



CITY OF KIRKLAND

Planning and Community Development Department

123 Fifth Avenue, Kirkland, WA 98033 425.587.3225

www.ci.kirkland.wa.us

MEMORANDUM

Date: January 15, 2009

To: Houghton Community Council

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

Subject: Final Approval of 2007-2008 City Initiated Comprehensive Plan Amendments (File No. ZON07-00001)

Recommendation

Take final action on this cycle of city initiated Comprehensive Plan Amendments by adopting a resolution to either approve or disapprove Ordinance 4156.

If the majority of the HCC vote to disapprove O-4156, consider drafting alternative language for Natural Environment Climate Change policy NE 5.2 to bring back to the City Council for their consideration.

Background

The Kirkland City Council (CC) adopted Ordinance 4156 on December 16, 2008, which approves the 2007-2008 cycle of city initiated Comprehensive Plan Amendments (CPA's). Ordinance 4156 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, including new Climate Change policies, are noted with an asterisk. These amendments include:

- A revised Capital Facilities Element to reflect the adopted Capital Improvement Program (CIP)
- Revised goals, policies or text on:
 - Sustainability
 - Low Impact Development
 - Commute Trip Reduction

- Public Art
- Community Character
- Natural Environment
- Land Use
- Transportation
- Utilities
- Public Services
- Map change in Lakeview (From Residential to Parks)

At the November 24th Houghton Community Council meeting, preceding the City Council adoption of ordinance 4156, the HCC continued to express concerns only about the Natural Environment Climate Change policy 5.2. The version of climate change policies adopted by the City Council in O-4156 are the same as adopted on April 15, 2008 in the resolution of intent (R-4696), and recommended by the Planning Commission. The adopted version is included as Attachment 3.

Included in the memorandum to the City Council for their consideration at the December 16th meeting was the alternative version of Natural Environment Policy NE-5.2 addressing climate change that the HCC recommended at its December 19, 2007 public hearing. That version deleted the narrative that the HCC viewed as opinion (Attachment 4).

Additionally, a revised version was presented to the City Council at the December 16 CC meeting. That version reinstates a modified version of Policy NE-5.2 narrative but also eliminates the greenhouse gas reduction targets that were incorporated in the “resolution of intent to adopt” and (Attachment 5).

The City Council reviewed the revisions but concluded that since they had already adopted the greenhouse gas reduction targets on August 7, 2007, the Comprehensive Plan narrative simply reflected the adopted resolution. They also confirmed that the narrative as adopted reflects the commitment on the part of the City to address climate change.

Erin Leonhart will be available at the HCC at the meeting to answer questions about the current status of the Climate Action Plan and Washington State initiatives to reduce greenhouse gas emissions. Erin will also address the Community Council’s questions regarding the methodology used to conduct the inventory and establish the targets.

At the City level, Kirkland is one of 32 cities in Washington to sign on to the US Mayor’s Agreement. The primary commitment in this agreement was to conduct an emissions inventory and meet emissions targets similar to the Kyoto Protocol. The City’s work on a climate action plan is consistent with that process. Attachment 6 is a status update presented to the City Council in May 2008 on the City’s Climate Protection Action Plan. One of the concerns expressed by the Community Council regarding the targets and action plan is not knowing what the requirements or implications would be. If this is a concern, staff would offer to bring the draft action plan to the Community Council for review and comment before it is finalized.

At the State level, Governor Gregoire issued Executive Order 07-02 in February, 2007 setting forth the state's commitment to address climate change (Attachment 7). The executive order states that according to the University of Washington's Climate Impacts Group, the effects of climate change are already being felt in the form of average yearly temperatures increases, mountain glaciers in the North Cascades losing up to a third of their area since 1950, a declining snowpack by 35%, and a peak spring runoff occurring earlier. A synopsis of the serious challenge of climate change facing Washington is noted in Attachment 8.

The Governor's Executive Order was subsequently approved as a bill by the Legislature (ESSB 6001). A full discussion on the executive order and how the State of Washington is approaching this can be found at the following web site:

http://www.ecy.wa.gov/climatechange/InterimReport/climate_08-D-region_OLD.pdf.

A current explanation of the State's efforts can be viewed at:

http://www.ecy.wa.gov/climatechange/docs/policybrief_climate.pdf.

The State has convened a climate action advisory team at the request of the Governor and Legislature pursuant to House Hill 2815 adopted in February 2008. They have completed their work and prepared recommendations to the Legislature. House Bill 2815 can be found at <http://apps.leg.wa.gov/documents/billdocs/2007-08/Pdf/Bills/Session%20Law%202008/2815-S2.SL.pdf>

The final report of the Climate Action Team can be viewed at:

http://www.ecy.wa.gov/climatechange/2008CATdocs/ltw_app_v2.pdf

On a regional basis, the Western Climate Initiative is a collaboration effort between western states, Canadian provinces, and Mexican states to reduce greenhouse gases in our region. The Initiative was originally signed on February 26, 2007 by the governors of Washington, Oregon, California, Arizona, and New Mexico. Utah and Montana have subsequently signed on.

The purpose of the citations noted above is to provide the Community Council with some background and framework on the city's efforts. Kirkland's policies and strategies along with the State's initiatives are the context for why the City Council is committed to moving forward with addressing climate change.

Houghton Community Council Action

Pursuant to ZC Section 160.95 the majority of the HCC must either approve or disapprove the City Council's action by resolution before it becomes effective within Houghton. The following two versions of the resolution are provided for your consideration.

1. Approving the entire ordinance.
2. Disapproving the entire ordinance.

If the HCC disapproves of the 2007-2008 city initiated Comprehensive Plan Amendments, it would be appropriate to propose modified language to bring back to the City Council, for their further consideration.

Attachments:

1. Ordinance 4156
2. List of amendments within Houghton Community Council's disapproval jurisdiction
3. Adopted Climate Change Policy NE-5.2
4. HCC Alternative Version of Policy NE-5.2
5. Revised Alternative Version of Policy NE-5.2
6. Status Update Presented to the City Council in May 2008 on the City's Climate Protection Action Plan
7. Office of the Governor Executive Order 07-02 WA Climate Change Challenge
8. WDOE Facing the Challenge of Climate Change

File No. ZON07-00001

ORDINANCE NO. 4156

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN AS PART OF THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT PROJECT, (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, FILE NO. ZON07-00001 AND APPROVING A SUMMARY FOR PUBLICATION.

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 recommendations 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 those certain reports and recommendations of the Planning Commission and of the Houghton Community Council both dated March 5, 2008, and bearing Kirkland Department of Planning and Community Development File No. ZON0700001; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held a public hearing on December 20, 2007, 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 a courtesy hearing on December 19, 2007, 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, in regular public meeting on April 15, 2008, the City Council indicated its intent to adopt the recommendations of the Planning Commission with respect to the policies for climate change and public art, for which the Houghton Community Council had proposed alternate language; and adopted Resolution 4696 expressing the intent to amend the Comprehensive Plan and Zoning Ordinance as set forth in File ZON07-00001, and consider adopting said recommendation by ordinance concurrent with all other amendments included in the City's annual Comprehensive Plan amendments; 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. Official Map Change: The Director of the Department of Planning and Community Development is directed to amend the official City of Kirkland Zoning Map to conform with this ordinance, indicating thereon the date of the ordinance passage.

Section 3. Severability: 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.

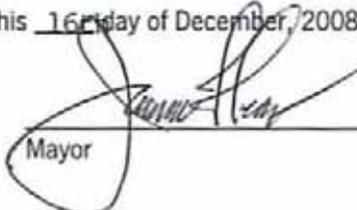
Section 4. Houghton Community Council: To the extent that the subject matter of this ordinance is subject to the disapproval jurisdiction of the Houghton Community Council as created by Ordinance 2001, the ordinance shall become effective within the Houghton community either upon approval of the Houghton Community Council, or upon failure of said community council to disapprove this ordinance within 60 days of its passage.

Section 5. Effective Date: Except as provided in Section 4, 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 6. Ordinance Copy: 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 16th day of December, 2008.

SIGNED IN AUTHENTICATION THEREOF this 16th day of December, 2008.



