



CITY OF KIRKLAND

Planning and Community Development Department
123 Fifth Avenue, Kirkland, WA 98033 425.587-3225
www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Joan Lieberman-Brill, AICP, Senior Planner
Paul Stewart, AICP, Deputy Planning Director

Date: October 7, 2009

Subject: 2009 City Initiated Comprehensive Plan Amendments (File ZON09-00001)

RECOMMENDATION

- Adopt the enclosed ordinance to approve the 2009 City Initiated Comprehensive Plan Amendments (CPA's).

BACKGROUND DISCUSSION

All amendments are included as Exhibit A to the ordinance.

On August 24, the Houghton Community Council unanimously recommended adoption of the 2009 amendments without modifications to the staff recommendation. Following the public hearing on September 10, the Planning Commission unanimously recommended adoption. The Commission also recommended that a definition or description of "superior urban design" in the context of the Totem Lake Urban Center be incorporated into the Comprehensive Plan. The section of this memorandum below entitled "Defining Superior Urban Design" explains the Commission's recommendation.

Policy Highlights - City Initiated Amendments

Each year the City reviews and makes changes to its Comprehensive Plan for any needed changes. The City-initiated 2009 amendments are primarily housekeeping amendments. Highlights of this cycle of city initiated amendments include:

- Policies and/or map amendments to implement a park acquisition expanding Forbes Lake Park and to extend the city limits to incorporate the new Bridle View Annexation.
- A new implementation procedure to ensure that recommended improvements and projects adopted with neighborhood plan updates are

- included for consideration in either the CIP process, or the neighborhood connection and neighborhood grant programs.
- Revisions to the Totem Lake Neighborhood Plan to incorporate the Totem Lake Urban Center designation, which was adopted by the King County Growth Management Planning Council in 2003.

Additionally, the Capital Facilities Element must be updated to incorporate the adopted Capital Improvement Program (CIP) into the Capital Facilities Plan (CFP) so they are consistent. With this cycle of Plan amendments, the 2009-2014 Capital Improvement Program (CIP), adopted in September 2008, is incorporated into the Capital Facilities Plan (CFP). These amendments include the updated funded project lists for the major public facilities needed to support growth and development consistent with our adopted level of service standards (contained in the Capital Facilities Element) and the revised 2022 transportation project list including both funded and unfunded projects (contained in the Transportation Element).

A more detailed summary of the proposed city initiated amendments is available in the [June 3 Planning Commission and Houghton Community Council meeting memo](#).

Links to staff memorandums, minutes, and audio recordings for all Planning Commission and Houghton Community Council meetings associated with this proposal, are provided below (all memorandums were the same for both advisory bodies):

September 10, 2009 meeting *Planning Commission public hearing* [Planning Commission Hearing memo](#) and [minutes and audio](#)

August 24, 2009 meeting *Houghton Community Council public hearing* [memo](#) (same as Planning Commission memo) and [minutes and audio](#)

June 11, 2009 meeting *Planning Commission study* [Planning Commission meeting memo part 1](#) and [Planning Commission meeting memo Part 2](#) and [minutes and audio](#)

June 22, 2009 meeting *Houghton Community Council study* [memo Part 1](#) and [memo Part 2](#) (same as Planning Commission memo) and [minutes and audio](#)

Defining Superior Urban Design

The Totem Lake Urban Center designation was adopted by the King County Growth Management Planning Council in 2003 into the King County Countywide Policy Plan (KCCPP). During the 2004 cycle of Comprehensive Plan Amendments, the Land Use Element of the Comprehensive Plan was updated to bring our Comprehensive Plan into consistency with the KCCPP.

This year, a map of the Urban Center is proposed to be added to the Totem Lake Neighborhood Plan. Maps for the Totem Lake Neighborhood and Totem Center are already contained in the neighborhood plan. A map to indicate the location of the Urban Center in relation to the other areas will clarify the boundaries of each area. While completing this mapping task, it came to our attention that in addition to the map, text amendments were also needed to bring the neighborhood plan into consistency with the Urban Center designation. These text and map amendments are attached to this memorandum as Attachments 1-4.

As noted in the attached Planning Commission transmittal memo, in addition to these proposed revisions, the Commission recommends defining superior urban design in the context of the Totem Lake Urban Center.

According to the King County Countywide Planning Policies (CPP) Framework Policy – 14, among those elements that characterize Urban Centers is an emphasis on superior urban design which reflects the local community. Additionally, the CPP's provide guidance in describing superior urban design. Pursuant to CPP Community Character Policy - 3, "All jurisdictions shall promote a high quality of design and site planning in publicly-funded construction (such as civic buildings, parks, bridges, transit stops), and in private development."

The Land Use Element of the Comprehensive Plan, updated in 2004, included Policy LU-5.4, "Support Totem Lake's development as an Urban Center with a diverse pattern of land uses." It lists the attributes of the Urban Center. Staff recommends that this policy be revised to address superior urban design.

In developing a local definition of superior urban design staff relied upon already adopted policies in the two documents that guide design within the urban center: the "Design Guidelines for Totem Lake Neighborhood", which addresses the portion of the neighborhood that lies outside of Totem Center, and the "Design Guidelines for Pedestrian Oriented Business Districts", which provides design guidance for the core area, Totem Center. Attachment 5 to this memo is the proposed amendment.

SEPA Compliance

State Environmental Policy Act (SEPA) materials are included as Attachment 6.

Public Process

Notice of public meetings and hearings were provided to the Seattle Times, the Neighborhood Associations and Kirkland Alliance of Neighborhoods, the neighborhood e-bulletin reaching 500 recipients that Kari Page, our Neighborhood Services Coordinator maintains, and the Kirkland Chamber of Commerce. In addition, a public notice sign was posted to provide notice of the site specific rezone of the Forbes Lake expansion property. (The rezone is to change the zoning from Planned Area 17B (a medium density residential zone) to Public Use Zone for park use.)

Other than one comment received at the Houghton Community Council's public hearing, no public testimony was received on the city initiated amendments to the Comprehensive Plan. The comment was to revise the description for the proposed 124th Avenue NE right-of-way Street Widening Project ST20-5 to include a landscape median, in Table T- 5 -Project Descriptions for the 2022 Transportation Project List. This request was reviewed by the Public Works Department, and the description has been revised.

Decisional Criteria for Amending the Comprehensive Plan

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

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

For the physical, natural, and economic environments, approval of amendments to the Transportation and Capital Facilities elements to reflect the adopted 6-year 2009-2014 CIP, will increase funding for transportation capacity projects needed to complete the City's concurrency requirements by 2022, increase funding for non-motorized projects such as bike lanes and sidewalks, increase funding for the emergency Sewer Program, continue work on water projects that are based on the recently updated Water Comprehensive Plan and Rate Study, renovate existing parks and develop current and recently acquired park land.

Addition of new park land to our various maps contained in the Comprehensive Plan reflects acquisition in 2008 of a parcel which expands the Forbes Lake Park. It will result in more open space and sensitive area protection of Forbes Lake and its wetland and buffer.

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

The new Bridle View annexation area will continue the equestrian character in the Bridle Trails neighborhood.

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

The various proposed revisions to the Comprehensive Plan, especially as a result of incorporating the adopted 2009 – 2014 CIP will ensure that the City does have adequate public facilities and services.

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

The majority of the proposed city initiated amendments to the Comprehensive Plan addressed in this memorandum are not site-specific. Only one map change, other than one to reflect park acquisition during this cycle, is proposed. It revises City boundaries to recognize the newly annexed Bridle View area, which includes the four acre Snyder's Corner Park and the 52 acre Bridle View subdivision.

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

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

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

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

The proposed amendments are consistent with the GMA, countywide planning policies, and are internally consistent with other parts of the Comprehensive Plan. Finally, the city initiated amendments will be in the best interest of the

community as they reflect adopted city policies, acquisitions, and boundary changes.

Exhibit:

A. Planning Commission Recommendation

Attachments:

1. Totem Lake Neighborhood Plan Economic Development - text revisions
2. Totem Lake Neighborhood Plan Totem Center proposed - text revisions
3. Totem Lake Neighborhood Plan Transportation proposed - text revisions
4. Totem Lake Neighborhood Plan Totem Lake Urban Center – new map
5. Proposed amendment to the Land Use Element Policy 5.4 superior urban design
6. SEPA addendum (see all proposed amendments in Exhibit A to the ordinance)

cc: ZON09-00001
Planning Commission
Houghton Community Council
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce

**CITY OF KIRKLAND**

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MEMORANDUM

To: Kirkland City Council

From: Andrew Held, Chair
Kirkland Planning Commission

Date: October 6, 2009

Subject: Planning Commission Recommendation to adopt the 2009 City Initiated Comprehensive Plan Amendments (File ZON09-00001)

Introduction

We are pleased to submit the recommended annual city initiated Comprehensive Plan Amendments for 2009 for consideration by the City Council. This effort culminates the work started with the adoption of the 2009-2014 Capital Improvement Program, necessitating updates to the various chapters of the Plan to bring them into consistency with the biennial CIP.

Among highlights, are policies and/or map amendments to extend the city limits to incorporate the new Bridle View Annexation and to implement a park acquisition expanding Forbes Lake Park.

The Planning Commission wants to highlight a new implementation procedure, requested by us and implemented effectively and efficiently by staff, that ensures that recommended improvements and projects adopted with neighborhood plan updates are included for consideration in either the CIP process, or the neighborhood connection and neighborhood grant programs.

Another change revises the Totem Lake Neighborhood Plan to incorporate a map for the Totem Lake Urban Center designation along with some updated policy text. Finally, revisions during this cycle include recommended housekeeping amendments, updates to functional maps, and various other minor changes. All amendments are included as Exhibit A to the proposed ordinance.

Planning Commission Issues

Unlike the previous 2007-2008 cycle of Comprehensive Plan Amendments, this year's cycle had only one issue that the Commission focused upon. At our Planning Commission public hearing, we requested that the term "superior urban design" be defined within the context of the Totem Lake Urban Center designation.

October 6, 2009

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In 2003, the Growth Management Planning Council adopted amendments to the Countywide Planning Policies designating Totem Lake an Urban Center. Already incorporated into the Land Use Element of the Comprehensive Plan in 2004, this cycle of CPA's revisions to the Totem Lake Neighborhood Plan reflects this designation. Proposed changes are shown in Attachments 1 through 4 of the staff memorandum to David Ramsay. The amendments to the Economic Development, Totem Center and Transportation Sections of the Totem Lake neighborhood Plan text, and addition of a map identifying the Urban Center's boundaries, are intended to bring the Plan into compliance with the Countywide Planning Policies. The description in Attachment 1, characterizing the Urban Center classification, uses the phrase superior urban design, which we think merits some additional definition or description.

At the hearing, planning staff suggested that "superior urban design" be interpreted through the existing Totem Lake and Pedestrian Oriented design guidelines and chapter 92 of the Zoning Code. The Commission recommended staff develop such a definition to be included in the Comprehensive Plan to provide guidance and predictability as Totem Lake develops.

The Planning Commission unanimously recommends adoption of the 2009 cycle of CPA's with the condition that this definition be provided.

Public Participation

The Planning Commission held one study session leading up to the September 10 public hearing. At the hearing there was no public testimony.

cc: ZON09-00001

Totem Lake Neighborhood Plan
Economic Development

Framework Goal: Foster a diverse, vibrant economic environment, supplying broad commercial and employment opportunities.

The Totem Lake Neighborhood is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Neighborhood is the City's largest employment center and the City's leader in retail sales. The neighborhood contains ~~one of the City's~~ two activity only Urban Ceenter, -areas designated by the Growth Management Planning Council in 2003. in the Comprehensive Plan.

The "Urban Center" classification is described in the Countywide Planning Policies. It is characterized as having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, abroad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupancy vehicle. The Totem Lake Neighborhood fits this description.

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake Neighborhood. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service and industrial uses, intensive development where supported by public services, and collaboration between the public and private sectors.

This section provides policy direction regarding economic development in the Totem Lake Neighborhood, and applies to land throughout the neighborhood, including Totem Center. Broad citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Neighborhood.

Goal TL-1: Nurture and strengthen the role of the Totem Lake Neighborhood as a community and regional center for retail, health care, vehicle sales, light industrial and office employment.

Policy TL-1.4:

~~—Pursue an Urban Center designation for the Totem Lake Neighborhood.~~

~~Much of the Totem Lake Neighborhood is identified as an “Activity Center” in the Land Use Element of this Comprehensive Plan. The Countywide Planning Policies establish Activity Areas as locations within urban areas that contain a high concentration of commercial land uses, and adjacent and intermingled higher density residential uses served by a transit center.~~

~~Under the updated plan for the Totem Lake Neighborhood set forth in this Chapter, the Totem Center area, and much of the neighborhood, may be more appropriately classified as an “Urban Center.” An Urban Center, as described in the Countywide Planning Policies, is characterized by having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, a broad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupant vehicle. The Totem Lake Neighborhood fits this description.~~

~~Designation of an Urban Center within the Totem Lake Neighborhood would be particularly helpful to the City, as grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.~~

Totem Lake Neighborhood Plan
Totem Center

4. TOTEM CENTER

Framework Goal: Promote the strength and vitality of Totem Center.

Totem Center is home to the Evergreen Hospital Medical Center, the Totem Lake Mall retail center, a variety of office/commercial uses, and a planned transit station that will connect to the regional transit system. Currently, Totem Center is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of Totem Center as the core of the Totem Lake Urban Center, providing a thriving employment, housing, and service ~~and activity~~ center for the city and the region.

The location of a compact mix of land uses and employment opportunities within the Center can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for Totem Center capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in Totem Center will contribute to the sense of community and identity for the entire Totem Lake Neighborhood, as described in the Neighborhood Vision.

Goal TL-8: Ensure that public and private development contribute to a lively and inviting character in Totem Center.

The fundamental goal for Totem Center is to create a pedestrian-oriented urban ~~activity~~ center with a safe, lively and attractive 24-hour environment.

To achieve this goal, key design principles for Totem Center include:

- **Mix of Uses** – Over time, Totem Center should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in

mixed-use buildings or in single use buildings located in close proximity and with good pedestrian connections.

- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout Totem Center.

Totem Lake Neighborhood Transportation

Policy TL-29.3:

Actively explore a wide range of funding options to achieve the adopted road network and maintain an acceptable LOS.

The Growth Management Act requires local jurisdictions to identify and fund transportation improvements sufficient to achieve the adopted LOS. For the Totem Lake Neighborhood, the road network needed to achieve the adopted LOS requires an ambitious funding effort that must include public and private collaboration.

The City should ensure that private growth pays for its share of needed transportation improvements. The City has adopted an impact fee system to allow the collection of funds to pay for a portion of needed improvements caused by additional traffic from new development. The City should ensure that the impact fee schedule is updated to include necessary transportation facilities in the Totem Lake area. The City should also seek interlocal agreements with adjacent jurisdictions to mitigate the traffic impacts of new growth occurring outside of the city limits.

The City must also work with State and federal agencies to seek all available funding sources to support the adopted transportation network. The City should also consider the following revenue sources to finance needed improvements:

- ◆ General Revenue
- ◆ Impact Fees
- ◆ Local option gas taxes (if authorized)
- ◆ Surface Water Fees (based on new stormwater requirements)
- ◆ Special purpose taxing district

The Urban Center designation within the Totem Lake Neighborhood is particularly helpful to the City, when grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.

