CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Christian Geitz, Planning Supervisor
Allison Zike, AICP, Senior Planner
Jeremy McMahan, Deputy Planning Director

Date: October 24, 2019

Subject: 2019 City-Initiated Comprehensive Plan Amendments, File Number CAM19-00537

Staff Recommendation

Conduct a public hearing to consider public comment on the 2019 City initiated amendments to the Comprehensive Plan and make a recommendation to the City Council for their final decision.

Background

The Planning Commission (PC) held a meeting on September 26, 2019 where the proposed amendments were presented for initial consideration. The Houghton Community Council (HCC) is scheduled to receive briefing on the proposed amendments at their October 28, 2019 regular meeting.

The Growth Management Act (GMA) authorizes amendments to the Comprehensive Plan once a year. At a minimum, the City amends the Capital Facilities Element annually to reconcile the Capital Facilities Plan (CFP) with the 6 year Capital Improvement Program (CIP) as required by the GMA. Other amendments are initiated by City staff as needed. There is no new state legislation necessitating changes during this cycle of amendments.

Proposed Amendments

This year's annual update includes: CFP updates resulting from changes to funding or timing of existing capital projects, project completion, or the addition of new projects; the creation of a new Citywide Connectivity Plan that replaces the existing individual neighborhood connection maps; the update of an individual Neighborhood Land Use Map associated with a 2018 rezone; one minor housekeeping amendment to the Community Character Element; and updates to Land Use and Transportation elements related to the designation of the Greater Downtown Urban Center.

The proposed amendments are provided by staff from various departments within the City. The City department(s) responsible for providing the amendment is noted after each heading.

1. **Capital Facilities Element** *(all departments)*

   The amendments, if approved, will bring the CFP Project Tables into consistency with the 2019-2024 Capital Improvement Program (CIP) and 2019-2020 mid-Biennial Budget, scheduled for approval in December. Attachment 1 to this memorandum contains the 2019-2024 CFP Project Tables.

   The CFP is the policy basis for the CIP and is tied to City level of service standards for transportation, utilities, surface water, parks, public safety, and facility services and improvements. The CFP discloses funding sources for capital projects that either add capacity to achieve our level of service standards or enhance capacity and services to the public. Capital projects are typically projects to construct, acquire, replace, or renovate buildings, infrastructure, land and major equipment.

   The 2019 CFP updated tables (CF-5 through CF-10) are included as Attachment 1 and will replace the 2018 tables within the Comprehensive Plan. These tables list all funded capital projects for transportation, surface water, utilities (potable water and sewer), public safety (police, fire and building), parks and facilities for a six year period. Also included is a multi-year funding plan beyond the six year period for annual capital transportation projects, and a list of unfunded transportation projects over the 20 year horizon of the Comprehensive Plan. The amendments will bring the CFP Project Tables CF-5 through CF-10 into consistency with the 2019 -2020 biennial budget and the 2019-2024 Capital Improvement Program scheduled for approval this December.

2. **Citywide Connections** *(Public Works Department, City Manager's Office, Planning & Building and Information Technology/GIS Departments)*

   The City is proposing to update the Transportation Element and include a Potential Citywide Connections Map that will illustrate known future potential motorized and non-motorized connections throughout the City. The map will replace the individual roadway connection maps currently located within some of the current Neighborhood Plans and establish connections for those Neighborhood Plans that do not have a map. Attachment 2 contains the proposed Citywide Connections map and a full explanation of the substantial public process that has already occurred in order to create a draft map. The draft map will be reviewed with City Council on October 15 prior to the Planning Commission public hearing. The proposed text and figure amendments to the Transportation Element and several neighborhood plan chapters are included in Attachment 3.

3. **Update Comprehensive Plan Maps** *to reflect Jin Rezone in the North Rose Hill Neighborhood approved in 2018 (Planning & Building and Information Technology/GIS Departments)*

The City Council adopted Ordinance 4670 in December 2018, which rezoned four individual parcels located at 8519, 8523, 8525, and 8527 126th Avenue NE in the Rose Hill Neighborhood from Low Density Residential (LDR) 6 to Commercial zoning. The rezone expanded the business district boundary of the Rose Hill Business District 5B subarea (RH 5B) to include the four single-family parcels. The following maps and figures in the Comprehensive Plan require amendment for consistency with previous Council action (see Attachment 4):

- Figure RH-1 North Rose Hill Neighborhood Land Use Map
- Figure FH-4 Rose Hill Business District
- Citywide land use map LU-1

4. **Minor Text Amendment** *(Planning & Building Department)*

Community Character Element – Table amendment (Attachment 5). The proposed amendment revises a building name (Table CC-1) as a result of historic research that clarified the persons associated with a structure.

5. **Greater Downtown Urban Center Designation** *(Planning & Building Department)*

Based on existing policy and Council direction, the City has proceeded with nominations for an urban center designation for the greater downtown area. Attachment 6 includes minor policy and map revisions necessary to support that nomination.

Decisional Criteria for Amending the Comprehensive Plan

The following Factors to Consider in Approving an Amendment to the Comprehensive Plan, found in Zoning Code Section 140.25, must be considered when reviewing City initiated amendment requests (the summarized analysis of each factor is in italics, below):

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

   The proposed amendments are generally minor in nature and have no detrimental effects on the environment. The amendments generally address identified needs and changes in the community. Environmental impacts are further addressed in State Environmental Policy Act (SEPA) review documents.

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

   Land use map changes for the North Rose Hill neighborhood have previously been addressed through a deliberate legislative process.

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

   The revised CFP will help ensure that infrastructure keeps pace with growth, and that funds for major capital projects are allocated accordingly.

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

   Land use map changes for the North Rose Hill neighborhood have previously been addressed through a deliberate legislative process.

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

   The proposed amendments to the Plan have been reviewed to ensure internal consistency.

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

1. The amendment must be consistent with the Growth Management Act (GMA).
2. The amendment must be consistent with the countywide planning policies
3. The amendment must not be in conflict with other goals, policies, and provisions of the Comprehensive Plan.
4. The amendment will result in long term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act and the City's adopted shoreline master program.

The proposed amendments are consistent with the criteria of KZC 140.30. The amendments include reconciliation of the CFP with the revised 2019-2024 Capital Improvement Plan and biennial budget. The amendments to the CFP will align with the current CIP and will maintain consistency with GMA, countywide planning policies, and the goals and policies of the Comprehensive Plan. The annual update continues to follow the City's commitment to the long-term benefits for the community; seeking inclusive involvement and a complete transportation system with the Citywide Connections map and policies; transportation and land use prioritization through the designation of the Greater Downtown Urban Center; and pursuing the interest of the community in our roads and infrastructure into the future through continued planning of the CIP and CFP.

SEPA

The requirements of the State Environmental Policy Act of Chapter 43.21C RCW and Chapter 197-11 WAC have been met by issuance of a SEPA Addendum to the 2035 Comprehensive Plan Environmental Impact Statement (EIS).

Next Steps

- October 28, 2019: Houghton Community Council meeting
- December 10, 2019: City Council adoption
- December 23, 2019: Houghton Community Council final approval

Attachments:

1. Capital Facilities Plan Project Tables
2. Citywide Connections Memo and Map
3. Citywide Connections Figure and Text Amendments
4. Comprehensive Plan Map Amendments
5. Proposed Community Character Table CC-1
6. Proposed Greater Downtown Urban Center designation amendments

cc: File Number CAM19-00537

Table CF - 5
Capital Facilities Plan: Transportation Projects -- 2019-2035

(Updated 10-11-2019)

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*	*2025 - 2035*
Local	Gas Tax	425,100	855,900	647,000	685,500	686,000	647,000	3,946,500	5,899,700
Local	Gas Tax (Transportation Package)	200,000	200,000		400,000	200,000	200,000	1,200,000	2,200,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	2,970,000
Local	Real Estate Excise Tax 1 (REET 1)	1,485,400	966,400	334,000	88,000	448,000	113,000	3,434,800	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	3,618,220	2,434,500	1,633,000	2,053,500	1,464,000	1,275,000	12,478,220	13,750,000
Local	Street Levy	2,390,700	2,884,700	2,733,000	2,760,000	2,788,000	2,816,000	16,372,400	28,407,000
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,300,000
Local	Surface Water	712,600	614,500	84,000	191,000	486,000	60,000	2,148,100	5,500,000
Local	Impact Fees	5,407,000	4,842,300	544,000	702,000	1,298,000	472,000	13,265,300	11,000,000
Local	Park Impact Fees	420,000						420,000	
External	King County Park Levy	300,000						300,000	
Local	Walkable Kirkland	400,000	400,000					800,000	
Local	REET 2 Reserves	3,477,180	4,373,400	507,000	20,000	215,000	695,000	9,287,580	
Local	REET 1 Reserves	135,000						135,000	
Local	Surface Water Reserves	207,000						207,000	
Local	Debt	14,558,100	3,553,800	657,500	911,000			19,680,400	
External	Unsecured Grants	762,000	7,211,965	659,000	3,605,000			12,237,965	35,025,400
External	Secured Grants	6,018,000	9,821,000	1,531,000				17,370,000	
External	Developer	404,000						404,000	
	Subtotal 2019-2024 Fund Sources	41,490,300	38,728,465	9,899,500	11,986,000	8,155,000	6,848,000	117,107,265	121,802,100
								-	
Total Sources		41,490,300	38,728,465	9,899,500	11,986,000	8,155,000	6,848,000	117,107,265	121,802,100
						Total 2019 - 2035 Revenue			**238,909,365**

Use of Funds

Transportation Capital Facilities Plan 2017-2035

CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP 2019	2020	2021	2022	2023	2024	Six-Year Funded CIP 2019-2024	2025-2035 CIP Projects	Candidate Projects for Unanticipated Revenue	20-year Concurrency Projects	Person Trips
STC 00600	Annual Street Preservation Program	No - maintenance	No - maintenance	$ 957,100	$ 1,432,400	$ 1,750,000	$ 1,750,000	$ 1,750,000	$ 1,750,000	$ 9,389,500	$ 22,750,000			
STC 00603	Street Levy Street Preservation	No - maintenance	No - maintenance	$ 1,324,700	$ 1,870,200	$ 2,433,000	$ 2,460,000	$ 2,488,000	$ 2,516,000	$ 13,091,900	$ 31,107,000			
STC 00604	Central Way Street Preservation	No - maintenance	No - maintenance	$ 242,700						$ 242,700				
STC 00605	Totem Lake Blvd Gateway & Roadway Repair	Yes	Yes	$ 3,390,000	$ 1,320,000					$ 4,710,000			$ 4,710,000	471
STC 00606	6th Street South Street Preservation	No - maintenance	No - maintenance	$ 1,650,000						$ 1,650,000				
STC 00607	98th Avenue NE Street Preservation	No - maintenance	No - maintenance	$ 337,600	$ 1,795,500					$ 2,133,100				
STC 05912	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes		$ 1,414,700	$ 802,000				$ 2,216,700			$ 2,216,700	208
STC 05913	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes			$ 760,000	$ 3,455,000	$ 1,185,000		$ 5,400,000			$ 5,400,000	686
STC 08000	Annual Striping Program	No - maintenance	No - maintenance	$ 668,000	$ 700,000	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 3,368,000	$ 6,500,000			
STC 08313 #	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	$ 2,719,700	$ 1,010,800					$ 3,730,500			$ 3,730,500	319
STC 08314 #	100th Ave NE Roadway Imps (Mid-North Section)	Yes R10	Yes	$ 3,710,400	$ 1,858,900					$ 5,569,300			$ 5,569,300	477
STC 08900	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	$ 1,481,500	$ 3,327,200	$ 657,500	$ 1,339,000			$ 6,805,200				659
STC 10300 ^^	NE 128th St Multimodal Corridor Study	Yes	No		$ 211,000					$ 211,000				
STC 10400 ^^	General Right of Way Acquisition	Yes	No		$ 2,000,000					$ 2,000,000				
STC 99990	Regional Inter-Agency Coordination	No - not capacity	No - not capacity	$ 82,000	$ 82,000	$ 82,000	$ 82,000	$ 82,000	$ 82,000	$ 492,000	$ 820,000		$ 492,000	30
NMC 00610	Street Levy-Safe School Walk Routes	Yes NM4*	Yes			$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 600,000	$ 1,500,000		$ 2,100,000	210
NMC 00620	Street Levy-Pedestrian Safety	No - safety	No - safety	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 900,000	$ 1,500,000			
NMC 00621	Neighborhood Safety Program Improvements	No - safety	No - safety	$ 200,000	$ 200,000					$ 400,000			$ 400,000	10
NMC 01203	132nd Avenue NE Crosswalk Upgrades	No	No	$ 462,000						$ 462,000				
NMC 01204	Central Way Crosswalk Upgrade	Yes NM5	Yes	$ 50,000	$ 50,000					$ 100,000			$ 100,000	10
NMC 05700	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	$ 211,000	$ 211,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,222,000				
NMC 05701	Grant Funded Sidewalk Maintenance & Repair Program	No - maintenance	No - maintenance	$ 537,000	$ 1,543,465					$ 2,080,465	$ 2,000,000			
NMC 07100 ^	NE 132nd Street Sidewalk Improvement	Yes	Yes	$ 263,800						$ 263,800			$ 263,800	254
NMC 08100	CKC to Redmond Central Connector	Yes NM4*	Yes	$ 1,461,100	$ 600,300					$ 2,061,400			$ 2,061,400	1,672
NMC 08610	NE 124th ST/124TH Ave NE Ped Bridge (TL Non-Motorized Bridge)	Yes NM3*	Yes	$ 5,900,700						$ 5,900,700			$ 5,900,700	405
NMC 08700	Citywide School Walk Route Enhancements	Yes NM4*	Yes	$ 1,339,900	$ 422,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 2,961,900	$ 3,000,000		$ 2,961,900	102
NMC 08710	North Kirkland/JFK School Walk Route Enhancements	Yes NM4	Yes	$ 474,800	$ 527,500					$ 1,002,300			$ 1,002,300	53
NMC 09010	Juanita Drive Multi-Modal (On-Street) Improvements	Yes NM1, NM4	Yes		$ 536,000					$ 536,000			$ 536,000	51
NMC 09500	124th Avenue NE Sidewalk Improvements	Yes NM1, NM4	Yes	$ 400,000						$ 400,000				
NMC 09800	Kirkland Avenue Sidewalk Improvements	Yes NM4	Yes				$ 400,000	$ 200,000		$ 600,000				
NMC 10200	NE 120th Street Sidewalk	No	Yes	$ 400,000						$ 400,000			$ 400,000	40
NMC 10900	Citywide Trail Connections (Non-CKC)	No - not capacity	No - not capacity		$ 290,100					$ 290,100				
NMC 10902	Lake Front Promenade Design Study	No - study	No - study		$ 79,100					$ 79,100				
NMC 11010	Citywide Accessibility Improvements	No - not capacity	No - not capacity	$ 105,500	$ 105,500	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 611,000	$ 1,000,000		$ 611,000	76
NMC 11300	Citywide Greenways Networks	Yes NM2	Yes		$ 263,800	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,263,800	$ 2,500,000		$ 1,263,800	81
NMC 11302	Citywide Greenways Network Project-128th Avenue NE	Yes NM2	Yes	$ 888,300						$ 888,300			$ 888,300	89
NMC 11500	CKC Emergent Projects Opportunity Fund	Yes NM2	Yes	$ 105,500						$ 105,500			$ 105,500	11
NMC 12400	Totem Lake Public Improvements Phase II	No - developer agreemt	No	$ 7,500,000						$ 7,500,000				
TRC 09300	NE 132nd St/Juanita H.S. Access Rd Intersection Imp	Yes	Yes	$ 537,400						$ 537,400			$ 537,400	54
TRC 09400	NE 132nd St/108th Avenue NE Intersect'n Imp	Yes R5	Yes	$ 527,500	$ 759,600					$ 1,287,100			$ 1,287,100	129
TRC 11600	Annual Signal Maintenance Program	No - maintenance	No - safety	$ 211,000	$ 211,000	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 1,222,000	$ 2,000,000			
TRC 11700	Citywide Traffic Management Safety Improvements	No - safety	No - safety	$ 105,500	$ 105,500	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 611,000	$ 1,000,000			
TRC 11702	Vision Zero Safety Improvement	No - not capacity	No - safety	$ 52,800	$ 52,800	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 305,600	$ 500,000			
TRC 11703	Neighborhood Traffic Control	No - not capacity	No - safety		$ 52,800		$ 50,000		$ 50,000	$ 152,800	$ 250,000		$ 152,800	224
TRC 11705	School Zone Beacon & Signage Improvements	No - safety	No - safety	$ 52,800						$ 52,800				
TRC 12000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes		$ 474,800	$ 850,000	$ 450,000	$ 450,000	$ 450,000	$ 2,674,800	$ 4,500,000		$ 7,174,800	717
TRC 12400 ^^	116th Avenue NE/NE 124th Street Intersection Improvements	Yes	Yes	$ 550,000	$ 1,208,000	$ 565,000				$ 2,323,000			$ 2,323,000	232
TRC 12700 ^^	NE 132nd Street/136th Avenue NE Roundabout	No	No											
TRC 13500	100th Avenue NE/Simonds Road Intersection Imps	Yes R10	Yes	$ 787,100	$ 467,300					$ 1,254,400				115
TRC 13600	100th Avenue NE/145th Street Intersection Imps	Yes R10	Yes	$ 836,800	$ 456,700					$ 1,293,500				136
TRC 13700 ^^	Lake Street/Kirkland Avenue Intersection Improvements	Yes	Yes	$ 566,100	$ 1,164,400					$ 1,730,500			$ 1,730,500	173
TRC 13900 ^^	NE 85th St/132nd Ave NE Dual Left Turn Lanes	Yes	Yes	$ 250,000	$ 1,258,700					$ 1,508,700				
PTC 00400 ^^	108th Avenue NE Transit Queue Jump - Phase 1	Yes	Yes		$ 4,875,300					$ 4,875,300			$ 4,875,300	488
PTC 00500 ^^	108th Avenue NE Transit Queue Jump - Phase 2	Yes	Yes		$ 5,640,100					$ 5,640,100			$ 5,640,100	564
									FUNDED TOTAL	$ 117,107,265			**$ 64,434,200**	**8,746**
STC 06300	120th Avenue NE Roadway Improvements (north)	Yes R18*	Yes								$ 4,500,000		$ 4,500,000	457
STC 07200	NE 120th St Roadway Improvements	Yes R25	Yes								$ 15,780,600		$ 15,780,600	1,604
STC 07700	NE 132nd St Rdwy Imprv.-Phase I (West Section)	Yes R1	Yes								$ 1,739,000		$ 1,739,000	177
STC 07800	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								$ 408,000		$ 408,000	41
STC 07900	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								$ 1,444,000		$ 1,444,000	147
STC 08100	Totem Lake Area Development Opportunity Program	Yes*	Yes								$ 500,000		$ 500,000	51
STC 08315	100th Avenue NE Roadway Improvements (Mid-South Section)	Yes R10	Yes								$ 5,530,000		$ 5,530,000	292
STC 08316	100th Avenue NE Roadway Improvements (South Section)	Yes R10	Yes								$ 3,619,000		$ 3,619,000	191
STC 09400	Holmes Point Dr NE Road Embankment Stabilization Location 1	No - maintenance	No - maintenance								$ 246,000			
STC 09500	Holmes Point Dr NE Road Embankment Stabilization Location 2	No - maintenance	No - maintenance								$ 412,000			
STC 09600	Holmes Point Dr NE Road Embankment Stabilization Location 3	No - maintenance	No - maintenance								$ 503,000			
STC 09700	Holmes Point Dr NE Road Embankment Stabilization Location 4	No - maintenance	No - maintenance								$ 551,000			
STC 09800	Holmes Point Dr NE Road Embankment Stabilization Location 5	No - maintenance	No - maintenance								$ 232,000			
STC 09900	Champagne Pt Road NE Embankment Stabilization	No - maintenance	No - maintenance								$ 563,000			
STC 10000	62nd Ave NE Road Embankment Stabilization	No - maintenance	No - maintenance								$ 823,000			
STC 10100	114th Ave NE Road Reconstruction	No - maintenance	No - maintenance								$ 1,900,000			
STC 10200	90th Ave NE Road Surface Water Drainage Repair	No - maintenance	No - maintenance								$ 420,000			
PTC 00200	Public Transit Speed and Reliability Improvements	Yes T1	Yes								$ 500,000		$ 500,000	51
PTC 00300	Public Transit Passenger Environment Improvements	Yes T2	Yes								$ 500,000		$ 500,000	51
TRC 09500	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	Yes R6	Yes								$ 480,000		$ 480,000	49
TRC 09600	NE 132nd St/124th Ave NE Intersect'n Imp	Yes R7	Yes								$ 7,400,000		$ 7,400,000	752
TRC 09700	NE 132nd St/132nd Ave NE Intersect'n Imp	Yes R8	Yes								$ 1,150,000		$ 1,150,000	117
TRC 11704 ^	NE 68th Street Intersection Improvements/Access Management	Yes*	Yes								$ 4,375,000		$ 4,375,000	438
TRC 12500	Kirkland ITS Implementation Phase 4	Yes R19, R20	Yes								$ 2,620,000		$ 2,620,000	266
TRC 12800 ^	6th Street S/5th Place/CKC Transit Signal Priority	Yes	Yes								$ 2,600,000		$ 2,600,000	260
TRC 12900 ^	NE 53rd Street Intersection Improvements	Yes	Yes								$ 845,000		$ 845,000	85
TRC 13000 ^^	NE 145th Street/Juanita-Woodinville Way Intersection Imps	Yes	Yes								$ 2,100,000		$ 2,100,000	210
TRC 13100 ^^	NE 80th Street/120th Avenue NE Intersection Improvements	Yes	Yes								$ 1,700,000		$ 1,700,000	170
TRC 13200^	100th Avenue NE/132nd Street Intersection Improvements	Yes R10	Yes								$ 1,647,000		$ 1,647,000	165
TRC 13300 ^^	100th Avenue NE/Juanita-Woodinville Way Intersection Imps	Yes R10	Yes								$ 2,161,000		$ 2,161,000	216
TRC 13400 ^^	100th Avenue NE/137th Street Intersection Improvements	Yes R10	Yes								$ 1,475,000		$ 1,475,000	148
TRC 13800 ^^	NE 100th Street/132nd Ave NE Intersection Improvements	Yes R10	Yes								$ 1,743,000		$ 1,743,000	174
NMC 01299	Crosswalk Upgrade Program	Yes NM5*	Yes								$ 4,100,000		$ 4,100,000	410
NMC 08630	CKC Roadway Crossings	Yes NM3	Yes								$ 3,370,100		$ 3,370,100	114
NMC 09011	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1, NM4	Yes								$ 10,650,000		$ 10,650,000	1,082
NMC 11100 ^	108th Avenue NE Bicycle Lane Upgrades	Yes	Yes								$ 4,345,000		$ 4,345,000	435
NMC 11399	Citywide Greenway Network	Yes NM2	Yes								$ 4,450,000		$ 4,450,000	452
NMC 11700	On-Street Bicycle Network Phase I	Yes NM1	Yes								$ 1,120,000		$ 1,120,000	114
NM 88881	On-street Bicycle Network	Yes NM1	Yes								$ 3,280,000		$ 3,280,000	333
NM 99991	Sidewalk Completion Program	Yes NM4*	Yes								$ 6,096,800		$ 6,096,800	620
										FUTURE YEAR TOTAL	$ 188,805,500		**$ 102,228,500**	**9,670**
									FUNDED TOTAL + UNFUNDED = 20 YEAR TOTAL		$ 305,912,765		**$ 166,662,700**	**18,416**
NMC 02421	Cross Kirkland Corridor Opportunity Fund	No	No									$ 500,000		
NMC 03100	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No									$ 2,505,000		
NMC 08000	Juanita-Kingsgate Pedestrian Bridge at I-405	No	No									$ 4,500,000		
NMC 10600	Citywide CKC Connections	No	No									$ 360,000		
NMC 10700	CKC to Downtown Surface Connection	No	No									$ 2,000,000		
											CANDIDATE TOTAL	$ 9,865,000		

Proportioned over four new separate projects from one original single roadway improvement (1,066 trips)
* Depending on project scope; see Rate Study and Transportation Master Plan.
^ New for 2017-2022 CFP Update not previously counted; to be counted in future Rate Study
^^ New for 2019-2024 CFP Update not previously counted; to be counted in future Rate Study

Table CF - 6
Capital Facilities Plan: Utility Projects

(Updated 10-09-2019)

SOURCE OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
Local	Utility Rates	3,992,000	4,941,000	5,165,000	5,329,000	5,583,000	5,850,000	30,860,000
Local	Connection Fees	865,000	865,000	865,000	865,000	865,000	865,000	5,190,000
Local	Reserves	2,247,700	319,400	1,400,000		1,400,000		5,367,100
External	Intergovernmental	23,000		1,111,000	769,000			1,903,000
Total Sources		7,127,700	6,125,400	8,541,000	6,963,000	7,848,000	6,715,000	43,320,100

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
WAC 05200	108th Avenue NE Watermain Replacement		1,023,800	809,600				1,833,400
WAC 10200	104th Avenue NE Watermain Replacement	594,000						594,000
WAC 12900	South Reservoir Seismic & Recoating Construction			2,363,500	1,636,500			4,000,000
WAC 12910	South Reservoir Seismic & Recoating Pre-Design	52,800						52,800
WAC 13300	Kirkland Avenue Watermain Replacement	1,582,500						1,582,500
WAC 13400	5th Avenue S / 8th Street S Watermain Replacement			1,061,000	689,000			1,750,000
WAC 15300	3rd Street Watermain Improvement	446,300						446,300
WAC 15700	8th Avenue W Watermain Improvement			891,900	234,100			1,126,000
WAC 15800	NE 112th Street Watermain Improvement	177,200						177,200
WAC 15900	NE 113th Place Watermain Improvement	181,500						181,500
WAC 16000	126th Avenue NE Watermain Improvement					700,000	800,000	1,500,000
WAC 16400	NE 116th Place Watermain Replacement			190,000				190,000
WAC 16700	11th Avenue Watermain Replacement			420,000				420,000
WAC 16800	11th Place Watermain Replacement			605,000				605,000
WAC 88880	Annual Watermain Replacement Program						269,700	269,700
WAC 99990	Annual Water Pump Station/System Upgrade Program						269,800	269,800
SSC 00600	Trend Lift Station Elimination	496,900						496,900
SSC 05200	108th Avenue NE Sewermain Replacement	1,470,700	5,101,600					6,572,300
SSC 06200	NE 108th Street Sewermain Replacement				1,403,400	4,042,800	1,831,100	7,277,300
SSC 07200	Kirkland Avenue Sewermain Replacement	2,125,800						2,125,800
SSC 07710	West of Market Sewermain Replacement Phase I			2,200,000	3,000,000	2,500,000	2,500,000	10,200,000
SSC 88880	Annual Sanitary Pipeline Replacement Program					302,600	522,200	824,800
SSC 99990	Annual Sanitary Pump Station/System Upgrade Program					302,600	522,200	824,800
Total Funded Utility Projects		7,127,700	6,125,400	8,541,000	6,963,000	7,848,000	6,715,000	43,320,100

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

Table CF - 7
Capital Facilities Plan: Surface Water Utility Projects

(Updated 10-11-2019)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
Local	Utility Rates	1,916,000	2,120,000	2,139,000	2,204,000	2,270,000	2,338,000	12,987,000
Local	Reserves	1,425,100	2,223,000	50,000	50,000	50,000	50,000	3,848,100
External	Grants	3,918,500	1,513,000					5,431,500
Total Sources		7,259,600	5,856,000	2,189,000	2,254,000	2,320,000	2,388,000	22,266,600

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
SDC 04700	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SDC 04900	Forbes Creek / 108th Avenue NE Fish Passage Improvements					595,100	728,000	1,323,100
SDC 05300	Forbes Creek / Coors Pond Channel Grade Controls					440,000	600,000	1,040,000
SDC 05400	Forbes Creek / Cross Kirkland Corridor Fish Passage Improvements		316,500	880,000	500,000			1,696,500
SDC 06300	Everest Creek - Slater Avenue at Alexander Street					430,000	520,000	950,000
SDC 07600	NE 141st Street / 111th Avenue NE Culvert Headwall Repair	905,000						905,000
SDC 08100	Neighborhood Drainage Assistance Program (NDA)	52,800		50,000		50,000		152,800
SDC 08400	Market Street Storm Main Rehabilitation	535,000						535,000
SDC 08800	Comfort Inn Pond Modifications	465,600						465,600
SDC 08900	NE 142nd Street Surface Water Drainage Improvements	263,800	325,000					588,800
SDC 09000	Goat Hill Drainage Ditch Conveyance & Channel Stabilization			359,000	494,000			853,000
SDC 09200	Juanita Creek Culvert at NE 137th Street			350,000	1,010,000	144,900		1,504,900
SDC 09300	Pleasant Bay Apartments Line Replacement	355,000						355,000
SDC 10000	Brookhaven Pond Modifications					410,000	290,000	700,000
SDC 10500	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SDC 10700	132nd Square Park Surface Water Retrofit Facility	3,165,000	1,188,000					4,353,000
SDC 10800	Maintenance Center Storm Water Pollution Prevention Plan	440,000						440,000
SDC 12100	Kirkland Advanced Mitigation Project		1,000,000	300,000				1,300,000
SDC 12200	Regional Detention Phase I - Study		260,000					260,000
SDC 12300	Lake Street Stormwater Repair		284,900					284,900
SDC 12411	Cedar Creek Fish Passage/Culvert Replacement (100th Ave NE)	89,400	2,231,600					2,321,000
SDC 12500	NE 120th Street Water Quality Treatment	738,000						738,000
Total Funded Surface Water Utility Projects		7,259,600	5,856,000	2,189,000	2,254,000	2,320,000	2,388,000	22,266,600

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

Table CF - 8
Capital Facilities Plan: Parks Projects

(Updated 10-04-2019)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
Local	Real Estate Excise Tax	1,113,000	435,000	160,000	160,000	833,000	833,000	3,534,000
Local	Gas Tax (Transportation Package)	121,900						121,900
Local	Walkable Kirkland	121,900						121,900
Local	Reserves	2,537,200	151,000	162,000	169,000	146,000	160,000	3,325,200
Local	Kirkland Park Levy	1,000,000	823,000	250,000	250,000	250,000	250,000	2,823,000
Local	Impact Fees	3,291,000	4,750,000	1,050,000	1,150,000	1,750,000	1,750,000	13,741,000
Local	Carryover Prior Year Savings	2,483,351						2,483,351
External	King County Park Levy		300,000	300,000	300,000	300,000	300,000	1,500,000
External	Private Contribution	325,000						325,000
Total Sources		10,993,351	6,459,000	1,922,000	2,029,000	3,279,000	3,293,000	27,975,351

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
PKC 04900	Open Space, Park Land & Trail Acq Grant Match Program	100,000						100,000
PKC 06600	Parks, Play Areas & Accessibility Enhancements	265,000	250,000	150,000	150,000	150,000	150,000	1,115,000
PKC 08711	Waverly Beach Park Renovation Phase II	515,000						515,000
PKC 11901	Juanita Beach Park Bathhouse Replacement		1,000,000					1,000,000
PKC 11903	Juanita Beach Park Playground	366,000						366,000
PKC 12100	Green Kirkland Forest Restoration Program	100,000	100,000	100,000	100,000	100,000	100,000	600,000
PKC 13310	Dock & Shoreline Renovations	160,000	300,000	300,000	300,000	300,000	300,000	1,660,000
PKC 13330	Neighborhood Park Land Acquisition	918,000	300,000	1,050,000	1,150,000	1,000,000	1,000,000	5,418,000
PKC 13400	132nd Square Park Playfields Renovation	635,000	2,549,000					3,184,000
PKC 13420	132nd Square Park Master Plan	135,000						135,000
PKC 13530	Juanita Heights Park Trail	243,800						243,800
PKC 13902	Totem Lake Park Development - Expanded Phase I	4,435,200	1,724,000					6,159,200
PKC 14200	Houghton Beach & Everest Park Restroom Replacement Design		85,000					85,000
PKC 14700	Parks Maintenance Center	2,958,351						2,958,351
PKC 15100	Park Facilities Life Cycle Projects	162,000	151,000	162,000	169,000	146,000	160,000	950,000
PKC 15400	Indoor Recreation & Aquatic Facility Study			160,000				160,000
PKC 15500	Finn Hill Neighborhood Green Loop Trail Master Plan				160,000			160,000
PKC 15600	Park Restrooms Renovation/Replacement Program					1,583,000		1,583,000
PKC 15700	Neighborhood Park Development Program						1,583,000	1,583,000
Total Funded Parks Projects		10,993,351	6,459,000	1,922,000	2,029,000	3,279,000	3,293,000	27,975,351

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

Table CF-9
Capital Facilities Plan: Public Safety Projects

(Updated 10-11-2019)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
Local	General Fund	1,164,700	344,700	177,200	131,000	908,600	1,073,600	3,799,800
Local	General Fund Cash	290,000	60,000		60,000			410,000
Local	REET 1	5,487,600						5,487,600
Local	REET 1 Reserves	2,000,000						2,000,000
Local	Debt	5,562,619						5,562,619
Total Sources		14,504,919	404,700	177,200	191,000	908,600	1,073,600	17,260,019

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
PSC 06200	Defibrillator Unit Replacement		143,100					143,100
PSC 06300	Air Fill Station Replacement						86,200	86,200
PSC 06600	Thermal Imaging Cameras	93,400						93,400
PSC 07100	Self Contained Breathing Apparatus (SCBA)	135,400				767,100	115,100	1,017,600
PSC 07600	Personal Protective Equipment	614,500	6,700	6,800	6,900	7,100	678,500	1,320,500
PSC 08000	Emergency Generators		60,000		60,000			120,000
PSC 08100	Fire Station 26 Training Prop	290,000						290,000
PSC 08200	Water Rescue Craft Storage & Lift	87,900						87,900
PSC 20000	Fire Equipment Replacement	31,700	8,000	43,000	8,300	28,600	27,000	146,600
Subtotal Funded Fire Projects		1,252,900	217,800	49,800	75,200	802,800	906,800	3,305,300
PSC 10000	Police Equipment Replacement	121,800	186,900	127,400	115,800	105,800	166,800	824,500
Subtotal Funded Police Projects		121,800	186,900	127,400	115,800	105,800	166,800	824,500
PSC 30021	*Fire Station 24 Land Acquisition*	1,300,000						1,300,000
PSC 30022	*Fire Station 24 Replacement*	6,267,600						6,267,600
PSC 30030+	*Fire Station 27 Land Acquisition*	5,562,619						5,562,619
Subtotal Funded Facilities Projects		13,130,219	-	-	-	-	-	13,130,219
Total Funded Public Safety Projects		14,504,919	404,700	177,200	191,000	908,600	1,073,600	17,260,019
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

Table CF-10
Capital Facilities Plan: Facility Projects

(Updated 10-09-2019)

SOURCES OF FUNDS

Revenue Type	*Revenue Source*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
Local	General Government Reserves	1,283,500	521,500	279,300	150,300	346,500	1,081,600	3,662,700
Local	Stormwater Management Reserves	167,500						167,500
Local	Water/Sewer Reserves	82,500						82,500
Total Sources		1,533,500	521,500	279,300	150,300	346,500	1,081,600	3,912,700

USES OF FUNDS

Funded Projects

Project Number	*Project Title*	*2019*	*2020*	*2021*	*2022*	*2023*	*2024*	*Six-Year Total*
GGC 00800	Electrical, Energy Management & Lighting Systems	17,800		27,200	96,400	28,400	152,600	322,400
GGC 00900	Mechanical/HVAC Systems Replacements	361,700	88,100	14,600	12,000	106,800	239,400	822,600
GGC 01000	Painting, Ceilings, Partition & Window Replacements	121,900	210,800	59,900	13,500	151,500	511,500	1,069,100
GGC 01100	Roofing, Gutter, Siding and Deck Replacements		55,000	5,100		37,100	20,200	117,400
GGC 01200	Flooring Replacements	37,100	167,600	172,500	28,400	22,700	157,900	586,200
GGC 03704	Public Works Maintenance Center Tenant Improvements	250,000						250,000
GGC 03801	Municipal Garage Repairs	275,000						275,000
GGC 03900	City Hall Annex HVAC Installation	220,000						220,000
GGC 04300	Eductor Truck Bay Expansion	250,000						250,000
Total Funded Facility Projects		1,533,500	521,500	279,300	150,300	346,500	1,081,600	3,912,700

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

CITY OF KIRKLAND
City Manager's Office
123 Fifth Avenue, Kirkland, WA 98033 425.587.3001
www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

From: James Lopez, Assistant City Manager
Kathy Brown, Public Works Director
John Starbard, Deputy Public Works Director
Kari Page, Safer Routes to School Coordinator
David Wolbrecht, Neighborhood Services Outreach Coordinator

Date: October 17, 2019

Subject: Citywide Transportation Connections Map

RECOMMENDATION:

- Receive staff briefing and take public comment on the draft Citywide Transportation Connections Map.
- Make a recommendation to City Council on the draft Citywide Transportation Connections Map.