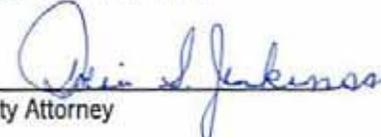
Mayor

Attest:



City Clerk

Approved as to Form:



City Attorney

**Table CF - 8
Capital Facilities Plan: Transportation Projects**

SOURCES OF FUNDS

Revenue Type	Revenue Source	2008	2009	2010	2011	2012	2013	Six-Year Total
Local	Surface Water Fees	960,000	990,100	896,900	934,300	786,700	1,145,500	5,713,500
Local	Real Estate Excise Tax	2,260,000	2,122,600	2,224,800	2,192,100	2,614,100	2,546,200	13,959,800
Local	Sales Tax	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000
Local	Gas Tax	526,000	534,000	545,000	549,000	554,000	558,000	3,266,000
Local	Impact Fees	1,254,000	2,352,000	1,881,600	1,966,800	2,517,700	2,652,300	12,624,400
Local	Reserves	510,000	392,000	439,100	421,500	550,800	475,800	2,789,200
External	Sound Transit	430,000						430,000
External	Grants	1,020,000	690,000	376,300	2,613,200	3,776,400	7,754,300	16,230,200
<i>Total Sources</i>		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

USES OF FUNDS

Funded Projects

Project Number	Project Title	2008	2009	2010	2011	2012	2013	Six-Year Total
ST 0006	Annual Street Preservation Program	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	10,800,000
ST 0057*	NE 120th Street Roadway Extension (east section)	1,000,000	560,000			1,400,500	4,546,900	7,507,400
ST 0058*	NE 132nd Street Roadway Improvements					157,300	881,200	1,038,500
ST 0059*	124th Ave NE Roadway Improvements (north section)	900,000	896,000		4,179,600			5,975,600
ST 0063*	120th Avenue NE Roadway Improvements	200,000	896,000	1,881,600	2,388,300	4,648,200	1,762,300	11,776,400
NM 0001*	116th Avenue (south) Non-Motorized Facilities-Phase II						4,370,600	4,370,600
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	188,100				244,100
NM 0044*	116th Avenue NE Sidewalk (Highlands)	73,000	567,700					640,700
NM 0049*	112th Avenue NE Sidewalk		168,000					168,000
NM 0051*	Rose Hill Business District Sidewalks	503,000						503,000
NM 0052*	NE 73rd Street Sidewalk	220,000						220,000
NM 0054*	13th Avenue Sidewalk		112,000	218,300				330,300
NM 0055*	122nd Avenue NE Sidewalk				309,000	1,180,100		1,489,100
NM 0057	Annual Sidewalk Maintenance Program	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
NM 0059*	6th St Sidewalk		112,000	190,600				302,600
NM 0060*	100th Ave NE/99 th Place NE Sidewalk	220,000	244,200					464,200
NM 0064	Park Lane Ped Corridor Enhancements	60,000		338,700				398,700
NM 0065	Central Way Ped Enhancements (Phase II-southside)		100,800	263,400				364,200
TR 0004*	Kirkland Avenue/3rd Street Traffic Signal	330,000						330,000
TR 0078*	NE 85th Street/132nd Ave NE Intersection Improv. (Phase I)	279,000						279,000
TR 0079*	NE 85th Street/114th Avenue NE Intersection Improv.	356,000						356,000
TR 0080*	NE 85th Street/124th Avenue NE Intersection Improv.	179,000						179,000
TR 0083*	100th Ave NE/NE 132nd St Intersection Improvements					1,683,600	713,700	2,397,300
TR 0085*	NE 68th St/108th Ave NE Intersection Improvements	610,000	672,000					1,282,000
TR 0086*	NE 70th Street/132nd Ave NE Intersection Improvements						528,700	528,700
TR 0088*	NE 85th St/120th Ave NE Intersection Improvements						528,700	528,700
TR 0091*	NE 124th St/124th Ave NE Intersection (Phase III)	300,000	896,000	1,553,000				2,749,000
<i>Total Funded Transportation Projects</i>		7,230,000	7,350,700	6,633,700	8,946,900	11,069,700	15,402,100	56,633,100

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

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded in 6-yr CIP	Source Doc. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
Non-Motorized							
NM 20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	\$ 0.2	NM 0034	✓	C, NM	T-2	
NM 20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	\$ 5.9	NM 0001	✓	C, NM	T-2	
NM 20-3	13th Ave. Sidewalk (Phase II)	\$ 0.3	NM 0054	✓	C, NM	T-2	
NM 20-4	Crestwoods Park/BNSFR Ped/Bike facility	\$ 2.6	NM 0031		C, NM	T-2	
NM 20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.5	NM 0032		C, NM	T-2	
NM 20-6	NE 52nd St. Sidewalk	\$ 0.7	NM 0007		C, NM	T-2	
NM 20-7	Cross Kirkland Trail	\$ 5.0	NM 0024		C, NM	T-2, T-8	
NM 20-8	122nd Ave NE sidewalk	\$ 1.5	NM 0055	✓	C, NM	T-2	
NM 20-9	116th Ave NE Sidewalk (Highlands)	\$ 0.7	NM 0044	✓	C, NM	T-2	
NM 20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	\$ 1.0	NM 0036		C, NM	T-2	
NM 20-11	NE 95th St Sidewalk (Highlands)	\$ 0.4	NM 0045		C, NM	T-2	
NM 20-12	18th Ave West Sidewalk	\$ 1.9	NM 0046		C, NM	T-2	
NM 20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.3	NM 0047		C, NM	T-2	
NM 20-14	130th Ave. NE Sidewalk	\$ 0.3	NM 0037		C, NM	T-2	
NM 20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 2.8	NM 0030		C, NM	T-2	
NM 20-16A	NE 90th St. Sidewalk (Phase I), 124th Ave. NE to 128th Ave. NE	\$ 0.8	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	\$ 0.8	NM 0026		C, NM	T-2	
NM 20-17	NE 60th St Sidewalk	\$ 4.3	NM 0048		C, NM	T-2	
NM 20-18	Forbes Valley Pedestrian Facility	\$ 1.7	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	\$ 0.2	NM 0049	✓	C, NM	T-2	
NM 20-24	NE 80th St Sidewalk	\$ 0.3	NM 0050		C, NM	T-2	
NM 20-25	Rose Hill Business District Sidewalks	\$ 3.5	NM 0051	✓	C, NM	T-2	
NM 20-26	NE 73rd Street Sidewalk	\$ 0.3	NM 0052	✓	C, NM	T-2	
NM 20-27	NE 112th Street Sidewalk	\$ 0.5	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	\$ 1.0	NM 0058		Highlands	T-2	
NM 20-30	6th Street Sidewalk	\$ 0.3	NM 0059	✓	C	T-2	
NM 20-31	100th Ave NE/NE 99th Place sidewalk	\$ 0.5	NM 0060	✓	C	T-2	
NM 20-32	Park Place Pedestrian Corridor enhancements	\$ 1.3	NM 0064	✓	C	T-2	
NM 20-33	Central Way Pedestrian enhancements (Phase II)	\$ 0.4	NM 0065	✓	C	T-2	
SUBTOTAL (NON-MOTORIZED)		\$80.3					
Street							
ST 20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 In)	\$ 5.9	ST 0060		C, TL	T-4	
ST 20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 In)	\$ 5.1	ST 0061		C, TL	T-4	
ST 20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 In)	\$ 11.8	ST 0063	✓	C	T-1, T-4	✓
ST 20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In)	\$ 6.8	ST 0059	✓	C	T-1, T-4	✓
ST 20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 In)	\$ 28.3	ST 0064		C	T-4	
ST 20-6	132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 In)	\$ 23.5	ST 0056		C	T-4	
ST 20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 In)	\$ 8.7	ST 0055		C	T-4	
ST 20-8	120th Ave NE Road Extension, NE 116th St north to BNSFR XING (2 In)	\$ 15.2	ST 0073		TL	T-4	
ST 20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 In)	\$ 8.1	ST 0057	✓	C	T-1, T-4	✓
ST 20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 In)	\$ 3.0	ST 0070		TL	T-4	
ST 20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 In)	\$ 9.1	ST 0062		C	T-4	
ST 20-12	NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE	\$ 45.2	ST 0058	✓	C, TL	T-1, T-4, T-8	✓
ST 20-13	NE 120th St. Road extension (west), 124th Ave NE to BNSFR XING (2 In)	\$ 5.4	ST 0072		TL	T-4	
ST 20-14	Annual Street Preservation Program (various locations)	\$ 25.2	ST 0006	✓	C	T-4	
SUBTOTAL (STREETS)		\$ 201.3					
Traffic/Intersection							
TR 20-1	Kirkland Ave/3rd St. Traffic Signal	\$ 0.3	TR 0004	✓	C	T-4	
TR 20-2	Kirkland Way/BNSFR Abutment/Intersection Improvements	\$ 6.1	TR 0067		C, NM	T-4, T-2	
TR 20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.6	TR 0065		C	T-4	
TR 20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 1.3	TR 0085	✓	C	T-4	✓
TR 20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.5	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 20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$ 1.6	TR 0089		C	BKR, T-1, T-4	
TR 20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.7	TR 0056		C	T-1, T-4, T-5	✓
TR 20-9	Lk. Wash Blvd. /Northup Way queue by-pass southbound to westbound	\$ 5.9	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue by-pass EB to SB	\$ 6.5	TR 0072		C	T-1, T-4, T-5	