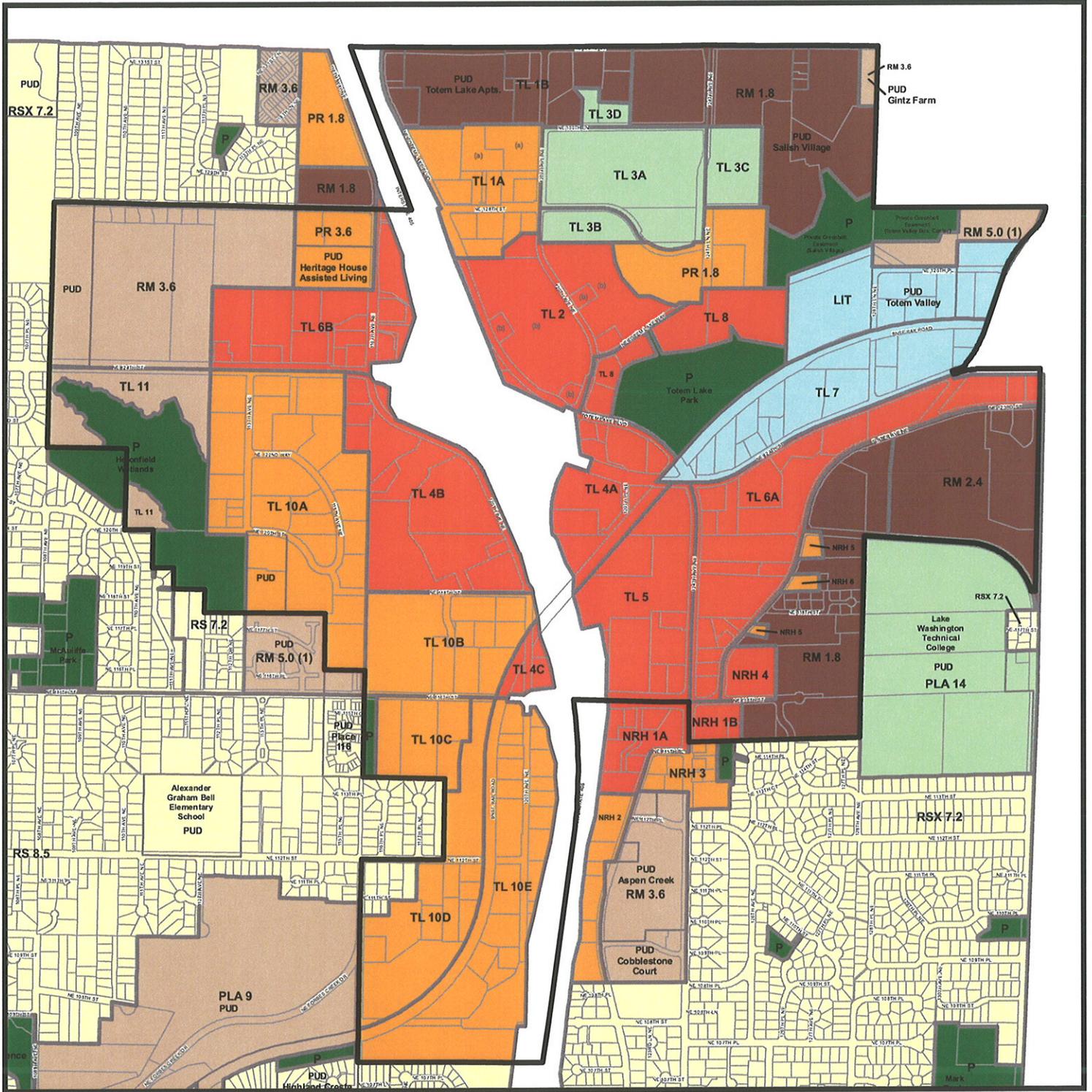
Policy TL-32.1:

Develop a safe, integrated on and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's Nonmotorized Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, activity and activity-urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail should be considered in developing regional connections.

The CrossKirkland trail, if it is developed, will provide an important recreational opportunity, as well as north-south bicycle and pedestrian route, within the Burlington Northern right-of-way through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.

TOTEM LAKE URBAN CENTER



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Land Use Element

Policy LU-5.4: Support Totem Lake's development as an Urban Center with a diverse pattern of land uses.

- *Recognize Totem Center, the area around Totem Lake Mall and Evergreen Healthcare Medical Center, as the "core" district where the highest densities and intensities of land use are focused.*
- *Create a compact area to support the planned transit center and promote pedestrian activity.*
- *Encourage uses which will provide both daytime and evening activities.*
- *Provide sufficient public open space and recreational opportunities*
- *Enhance the natural condition and function of Totem Lake.*
- *Promote superior urban design throughout the Urban Center through standards that address human and architectural scale and design. Through coordination of improvements in the public realm, affirm and create a "sense of identity" for the Totem Lake Urban Center. Ensure that the built environment enhances and contributes to a highly successful pedestrian environment, particularly in Totem Center, where connections between business, transit and the living environment are key to establishing a vibrant community. The Design Guidelines for Totem Lake Neighborhood and the Pedestrian Oriented Design Guidelines provide specific direction for this area.*
- ~~*Affirm or create a "sense of identity" for the Totem Lake Urban Center.*~~
- *Provide an interconnected street system for pedestrian and vehicular access.*

NOTICE OF AVAILABILITY

July 15, 2009

The City of Kirkland has issued an addendum to the Draft and Final Environmental Impact Statements for the 2004 Kirkland Comprehensive Plan. The Draft and Final EIS's were issued on July 1, 2004 and October 15, 2004 respectively. **The subject of the EIS addendum is the City Initiated Comprehensive Plan Amendments (CPA) for 2009, pursuant to Chapters 130, 140 and 160 KZC - Process IV.** File No. ZON09-00001.

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

The 2009 City initiated draft amendments to the Kirkland Comprehensive Plan address the newly adopted 6 year CIP for the period of 2009-2014. A revision to the Implementation Element adds a protocol for considering projects and improvements identified in the various neighborhood plans, in the yearly update of the CIP and the Neighborhood Grant Program. The Public Services Element is revised to reflect the current status of the Houghton Transfer Station. Proposed changes to the Kirkland Zoning Map, Land Use Map and Parks Map address a new park acquisition, to bring these maps into consistency with the existing park system. The North Rose Hill street connections list has been revised to acknowledge changed conditions on the ground. Kirkland's municipal boundary is expanded to include the Bridle View annexation area, along the Kirkland/Redmond boundary, which had previously been in unincorporated King County. The Totem Lake Neighborhood Plan is updated to reflect the 2003 designation of Totem Lake as an Urban Center by the Growth Management Planning Council. Various minor changes to functional maps are proposed, which are non policy related, housekeeping amendments.

The following steps will occur in the City of Kirkland's review of this proposal: Courtesy Public Hearing conducted by the Houghton Community Council on August 24, 2009; Public Hearing conducted by the Planning Commission on September 10, 2009; and tentative date for decision and action by City Council in October or November 2009. All dates are subject to change.

If you wish to receive a copy of the proposed 2009 City Initiated CPA or the EIS Addendum, or have any questions, please contact Joan Lieberman-Brill, Kirkland Senior Planner at (425) 587-3254. You may also send requests for copies via e-mail, at jbrill@ci.kirkland.wa.us.

Fact Sheet

Action Sponsor and Lead Agency	City of Kirkland Department of Planning and Community Development
Proposed Action	Legislative adoption of the 2009 Comprehensive Plan Amendments and related Zoning Map changes , pursuant to Chapters 130, 140, and 160 KZC (Process IV).
Responsible Official	signed original in file Eric R. Shields, AICP Planning Director
Contact Person	Joan Lieberman-Brill AICP Senior Planner, City of Kirkland (425) 587- 3254 or at jbrill@ci.kirkland.wa.us
Required Approvals	Adoption by Kirkland City Council Final Action by Houghton Community Council for amendments within its jurisdiction.
Location of Background Data	File ZON09-00001 City of Kirkland Department of Planning and Community Development 123 Fifth Avenue Kirkland, WA 98033
Date of Issuance	July 15, 2009

City of Kirkland

2009 Comprehensive Plan and Zoning Map Amendments

EIS Addendum dated July 15, 2009

File No. ZON09-00001

I. Background

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

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

II. EIS Addendum

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

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

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

III. Non-Project Action

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

IV. Environmental Analysis

The *City of Kirkland 2004 Draft and Final Comprehensive Plan 10-Year Update EIS* evaluated the environmental impacts associated with adoption of proposed policies and land use designations. The plan’s policies are intended to accomplish responsibilities mandated by the Washington State Growth Management Act (GMA), and to mitigate the impacts of future growth. In general, environmental impacts associated with the proposed 2009 Comprehensive Plan Amendments and related Zoning Map Amendment are similar in magnitude to the potential impacts disclosed in the *2004 Comprehensive Plan EIS*. As this proposal is consistent with the policies and designations of the Comprehensive Plan and the environmental impacts disclosed in the *Comprehensive Plan EIS*, no additional or new significant impacts beyond those identified in the EIS for the Comprehensive Plan are anticipated.

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

The 2009 Comprehensive Plan amendments and Zoning Map changes are as follows:

1. Capital Facilities Plan’s tables and Transportation Element’s maps and tables revised to reflect the changes in the 2007 Capital Improvement Program

The City made changes to the Capital Improvement Program (CIP) in September 2008 for funding and timing of projects. Since this was a major CIP update year there are changes to the 2022 transportation project list as well as revisions to all the other Capital Facilities Plan’s tables and Transportation Element’s maps and tables to reflect the changes to the CIP.

2. Implementation Element Table IS-1 Neighborhood Plans section addition.

Proposed protocol to incorporate projects identified in Plan updates into the CIP process and into the neighborhood connection and grant program. This process would ensure that the loop is completed – from plan to implementation.

3. Update of Public Services Element to reflect status of Houghton Transfer Station.

Amendment to replace out of date text, concerning policies to mitigate some of the adverse impacts the station was having on the surrounding neighborhood.

4. Comprehensive Plan and Zoning map to reflect new park acquisition.

Corresponding Comprehensive Plan neighborhood land use map, the citywide land use map, park system map and the Zoning map needed to be revised to reflect the new park purchase that expands the existing Forbes Lake Park System.

5. North Rose Hill Neighborhood Plan minor revisions.

Proposed changes to Table NRH-1 reflect the current status of completed or revised street connections.

6. Bridle Trails Neighborhood Plan update to add Bridle View Annexation area.

If the annexation is effective prior to adoption of the 2009 CPA's, proposed changes to the neighborhood land use map, zoning map, and text are necessary. If the annexation is not effective by the time the CPA ordinance is adopted, these amendments will be dropped from this cycle of Plan amendments.

7. Totem Lake Neighborhood Plan revision to Economic Development, Totem Center, and Transportation sections.

Proposed changes reflecting the 2003 Countywide Planning Policies amendment, which designated Totem Lake as an Urban Center.

8. Transportation, Utilities, Public Services, and Introduction, and Land Use Elements figures revised to reflect current services and facilities.

Minor updates are provided for the following figures:

- Figure T-1: Street Classification and State Routes
- Figure T-2: Bicycle System Existing and Proposed
- Figure T-3: Pedestrian Corridor System Existing and Proposed
- Figure T-4: Transit Service
- Figure T-7: Signalized Intersections

- Figure U-1: Water System
- Figure U-2: Sanitary Sewer System
- Figure U-3: Surface Water Management System
- Figure U-4: Northshore Water System
- Figure U-5: Northshore Sewer System
- Figure U-6: Existing and Planned/Desired Fiber Optic Network
- Figure PS-1: Fire Response Times within 5.5 minutes
- Figure PS-2: Emergency Medical Services Response Times within 5 minutes
- Figure I-2: Potential Annexation Areas
- Figure LU-1 City wide Land Use

VI. Public Involvement

The Planning Commission held a study session on June 11, 2009 and will hold a public hearing on September 10, 2009 on the 2007 City Initiated Comprehensive Plan Amendments. The Houghton Community Council held a study session on June 22, 2009 and will hold a courtesy public hearing on August 24, 2009. Hearings are advertised in the Seattle Times, via the City's cable channel and on a public notice signboard at the site in North Rose Hill where a rezone is proposed.

Public notice of the amendments and the public hearings are being provided in accordance with State law. The City Council will take final action on the proposal in October or November 2009 at a date yet to be determined. All dates are subject to change.

VII. Conclusion

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

Attachments:

- Proposed City Initiated 2009 Comprehensive Plan Amendments and related Zoning Map change

Cc: Dept. of Ecology, CTED, and File No. ZON09-00001

ORDINANCE 4212

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481 AS AMENDED AND AMENDING ORDINANCE 3710 AS AMENDED, THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON09-00001.

WHEREAS, the Growth Management Act (GMA), RCW 36.70A.215, mandates that the City of Kirkland review, and if needed, revise its Comprehensive Plan and its official Zoning Map pursuant to RCW 36.70A.130; and

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, and the Kirkland Zoning Ordinance, Ordinance 3710 as amended, all as set forth in that certain reports and recommendations of the Planning Commission dated September 23, 2009 and bearing Kirkland Department of Planning and Community Development File No. ZON09-00001; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held on September 10, 2009, a public hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held on August 24, 2009, a courtesy hearing, on the amendment proposals and considered the comments received at said hearing; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a SEPA Addendum to Existing Environmental Documents, issued by the responsible official pursuant to WAC 197-11-600; and

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

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

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

Section 1. Comprehensive Plan Text and Zoning Map Amended: The Comprehensive Plan, Ordinance 3481, as amended, and Zoning Map, Ordinance 3710, as amended, are hereby amended as set forth in Exhibit A attached hereto and by this reference incorporated herein as though fully set forth.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

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

Section 4. Except as provided in Section 3, this ordinance shall be in full force and effect five days from and after its passage by the City Council and publication pursuant to Kirkland Municipal Code 1.08.017, in the summary form attached to the original of this ordinance and by this reference approved by the City Council as required by law.

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

Passed by majority vote of the Kirkland City Council in open meeting this _____ day of _____, 20____.

SIGNED IN AUTHENTICATION THEREOF this _____ day of _____, 20____.

