than one dwelling unit per acre should be permitted in the planned area subject to standards.~~

=

~~To encourage a more creative development and still be in character with the surrounding very low density equestrian oriented residential development, low density residential uses (slightly more than one dwelling unit per acre, but no less than a minimum lot size of 26,000 square feet) should be permitted in the planned area if the following performance standards are met:~~

- ~~(1) A master plan for a development of at least 16 contiguous acres is reviewed through a public hearing process.~~
- ~~(2) Each residential lot contains an area of sufficient size and location for a horse paddock area, exclusive of any residential and equestrian structures.~~
- ~~(3) Each residential lot is designed to allow truck access for equestrian services, such as hay delivery and manure disposal.~~
- ~~(4) A public equestrian access trail with appropriate identification signs is provided between NE 60th Street and the Bridle Trails State and King County Parks.~~
- ~~(5) A coordinated vehicular and pedestrian system is provided for the property and the surrounding area.~~
- ~~(6) An equestrian facility, available to the public, is provided on the property.~~

Expansion of the existing ~~Central Park~~ Tennis Club along NE 60th Street should be permitted.

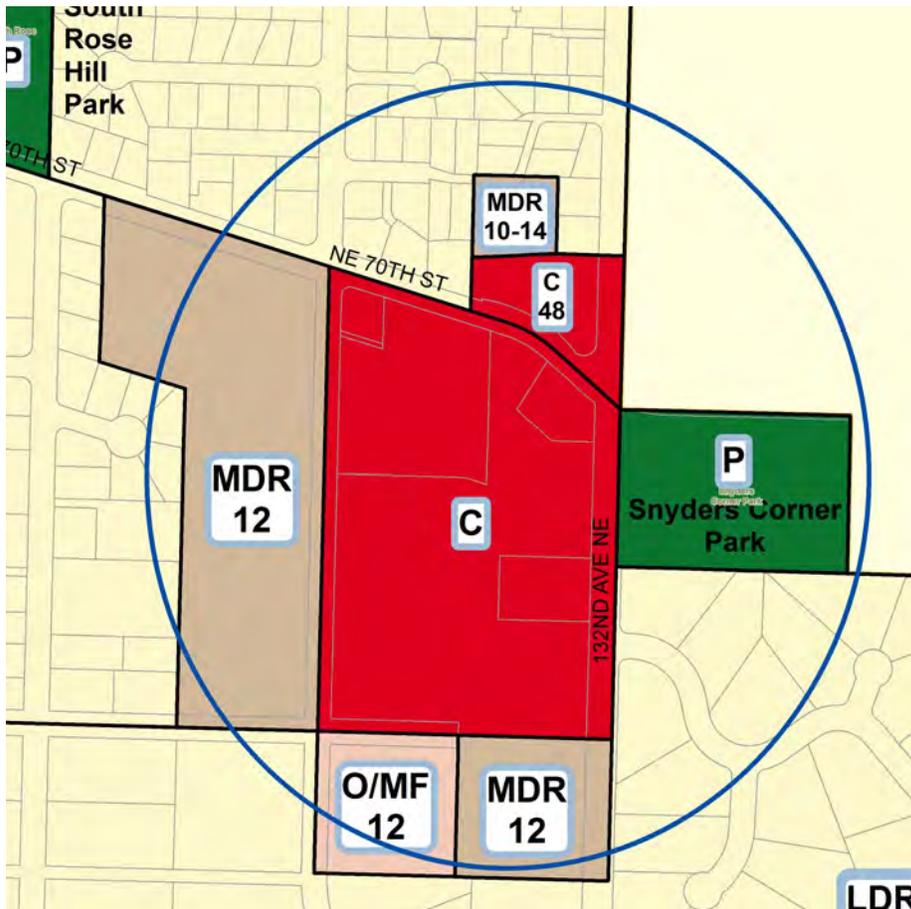
The existing ~~Central Park~~ Tennis Club has been generally compatible with the surrounding residential and equestrian uses. The tennis club should be permitted to expand to the degree that the following performance standards are met:

- (1) Development is reviewed through a public hearing process.
- (2) To the extent possible, commercial buildings are placed partially below existing grade, have large setbacks, and are screened by vegetated earthen berms.
- (3) Large setbacks with a substantial vegetative buffer should be required along the south and west borders of the subject property.
- (4) Parking areas are aggregated and visually screened from adjoining single-family development.
- (5) Vehicular and pedestrian circulation to and from the property should be coordinated with other properties in the vicinity.
- (6) Right-of-way improvements along NE 60th Street, including a sidewalk and equestrian trail, should be completed with any future expansion of buildings, parking lot or outdoor courts.

