



MEMORANDUM

Date: November 10, 2009

To: Houghton Community Council

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

Subject: Final Approval of 2009 City Initiated Comprehensive Plan Amendments (File No. ZON09-00001)

Recommendation

Take final action on this cycle of city initiated Comprehensive Plan Amendments by adopting a resolution to approve Ordinance 4212.

Background

The Kirkland City Council (CC) adopted Ordinance 4212 on October 20, 2009, which approves the 2009 cycle of city initiated Comprehensive Plan Amendments (CPA's). Ordinance 4212 is Attachment 1 to this memorandum.

Many of the changes are within the disapproval jurisdiction of the Houghton Community Council (HCC). All amendments are listed in Attachment 2 and those within the Community Council's disapproval jurisdiction are noted with an asterisk. These amendments include:

- A revised Capital Facilities Element to reflect the adopted Capital Improvement Program (CIP) for 2009-2014.
- Revised goals, policies or text addressing:
 - Implementation Procedure
 - Houghton Transfer Station
 - North Rose Hill Connection List
 - Totem Lake Urban Center Designation
 - Bridle View Annexation
- Map change in Bridle Trails Neighborhood and all functional maps in the Comprehensive Plan (To incorporate Bridle View Annexation)
- Map change in North Rose Hill Neighborhood (To recognize expansion of Forbes Lake Park)
- Functional Map updates

Houghton Community Council Action

Pursuant to ZC Section 160.95 the majority of the HCC must approve the City Council's action by resolution before it becomes effective within Houghton.

Attachments:

1. Ordinance 4212
2. List of amendments within Houghton Community Council's disapproval jurisdiction

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 20th day of October, 2009.

SIGNED IN AUTHENTICATION THEREOF this 20th day of October, 2009.

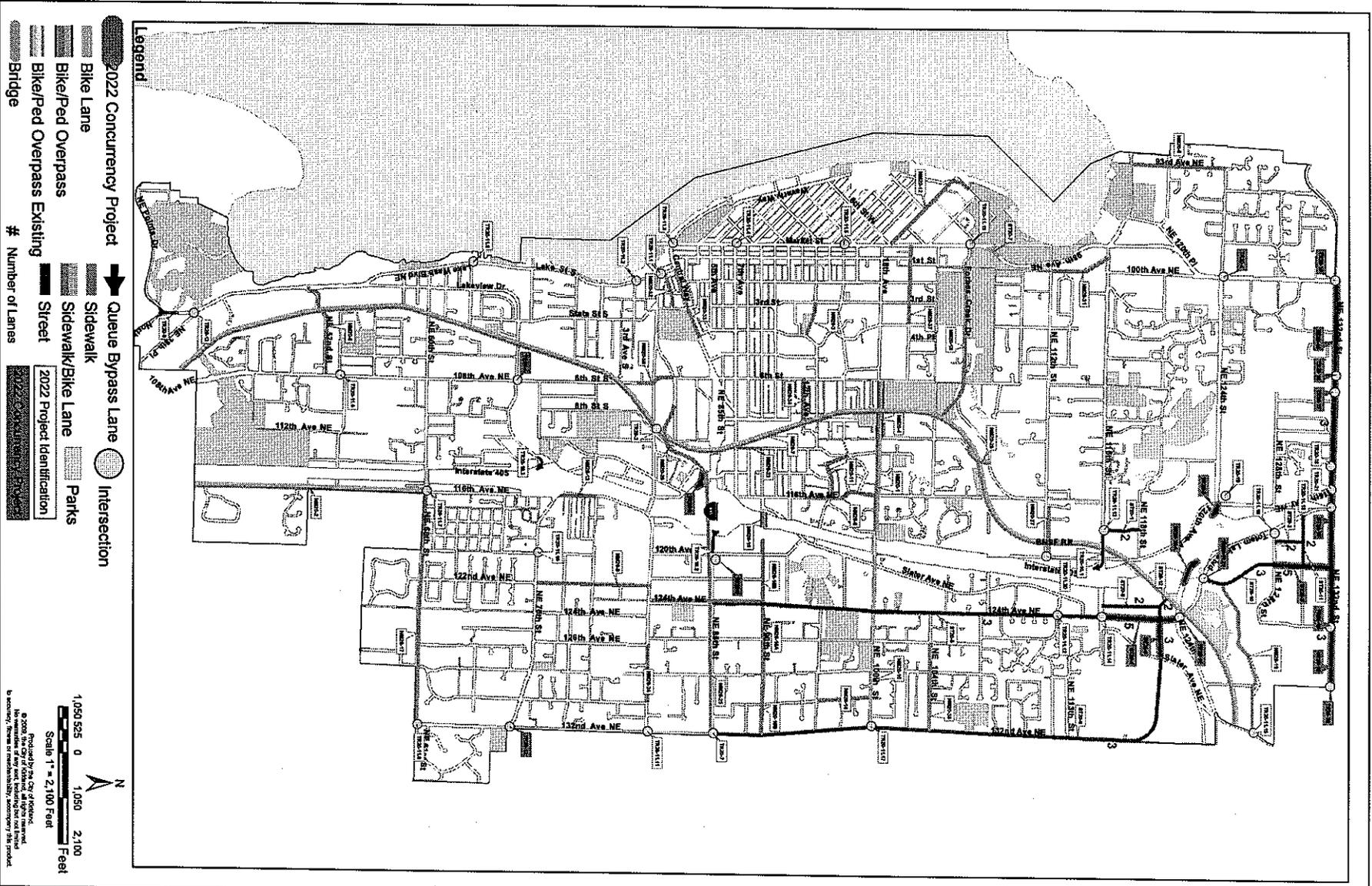

Mayor

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 |
| Total Sources | | 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 |
| Total Funded Transportation Projects | | 6,310,200 | 4,642,000 | 5,077,900 | 10,927,600 | 9,681,300 | 10,481,000 | 47,120,000 |

SURPLUS (DEFICIT) of Resources

*These projects provide new capacity towards levels of service.

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

| Revenue Type | Revenue Source | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Six-Year Total |
|----------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| 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 |
| Total Sources | | 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**

| Project Number | Project Title | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Six-Year Total |
|---------------------------------------|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| 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 |
| Total Funded Utility Projects | | 4,700,500 | 1,674,300 | 1,450,000 | 3,625,600 | 9,935,700 | 8,796,300 | 30,182,400 |
| SURPLUS (DEFICIT) of Resources | | - |

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

| <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 |
| Total Sources | | 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 |
| Total Funded Surface Water Utility Projects | | 345,800 | 200,000 | 200,000 | 1,512,200 | 2,330,900 | 1,588,000 | 6,176,900 |

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

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

| Revenue Type | Revenue Source | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Six-Year Total |
|----------------------|-------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 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 |
| Total Sources | | 2,018,000 | 1,220,500 | 1,275,600 | 1,333,500 | 1,394,300 | 1,439,000 | 8,680,900 |

**USES OF FUNDS
Funded Projects**

| Project Number | Project Title | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | Six-Year Total |
|---------------------------------------|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 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 |
| Total Funded Parks Projects | | 2,018,000 | 1,220,500 | 1,275,600 | 1,333,500 | 1,394,300 | 1,439,000 | 8,680,900 |
| SURPLUS (DEFICIT) of Resources | | - |

*These projects provide new capacity towards levels of service.

**Table CF-13
Capital Facilities Plan: Fire and Building Department 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 | Interest Income | 206,900 | 117,730 | 228,480 | 225,920 | 46,690 | 242,130 | 1,067,850 |
| Local | Reserves | | | | | | | - |
| Local | Prior Year Project Savings | 181,300 | | | | | | 181,300 |
| External | Fire District #41 | 59,100 | 41,370 | 43,520 | 34,580 | 16,410 | 85,070 | 280,050 |
| <i>Total Sources</i> | | <i>447,300</i> | <i>159,100</i> | <i>272,000</i> | <i>260,500</i> | <i>63,100</i> | <i>327,200</i> | <i>1,529,200</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> |
|--|---|----------------|----------------|----------------|----------------|---------------|----------------|-----------------------|
| PS 0061 | Mobile Data Computers Replacement | 227,300 | | | | | | 227,300 |
| PS 0062 | Defibrillator Unit Replacement | | | 272,000 | | | | 272,000 |
| PS 0063 | Breathing Air Fill Station Replacement | | 159,100 | | | | | 159,100 |
| PS 0066 | Thermal Imaging Cameras Replacement | | | | 133,000 | | | 133,000 |
| PS 0067 | Dive Rescue Equipment Replacement | | | | | 63,100 | | 63,100 |
| PS 0068 | Local Emergency/Public Communication AM Radio | | | | 127,500 | | | 127,500 |
| PS 0070 | Permanent Information Displays | 220,000 | | | | | | 220,000 |
| PS 0071 | Self Contained Breathing Apparatus (SCBA) | | | | | | 327,200 | 327,200 |
| <i>Total Funded Fire and Building Projects</i> | | <i>447,300</i> | <i>159,100</i> | <i>272,000</i> | <i>260,500</i> | <i>63,100</i> | <i>327,200</i> | <i>1,529,200</i> |

| | | | | | | | | |
|---------------------------------------|---|---|---|---|---|---|---|---|
| <i>SURPLUS (DEFICIT) of Resources</i> | - | - | - | - | - | - | - | - |
|---------------------------------------|---|---|---|---|---|---|---|---|

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 Dec. ⁽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 I) | \$ 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-3 | |
| 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 ln) | \$ 6.4 | ST 0060 | | C, TL | T-4 | |
| ST 20-2 | 119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 ln) | \$ 5.6 | ST 0061 | | C, TL | T-4 | |
| ST 20-3 | 120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln) | \$ 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 ln) | \$ 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 ln) | \$ 30.3 | ST 0064 | | C | T-4 | |
| ST 20-6 | 132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 ln) | \$ 25.2 | ST 0056 | | C | T-4 | |
| ST 20-7 | 98th Ave. NE Bridge Replacement at Forbes Creek (2 ln) | \$ 9.7 | ST 0055 | | C | T-4 | |
| ST 20-8 | 120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 ln) | \$ 16.4 | ST 0073 | | TL | T-4 | |
| ST 20-9 | NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln) | \$ 6.4 | ST 0057 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-10 | 120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 ln) | \$ 3.3 | ST 0070 | | TL | T-4 | |
| ST 20-11 | NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 ln) | \$ 10.0 | ST 0062 | | C | T-4 | |
| ST 20-12 | NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 ln) | \$ 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 Bypass @ 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/1-405 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 | |
| TR 20-11.14 | 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 In) | \$ 8.8 | ST 0053 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-4 | 124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In) | \$ 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 In) | \$ 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 Bypass @ 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 Intersection 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 = 14 years

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 Est, 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>NP.2. <u>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> | ± |

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.

| | |
|--|--|
| <p><u>Between Redmond regional trail and I-405 pedestrian overpasses</u></p> <p><u>Between Lake WA Technical College and residential development to the west and south</u></p> <p><u>Along Seattle City Light Transmission Line Easement</u></p> <p><u>Non motorized arterial street enhancements:</u></p> <p><u>NE 116th Street, west of 124th Avenue NE</u></p> <p><u>Slater Avenue, south of NE 116th Street</u></p> <p><u>Sensitive areas property acquisition, restoration, or education</u></p> <p><u>Totem Lake Neighborhood</u></p> <p><u>Totem Lake Circulator</u></p> <p><u>118th Avenue NE roadway extension</u></p> <p><u>123rd Avenue NE roadway creation</u></p> <p><u>NE 120th Street extension</u></p> | |
| <p>OTHER</p> <p>Evaluate the cost/benefit, capital facilities and service implications of annexation.</p> | |