The most current draft map containing the staff recommendations and compilation of public comment is available on the righthand sidebar of the civic conversation webpage: http://kirklandwa.gov/citywideconnections.

BACKGROUND DISCUSSION:

The City has a program to review and update its fourteen neighborhood plans that are part of the *Comprehensive Plan*. One of the more recent neighborhood plans acted on by the City Council was the Finn Hill Neighborhood Plan, which was adopted by the Council on January 16, 2018, by Ordinance O-4636. This was the first City-developed neighborhood plan for Finn Hill since the area's annexation in 2011. Staff and the community worked together over a two-year period to develop a recommended plan that addresses vision and values, the natural environment, land use, transportation and mobility, and other community planning topics. During the planning process, discussions were held about the fact that in some areas of Finn Hill the transportation system is underdeveloped. There are several dead-ends that preclude neighborhood connections, public street segments that lack sidewalks or even sufficient pavement, and areas that are inconsistent with the street standards found elsewhere in the City.

As was done when the Rose Hill and the Highlands neighborhood plans were updated and when the Totem Lake Business District Plan was created, potential motorized and nonmotorized connections were studied in the Finn Hill area. The issue was discussed with the community, and the point was made that likely most of these potential transportation connections would be made in conjunction with infill development. A map of potential transportation connections was drafted, an open house was conducted about many planning topics including connectivity, and staff provided the Finn Hill community and all interested parties with explanations about the draft transportation connections map and the reasons for creating it.

Because of community concerns raised about some of the connections, at the time of final review and unanimous adoption of the Finn Hill Neighborhood Plan, staff proposed postponing the inclusion of a transportation connections map. A connections map was postponed until a public outreach process could

be conducted in Finn Hill about connectivity issues, including developing priorities and objective criteria regarding transportation connections for vehicles and/or pedestrians and/or bicycles, evaluating emergency response times, and how best to address bollards and barriers in the area.

Staff returned to the Council on July 3, 2018 to continue the discussion of mapping transportation connections and outreach about that topic in Finn Hill. Staff also was seeking affirmation that it should continue applying the connections policies the City has now and recommended that connections maps should be discussed and included in future neighborhood plan updates throughout the City.

During that July 3 discussion, the Council expressed several views related to transportation connections:

- There was support for the City's policies on connectivity, though there was interest in having the City be more intentional about why certain connections are sought;
- That the Kirkland Municipal Code should be amended so to that all land use appeals, including those projects that recommend connections, be directed to the Hearing Examiner; and
- There was discussion about having connections identified on one citywide map rather than on a neighborhood-by-neighborhood basis.

Advantages noted by the Council to having a citywide transportation connections map were that the final map could be finished sooner, and that there would be a single source for seeing all proposed connections. The map could be finished sooner because the current practice of discussing connections at the neighborhood level means the mapping would be complete only after the multiyear neighborhood plan update cycle was complete, which takes about eight years. Also, the City's transportation network is an integrated system that provides service to the entire City and the region; evaluating connections on a neighborhood-by-neighborhood basis diminishes that perspective.

One advantage of the neighborhood-focused connections map process is that proposed connections benefit from the local knowledge of the people who live or who have businesses closest to the connections. The Council wanted to preserve this local input in the city-wide process and, ultimately the City crafted a public-involvement process (see "Outreach Methodology," below) that enabled residents to engage on specific connections based upon their local knowledge.

Staff discussed the idea of a citywide transportation connections map with the Public Safety Committee on October 18 (all committee members were present) and with the Public Works, Parks, and Human Services Committee on October 19 (all committee members were present). Both committees showed interest in a citywide transportation connections map. Committee members also discussed the following:

- That both the type of connection (e.g., foot path, street connection) and the rationale (e.g., pedestrian connection, emergency response time) should be identified;
- That transportation connections still could be discussed as part of neighborhood plan update processes, though any suggested amendments to the citywide map would be bundled and acted upon every few years; and
- That action on a proposed ordinance to amend the Hearing Examiner process should be postponed until the public process for the citywide transportation connections map is complete.

Based on Council direction, staff returned to the City Council on January 2, 2019, at which time Council adopted Resolution R-5350, which:

- Affirmed the Council's policy support for increasing transportation connections within the City;
- Directed staff to initiate a public engagement process for discussing and evaluating proposed transportation connections throughout the City;
- Directed staff to create a citywide transportation connections map to help fulfill the City's policies for improving safety, connectivity and multimodal mobility; and
- Determined that the final draft citywide transportation connections map shall be included in the 2019 annual update to the *Comprehensive Plan*.

POLICY BASIS FOR TRANSPORTATION CONNECTIONS

Kirkland has a strong history of supporting transportation connections and increasing nonmotorized transportation options. The *Comprehensive Plan* speaks to connectivity in several policies and statements, including the following:

Land Use Element

- Policy LU-3.9: "Encourage vehicular and non-motorized connectivity."
- Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes.
- Vehicle connections between adjacent properties reduces congestion on streets, number of turning movements, and gasoline consumption.
- As a part of land development, new connections to the existing street system are often required.

Transportation Element/Transportation Master Plan

- Policy T-5.2: "Design streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation element."
- Policy T-5.3: "Create a transportation network that supports economic development goals."
- Policy T-5.6: "Create a system of streets and trails that form an interconnected network."
- Action T-5.6.1: "Develop a plan for connections between street ends and complete those connections."

Additionally, the Zoning Code and the Public Works Pre-approved Plans and Policies provide guidance and regulations concerning street connections and non-motorized improvements:

- Chapter 105: Parking Areas, Vehicle and Pedestrian Access, and Related Improvements
- Chapter 110: Required Public Improvements
- Chapter 180: Plates 34 A-P

Not only has staff worked to implement these policies and apply these regulations, staff also has made productive use of the three connections maps that have been adopted as well as the plates in the Zoning Code. The existing transportation connection maps, even though they show precise locations, are used in a more generalized way. As private and public development is proposed, staff refers to the connections maps to see if the proposed development could facilitate a connection, even if not exactly in the location shown on a map. As funding opportunities arise, these maps also are used in conjunction with public investments and development. Examples include:

- Of the 17 potential street connections originally mapped in the North Rose Hill Neighborhood Plan, six have been completed;
- In South Rose Hill, "The Preserve" subdivision completed a through-street connection and sidewalks on 128th Avenue N.E. between N.E. 70th Street and N.E. 80th Street, as originally mapped in Figure SRH-5 in the South Rose Hill Neighborhood Plan; and
- Both Plate 34C in Chapter 180 of the Zoning Code and Figure TL-6 in the Totem Lake Business District Plan propose a connection of 118th Avenue N.E. between N.E. 116th Street and 118th Street, which is being constructed now in association with the "Lifebridge" multifamily project.

OUTREACH METHODOLOGY

STRATEGIC APPROACH TO CIVIC ENGAGEMENT

The City Council was briefed by the Assistant City Manager at the February 23, 2018, Council Policy Retreat on a new strategic approach to civic engagement initiated to further the 2017-2018 City Work Program item: "Enhance resident and business engagement in Kirkland through community-based initiatives that foster a safe, inclusive and welcoming City and a love of Kirkland." The City Council received an update by the Assistant City Manager at the May 31, 2019, Council Financial Retreat, which

described in more detail staff's system of civic engagement, referred to by staff as Themed Resident Engagement for Kirkland (TREK). Staff's TREK system relies heavily upon the methodology of the International Association of Public Participation (IAP2), a robust framework used internationally for civic engagement in support of sustainable decisions, as well as other sources. Staff refer to feedback-collecting TREKs such as this citywide transportation connections map effort as "civic conversations".

TECHNIQUES USED TO COLLECT FEEDBACK ABOUT CITYWIDE CONNECTIONS

At the direction of the Assistant City Manager, staff utilized the TREK framework to craft the strategy and techniques to collect public feedback on the draft citywide transportation connections map and oversaw the implementation of the engagement plan in coordination with various staff in the Public Works Department and the Communications Manager.

Staff collected feedback through submitted online comments, emails, mailed or hand-delivered letters, and notes from in-person meetings. Staff utilized four methods of in-person outreach and six methods of digital outreach. The specific methods and their reach include:

Table 1: In-Person Techniques

Event Type	Quantity	Attendance*
Neighborhood Association Meetings *Norkirk, Juanita, Moss Bay, S. Rose Hill / Bridle Trails, Finn Hill, Highlands, Market, N. Rose Hill, Central Houghton, Everest, Evergreen Hill*	11	246
Kirkland Alliance of Neighborhoods Briefings *April 3, May 8, June 12*	3	38
Interest Group Meetings *Site visits (x5), Goat Hill focus group*	6	44
Community Meeting *June 15 at City Hall*	1	75
SUBTOTAL	21	403

*Total number of people that were present at a meeting.

Table 2: Digital Outreach Techniques***

Digital Outreach Type	Quantity	Views****
Facebook Posts & Events	3	3,051
Nextdoor Post	1	1,585
Twitter Tweet	1	819
City Newsletter Articles	3	3,657
Video posted on YouTube and Facebook	1	88
Landing Webpage (www.kirklandwa.gov/citywideconnections)	1	1,132
SUBTOTAL	10	10,332

*** Metrics current as of October 15, 2019. Additional outreach is occurring at the time of writing.
**** "Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views. All values collected as of October 15, 2019.

CITY COUNCIL STUDY SESSION – OCTOBER 15, 2019

The City Council held a study session on October 15, 2019, at which staff provided an overview of the connections map project, displayed the draft connections map on screen (see Appendix A), illustrated specific connections using Google Maps, summarized outreach efforts to date, and provided the Council with details and analyses of the approximately dozen connections that have generated the greatest amount of comment. This staff report discusses those same connections.

Though some of the connections that were discussed did not receive much comment from the Council, others did. In the write-ups about specific connections, below, a summary of the Council's comments is provided as "City Council Discussion."

RECOMMENDATIONS

RECOMMENDATION PROCESS

Over the course of this civic conversation, the Public Works Director and Assistant City Manager convened a staff working group to: identify potential connections, apply criteria to each connection, and review public comments. Although additional staff were involved at various points of the process, the core working group membership included:

- Director, Public Works
- Deputy Director, Public Works
- Transportation Manager, Public Works
- Development Engineering Manager, Public Works
- Deputy Fire Chief, Fire
- Assistant City Manager, City Manager's Office
- Safer Routes to School Coordinator, City Manager's Office
- Neighborhood Services Coordinator, City Manager's Office

The connections working group met numerous times throughout the course of this civic conversation, both with members of the public at community meetings and site visits, as well as internally to evaluate public comment against the criteria of each connection. This iterative process culminated in the working group presenting their findings to the City Manager and drafting the following staff recommendations.

OVERVIEW OF RECOMMENDATONS FOR PROMINENT CONNECTIONS

During this civic conversation, staff identified through community feedback the benefit of categorizing connections not only by whether they are streets or pathways, but also by the process through which they would be made. This categorization resulted in two overarching categories: potential public projects and potential private projects.

Of the 173 connections identified on the map, approximately a dozen garnered significant response from the community as of the writing of this memo. Although staff have detailed recommendations for those connections further below in this report, the following synopses are provided for them as an overview:

Table 3: Overview of Potential Public Projects With Significant Comments

ID	Staff Recommendation	Does staff recommendation mitigate neighborhood concerns
T16	Remain as emergency-access as currently identified as on the 6 year unfunded CIP	Mitigates neighborhood concerns of potential traffic impacts of general vehicle access
T47.1	Street connection with a conceptual priority level	Somewhat mitigates neighborhood concerns of neighborhood character
T52	Emergency-access and pedestrian/bicycle connection at conceptual priority level	Somewhat mitigates neighborhood concerns of neighborhood character

T39	Replace existing barricade with emergency-access bollards as on the 6 year unfunded CIP	Mitigates neighborhood concerns of through traffic
T61	Remove existing barricade and create connection for general traffic	Does not mitigate neighborhood concerns of through traffic
T62	Replace existing barricade with emergency-access bollards as on the 6 year unfunded CIP	Mitigates neighborhood concerns of through traffic

Table 4: Overview of Potential Private Projects With Significant Comments

ID	Staff Recommendation	Does staff recommendation mitigate neighborhood concerns
T04	Street connection with planned traffic design features to integrate with existing Neighborhood Greenway	Does not mitigate neighborhood concerns of potential impacts to the existing Neighborhood Greenway
A39	Pedestrian pathway (renumbered P37.1)	Mitigates concerns of potential vehicle traffic impacts
A40	Pedestrian pathway (renumbered P37.2)	Mitigates concerns of potential vehicle traffic impacts
A46	Pedestrian pathway (renumbered P46)	Mitigates concerns of potential vehicle traffic impacts
T46	Pedestrian pathway (renumbered P49.2) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements	Mitigates concerns of potential vehicle traffic impacts
A50	Pedestrian pathway (renumbered P49.1) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements	Mitigates concerns of potential vehicle traffic impacts
P37	Remain as pedestrian pathway	Consistent with general neighborhood support; inconsistent with immediate neighbors' concerns of behavior and property value impacts

POTENTIAL PUBLIC PROJECTS - STREETS

Generally, these potential street connections would be initiated by the City. Each would only happen if they were chosen by the City Council to be prioritized as part of the City's Capital Improvement Program (CIP). Although identified and initiated by the City, funding for these streets may come from a variety of sources.

Most of the potential public street connections were identified in the Fire Department's 2014 Standards of Coverage and Deployment Plan. As mentioned in that Plan:

> "Lack of street connectivity can cause a response unit to travel greater distances in order to reach an emergency. Well-gridded interconnected street systems provide faster travel times than those with numerous dead-end and meandering streets.
>
> "Kirkland, for the most part, is served by interconnected streets. There are exceptions. Interstate 405 presents a significant barrier to east-west travel.
>
> "The 100th Street pedestrian bridge represents an innovative approach to improving emergency response. This bridge was designed to carry the weight of fire apparatus and is used routinely for

emergency response. Its existence provides neighborhoods to the west of Interstate 405 much quicker response than would otherwise be possible." (p.127)

Staff recommend the Council considers a two-step approach to assessing the potential public projects:

1. Council decides if the connection is important enough to remain on the map; if so, then
2. Council determines the relative level of priority of the connection as defined in the existing CIP framework. The priority levels, which would be conveyed on the map, are:
    a. 2 Years – Funded;
    b. 6 Years – Unfunded;
    c. 7-20 Years – Unfunded Projects in the Capital Facilities Plan and/or the Transportation Improvement Plan;
    d. Conceptual – these projects are listed for community awareness, as they exist in strategic plans or other planning documents but are not actively considered for implementation.

City Council Discussion: The City Council discussed the recommendation of prioritizing potential public projects within the existing CIP framework. Specifically, the Council indicated general agreement with the idea of wrapping the connections within the CIP framework, including some discussion around having a separate list of potential projects that are identified in the CIP which are unfunded and not part of the current Capital Facilities Plan categories. However, Council raised questions for the need for "conceptual" connections being on the map, and asked staff to return with options to address that question.

RECOMMENDATIONS FOR POTENTIAL PUBLIC PROJECTS - STREETS
Below, staff provide information on connection background, feedback received and analysis, as well as recommendations for all the streets that are potential public projects.

T08 – Connect NE 90th St from 132nd Ave NE to 128th Ave NE (two segments)

Connection Background: This connection was identified in the Rose Hill Neighborhood Plan.

Feedback and Analysis: The easterly segment, connecting NE 90th ST between 130th Ave NE and 132nd Ave NE, would happen if the property owner-initiated development of their property. The westerly section would require approval by the City Council as a funded project in the Capital Improvement Program. This connection would require additional environmental permitting.

Recommendation: Given its presence in the Rose Hill Neighborhood Plan, staff recommend T08 be categorized as a street connection with a conceptual priority level.

T16 – Emergency access connection at 111th Ave NE between approximately Forbes Creek Drive and NE 106th Street

Connection Background: This connection was identified in the Highlands Neighborhood Plan. Additionally, this connection is identified as an unfunded project in the 2019-2024 CIP (NMC 05800), and it was also identified as such in the 2013-2018 CIP, 2015-2020 CIP, and 2017-2022 CIP.

Feedback and Analysis: Input provided during the Highlands Neighborhood Association meeting, the June 15 Community Meeting (at which this connection was the topic of a break-out session), and through online comments indicate an overall neighborhood sentiment of support for the emergency access connection as stated in the CIP. Although not unanimous, comments also indicate generally strong opposition to opening this connection to general traffic, with safety concerns and noise impacts from cut-through traffic (including commercial vehicles) being the main theme.

Recommendation: Given its presence in the Highlands Neighborhood Plan and as an unfunded project in the 2019-2024 CIP, staff recommend T16 be categorized as an emergency access connection maintained at the 6 Year Unfunded priority level.

> *City Council Discussion:* The Council asked about the type of the emergency bollards proposed for this connection and whether it is possible for fire apparatus to use the Cross Kirkland Corridor (CKC) in the event of an emergency. Additionally, the Council expressed a concern about the benefit of having this connection relative to emergency response time, given that the Highlands Neighborhood is approximately equidistant between two fire stations. A question about the topography of the area proposed for the connection was asked.
>
> Staff answered that the emergency bollards being proposed are approximately four feet tall and sink into the ground when triggered by the Fire Department's on-board Opticom devices. Staff confirmed that the CKC can be used by Fire apparatus if needed, though noting that there are limited access points to get onto and off of the CKC. Regarding the concern of this connection's efficacy to serve the Highlands Neighborhood, staff responded that this emergency connection would support system-wide resiliency, specifically as it relates to multiple unit responses to calls. Finally, regarding the question of the topographical challenges at this location, staff replied that it seemed that building a connection here would not be a great challenge, though staff stated it would provide the Council with data to support the statement.

T27 – Connect 120th Ave NE to 120th PL NE along the Cross Kirkland Corridor

Connection Background: This connection was identified in the Totem Lake Business District Plan and the Totem Lake Urban Center Enhancement + Multimodal Network Plan.

Feedback and Analysis: This connection received no public comment.

Recommendation: T27 be categorized as a street connection with a conceptual priority level.

T35 – Construct a connection between the switchback on Goat Hill located at NE 116th Place and NE 117th Place and 86th Avenue NE

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan.

Feedback and Analysis: Public comments received for this connection highlighted topographical and environmental concerns with this connection.

Recommendation: Given its presence in the Fire Department's Standards of Coverage and Deployment Plan, staff recommend T35 be categorized as a street connection with a conceptual priority level.

> *City Council Discussion:* Some on the Council expressed concern about the engineering feasibility of this connection, and this connection was part of a larger Council discussion regarding the usefulness of showing potentially infeasible connections on this map.

T42 – Extend NE 124th Street between 88th Place NE and 93 Place NE

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan.

Feedback and Analysis: Comments provided indicate concerns for the physical feasibility and impact of this connection, although one comment indicated support for this connection providing a link between Juanita and Finn Hill.

Recommendation: Given its presence in the Fire Department's Standards of Coverage and Deployment Plan, staff recommend T42 be categorized as a street connection with a conceptual priority level.

> *City Council Discussion:* Some on the Council expressed concern about the engineering feasibility of this connection, and this connection was part of a larger Council discussion regarding the usefulness of showing potentially infeasible connections on this map.

T47.1 – Extend NE 130th Place between 70th Ln NE and 66 Pl NE

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Although not explicitly stated in that Plan, this connection would be most effective in relationship to T52 (detailed later in this memo).

Feedback and Analysis: Comments provided indicate concerns for the physical feasibility and possible safety impact of this connection. One comment suggested this connection be created as a pedestrian pathway.

Recommendation: Given its presence in the Fire Department's Standards of Coverage and Deployment Plan, staff recommend T47.1 be categorized as a street connection with a conceptual priority level.

> *City Council Discussion:* Some on the Council expressed concern about the engineering feasibility of this connection, and this connection was part of a larger Council discussion regarding the usefulness of showing potentially infeasible connections on this map.
>
> Additionally, the Council inquired as to the dependency of this connection on the T52 connection (detailed below). Although not explicitly stated in the Fire Department's Standards of Coverage and Deployment Plan, staff's assessment was that for T47.1 to be most effective, it would be dependent on the existence of T52[1].

T52 – Completion of NE 132nd Street between Juanita Drive NE and 76th Ave NE

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (NMC 09011). That project consists of several pedestrian/bicycle improvements that originated in the Juanita Drive Corrido Study, including NM5 from Project Group 5 – "Construct pedestrian/bicycle pathway along existing easement. Build a nonmotorized bridge across Denny Creek."

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate an overall neighborhood sentiment of strong opposition to this potential connection being a vehicular connection open to general use, with impacts to neighborhood character, environmental concerns, and cost-benefit being some of the main themes of concern. There was some support for this as a bicycle/pedestrian only connection, and less support for this as an emergency access only connection (similar to the 100th Street bridge referenced above).

Recommendation: Given its presence in the Fire Department's Standards of Coverage and Deployment Plan, staff recommend T52 be categorized as an emergency access only connection with a conceptual priority level.

> *City Council Discussion:* The Council discussed several topics related to the proposed T52 connection. Some Councilmembers expressed a desire for additional data regarding impact of

[1] During the Council's regular business meeting, public comment was offered that the T47.1 area is a landslide hazard area.

this as an emergency connection on emergency response time, an approximate cost of such a connection, and total homes served by it. Staff is in the process of compiling the requested data. Additionally, the Council discussed a concern about engineering feasibility, which staff also is exploring. The Council also discussed whether this connection should remain as an emergency connection, and, if so, whether it should be in place of or in addition to a bicycle/pedestrian connection. The Council provided general direction that this connection's implementation as a bicycle/pedestrian as articulated in the current CIP (as an Unfunded 6-Year Project) should not be delayed or impacted by a potential emergency connection in the future.

Finally, if this emergency connection were not to be made, the Council wondered whether additional building requirements should be explored for new construction in this area, such as requiring sprinklers in lieu of this emergency connection.

T39 – Install retractable bollards at 8000 NE 120th St within the Finn Hill Neighborhood to replace existing Type III roadway barricades.

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate an overall neighborhood sentiment of strong opposition to this potential connection being a vehicular connection open to general use, with impacts to neighborhood character, intersection safety at Juanita Dr NE and NE 120th St, and need to improve NE 120th St through obtaining additional Right-of-Way from the King Conservation District's Juanita Woodlands being some of the main themes of concern. Staff assessment of the expressed concerns indicated that intersection improvements would be necessary, as would the obtaining of additional Right-of-Way along NE 120th St.

Recommendation: Given its presence in both the Fire Department's Standards of Coverage and Deployment Plan and the 2019-2024 CIP, as well as the significant improvements needed to both NE 120th St and the intersection of Juanita Dr NE and NE 120th St, staff recommend T39 remain as an emergency-access only connection with a replacement of the barricade with removable bollards maintained in the 6 Year Unfunded priority level.

T61 – Install retractable bollards at 8400 NE 142nd St within the Finn Hill Neighborhood to replace existing Type III roadway barricades

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong opposition from several of the neighbors of this connection. Overall, neighbors expressed major concerns with the safety of children who are used to the absence of through traffic on NE 142nd St, as well as the speed and volume of potential cut-through traffic. Many comments indicated that the presence of the barricade, which created the functional equivalent of a dead-end street, was a factor in why residents decided to move to that street. Although the removal of the barricade on NE 142nd St could potentially change the character of the local neighborhood, staff are nonetheless guided by policy to balance and minimize impacts across the transportation network. As stated in Policy T-5.6: "the fact that new connections may increase traffic volume on some existing streets is not a sufficient reason for rejecting such new connections". Further, staff analysis suggests that the presence of existing connections between 84th Ave NE and 90th Ave NE on NE 137th St, NE 138th St, NE 139th St, NE 140th St,

NE 141st St, and NE 145th St would minimize possible cut-through traffic that might be caused by this street connection open to general vehicular traffic.

Recommendation: Staff recommend T61 be categorized as a street connection maintained in the 6 Year Unfunded priority level. If Council decides to move forward with this recommendation, staff recommend updating CIP Project STC 08600 to indicate that removable bollards would not be installed as part of this project. Given the history, staff also recommend exploring traffic calming strategies to be funded as part of the CIP process.

> *City Council Discussion:* The Council indicated general support for this connection. The Council suggested that, consistent with other streets in this area of Finn Hill, traffic calming elements should be built when the barricade is removed.

T62 – Install retractable bollards at 8500 NE 143rd St. within the Finn Hill Neighborhood to replace existing Type III roadway barricades

Connection Background: This connection was identified as part of the Fire Department's Standards of Coverage and Deployment Plan. Additionally, this connection has been identified as part of an unfunded project in the 2019-2024 CIP (STC 08600), and it was also identified as such in the 2015-2020 CIP and 2017-2022 CIP.

Feedback and Analysis: NE 143rd St, from 84th Ave NE to the barricade at 8500 NE 143rd St, is a privately-owned Right-of-Way by the adjacent neighbors. A letter and accompanying petition indicate an overall sentiment of strong opposition by the immediate neighbors to this potential connection being a vehicular connection open to general use. That same letter indicates possible support for replacing the current barricade with removable bollards, as expressed in the CIP Project (STC 08600).

Recommendation: Given its presence in both the Fire Department's Standards of Coverage and Deployment Plan and the 2019-2024 CIP, as well as the fact that NE 143rd St is privately-owned, staff recommend T62 remain as an emergency-access only connection with a replacement of the barricade with removable bollards maintained in the 6 Year Unfunded priority level.

PRIVATE PROJECTS - STREETS
Generally, these potential street connections would be initiated by development of the adjacent property(ies). There are a few actions that would meet the threshold of "development", including:

- Tear down and re-build triggers frontage improvements; or
- An addition of 2,165 or more square feet ($262,000 or more project building valuation); or
- A remodel where more than 50% of the 1st floor walls are removed and the finished gross floor area of the house is at least 2,165 square feet ($262,000 or more project building valuation).

If any of the above criteria are met, then the connection would be required to be put in.

RECOMMENDATIONS FOR POTENTIAL PRIVATE PROJECTS - STREETS
Below, staff provide information on feedback received and analysis, as well as recommendations for some of the streets that have been identified as potential private projects. Staff only provided information for those connections that received a substantial amount of public comment and/or had a recommended designation change.

T04 – Connect NE 75th St between 128th and 130th using the unopened Right-of-Way

Feedback and Analysis: The South Rose Hill / Bridle Trails Neighborhood Association expressed strong opposition to T04 as a vehicular connection due to it being a part of the City's Greenways Network. In addition to other concerns, the Neighborhood Association's comments indicated a specific concern that opening the existing right-of-way as a vehicular connection would undermine the efficacy of that portion

of the Greenway. Comments from the Neighborhood Association and others highlighted the need to balance potentially competing Transportation Master Plan policies, including:

- T-2.3 - Build a network of greenways
- T-5.5 - Require new development to mitigate site specific and system wide transportation impacts
- T-5.6 - Create a system of streets and trails that form an interconnected network

Specifically, in tension are the needs of the Greenway (T-2.3), which includes lower auto volumes, with the policy guidance that an increase in traffic volume on some existing streets caused by new connections is not a sufficient reason for rejecting such new connections (T-5.6).

Recommendation: Staff recommends keeping T04 as a vehicular connection, with the following statement included in the connection's "Process" section: "Prior to any action, the City would explore ways to integrate this connection with the Neighborhood Greenway, which uses the pedestrian/bicycle connection as it currently exists." Based on T04's existence at the intersection of the NE 75th St Greenway and 126th Ave NE, staff would explore the utilization of such design options as laid out in "Appendix A – Design Tools" of the "Kirkland Neighborhood Greenways Guide for Implementation". Such design options might include, among other options: a diverter, crossing islands, or painted and patterned surfaces. Further, as a potential project that would be initiated through private development activity of the adjacent property, there is no set timing for when or if this connection would be constructed. Usage as a Greenway between now and the potential future time may provide additional insight on design options for the connection. Further consultation with the Neighborhood Association could be sought for feedback on observed usage and design considerations if and when development triggered this connection.

A39 – Connect 80th Ave NE to NE 117th St

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong neighborhood opposition to this as a vehicular connection, with key concerns including the potential for cut-through traffic on streets not built for heavier traffic, intersection safety at Juanita Dr NE and 80th Ave NE/NE 112th St and impact to neighborhood character. Staff analysis suggests that this connections location as a street could attract significant cut through traffic between Juanita Dr NE and 84th Ave NE, providing an additional north-south route along 84th Ave NE. This route would include narrow and circuitous streets that were not designed for collector or minor arterial volumes, and would include a challenging intersection at 80th Ave NE/NE 112th St and Juanita Dr NE.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered P37.1) that would connect NE 117th PL to 80th Ave NE if and when the adjacent property(ies) redevelop.

A40 – Extending NE 119th St beyond 82nd Ave NE to 80th PL NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

Comments provided during this and the prior Finn Hill Neighborhood Planning process indicate strong opposition by nearby neighbors to this potential street connection. Similar to T39 described above, impacts to neighborhood character, intersection safety at Juanita Dr NE and NE 120th St, and need to improve NE 120th St through obtaining additional Right-of-Way from the King Conservation District's Juanita Woodlands were some of the main themes of concern. Staff assessment of the expressed concerns indicated that intersection improvements at Juanita Dr NE and NE 120th St would be necessary, as would the obtaining of additional Right-of-Way along NE 120th St.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered P37.2) that would connect NE 119th PL to 80th PL NE if and when the adjacent property(ies) redevelop.

A46 – Connect 80th Ave NE to Juanita Drive NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection.

No comments were provided for this potential connection. While this outreach process was underway, one of the properties along this connection was submitted for redevelopment. As part of that development review process, staff assessed that providing additional vehicular access to Juanita Dr NE at this location would not be beneficial to the overall transportation network along the corridor. As such, staff is requesting a pedestrian easement as a condition of the development which will be the first in several needed to complete the pedestrian connection.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered P46) that would connect Juanita Dr NE to 80th Ave NE.

T46 – Extend 63rd Ave NE to connect to NE 129th St using existing Right-of-Way

Feedback and Analysis: Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong opposition from several of the neighbors of this vehicular connection, with themes such as neighborhood character, safety issues for the potential connection intersecting at NE 129th St, and the lack of need. Similar to A50/P49.1 above, the comments provided and the in-person discussion for the site visit on July 24, 2019, highlighted key characteristics that differentiate this local neighborhood from others. Specifically, the local geography and historical pattern of platting in the area present unique challenges related to Policy T-5.6 - Create a system of streets and trails that form an interconnected network. However, NE 130th PL extends for approximately 0.4 miles up hill from Holmes Point Drive, which is the only egress route for the approximately 46 households accessible only from NE 130th PL. Referencing the City's Landslide Hazard Map, and considering other potential natural disasters such as earthquakes, windstorms, and forest fires (however seemingly-infeasible given current conditions), staff thought it prudent to provide an additional means of exit from NE 130th PL.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered P49.2) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.