**5. COMMERCIAL-ECONOMIC
ACTIVITIES**

Commercial

The existing Bridle Trails commercial center should be the primary commercial center for the Bridle Trails Neighborhood. ~~The and boundaries of the commercial area should not be expanded.~~



The primary site of economic activity in the Bridle Trails Neighborhood is at the southwest corner of NE 70th Street and 132nd Avenue NE where there are over 12 acres of commercially-zoned land. ~~Some of the 12 acres is undeveloped which allows for some commercial expansion.~~

A mix of retail, office and upper floor residential uses is appropriate in this area. The variety of uses should be geared to serving the neighborhood including restaurants, grocery stores, hardware stores, health centers etc. However, a portion of the ground floor should be devoted to commercial uses with residential above. Commercial uses should be oriented to adjacent arterials and pedestrian pathways. Surface parking areas should be located to the side or rear of buildings. Pedestrian pathways should connect uses on site and with adjacent properties.

Develop a plan for future development of the commercial center that involves both the South Rose Hill and Bridle Trails neighborhoods. The plan should include establishing new design guidelines for the commercial center for all new, expanded or remodeled commercial, multi family or mixed use buildings.

To mitigate impacts for the adjoining residential areas, future redevelopment should be subject to the following performance standards:

- (1) Building modulation is used to reduce the scale and massing of buildings into smaller sections and pedestrian oriented design elements are incorporated into the development. The scale of all buildings is in accord with the scale of adjoining residential development.
- (2) Large setbacks with a substantial vegetative buffer are provided adjoining the residential development.
- (3) Access is provided via NE 70th Street and 132nd Avenue NE and not via 130th Avenue NE and NE 65th Street.
- (4) Parking areas are aggregated and, landscaped or place underground to, ~~and~~ visually screened from adjoining residential development.
- (5) The number and size of signs are minimized to avoid a cluttered, intensive commercial appearance. A comprehensive sign program should be implemented.
- (6) Commercial uses in the Bridle Trails commercial center should be oriented to the needs of the neighborhood and include a grocery store. ~~More intensive commercial activities should locate in the Central Business District, on NE 85th Street, and in the Totem Lake commercial center.~~
- (7) Wide sidewalks are provided adjacent to the shopping center.
- (8) Gateway feature is provided with redevelopment.

Office and/or medium-density residential development should be permitted in the southeast corner of the I-405 interchange with NE 70th Street.

Property on the west side of 116th Avenue NE, across from the park and ride lot and along I-405, is suitable for office and/or medium-density residential development. The property contains an existing office building., ~~subject to the following standards:~~

- ~~(1) Building height, bulk and modulation, window treatments, and roofline design should reflect the scale and character of single-family development to the south and east.~~
- ~~(2) To preserve a vegetated setback along 116th Avenue NE, surface parking should be limited to the northern, western, or southern portions of the site, and should not be located between buildings and 116th Avenue NE.~~
- ~~(3) Significant trees on the site should be retained to the maximum extent possible.~~
- ~~(4) A 15-foot heavily landscaped buffer should separate new development from adjacent single-family residences to the east and south.~~

Commercial recreation facilities should be permitted to expand.

The other ~~major~~ economic activity in the Bridle Trails Neighborhood is commercial recreation. Commercial equestrian stables and tennis courts are located south of NE 60th Street between the Bridle Trails ~~King County State~~ Park and the Bridlewood Circle area. ~~In addition, Other~~ commercial equestrian stables are located along 116th Avenue NE. These facilities should be permitted to expand if certain performance standards are met (see page ---- _).

46. OPEN SPACE/PARKS

Bridle Trails State Park serves both local and regional open space/park needs.

Bridle Trails State Park comprises a 480-acre facility that provides primarily equestrian recreational facilities on a regional scale. In addition, the park serves a broader public interest as it is used by joggers, hikers, nature groups, and picnickers. This large, mostly wooded tract also serves as a significant open space for local residents. Equestrian and pedestrian access to the parks should be made available from adjacent properties where appropriate and feasible. Signing which identifies access to the parks should be provided. This park should remain essentially as a large wooded open space.

In the future, the City should consider a joint agreement if the State seeks to share management of the park.