Public Services

Introduction

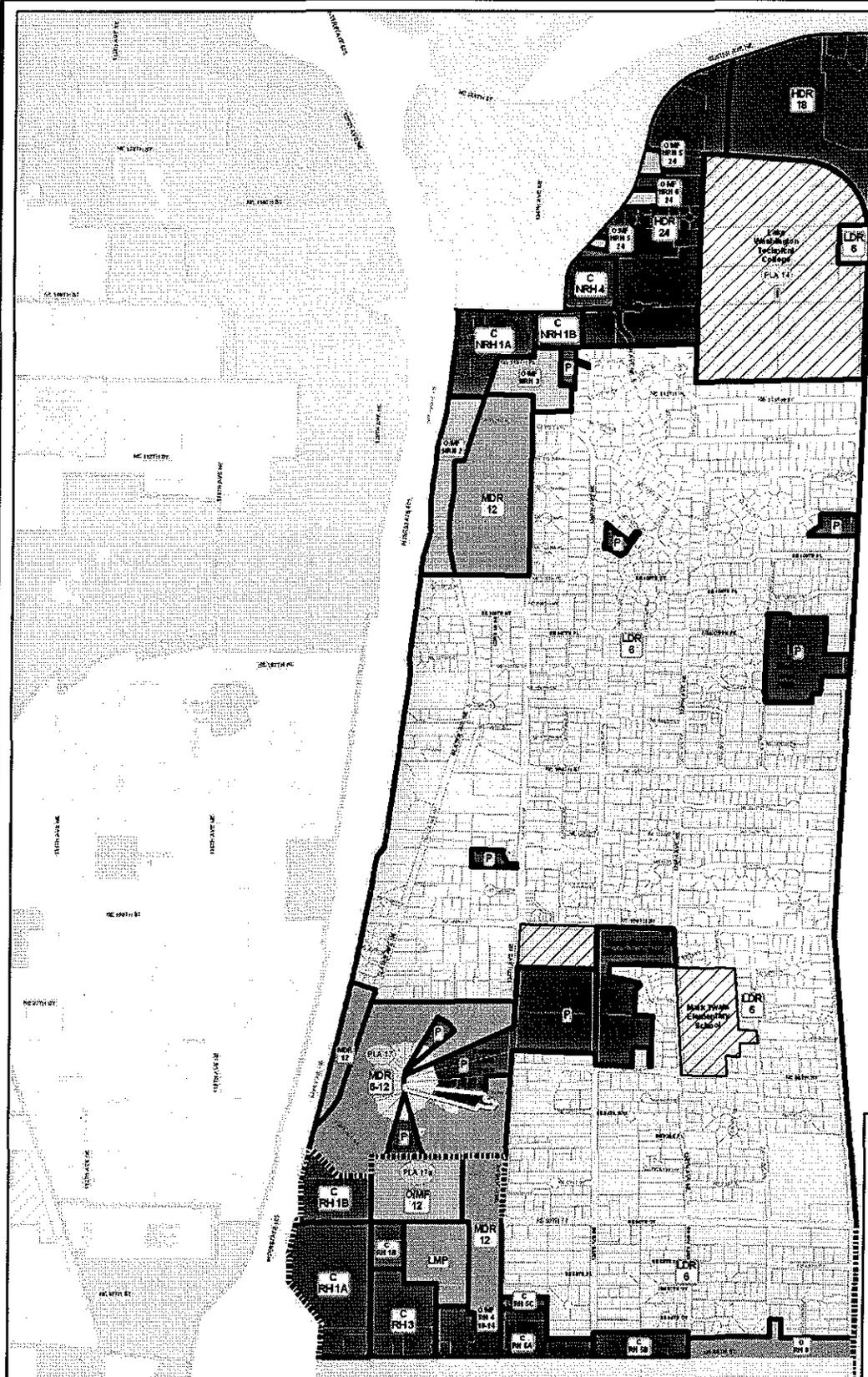
Existing Conditions

~~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

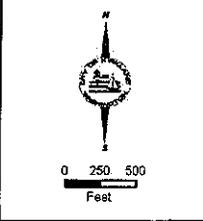
- C - COMMERCIAL
- IND - INDUSTRIAL
- LMP - LIGHT MANUFACTURING PARK
- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK/OPEN SPACE
- EP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- JBD - 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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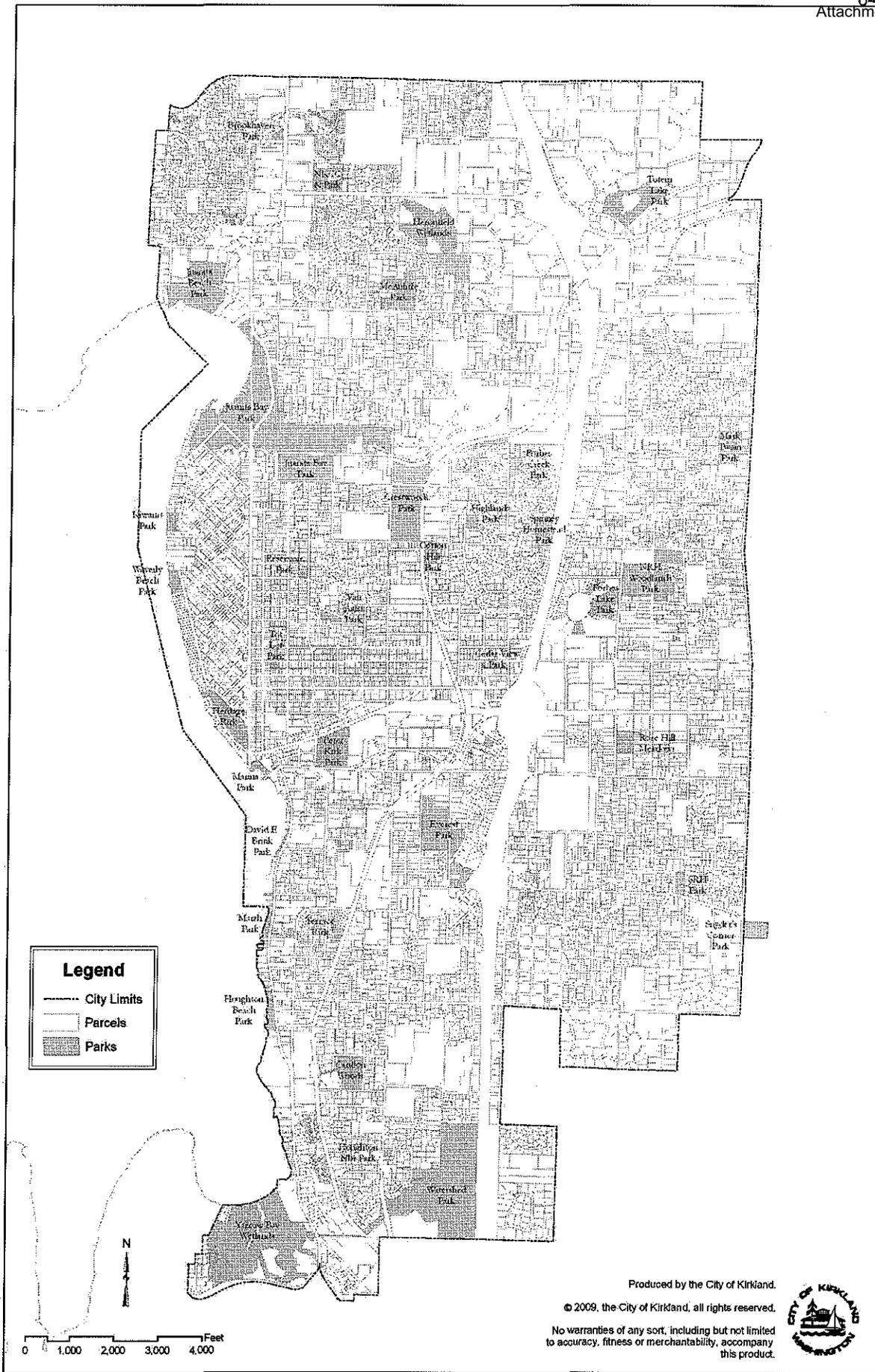