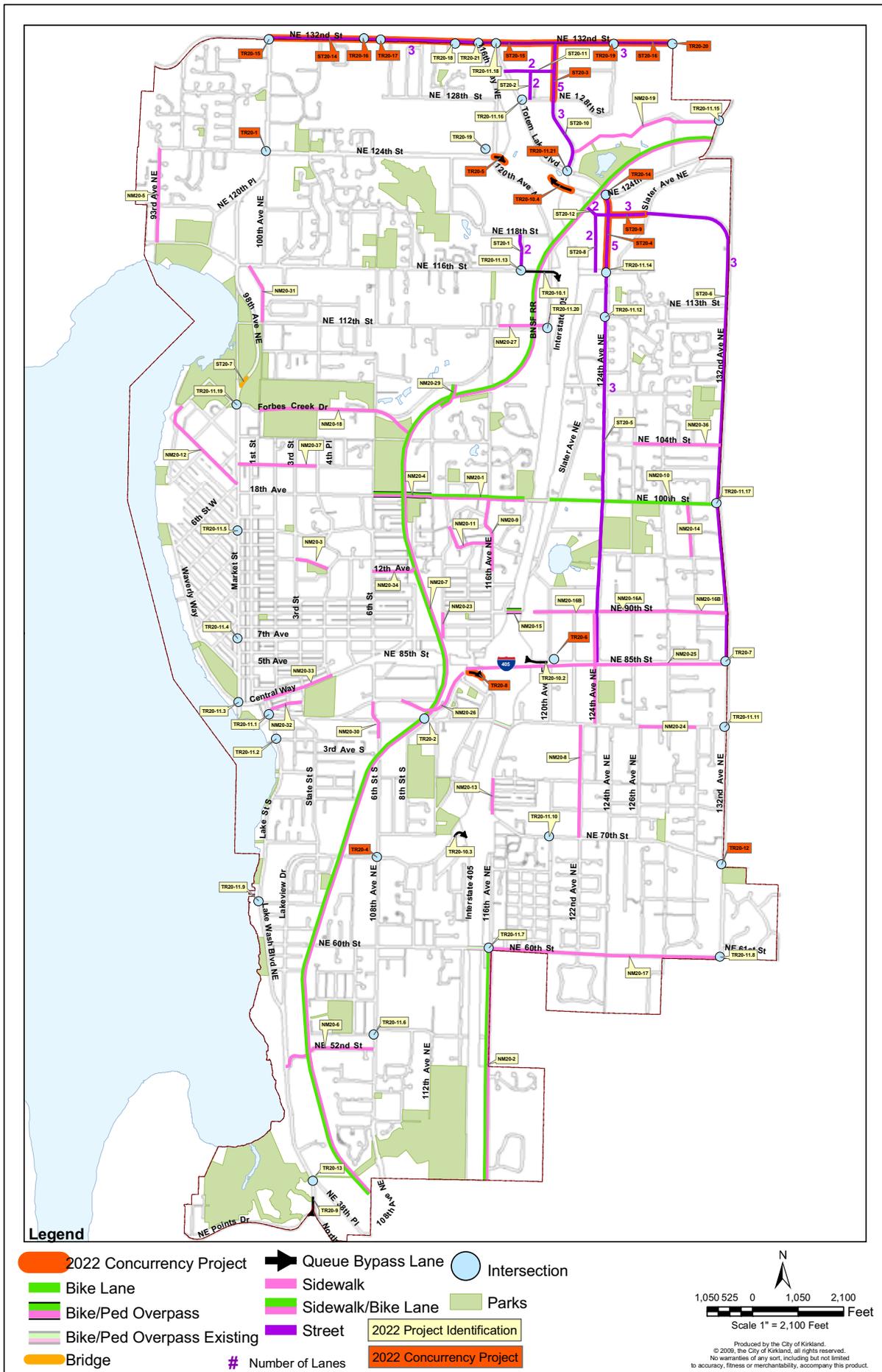
Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney



**Figure T-6: Transportation Project List
(Funded Unfunded)**

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2009	2010	2011	2012	2013	2014	Six-Year Total
Local	Surface Water Fees	963,600	149,850	455,830	1,486,950	1,055,700	1,129,600	5,241,530
Local	Real Estate Excise Tax	1,907,500	2,382,000	2,226,000	2,366,000	2,583,800	2,733,100	14,198,400
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	534,000	545,000	549,000	554,000	558,000	561,000	3,301,000
Local	Impact Fees	1,234,000	1,223,000	961,040	3,613,950	3,544,000	3,933,800	14,509,790
Local	Reserves	631,100	72,150		722,400			1,425,650
External	Sound Transit	60,000						60,000
External	Grants	710,000		616,030	1,914,300	1,669,800	1,853,500	6,763,630
<i>Total Sources</i>		6,310,200	4,642,000	5,077,900	10,927,600	9,681,300	10,481,000	47,120,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2009	2010	2011	2012	2013	2014	Six-Year Total
ST 0006	Annual Street Preservation Program	2,000,000	2,000,000	2,500,000	2,000,000	2,000,000	2,000,000	12,500,000
ST 0057*	NE 120th Street Roadway Extension (east section)	1,232,000		1,232,100	2,530,100			4,994,200
ST 0059*	124th Ave NE Roadway Improvements (north section)	224,000						224,000
ST 0080	Annual Striping Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
ST 8888	Annual Concurrency Street Improvements				2,272,000	2,522,000	2,799,400	7,593,400
ST 9999	Regional Inter-Agency Coordination	25,000	25,000	25,000	25,000	25,000	25,000	150,000
NM 0012	Crosswalk Upgrade Program	70,000		70,000		70,000		210,000
NM 0034*	NE 100th St at Spinney Homestead Park Sidewalk	56,000						56,000
NM 0044*	116th Avenue NE Sidewalk (Highlands)	568,000	333,000					901,000
NM 0051*	Rose Hill Business District Sidewalks	310,000	500,000					810,000
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0060*	100th Ave NE/99 th Place NE Sidewalk	494,000						494,000
NM 0065	Central Way Ped Enhancements (Phase II-southside)					151,800	374,100	525,900
NM 0066*	12th Avenue Sidewalk		111,000	308,000	205,100			624,100
NM 8888	Annual Non-Motorized Program				1,100,000	1,100,000	1,100,000	3,300,000
TR 0078*	NE 85th St/132nd Ave NE Intersection Improv. (Phase I)	22,500	475,000					497,500
TR 0079*	NE 85th Street/114th Avenue NE Intersection Improv.	28,700	604,000					632,700
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.	158,000	144,000					302,000
TR 0085*	NE 68th St/108th Ave NE Intersection Improvements	672,000						672,000
TR 0091*	NE 124th St/124th Ave NE Intersection (Phase III)			492,800	547,000	1,366,200	1,516,600	3,922,600
TR 8888*	Annual Concurrency Traffic Improvements				1,798,400	1,996,300	2,215,900	6,010,600
<i>Total Funded Transportation Projects</i>		6,310,200	4,642,000	5,077,900	10,927,600	9,681,300	10,481,000	47,120,000

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

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	2,615,500	1,152,300	50,000	3,625,600	5,385,700	8,796,300	21,625,400
Local	Reserves	1,400,000		1,400,000		1,400,000		4,200,000
External	Public Works Trust Fund Loan							-
Local	Debt					3,150,000		3,150,000
External	Joint Facility Agreements Redmond/Bellevue	685,000	522,000					1,207,000
<i>Total Sources</i>		4,700,500	1,674,300	1,450,000	3,625,600	9,935,700	8,796,300	30,182,400

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
WA 0090	Emergency Sewer Pgm Watermain Replacement Pgm	50,000		50,000		50,000		150,000
WA 0093	Vulnerability Analysis Facility Upgrades	297,900						297,900
WA 0094	North Reservoir Seismic Upgrades & Recoating	1,450,000	1,109,000					2,559,000
WA 0116*	132nd Av NE/NE 80th St Watermain Replacement				328,600	3,503,400		3,832,000
WA 0117	20th Avenue Watermain Replacement	200,000	335,100					535,100
WA 0141*	9th Avenue Watermain Replacement	200,000	230,200					430,200
WA 0142*	Third Street Watermain Upgrade	100,000						100,000
WA 8888	Annual Watermain Replacement Program						457,600	457,600
WA 9999	Annual Water Pump Station/System Upgrade Pgm						823,600	823,600
SS 0046*	Market Street Sewermain Replacement	652,600						652,600
SS 0056*	Emergency Sewer Construction Program	1,400,000		1,400,000		1,400,000		4,200,000
SS 0067	NE 80th Street Sewermain Replacement (Phase II)				1,230,200	1,992,900	4,515,300	7,738,400
SS 0074	Sewer System Telemetry Upgrades	150,000						150,000
SS 0075	Inflow And Infiltration Reduction Program	200,000						200,000
SS 0076	NE 80th Street Sewermain Replacement (Phase III)				1,230,200	1,992,900	1,654,600	4,877,700
SS 8888	Annual Sanitary Pipeline Replacement Program				492,100			492,100
SS 9999*	Annual Sanitary Pump Station/System Upgrade Pgm				344,500	996,500	1,345,200	2,686,200
<i>Total Funded Utility Projects</i>		4,700,500	1,674,300	1,450,000	3,625,600	9,935,700	8,796,300	30,182,400

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

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

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
Local	Surface Water Utility Rates	345,800	200,000	200,000	1,512,200	2,330,900	1,588,000	6,176,900
<i>Total Sources</i>		345,800	200,000	200,000	1,512,200	2,330,900	1,588,000	6,176,900

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.					733,700		733,700
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls				101,000	570,700	184,200	855,900
SD 0058	Surface Water Sediment Pond Reclamation Phase II				115,400	603,200	114,200	832,800
SD 0065	Cochran Springs/Plaza at Yarrow Pt Flood Control	145,800						145,800
SD 0067	NE 129th Place/Juanita Creek Rockery Repair				115,500	223,300		338,800
SD 8888	Annual Streambank Stabilization Program				57,700		165,800	223,500
SD 9999*	Annual Storm Drain Replacement Program				922,600		923,800	1,846,400
<i>Total Funded Surface Water Utility Projects</i>		345,800	200,000	200,000	1,512,200	2,330,900	1,588,000	6,176,900

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

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	1,350,000	1,102,500	1,157,600	1,215,500	1,276,300	1,321,000	7,422,900
Local	Park Impact Fees							-
Local	Reserves	100,000						100,000
Local	King County Property Tax Levy	118,000	118,000	118,000	118,000	118,000	118,000	708,000
External	Grant	450,000						450,000
<i>Total Sources</i>		<i>2,018,000</i>	<i>1,220,500</i>	<i>1,275,600</i>	<i>1,333,500</i>	<i>1,394,300</i>	<i>1,439,000</i>	<i>8,680,900</i>

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>Six-Year Total</i>
PK 0049*	Open Space and Pk Land Acq Grant Match Program	100,000						100,000
PK 0056*	Forbes Lake Park Development		877,500					877,500
PK 0066	Park Play Area Enhancements	100,000	100,000	50,000	100,000	100,000	50,000	500,000
PK 0078 600	A.G. Bell Elementary Playfields Improvements					200,000		200,000
PK 0078 800	International Comm. School Playfield Improvements				300,000			300,000
PK 0087	Waverly Beach Park Renovation		75,000	957,600				1,032,600
PK 0113	Spinney Homestead Park Renovation			50,000	690,500			740,500
PK 0115	Terrace Park Renovation					76,300	323,700	400,000
PK 0119	Juanita Beach Park Development	1,650,000				850,000	472,300	2,972,300
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0124*	Snyder's Corner Park Site Development				75,000		425,000	500,000
PK 0125	Dock Renovations			50,000				50,000
PK 0131*	Park and Open Space Acquisition Program	118,000	118,000	118,000	118,000	118,000	118,000	708,000
<i>Total Funded Parks Projects</i>		<i>2,018,000</i>	<i>1,220,500</i>	<i>1,275,600</i>	<i>1,333,500</i>	<i>1,394,300</i>	<i>1,439,000</i>	<i>8,680,900</i>

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

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List
(Funded - Unfunded)

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
Non-Motorized							
NM 20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	\$ 0.3	NM 0034	✓	C, NM	T-2	
NM 20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	\$ 4.5	NM 0001	✓	C, NM	T-2	
NM 20-3	13th Ave. Sidewalk (Phase II)	\$ 0.4	NM 0054	✓	C, NM	T-2	
NM 20-4	Crestwoods Park/BNSFRR Ped/Bike facility	\$ 2.5	NM 0031		C, NM	T-2	
NM 20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.6	NM 0032		C, NM	T-2	
NM 20-6	NE 52nd St. Sidewalk	\$ 1.1	NM 0007		C, NM	T-2	
NM 20-7	Cross Kirkland Trail	\$ 6.1	NM 0024		C, NM	T-2, T-8	
NM 20-8	122nd Ave NE sidewalk	\$ 2.7	NM 0055	✓	C, NM	T-2	
NM 20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	\$ 1.6	NM 0036		C, NM	T-2	
NM 20-11	NE 95th St Sidewalk (Highlands)	\$ 0.7	NM 0045		C, NM	T-2	
NM 20-12	18th Ave West Sidewalk	\$ 2.3	NM 0046		C, NM	T-2	
NM 20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.4	NM 0047		C, NM	T-2	
NM 20-14	130th Ave. NE Sidewalk	\$ 0.8	NM 0037		C, NM	T-2	
NM 20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 3.7	NM 0030		C, NM	T-2	
NM 20-16A	NE 90th St. Sidewalk (Phase I), 124th Ave. NE to 128th Ave. NE	\$ 1.2	NM 0056		C, NM	T-2	
NM 20-16B	NE 90th St. Sidewalk (Phase II), 120th Ave NE. to 124th Ave NE & 128th Ave NE to 132nd Ave NE	\$ 2.6	NM 0026		C, NM	T-2	
NM 20-17	NE 60th St Sidewalk	\$ 5.0	NM 0048		C, NM	T-2	
NM 20-18	Forbes Valley Pedestrian Facility	\$ 2.0	NM 0041		C, NM	T-2	
NM 20-19	NE 126th St Non-motorized facilities	\$ 4.3	NM 0043		C, TL	T-2	
NM 20-20	Crosswalk Upgrades (various locations)	\$ 0.2	NM 0012	✓	C, NM	T-2	
NM 20-21	Annual Pedestrian Improvements (various locations)	\$ 32.3	various		NM	T-2	
NM 20-22	Annual Bicycle Improvements (various locations)	\$ 2.3	various		NM	T-2	
NM 20-23	112th Ave NE Sidewalk	\$ 0.5	NM 0049	✓	C, NM	T-2	
NM 20-24	NE 80th St Sidewalk	\$ 0.9	NM 0050		C, NM	T-2	
NM 20-25	Rose Hill Business District Sidewalks	\$ 4.3	NM 0051	✓	C, NM	T-2	
NM 20-26	Kirkland Way Sidewalk	\$ 1.4	NM 0063		C, NM	T-2	
NM 20-27	NE 112th Street Sidewalk	\$ 0.6	NM 0053		C, NM	T-2	
NM 20-28	Annual Sidewalk Maintenance Program	\$ 1.2	NM 0057	✓	C, NM	T-2	
NM 20-29	111th Ave non-motorized/emergency access connection	\$ 1.5	NM 0058		Highlands	T-2	
NM 20-30	6th Street Sidewalk	\$ 0.4	NM 0059	✓	C	T-2	
NM 20-31	100th Ave NE/NE 99th Place sidewalk	\$ 0.7	NM 0060	✓	C	T-2	
NM 20-32	Park Place Pedestrian Corridor enhancements	\$ 2.0	NM 0064	✓	C	T-2	
NM 20-33	Central Way Pedestrian enhancements (Phase II)	\$ 0.5	NM 0065	✓	C	T-2	
NM 20-34	12th Avenue Sidewalk	\$ 0.6	NM 0066		C	T-2	
NM 20-35	Annual Non-motorized program	\$ 1.1	NM 8888		C	T-2	
NM 20-36	NE 104th Street Sidewalk	\$ 1.8	NM 0061		C	T-2	
NM 20-37	19th Avenue Sidewalk	\$ 0.8	NM 0062		C	T-2	
SUBTOTAL (NON-MOTORIZED)		\$95.9					
Street							
ST 20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 In)	\$ 6.4	ST 0060		C, TL	T-4	
ST 20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 In)	\$ 5.6	ST 0061		C, TL	T-4	
ST 20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 In)	\$ 10.0	ST 0063	✓	C	T-1, T-4	✓
ST 20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In)	\$ 6.0	ST 0059	✓	C	T-1, T-4	✓
ST 20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 In)	\$ 30.3	ST 0064		C	T-4	
ST 20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 In)	\$ 25.2	ST 0056		C	T-4	
ST 20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 In)	\$ 9.7	ST 0055		C	T-4	
ST 20-8	120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 In)	\$ 16.4	ST 0073		TL	T-4	
ST 20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 In)	\$ 6.4	ST 0057	✓	C	T-1, T-4	✓
ST 20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 In)	\$ 3.3	ST 0070		TL	T-4	
ST 20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 In)	\$ 10.0	ST 0062		C	T-4	
ST 20-12	NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 In)	\$ 5.9	ST 0072		TL	T-4	
ST 20-13	Annual Street Preservation Program (various locations)	\$ 39.0	ST 0006	✓	C	T-4	
ST 20-14	NE 132nd Street Improvements - Phase I (100th Ave to WSDOT interchange)	\$ 1.3	ST 0077		C, 132	T-4	
ST 20-15	NE 132nd Street Improvements - Phase II (WSDOT interchange to 124th Ave)	\$ 0.3	ST 0078		C, 132	T-4	
ST 20-16	NE 132nd Street Improvements - Phase III (124th Ave NE to 132nd Ave NE)	\$ 1.1	ST 0079		C, 132	T-4	
SUBTOTAL (STREETS)		\$ 176.9					
Traffic/Intersection							
TR 20-1	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.2	TR 0084		C	T-4	✓
TR 20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	\$ 6.9	TR 0067		C, NM	T-4, T-2	
TR 20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.7	TR 0065		C	T-4	
TR 20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 1.4	TR 0085	✓	C	T-4	✓
TR 20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.7	TR 0057		C	T-1, T-4, T-5	✓