Development of Snyder's Corner Park should be completed.

The Snyder's Corner Park site is currently undeveloped. This 4.5-acre property is located at the southeast corner of NE 70th Street and 132nd Avenue NE. A storm water detention area comprises a portion of the site. Development of the park site should be completed.

Ben Franklin Elementary School and playfield provides important neighborhood park and recreation opportunities.

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet ~~many important~~ park and recreation needs ~~particularly for those residing in the southwest portion~~ of the neighborhood.

Impacts from the King County Transfer Station and sports fields should be minimized.

North of NE 60th Street and east of 116th Avenue NE is the King County transfer station for solid waste distribution with baseball and soccer fields located north of the transfer station. Most of the approximately 25 acres were once used as a landfill. The sports fields are self-contained with separate access roads and on-site parking. The traffic for the transfer station and sports fields should be managed to minimize impacts on the surrounding neighborhoods. The northeast area of the site contains a wooded undeveloped area appropriate for passive recreational use, such as a community garden and off leash dog park.

Pedestrian and bicycle pathways are discussed.

Pedestrian and bicycle pathways are also part of the park and open space system, in addition to providing a transportation function. Major pathways in the Bridle Trails Neighborhood should be established according to the designations in Figure BT-5 and 6 42.

57. PUBLIC SERVICES/FACILITIES

Sewer Service

~~**Adequate water and sewer service should be required in all new developments. New septic tanks are prohibited.**~~

~~Developers should be required to make adequate service extensions before new developments are occupied. These required public service extensions should be adequate to meet the requirements of designated land uses in the area. The use of septic tanks in new developments, including single-family homes, should be prohibited. Existing uses relying on septic tanks, when sewer services are available, should be required to hook up to sanitary sewers. Of particular concern is a large parcel southwest of the State Park. Due to the topography, sewers will have to be extended from the south for a distance of a mile. The developer of this property should bear the responsibility and cost for this extension before the property can be developed~~

Storm Water

Storm water runoff should be limited. The natural drainage system should be maintained or restored.

The problems associated with urban runoff should be dealt with on site where the problems are usually created. Streams and other natural watercourses should be maintained or restored, if necessary, to a natural, stable condition with the use of low impact development and other techniques. Storm water runoff from developed sites should be limited to predevelopment levels (see Environment Chapter).

Overhead Power Lines

Undergrounding of overhead utilities is to be actively encouraged.

In order to enhance views, promote a sense of neighborhood identity, and increase public safety, the undergrounding of overhead utility lines should be actively encouraged (see Public Services/Facilities Utilities Element, Community Goals and Policies chapters).

Transportation

~~***Modifications to major roadways in the Bridle Trails area are listed. Pedestrian, bicycle and equestrian facilities should be made maintained and upgraded according to the Active Transportation Plan.***~~

Vehicular circulation patterns in the Bridle Trails Neighborhood are fairly well established. NE 70th Street is the primary east/west corridor for through traffic. Other arterials, 116th Avenue NE, NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE facilitate access from most residential uses to the main arterials (see Figure BT-42).

~~***(1) NE 60th Street and 122nd Avenue NE are collector arterials.***~~

~~NE 60th Street, 122nd Avenue NE, and 132nd Avenue NE should remain as collector arterials. No change in the road configuration should be necessary. However, there should be maintenance or improvements to pedestrian/bicycle/equestrian trails facilities should be made, especially on NE 60th Street, 116th Avenue NE and 132nd Avenue NE where provisions for a trail system separated from traffic should be included. Also, the removal of the transfer station would minimize reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area.~~

~~***(2) NE 70th Street should be designated as a secondary arterial.***~~

~~NE 70th Street should remain as a secondary arterial. This roadway provides through access from south Kirkland to Redmond. Future improvements to NE 70th ST this traffic corridor should include a three lane road, bicycle lanes, sidewalks, and provisions for the Metro bus system.~~

~~***(3) 116th Avenue NE should remain as a collector arterial.***~~



Figure BT-4: Bridle Trails Street Classifications

~~One hundred sixteenth Avenue NE is designated as a collector arterial which provides access to Bellevue. Along most of 116th Avenue NE this arterial are single family residences as well as access to Bridle Trails State Park. Additional traffic should not be generated on this roadway due to the many adjacent residences. Provisions for a pedestrian/bicycle/equestrian trail separated from traffic should be included.~~

Within the Bridle Trails Neighborhood, bicycle and pedestrian paths the path system are shown in the Transportation Element and Active Transportation Plan. Figure BT-5 does not include all existing and future sidewalks and paths but merely the major elements.