A50 – Connect NE 130th PL to the north end of existing 64th Ave NE

Feedback and Analysis: This connection was identified on prior versions of the draft map as an "alternative" ("A") connection being considered as either a vehicular or pedestrian connection. Comments provided during this and the prior Finn Hill Neighborhood Planning process indicated strong neighborhood opposition to this as a vehicular connection. The comments provided highlighted key characteristics that differentiate this local neighborhood from others. Specifically, the local topography and historical pattern of platting in the area present unique challenges related to Policy T-5.6 - Create a system of streets and trails that form an interconnected network. However, NE 130th PL extends for approximately 0.4 miles up hill from Holmes Point Drive, which is the only egress route for the approximately 46 households accessible from NE 130th PL. Referencing the City's Landslide Hazard Map, and considering other potential natural disasters such as earthquakes, windstorms, and forest fires (however seemingly-infeasible given current conditions), staff thought it prudent to provide an additional means of exit from NE 130th PL.

Recommendation: Staff recommend this as a pedestrian pathway (renumbered P49.1) that would allow for emergency vehicular access for residents using removable or flexible bollards, or similar traffic implements.

POTENTIAL PRIVATE PROJECTS - PEDESTRIAN
Generally, these potential pedestrian connections would be initiated by development of the adjacent property(ies). In locations with high public benefit, the City may initiate a connection independent of development.

P37 – Pedestrian access connection at NE 117th Street between 80th Avenue NE and 82nd Avenue NE

Connection Background: This connection was identified in Draft Finn Hill Street Connection Map, 9/2017 and adopted in the Finn Hill Neighborhood Plan as a desired bike route and greenway. The connection is also shown in the Kirkland Neighborhood Greenways Guide to Implementation.

Feedback and Analysis: Public sentiment related to this pedestrian/bicycle connection has strong feelings on both sides. Neighbors adjacent to the connection indicated concerns about garbage, dog harassment, drugs, partying, and property values. The surrounding neighbors indicated support for the connection, with the main reason being that it would enable children to walk to the Finn Hill schools on 84th Avenue NE without having to use Juanita Drive. The City has been receiving public input on this connection since the Juanita Drive Corridor Study in 2013/2014, during the June 15 Community Meeting, and through online comments during this Citywide Connections process.

Recommendation: Given its presence in the neighborhood and greenways plans and the City's initiative for safer routes to school, staff recommend P37 be approved as a pedestrian and bicycle connection. If approved, the City will work with adjacent property owners to address their concerns and consider condemnation as a last resort.

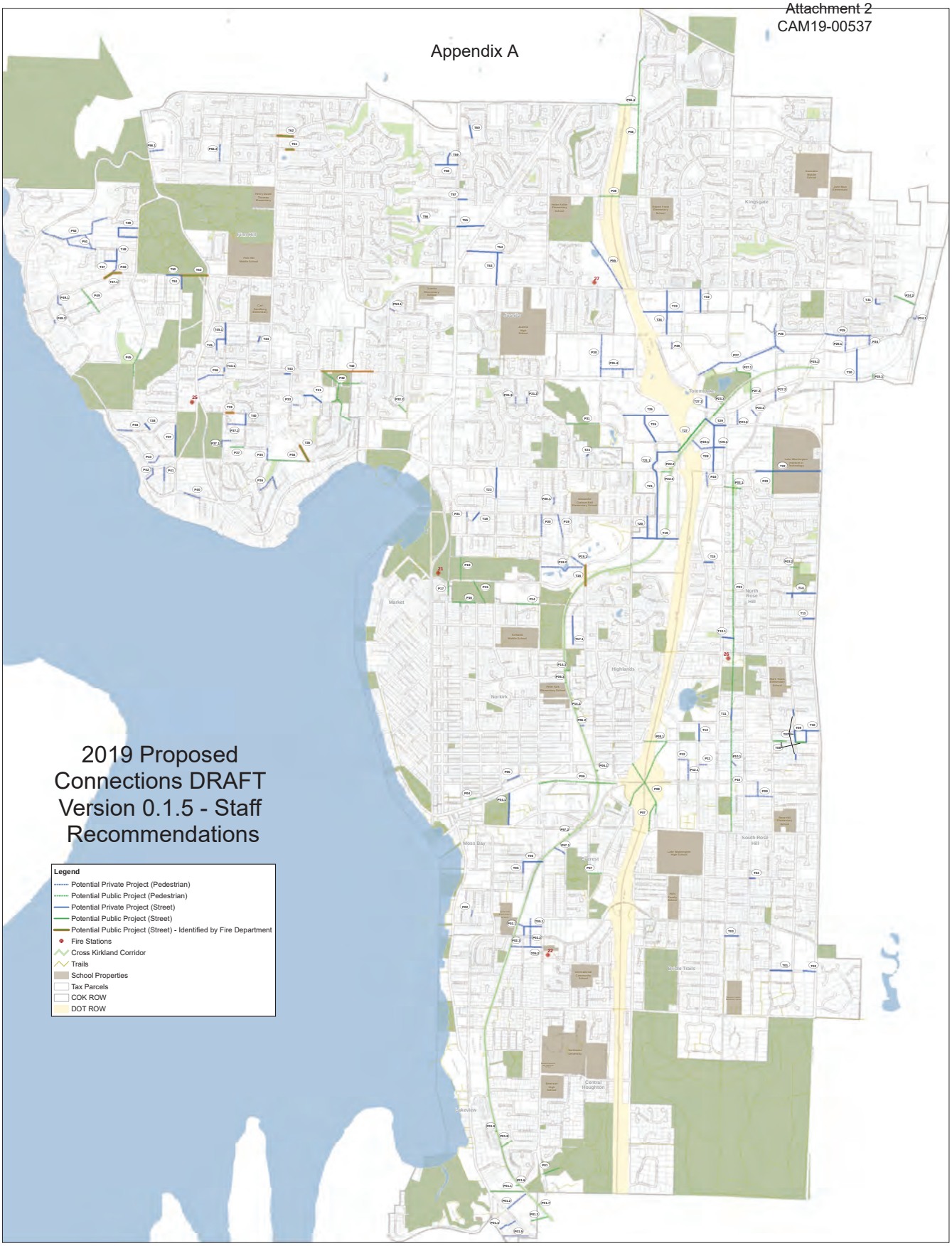
NEXT STEPS
Staff exercised best efforts to transparently highlight the projects with the most community concern and comment. However, staff acknowledges that members of the public, Planning Commission, or the Council may have concerns about some of the 173 connections identified on the map that were not highlighted in the above memo. Staff intends that any such additional projects will be identified during the final round of outreach, which is occurring as of the time of this writing. If any additional analysis or outreach is required about additional connections, staff will complete that work prior to transmitting the final map to the City Council.

The next steps in moving the Citywide Transportation Connections Map forward are:

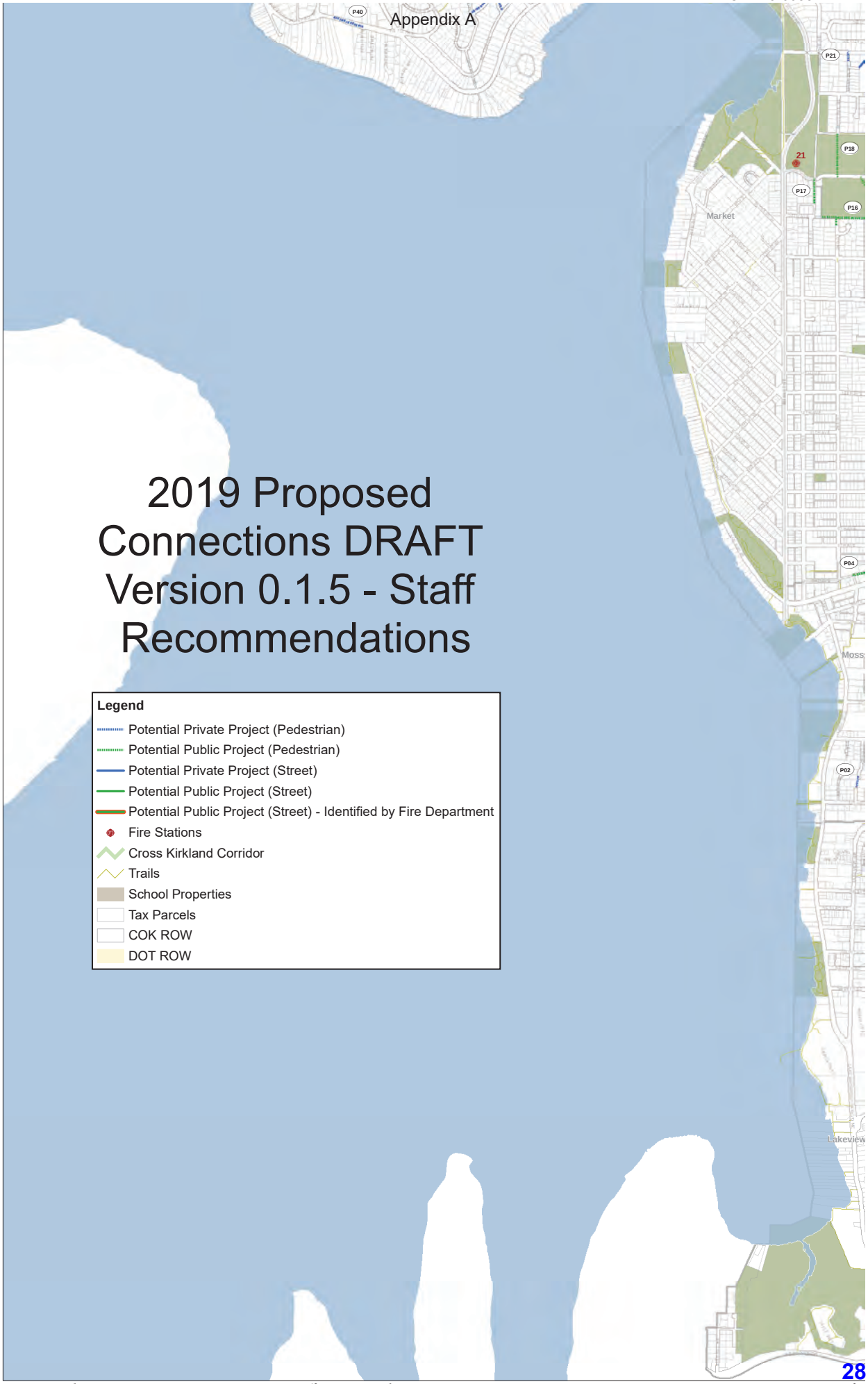
- October 24, 2019: Planning Commission Public Hearing, deliberation and recommendation to City Council
- November 5, 2019: City Council Discussion (exact date to be determined)
- November 19, 2019: City Council Decision (exact date to be determined)

Appendix A: Citywide Transportation Connections Map Draft v0.1.5

Appendix A


2019 Proposed Connections DRAFT Version 0.1.5 - Staff Recommendations
Legend
Potential Private Project (Pedestrian)
Potential Public Project (Pedestrian)
Potential Private Project (Street)
Potential Public Project (Street)
Potential Public Project (Street) - Identified by Fire Department
Fire Stations
Cross Kirkland Corridor
Trails
School Properties
Tax Parcels
COK ROW
DOT ROW

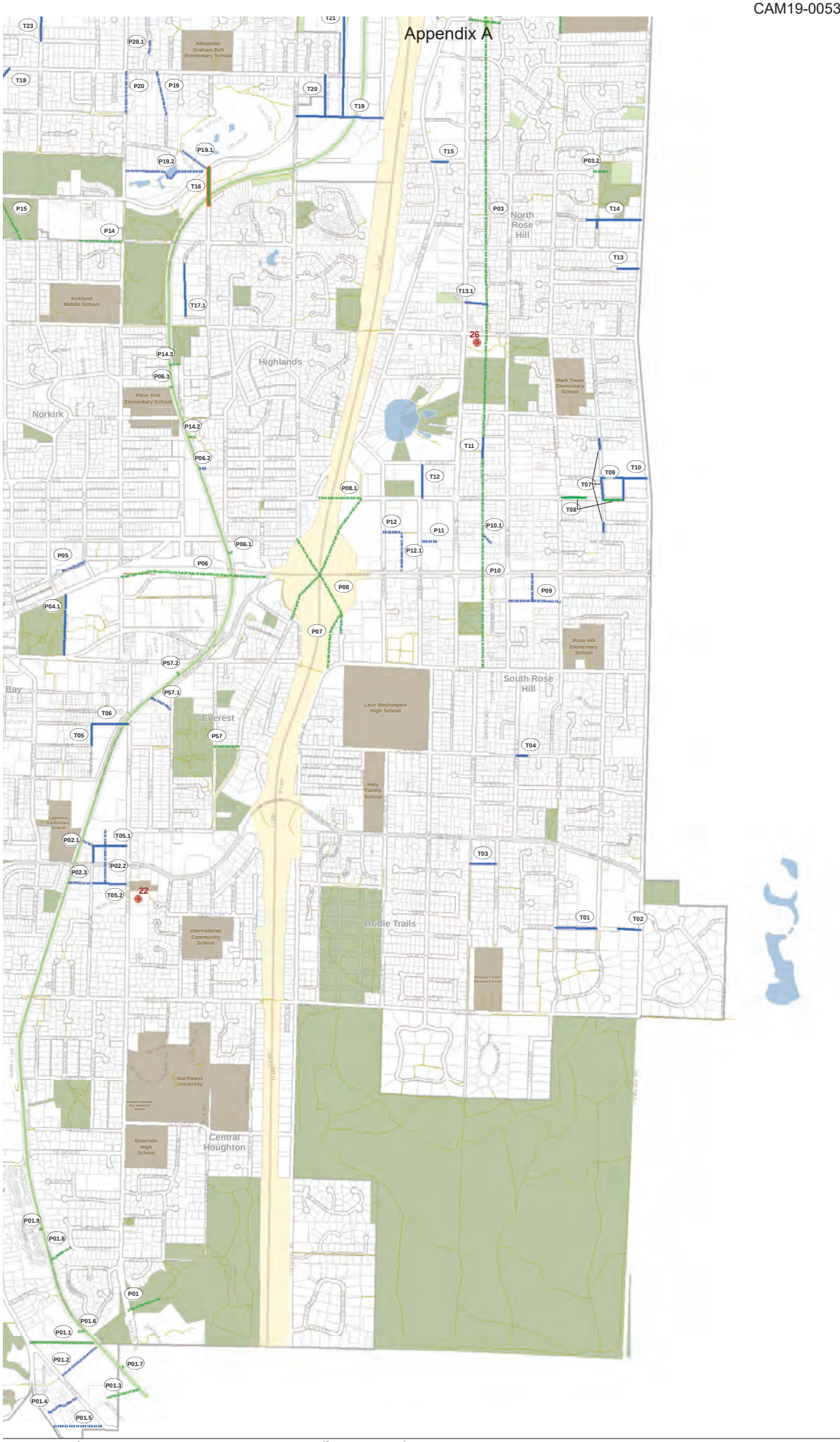
Appendix A



2019 Proposed Connections DRAFT Version 0.1.5 - Staff Recommendations

Legend

- Potential Private Project (Pedestrian)
- Potential Public Project (Pedestrian)
- Potential Private Project (Street)
- Potential Public Project (Street)
- Potential Public Project (Street) - Identified by Fire Department
- Fire Stations
- Cross Kirkland Corridor
- Trails
- School Properties
- Tax Parcels
- COK ROW
- DOT ROW


Appendix A
Alexander Graham Bell Elementary School
Kirkland Middle School
Peter Kirk Elementary School
Norkirk
Highlands
North Rose Hill
Mark Twain Elementary School
Rose Hill Elementary School
South Rose Hill
Lake Washington High School
Holy Family School
Lakeview Elementary School
Bay
Everest
International Community School
Bridle Trails
Northwest University
Emerson High School
Central Houghton
T23
P20.1
T18
P20
P19
T20
T19
P19.1
P19.2
T16
P15
P14
T17.1
P14.3
P06.3
P14.2
P06.2
P05
P06
P06.1
P04.1
P57.2
P57.1
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P57
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P02.3
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P01.9
P01.8
P01
P01.6
P01.1
P01.2
P01.7
P01.3
P01.4
P01.5
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P03.2
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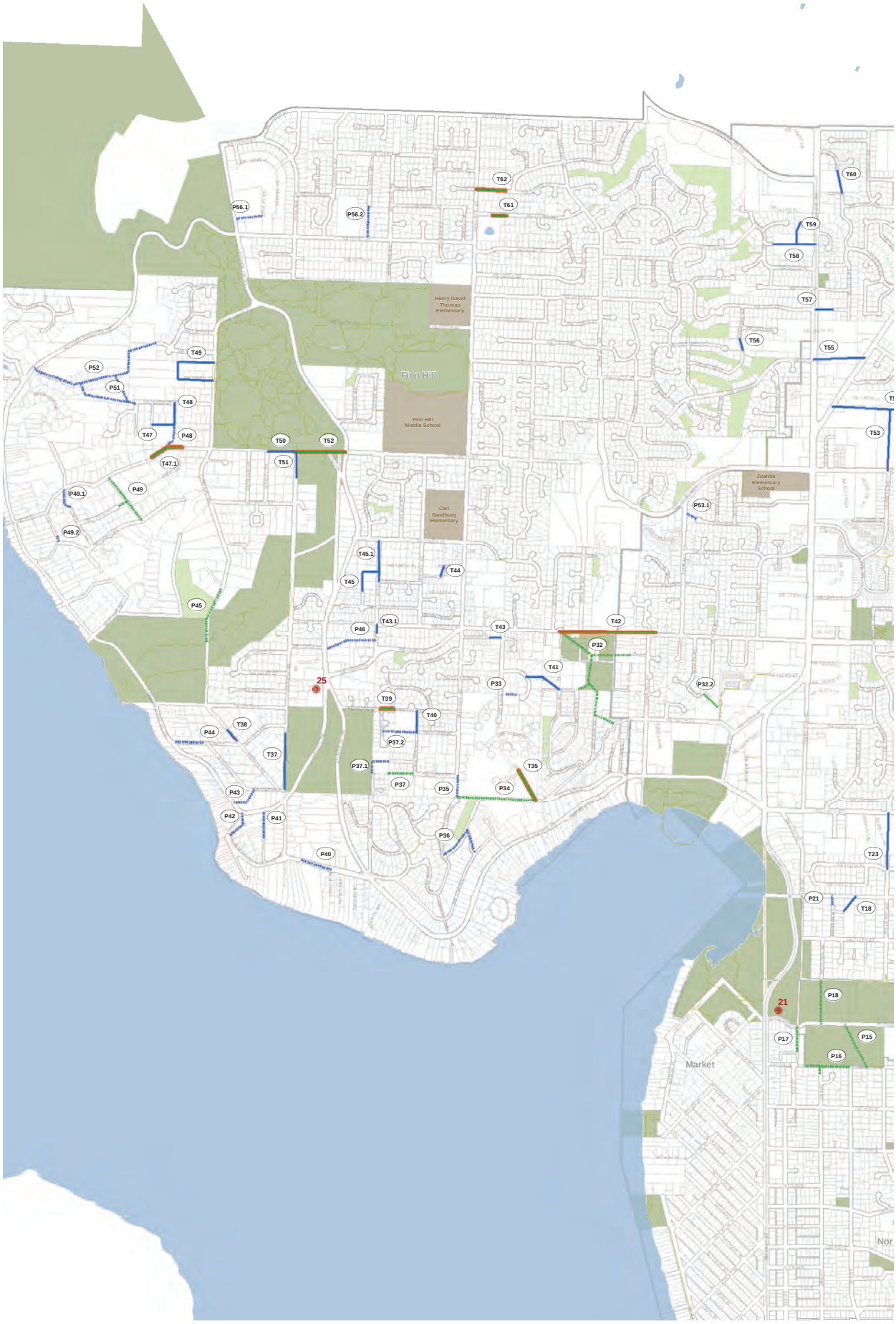
Appendix A


Henry David Thoreau Elementary
Finn Hill
Finn Hill Middle School
Juanita Elementary School
Carl Sandburg Elementary
Market
25
21
T62
T61
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T57
T56
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T52
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P43
P42
P41
P40
P37.2
P37.1
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P53.1
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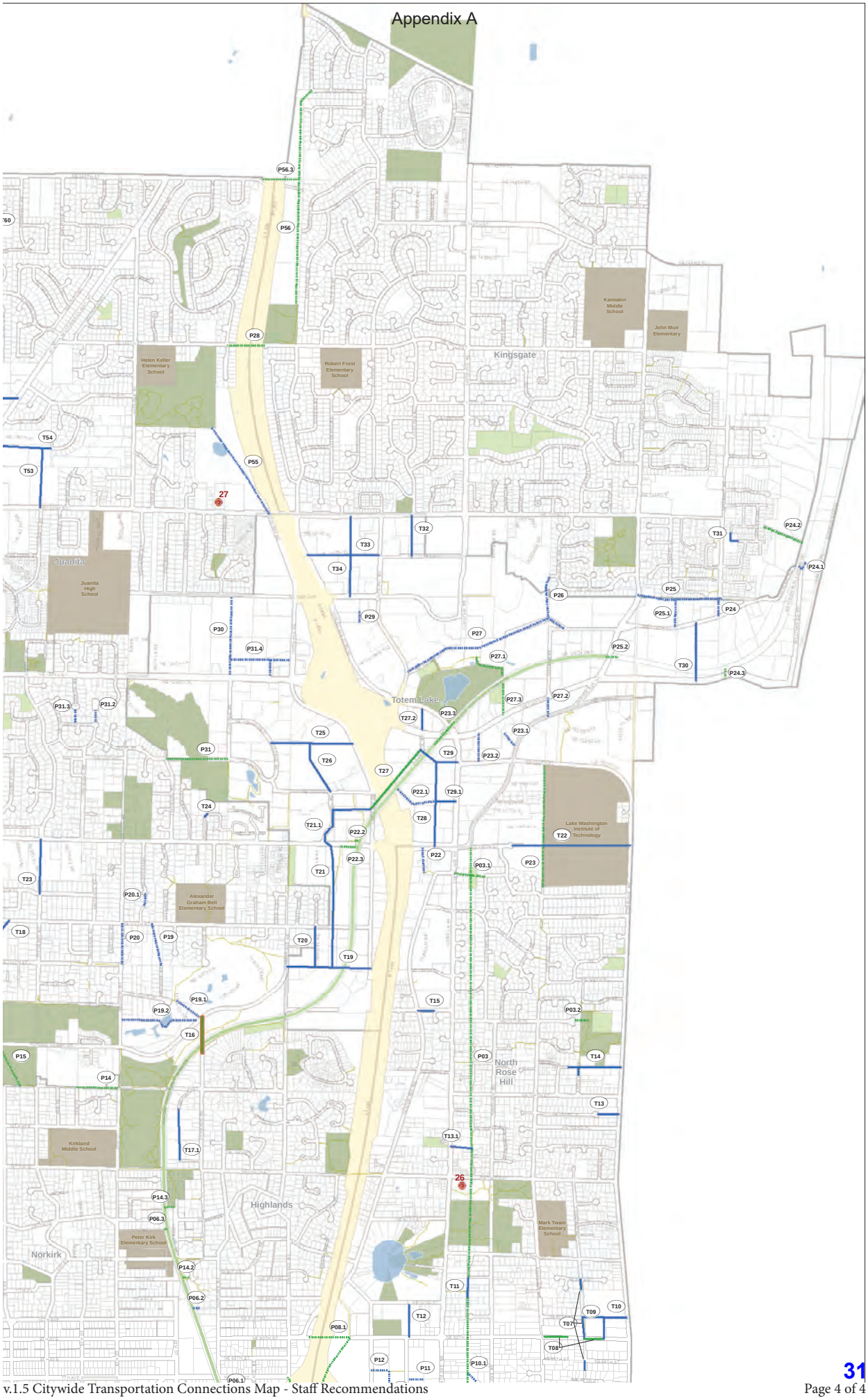
P17
P16
P15

Appendix A


Kingsgate
Juanita
Totem Lake
North Rose Hill
Highlands
Norkirk
Kamiakin Middle School
John Muir Elementary
Helen Keller Elementary School
Robert Frost Elementary School
Juanita High School
Lake Washington Institute of Technology
Alexander Graham Bell Elementary School
Kirkland Middle School
Peter Kirk Elementary School
Mark Twain Elementary School
27
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COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
IX. Transportation	T-5.6	Create a **multi-modal transportation** system~~ of streets and trails~~ that form**s** an interconnected network. ~~As a part of land development, new connections to the existing street system are often required. These may be full streets or connections for emergency vehicles, bicycles and pedestrians.~~ Traffic spread over a grid of streets balances and minimizes impacts across the network. Therefore, the fact that new connections may increase traffic volume on some existing streets is not a sufficient reason for rejecting such new connections. Emergency response times are shorter and more reliable when responders have several routing options and new connections often provide these additional options. Time saving and safe bicycle and pedestrian connections can be made by adding trail connections between cul-de-sacs.

COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
IX. Transportation	**T-5.7**	**Develop a map of potential transportation connections that provides direction for property owners, developers, and City staff.** **As a part of land development, new connections to the existing transportation system often are required. As part of the City's Capital Improvement Plan, the City also may develop transportation connections. These typically are public streets for general circulation and/or connections for bicycles and pedestrians. In limited circumstances, they may be created for emergency access vehicles. Figure T-28 shows where potential multi-modal transportation connections could be made.** [Placeholder for Figure T-28: Citywide Transportation Connections Map] **The locations of all the connections on the map are approximate, because they are intended to illustrate the desired connectivity between two areas not necessarily the connection's exact geographic placement. A connection identified on the citywide transportation connections map does not necessarily indicate a City commitment to create or cause the connection. This map does not necessarily include all future connections that could be initiated by the City or required by development.**

COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
XV.A Lakeview	L-10.5	Improve pedestrian and bicycle circulation systems as both recreation amenities and as nonmotorized transportation connections to neighborhood as well as City and regional destinations. The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. **Potential new connections are shown in Figure T-28 within Chapter IX-Transportation.** The following pedestrian and bicycle connections should be priorities within the neighborhood: 1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood. 2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development. 3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development. 4. From Yarrow Bay Wetlands to Watershed Park. 5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond. 6. From SR 520, and Bellevue to the South. These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.

COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
XV.F Rose Hill	RH-68	~~Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.~~ ~~While the North Rose Hill Street Connection Plan Map (Figure RH-13 and Table RH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.~~
XV.F Rose Hill	Fig. RH-13	*Figure to be removed.*
XV.F Rose Hill	Table RH-1	~~Table RH-1: North Rose Hill Street Connection Plan Description List~~ ~~1.NE 108th ST between Slater Ave NE and 123rd Ave NE~~ ~~2.Portions of NE 105th Pl between 129th Ave NE and 132nd Ave NE~~ ~~3.NE 103rd Pl between 132nd Ave NE and existing cul-de-sac end~~ ~~4.Portions of 125th Ave NE between NE 94th ST and NE 91st ST~~ ~~5.Portions of 130th Ave NE between NE 87th ST and NE 94th ST~~ ~~6.NE 91st ST between 130th Ave NE and 132nd Ave NE~~ ~~7.Portions of NE 90th St between 128th Ave NE and 132nd Ave NE~~ ~~8.131st Ave NE between NE 90th ST and NE 91st ST~~ ~~9.122nd Ave NE between NE 90th ST and NE 92nd ST~~ ~~10.NE 101st Pl between 124th Ave NE and 125th Ave NE~~
XV.F Rose Hill	RH-70	~~Improve the following unimproved rights-of-way in North Rose Hill impacted by critical areas with less intrusive bike and pedestrian connections rather than street improvements (see Figures RH-14 and RH-16).~~ ~~• 120th Avenue NE, from NE 92nd Street to NE 90th Street.~~ ~~• NE 92nd Street, west of 122nd Avenue NE.~~
XV.F Rose Hill	RH-71	~~Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.~~

COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
XV.I Totem Lake	TL-16.2	Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district. The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment. With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in Figure ~~TL-6~~ **T-28 within Chapter IX, Transportation**.
XV.N Highlands	H-8.2	~~Explore the possible extension of NE 104th Street (Figure H-5) as infill development occurs in this area.~~ ~~An anticipated extension could be considered with future infill to provide better mobility through this portion of the neighborhood. Since sensitive area features are located nearby, the exact location will be determined at time of development during the permit process, when feasibility can be evaluated. If a vehicle extension is not required or is not feasible, pedestrian and bicycle connection still should be pursued.~~
XV.N Highlands	H-10.2	Promote greater pedestrian and bicycle connection between the Highlands and North Rose Hill and South Juanita neighborhoods. Provide a nonmotorized connection across Interstate 405 at NE 90th Street as outlined in the Active Transportation Plan. Given the limited access points into Highlands, it is important to increase the neighborhood's connectivity with adjacent neighborhoods. A second overpass across Interstate 405 would help achieve greater connectivity to the North Rose Hill neighborhood. ~~Explore the possibility of an emergency access route with pedestrian and bicycle access to Forbes Creek Drive at the northern border of Highlands (Figure H-5). The City should consider an emergency only access route at the northern border of Highlands to improve emergency vehicle response time and connectivity for pedestrians and bicyclists.~~

COMPREHENSIVE PLAN AMENDMENTS - CITYWIDE CONNECTIONS
TEXT AMENDMENTS

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
XV.N Highlands	Fig. H-5	*Figure to be removed.*
XV.O Kingsgate	K-11	~~Complete through road connections in the neighborhood when properties are subdivided.~~ ~~The eastern portion of the neighborhood contains many large vacant or further developable lots. When these properties are subdivided, through road connections should occur where feasible to provide an efficient road network and provide more options for alternative routes for drivers, pedestrians, and bicyclists. See goals and policies in the Transportation Element chapter of the Comprehensive Plan.~~
XV.P Finn Hill	FH-14.2	~~Develop a map where potential street connections could be made.~~ ~~In some areas of Finn Hill the street system is underdeveloped, with dead ends, missing street connections, and with pavement and sidewalks that are not to city standards (Figures FH-7.1, FH-7.2 and FH-7.3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows access for emergency vehicles, general vehicles, pedestrians and bicycles. While circulation through the neighborhood is important, the connections should also minimize impact to neighborhoods when possible. Connections that are required as a result of redevelopment are reviewed for final alignment, location and street improvement standards when the development is submitted to the City for review. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map of potential street connections provides direction for property owners, developers, and City staff.~~ ~~Note: Figure 7.4, street connections map, to be inserted at a future time.~~