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

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 20-10.2	NE 85th St./ I-405 queue by-pass WB to NB	\$ 1.6	TR 0074		C	T-1, T-4, T-5	
TR 20-10.3	NE 70th St./ I-405 queue by-pass EB to SB	\$ 1.5	TR 0073		C	T-1, T-4, T-5	
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	\$ 1.1	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street. S	\$ 0.6			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	\$ 0.6			P20	T-4	
TR 20-11.3	Market Street/Central Way	\$ 0.6			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	\$ 0.6			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	\$ 0.6			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	\$ 0.6			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	\$ 0.6			P20	T-4	
TR20-11.14	NE 116th Street/124th Avenue NE northbound dual left-turns	\$ 1.4	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	\$ 2.0			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	\$ 2.7	TR 0090		C	BKR, T-1, T-4	
TR 20-14	NE 124th Street/124th Ave NE Intersection Improvements (Phase II)	\$ 2.7	TR 0091	✓	C	BKR	✓
TR 20-15	100th Ave NE/NE 132nd St Intersection Improvements	\$ 2.4	TR 0083	✓	C	BKR, T-1, T-4	✓
TR 20-16	100th Ave NE/NE 124th St Intersection Improvements	\$ 2.0	TR 0084		C	T-4	✓
SUBTOTAL (TRAFFIC/INTERSECTIONS)		\$ 56.7					
2022 TRANSPORTATION PROJECT LIST TOTAL ---->		\$ 338.3					

(1) '08 COSTS; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Water and Sanitary Sewer Utility Rates	2,681,000	2,846,400	2,711,300	3,164,400	2,730,600	1,717,200	15,850,900
Local	Reserves	990,000	2,270,000	570,000	1,400,000		1,400,000	6,630,000
Local	Debt				850,000	1,012,300	1,208,700	3,071,000
External	Joint Facility Agreements Redmond/Bellevue			65,300	102,700	336,900		504,900
<i>Total Sources</i>		<i>3,671,000</i>	<i>5,116,400</i>	<i>3,346,600</i>	<i>5,517,100</i>	<i>4,079,800</i>	<i>4,325,900</i>	<i>26,056,800</i>

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
WA 0058*	NE 75th Street/130th Avenue NE Watermain Replc.	371,700						371,700
WA 0059*	101st Avenue NE Watermain Replacement	177,000						177,000
WA 0060*	10th Avenue Watermain Replacement	845,100						845,100
WA 0063*	Supply Station #3 Replacement & Transmission Main Add.				195,000			195,000
WA 0067*	North Reservoir Pump Station Replacement					991,000		991,000
WA 0077*	NE 110th Street Watermain Replacement	416,000						416,000
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 0099*	Alexander Ave Watermain Replacement	247,400						247,400
WA 0102*	104th Ave NE Watermain Replacement		515,600					515,600
WA 0103*	NE 113th Pl/106th Ave NE Watermain Replacement			755,600				755,600
WA 0107*	120th Ave NE/NE 73rd St Watermain Replacement			746,700				746,700
WA 0116*	132nd Av NE/NE 80th St Watermn Replacement				1,000,000	1,191,000	1,422,000	3,613,000
WA 0118*	112th-114th Ave NE/NE 67th-68th St Wtrm Rep	283,800	1,220,500	244,200				1,748,500
WA 0120*	111th Ave Watermain Replacement				191,500			191,500
WA 0121*	109th Ave NE/111th Way Watermain Replacement				390,700			390,700
WA 0124*	NE 97th St Watermain Replacement				691,500			691,500
WA 0126	North Reservoir Outlet Meter Addition			87,100				87,100
WA 0127*	Supply Station #2 Improvements			105,000				105,000
WA 0130*	11th Place Watermain Replacement		260,000					260,000
WA 0131	Supply Station #1 Improvements				84,600			84,600
WA 0136*	NE 74th St Watermain Replacement				152,000			152,000
WA 0137*	NE 73rd St Watermain Replacement					790,000		790,000
SS 0046*	Market Street Sewermain Replacement	1,000,000	652,600					1,652,600
SS 0050*	NE 80th Street Sewermain Replacement (Phase I)	30,000						30,000
SS 0056*	Emergency Sewer Construction Program		1,400,000		1,400,000		1,400,000	4,200,000
SS 0062*	NE 108th Street Sewermain Replacement/Rehabilitation		610,000	1,408,000	1,361,800			3,379,800
SS 0063*	NE 53rd Street Sewermain Replacement	300,000	109,800					409,800
SS 0064*	7th Avenue South Sewermain Replacement					332,400	643,100	975,500
SS 0067*	NE 80th Street Sewermain Replacement (Phase II)					775,400	810,800	1,586,200
<i>Total Funded Utility Projects</i>		<i>3,671,000</i>	<i>5,116,400</i>	<i>3,346,600</i>	<i>5,517,100</i>	<i>4,079,800</i>	<i>4,325,900</i>	<i>26,056,800</i>

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

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

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Surface Water Utility Rates	1,536,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,362,000
External	Grant	47,000						47,000
<i>Total Sources</i>		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
SD 0045	Carillon Woods Erosion Control Measures		22,400	84,100	451,000			557,500
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0049*	Forbes Creek/108th Ave NE Fish Passage Impr		103,500	256,600				360,100
SD 0050*	NE 95th St/126th Ave NE Flood Control Measures				16,700	69,200		85,900
SD 0051	Forbes Creek/KC Metro Access Road Culvert Enh.	202,300						202,300
SD 0052	Forbes Creek/Slater Ave Streambank Stabilization			75,200	90,200			165,400
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls	200,300						200,300
SD 0054*	Forbes Creek/BNSFRR Fish Passage Improvements						519,800	519,800
SD 0056	Forbes Creek Ponds Fish Passage/Riparian Plantings			110,700	193,400			304,100
SD 0058	Surface Water Sediment Pond Reclamation Phase II	90,000	169,000	149,000	63,200			471,200
SD 0059*	Totem Lake Blvd Flood Control Measures	408,500	479,200	410,800				1,298,500
SD 0060	Juanita Creek/NE 122nd St Bank Stabilization	253,500						253,500
SD 0061	Everest Park Stream Channel/Riparian Enhancements				274,200	542,700	528,600	1,345,500
SD 0062	Stream Flood Control Measures at Post Office				36,500	265,000	244,900	546,400
SD 0063	Everest Creek-Slater Ave at Alexander St.	169,200	514,400	125,400				809,000
SD 0065	Cochran Springs/Plaza at Yarrow Pt Flood Control	60,000	96,000					156,000
SD 0537	Streambank Stabilization Program - NE 86th Street			171,200	253,200	509,100		933,500
<i>Total Funded Surface Water Utility Projects</i>		1,583,800	1,584,500	1,583,000	1,578,400	1,586,000	1,493,300	9,409,000