(1) '09 COSTS; funded projects are indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list, 132=NE 132nd St Masterplan (2008)

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List
(Funded - Unfunded)

Comp Plan ID Number	Project Description	Total Cost⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc.⁽²⁾	Comp Plan Goal	2022 Concurrency Project
TR 20-6	NE 85th St/120th Ave NE Intersection Improvements	\$ 1.8	TR 0088	✓	C	BKR, T-1, T-4	✓
TR 20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$ 1.8	TR 0089		C	BKR, T-1, T-4	
TR 20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.8	TR 0056		C	T-1, T-4, T-5	✓
TR 20-9	Lk. Wash Blvd. /Northrup Way queue by-pass southbound to westbound	\$ 6.6	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue by-pass EB to SB	\$ 7.3	TR 0072		C	T-1, T-4, T-5	
TR 20-10.2	NE 85th St./ I-405 queue by-pass WB to NB	\$ 1.8	TR 0074		C	T-1, T-4, T-5	
TR 20-10.3	NE 70th St./ I-405 queue by-pass EB to SB	\$ 1.7	TR 0073		C	T-1, T-4, T-5	
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	\$ 1.3	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street. S	\$ 0.6			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	\$ 0.6			P20	T-4	
TR 20-11.3	Market Street/Central Way	\$ 0.6			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	\$ 0.6			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	\$ 0.6			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	\$ 0.6			P20	T-4	
TR20-11.14	NE 116th Street/124th Avenue NE northbound dual left-turns	\$ 1.7	TR 0092		C	BKR	
TR 20-11.15	NE 126th Street/132nd Place NE	\$ 0.6			P20	T-4	
TR 20-11.16	NE 128th Street/ Totem Lake Boulevard	\$ 0.6			P20	T-4	
TR 20-11.17	NE 100th Street/132nd Ave NE	\$ 0.4			P20	T-4	
TR 20-11.18	NE 132nd Street/Totem Lake Boulevard	\$ 0.4			P20	T-4	
TR 20-11.19	Market Street and Forbes Creek Drive	\$ 0.4			P20	T-4	
TR 20-11.20	NE 112th Street/120th Ave NE	\$ 0.6			P20	T-4	
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	\$ 2.6	TR0099		P20	T-4	✓
TR 20-12	NE 70th St/132nd Ave NE Intersection Improvements	\$ 2.2	TR 0086	✓	C	BKR, T-1, T-4	✓
TR 20-13	Lake Washington Blvd/NE 38th PL Intersection Improvements	\$ 3.1	TR 0090		C	BKR, T-1, T-4	
TR 20-14	NE 124th Street/124th Ave NE Intersection Improvements (Phase II)	\$ 4.2	TR 0091	✓	C	BKR	✓
TR 20-15	NE 132nd St/100th Ave NE Intersection Improvements	\$ 3.0	TR 0083	✓	C	BKR, T-1, T-4	✓
TR 20-16	NE 132nd St/Juanita H.S. Access Improvements	\$ 0.9	TR 0093		C, 132	T-4	✓
TR 20-17	NE 132nd St/108th Ave NE Intersection Improvements	\$ 0.6	TR 0094		C, 132	T-4	✓
TR 20-18	NE 132nd St/Fire Station #27 Access Improvements	\$ 0.4	TR 0095		C, 132	T-4	
TR 20-19	NE 132nd St/124th Ave NE Intersection Improvements	\$ 5.7	TR 0096		C, 132	T-4	✓
TR 20-20	NE 132nd St/132nd Ave NE Intersection Improvements	\$ 0.9	TR 0097		C, 132	T-4	✓
TR 20-21	NE 132nd St/116th Way NE Intersection Improvements	\$ 0.3	TR 0098		C, 132	T-4	
SUBTOTAL (TRAFFIC/INTERSECTIONS)		\$ 72.4					
2022 TRANSPORTATION PROJECT LIST TOTAL →		\$ 345.2					

(1) '09 COSTS; funded projects are indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list, 132=NE 132nd St Masterplan (2008)

XIII. CAPITAL FACILITIES

TABLE CF-10
2022 Concurrency Transportation Project List

Comp Plan ID Number	Project Description	Remaining Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
ST 20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln)	\$ 8.8	ST 0063	✓	C	T-1, T-4	✓
ST 20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln)	\$ 4.3	ST 0059	✓	C	T-1, T-4	✓
ST 20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln)	\$ 5.8	ST 0057	✓	C, E	T-1, T-4	✓
TR 20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 0.8	TR 0085	✓	II	T-4	✓
TR 20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.7	TR 0057	✓	C	T-1, T-4, T-5	✓
TR 20-6	NE 85th St/120th Ave NE Intersction Improvements	\$ 1.8	TR 0088	✓	C	BKR, T-1, T-4	✓
TR 20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.8	TR 0056	✓	C	T-1, T-4, T-5	✓
TR 20-12	NE 70th St/132nd Ave NE Intersection Improvements	\$ 2.2	TR 0086	✓	C	BKR, T-1, T-4	✓
TR 20-14	NE 124th Street/124th Ave NE Intersection Improvements (Phase II)	\$ 4.2	TR 0091	✓	C	T-1, T-4, T-6	✓
TR 20-15	NE 132nd St/100th Ave NE Intersection Improvements	\$ 3.0	TR 0083	✓	C	BKR, T-1, T-4	✓
TR 20-16	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.2	TR 0084	✓	C	T-4	✓
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	\$ 1.3	TR 0075	✓	C	T-1, T-4, T-5	✓
TR 20-16	NE 132nd St/Juanita H.S. Access Improvements	\$ 0.9	TR 0093	✓	C, 132	T-4	✓
TR 20-17	NE 132nd St/108th Ave NE Intersection Improvements	\$ 0.6	TR 0094	✓	C, 132	T-4	✓
TR 20-19	NE 132nd St/124th Ave NE Intersection Improvements	\$ 5.7	TR 0096	✓	C, 132	T-4	✓
TR 20-20	NE 132nd St/132nd Ave NE Intersection Improvements	\$ 0.9	TR 0097	✓	C, 132	T-4	✓
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	\$ 2.6	TR 0099	✓	P20	T-4	✓

2022 CONCURRENCY PROJECT LIST TOTAL ('09 COSTS w/o INFLATION) —> **\$ 47.6**

Years to attain 2022 network: 2009 —> 2022 = 14years

AVERAGE ANNUAL CONCURRENCY PROJECT EXPENDITURES —> **3.40**

Note (1): Remaining costs with 2009 as "base year"

(1) '06 est:PROJECTS ARE NOT INDEXED FOR INFLATION (2) C=CIP, NM=Non-Cap list, TL= Totem Lake, P20= 20 yr list

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

Non-motorized Improvements

(2009 update)

- NM20-1** Sidewalk
Location: NE 100th Street from 116th Avenue NE to approximately 114th Avenue NE
Description: Installation of curb, gutter, sidewalk and storm drainage along the north side. Partially funded CIP project NM 0034; schedule for completion is dependent on grant funding.
- NM20-2** Non-motorized Facilities
Location: 116th Avenue NE (south section) (NE 60th Street to south City limits)
Description: Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.
- NM20-3** Sidewalk
Location: 13th Avenue, Van Aalst Park to 3rd Street
Description: Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.
- NM20-4** Pedestrian/Bicycle Facility
Location: 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way
Description: Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.
- NM20-5** Sidewalk
Location: 93rd Avenue NE from Juanita Drive to NE 124th Street
Description: Installation of curb, gutter, sidewalk and planter strip along the east side. Unfunded CIP project NM 0032, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.
- NM20-6** Sidewalk

Location: NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE
Description: Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

NM20-7 Non-motorized Facilities

Location: Burlington Northern Santa Fe Railroad right-of-way, between south and north City limits (AKA "Cross Kirkland Trail")

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

NM20-8 Sidewalk

Location: 122nd Avenue NE, between NE 70th Street and NE 80th Street

Description: Install curb, gutter and sidewalk along the east side between NE 70th Street and NE 75th Street, and along the west side between NE 75th Street and NE 80th Street. Funded CIP project NM 0055; included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-9 Sidewalk

Location: 116th Avenue NE from NE 94th Street to NE 100th Street

Description: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for completion in 2010.

NM20-10 Bike Lane

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

Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Funded CIP project NM 0036, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-11 Sidewalk

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

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

NM20-12 Sidewalk

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

Description: Install curb, gutter, sidewalk and storm drain along roadway. Funded CIP project NM 0046, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-13 Sidewalk

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

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

NM20-14 Sidewalk

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

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

NM20-15 Pedestrian/Bicycle Bridge

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

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

NM20-16A Sidewalk

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

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

NM20-16B Sidewalk

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

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

NM20-17 Pathway/Sidewalk

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

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

NM20-18 Pedestrian Facility

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

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

NM20-19 Pedestrian/Bicycle Facility

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

Description: Installation of paved multi-purpose path and storm drainage along corridor. Funded CIP project NM 0043, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

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

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

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

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

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

NM20-23 Sidewalk

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

Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Funded CIP project NM 0049, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-24 Sidewalk

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

Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Funded CIP project NM 0050, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-25 Sidewalk

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

Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051, scheduled for completion in 2011.

NM20-26 Sidewalk

Location: Kirkland Way from 8th Street to Ohde Avenue

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

NM20-27 Sidewalk

Location: NE 112th Street from 117th Place NE to the Burlington Northern Santa Fe Railroad crossing

Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-28 Annual Sidewalk Maintenance Program

Location: Citywide

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

NM20-29 Nonmotorized/Emergency Access Connection

Location: 111th Avenue from Burlington Northern Santa Fe Railroad north to Forbes Creek Drive

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

NM20-30 Sidewalk

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

Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

NM20-31 Sidewalk

Location: 100th Avenue NE/99th Place NE from NE 112th Street to NE 116th Street

Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.

NM20-32 Pedestrian Enhancements

Location: Park Lane from Lake Street to Peter Kirk Park

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

NM20-33 Pedestrian Enhancements

Location: Central Way at Lake Street, Main Street, and 4th Street

Description: Based on the results of the ongoing Central Way pilot program that is monitoring the overall traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as “bulb-outs,” storm drainage, lighting and permanent parking configurations. Unfunded CIP project NM 0065.

NM 20-34 Sidewalk

Location: 12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter Kirk Elementary School

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

NM 20-35 Annual Sidewalk and/or Bike Lanes

Location: City wide

Description: Install up to various funding levels in 2012, 2013, 2014 any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

NM 20-36 Sidewalk

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

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

NM 20-37 Sidewalk

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

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

Street Improvements

ST20-1 New Street

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

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

ST20-2 New Street

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

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

ST20-3 Street Widening

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

Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888 scheduled for completion by 2014.

ST20-4 Street Widening

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

Description: Widen to five lanes, from existing three lanes with sidewalks. Partially funded CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding.

ST20-5 Street Widening

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

Description: Widen to three lanes, construct bicycle lanes, curb and gutter, sidewalk, storm drainage and landscaping. Unfunded CIP project ST 0064.

ST20-6 Street Widening

Location: 132nd Avenue NE/NE 120th Street

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

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

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

ST20-8 New Street

Location: 120th Avenue NE from NE 116th Street to Burlington Northern Santa Fe Railroad crossing

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

ST20-9 New Street

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

Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Funded CIP project ST 0057, design began in 2006 and completion is dependent upon grant funding.

ST20-10 Street Improvements

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

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

ST20-11 New Street

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

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

ST20-12 New Street

Location: NE 120th Street (west section) from 124th Avenue NE to Burlington Northern Santa Fe Railroad crossing

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

ST20-13 Annual Street Preservation Program

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

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

ST20-14 Street Widening

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

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

ST20-15 Street Widening

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

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

ST20-16 Street Widening

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

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

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

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

TR20-2 Intersection Improvements

Location: Kirkland Way Underpass at Burlington Northern Santa Fe Railroad crossing

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

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

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

TR20-4 Intersection Improvements

Location: NE 68th Street/108th Avenue NE

Description: Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR 0085, design began in 2009 and anticipate completion in 2010.

TR20-5 HOV Queue Bypass

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

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

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Funded CIP project TR 0088, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

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

TR20-8 HOV Queue Bypass

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

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

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

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

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

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

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

TR20-11 Intersection Improvements

Location: Various as identified

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

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. Market Street/15th Avenue NE

6. NE 53rd Street/108th Avenue NE
7. NE 60th Street/116th Avenue NE
8. NE 60th Street/132nd Avenue NE
9. NE 64th Street/Lake Washington Boulevard
10. NE 70th Street/120th Avenue NE or 122nd Avenue NE
11. NE 80th Street/132nd Avenue NE
12. NE 112th Street/124th Avenue NE
13. NE 116th Street/118th Avenue NE
14. NE 116th Street/124th Avenue NE (northbound dual left turn)
15. NE 126th Street/132nd Place NE
16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Avenue NE
18. NE 132nd Street/Totem Lake Boulevard
19. Market Street/Forbes Creek Drive
20. NE 112th Street/120th Avenue NE
21. Totem Lake Boulevard/120th Avenue NE

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

Description: Install westbound and northbound right-turn lanes. Funded CIP project TR 0086, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

Description: Add one northbound travel lane on Lake Washington Boulevard through this intersection. Unfunded CIP project TR 0090.

TR20-14 Traffic Signal

Location: 124th Avenue NE at NE 124th Street

Description: Install traffic signal improvements and new railroad crossing on the north leg of this intersection. Funded CIP project TR 0091; project is anticipated to start in 2012.