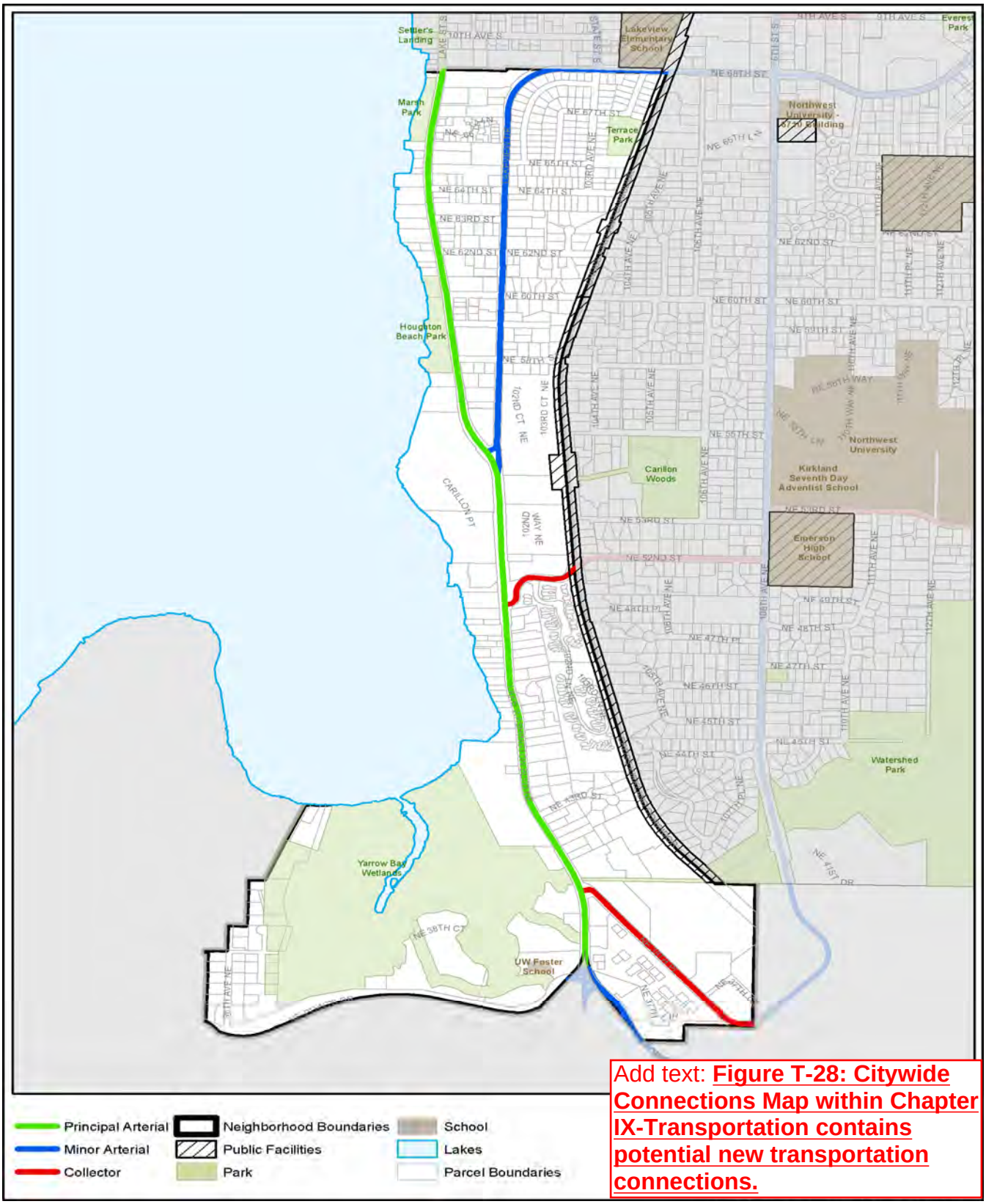
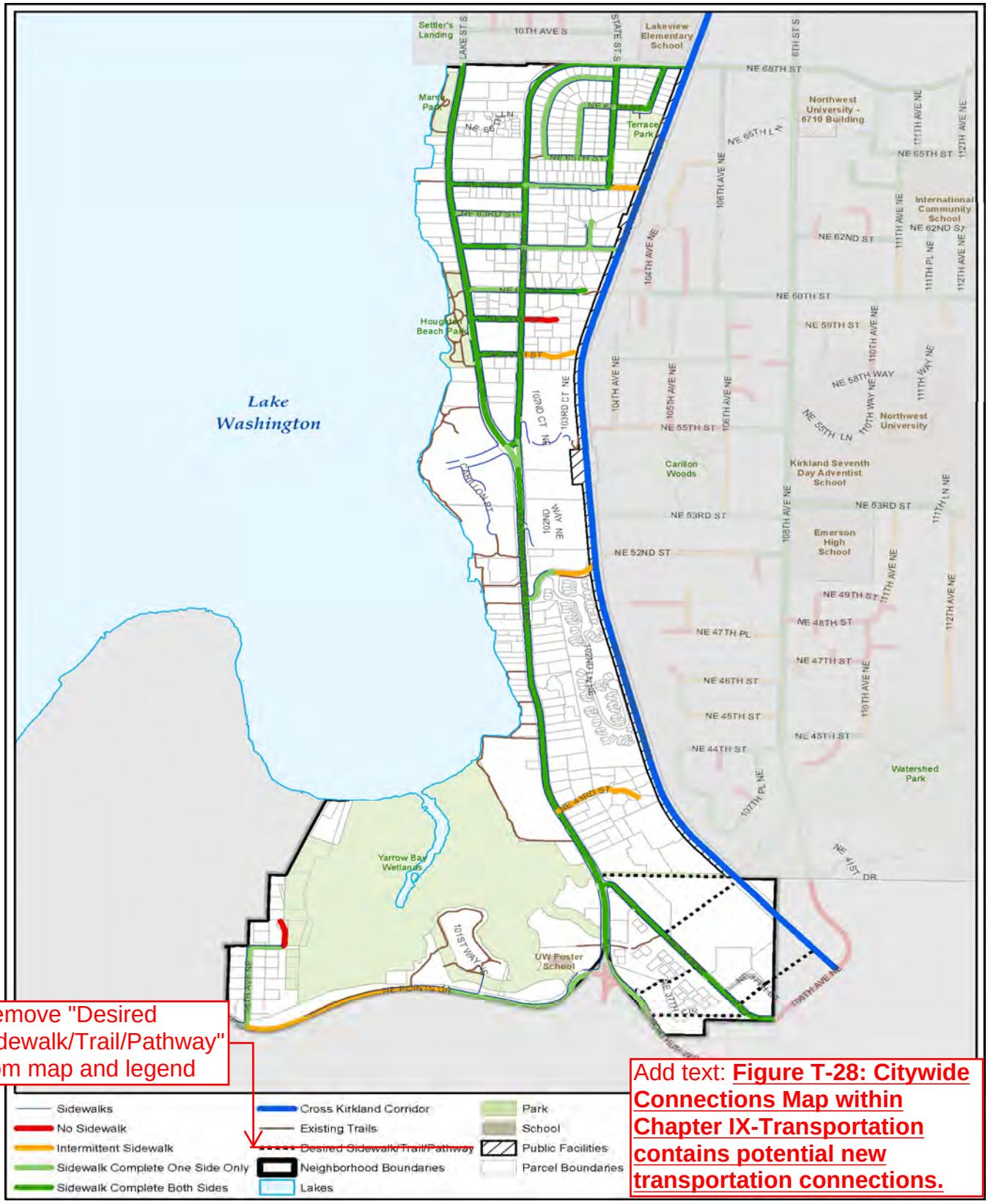
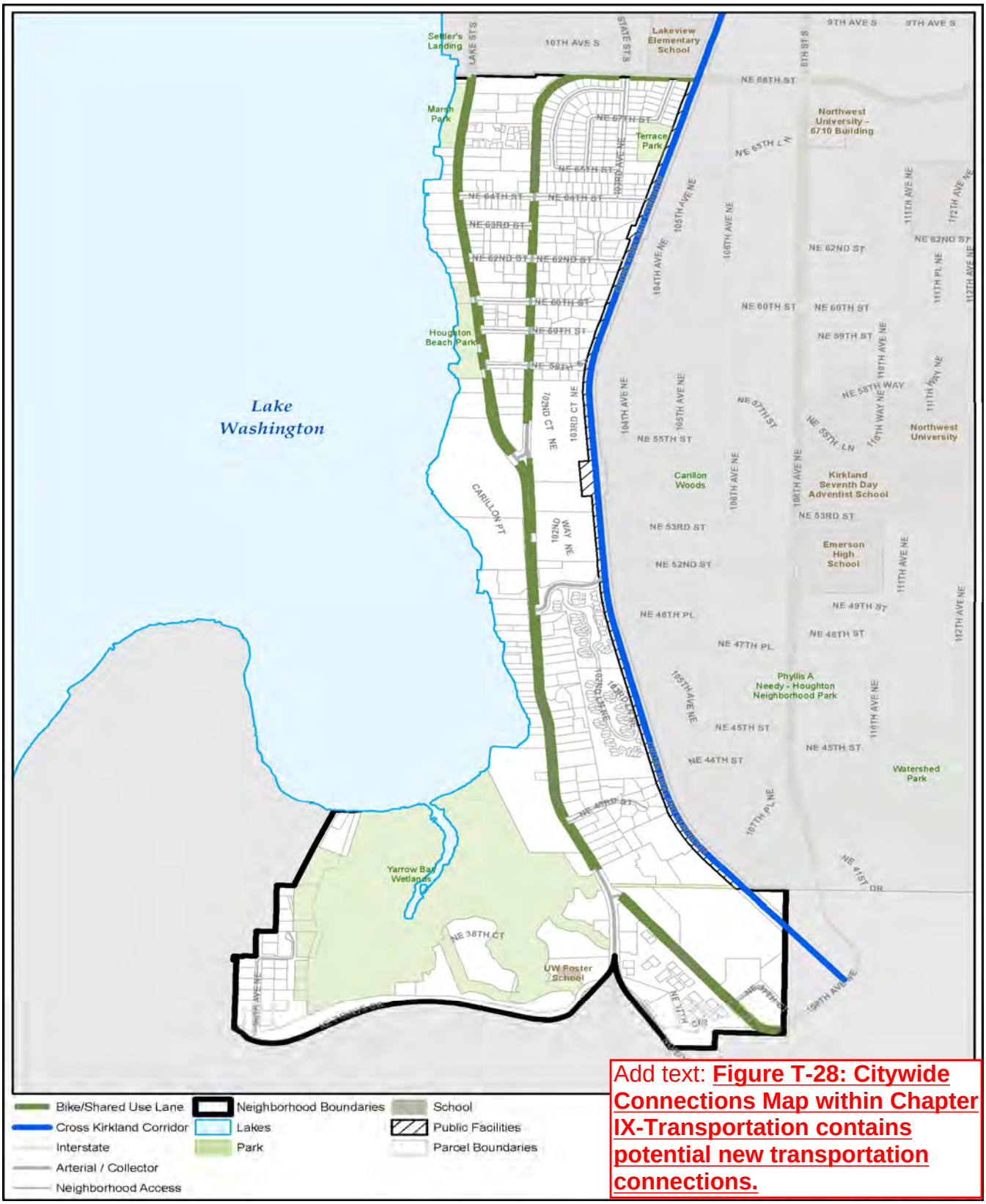


Figure L-4: Lakeview Street Classifications



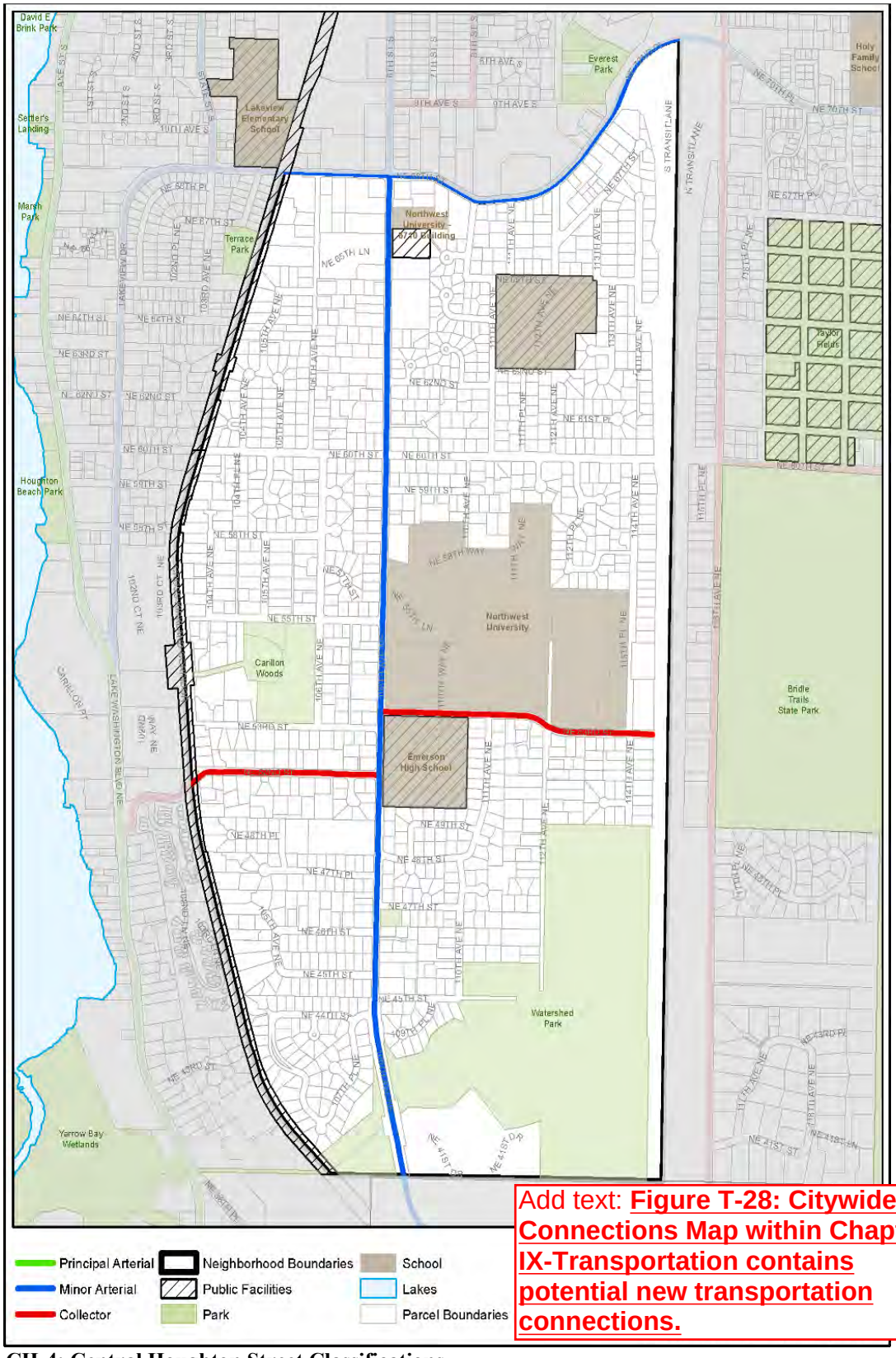
Remove "Desired Sidewalk/Trail/Pathway" from map and legend

Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure L-6: Lakeview Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure CH-4: Central Houghton Street Classifications

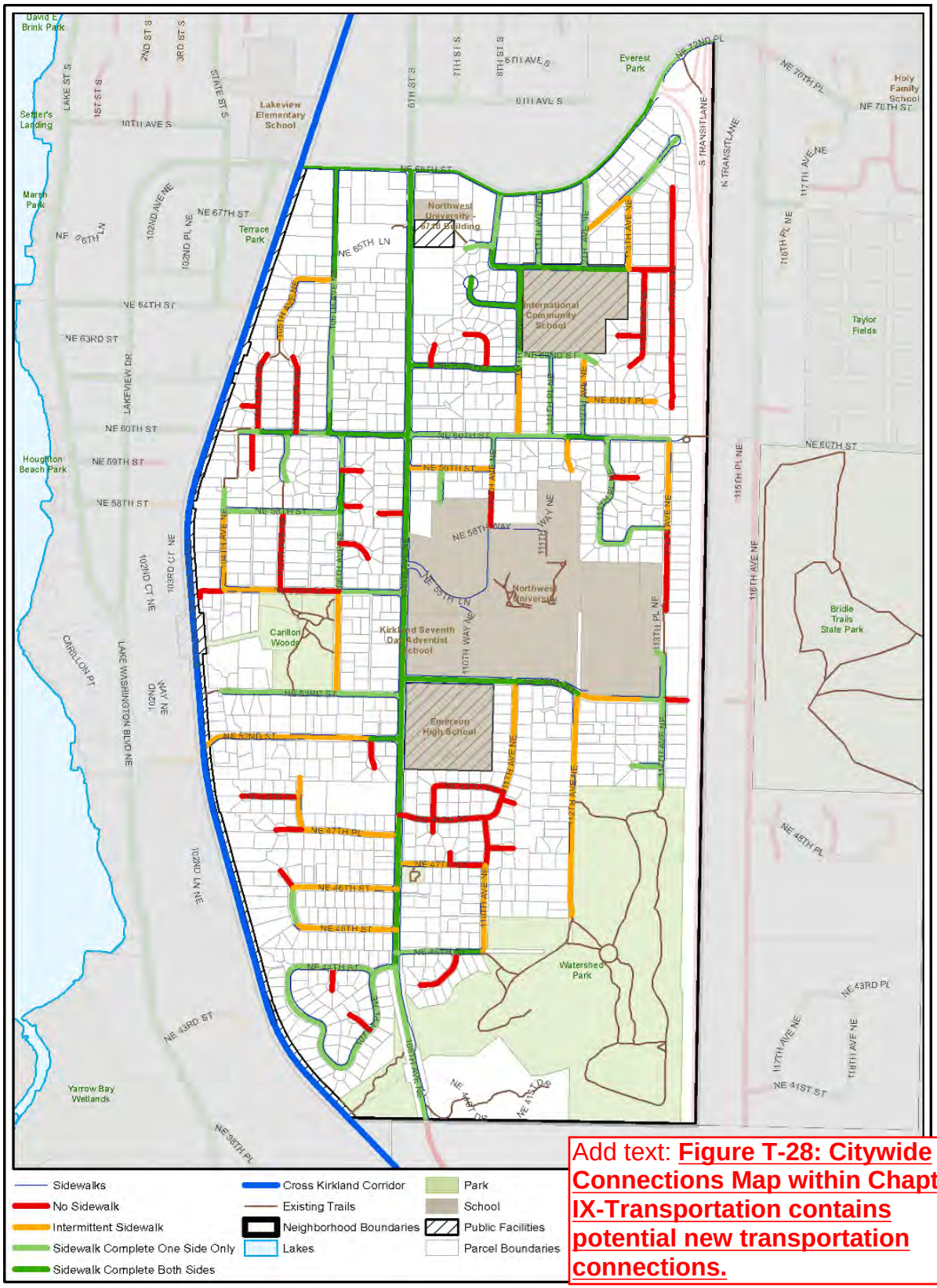
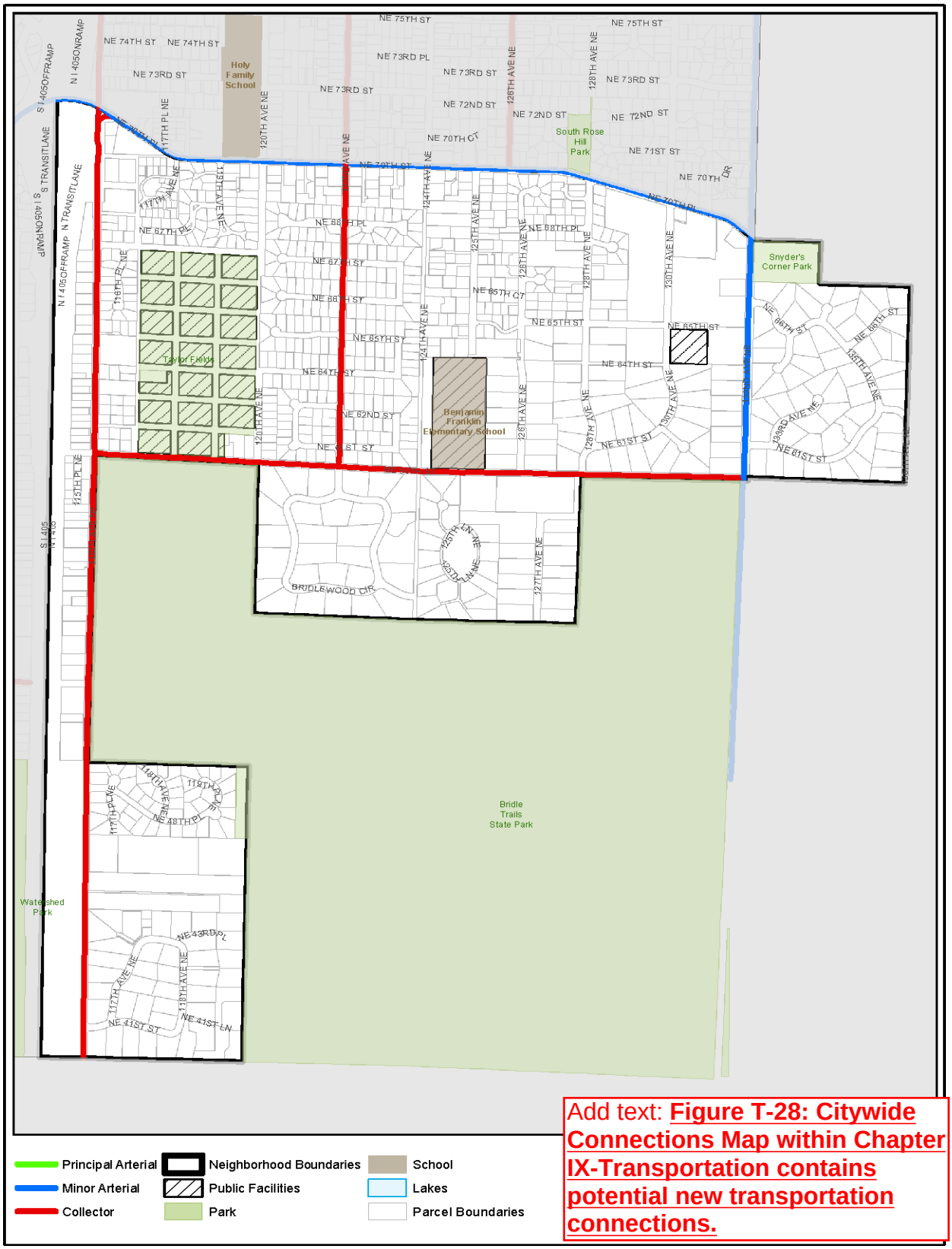


Figure CH-5: Central Houghton Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure BT-5: Bridle Trails Street Classifications

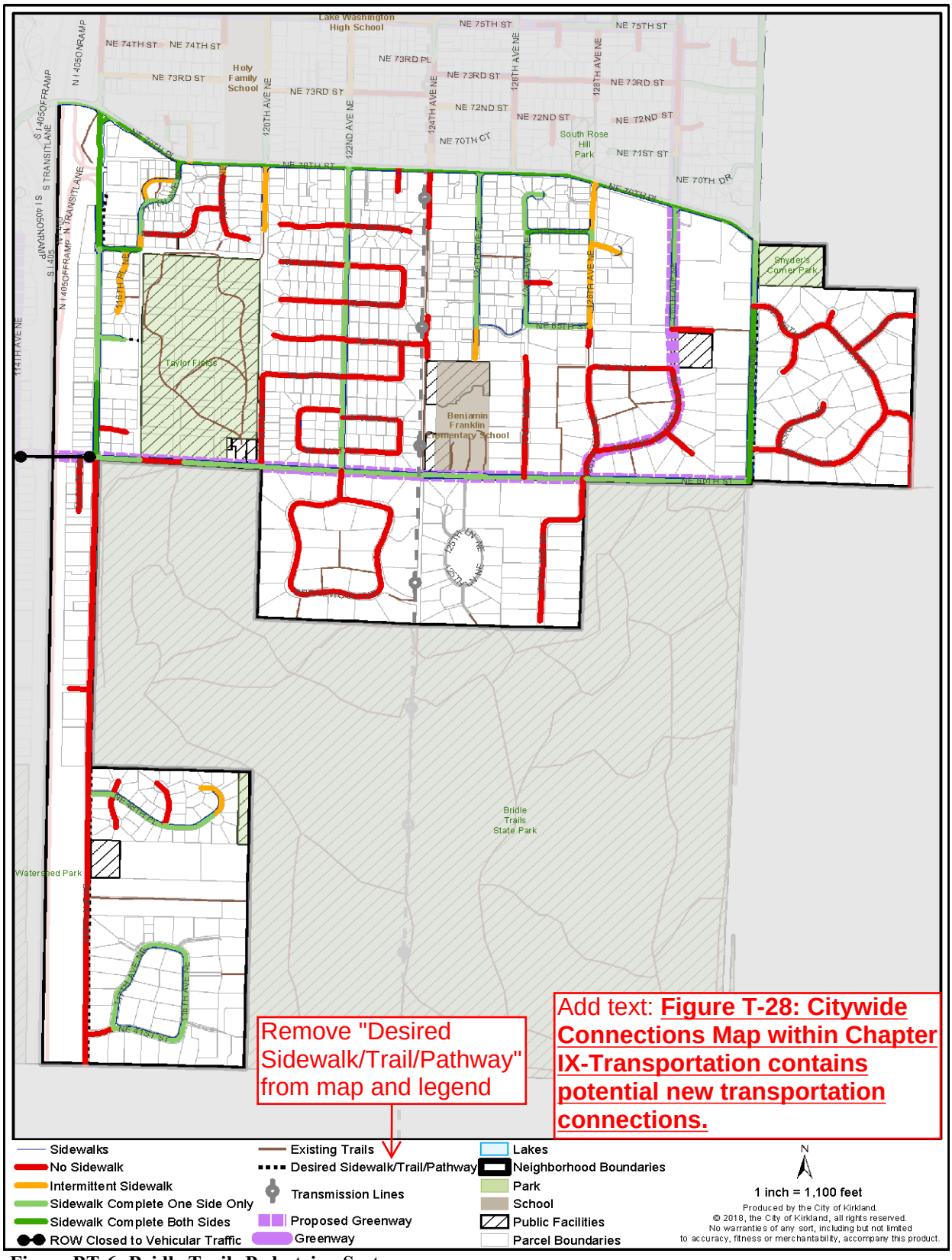
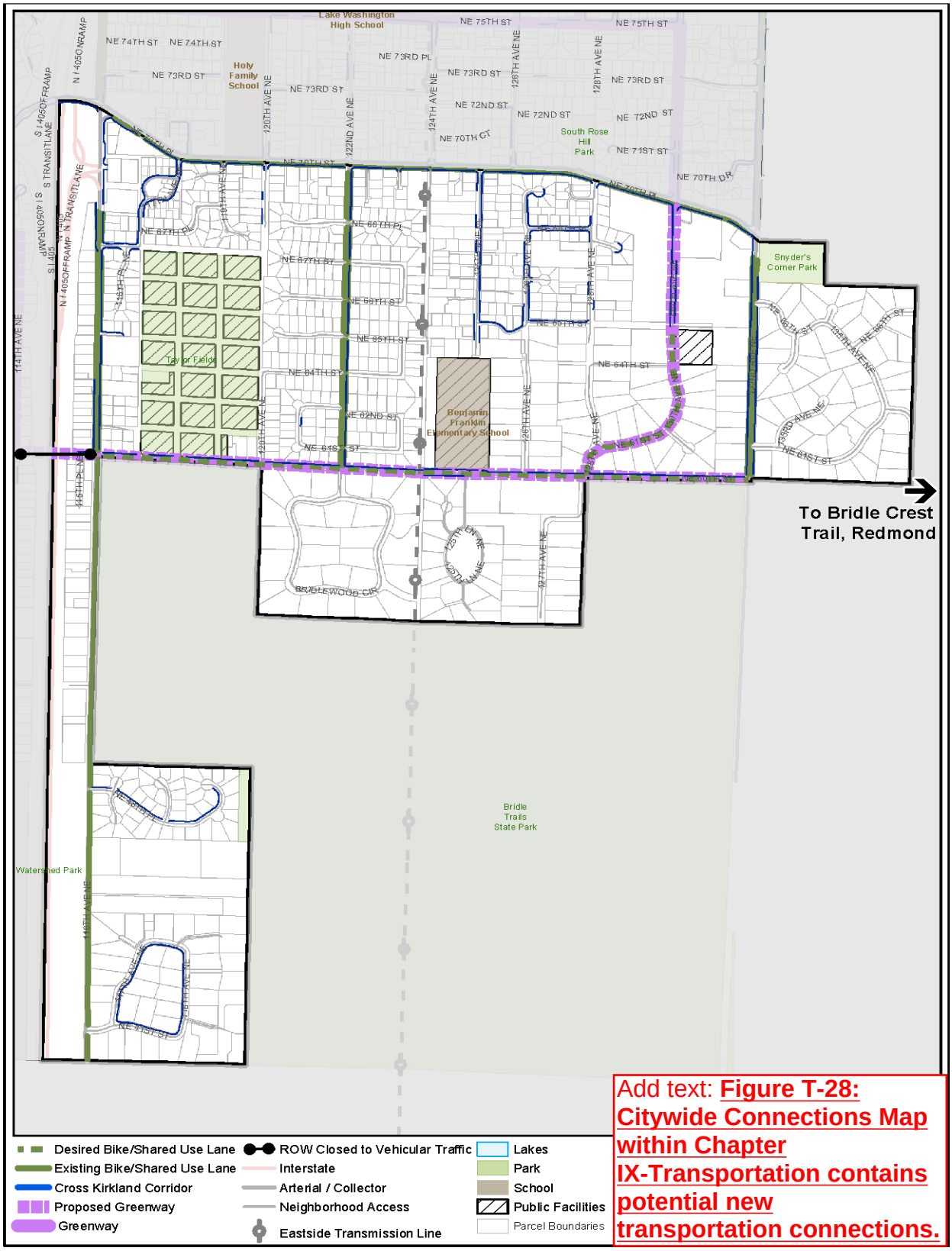


Figure BT-6: Bridle Trails Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure BT-7: Bridle Trails Bicycle System

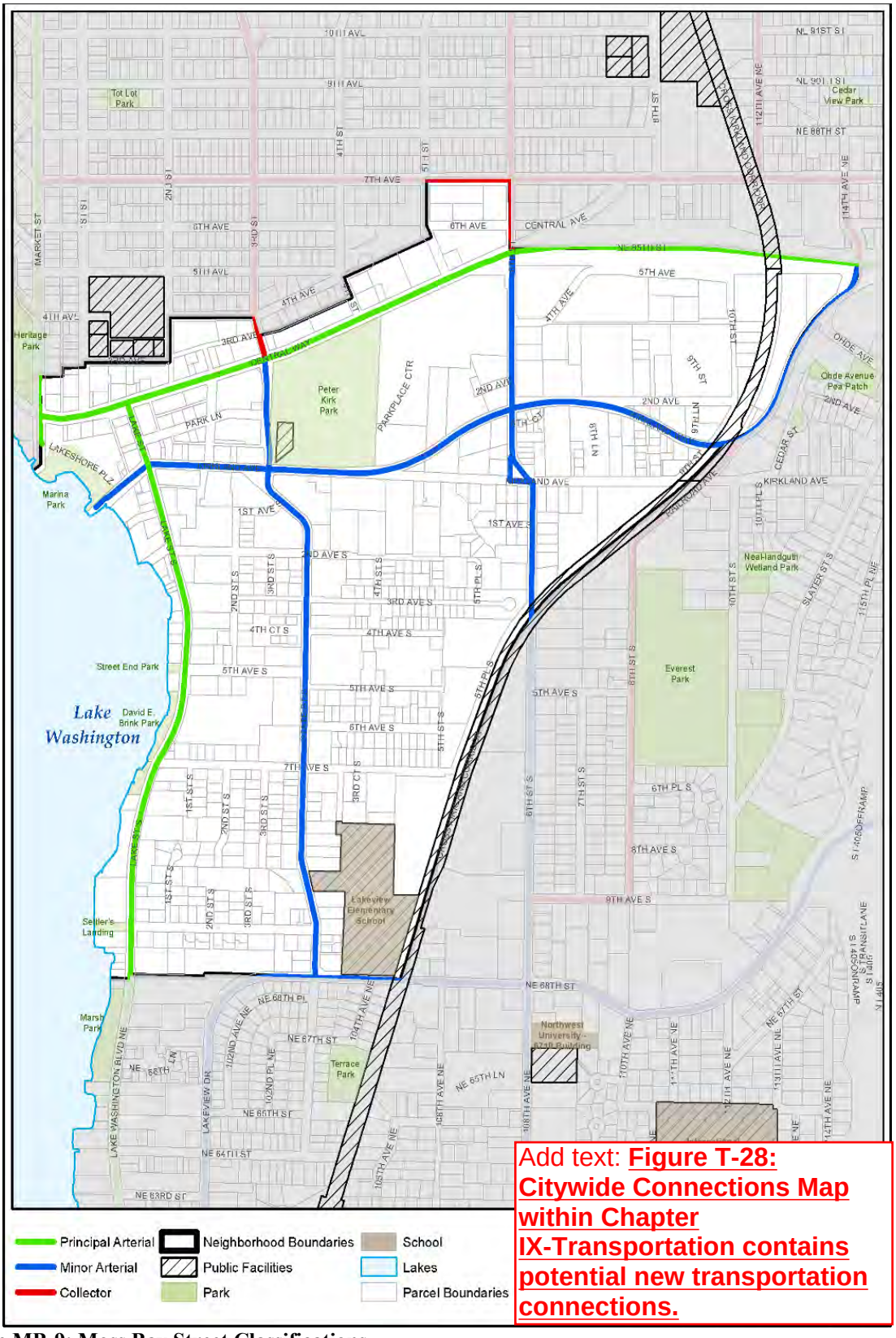
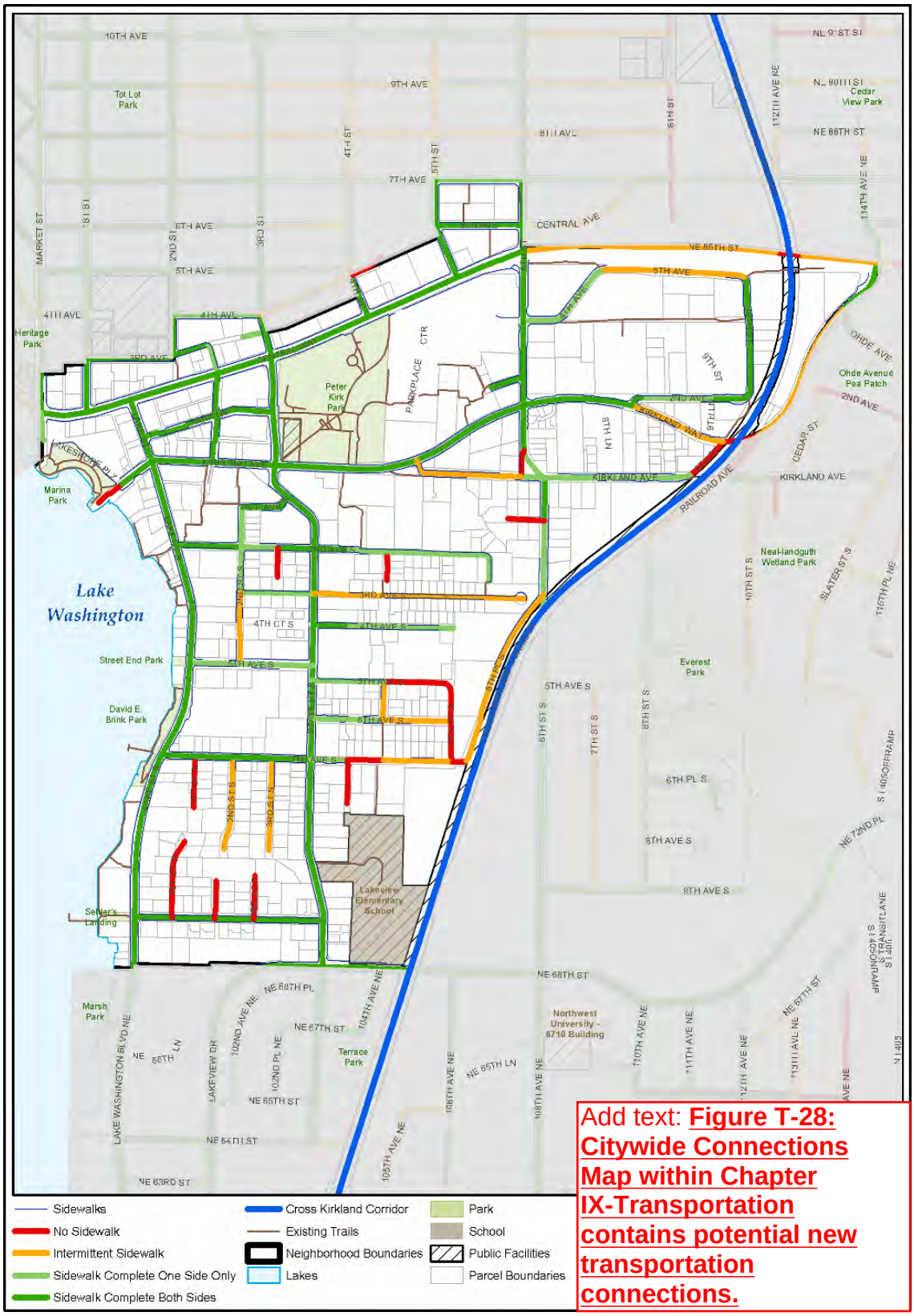