Figure PR-1: Kirkland Parks

Zoning Map Change

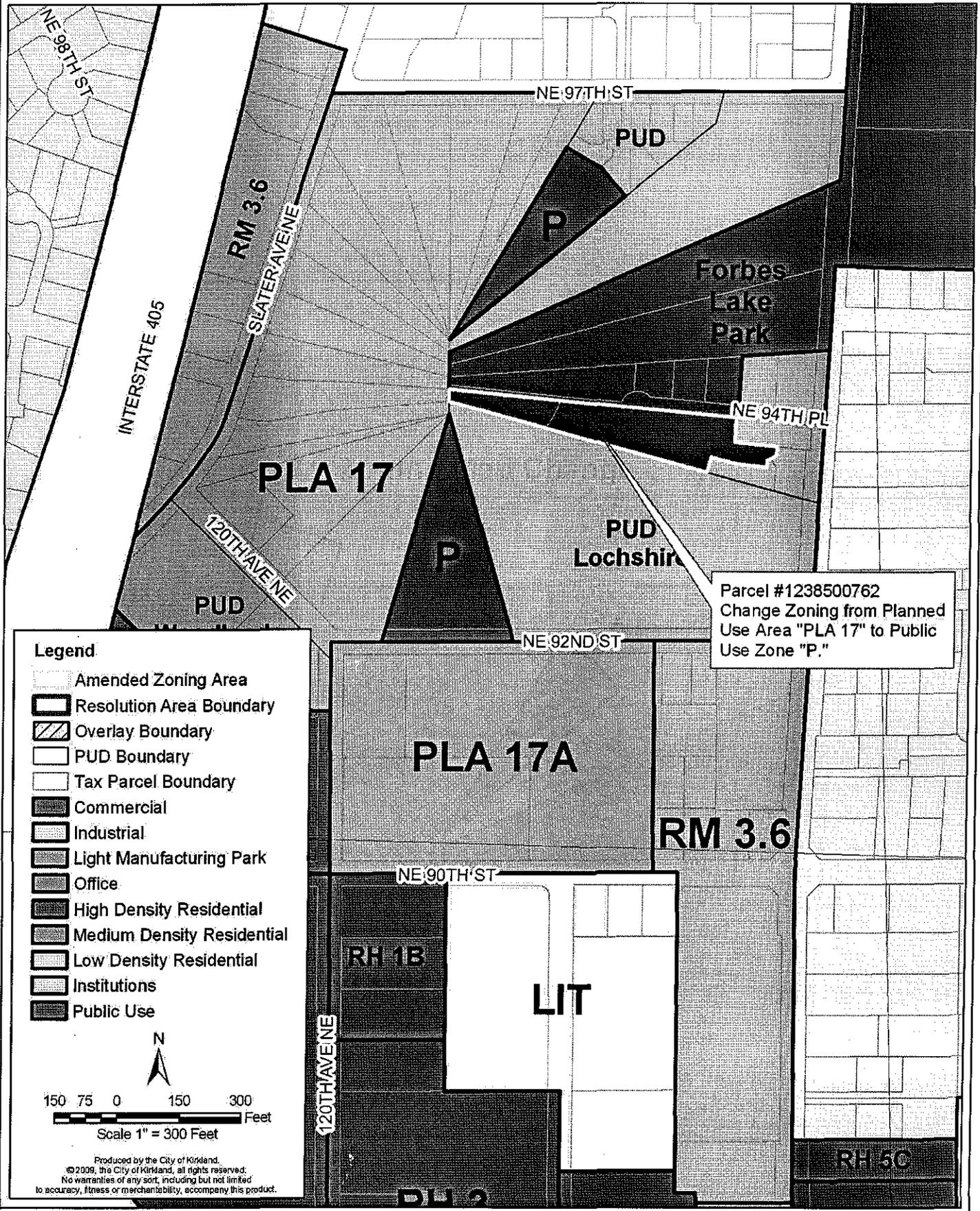


Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 88TH STREET BETWEEN 124TH AVENUE NE AND 126TH AVENUE NE
2. NE 108TH STREET BETWEEN SLATER AVENUE NE AND 123RD AVENUE NE
3. NE 105TH STREET BETWEEN ~~129TH + 128TH~~ AVENUE NE AND 132ND AVENUE NE
4. NE 103RD PLACE BETWEEN 132ND AVENUE NE AND EXISTING CUL-DE-SAC END
5. NE 101ST PLACE BETWEEN 131ST PLACE NE AND 132ND AVENUE NE
6. NE 97TH STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
Completed
7. ~~Delete this connection because property configuration makes it infeasible NE 94TH STREET BETWEEN 125TH AVENUE NE AND 124TH AVENUE NE~~
8. 125TH AVENUE NE BETWEEN NE 91ST STREET AND NE 95TH STREET
9. 130TH AVENUE NE BETWEEN NE 87TH STREET AND NE 94TH STREET
10. NE 91ST STREET BETWEEN 130TH AVENUE NE AND 132ND AVENUE NE
11. NE 90TH STREET BETWEEN 128TH AVENUE NE AND 132ND AVENUE NE
12. 131ST AVENUE NE BETWEEN NE 90TH STREET AND NE 91ST STREET
13. 122ND AVENUE NE BETWEEN NE 90TH STREET AND NE 92ND STREET
14. 126TH PLACE NE BETWEEN NE 102ND PLACE AND NE 100TH PLACE Completed
15. NE 101ST PLACE BETWEEN 124TH AVENUE NE AND 125TH AVENUE NE
16. NE 116TH STREET BETWEEN 127TH AVENUE NE AND 132ND AVENUE NE
17. NE 109TH PLACE BETWEEN SLATER AVENUE AND 124TH AVENUE NE
Completed

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.

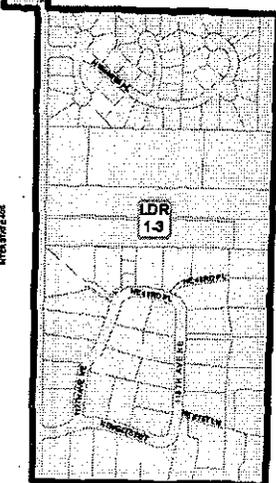
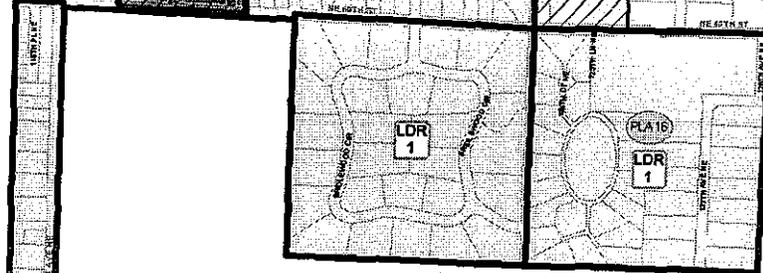
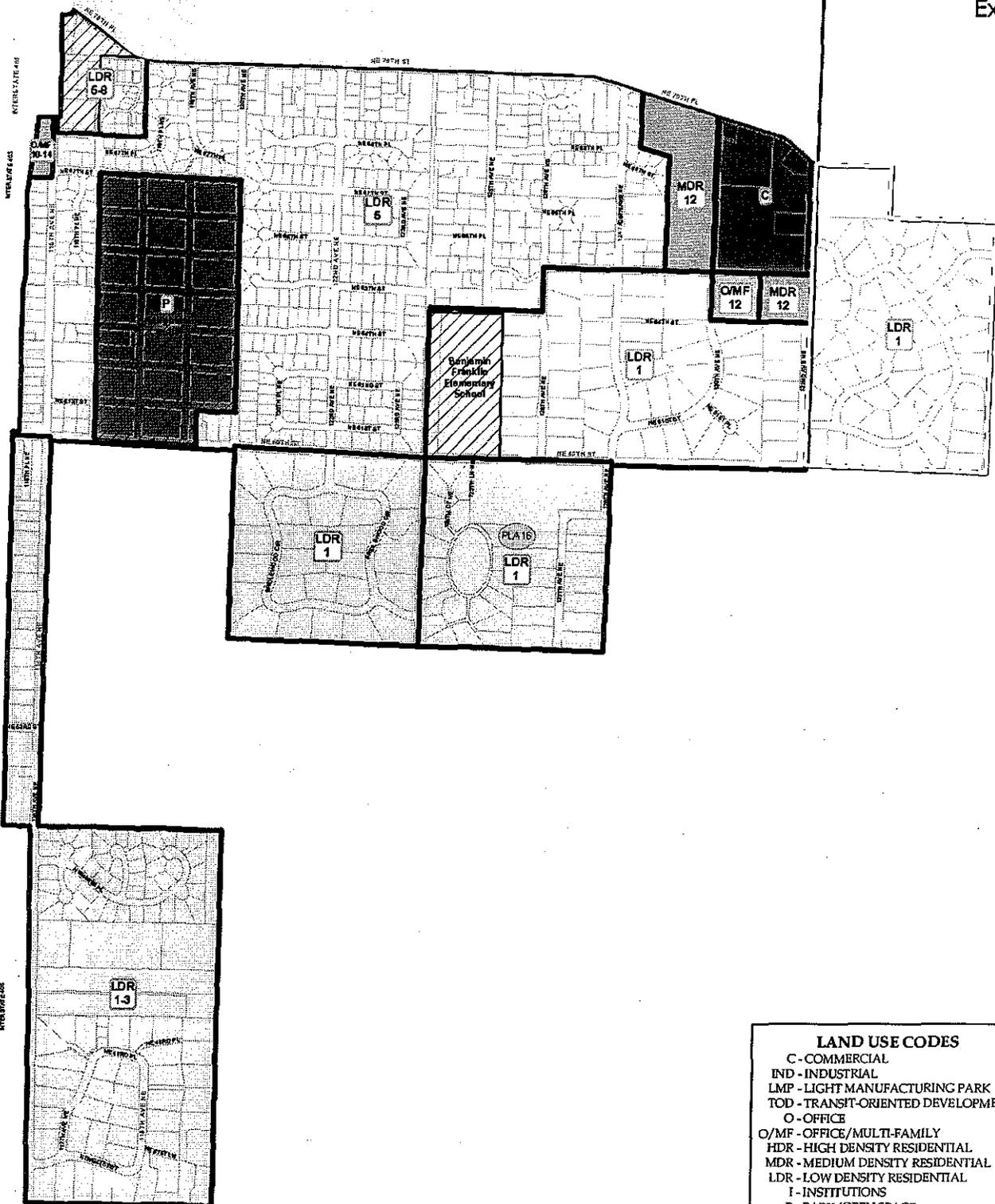
Bridlewood Circle, ~~and~~ Silver Spurs Ranch, and Bridle View should remain at a very low residential density.

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

- 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
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- BP - BUSINESS PARK
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- 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

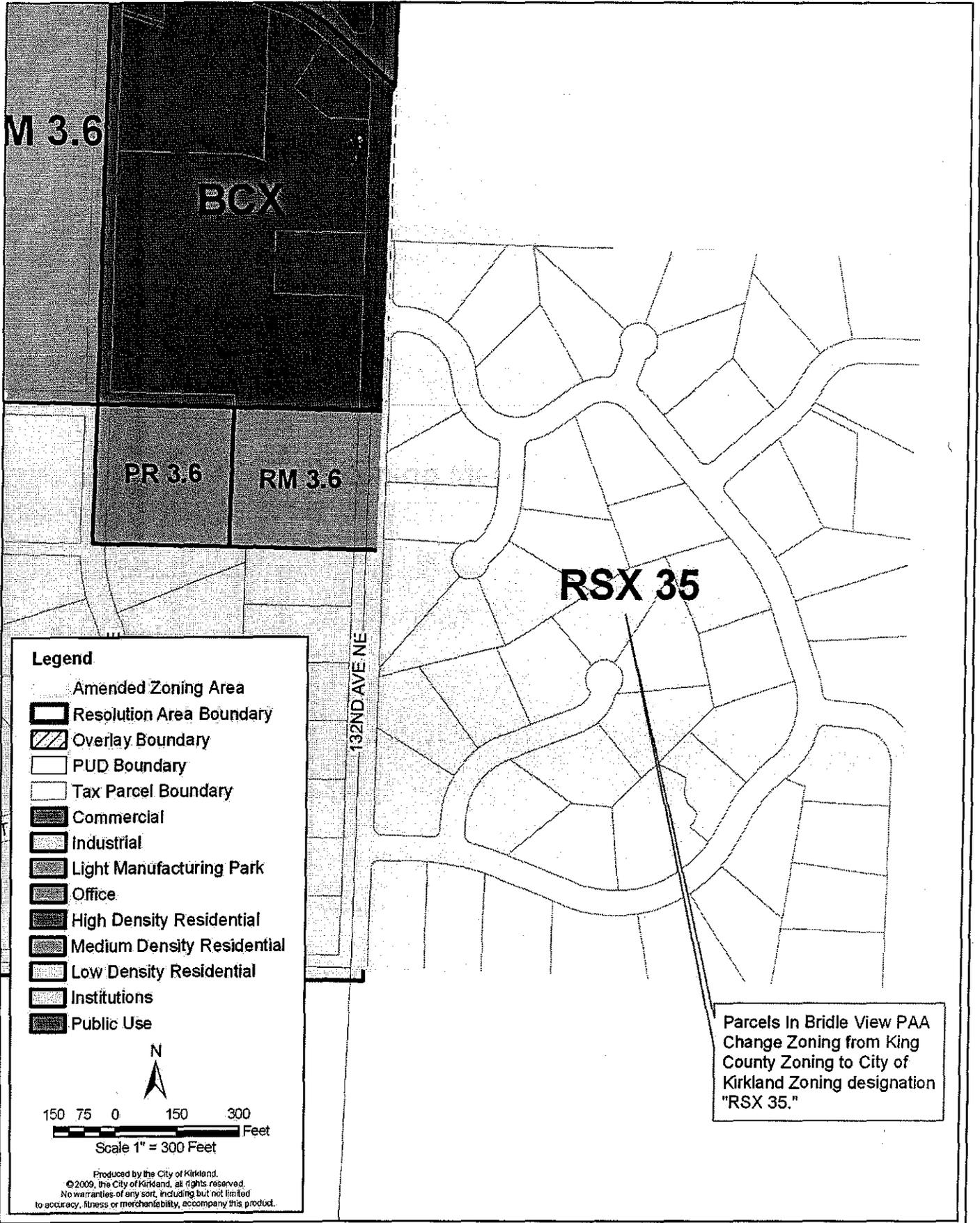
| | |
|---------------------|----------------------|
| LAND USE BOUNDARIES | PARCEL BOUNDARIES |
| SUBAREA BOUNDARY | PLANNED AREA NUMBER |
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| PUBLIC FACILITIES | DENSITY (UNITS/ACRE) |

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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.