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

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	700,000	1,350,000	1,102,500	1,157,600	1,215,500	1,276,300	6,801,900
Local	Park Impact Fees	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
Local	Reserves	100,000						100,000
External	Grant	50,000	450,000					500,000
<i>Total Sources</i>		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
PK 0049*	Open Space and Pk Land Acq Grant Match Program	100,000						100,000
PK 0056	Forbes Lake Park Development	75,000		877,500				952,500
PK 0066	Park Play Area Enhancements		100,000	100,000	50,000	100,000	100,000	450,000
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 0112	Everest Park A-Field Bleachers	175,000						175,000
PK 0113	Spinney Homestead Park Renovation				50,000	690,500		740,500
PK 0115	Terrace Park Renovation						76,300	76,300
PK 0119	Juanita Beach Park Development	150,000	1,650,000				850,000	2,650,000
PK 0121	Green Kirkland Forest Restoration Program	50,000	50,000	50,000	50,000	50,000	50,000	300,000
PK 0122	Community Recreation Facility – Site Planning	75,000						75,000
PK 0123	Peter Kirk Pool Upgrades	125,000						125,000
PK 0124	Snyder's Corner Park Site Development					75,000		75,000
PK 0125	Dock Renovations	100,000			50,000			150,000
PK 0131*	Park and Open Space Acquisition Program	835,000	310,500	321,400	332,600	344,300	356,300	2,500,100
<i>Total Funded Parks Projects</i>		1,685,000	2,110,500	1,423,900	1,490,200	1,559,800	1,632,600	9,902,000

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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*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>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
Local	Interest Income	250,000	169,200	118,500	243,600	102,500	48,600	932,400
Local	Reserves	50,000						50,000
External	Fire District #41		58,100	40,600	37,900	35,200	16,700	188,500
<i>Total Sources</i>		300,000	227,300	159,100	281,500	137,700	65,300	1,170,900

USES OF FUNDS

Funded Projects

<i>Project Number</i>	<i>Project Title</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>Six-Year Total</i>
PS 0046	North Kirkland Community Center Emergency Power	150,000						150,000
PS 0061	Mobile Data Computers Replacement		227,300					227,300
PS 0062	Defibrillator Unit Replacement				281,500			281,500
PS 0063	Breathing Air Fill Station Replacement			159,100				159,100
PS 0065	Disaster Response Portable Generators	150,000						150,000
PS 0066	Thermal Imaging Cameras Replacement					137,700		137,700
PS 0067	Dive Rescue Equipment Replacement						65,300	65,300
<i>Total Funded Fire and Building Projects</i>		300,000	227,300	159,100	281,500	137,700	65,300	1,170,900

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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TABLE T-5
Project Descriptions for the 2022 Transportation Project List

Non-motorized Improvements

NM20-1	Sidewalk
Location:	NE 100th Street from 116th Avenue NE to approximately 114 th Ave NE
Description:	Installation of curb, gutter, sidewalk and storm drainage along the north side. Funded CIP project NM 0034; scheduled for completion in 2010.
NM20-2	Non-motorized Facilities
Location:	116 th Avenue NE (south section) (NE 60 th 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. Funded CIP project NM 0001; scheduled completion is beyond 2013.
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; scheduled for completion in 2010.
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.
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	Nonmotorized Facilities
Location:	Burlington Northern Santa Fe Railroad right-of-way, between south and north City Limits
Description:	10 to 12-foot wide two-way bike/pedestrian multi-purpose asphalt trail. Unfunded CIP project NM 0024.

- NM20-8** Sidewalk
Location: 122nd Ave 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; scheduled to be completed in 2012.
- NM20-9** Sidewalk
Location: 116th Ave 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 2009.
- 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. Unfunded CIP project NM 0036.
- NM20-11** Sidewalk
Location: NE 95th Street from 112th Ave NE to 116th Ave NE
Description: Install curb, gutter and sidewalk and storm drain along north side. Unfunded CIP project NM 0045.
- NM20-12** Sidewalk
Location: 18th Ave West from Market Street to Rose Point Lane
Description: Install curb, gutter and sidewalk and storm drain along roadway. Unfunded CIP project NM 0046.
- NM20-13** Sidewalk
Location: 116th Ave 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 Ave NE to 128th Ave 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 Ave NE to 124th Ave NE, and 128th Ave NE to 132nd Ave 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 Ave NE to 132nd Ave 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. Unfunded CIP project NM 0043.
- 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 Ave 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; scheduled for completion in 2009.
- NM20-24** Sidewalk
Location: NE 80th Street from 126th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Unfunded CIP project NM 0050.
- NM 20-25** Sidewalk
Location: NE 85th Street from I-405 to 132nd Ave NE and along 124th Ave NE from NE 80th Street to NE 90th Street.
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 2008.
- NM20-26** Sidewalk
Location: NE 73rd Street from 124th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0052; scheduled for completion in 2008.
- NM20-27** Sidewalk
Location: NE 112th Street from 117th Pl NE to the Burlington Northern Santa Fe RR Crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Unfunded CIP project NM 0053.
- NM20-28** Annual Sidewalk Maintenance Program
Location: City-wide
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** Non-motorized/emergency access connection
Location: 111th Ave NE from BNSFRR north to Forbes Creek Drive
Description: Install paved non-motorized 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 Ave S to Kirkland Way
Description: Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059; scheduled for completion in 2010.

NM20-31 Sidewalk
Location: 100th Ave 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 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. Funded CIP project NM 0064; scheduled for completion in 2010.

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. Funded CIP project NM 0065; scheduled for completion in 2010.

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; scheduled to begin design in 2008.
- 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. Funded CIP project ST 0059; design began in 2007.
- 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 NE
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 Ave NE from NE 116th Street to BNSFRR 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; scheduled to begin design in 2006.
- 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 concurrent with Totem Lake Mall redevelopment. Unfunded CIP ST 0070.
- ST20-11** New Street
Location: NE 130th Street, Totem Lake Blvd to 120th Avenue NE
Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.
- ST20-12** Street Widening
Location: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
Description: The existing road is currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Beginning in 2007, various configurations were modeled and a number of key improvements were identified. Partially funded CIP project ST 0058; project planning was funded in 2007.
- ST20-13** New Street
Location: NE 120th Street (west section) from 124th Ave NE to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.
- ST20-14** 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.

Intersection Improvements

- TR20-1** Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004; anticipated construction 2008.
- TR20-2** Intersection Improvements
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad under-crossing 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 Ave 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; completion in 2009.
- TR20-5** HOV Queue By-pass
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 Ave 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; scheduled to begin in 2013.
- TR20-7** Intersection Improvements
Location: NE 85th Street/132nd Ave 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 By-pass
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 By-pass
Location: Lake Washington Boulevard at Northup Way
Description: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue By-pass 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 by-pass eastbound to southbound (unfunded CIP project TR-0072)
2. NE 85th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0073)
4. NE 124th Street/I-405 queue by-pass 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 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 Ave NE
18. NE 132nd Street/Totem Lake Boulevard
19. Market Street/Forbes Creek Drive
20. NE 112th Street/120th Ave NE
21. Totem Lake Blvd/120th Ave NE

TR20-12 Intersection Improvements
Location: NE 70th Street/132nd Ave NE
Description: Install westbound and northbound right-turn lanes. Funded CIP project TR-0086; project to begin in 2013.

TR20-13 Intersection Improvements
Location: Lake Washington Boulevard at NE 38th Place
Description: Add one northbound lane travel lane on Lake Washington Boulevard through this intersection. Unfunded CIP project TR-0090.

TR20-14 Traffic Signal
Location: 124th Ave 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 Ave 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; completion in 2011.

TR20-16 Intersection Improvements
Location: 100th Ave 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.



Legend

- | | | |
|----------------------------|--------------------|-----------------------------|
| 2022 Concurrency Project | Queue Bypass Lane | Intersection |
| Bike Lane | Sidewalk | Parks |
| Bike/Ped Overpass | Sidewalk/Bike Lane | |
| Bike/Ped Overpass Existing | Street | 2022 Project Identification |
| Bridge | # Number of Lanes | 2022 Concurrency Project |

1,050 525 0 1,050 2,100
 Feet
 Scale 1" = 2,100 Feet

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Figure T-6: Transportation Project List

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Goal T-2: Develop a system of pedestrian and bicycle routes that form an interconnected network between local and regional destinations.

Policy T-2.4: Design streets with features that encourage walking and bicycling.