Figure MB-9: Moss Bay Street Classifications



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure MB-10: Moss Bay Pedestrian System

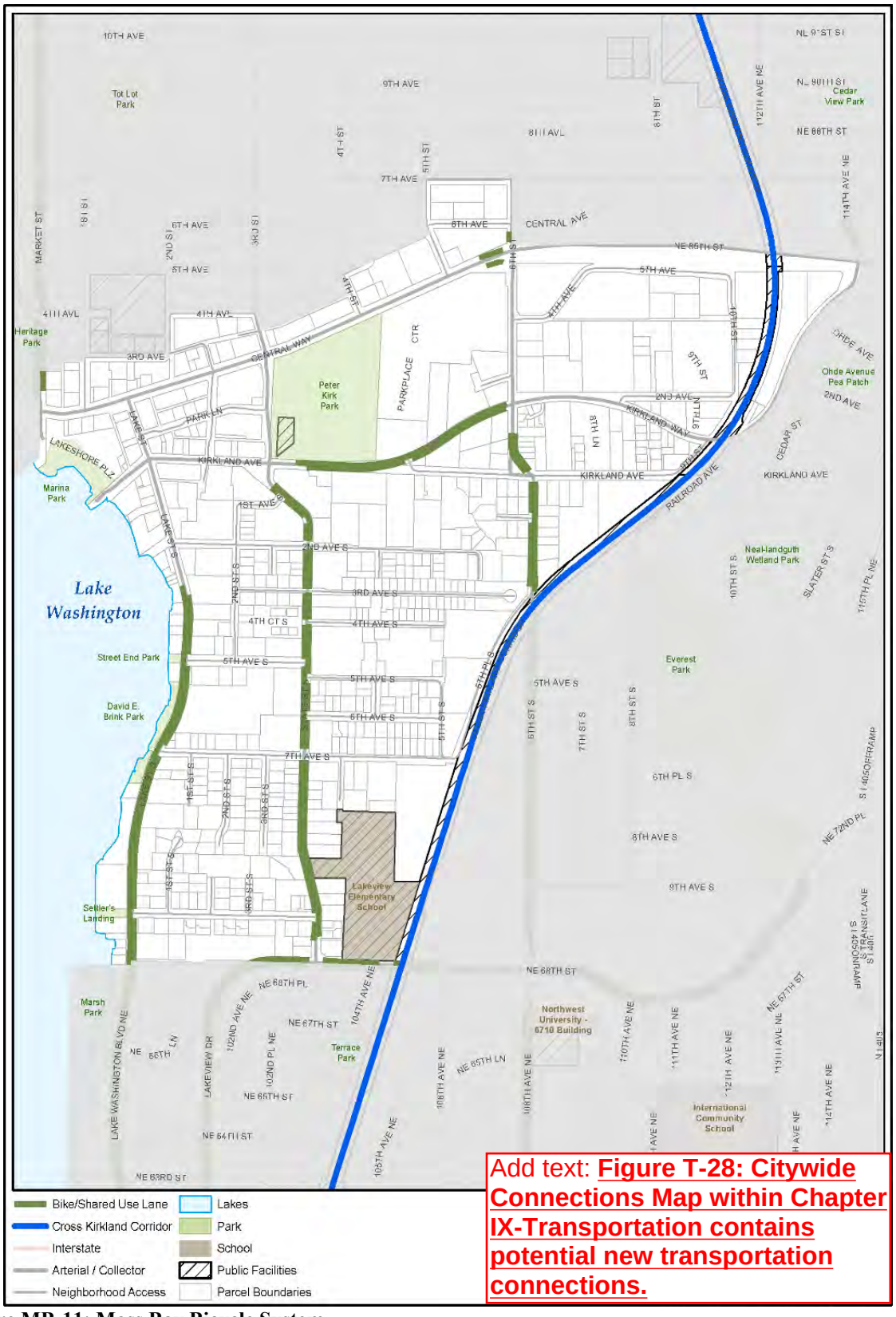
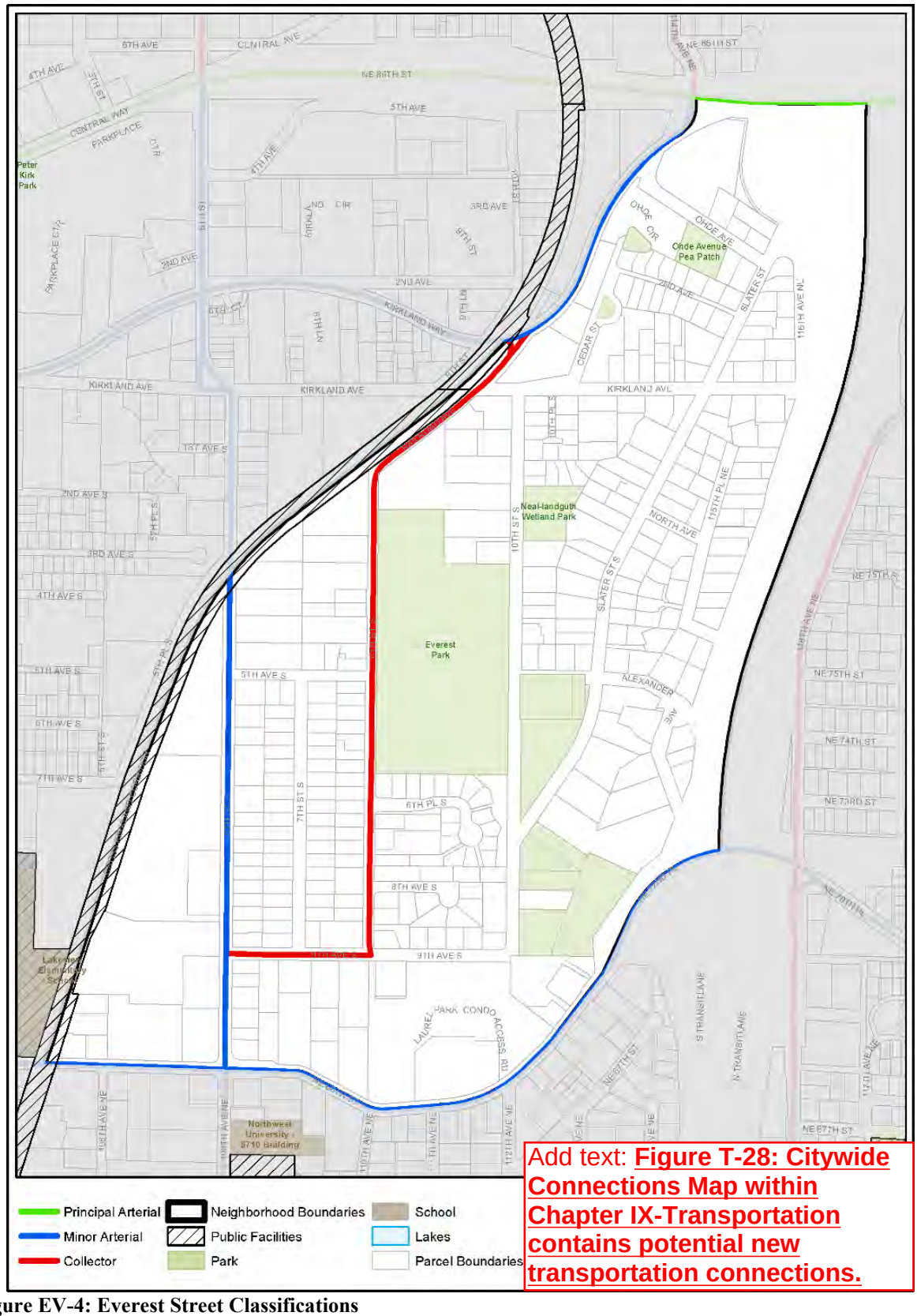


Figure MB-11: Moss Bay Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure EV-4: Everest Street Classifications

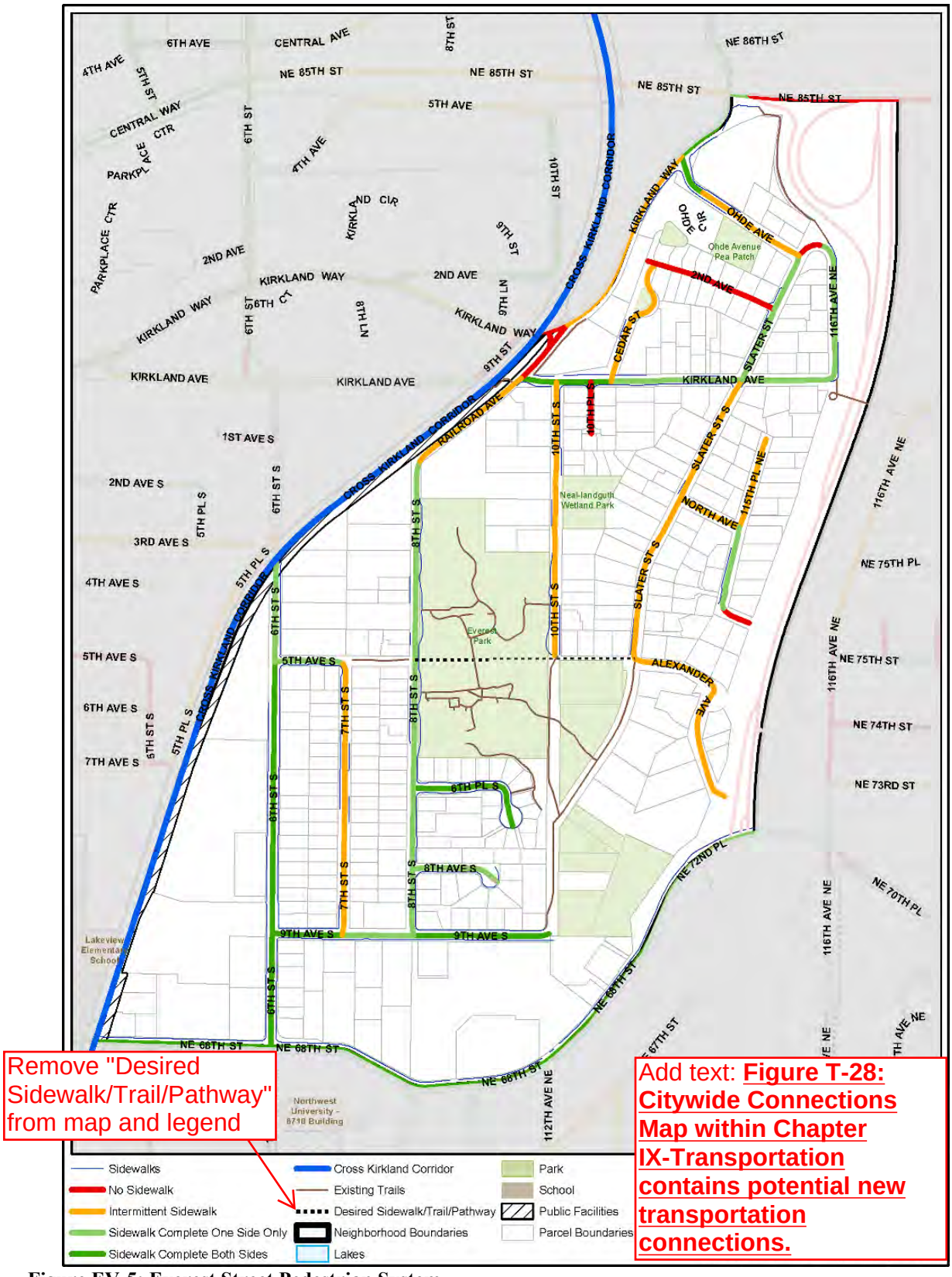
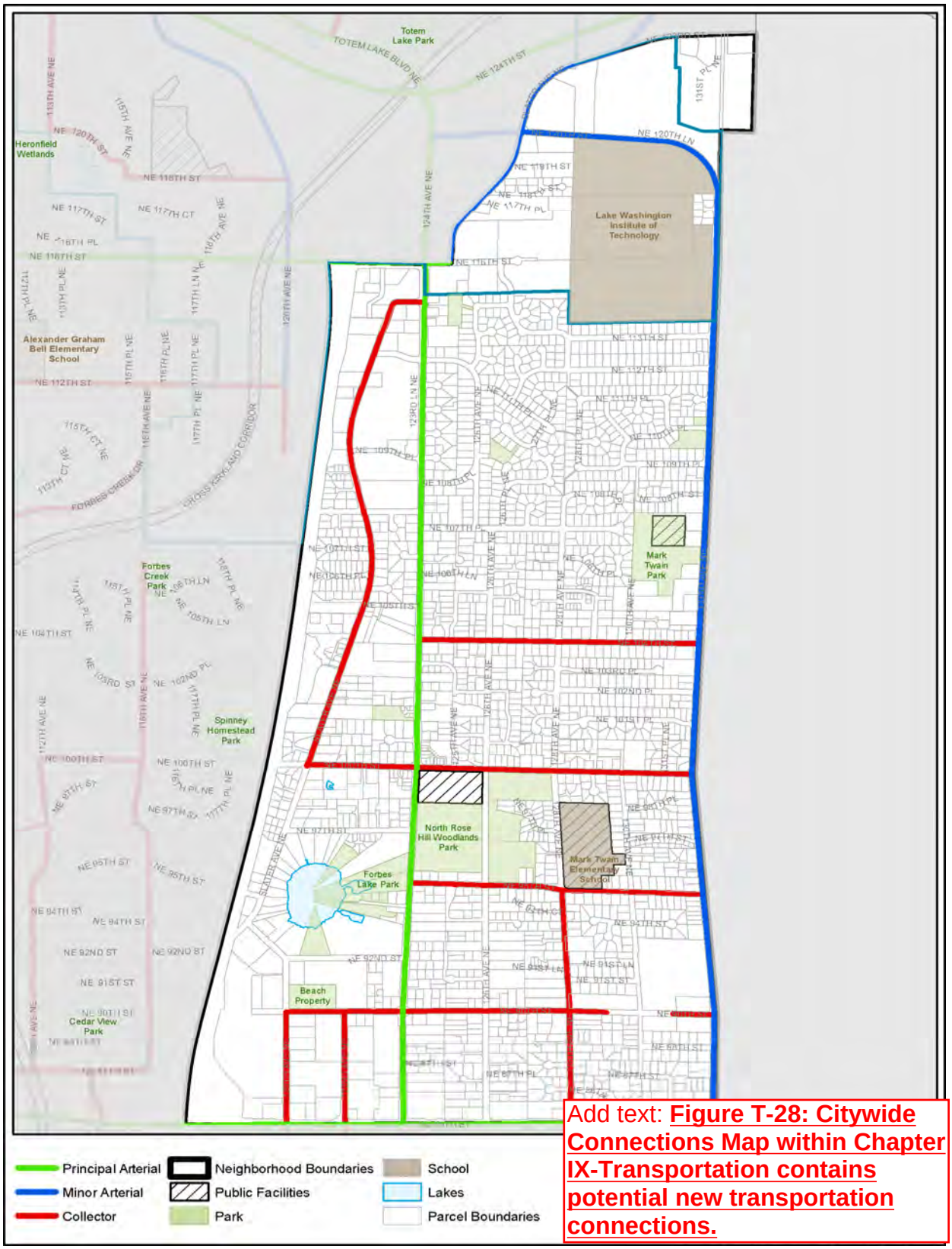


Figure EV-5: Everest Street Pedestrian System

Figure EV-6: Everest Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure RH-11: North Rose Hill Street Classifications

Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure RH-12: South Rose Hill Street Classifications

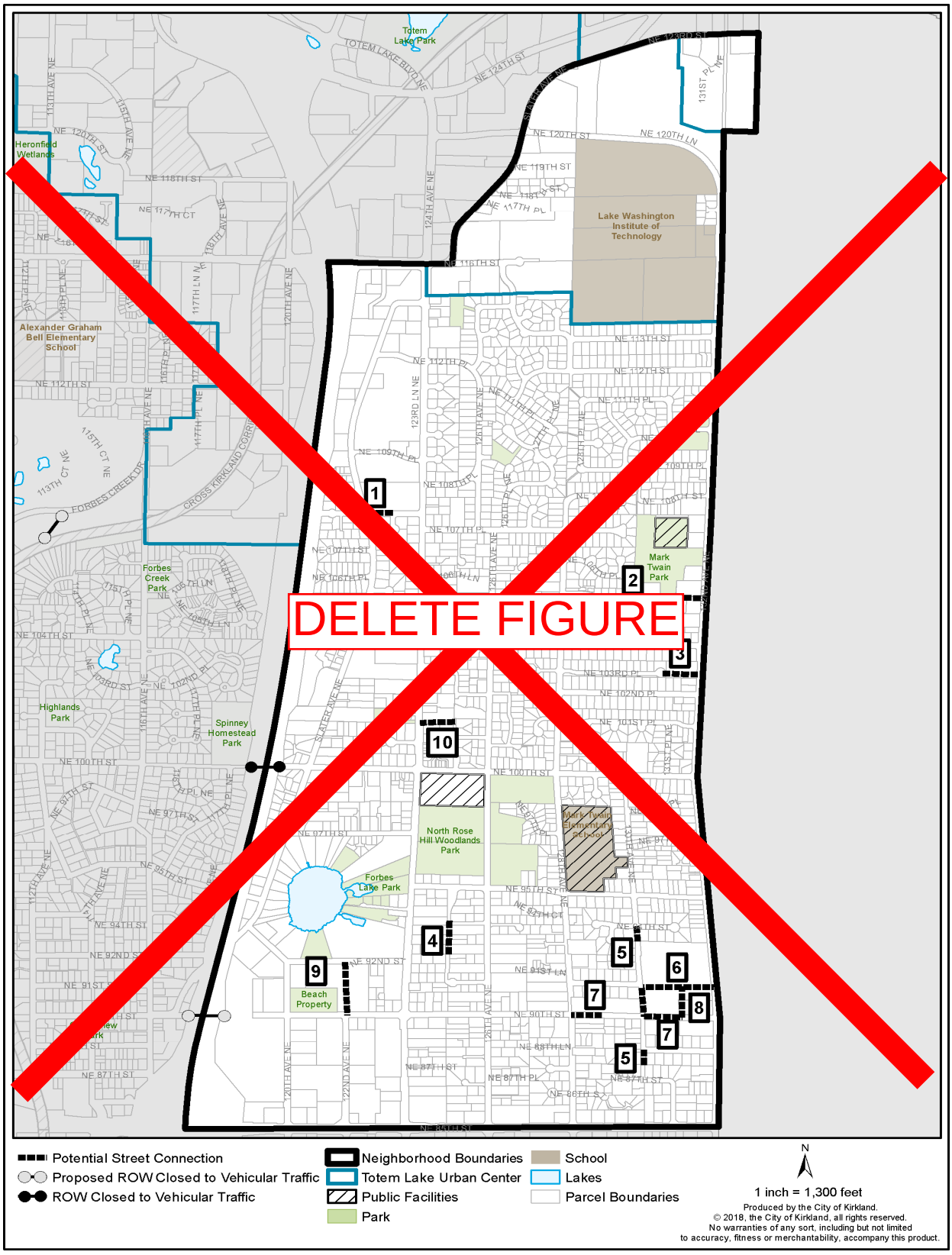
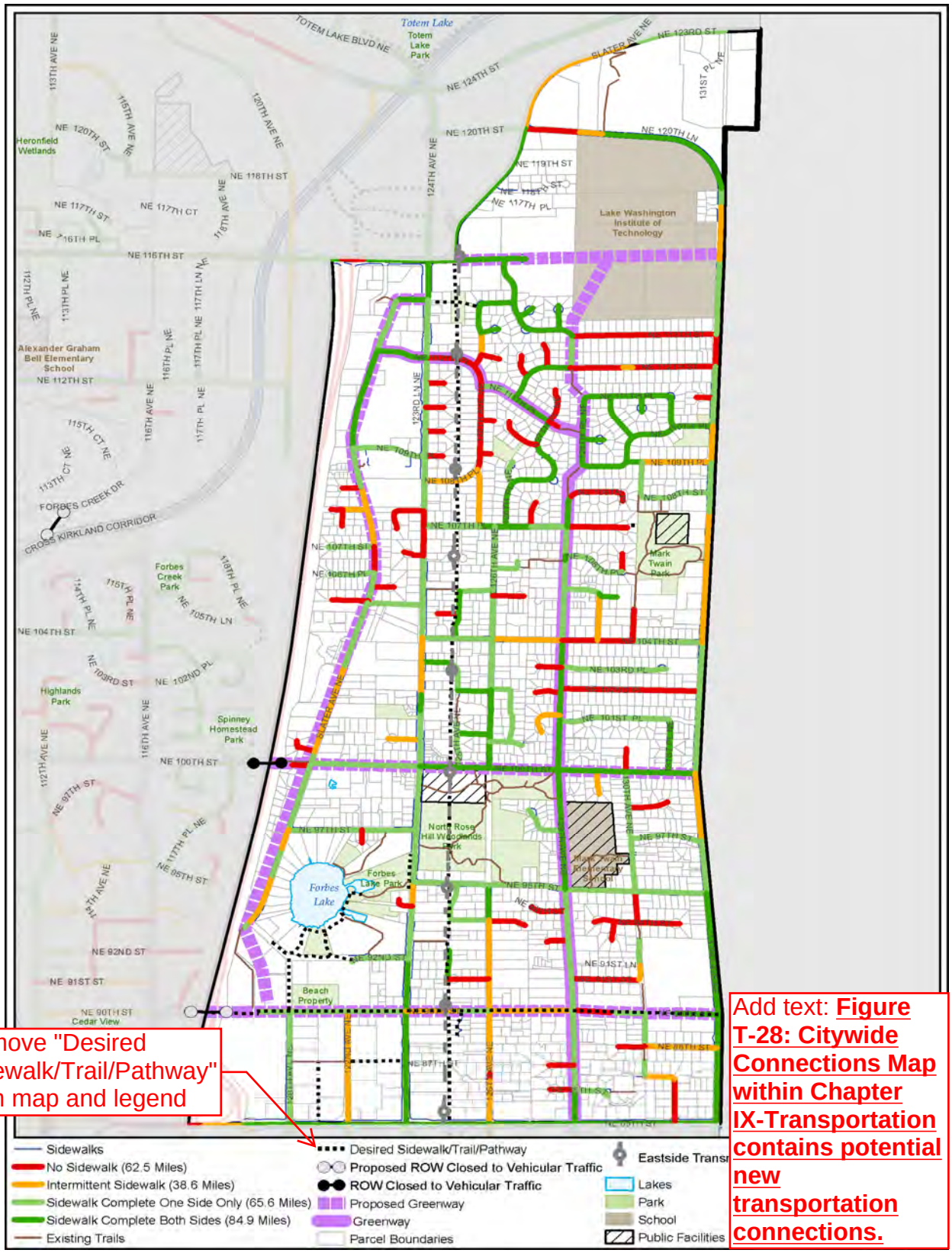


Figure RH-13: North Rose Hill Street Connection Plan



Remove "Desired Sidewalk/Trail/Pathway" from map and legend

Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure RH-14: North Rose Hill Pedestrian System

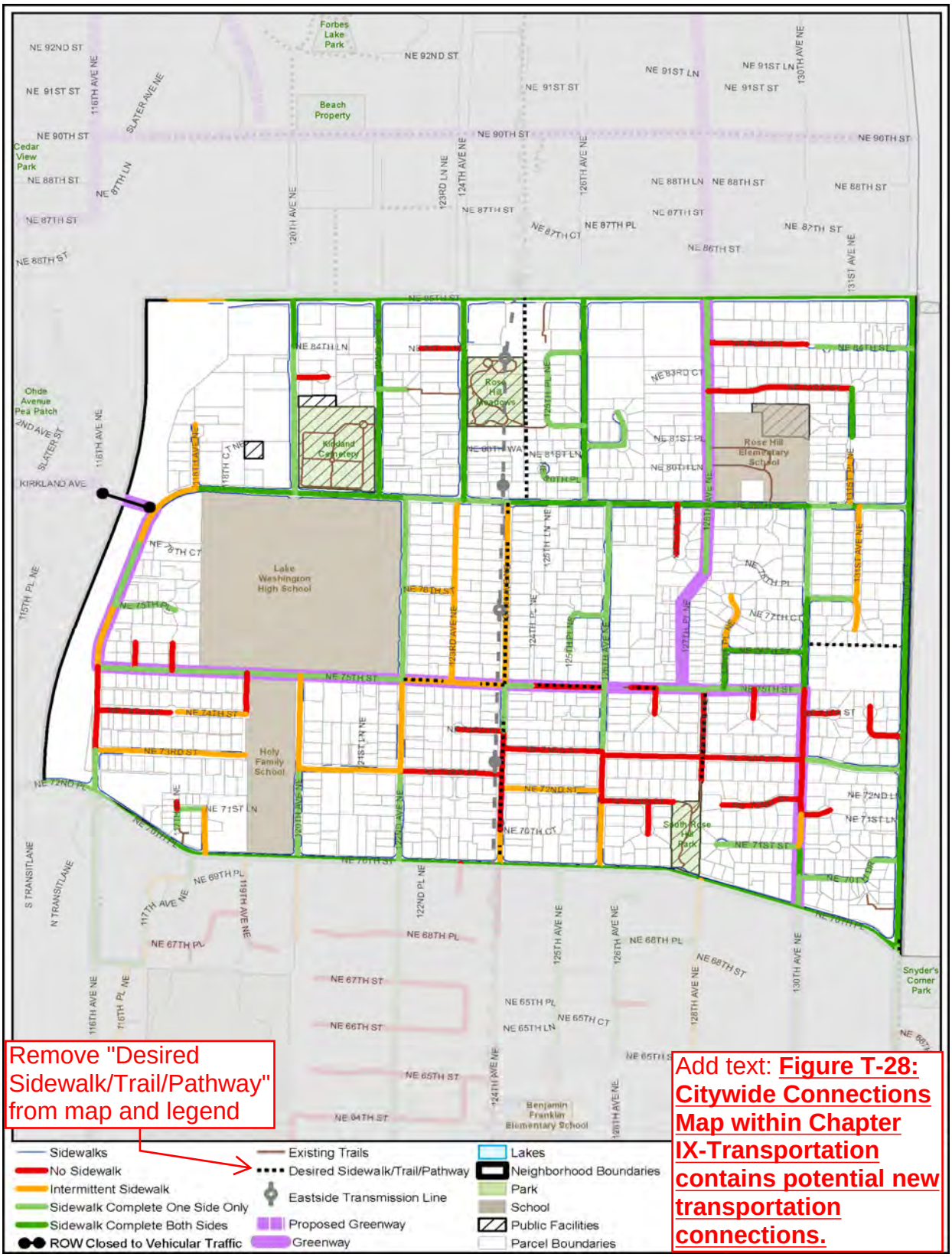


Figure RH-15: South Rose Hill Pedestrian System

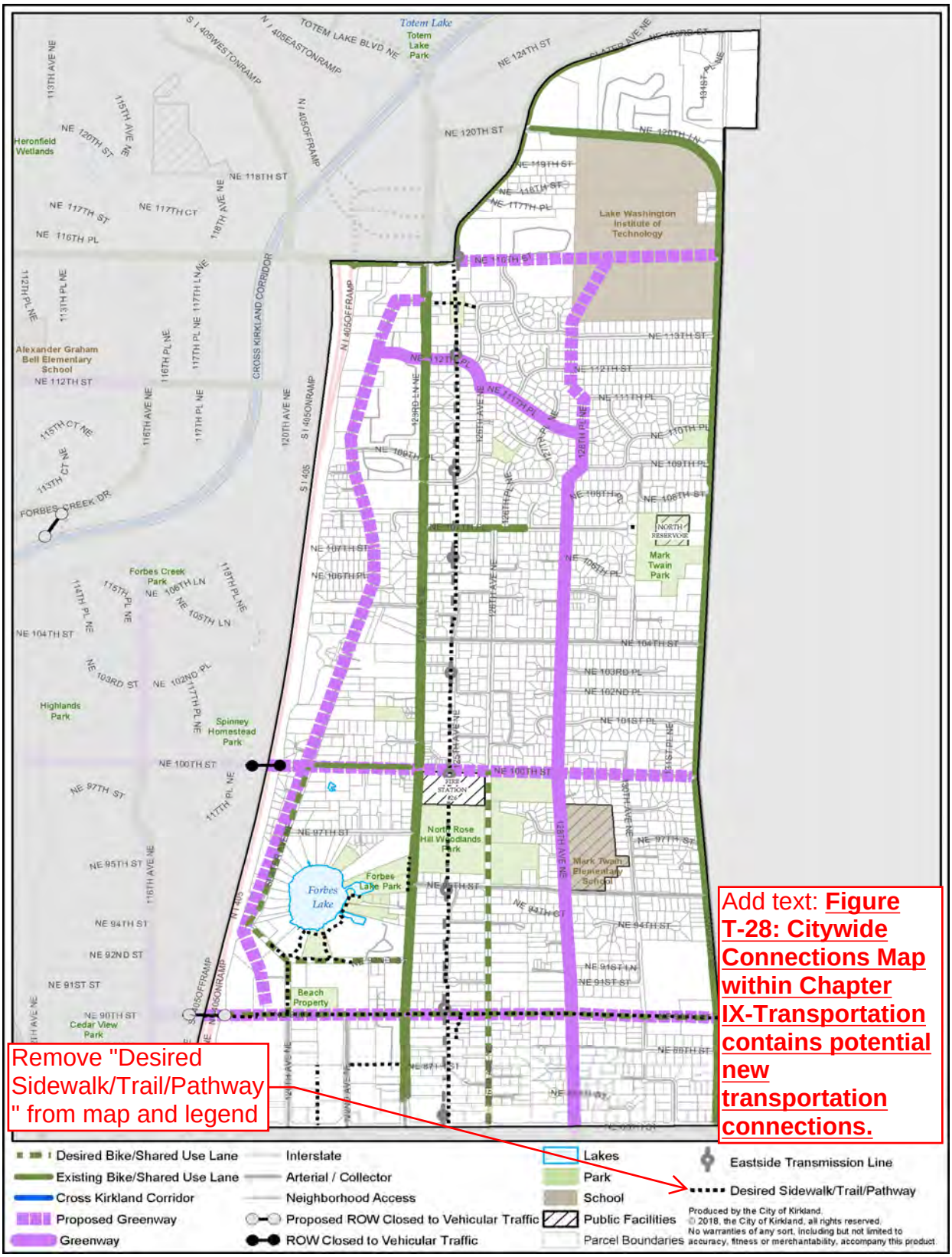
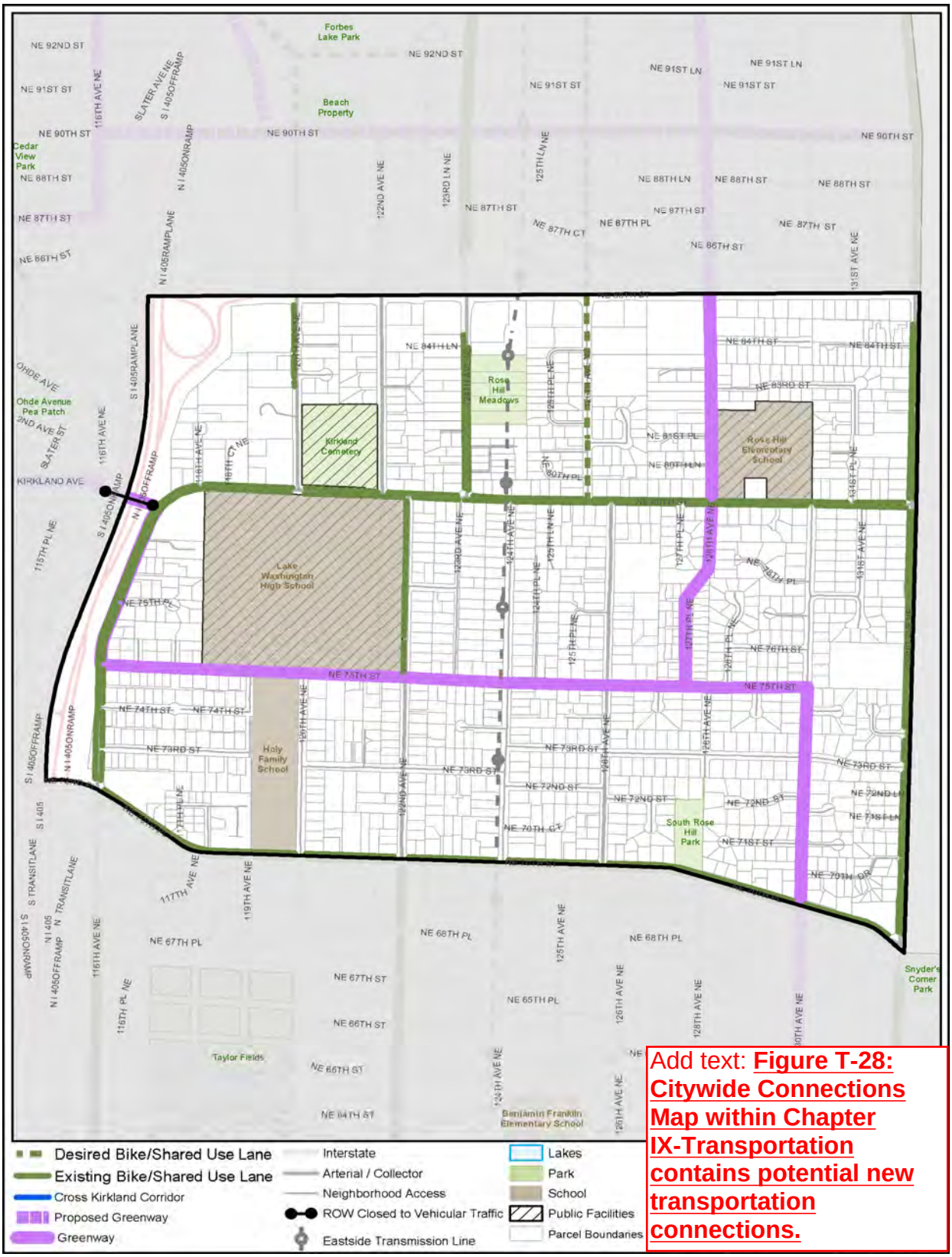