TR20-15 Intersection Improvements

Location: 100th Avenue NE/NE 132nd Street

Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. Funded CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

**Table IS-1
Implementation Tasks**

TASK	PRIORITY
<p>CF.2. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability.</p> <p>CF.3. Annually update the Capital Facilities Element consistent with the Capital Improvement Program.</p> <p>CF.4. Periodically update impact fees to reflect increases in road and park construction costs.</p>	
<p>NEIGHBORHOOD PLANS</p> <p><u>Ongoing</u></p> <p>NP.1. Regularly review neighborhood plans and amend as appropriate.</p> <p><u>NP.2. Incorporate the following capital project elements into the CIP and CFP processes and/or the neighborhood connection and neighborhood grant program:</u></p> <p><u>Highlands Neighborhood</u></p> <p style="padding-left: 40px;"><u>Emergency Access Bridge to Forbes Creek Drive</u></p> <p style="padding-left: 40px;"><u>Highlands Park facility improvement</u></p> <p style="padding-left: 40px;"><u>Non Motorized street enhancements to 116th Avenue Ne and NE 87th Street</u></p> <p style="padding-left: 40px;"><u>Cedar View Park play structure</u></p> <p><u>Market Neighborhood</u></p> <p style="padding-left: 40px;"><u>Neighborhood park development in north sector</u></p> <p style="padding-left: 40px;"><u>View stations at 4th and 5th Street West</u></p> <p style="padding-left: 40px;"><u>Improved Market Street access</u></p>	<p>*</p>

Market Street Corridor

Pedestrian and bicycle facilities

Norkirk Neighborhood

Non motorized street enhancements to:

7th Avenue

19th Avenue

20th Avenue

6th Street

4th Street

Moss Bay Neighborhood

Lakeshore Plaza at Marina Park

Park walk promenade along east/west pedestrian spine

Public parking on public sites and /or in conjunction with private development

NE 85th Subarea

Sidewalks on north-south streets connecting to NE 85th Street

Traffic signal at 126th Avenue NE/NE 85th Street

Bike connection between Slater and NE 80th Street

Neighborhood park acquisition in south part of subarea or South Rose Hill

North Rose Hill Neighborhood

Non motorized enhancements:

Between bus stops and residential development

Along school routes

Connecting activity areas such as parks and Boys & Girls Club, and Lake Washington Technical College.

Between Redmond regional trail and I-405 pedestrian overpasses

Between Lake WA Technical College and residential development to the west and south

Along Seattle City Light Transmission Line Easement

Non motorized arterial street enhancements:

NE 116th Street, west of 124th Avenue NE

Slater Avenue, south of NE 116th Street

Sensitive areas property acquisition, restoration, or education

Totem Lake Neighborhood

Totem Lake Circulator

118th Avenue NE roadway extension

123rd Avenue NE roadway creation

NE 120th Street extension

OTHER

Evaluate the cost/benefit, capital facilities and service implications of annexation.

Public Services

Introduction

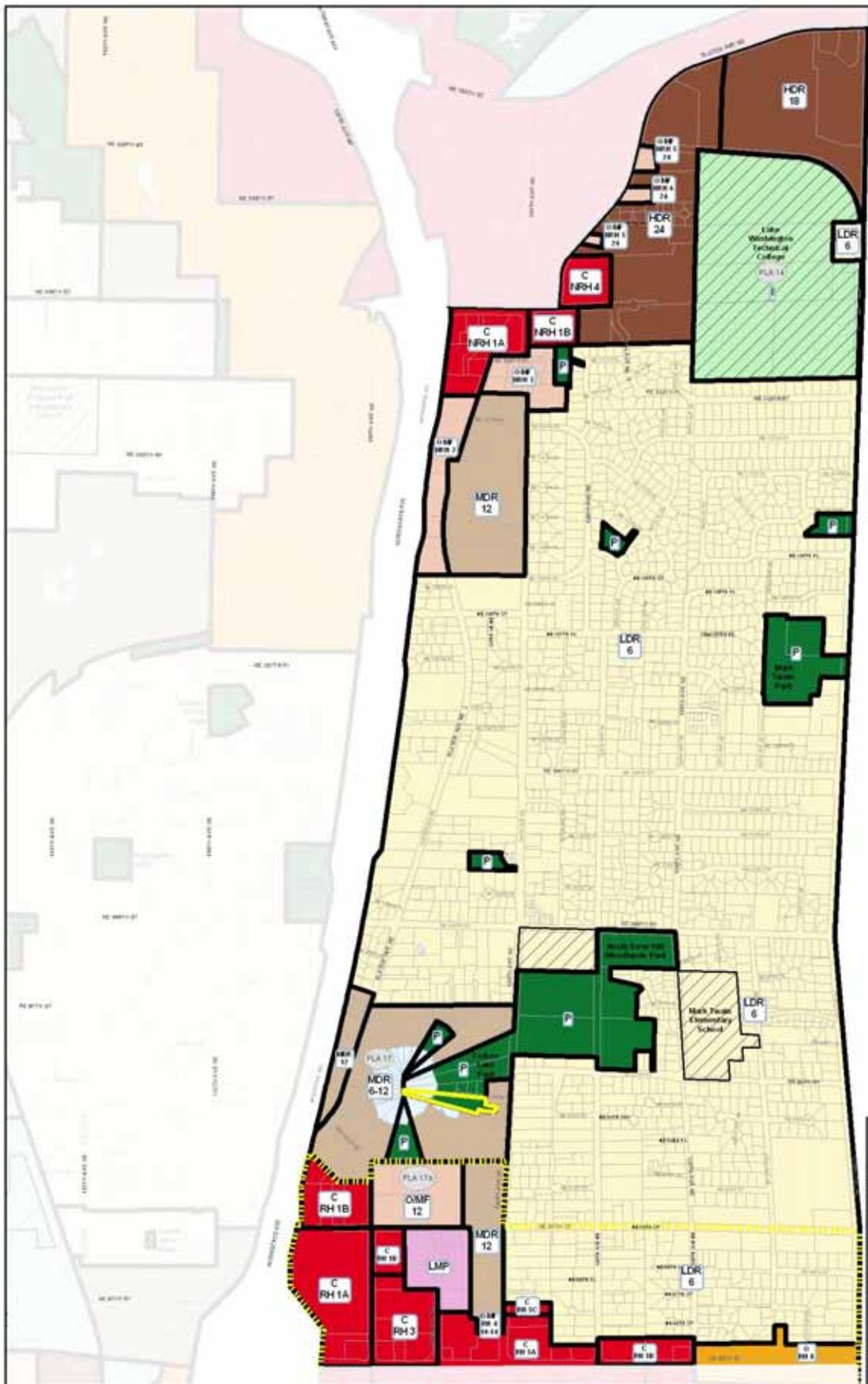
Existing Conditions

~~**Solid Waste Transfer**—King County operates the Houghton Transfer Station in Kirkland where 98 percent of Kirkland’s solid waste is collected and transferred to the Cedar Hills Regional Landfill. The Houghton Transfer Station also provides a recycling center available to the public. In addition, King County is responsible for monitoring and maintenance of the inactive Houghton Landfill north of the transfer station. The transfer station is currently operating beyond the facility’s vehicle and tonnage capacities. King County Policy RTS 13 designates the Houghton Transfer Station as constrained from on-site expansion. The Cedar Hills Landfill is estimated to reach capacity in 2012. King County passed Ordinance Number 14971 in July, 2004, which requires the Solid Waste Division to work collaboratively with cities on a waste export system and will be incorporated into the next update of the County’s Solid Waste Comprehensive Plan scheduled to begin in December, 2005. The waste export system plan includes analyses of the transfer system to determine when a station needs to be expanded on-site, relocated, or a new station needs to be built.~~

Solid Waste Transfer—The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where 98 percent of Kirkland’s solid waste is collected and transferred to the Cedar Hills landfill. The station currently processes an inordinate amount of waste relative to other King County transfer stations and accepts waste from surrounding communities such as Redmond and Bellevue. In 2007, the HTS processed 18 percent (182,000 tons) of the waste in the entire King County transfer system.

In October, 2005, the City of Kirkland and the KCSWD negotiated a Memorandum of Understanding (MOU) intended to mitigate some of the negative effects the station was having upon the surrounding residential community. The MOU agreement included mitigation measures to be implemented or constructed by King County and included commitments to prohibit the overnight parking of full or partially full trailers; to construct a pedestrian pathway and sound barrier; to install landscaping; and to provide other mitigation amenities. The city also worked closely with the KCSWD and local haulers to route trucks exiting the station exclusively to the west so as to protect the adjacent school zone and to restrict them from entering residential neighborhoods to the east. The MOU also included a proviso recommending that the KCSWD reduce the amount of waste processed at the HTS to a maximum annual tonnage of 135,000 ton/year over a ten year period. The proviso was supported by the City of Kirkland and the surrounding neighborhood. The KCSWD agreed only to abide by the Waste Export System Plan (2006) as adopted by the King County Council. The reduction in tonnage recommended in the proviso has not been implemented.

In developing the King County Solid Waste Transfer and Export Plan (September 2006), King County consulted with commercial haulers and other industry experts to develop a set of criteria to be used to evaluate the current urban transfer facility system’s ability to meet the service needs of its users over the next few decades. The criteria applied to each station included level-of-service criteria, station capacity, and the effects upon the surrounding community. Based upon the evaluation, the Transfer and Export Plan recommended the permanent closure of the Houghton and Algona Transfer Stations pending the siting and construction of the new Northeast Washington and South County stations which are expected to be completed in or about 2016. In accordance with the Transfer and Export Plan, the 2009 draft update to the King County Comprehensive Solid Waste Management Plan also recommends the closure of the Houghton Transfer Station.



LAND USE CODES

- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- 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
- IBD - JUANITA BUSINESS DISTRICT

North Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4184
ADOPTED by the Kirkland City Council
March 26, 2009

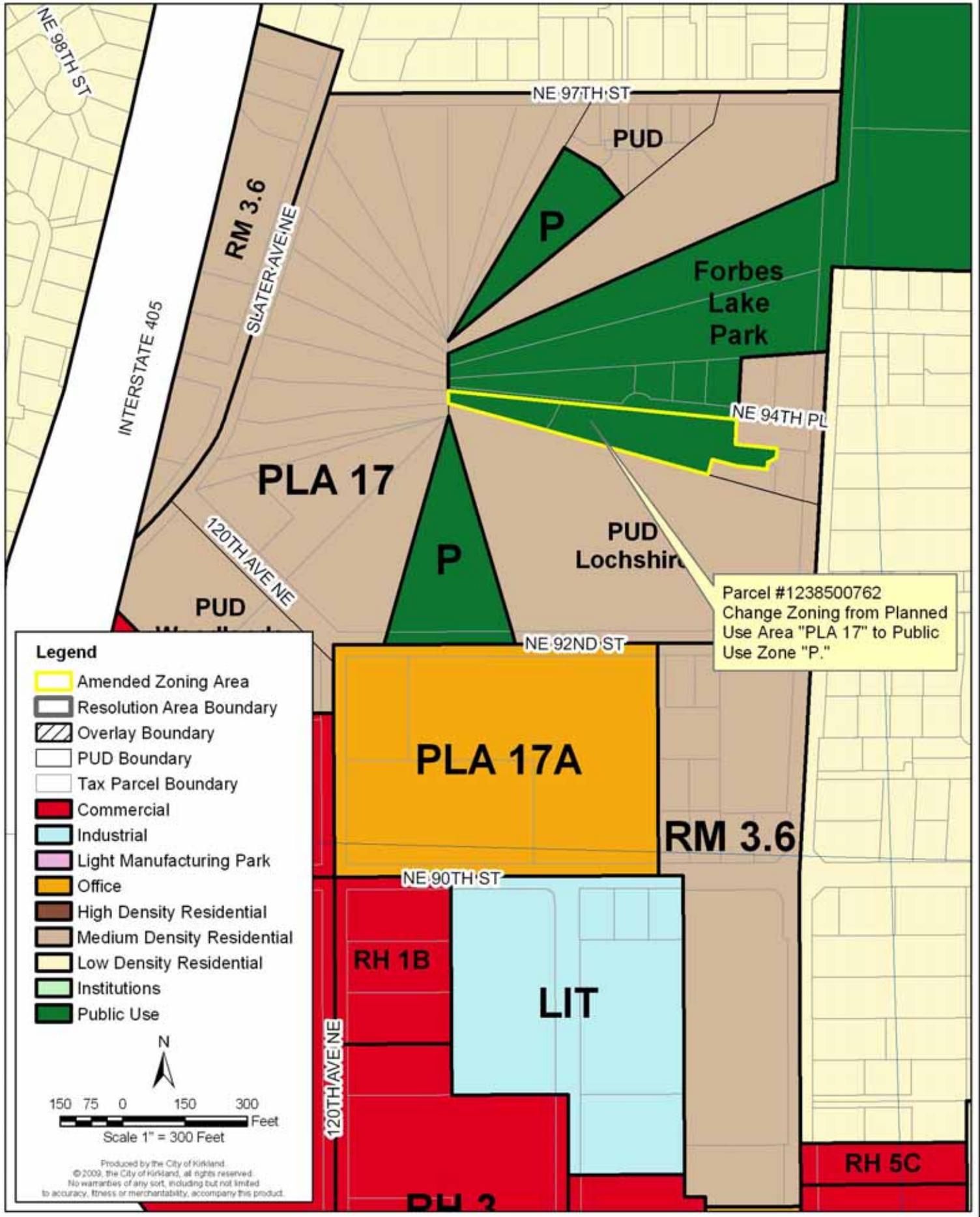
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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



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Zoning Map Change



Parcel #1238500762
Change Zoning from Planned
Use Area "PLA 17" to Public
Use Zone "P."

Legend

- Amended Zoning Area
- Resolution Area Boundary
- Overlay Boundary
- PUD Boundary
- Tax Parcel Boundary
- Commercial
- Industrial
- Light Manufacturing Park
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Public Use

N

150 75 0 150 300 Feet
Scale 1" = 300 Feet

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Bridle Trails Neighborhood Plan

Open Space/Parks

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

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

~~Recreational opportunities exist, but a need for a neighborhood park is unmet.~~

~~There are presently no parks in the Bridle Trails Neighborhood which contain a playground facility. Acquisition and development of a neighborhood park with playground facilities should be sought.~~

Development of Snyder's Corner Park should be completed.

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

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

In 2007 the City of Kirkland invested in civic improvements to Ben Franklin Elementary School, including expansion of the school playground, improvements to the playfield, a new picnic shelter, group seating areas, and interpretive trails. These amenities are maintained by the City's Parks and Community

Services Department. Per the City's agreement with the School District, these amenities are available for community use during non-school hours, including evenings, weekends, and summer months. Neighborhood use of the school site during these times should be ensured as it helps meet many important park and recreation needs particularly for those residing in the southwest portion of the neighborhood.

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

Bridle Trails Neighborhood Plan

Living Environment

- (4) Access for development west of the shopping center is primarily via 130th Avenue NE and not towards the west or south through the adjacent single-family development nor north via NE 70th Street. Access for the southern parcel should be primarily via NE 65th Street towards the east to 132nd NE and not west or south towards the adjoining single-family development.
- (5) Parking areas are aggregated, landscaped, and visually screened from adjoining single-family development.

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

The City's water tower and an administrative building are located south of NE 65th Street and the Bridle Trails commercial center and east of 130th Avenue NE. The City's facility should be permitted to remain, since it is necessary to permit effective service to the area. Expansion of the City's facility should be permitted if adequate setbacks and buffering are provided and if future buildings are compatible in scale and in design with adjoining single-family development.