To promote the nonmotorized system and alternative modes to the single-occupant vehicle, streets should include pedestrian and bicycle facilities. [Consistent with the City's Complete Streets policies, bicycle and pedestrian ways should be accommodated in the planning, development and construction of transportation facilities.](#)

XIII. CAPITAL FACILITIES

RESPONSES TO GROWTH

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

Goal CF-2: Provide a variety of responses to the demands of growth on capital facilities and utilities.

Policy CF-2.1:

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

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

Policy CF-2.2:

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

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

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

Policy CF-2.3:

Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient scheduling and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front. For example, the addition of bike lanes identified in the City's Nonmotorized Plan should be included when streets are widened, or newly constructed.

Policy CF-2.4:

If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.

The Growth Management Act provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, "What is concurrency?," in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted.

II. VISION / FRAMEWORK GOALS

INTRODUCTION

FG-7: Encourage a sustainable community ~~low impact development and sustainable building practices.~~

Discussion: As Kirkland develops and rebuilds, we have an opportunity and a responsibility to create a sustainable a healthier and more environmentally sensitive community and to save energy and building costs. that balances urban growth with resource protection. A sustainable society meets the needs of the present without sacrificing the ability of future generations and other species to meet their own needs. Kirkland strives to integrate economic, social and environmental concerns in planning for sustainability. A sustainable economy provides a good quality of life for all residents without undermining the biological and physical processes of the environment upon which people depend, nor reduce the community's ability to ensure that the basic human needs of all its members are met.

We safeguard the quality of life for current and future generations and create a healthier and more environmentally sensitive community by implementing sustainable management practices. We strive to accomplish our goal by reducing our contribution to climate change, by minimizing human impacts on local ecosystems and by supporting a stable and diverse economy.

The City takes a comprehensive, coordinated approach to natural resource management and uses a variety of tools to foster sustainable practices and principles, including public involvement and education, incentives, regulations, and enforcement. Among the varied tools are
~~Low impact development practices strive to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable building practices cover all aspects of development, including site preparation and layout, material selection and building construction, operation and maintenance.~~

~~Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality and efficiency are improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes. Kirkland encourages many of these practices through our~~ land use goals and regulations that encourage pedestrian oriented and compact development in our neighborhoods, transportation planning which seeks to develop a multimodal transportation system, sensitive area ordinance, regulations protecting the quality of the air, water, land and other natural resources, land acquisition and projects to restore our natural systems, solid recycling programs waste reduction programs, energy and water conservation programs, procurement practices emphasizing non toxic and recycled materials and products, green business recruitment and recognition, utilization of green building practices and LID strategies in new and remodeled City facilities, and public education.

V. NATURAL ENVIRONMENT

MANAGING THE NATURAL ENVIRONMENT

Policy NE-1.5: Provide to all stakeholders information concerning natural systems and associated programs and regulations. Work toward creating a culture of stewardship by fostering programs that support sound practices, such as low impact development and sustainable building techniques. Model good stewardship techniques in managing trees, streams, wetlands, shorelines and other natural features and systems in the public realm.

By sharing information the City can better serve the interests of both the environment and people. In order to provide a degree of consumer ~~protection~~ awareness, the City should make available information which is based on current knowledge, technology, and appropriate standards and practices; as well as data regarding known natural resources and potential natural hazards.

Kirkland can promote public environmental awareness and stewardship of sensitive lands in a variety of ways. The City can ~~support the provision of~~ provide resources and incentives to assist the public in adopting practices that benefit rather than harm natural systems. For example, the City should work with residents, businesses, builders, and the development community to promote low impact development and sustainable building practices. ~~Low impact development techniques minimize surface water runoff by reducing impervious surface and by using landscaping and permeable materials or retaining mature vegetation to absorb water close to the source. Sustainable building practices, such as use of recycled building materials, water reuse, and alternative heating and cooling systems, These practices~~ can lower construction and maintenance costs and enhance human health, as well as benefit the environment.

The City should promote and model these practices and others, including purchasing energy efficient and renewable technology products and services whenever feasible, by maintaining model sensitive area buffers, using current arboricultural techniques for public trees, using and eventually certifying new public facilities through programs fostering sustainable building practices, and by linking Kirkland stakeholders to information sources and programs for notable trees, neighborhood planting events, backyard wildlife, and streamside living.

The City can also increase awareness by allowing access where appropriate to sensitive areas for scientific and recreational use while protecting natural systems from disruption. Careful planning of access trails, and the installation of environmental markers and interpretive signs can allow public enjoyment of lakes, streams, or wetlands and increase public awareness of the locations, functions and needs of sensitive areas. In the case of large scale projects on sensitive sites, the City can require developers to provide additional materials, such as brochures, to inform owners and occupants of the harmful or helpful consequences of their actions in or near sensitive areas and buffers.

Policy NE 1.6: Encourage sustainable building and low impact development practices in public and private development.

Low impact development (LID) techniques minimize surface water runoff by reducing impervious surface and by using landscaping and permeable materials or retaining mature vegetation to absorb water close to the source. LID strives to mimic nature by minimizing impervious surface, infiltrating surface water through bio-filtration and bio-retention facilities, retaining contiguous forested areas and maintaining the character of the natural hydrologic cycle. Sustainable or green building practices cover all aspects of development, including

site preparation and layout, material selection and building construction, deconstruction of existing buildings, and operation and maintenance.

Utilizing these practices has many benefits: construction and maintenance costs are lowered; water quality is improved; surface water runoff is reduced and treated; stream and fish habitat impacts are lessened; native trees and other vegetation are preserved; and recycled materials are used. Some examples of the practices include integrated building and site design, vegetated roofs, reduced impervious surface, reused waste water for irrigation, alternative heating and cooling systems, and recycled building materials and landscaping used to reduce heat emissions and to treat surface runoff. The practices may evolve over time as the market, science and technology changes.

The City recognizes that modeling sustainable building practices in the construction of public facilities will set the tone for private development to reduce waste, preserve resources and increase energy efficiency. The City should strive to create a green building program that innitially incorporates green building construction into new or renovated City faciities, with the goal of eventually requiring certification through the LEED, BUILT GREEN, or other programs fostering sustainable building practices. The City should also provide incentives and standards for private development to utilize green building practices. Incentives could include priority permit processing for certified green building projects. Increased public awareness of sustainable building practices can be accomplished with educational materials, outreach to building professionals and citizens, and with public displays designed to explain the various facets of low impact development and green building construction.

Policy NE- 1.7: Encourage reduction, reuse, and recycling in order to reduce the waste stream and save energy.

Development actions to salvage, reuse and/or recycle building construction materials should be promoted and encouraged. This includes not only new construction but deconstruction of existing buildings.

Policy NE-1.68: Strive to minimize human impacts on habitat areas.

The presence and activities of humans can impact habitat in a variety of ways. City policies and regulations strive to ensure that those impacts are avoided, if possible, or at least mitigated. In addition to physical alterations of natural resources, less obvious impacts, such as those from noise and light, should be minimized.

XI. UTILITIES

CITY-MANAGED UTILITIES

Policy U-4.3: Minimize the surface water impacts of development through the use of environmentally “low impact development” techniques.

The City encourages the use of low impact development practices and should identify incentives and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Low impact development (LID) is a set of techniques that mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with current drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID allows land to be developed cost-effectively which helps reduce potential environmental impacts.

Low impact development techniques include the following:

- ◆ Minimize creation of impervious surfaces;
- ◆ Use site soils and vegetation to soak up and filter stormwater runoff;
- ◆ Amend soils with compost to improve water retention,
- ◆ Construct bio-retention swales or cells, which are natural areas that have specifically chosen plants and engineered soils that slow, filter and absorb water,
- ◆ Use of permeable pavement for roadways, driveways and walkways,
- ◆ Use green roofs to minimize runoff from impervious surfaces; and
- ◆ Collect and store water for landscaping or other nonpotable water uses.

When combined, such techniques can greatly reduce the amount of stormwater runoff from developed sites and improve water quality.