The A bicycle/pedestrian overpass located at NE 60th Street and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond, as well as a connection to the Houghton commercial district and the Cross Kirkland Corridor. Any proposed right-of-way improvements to 116th Avenue NE and NE 60th Street should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with high-comfort crossings of arterials to connect to this overpass.

Bridle Trails due to its proximity to the NE 60th St pedestrian/bicycle overpass over I-405 as well as the fact that all residents in the neighborhood live within two relatively flat miles of the Bridle Trails Shopping Center, places a high priority on safe bicycle access within and through the neighborhood. Bicycles are permitted on all public streets. However, the major, minor and collector arterials that bound the neighborhood are an impediment to safe and comfortable bicycle access for many residents. Potential improvements for bicycling include providing protected bicycle lanes on arterial/collector streets and providing improved safe crossings of arterials, particularly 132nd Ave NE, 116th Ave NE and NE 70th St. Maintenance or improvements to pedestrian/bicycle/equestrian facilities should be made. The removal of the transfer station would reduce adverse impacts associated with trucks and vehicles utilizing this facility via the major roadways in the Bridle Trails area. If the removal of the transfer facility occurs, improving the trails through the park to connect to the NE 60th St pedestrian/bicycle bridge should be considered a priority.

The bicycle pedestrian overpass located at NE 60th St and I-405 provides a vital link in the County trail system from Seattle to Marymoor Park in Redmond. Any proposed right of way improvements to 116th Ave NE and NE 60th St should include provisions for a bicycle/pedestrian/equestrian trail separated from traffic with safe crossings of arterials to connect to this overpass.

On the west side of Ben Franklin Elementary School under the high voltage power lines, there is an unimproved pedestrian/bicycle path. This path provides a convenient safe link between the neighborhoods to the north to the NE 60th ST pedestrian/bicycle overpass. This path should be improved for use by bicycles/pedestrians surrounding residences and the school and should be improved with public signs provided to designate the path.

The Washington State Department of Transportation Highway Department should ~~seek to~~ mitigate existing and possible future impacts of I-405.

The Interstate 405 highway borders this area on the west and creates severe noise impacts on adjacent uses. ~~As If~~ the State Department of Transportation Highway Department makes ~~further future~~ improvements to this facility, the City should encourage certain mitigating actions by the State. This would include the purchase of existing and undevelopable lots adjacent to the right-of-way, extension of the sound walls, and planting of trees. ~~and an extensive program of berm or other noise deflector construction.~~

Impacts from the Houghton ~~Kirkland~~ Park and Ride lot should be minimized.

The State Department of Transportation owns a park and ride facility at the southeast corner of NE 70th Street and 116th Avenue NE to serve the needs of commuters in and around the Bridle Trails Neighborhood. ~~Any future~~ redevelopment expansion of the facility ~~should~~ be carefully designed to protect the adjacent residences to the east and south as well as enhanced as a transit hub. If the site is identified for a Transit Oriented Development, the City and State should work closely with the community to establish design guidelines and development standards for the site. Such standards should include appropriate building scale and massing for the site and adjacent residential uses, mitigate traffic, visual, noise and other impacts of the park and ride to the surrounding streets and residential areas. ~~Vehicular Points of access points~~ should be minimized to avoid congestion and safety problems. Pedestrian and bicycle access should be enhanced. Improvements to adjacent streets should be made to facilitate through traffic as well as traffic to and from the park and ride lot.