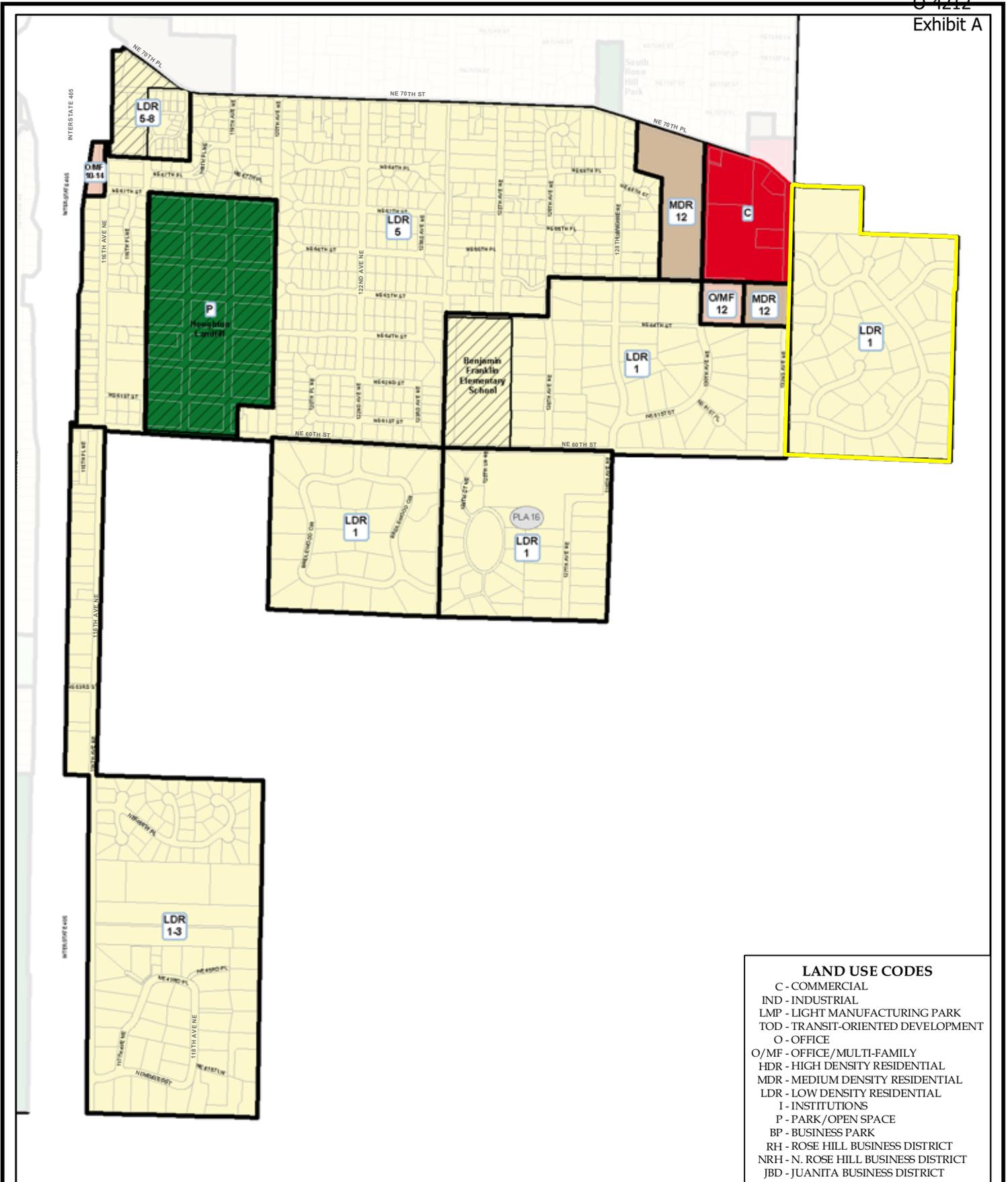
Bridlewood Circle, ~~and~~ Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

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

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

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

Problems with utilities and traffic are discussed for the area.



LAND USE CODES

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- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- 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

Bridle Trails Neighborhood Land Use Map

ORDINANCE NO. 4184
ADOPTED by the Kirkland City Council
March 26, 2009

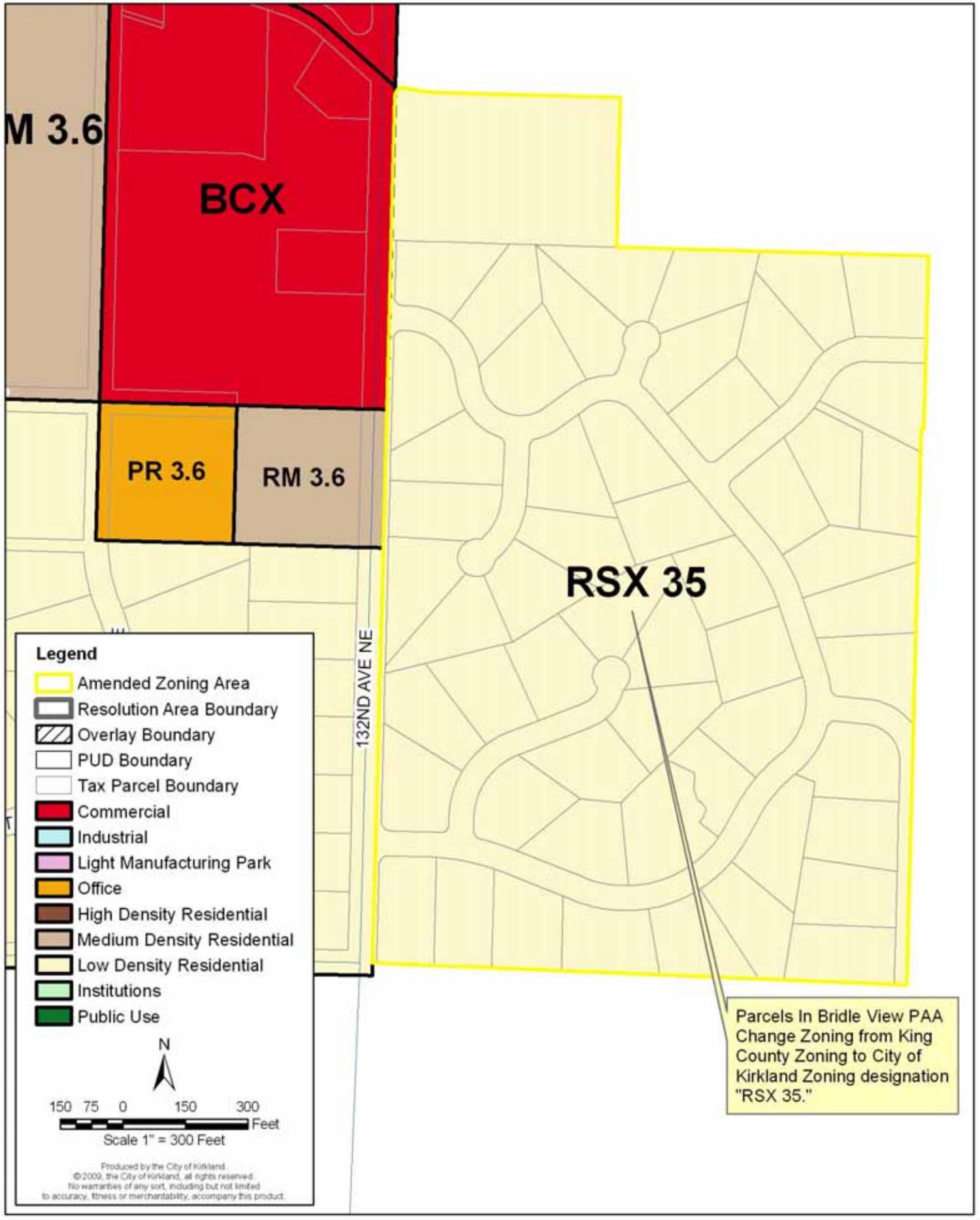
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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* INDICATES CLUSTERED LOW DENSITY



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Zoning Map Change



Totem Lake Neighborhood Plan Economic Development

Framework Goal: Foster a diverse, vibrant economic environment, supplying broad commercial and employment opportunities.

The Totem Lake Neighborhood is a vital employment, retail and service center that serves the City of Kirkland and surrounding region. The Totem Lake Neighborhood is the City's largest employment center and the City's leader in retail sales. The neighborhood contains ~~one of the City's~~ two activity only Urban Center areas designated by the Growth Management Planning Council in 2003. in the Comprehensive Plan.

The "Urban Center" classification is described in the Countywide Planning Policies. It is characterized as having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, a broad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupancy vehicle. The Totem Lake Neighborhood fits this description.

The policies in this section are intended to support and strengthen the economic environment in the Totem Lake Neighborhood. A healthy economy provides employment and helps pay for basic public services such as parks, transportation, police and fire protection and human services. The policies encourage a mix of retail, office, service and industrial uses, intensive development where supported by public services, and collaboration between the public and private sectors.

This section provides policy direction regarding economic development in the Totem Lake Neighborhood, and applies to land throughout the neighborhood, including Totem Center. Broad citywide economic development policies are found in the Economic Development Element. Those policies, while not repeated here, are applicable to the Totem Lake Neighborhood.

Goal TL-1: Nurture and strengthen the role of the Totem Lake Neighborhood as a community and regional center for retail, health care, vehicle sales, light industrial and office employment.

Policy TL-1.4:

~~—Pursue an Urban Center designation for the Totem Lake Neighborhood.~~

~~Much of the Totem Lake Neighborhood is identified as an “Activity Center” in the Land Use Element of this Comprehensive Plan. The Countywide Planning Policies establish Activity Areas as locations within urban areas that contain a high concentration of commercial land uses, and adjacent and intermingled higher density residential uses served by a transit center.~~

~~Under the updated plan for the Totem Lake Neighborhood set forth in this Chapter, the Totem Center area, and much of the neighborhood, may be more appropriately classified as an “Urban Center.” An Urban Center, as described in the Countywide Planning Policies, is characterized by having clearly defined boundaries, an intensity/density of land uses sufficient to support transit, a broad range of uses, and emphasis on the pedestrian, superior urban design, and limitations on the use of the single occupant vehicle. The Totem Lake Neighborhood fits this description.~~

~~Designation of an Urban Center within the Totem Lake Neighborhood would be particularly helpful to the City, as grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.~~

Totem Lake Neighborhood Plan
Totem Center

4. TOTEM CENTER

Framework Goal: Promote the strength and vitality of Totem Center.

Totem Center is home to the Evergreen Hospital Medical Center, the Totem Lake Mall retail center, a variety of office/commercial uses, and a planned transit station that will connect to the regional transit system. Currently, Totem Center is characterized by development of low to moderate intensity. While thriving in many ways, this district has significant potential for increased activity and vitality. Policies in this plan are intended to strengthen the role of Totem Center as the core of the Totem Lake Urban Center, providing a thriving employment, housing, and service ~~and activity~~ center for the city and the region.

The location of a compact mix of land uses and employment opportunities within the Center can provide the environment for increased use of transit, and a decreased need for vehicle travel outside of the district. The policies for Totem Center capitalize on the synergy created by existing and planned uses to create an attractive and vital community center. Ultimately, planned development in Totem Center will contribute to the sense of community and identity for the entire Totem Lake Neighborhood, as described in the Neighborhood Vision.

Goal TL-8: Ensure that public and private development contribute to a lively and inviting character in Totem Center.

The fundamental goal for Totem Center is to create a pedestrian-oriented urban ~~activity~~ center with a safe, lively and attractive 24-hour environment.

To achieve this goal, key design principles for Totem Center include:

- **Mix of Uses** – Over time, Totem Center should evolve into a diverse mix of uses, including office, retail, medical and hospital uses, and high-density residential. This mix of uses can be provided in

mixed-use buildings or in single use buildings located in close proximity and with good pedestrian connections.

- **Pedestrian Orientation** – Building entrances should face the street. Building mass should be broken up by offsets, step-backs or similar measures. Where compatible with the use, generous windows should be provided and oriented toward the street. Parking should not be the predominant use next to streets.
- **Public Spaces** – Development and redevelopment projects should provide publicly accessible open spaces that are focal points for the community. The City should identify park and recreation trail locations that encourage pedestrian activity throughout Totem Center.

Totem Lake Neighborhood Transportation

Policy TL-29.3:

Actively explore a wide range of funding options to achieve the adopted road network and maintain an acceptable LOS.

The Growth Management Act requires local jurisdictions to identify and fund transportation improvements sufficient to achieve the adopted LOS. For the Totem Lake Neighborhood, the road network needed to achieve the adopted LOS requires an ambitious funding effort that must include public and private collaboration.

The City should ensure that private growth pays for its share of needed transportation improvements. The City has adopted an impact fee system to allow the collection of funds to pay for a portion of needed improvements caused by additional traffic from new development. The City should ensure that the impact fee schedule is updated to include necessary transportation facilities in the Totem Lake area. The City should also seek interlocal agreements with adjacent jurisdictions to mitigate the traffic impacts of new growth occurring outside of the city limits.

The City must also work with State and federal agencies to seek all available funding sources to support the adopted transportation network. The City should also consider the following revenue sources to finance needed improvements:

- ◆ General Revenue
- ◆ Impact Fees
- ◆ Local option gas taxes (if authorized)
- ◆ Surface Water Fees (based on new stormwater requirements)
- ◆ Special purpose taxing district

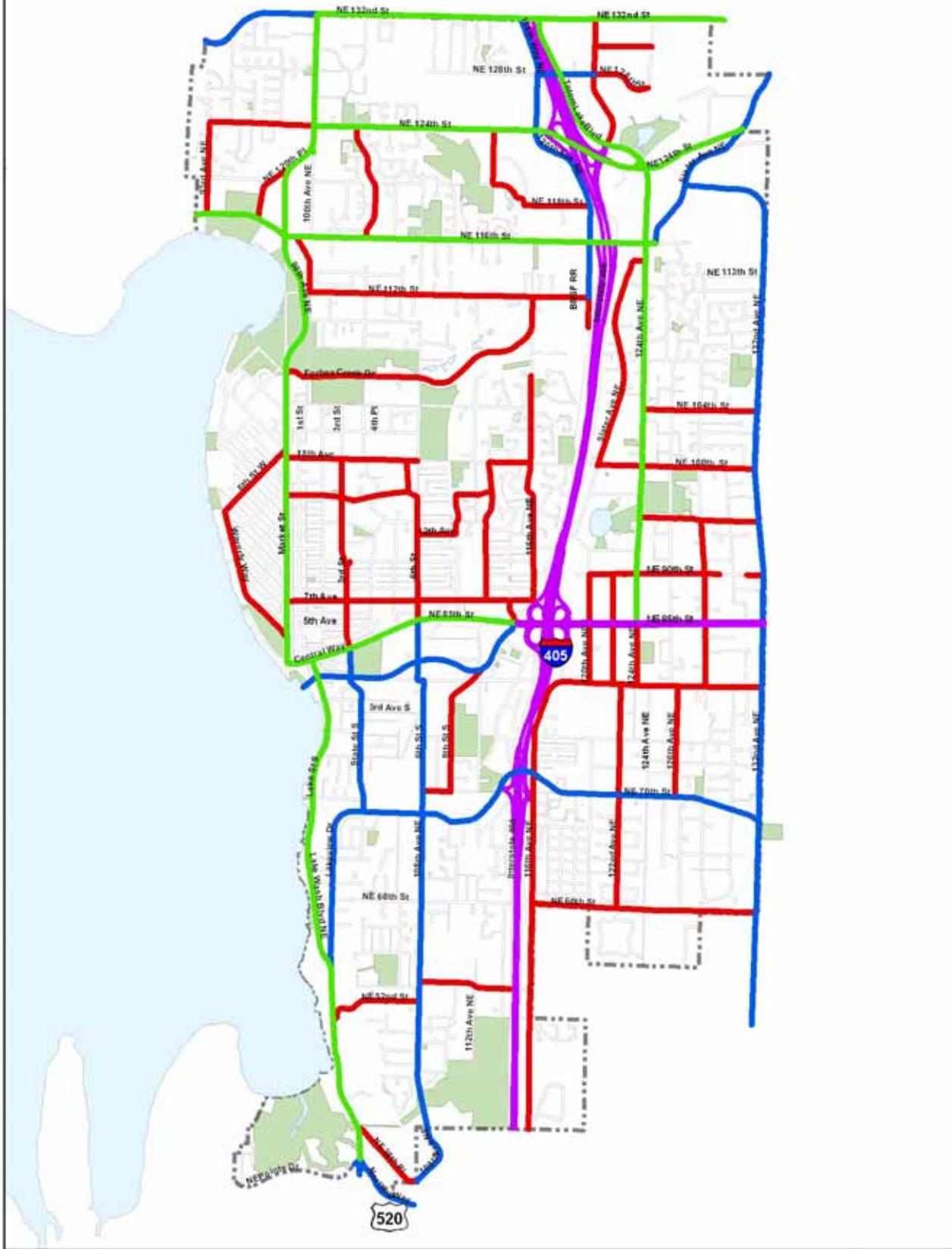
The Urban Center designation within the Totem Lake Neighborhood is particularly helpful to the City, when grants for funding of transportation improvements are sought. Urban Centers are often given a higher priority in review for funding.