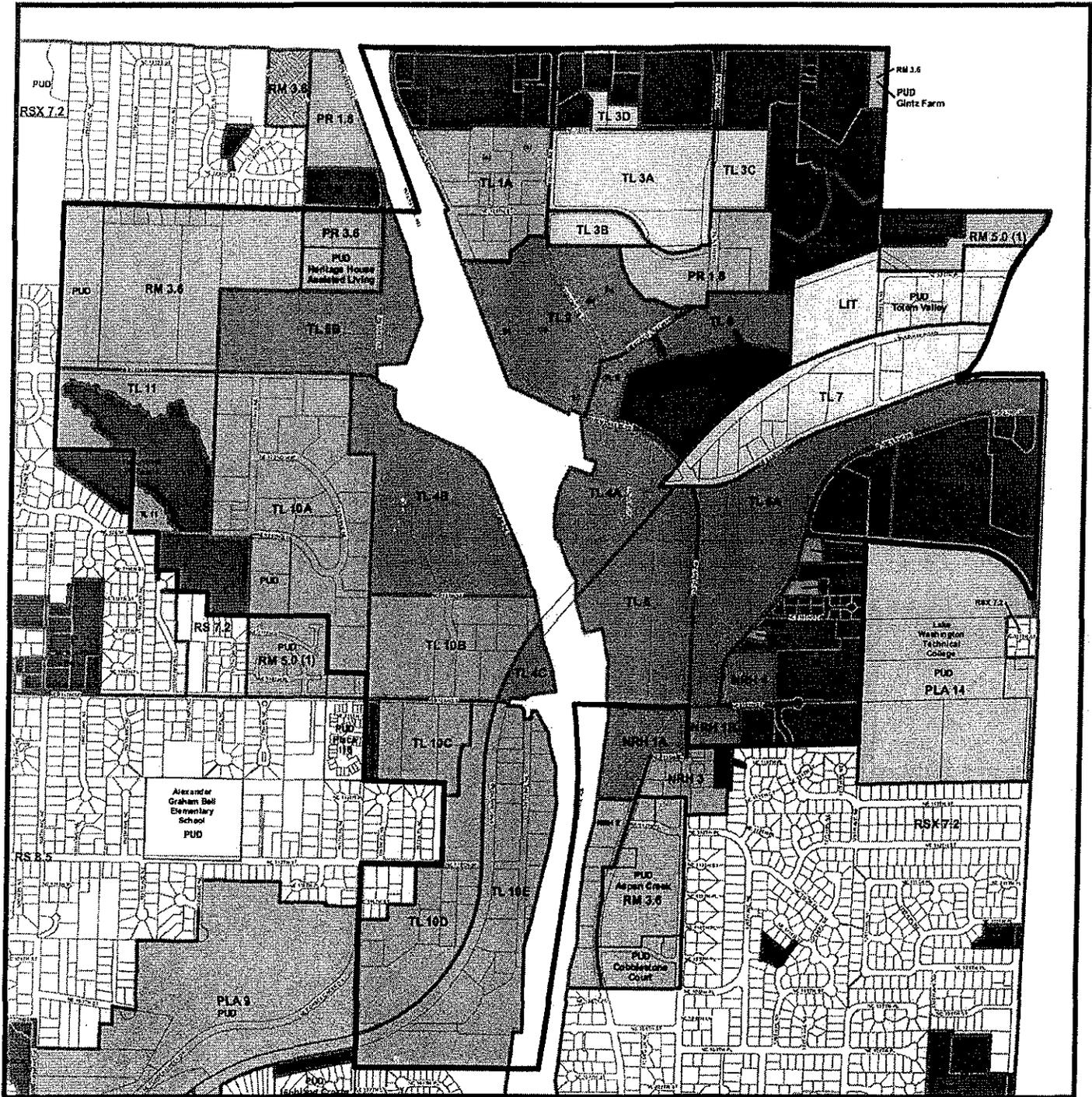
Policy TL-32.1:

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.

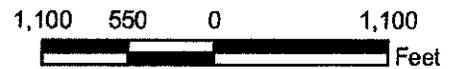
TOTEM LAKE URBAN CENTER



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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.**

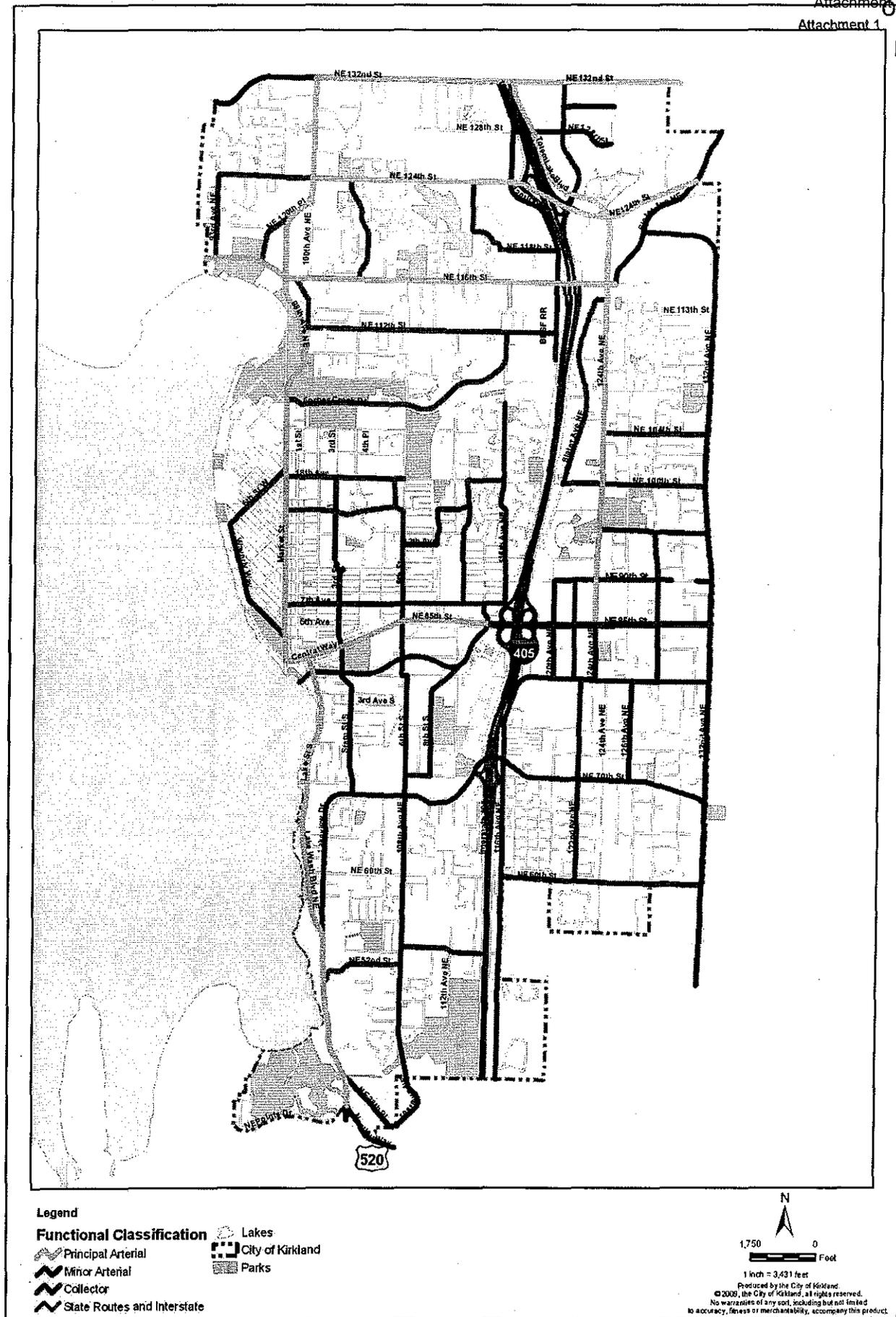


Figure T-1: Street Classifications and State Routes

Attachment 1
NE 132nd St
Sammamish River Trail, low volume
routes, Steep Hill

Exhibit A

NE 192nd St
Finn Hill
No Improvements

100th Ave NE
Sammamish River Trail, Bothell
Bike lines begin at NE 140th

124th Ave NE
Woodinville
bike lanes

BNSF Woodinville
future trail

NE 124th St
Sammamish River Trail
Bike lanes

Juanita Dr Kenmore
Burke Gilman Trail
wide shoulder

NE 100th St
Remond via Willows
Rd. Stairs planned by
Redmond short term;
trail long term.

NE 85th St - Redmond
has no plans to
develop connection.

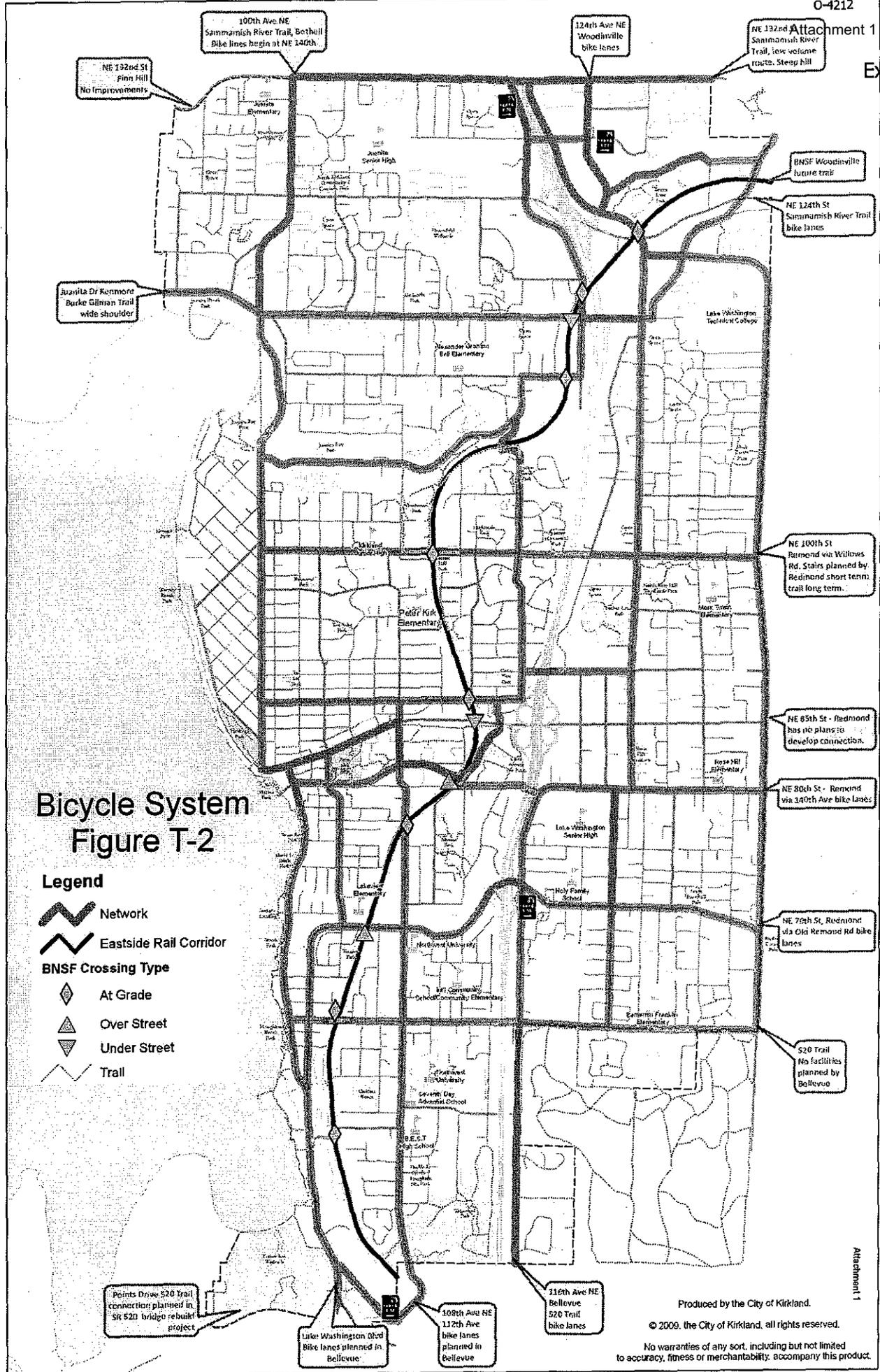
NE 80th St - Remond
via 140th Ave bike lanes