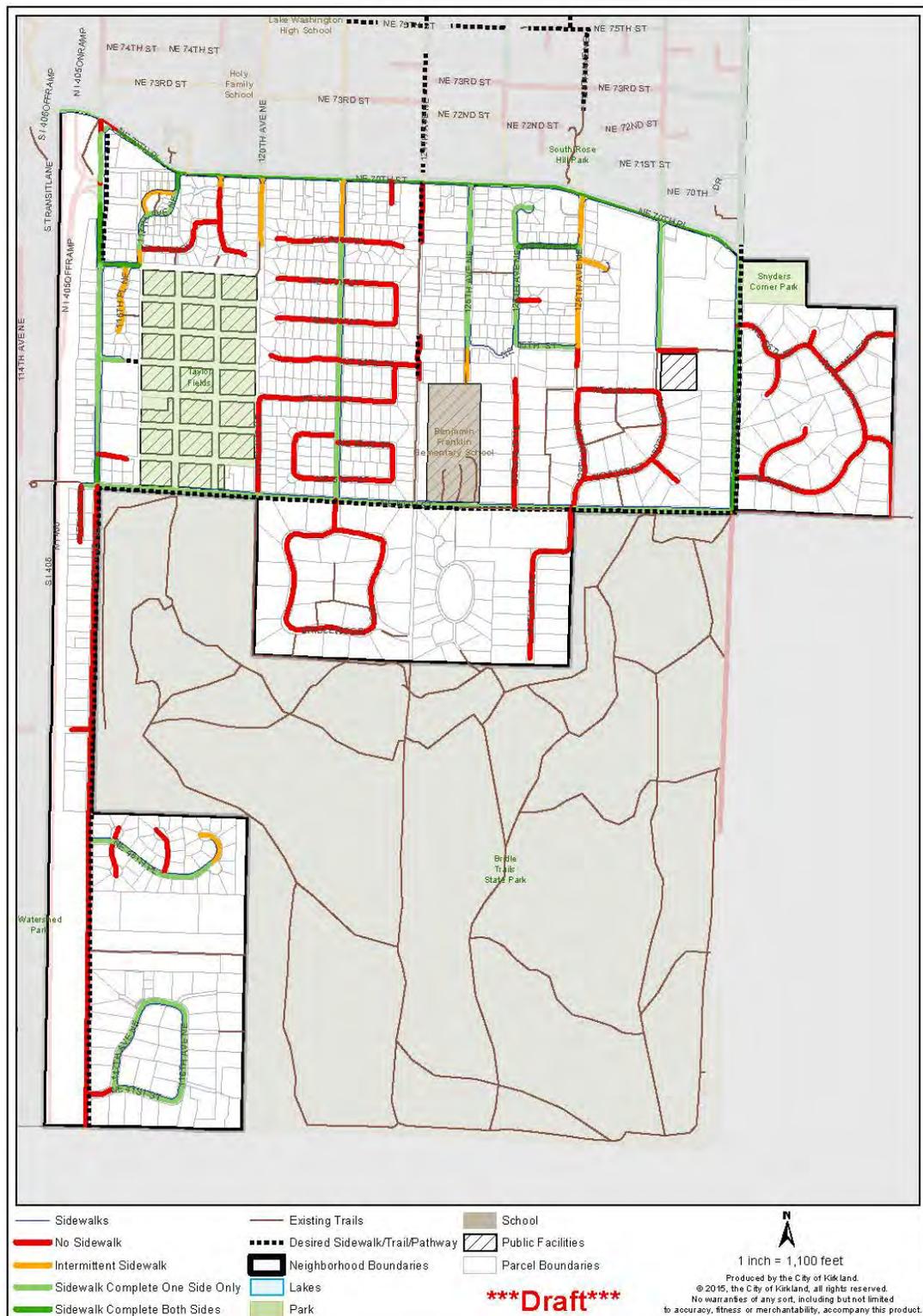


Figure BT:5 Bridle Trails Pedestrian System



Figure BT:6 Bridle Trails Bicycle System

6.8. URBAN DESIGN

Urban design assets are identified.

On the whole, the Bridle Trails Neighborhood has a clear and vivid visual image and identity. The neighborhood has a limited number of urban design assets, but they are very important in establishing neighborhood character (see Figure BT-7).

~~'Edges' and 'visual landmarks' are discussed.~~

The neighborhood's western border is vividly and effectively provided by a ~~'hard edge'~~ Interstate 405. Major visual landmarks are the Bridle Trails State Park, the Bridle Trails ~~c~~Commercial Center, and the ~~high voltage transmission~~ power lines. The dominant visual landmark ~~is the~~ of the wooded State Park ~~creates a 'soft edge'~~ which ~~in turn~~ reflects and reinforces the wooded and equestrian image of the neighborhood. This image is quite apparent from the major ~~'pathways'~~ through the neighborhood, NE 70th Street, NE 60th Street, 116th Avenue NE, and 132nd Avenue NE.

As an activity 'node,' the Bridle Trails commercial center is a focus of daily local commercial needs. The ~~high voltage transmission~~ power lines ~~and~~ 124th Avenue NE, an unopened right-of-way, run north and south dividing the neighborhood in half and are used as a point of reference.

'Major view' is discussed.