Policy TL-32.1:

Develop a safe, integrated on and off-street nonmotorized system emphasizing connections to schools, parks, transit, and other parts of Kirkland.

The Totem Lake Neighborhood needs many nonmotorized improvements, as identified in the City's Nonmotorized Transportation Plan. These include safe and appropriately scaled nonmotorized access to connect neighborhoods, activity and activity-urban centers, with services, transit, and recreation areas. The relationship of the Totem Lake Neighborhood to other neighborhoods, as well as to Lake Washington Technical College, Juanita Beach, and the Forbes Creek Trail should be considered in developing regional connections.

The CrossKirkland trail, if it is developed, will provide an important recreational opportunity, as well as north-south bicycle and pedestrian route, within the Burlington Northern right-of-way through much of the Totem Lake Neighborhood. The trail could also be a precursor of a regional facility traveling through the hearts of many Eastside cities.



Legend

Functional Classification

- Principal Arterial
- Minor Arterial
- Collector
- State Routes and Interstate

- Lakes
- City of Kirkland
- Parks

N

1,750 0 Feet

1 inch = 2,421 feet

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Figure T-1: Street Classifications and State Routes

Bicycle System Figure T-2

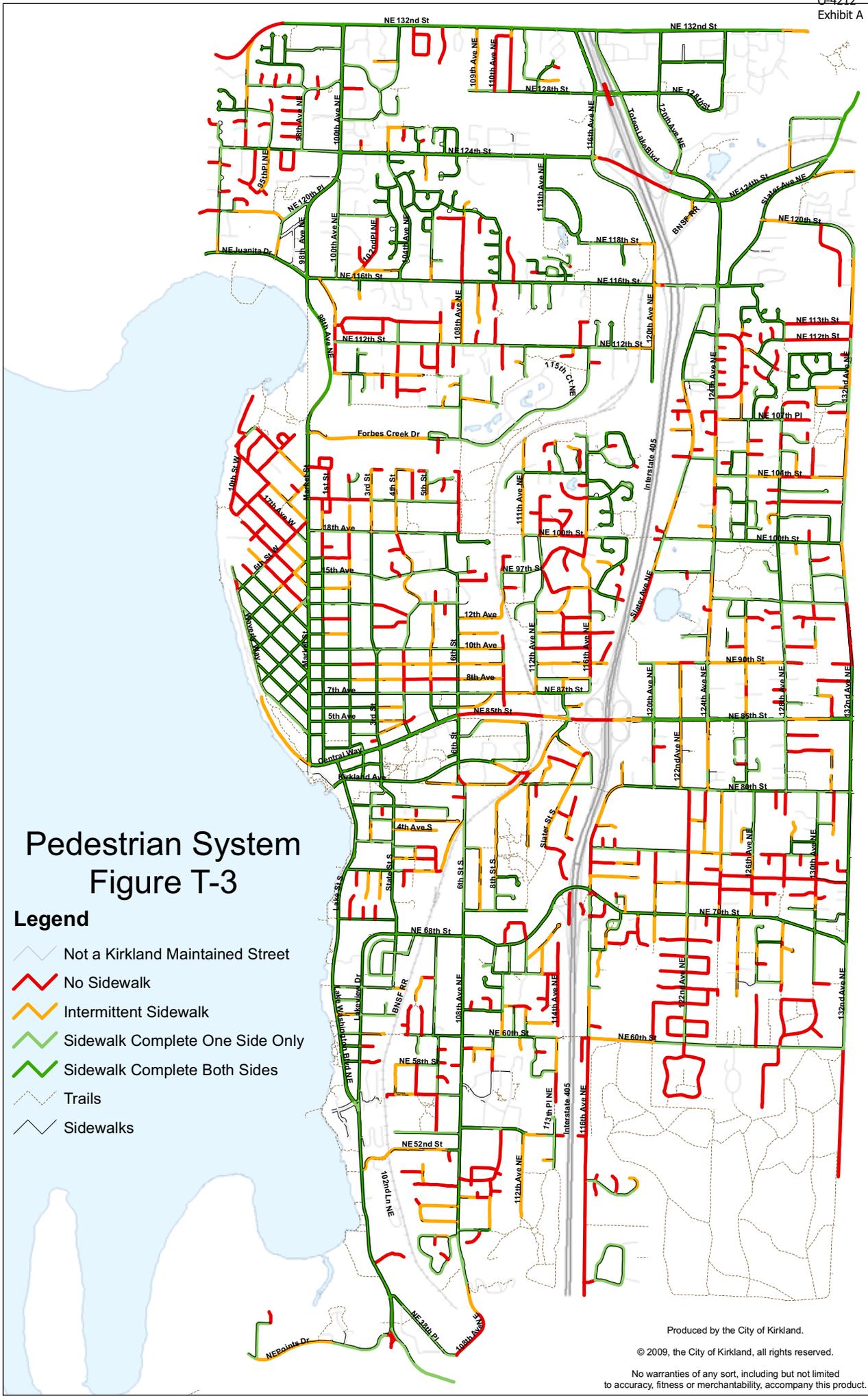
Legend

-  Network
-  Eastside Rail Corridor

BNSF Crossing Type

-  At Grade
-  Over Street
-  Under Street
-  Trail





Pedestrian System Figure T-3

Legend

-  Not a Kirkland Maintained Street
-  No Sidewalk
-  Intermittent Sidewalk
-  Sidewalk Complete One Side Only
-  Sidewalk Complete Both Sides
-  Trails
-  Sidewalks