NE 70th St, Redmond
via Old Remond Rd bike
lanes

520 Trail
No facilities
planned by
Bellevue

Bicycle System Figure T-2

- Legend**
-  Network
 -  Eastside Rail Corridor
 - BNSF Crossing Type**
 -  At Grade
 -  Over Street
 -  Under Street
 -  Trail



Points Drive 520 trail
connection planned in
SR 520 bridge rebuilt
project

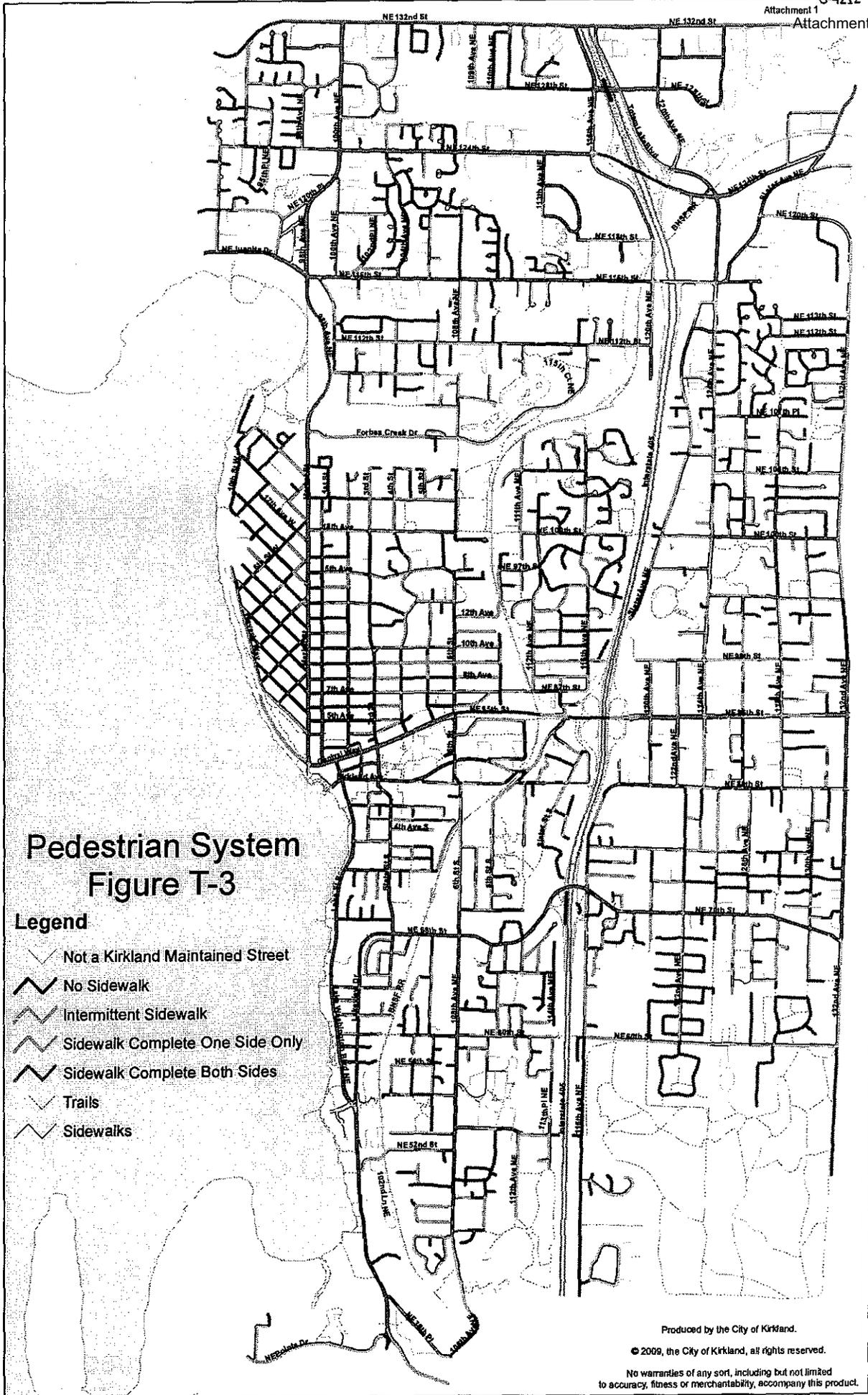
Lake Washington Blvd
Bike lanes planned in
Bellevue

108th Ave NE
112th Ave
bike lanes
planned in
Bellevue

116th Ave NE
Bellevue
520 Trail
bike lanes

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No warranties of any sort, including but not limited
to accuracy, fitness or merchantability, accompany this product.

Attachment 1



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

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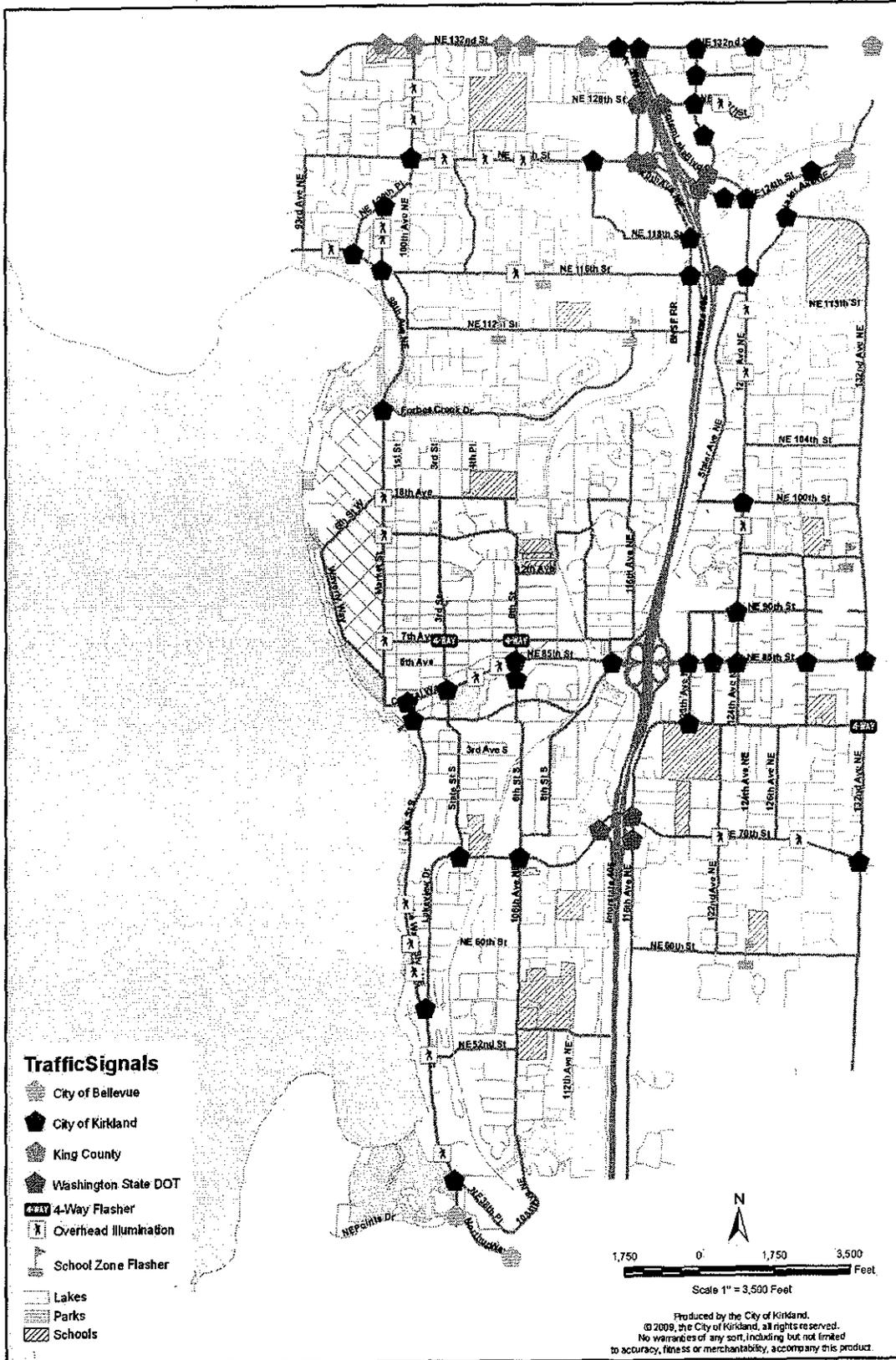