~~The City should respond to new low impact technologies and evaluate techniques that may be feasible in Kirkland, and to evaluate possible incentives for use of such techniques.~~

II. VISION/Framework GOALS

INTRODUCTION

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

Discussion: In addition to Lake Washington, Kirkland contains a variety of natural features which, through a mixture of circumstance and conscious action, have been preserved in a natural state. Features such as wetlands, streams and smaller lakes play an important role in maintaining water quality, preventing floods, and providing wildlife habitat. Vegetation preservation throughout the city, particularly on steep hillsides, helps provide soil stability and oxygen to our ecosystem, and prevent erosion. Apart from their biological, hydrological, or geological functions, natural areas also make a significant contribution to Kirkland's unique identity. They provide visual linkages with the natural environment, accentuate natural topography, define neighborhood and district boundaries, and provide visual relief to the built environment. Reducing green house gas emissions into the atmosphere helps stabilize the climate. Maintaining clean air and water and reducing green house gas emissions provides the community with a healthy environment. Efforts to maintain significant sensitive areas, natural features, the urban forest and vegetation, and clean air and water through active community stewardship, and to curtail climate change as a result of global warming, ~~is~~ are critical to our quality of life.

II. VISION/Framework GOALS

INTRODUCTION

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

Discussion: Many challenges facing Kirkland and other local communities may only be solved through regional planning, funding and action. Transportation, affordable housing, employment, [climate change](#), and natural resource management are just a few of the issues that need regional coordination. A city-by-city approach often results in impacts on neighboring communities. Interlocal cooperation, consistent standards and regulations between jurisdictions and regional planning and implementation are important to solving these regional issues.

V. NATURAL ENVIRONMENT

AIR

Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change.

The surrounding air, both outdoors, and indoors, has the potential to affect human health. It is important to maintain the quality of outdoor air since all life forms depend on it, and the quality of indoor air is dependent on that of the outdoors. ~~Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County.~~ Although all Washington counties currently meet federal health standards for air pollution it is necessary to remain vigilant. Air pollution that includes greenhouse gases also contributes to climate change or global warming.

The largest source of air pollution in Kirkland is motor vehicle use. Kirkland should continue to adopt and promote smart transportation and land use choices as part of a strategy to reduce air pollution and slow climate change. ~~Motor vehicles are also widely believed to contribute to climate change, also known as global warming.~~ The Kirkland community also contributes to air pollution and greenhouse gas emissions through energy consumption and landfilled waste, among other things.

A comprehensive approach, including transportation and land use strategies, waste reduction, urban forest preservation, protection, and enhancement, purchasing decisions, and public outreach is necessary to reduce Kirkland's contribution to air pollution and climate change.

Policy NE 5.1: Continue and enhance current actions to improve air quality and reduce greenhouse gas emissions.

The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan provided additional guidance for a systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. ~~In addition~~Second, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction ~~and vehicle miles traveled (VMT) targets.~~ ~~In addition~~Third, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. ~~In addition~~, for the many important functions trees serve, including improving air quality, the City supports street tree planting throughout the city and retention of existing trees on private property. ~~Too, Kirkland is at the forefront in the area of waste reduction. The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities. Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.~~

Policy NE-5.2: Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.

Climate disruption is an urgent threat to the environmental and economic health of our communities. With less than 5% of the world's population, the United States produces more than 25% of the global greenhouse gas emissions, and those emissions are continuing to grow. There is a broad scientific consensus that

Carbon Dioxide (CO₂) and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate and there is clear evidence of human influences on climate due to changes in greenhouse gases. Local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money. Seattle, along with a growing number of other U. S. cities, is leading the way by committing to the U. S. Mayors Climate Protection Agreement. On May 17, 2005, Kirkland City Council signed a resolution endorsing the *U. S. Mayors Climate Protection Agreement*.

The City is pursuing five milestones to reduce greenhouse gas emissions in City operations and throughout the community:

1. Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the city;
2. Establish a greenhouse gas emissions reduction target;
3. Develop an action plan with both existing and future actions which, when implemented, will meet the local greenhouse gas reduction target;
4. Implement the action plan; and
5. Monitor and report progress.

The Kirkland Council by resolution committed to the following greenhouse gas reduction targets for the Kirkland community and governmental operations:

- Interim: 10% below 2005 levels by 2012
- Primary: 20% below 2005 levels by 2020
- Long-term: 80% below 2007 levels by 2050

IX. TRANSPORTATION

INCREASING TRAVEL OPTIONS

Policy T-3.4: Work cooperatively with Metro, Washington State Department of Transportation and Sound Transit to provide regional and local transit service with linkages between Kirkland neighborhoods, business districts, and other important local and regional



destinations.

Transit service which concentrates on connections within Kirkland and to other Eastside destinations, while maintaining convenient commuter service across the lake, are high priorities. To achieve this, Kirkland should work with the transit providers in making our views known.

Policy T-3.5 Implement the Commute Trip Reduction (CTR) Plan to reduce single occupancy vehicle (SOV) use and vehicle miles traveled (VMT) as set forth in Kirkland's CTR Plan.

The State of Washington Commute Trip Reduction Efficiency Law requires local jurisdictions to develop and implement a plan to reduce both single occupancy vehicle trips and reduce overall vehicle miles traveled. Kirkland's Commute Trip Reduction Plan is a collection of adopted goals and policies, facility and service improvements and strategies about how we will help make progress for reducing drive alone trips and vehicle miles traveled. These strategies will encourage multi-modal transportation in Kirkland. The Plan encourages partnership and coordination with other agencies and employers.

The CTR Plan goals set targets for reductions at affected work sites. The work site must contain 100 or more employees. At a minimum, the City of Kirkland works with CTR affected employers to establish transportation demand management programs to reduce SOV and VMT to meet CTR goals. Kirkland must work cooperatively with the State, Metro, and other local jurisdictions to promote the success of the CTR program.

As part of the CTR program, urban centers may be voluntarily designated to further reduce SOV and/or VMT beyond the basic CTR requirements through a Growth and Transportation Efficiency Center (GTEC) Plan. Totem Lake, as a state designated urban center, is recognized as a GTEC. The purpose of the GTEC is to increase access to the employment and residential centers while reducing the number of drive alone trips. Within the GTEC plan, the pool of affected employers may be expanded beyond CTR affected employers and may also include selected residential uses.

Park and Ride at NE 70th Place

HV.H. TOTEM LAKE NEIGHBORHOOD PLAN

TRANSPORTATION

Goal TL-30: Expand transportation demand management (TDM) measures and improve transit facilities and services.

The use of public transportation as an alternative for people who work, live and shop in the Totem Lake Neighborhood should be encouraged. Increased use of this mode of transportation would help to reduce traffic congestion and parking problems in the neighborhood.

Policy TL-30.1:

Implement an expanded transportation demand management (TDM) program to reduce trip demand in the neighborhood.

TDM seeks to modify travel behavior and encourage economical alternatives to the single-occupant vehicle. The City has an ongoing TDM program that works with employers, including those in the Totem Lake Neighborhood, to reduce single-occupancy vehicle use and vehicle miles traveled. Because traffic congestion is expected to continue to increase in the neighborhood, an expanded TDM program should be implemented. Program options may include TDM goals for retail uses, reduced parking standards, parking pricing, and/or coordination with King County programs to encourage high occupancy vehicle use.

Many components of a successful TDM program could include costs to the City. Financial subsidies to encourage employers to provide vanpools for their employees, or other incentives to reduce the costs of participation for employees are examples of costs the City might incur. The City should explore funding sources available to enable full support of an aggressive TDM program.

Policy TL-30.2:

Consider implementation of the Totem Lake Urban Center as a Growth and Transportation Efficiency Center (GTEC).

The GTEC designation is a voluntary Commute Trip Reduction (CTR) strategy that encourages reduction of Single Occupancy Vehicle (SOV) and/or Vehicle Miles Traveled (VMT) through efficient use of transportation infrastructure and travel demand management strategies discussed above. The purpose of the GTEC is to increase access to the neighborhood while reducing the number of drive alone trips. The GTEC goals to reduce SOV and/or VMT must be more aggressive than those in the Kirkland CTR Plan.

The City of Kirkland can focus on employers and residents that can efficiently use CTR strategies. These strategies are addressed in the draft GTEC Plan.

To qualify for state funding, the City is obligated to provide 100% matching funds towards the implementation of the program. Implementation of this program will require adequate funding.