Figure RH-16: North Rose Hill Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure RH-17: South Rose Hill Bicycle System

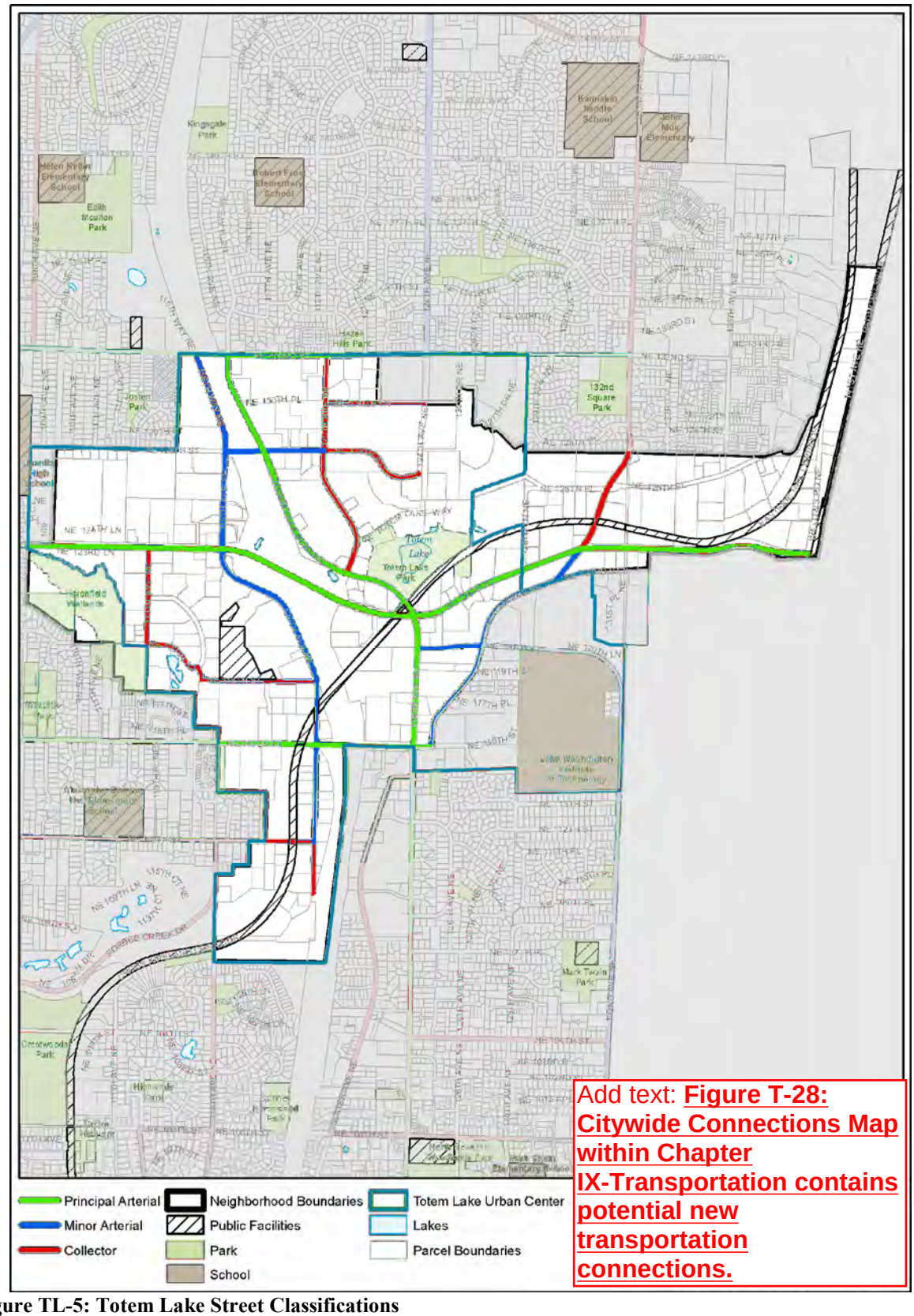


Figure TL-5: Totem Lake Street Classifications

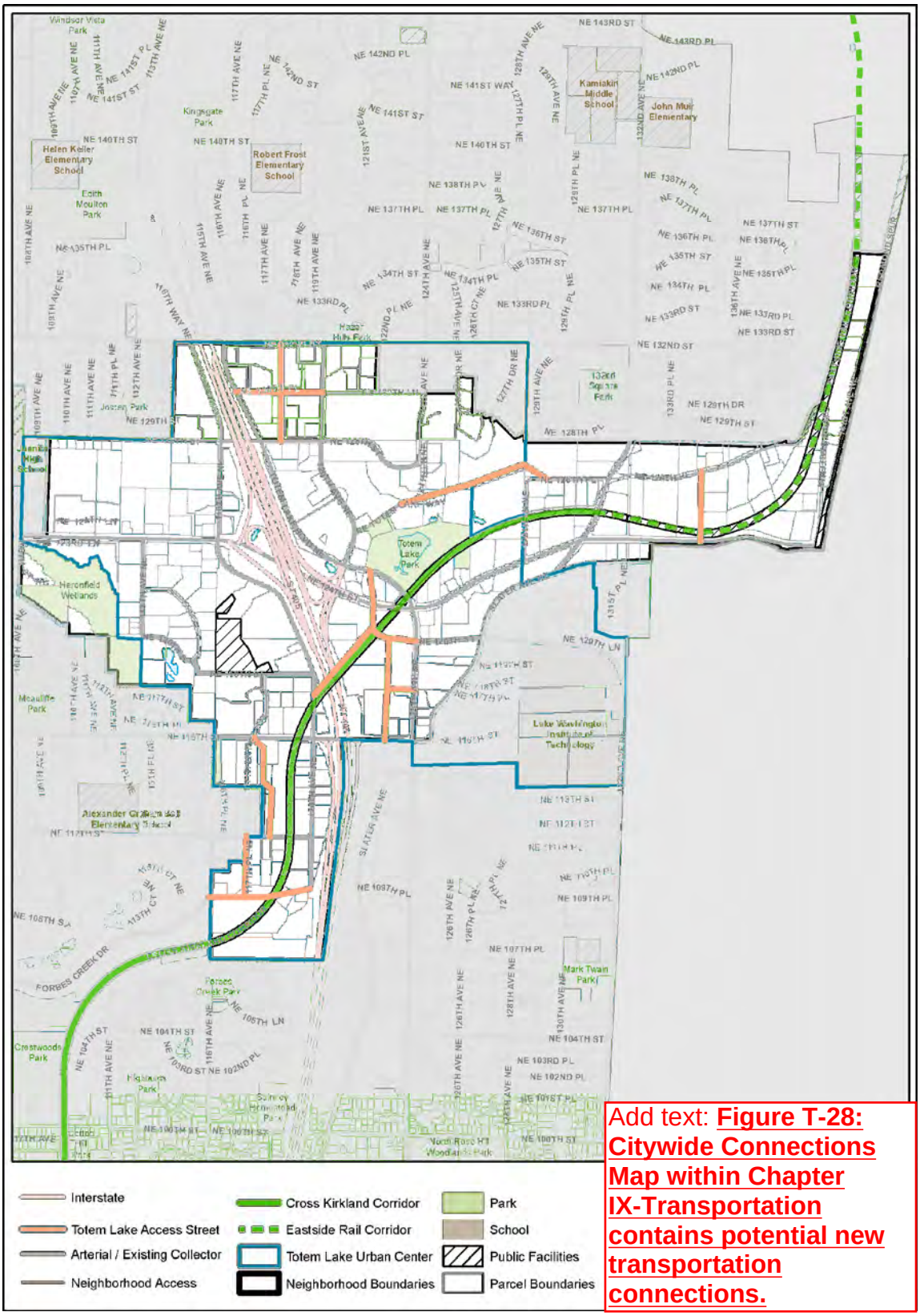


Figure TL-6: Totem Lake Planned Streets and Possible New Connections

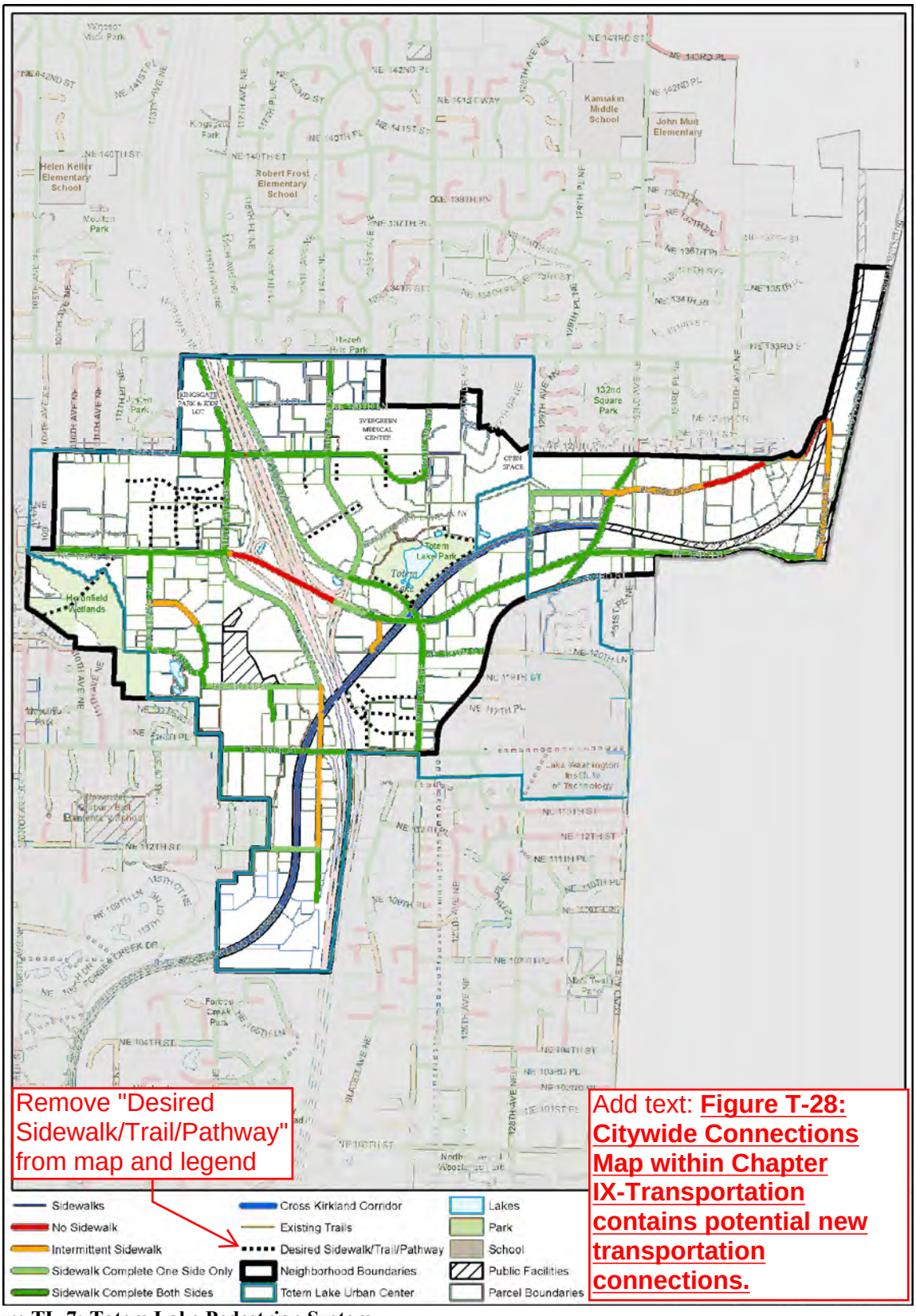
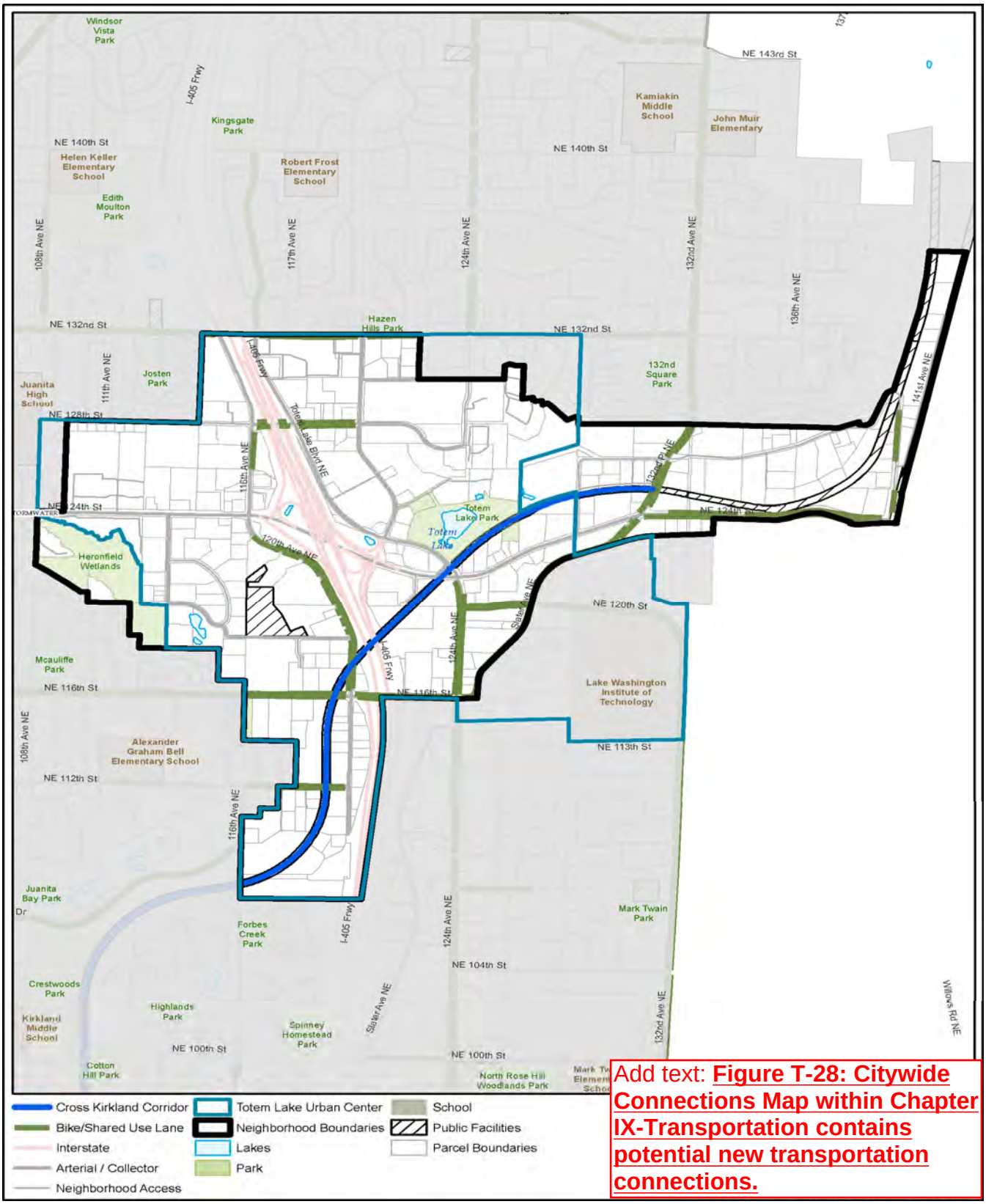
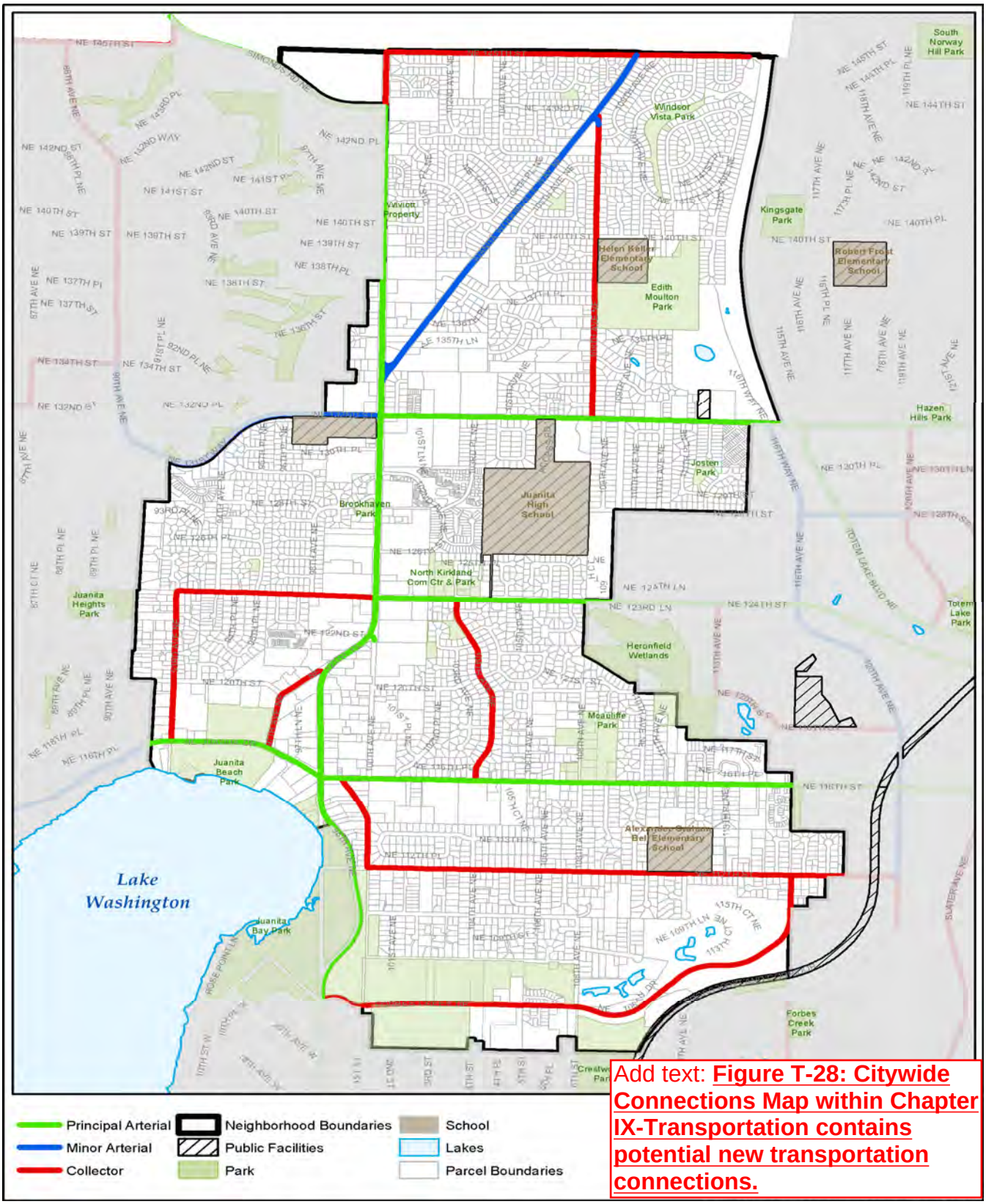


Figure TL-7: Totem Lake Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure TL-8: Totem Lake Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure J-5: Juanita Street Classifications

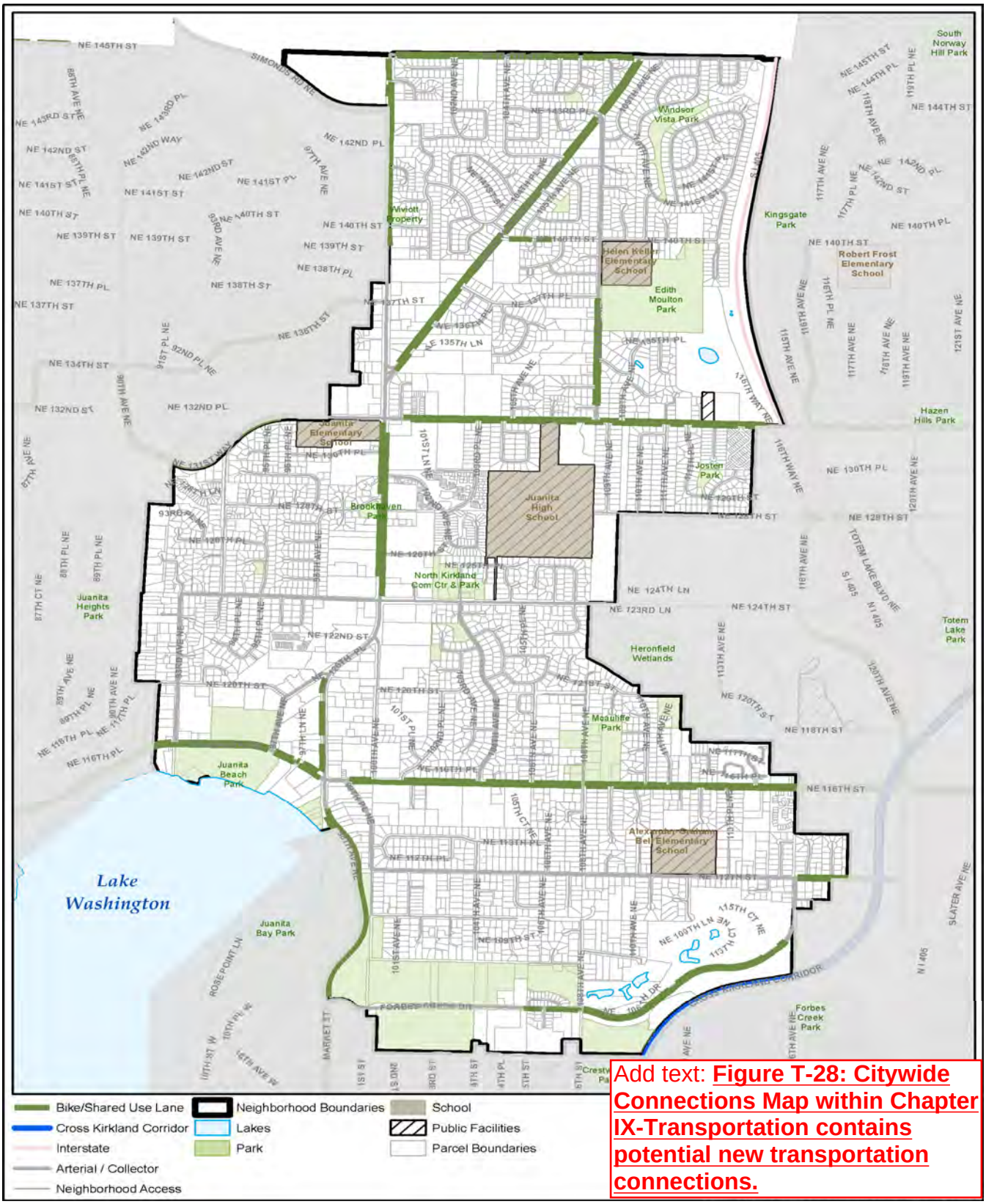


Figure J-6: Juanita Bicycle System

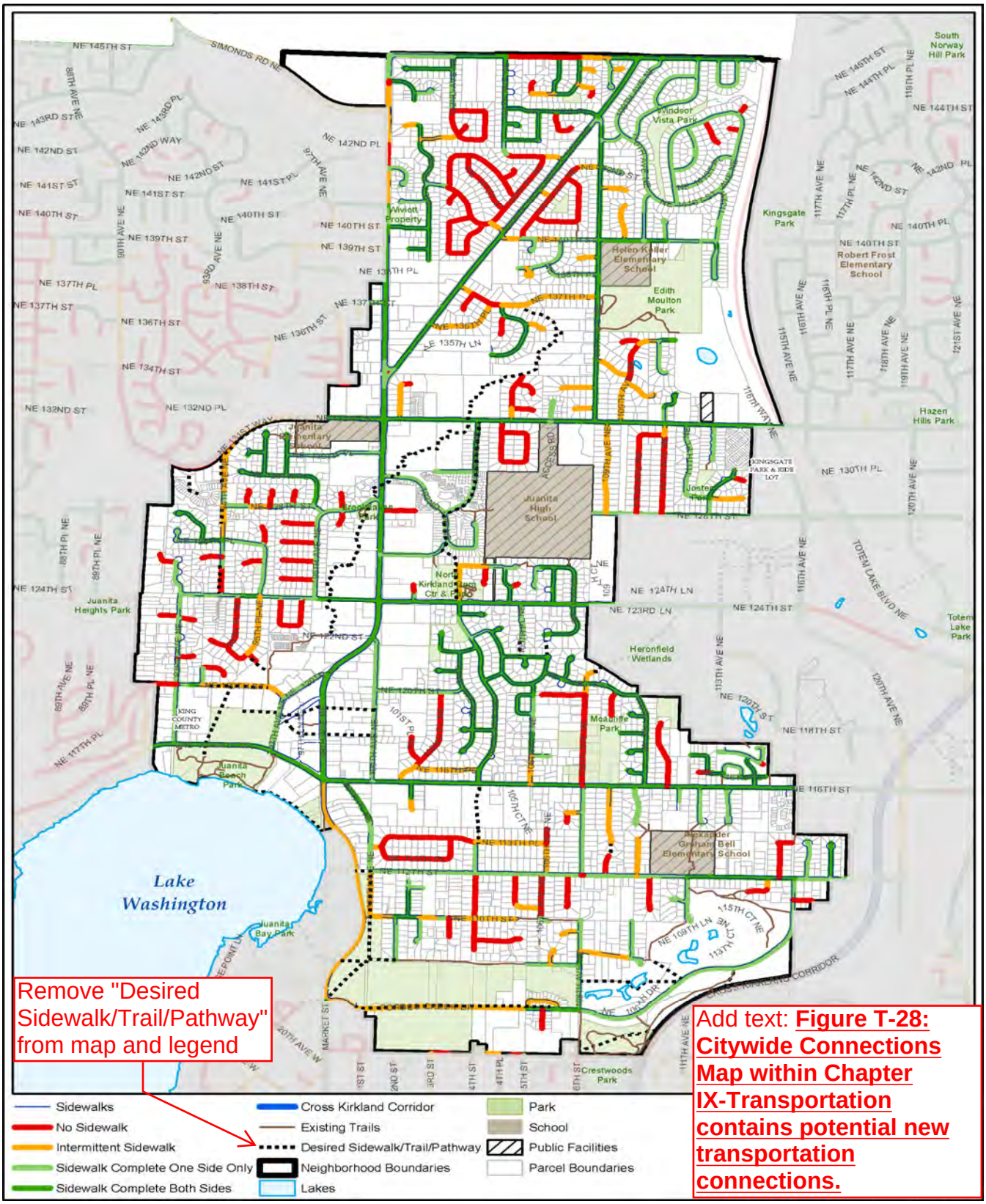
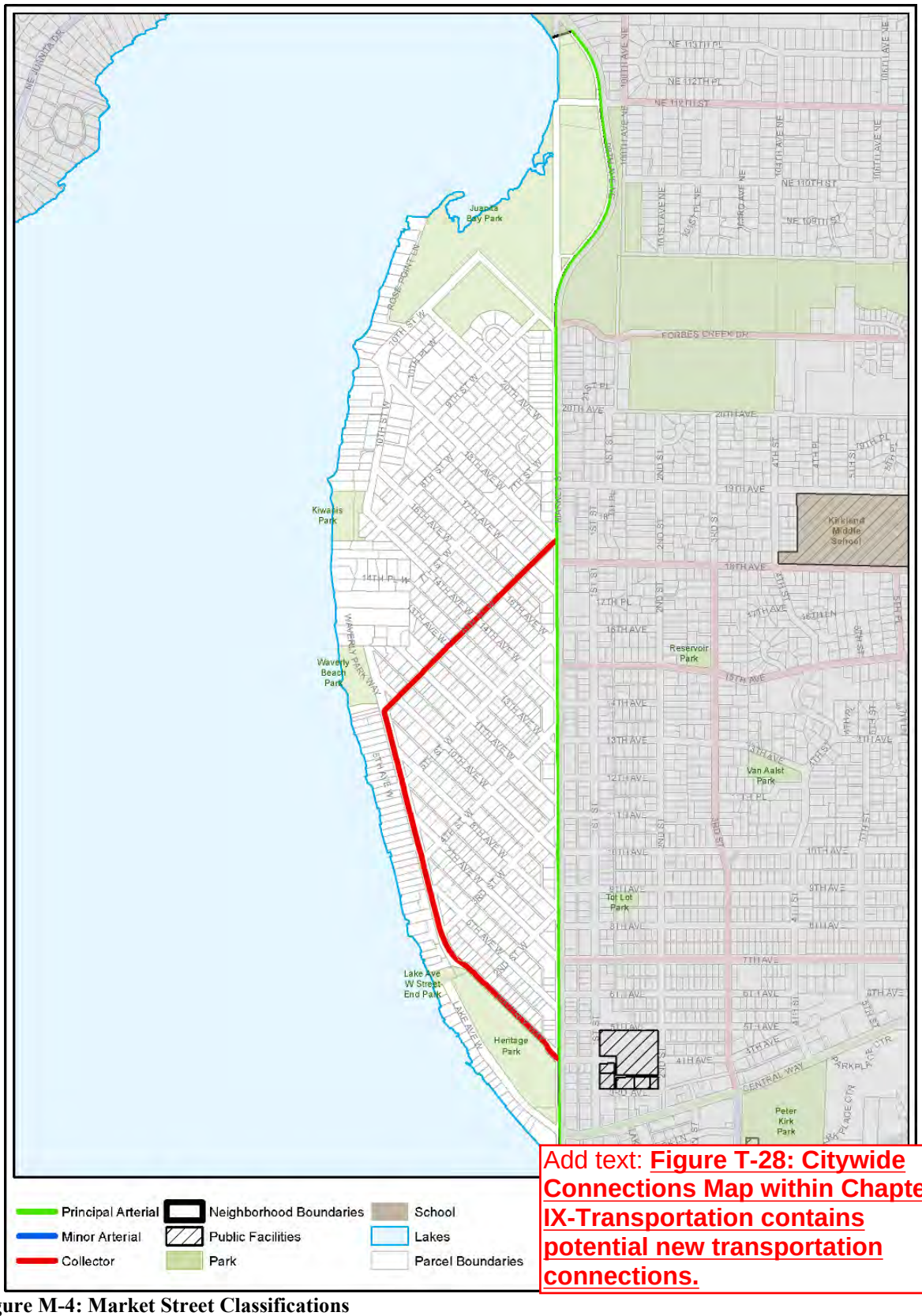


Figure J-7: Juanita Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure M-4: Market Street Classifications