Figure T-7: Signalized Intersections

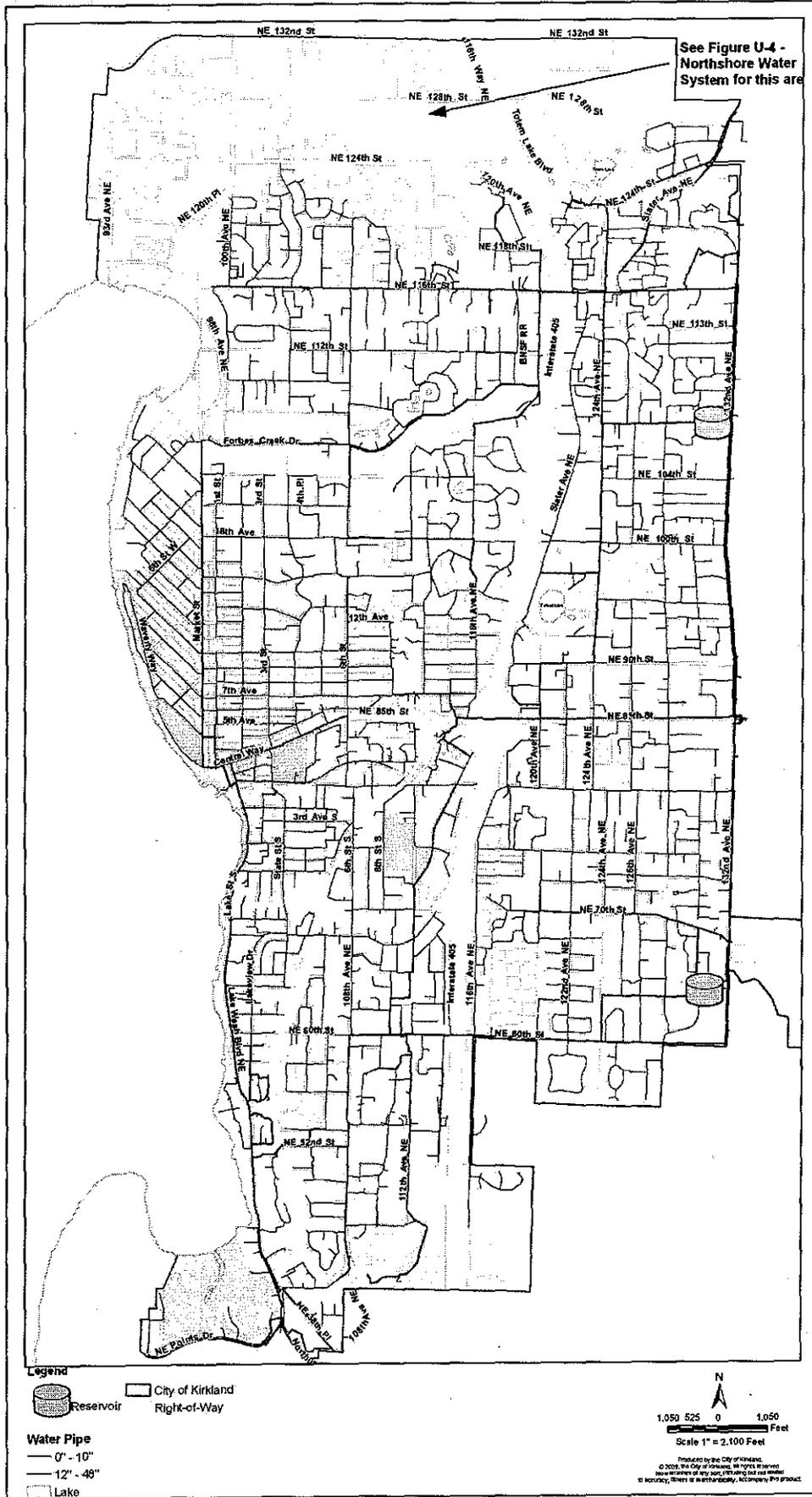


Figure U-1: Water System

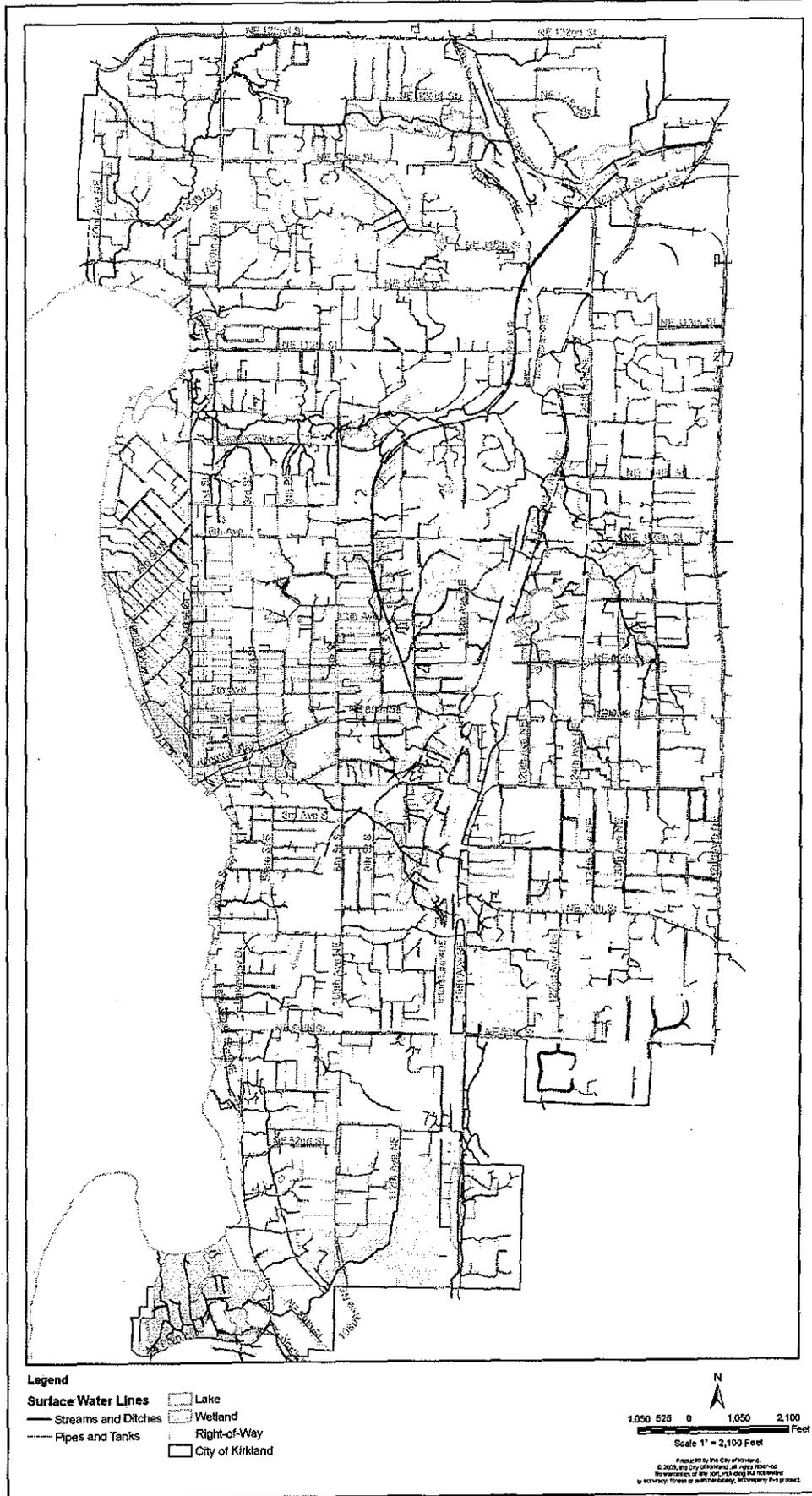


Figure U-3: Surface Water Management System

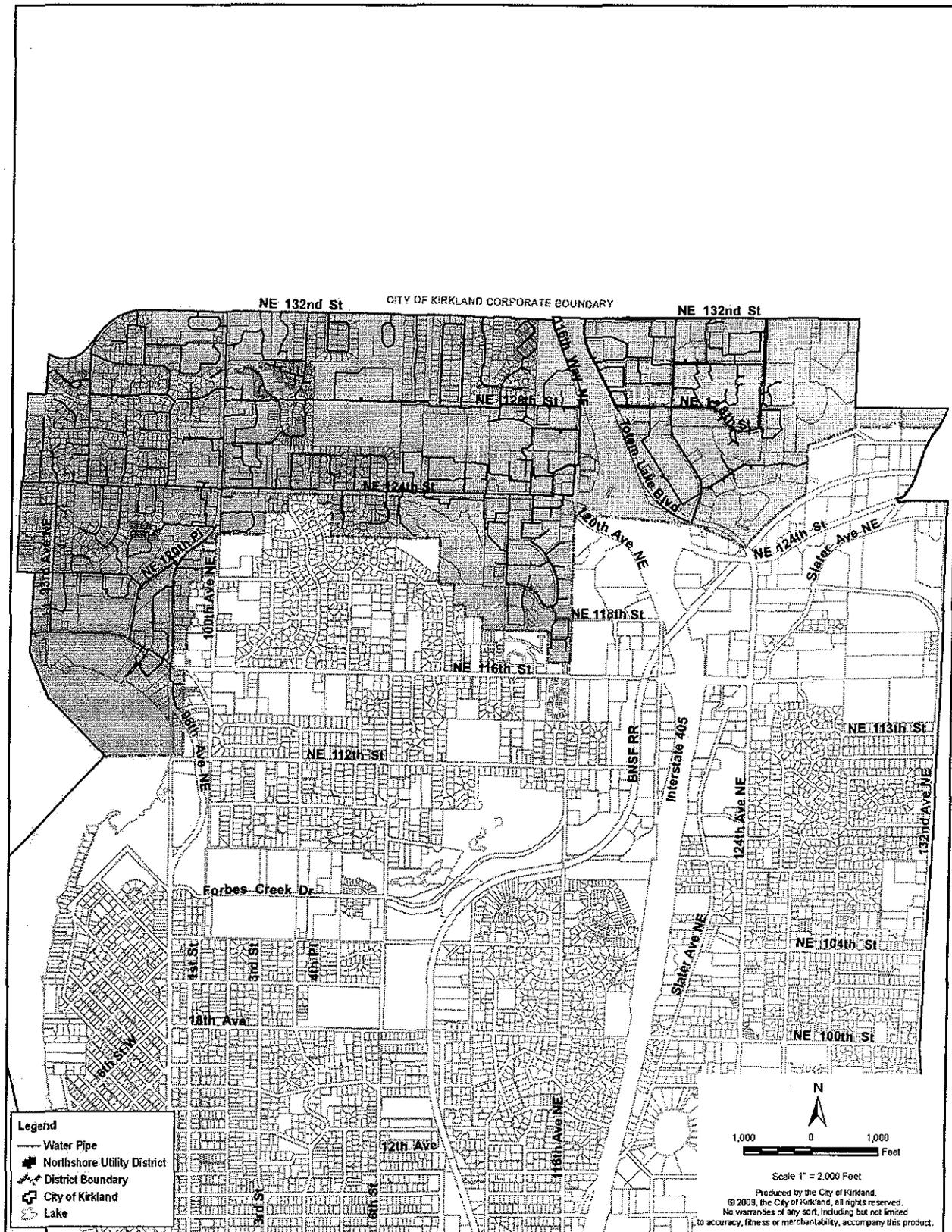


Figure U-4: Northshore Water System