IV. COMMUNITY CHARACTER

SENSE OF COMMUNITY

Policy CC-1.4: Encourage and develop places and events throughout the community where people can gather and interact.

Places where people can gather and interact are an important part of building community. They provide comfortable areas where people can come together. Some, including parks, community centers, streets, and sidewalks, are developed and maintained by the City. Others, such as cafes, theaters, pedestrian-friendly shopping districts, facades, building entrances and plazas, should be encouraged by the City through development regulations.

Public art (any work of art or design specifically sited in a public place) can energize public spaces or bring a sense of calm to a hectic lifestyle. The City should encourage private developers to integrate public art into office, retail and multi-family projects. In addition, the City should seek opportunities to incentivize integrated art with an emphasis on development in design districts because they are highly visible, mixed-use, pedestrian oriented areas that are focal points for community activity. The review criteria for Planned Unit Developments should be expanded to include public art among the list of potential project benefits.

Community events such as outdoor markets, celebrations, fairs, and annual festivals also provide a sense of community, history, and continuity. The City should encourage these events.

Policy CC-1.6: Create a supportive environment for cultural activities.

Cultural activities are more than just amenities; they are also an expression of identity for both the community as a whole and the individuals within. Cultural activities and the arts contribute to the economic vitality of the community by attracting tourism and businesses that want to locate in a community with valued amenities. Kirkland has a growing reputation as a center for the arts in the Puget Sound region. The City's Cultural Council is a resource and partner for those agencies and individuals interested in expanding the arts in our community. Under the guidance of the City's Cultural Council, the City has a public arts program, which includes donations and loans from private citizens as well as City-owned pieces. These pieces of sculpture and other art objects are displayed around Kirkland and at City Hall. The City has ~~can~~ committed to further promote the public arts program by incorporating art into new City facilities and through earmarking one percent of major capital improvement project funds toward the arts.

The Kirkland Performance Center offers exposure to the performing arts, as do community and educational organizations. There are also a number of private galleries and classes offered. These public and private enterprises provide educational tools that can bring people together and foster a sense of community spirit and pride. Where possible, the City should continue to encourage partnerships and provide support to these and similar efforts including those related to youth activities, science, music and literature.

BUILT AND NATURAL ENVIRONMENT

Policy CC-4.3: Encourage quality designs for institutional and community facilities that reinforce their symbolic importance and create distinctive reference points in the community.

Schools, churches, libraries and other civic buildings serve as meeting places and play an important role in the community. These public and semipublic buildings should display exemplary design with attention to site planning, building scale, landscaping, pedestrian amenities, ~~and~~ building details, and opportunities for integrating art into the project. They should be compatible with the neighborhood in which they are located, but can also provide a neighborhood landmark. Community structures such as City Hall or the Library should be designed to be landmarks for the City as a whole.

Policy CC-4.7: Enhance City and neighborhood identity through features that provide a quality image that reflects the City's unique characteristics and vision.

Kirkland and its neighborhoods are special places. Each neighborhood has a distinctive identity which contributes to the community's image. Appropriate transitions are also necessary to distinguish the City from surrounding jurisdictions. Community signs, public art, and other gateway treatments such as landscaping are methods of identification that contribute to the visual impressions and understanding of the community. Other identification methods and entranceway treatments can communicate the City's origin and history, economic base, physical form, and relation to the natural setting.

X. PARKS, RECREATION, AND OPEN SPACE

RELATIONSHIP TO PARK, RECREATION, AND OPEN SPACE COMPREHENSIVE PLAN

Goal PR-1: To acquire, develop, and redevelop a system of parks, recreation facilities, and open spaces that is attractive, safe, functional, and accessible to all segments of the population.

The basis of Kirkland's parks system is the provision of diverse recreation opportunities and experiences for all Kirkland residents. Specifically, the open space, parks, park facilities, and recreation programs serve the following purposes:

- (1) To contribute to the overall quality of life for Kirkland residents by providing facilities and programs for both active and passive recreation.
- (2) To improve the aesthetics of the City, including ornamental plantings, [public art](#) and other beautification efforts.

XII.A. PUBLIC SERVICES ELEMENT

Fire, Police and Solid Waste Collection

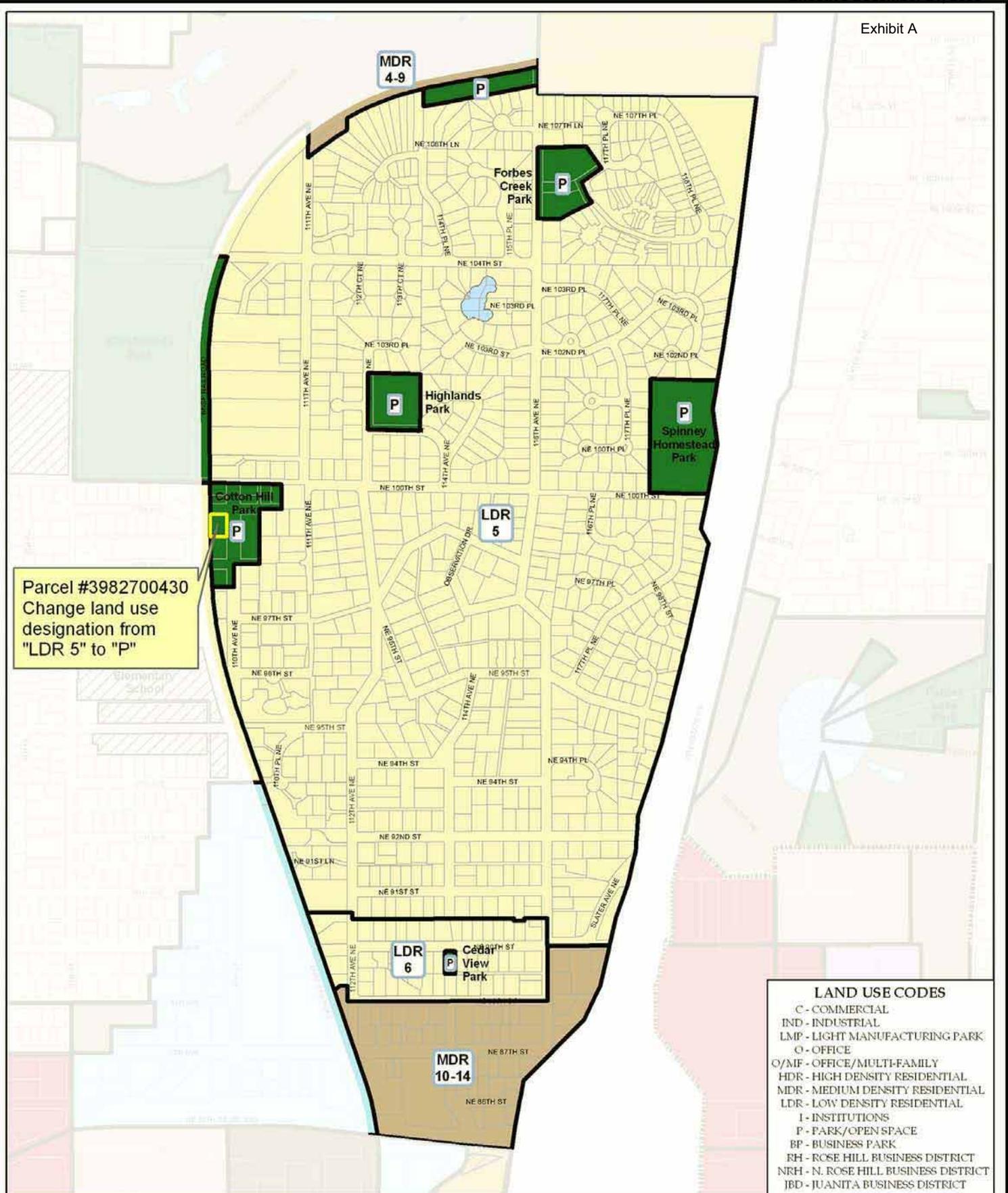
Policy PS-1.6: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design



principles.