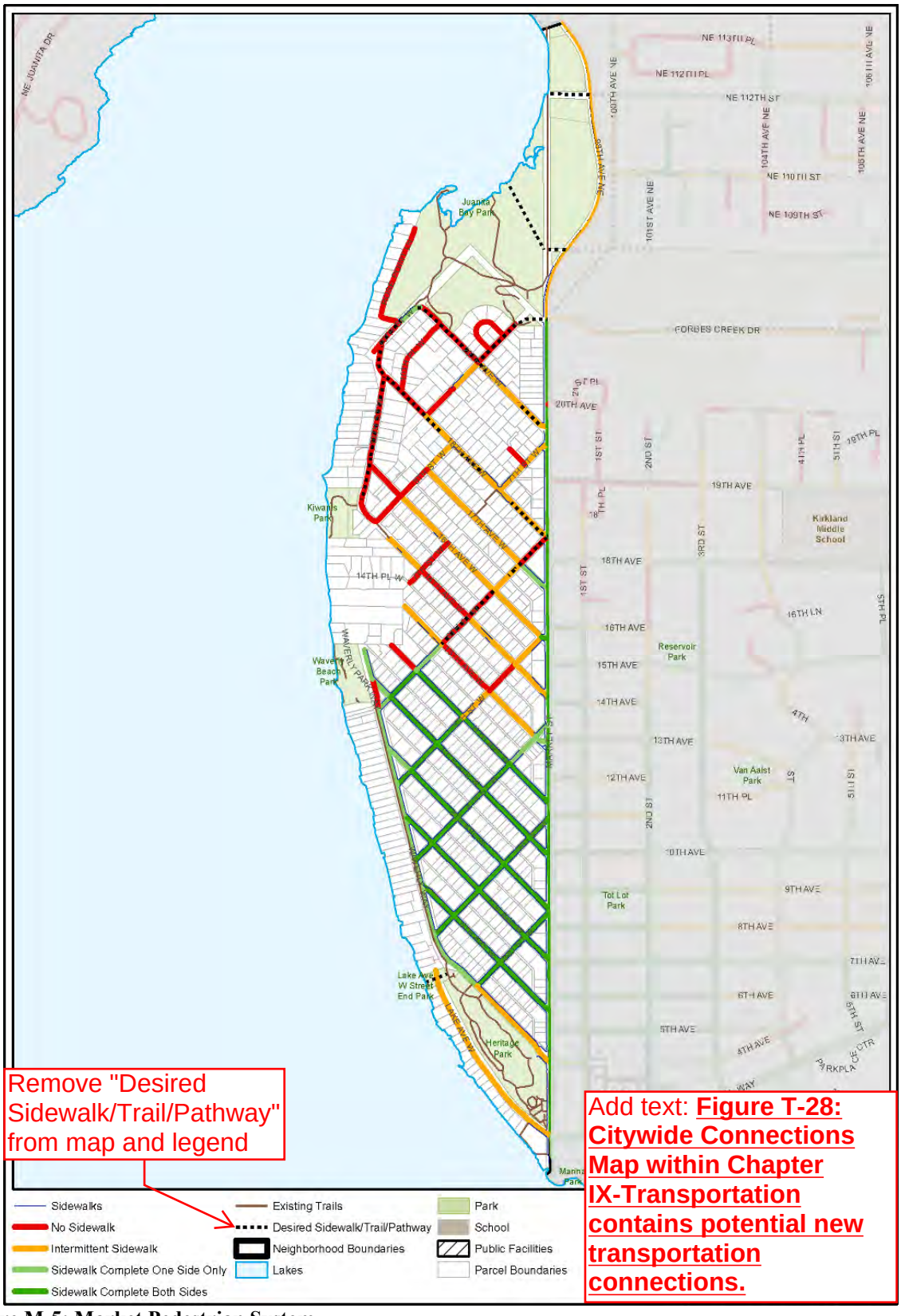


Figure M-5: Market Pedestrian System

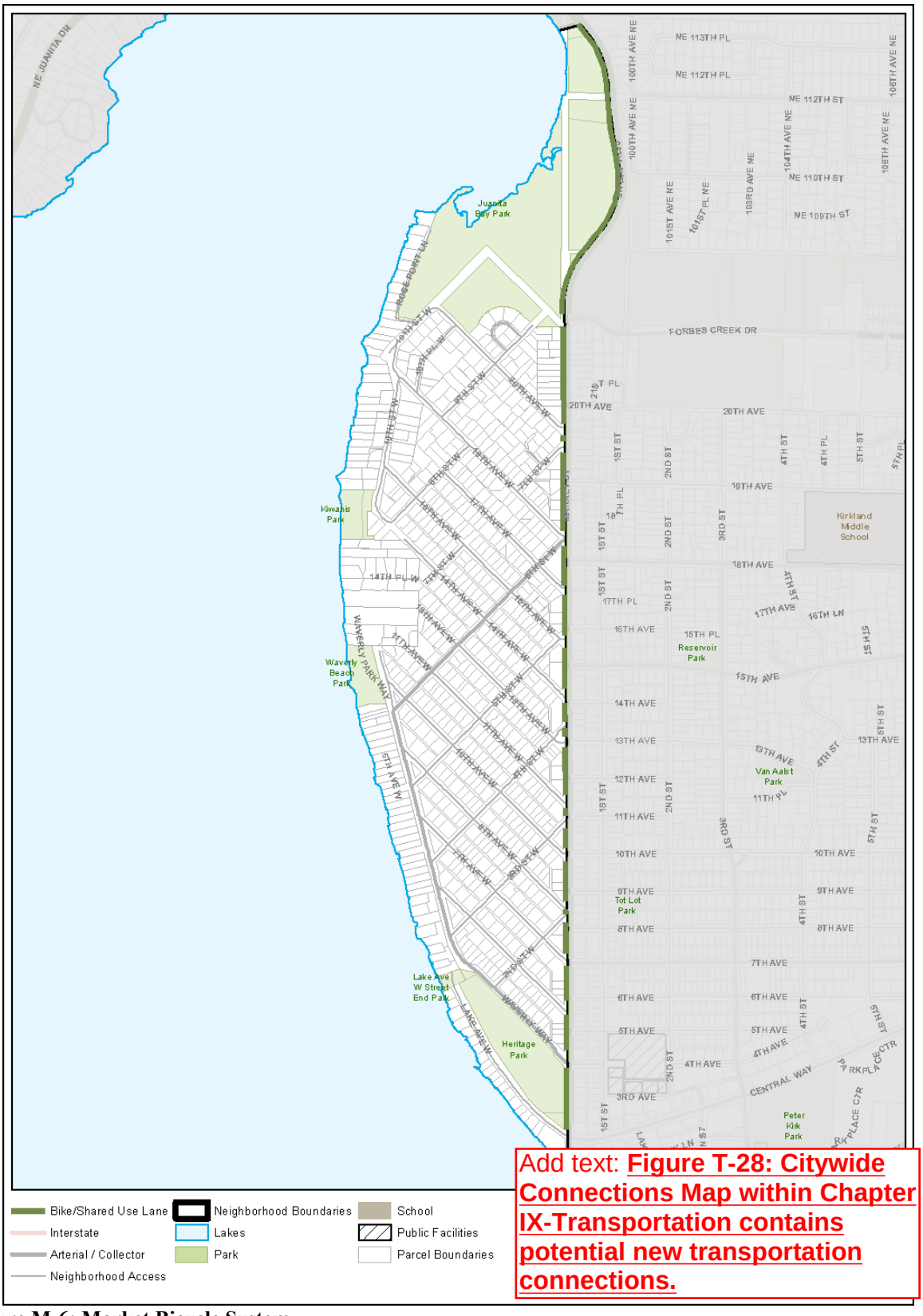


Figure M-6: Market Bicycle System

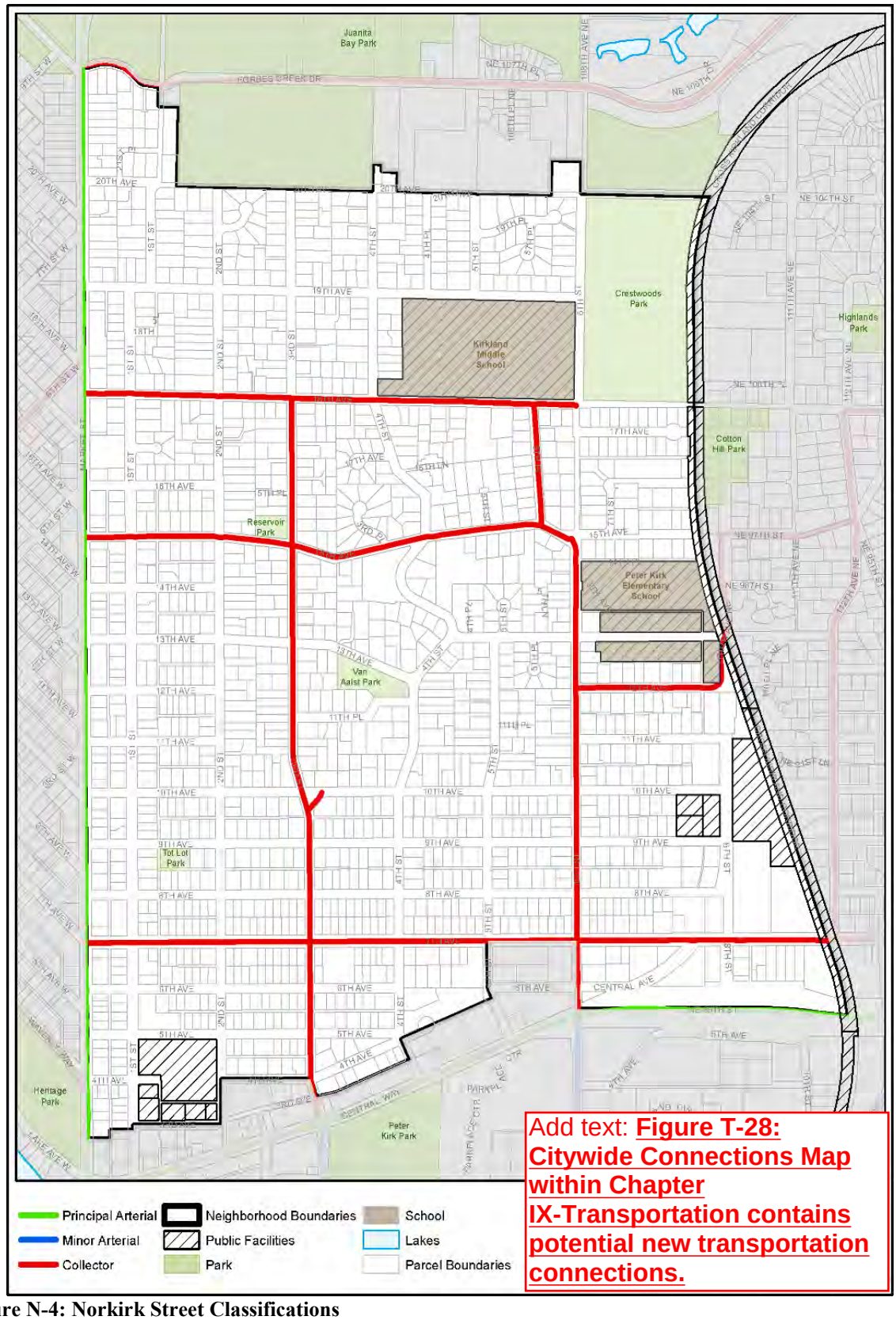


Figure N-4: Norkirk Street Classifications

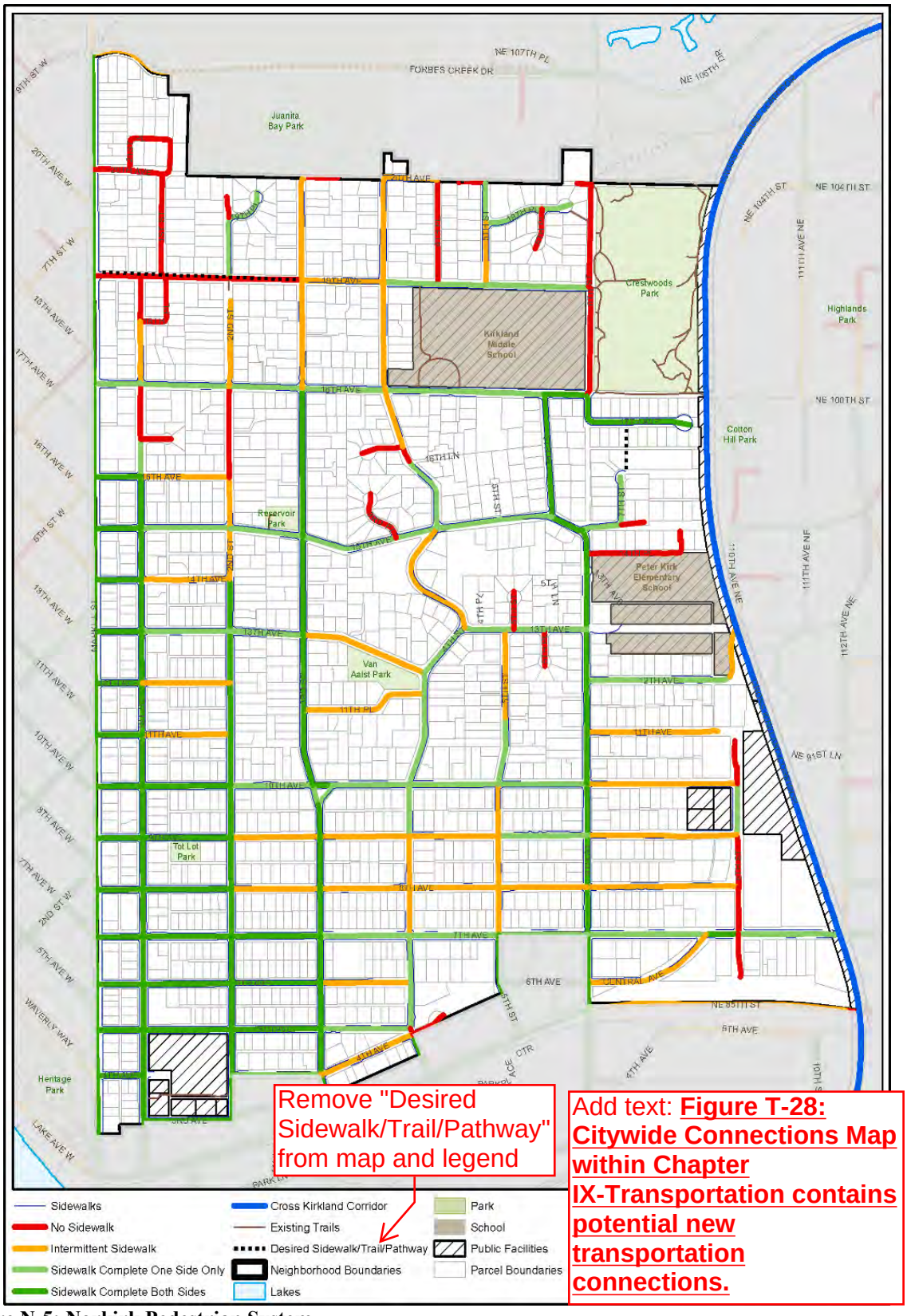


Figure N-5: Norkirk Pedestrian System

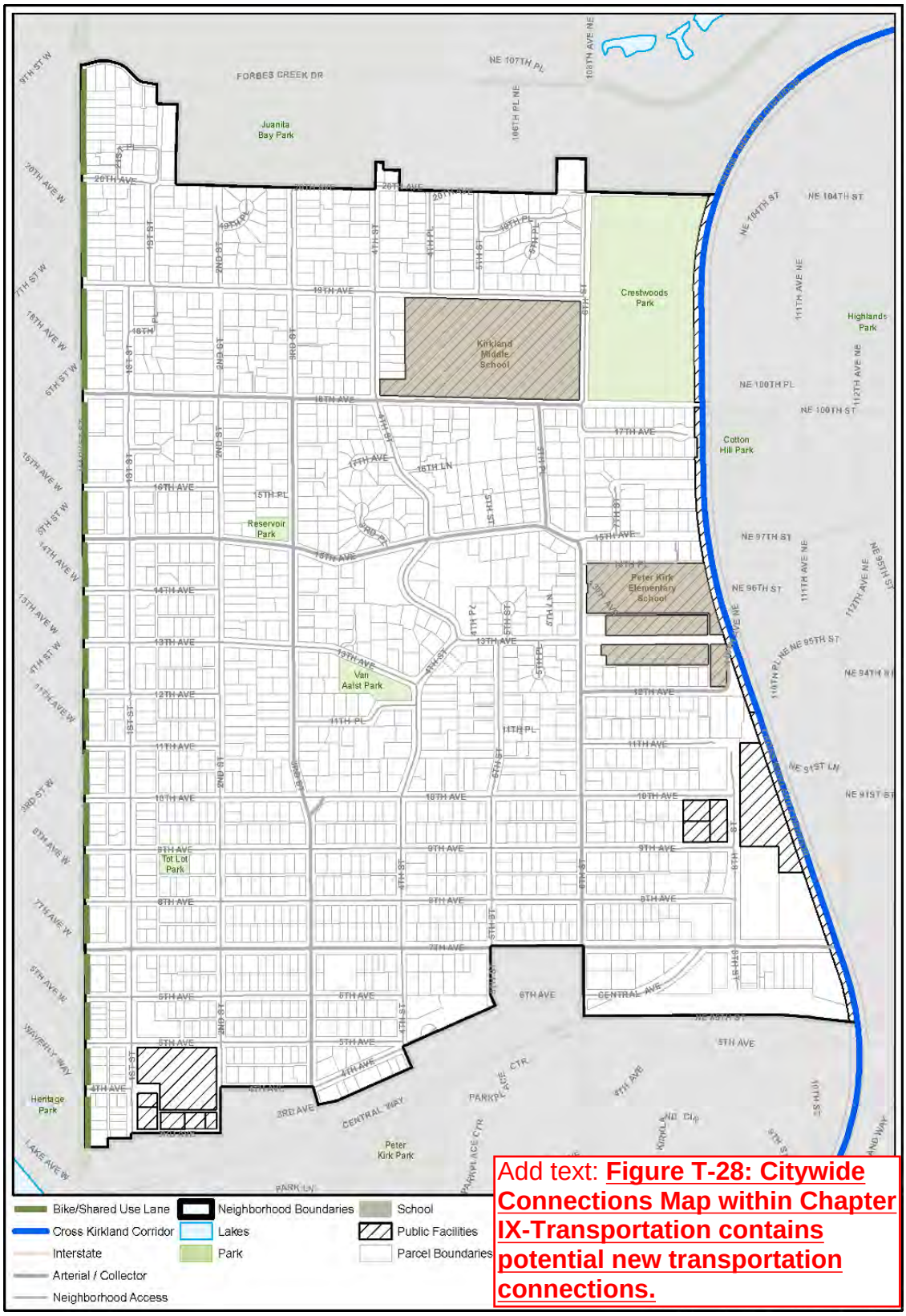
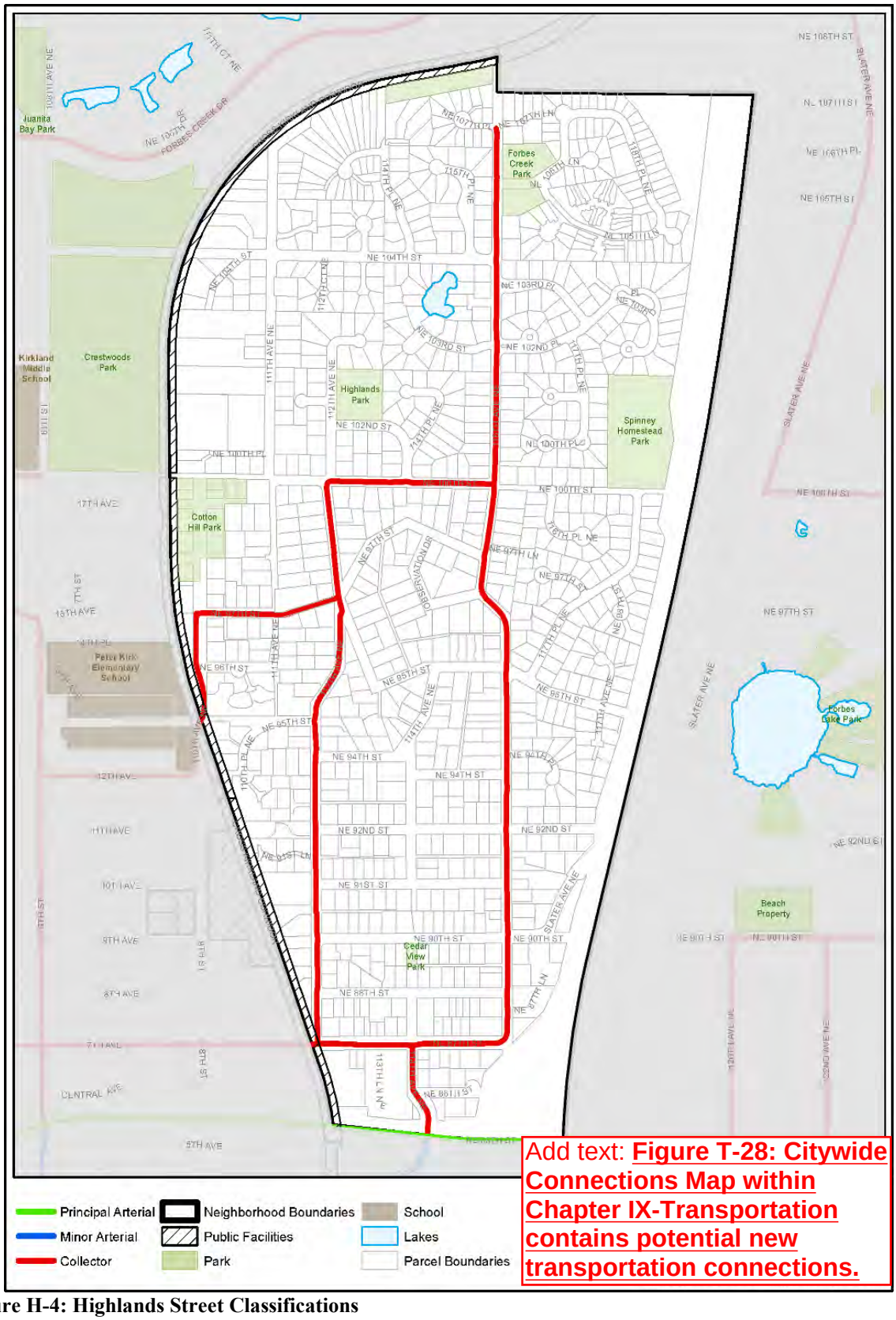


Figure N-6: Norkirk Bicycle System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure H-4: Highlands Street Classifications

Figure H-5: Highlands Street Connections

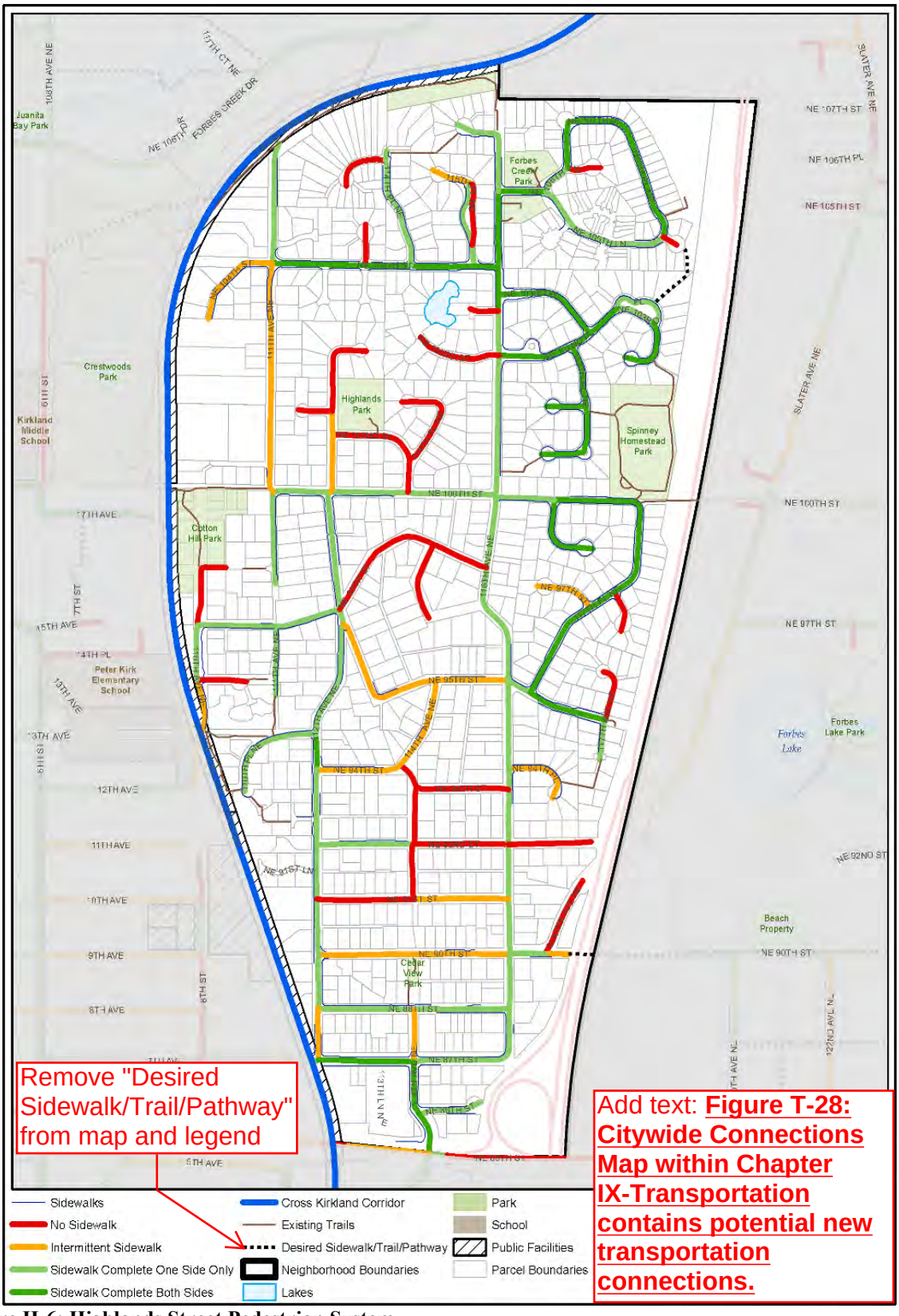
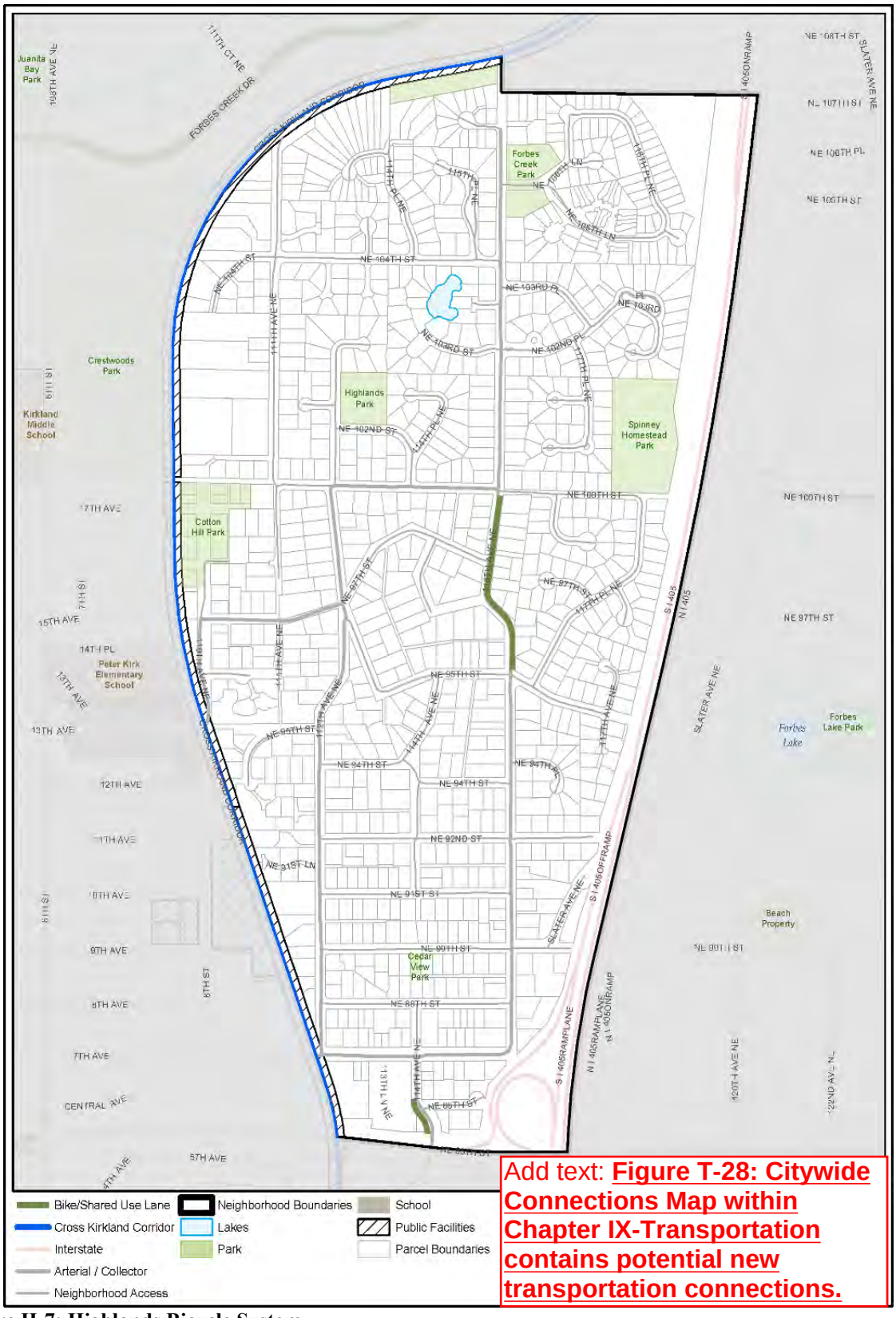


Figure H-6: Highlands Street Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure H-7: Highlands Bicycle System