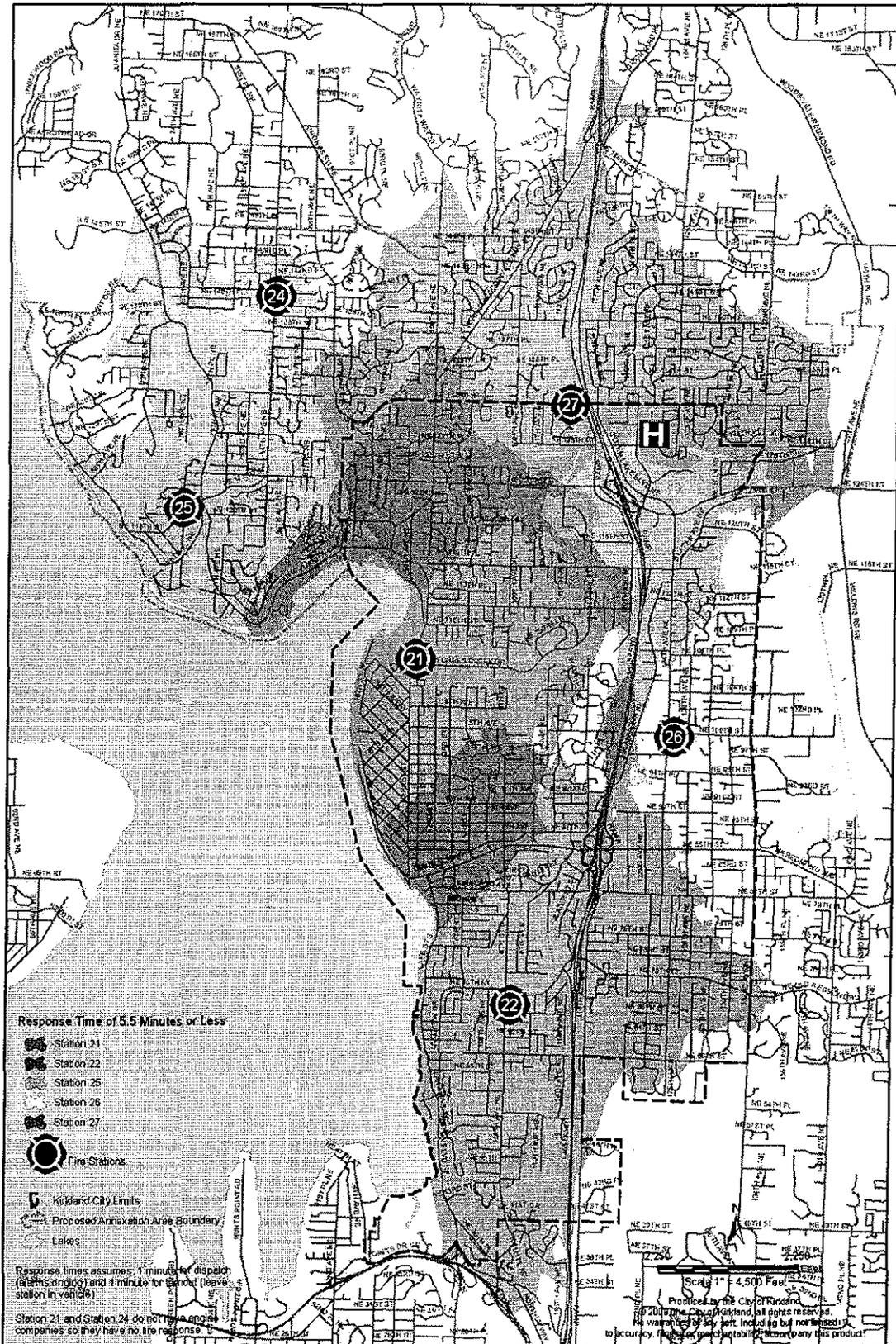


Figure PS-1: Fire Response Times within 5.5 minutes

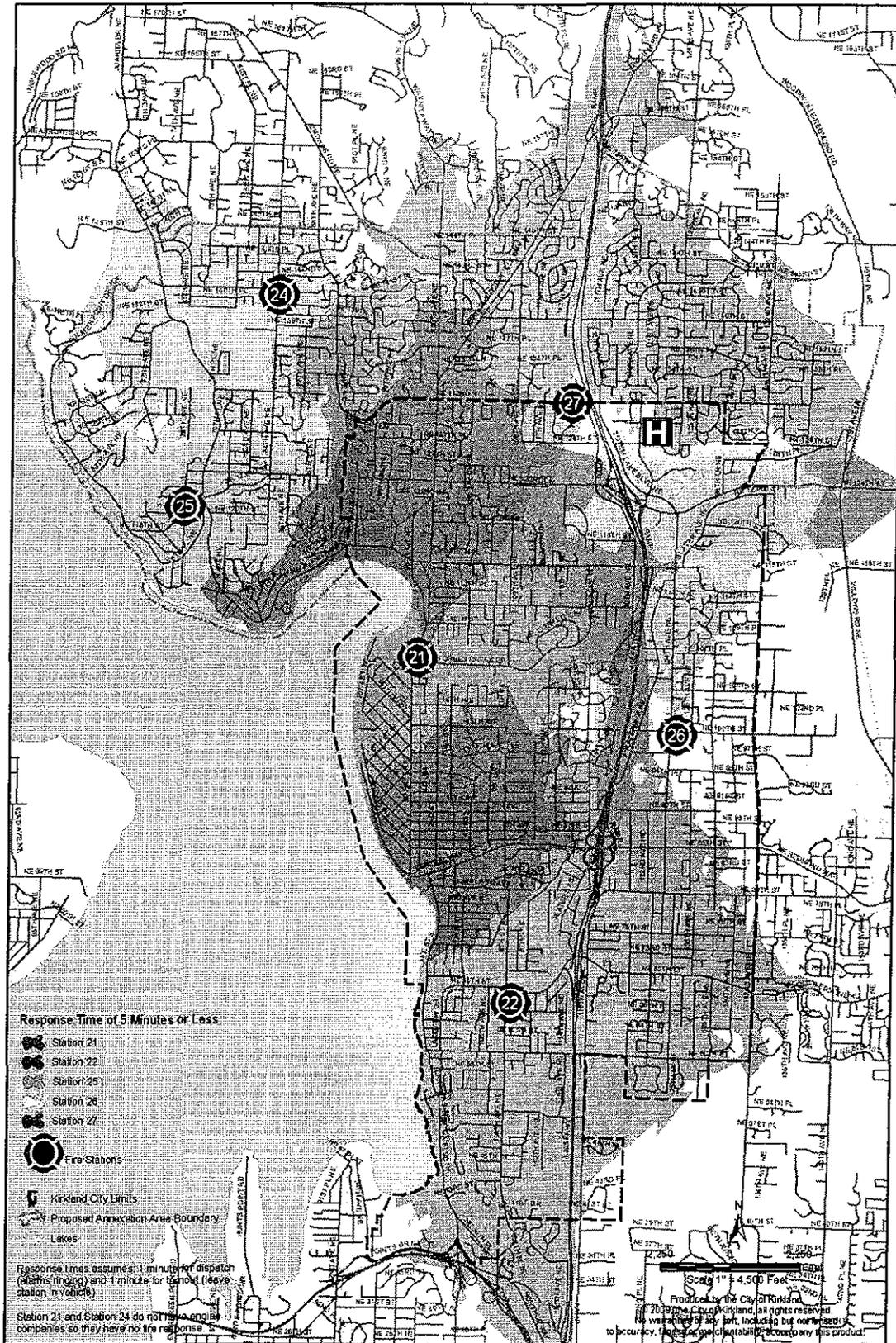


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

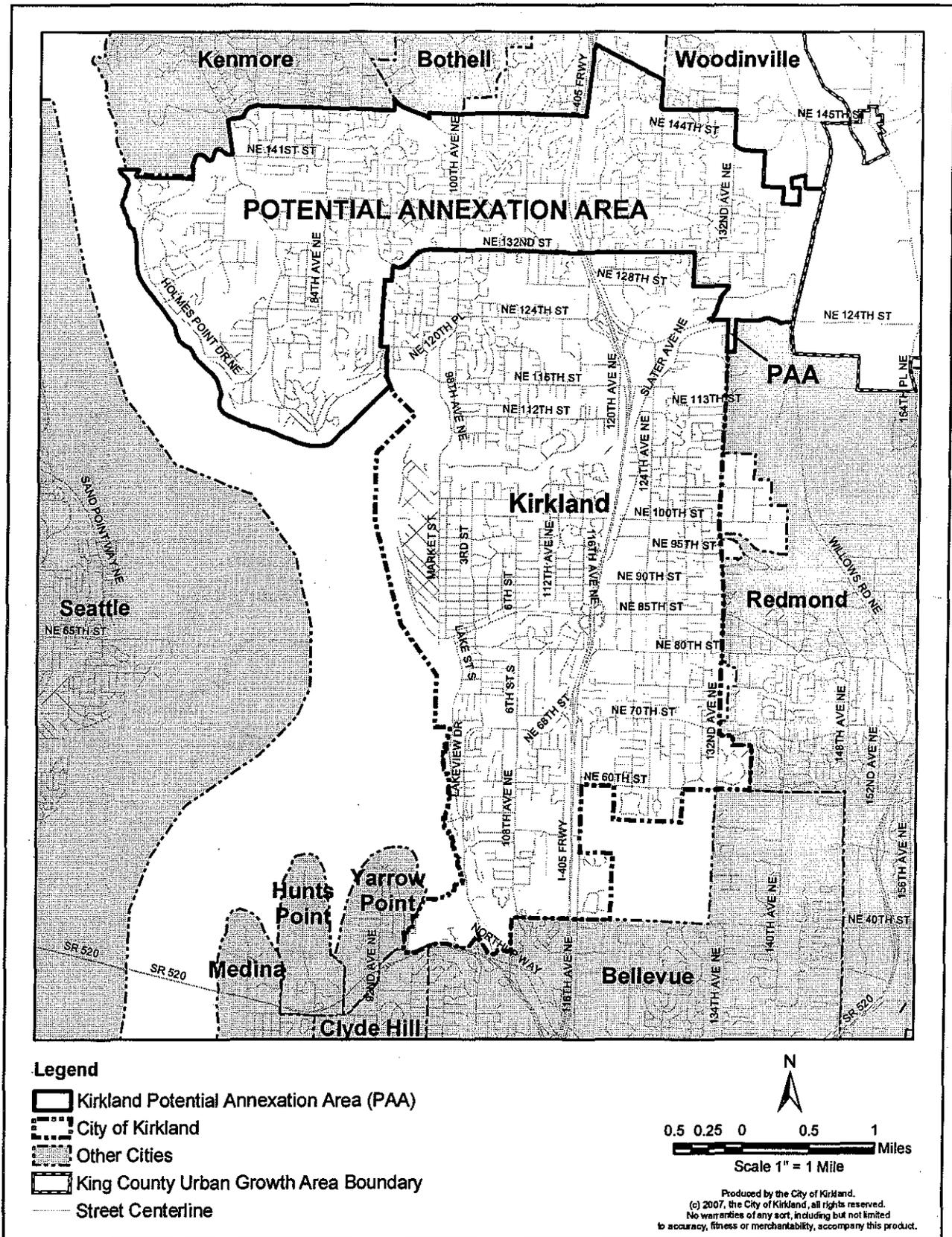
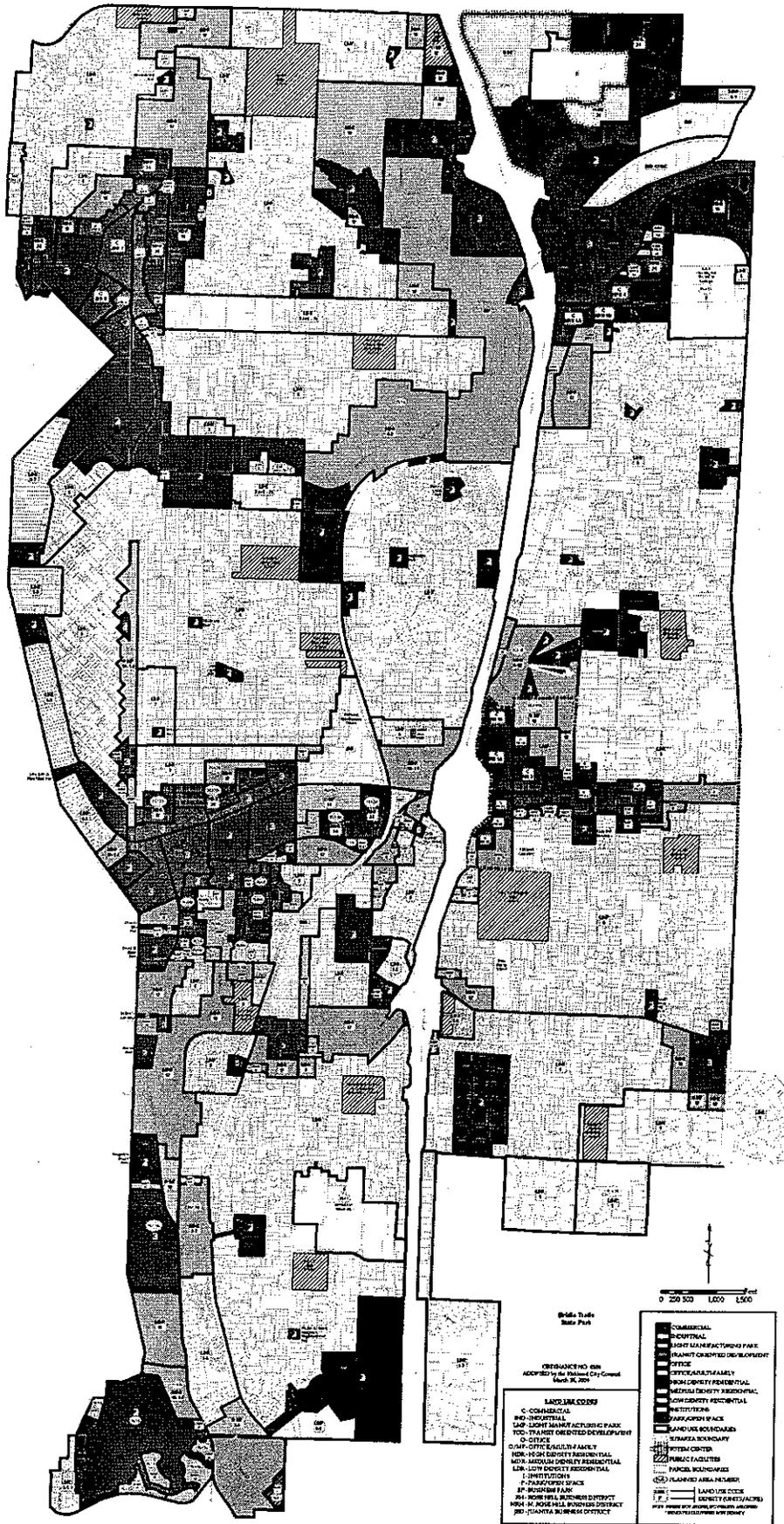