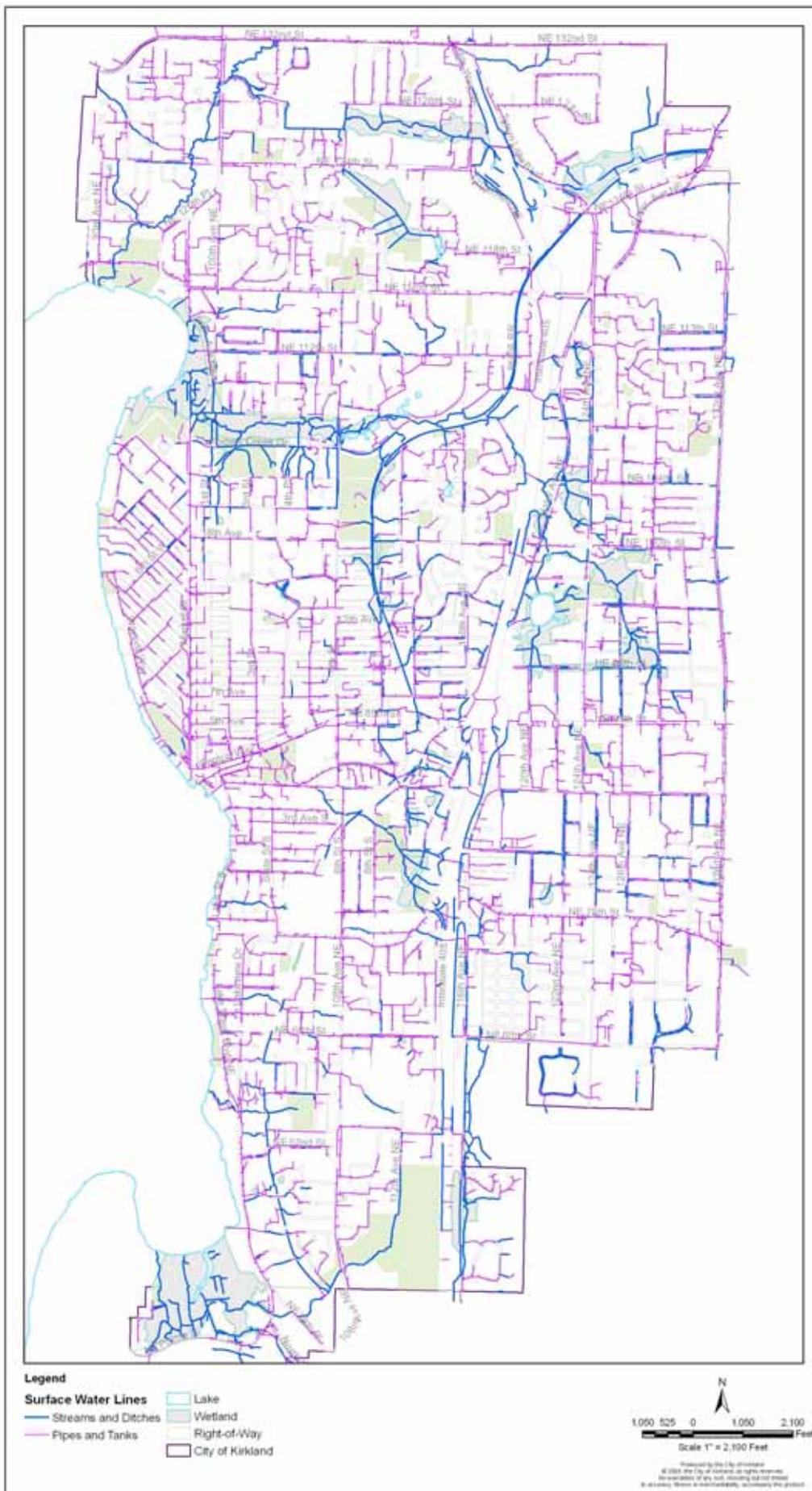


Figure U-3: Surface Water Management System

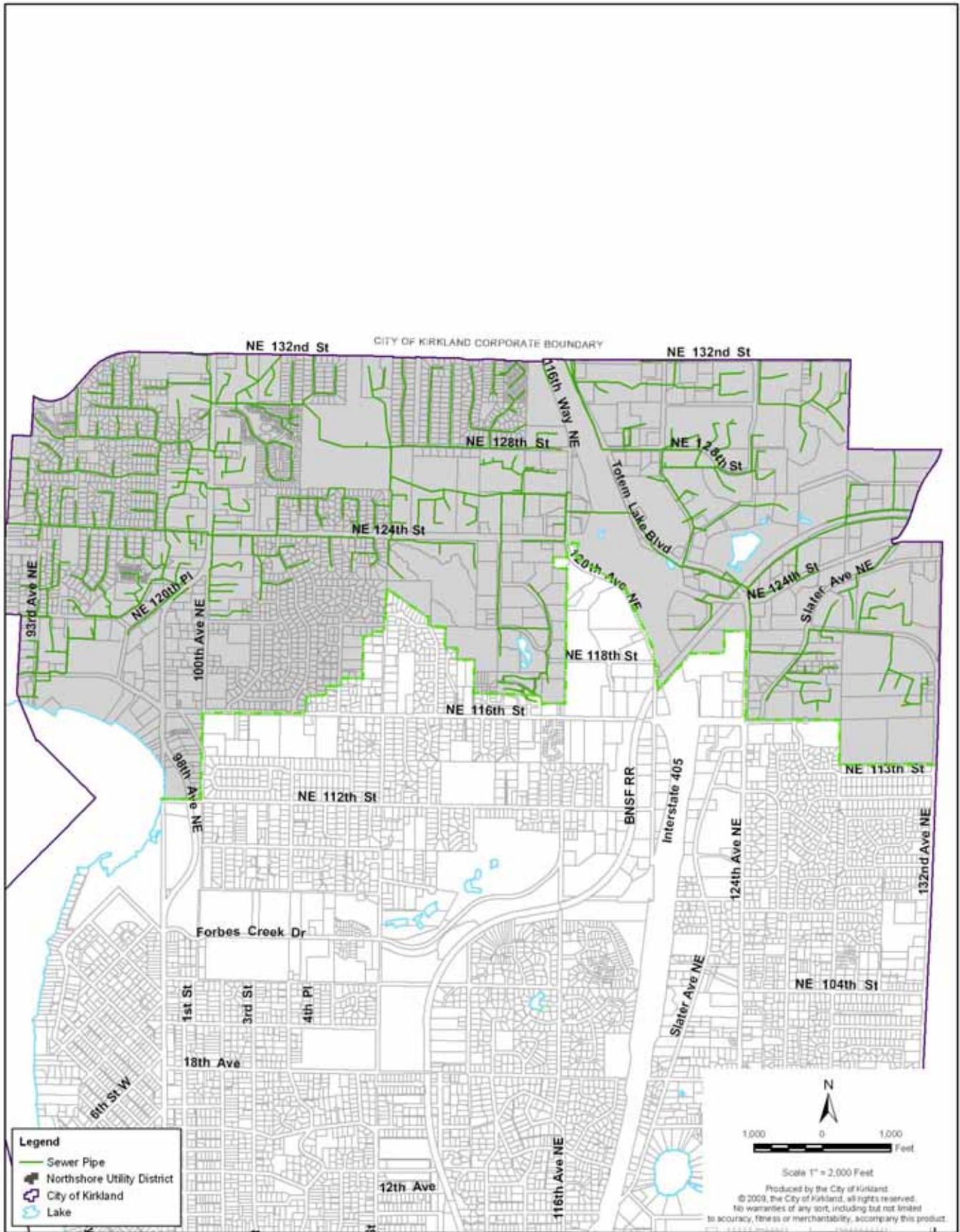


Figure U-5: Northshore Sewer System

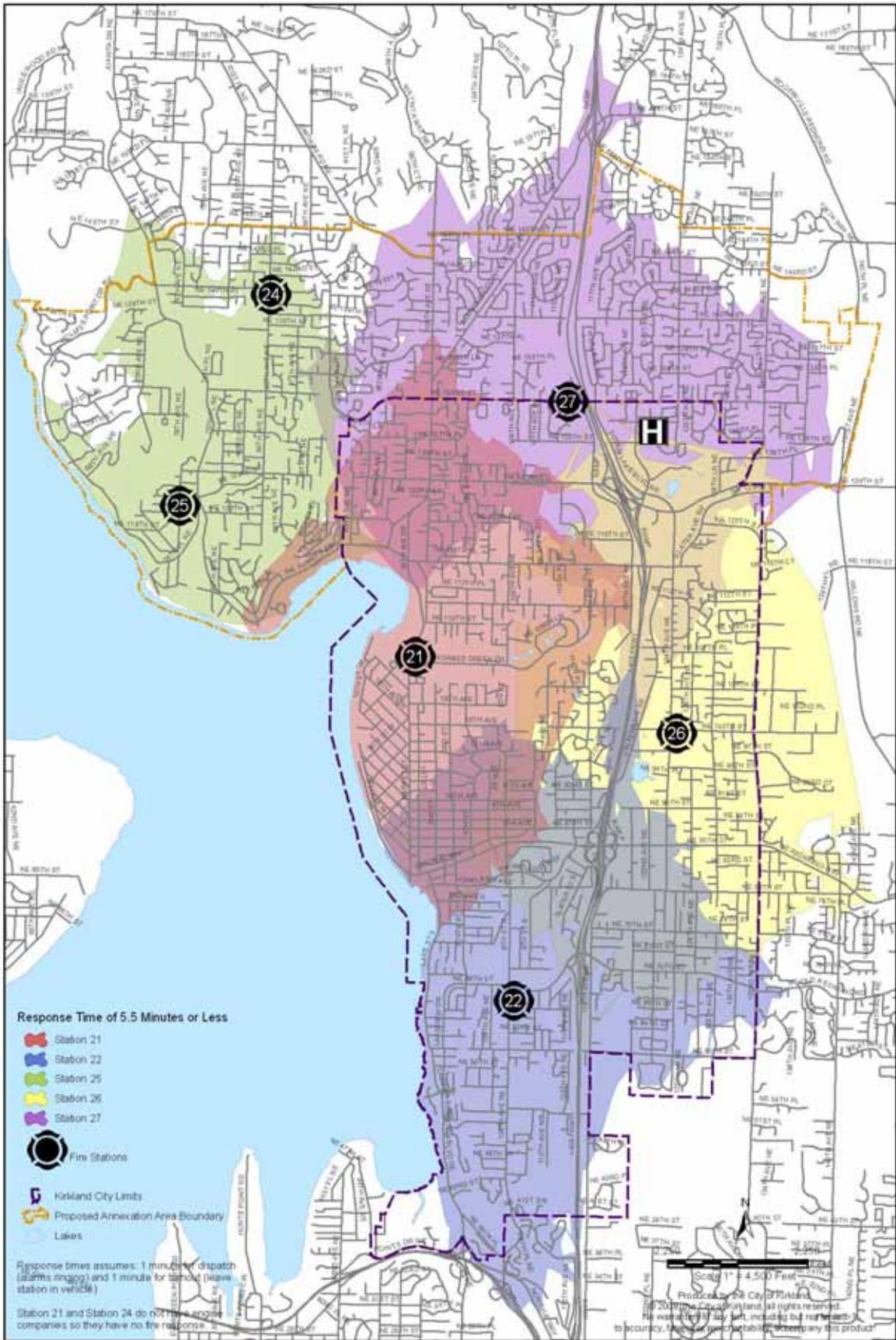


Figure PS-1: Fire Response Times within 5.5 minutes

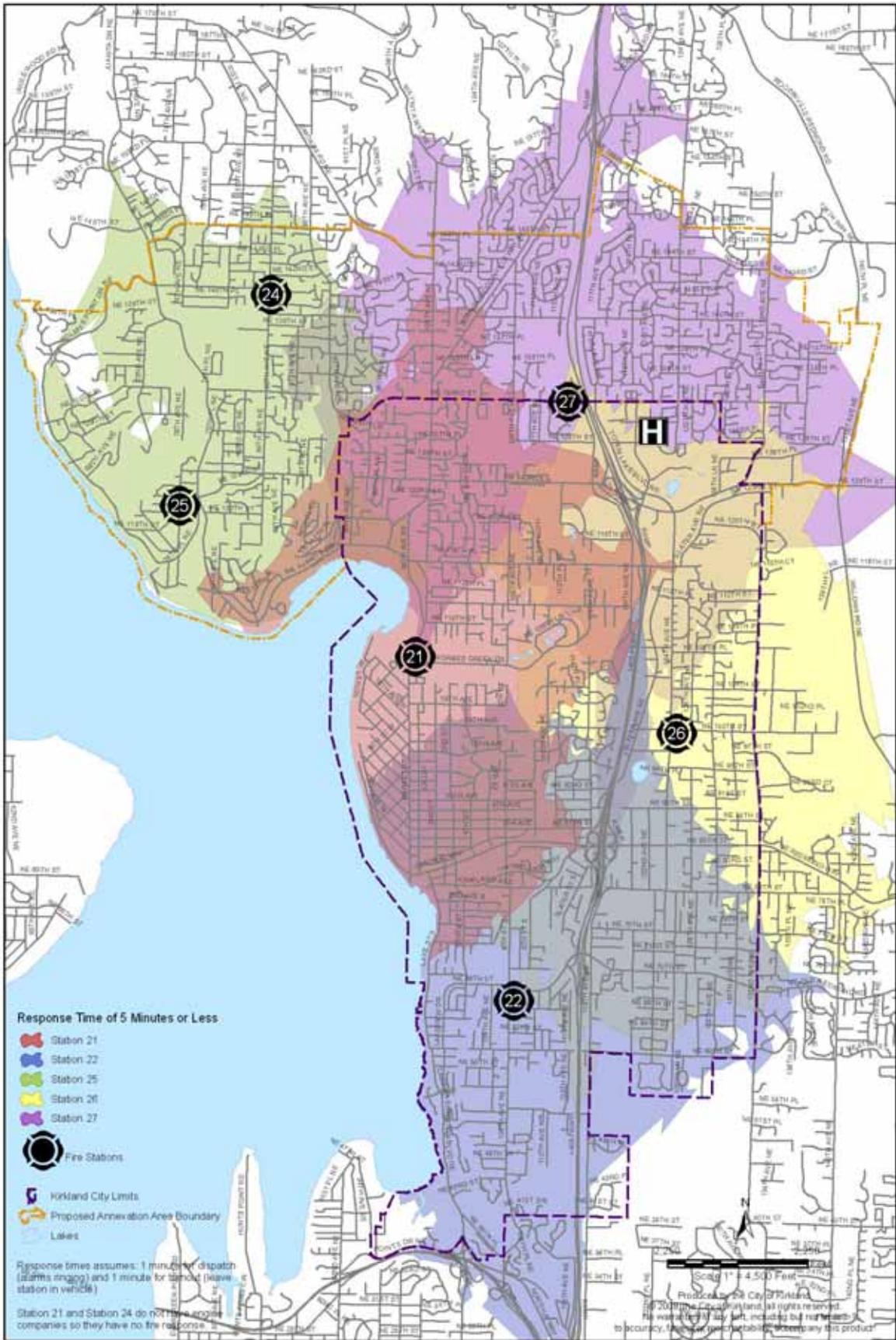


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

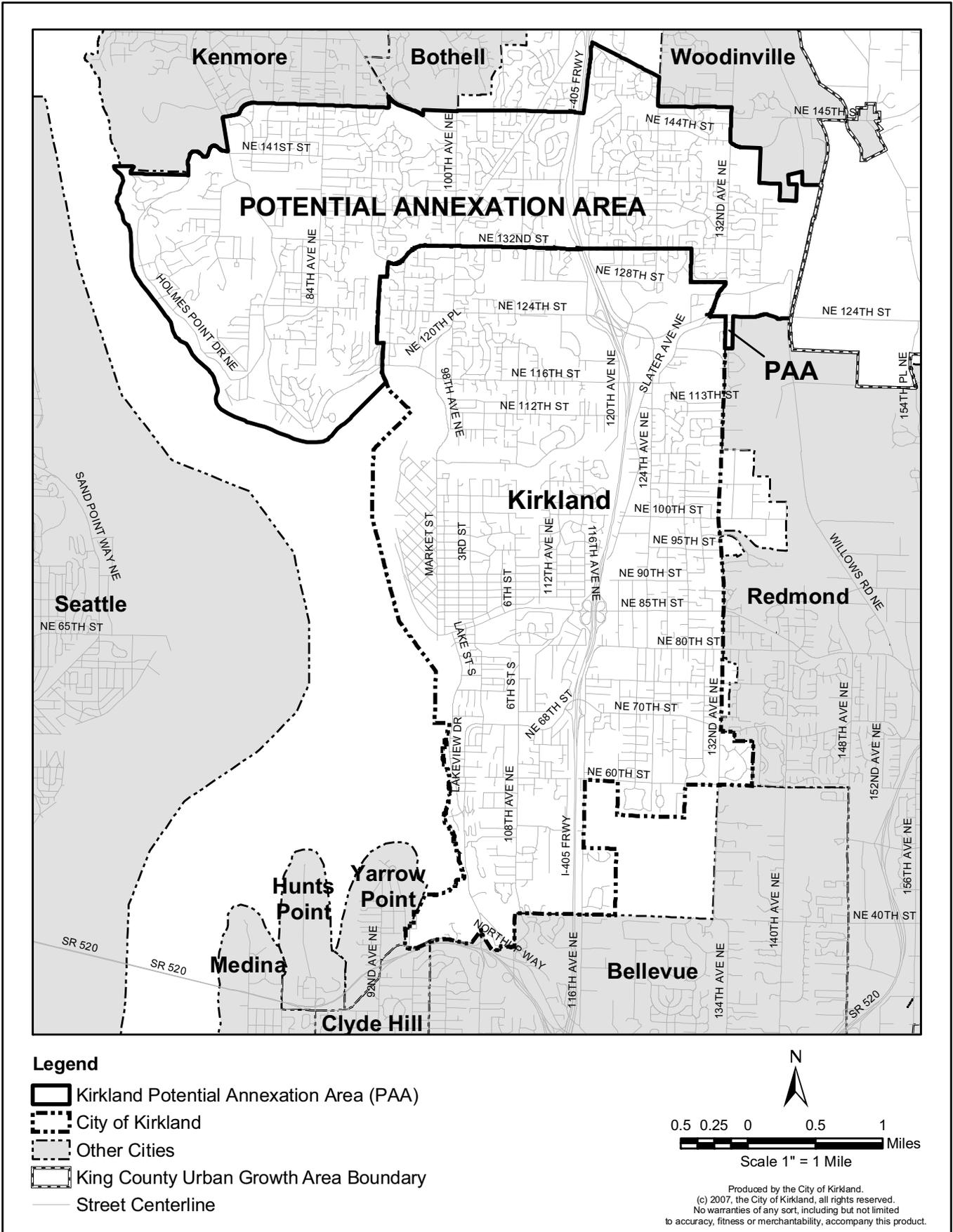
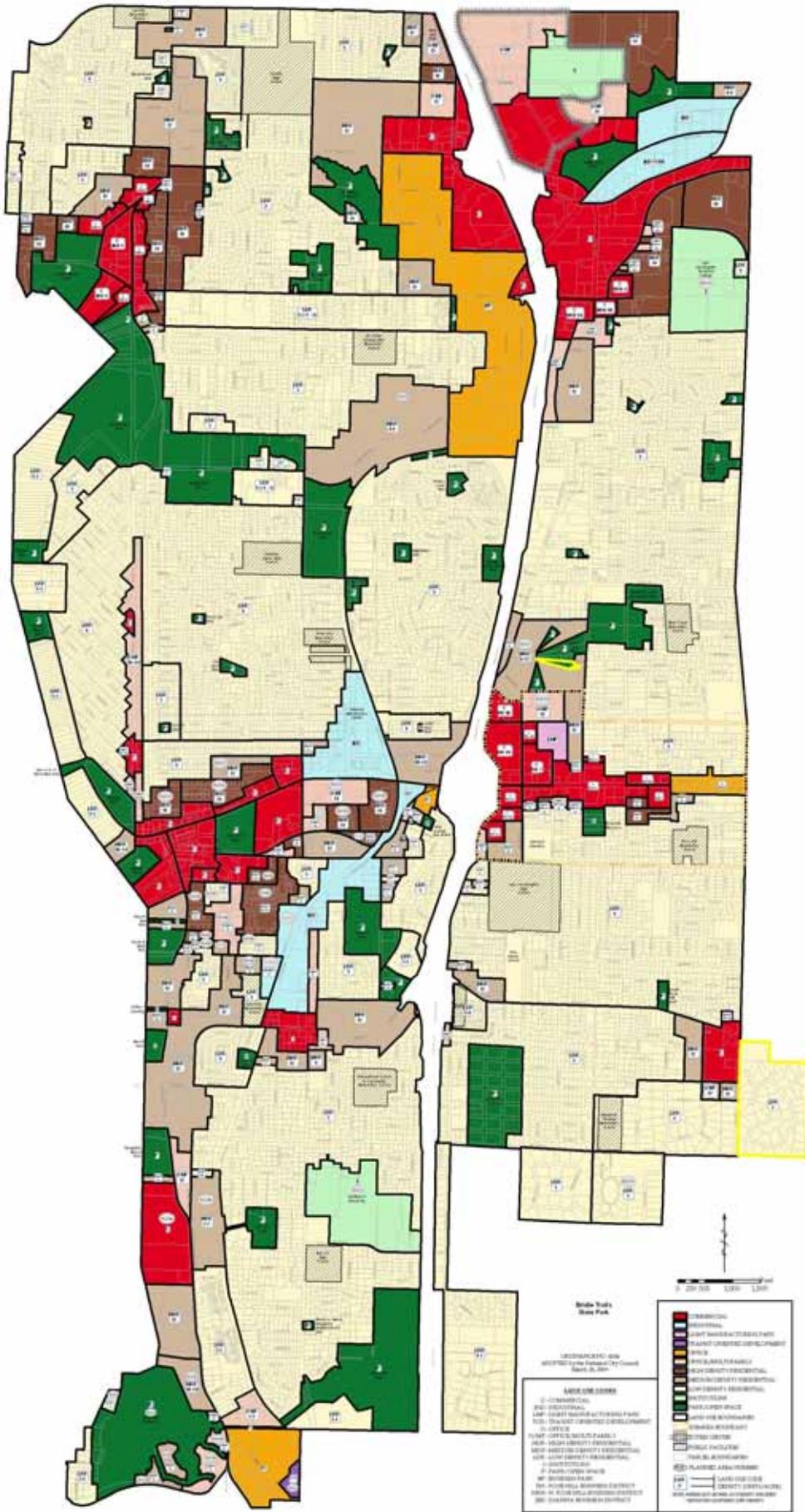


Figure I-2: City of Kirkland Planning Area

CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP

Department of Planning and Community Development



LU-1 Comprehensive Land Use Map

PUBLICATION SUMMARY
OF ORDINANCE NO. 4212

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481 AS AMENDED AND AMENDING ORDINANCE 3710 AS AMENDED, THE KIRKLAND ZONING MAP, AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON09-00001.

SECTION 1. Amends the following portions of the Kirkland Comprehensive Plan and Kirkland Zoning Map:

- A. CIP related Amendments to the Capital Facilities and Transportation Elements
- B. Implementation Tasks related Amendments to the Implementation Element
- C. Houghton Transfer Station related Amendments to the Public Services Element
- D. Forbes Lake Park related Amendments to the North Rose Hill Land Use Map, Park Map and Zoning Map
- E. North Rose Hill Street Connection Plan Description Amendments
- F. Bridle View Annexation related Amendments to the Bridle Trails Neighborhood Plan and Land Use Map, Functional Maps, and Zoning Map
- G. Urban Center related Amendments to the Land Use Element and Totem Lake Neighborhood Plan
- H. Functional Map Amendments

SECTION 2. Directs the Director of Planning and Community Development to amend the official Zoning Map.

SECTION 3. Provides a severability clause for the ordinance.

SECTION 4. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 5. Establishes certification by City Clerk and notification of King County Department of Assessments..

SECTION 6. Authorizes publication of the ordinance by summary, which summary is approved by the City Council

pursuant to Kirkland Municipal Code 1.08.017 and establishes the effective date as five days after publication of summary.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the ____ day of _____, 20__.

I certify that the foregoing is a summary of Ordinance _____ approved by the Kirkland City Council for summary publication.

City Clerk