A major view in this neighborhood is identified on Figure BT-~~73~~ -Urban Design. NE 70th Street and 116th Avenue NE present sweeping territorial views of Lake Washington, Seattle, and the Olympic Mountain range. The NE 70th view can be protected by limiting building heights of future structures directly west of I-405 in the northeast portion of Central Houghton and southeast portion of Everest Neighborhoods and by undergrounding utility lines.

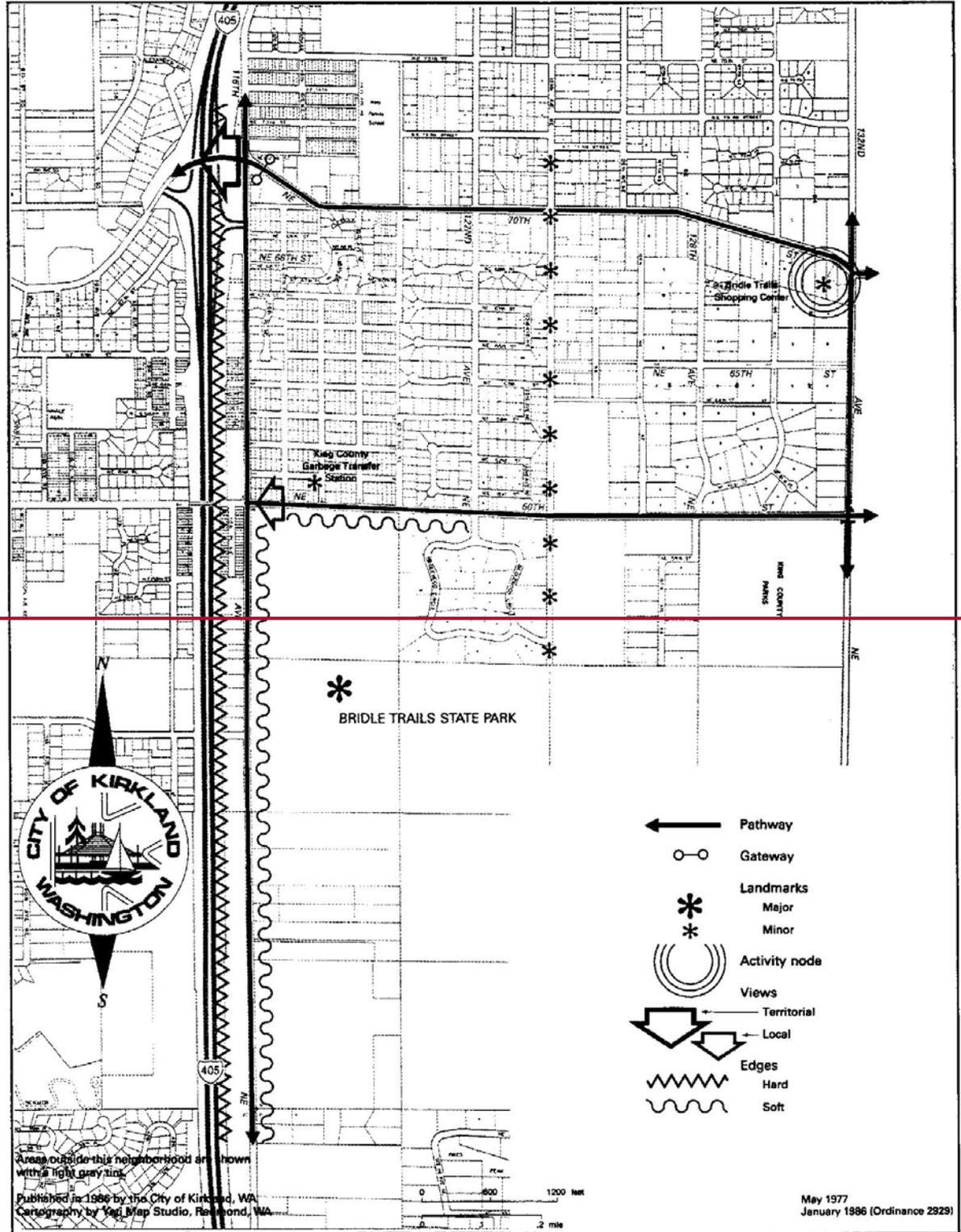


Figure BT-7: Bridle Trails – Urban Design Elements *(insert revised figure)*



Figure BT-7: Bridle Trails Urban Design Features