Figure I-2: City of Kirkland Planning Area

CITY OF KIRKLAND COMPREHENSIVE LAND USE MAP
Department of Planning and Community Development

Exhibit A



LU-1 Comprehensive Land Use Map

Attachment 1

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 20th day of October, 2009.

I certify that the foregoing is a summary of Ordinance 4212 approved by the Kirkland City Council for summary publication.



City Clerk

2009 CPA Amendments:

The following amendments are organized by topic. Those amendments identified with an asterisk (*) are within the Houghton Community Council jurisdiction.

Many of these amendments have been provided by staff from various departments within the City, based upon their expertise on the subjects being addressed.

Changes by Topic:

1. *Incorporation of the 2009-2014 CIP into the CFP and Transportation Element

2008 was a major CIP update year. The City adopted a new 6-year CIP plan in September 2008 for the period of 2009-2014 at the same time that the 2009-2010 budget was adopted. Every year the Transportation and Capital Facilities Elements are amended to be consistent with any changes to the CIP. These are "must do", non-policy related, housekeeping amendments.

The following Capital Facilities Plan tables and Transportation Element are amended:

- Table CF-8 Capital Facilities Plan: Transportation Projects
- Table CF-9 2022 Transportation Project List
- Table CR-10A Capital Facilities Plan: Utility Projects
- Table CR-10B Capital Facilities Plan: Surface Water Utility Projects
- Table CR-11 Capital Facilities Plan: Parks Projects
- Table CR-12 Capital Facilities Plan: Fire and Building Projects
- Table T-5 Project Descriptions for the 2022 Transportation Project List
- Figure T-6 Transportation Project List (Map)

2. *New Implementation Strategy

Last year the Planning Commission requested and the City Council concurred that projects identified in adopted neighborhood plan updates should be considered during the biennial CIP or in the Neighborhood Connection and Matching Grant Programs so that they could be nominated and considered for inclusion in the CIP, by the various departments responsible for implementation. A new procedure in the Implementation Strategies Element ensures this step is taken.

This is how it would work: Those projects and improvements identified in neighborhood plans would be listed by neighborhood in Table IS-1 in the Implementation Strategies Element of the Comprehensive Plan. This list would be transmitted to the various appropriate City departments so that each project could be considered during the biennial CIP nomination process and for Neighborhood Connection and Grant Program nominations. As these projects and improvements are implemented or funded, they would be taken off the list in the Implementation Strategies Element, signifying their completion. This procedure would ensure that the loop is completed – from plan to implementation. With this cycle of amendments, projects and improvements identified up to this point are now listed in Table IS-1.

3. *Status of the Houghton Transfer Station

The King County Solid Waste Division owns and operates the Houghton Transfer Station. This waste is transferred to the Cedar Hills Landfill. King County developed a Solid Waste and Transfer Plan in 2006 to address level of service criteria and transfer station capacity, and their effects upon the surrounding community. Based on this evaluation, this plan recommends the closure of the Houghton Transfer Station pending siting and construction of two new planned stations which are expected to be completed in about 2016.

In the meantime, a 2005 Memo of Understanding is in effect. It intends to mitigate some of the negative effects the station was having on the surrounding neighborhood. These are to be implemented or constructed by King County.

Revised text replaces the current out dated text in the Solid Waste Transfer section of the "Public Services Element". This amendment brings our Plan into consistency with the current strategy for mitigating impacts.

4. Forbes Lake Park expansion

In October 2008 the City Council ratified purchase of the 1.49 acre Razumovich property at Forbes Lake to add to the Forbes Lake Park system. This requires a land use redesignation from Medium Density to Park Open Space and a rezone from Planned Area 17, which allows 12 dwelling units per acre on a minimum of two acres, to P, Public Use zone. Revisions to the North Rose Hill Neighborhood Plan land use map and Figure PR-1: Kirkland Parks are required also. These changes are required for consistency with current conditions.

5. North Rose Hill Street Connection list update

Several of the proposed street connections identified in Table NRH-1: North Rose Hill Street Connection Plan Description, are revised in order to reflect conditions on the ground. Connection number 3 is changed to address the fact that part of the connection is complete.

Connection number 7 is deleted entirely because it is no longer feasible due to development patterns and the presence of a wetland. It would require a minimum 40 ft. wide dedication from one developable lot. A 40 ft. road dedication would result in the loss of property area making the lot undevelopable.

6. Proposed Bridle View Annexation

The city completed the Bridle View annexation and it went into effect on October 2. Located in unincorporated King County, it includes the Bridle View subdivision and the city owned 4 acre Snyder's Corner Park. It is within the City of Kirkland Potential Annexation Area. The Bridle View subdivision is about 52 acres with a population at build out of approximately 135 people. The zoning classification for the park and the subdivision is RSX 35.

As a result, the Bridle Trails Neighborhood Plan text and land use map, and the zoning map are updated to reflect the annexation. All other functional maps in the Plan are also revised, to incorporate this area.

Included in the amendments to the Park/Open Space section of the Neighborhood Plan, is text describing the agreement with the Lake Washington School District for the public to use the recreation amenities at Ben Franklin Elementary School. These amenities are maintained by the City.

7. Totem Lake Urban Center Designation

The Growth Management Planning Council adopted amendments to the Countywide Planning Policies designating Totem Lake as an Urban Center on May 20, 2003. The most recent update of the Totem Lake Neighborhood Plan occurred in 2002, prior to that designation taking effect. Prior to May, 2003 this was one of two areas identified in the Comprehensive Plan as an activity center. The Urban center boundaries follow TAZ boundaries which do not always align with the neighborhood boundaries (so some of NRHBD is within these areas). The difference between an activity area and an urban center is based on a hierarchy of development intensity, capacity, and transit mobility. The amendments to the Totem Lake Neighborhood Plan text and addition of a map bring the Plan into compliance with the Countywide Planning Policies. In addition, at the request of the Planning Commission, the Land Use Element was revised to address the characteristics of superior urban design in the context of the Urban Center designation.

8. *Functional Element Map Amendments

Each year the functional element maps in the Comprehensive Plan are updated to reflect changes tracked by the City's GIS Department. These are non policy related, housekeeping amendments. The following is a list of functional maps that reflect changes since the 2007-2008 update of the Plan.

Transportation

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 (Attachment 25)

Figure T-7 Signalized Intersections

Utilities

Figure U-1 Water System

Figure U-2 Sanitary Sewer System

Figure U-2 Surface Water Management System

Figure U-2 Northshore Water System

Figure U-2 Northshore Sewer System

Public Services

PS-1 Fire Response Times within 5.5 minutes (Attachment 33)

PS-2 Emergency Medical Services Response Times within 5 minutes (Attachment 34)

Introduction

Figure I-2 Potential Annexation Areas (Attachment 35)

Land Use

Figure LU-1 City wide Land Use (Attachment 36)

RESOLUTION 2009-7

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL APPROVING ORDINANCE NO. 4212 ADOPTED BY THE KIRKLAND CITY COUNCIL ON OCTOBER 20, 2009, ADOPTING THE 2009 CITY INITIATED COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS. (FILE NO. ZON09-00001.)

WHEREAS, the Houghton Community Council has received Kirkland City Council Ordinance No. 4212, adopting the amendments to the Comprehensive Plan and Zoning Map; and

WHEREAS, the subject matter of Ordinance No. 4212 is within the disapproval jurisdiction of the Houghton Community Council and shall become effective within the Houghton Community Municipal Corporation only upon approval by the Houghton Community Council or the failure of the Community Council to disapprove this ordinance within 60 days of the date of passage; and

WHEREAS, on August 24, 2009, the Houghton Community Council held a courtesy hearing on the proposed amendments and, following the close of the public courtesy hearing, recommended that the City Council approve the amendments; and

WHEREAS, the subject of this ordinance was reviewed and discussed by the Houghton Community Council at a meeting held on November 23, 2009; and

WHEREAS, the Houghton Community Council elects to exercise its jurisdiction with respect to Ordinance No. 4212 by approving the ordinance;

NOW, THEREFORE, be it resolved that Ordinance No.4212 is hereby approved and shall be effective within the Houghton Community Municipal Corporation.

PASSED by majority vote of the Houghton Community Council in regular, open meeting this _____ day of _____, 2009.

SIGNED IN AUTHENTICATION thereof this _____ day of _____, 2009.

Chair, Houghton Community Council

City Clerk