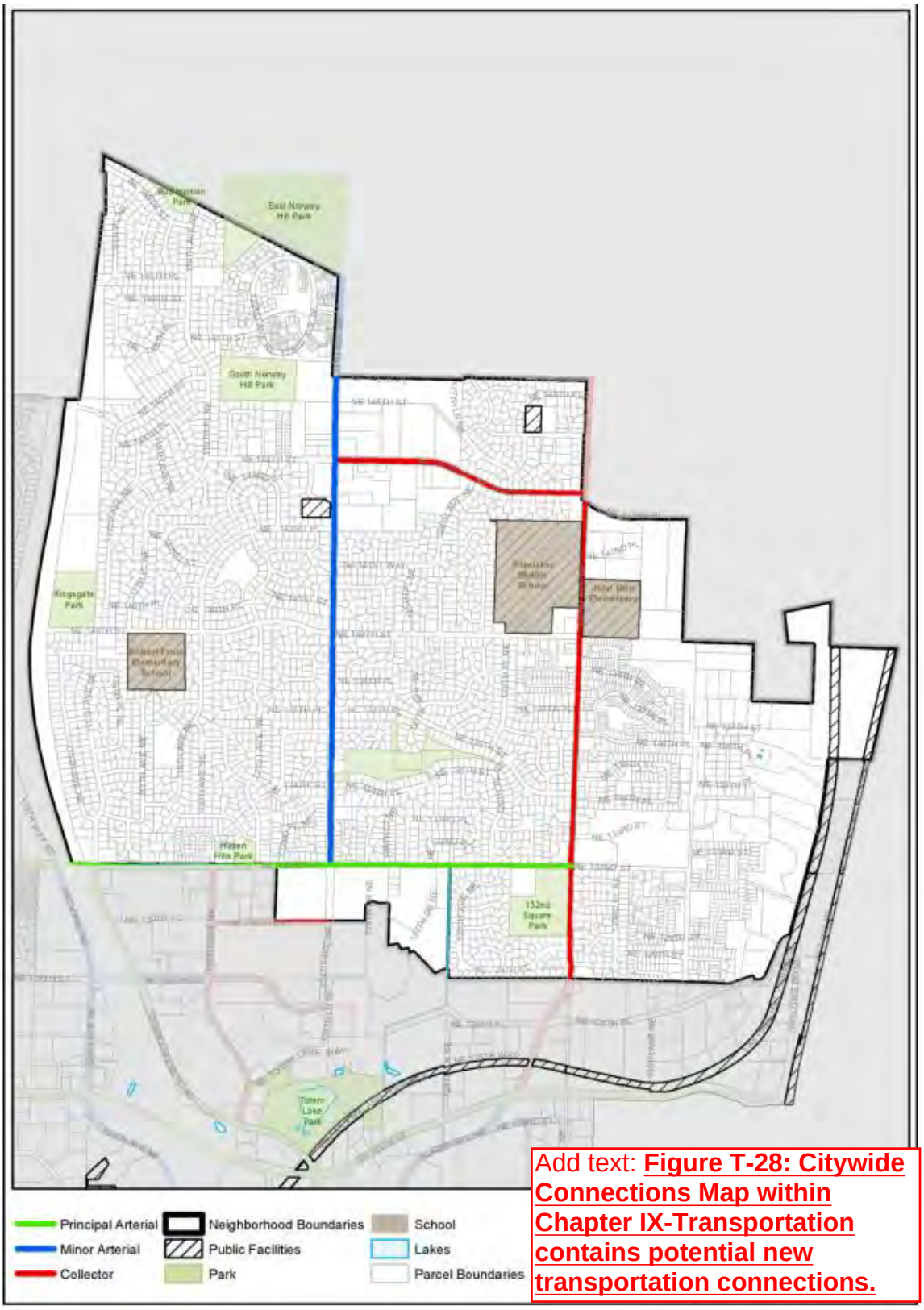
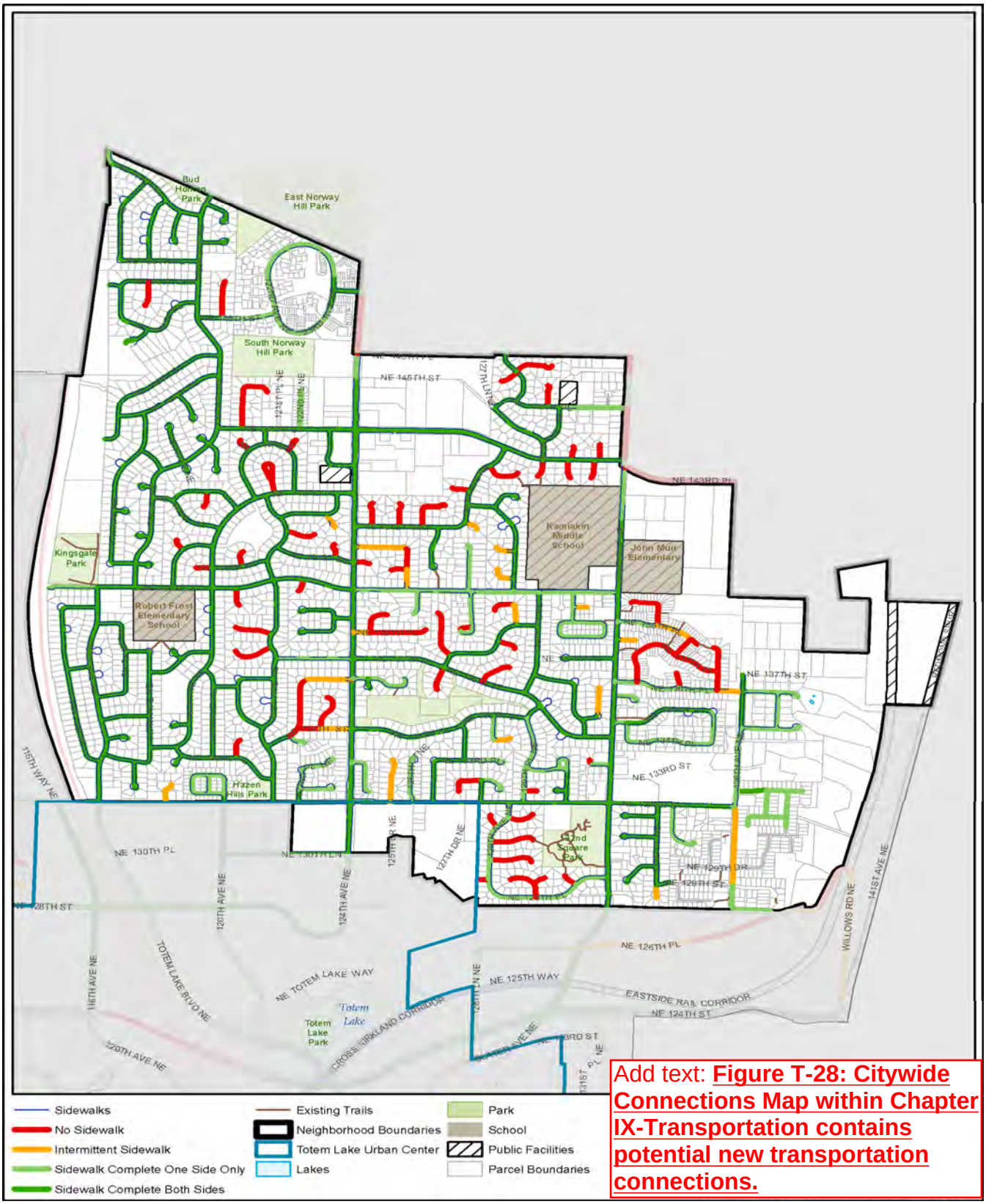
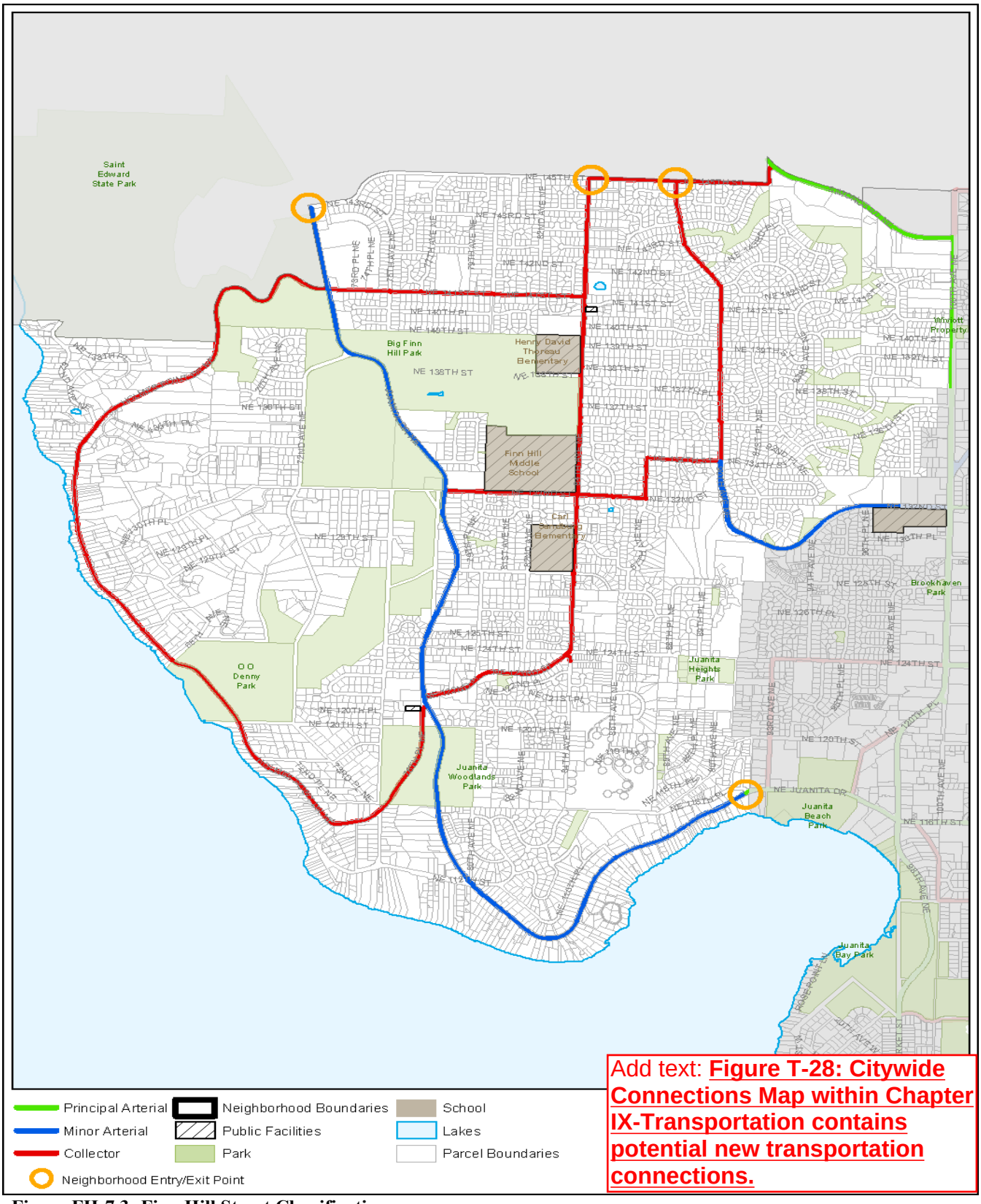


Figure K-4: Kingsgate Street Classifications



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

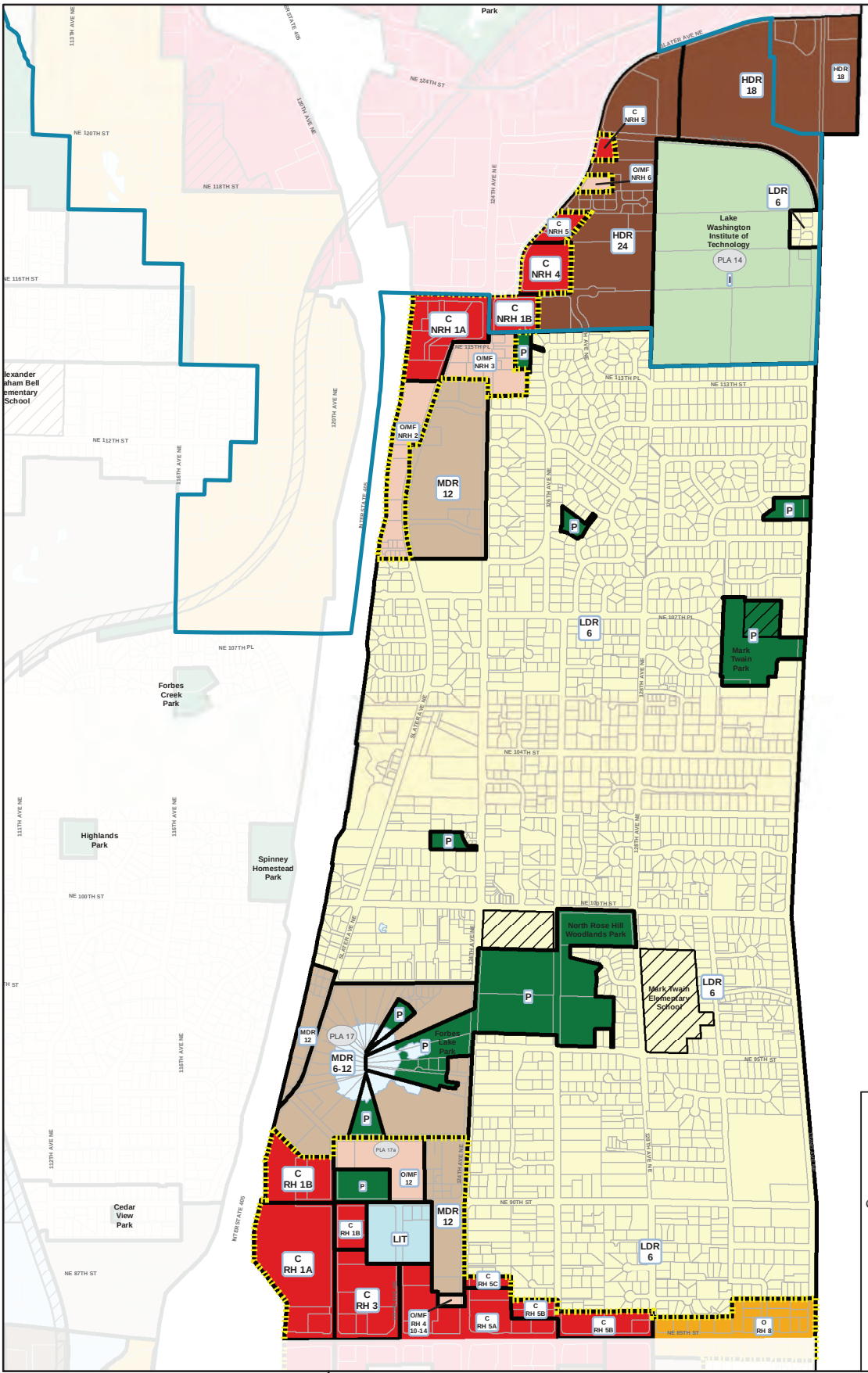
Figure K-5: Kingsgate Pedestrian System



Add text: **Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections.**

Figure FH-7.3: Finn Hill Street Classifications

PLACEHOLDER
FOR FIGURE
T-28



DRAFT

LAND USE CODES

C - COMMERCIAL MIXED USE
IND - INDUSTRIAL MIXED USE
G-US - GREENBELT/URBAN SEPARATOR
TOD - TRANSIT ORIENTED DEVELOPMENT
O - OFFICE MIXED USE
O/MF - OFFICE/MULTI-FAMILY
HDR - HIGH DENSITY RESIDENTIAL
MDR - MEDIUM DENSITY RESIDENTIAL
LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT
YBD - YARROW BAY BUSINESS DISTRICT

North Rose Hill Neighborhood

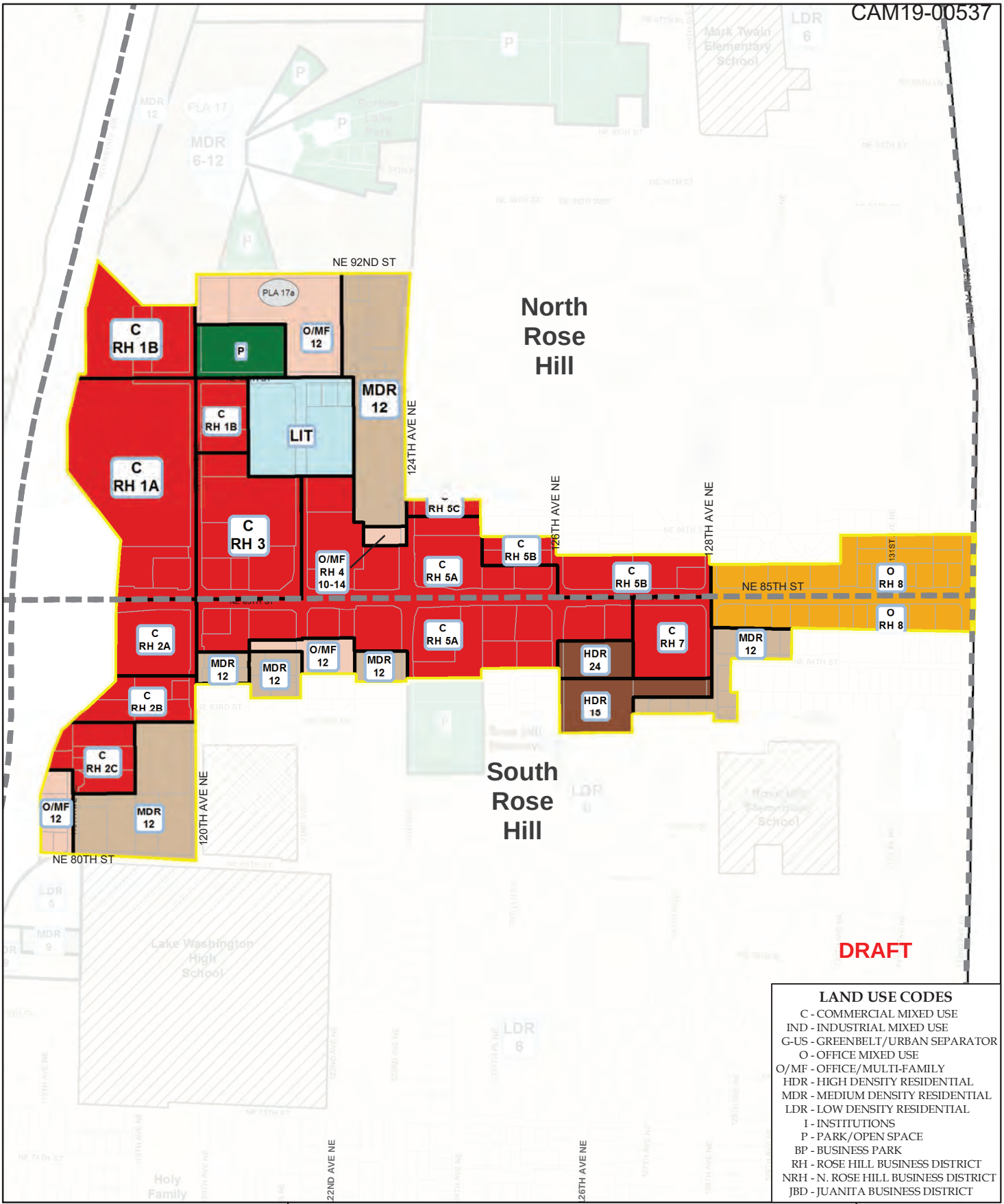
Figure RH-1: Land Use Map

ORDINANCE NO. 4670
ADOPTED by the Kirkland City Council
December 11, 2018

LAND USE BOUNDARIES
BUSINESS DISTRICTS
PUBLIC FACILITIES
TOTEM LAKE URBAN CENTER
PARCEL BOUNDARIES
PLA PLANNED AREA NUMBER
LDR *5 LAND USE CODE / DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
** INDICATES CLUSTERED LOW DENSITY*

N
S
0 250 500
Feet



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LDR - LOW DENSITY RESIDENTIAL
I - INSTITUTIONS
P - PARK/OPEN SPACE
BP - BUSINESS PARK
RH - ROSE HILL BUSINESS DISTRICT
NRH - N. ROSE HILL BUSINESS DISTRICT
JBD - JUANITA BUSINESS DISTRICT

Rose Hill Business District

Figure RH-4: Land Use Map

ORDINANCE NO. 4670
ADOPTED by the Kirkland City Council
December 11, 2018

LAND USE BOUNDARIES
ROSE HILL BUSINESS DISTRICT
PUBLIC FACILITIES
NEIGHBORHOODS
PARCEL BOUNDARIES
PLA PLANNED AREA NUMBER
LDR *5 LAND USE CODE / DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
** INDICATES CLUSTERED LOW DENSITY*

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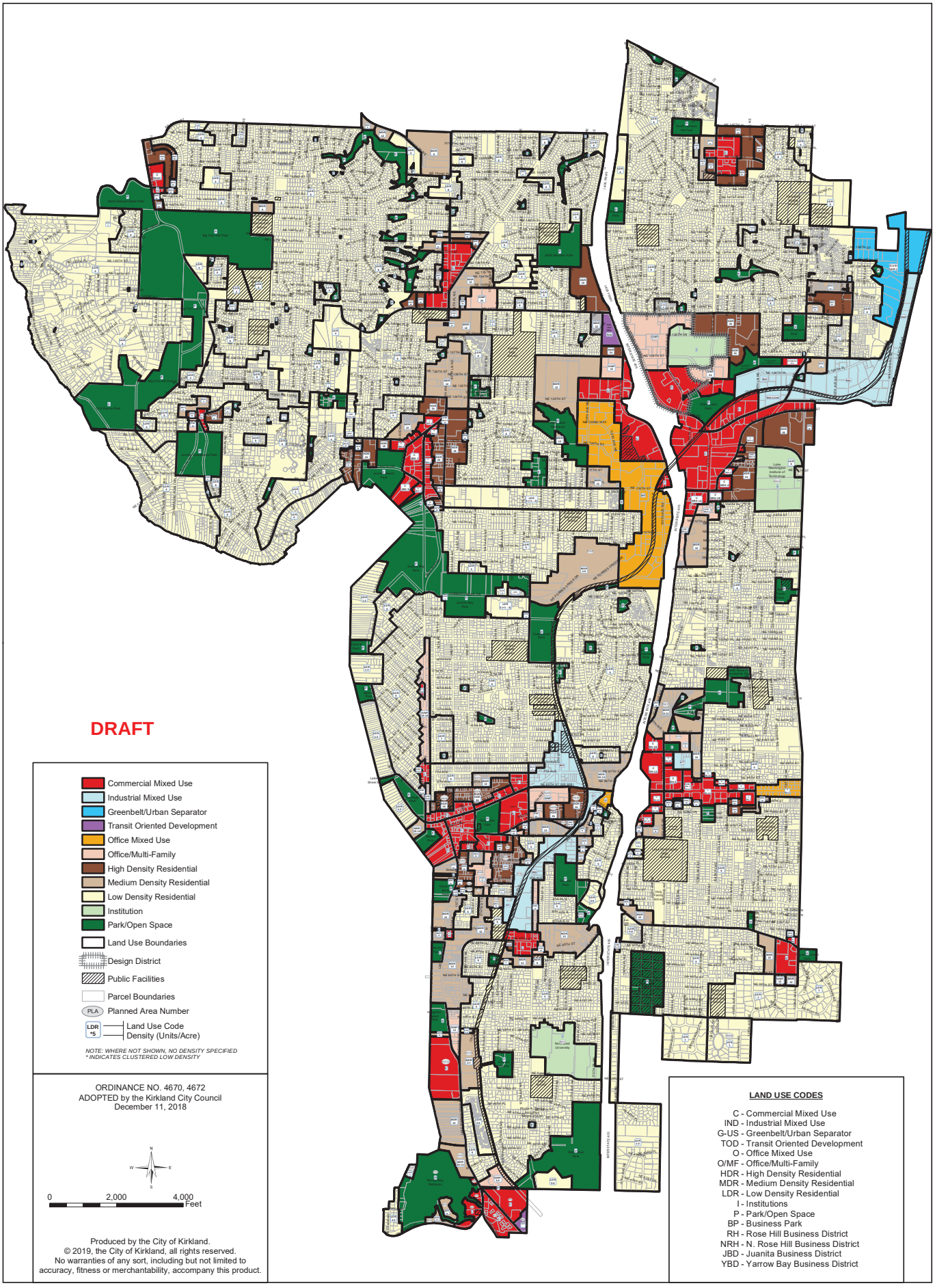


LU-1 Comprehensive Land Use Map

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

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

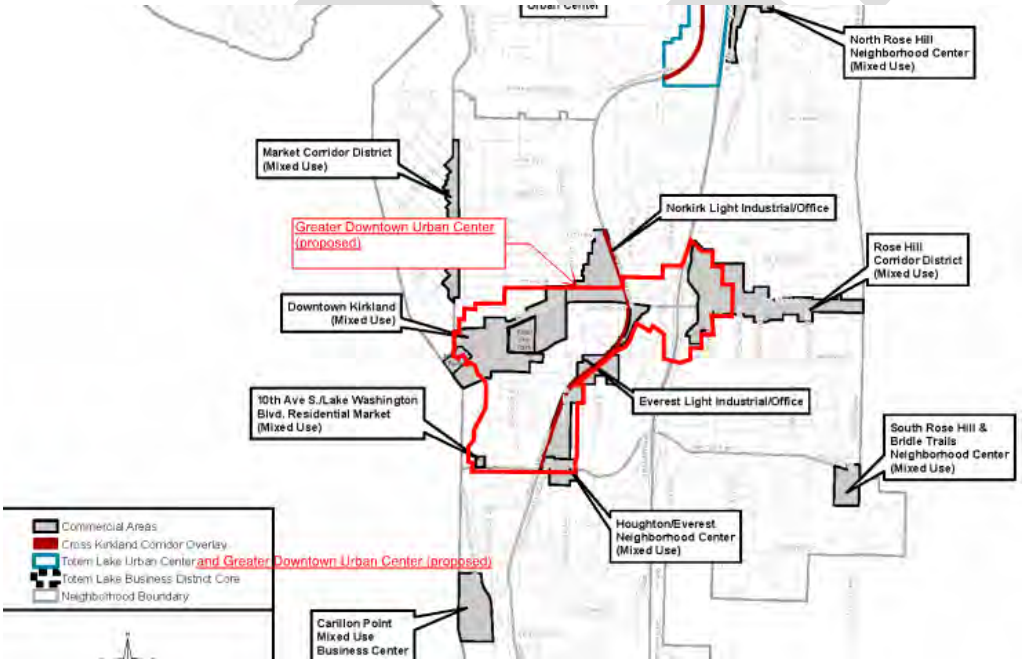
Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
***Buchanan House (formerly known as** Trueblood House**)** ~~(moved from 127 7th Ave.)~~	129 6th Ave. **(moved from 127 7th Ave.)**	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
~~¥~~Marsh Mansion	6610 Lake Wash. Blvd.	French Ecl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

Policy LU-5.5: ~~Evaluate~~ Propose ~~the potential of~~ designating the Greater Downtown area ~~in and around Downtown Kirkland~~ as an Urban Center.

The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland (the Greater Downtown area, see Figure LU-2)~~may~~ meets the requirements for an Urban Center designation. The primary advantage of an Urban Center designation would be opening up potential funding sources for infrastructure in Greater Downtown to support existing and planned growth. The Urban Center designation would be consistent with existing plans for Downtown Kirkland since the designation would recognize the Greater Downtown area as an appropriate place for continued growth. The Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384.~~Essential to the ensuring that such designation is consistent with existing plans for Downtown Kirkland.~~

	2019 Existing	2035 Planned
Buildable Area (Acres)	519	
Population	5,834	8,561
Employment	10,051	15,031
Total Activity Units	15,885	23,589
Total Activity Units per Acre	30.6	45.5

Proposed Revision to Figure LU-2



Policy T-1.7: Improve street crossings.

Street crossings are critical to the success of a pedestrian network. Kirkland has a history of innovation in treatments at uncontrolled (crosswalks where vehicles are not required to stop)

crossing locations and this should continue. Rapid flashing beacons or other state of the art devices should be used to enhance pedestrian visibility. Best practices and research[1] should be used to guide decisions.

The pedestrian flag program should be continued at crosswalks where volunteers are available to help stock and maintain the flags. Program improvements that increase flag usage should be sought.

Prioritization for street crossing improvements should be similar to those used for sidewalk projects:

- Improve Safety – within the context of a Vision Zero program, consider crash history and indicators of crash risk such as vehicle speed.
- Link to Land Use – prioritize crossings on routes with sidewalks that expand and enhance walkability or that otherwise help achieve Kirkland's land use goals. Improvements in the Totem Lake and Greater Downtown Urban Centers should be given priority.

Policy T-2.2: Create new and improve existing on-street bike facilities.

A system of on-street bicycle lanes currently forms the basis of Kirkland's bicycle network and is likely to do so in the near future. Most of these bicycle lanes are of minimum width and have no barriers between auto and bicycle traffic. Research has shown that improving on-street bicycle lanes by widening, separating and/or buffering from auto traffic makes bicycling more attractive. The map below in this section shows a proposed network of bicycle facilities. One of the ongoing challenges for a bicycle network is the limited number of north-south arterials in Kirkland. The paucity of arterials forces auto and bicycle traffic together through the need for both auto and bicycle travel.

Many of Kirkland's existing bicycle facilities can be made wider relatively inexpensively, through changing pavement markings; for example, new bicycle lanes can sometimes be created by narrowing auto lanes.

High quality, separated on-street bicycle facilities (formerly known as cycle tracks) should be part of Kirkland's bicycling network. This concept is especially important along high volume/high speed arterials where bicyclists are threatened by automobile traffic and from door openings of parked vehicles. Sometimes these facilities may require separate traffic signal indications for bicycles. Higher levels of signing and marking could significantly improve the on-street bicycling experience and therefore the viability of bicycling. Continuing bike facilities through intersections where they are currently dropped, and including better signal detection would have similar effects. Methods for making these improvements and others should be detailed in a revised Active Transportation Plan.

Guidelines that illustrate enhanced bicycle facility design are becoming widely available and should be adopted by Kirkland.

Improvements to bicycle facilities should be prioritized based on their ability to meet the following goals:

- Improve safety – consider safety history and the potential to reduce conflicts.

- Link to Land Use – make connections to local and regional destinations and trails, with particular emphasis on the CKC, ~~and~~ the Totem Lake Urban Center and the Greater Downtown Urban Center.

Goal T-3: Support and promote a transit system that is recognized as a high value option for many trips.

Background

Historically, transit in Kirkland focused on connections oriented to Seattle in the morning and from Seattle in the afternoon. Bus frequencies were sometimes as low as one hour, especially in off-peak periods. Today, Kirkland is served by a number of routes connecting to a variety of Eastside destinations as well as Seattle. Frequency on some routes is 15 minutes, with most service at 30-minute intervals over most of the system. Additionally, instead of being solely a source for trips to employment centers, Kirkland is becoming an employment center that attracts transit trips.

Transit with the right characteristics can make an important contribution to Kirkland's transportation system. At its best, transit is as follows:

Fast – making long trips competitive and cost effective with driving.

Frequent – frequencies of 15 minutes or less with service hours extending from early morning to late night.

Reliable – trip times are consistent from day to day and riders trust they will arrive on time.

Accessible – facilities and vehicles are designed for all users.

Comfortable – all elements of the system are sized to meet demand and offer amenities that make trips pleasant.

Complete – popular destinations are served and transfers between routes are easy and clear.

Transit providers will continue to be faced with constrained resources for maintaining existing service hours, limiting their ability to add new service. This, combined with the characteristics described above, suggests that Kirkland's transit needs will best be served by a focused network of higher frequency service near major concentrations of residential and commercial land uses.

This transportation element challenges the idea that because Kirkland does not provide transit service, it has little effect on the quality of that service. Because transit, more than any other mode, is dependent on land use for success, Kirkland's land use choices will have an important influence on where and how transit service is deployed.

Kirkland is, of course, responsible for maintaining the streets on which transit travels. Additionally, Kirkland can make improvements to waiting areas, including improved lighting, more shelters and wayfinding that is more understandable. Parking policy – such as pay parking

at destinations – that is favorable to transit and projects that increase transit speed and frequency are other ways that Kirkland can support good transit.

In the future, Sound Transit will have a greater service presence in Kirkland. This will be in the form ~~is likely to come in the form~~ of bus rapid transit on I-405 in the near term, ~~and/or Link light rail, both of~~ which will connect to the Totem Lake Urban Center~~,~~ and the Greater Downtown Urban Center~~downtown Kirkland and the 6th Street corridor~~. Additionally, transit has been assumed as an element throughout the planning of the Cross Kirkland Corridor and Sound Transit holds a transit easement on the Corridor. Regardless of where Sound Transit provides service in the long term, walking, biking and local transit connections to the regional transit system are paramount for its success.

Policy T-4.1: Make strategic investments in intersections and street capacity to support existing and proposed land use.

The vision for the Comprehensive Plan supports walkable, livable communities and the TMP makes a change from previous plans by placing less emphasis on intersection performance for cars as the main measure of effectiveness for the transportation system. Therefore, there is less emphasis on widening intersections where such projects do not support the surrounding land use vision.

Some areas, such as NE 132nd Street, may have substantial reductions in congestion from modest intersection improvements that are in keeping with the surrounding land use. Priorities for street improvements should include the following:

- Increasing safety.
- Minimizing delays for pedestrians and bicyclists and queuing for motor vehicles.
- Linking to land use; focus improvements in Totem Lake and Greater Downtown Urban Centers.
- Supporting economic development.
- Improving bicycle and pedestrian connections.
- Funding/cost effectiveness.
- Community support.

Policy T-7.1: Play a major role in development of Sound Transit facilities in Kirkland.

Sound Transit will likely be implementing one or more new phases of high capacity transit over the life of this transportation element and each new phase should build on the preceding phase.

Each of these phases requires an update to Sound Transit's Long Range Plan, followed by a System Plan revision that describes projects that are on a ballot put before voters. Connecting the Totem Lake Urban Center~~,~~ and the Greater Downtown Urban Center~~downtown Kirkland and the 6th Street Corridor~~ with the regional transit system is Kirkland's primary interest for regional transit.

Bus Rapid Transit and light rail are the preferred modes and the preferred route is the Cross Kirkland Corridor. However, Bus Rapid Transit operating in Express Toll Lanes on I-405 ~~may~~ will

be the first Regional High Capacity Transit link serving Totem Lake and the Greater Downtown area.

It is important that any such system travels through the Urban Center, and includes connections to all parts of Kirkland, particularly Downtown and the 6th Street Corridor. Rebuilding freeway interchanges, fixed guideway connections, people movers using the Houghton and Kingsgate Park and Rides are ways by which this may be accomplished.

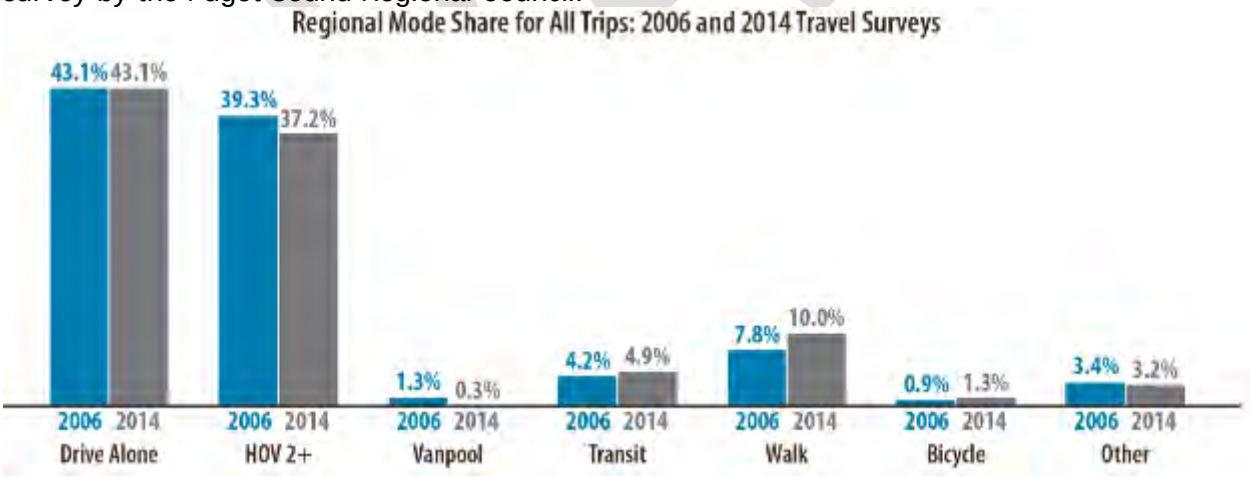
The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake and Greater Downtown Urban Centers at the heart of this goal. This includes both TOD on publicly owned land, such as the Kingsgate P&R, but also TOD on privately owned land.

Kirkland can best affect these plans by cultivating productive and ongoing working relationships with Sound Transit and by being active and persistent advocates for our interests, as directed by the City Council, at both the staff and Sound Transit Board level.

Kirkland should work with Sound Transit, Metro and other partners to make investments as part of a seamless and integrated transit network.

Policy T-8.3: Adopt ~~a~~ mode split goals for the Totem Lake and Greater Downtown Urban Centers.

"Mode split" is the term used to describe how trips are allocated amongst various types of transportation, or modes. The illustration below shows mode split based on a region wide survey by the Puget Sound Regional Council.



Source: Puget Sound Regional Council

Mode Split Goals are required to be adopted for ~~the Totem Lake~~ Urban Centers. A baseline estimate of mode split for the Totem Lake Urban Center is 19 percent non-drive alone. This estimate is based on 2010 data from the Puget Sound Regional Council as shown in the table below.

Totem Lake Existing Mode Split (2010) Peak Hour, Work Trip Types	
Mode	Fraction of Trips
Drive Alone	81%
HOV 2+, vanpool, Transit	16%
Walk and Bike	3%

A baseline estimate of mode split for the Central Business District (CBD) is shown in the table below. Current mode split in the CBD is low because it does not currently include any major CTR employers. In contrast, large CTR employers just outside the CBD and within the Greater Downtown Urban Center are currently achieving mode splits with between 62% and 78% drive-alone.

Downtown Kirkland (CBD) Existing Mode Split (2018) Peak Hour, Work Trip Types	
Mode	Fraction of Trips
Drive Alone	88%
Transit	1%
Rideshare	5%
Walk and Bike	6%

The future goals for the Totem Lake and Greater Downtown Urban Centers are shown below:

Totem Lake and Greater Downtown Mode Split Goals, Peak Hour, All Trip Types	
Mode	Fraction of Trips
Drive Alone	45%
HOV 2+, vanpool, Transit	46%
Walk and Bike	9%