Kirkland City Hall

The design of City facilities should accurately reflect the City's philosophy. For example, City Hall has been designed to reflect the scale of the residential neighborhood to the north, while providing territorial views from within. Other facilities, like fire stations, should be responsive to the scale and other qualities of the residential neighborhoods in which they are located. **Public art should be incorporated to improve the aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques.**



Parcel #3982700430
Change land use designation from "LDR 5" to "P"

LAND USE CODES

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

Highlands Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

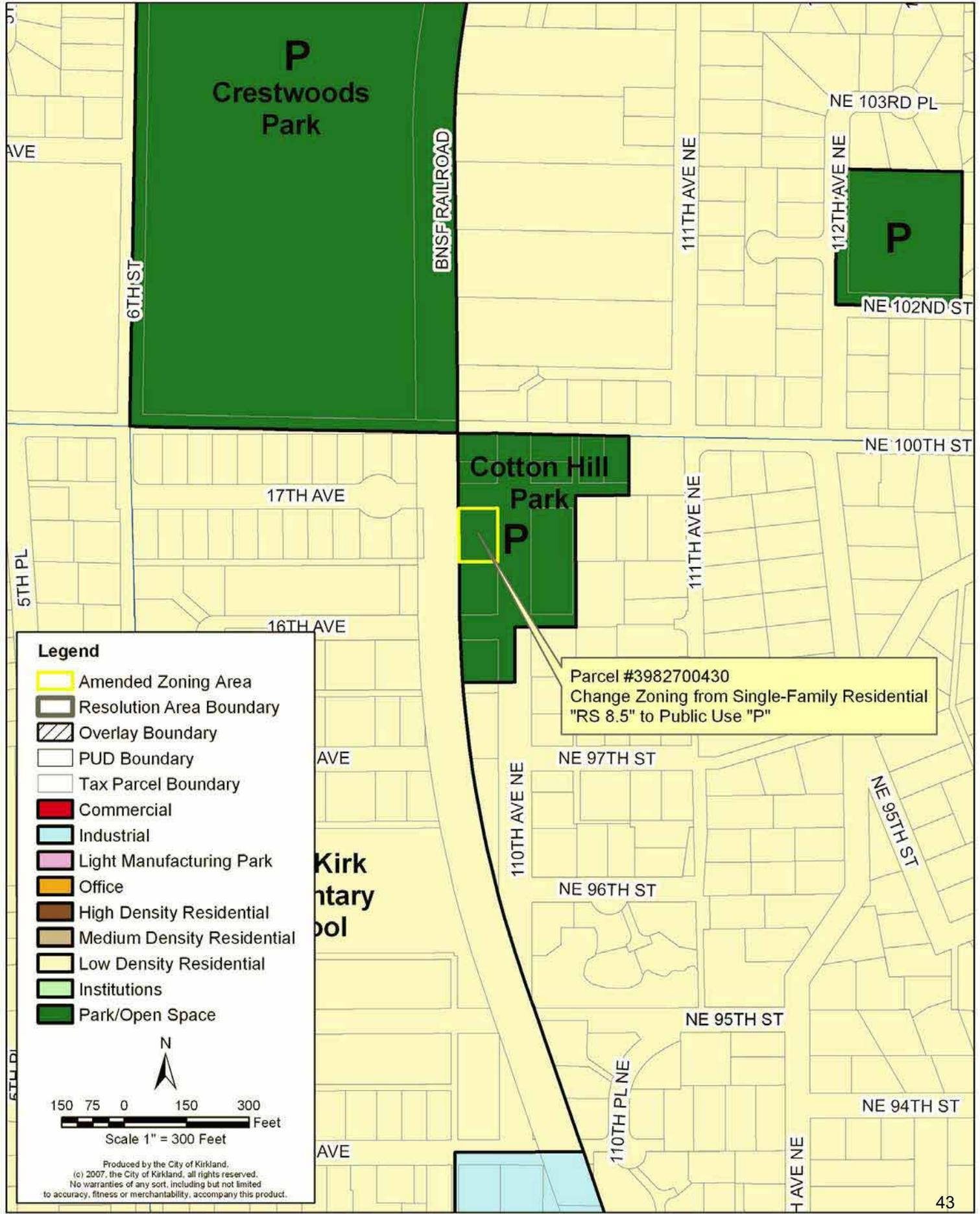
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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

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Zoning Map Change

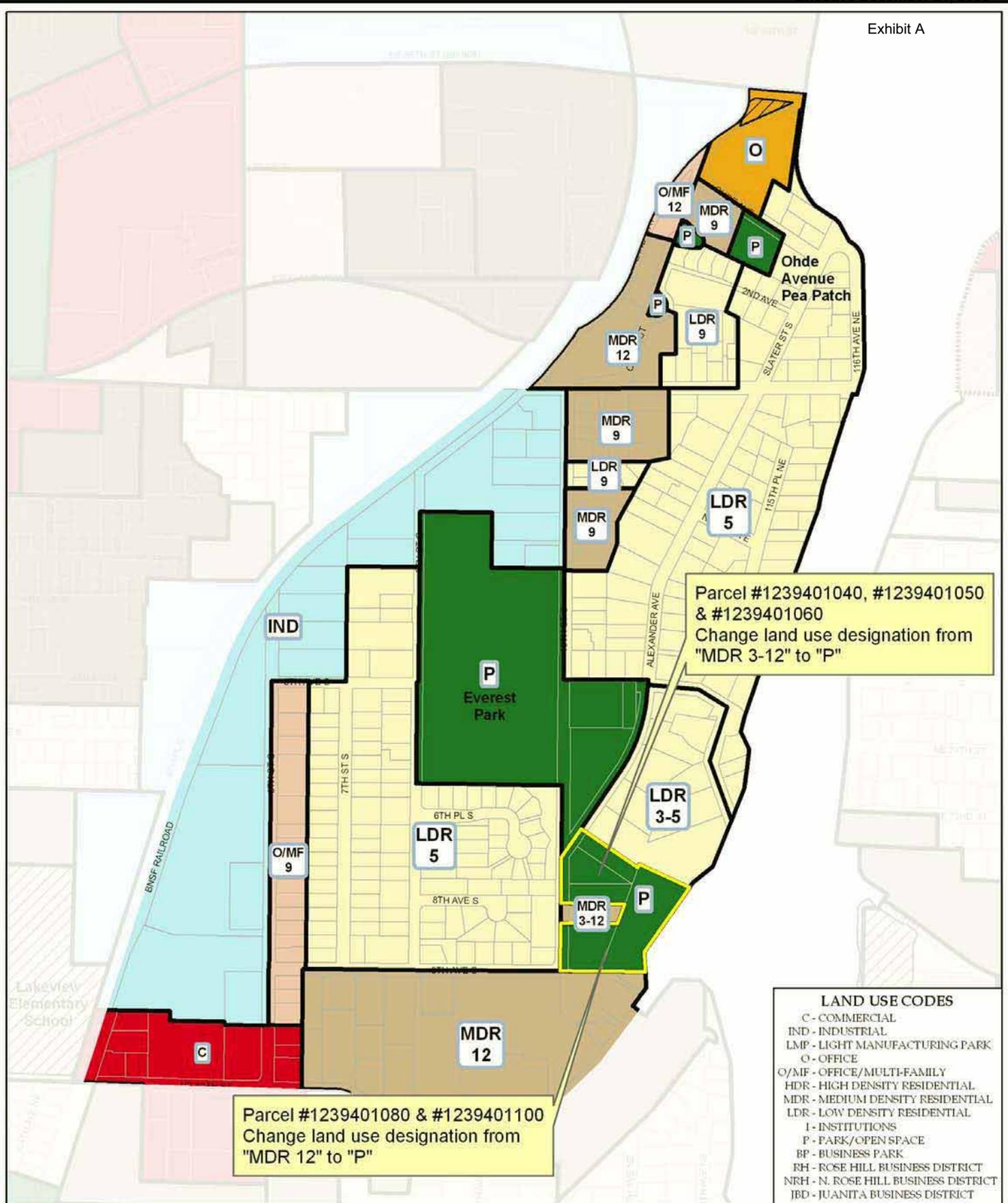


Legend

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

Scale 1" = 300 Feet

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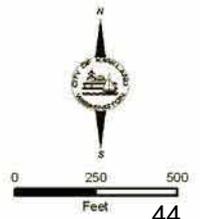
Everest Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

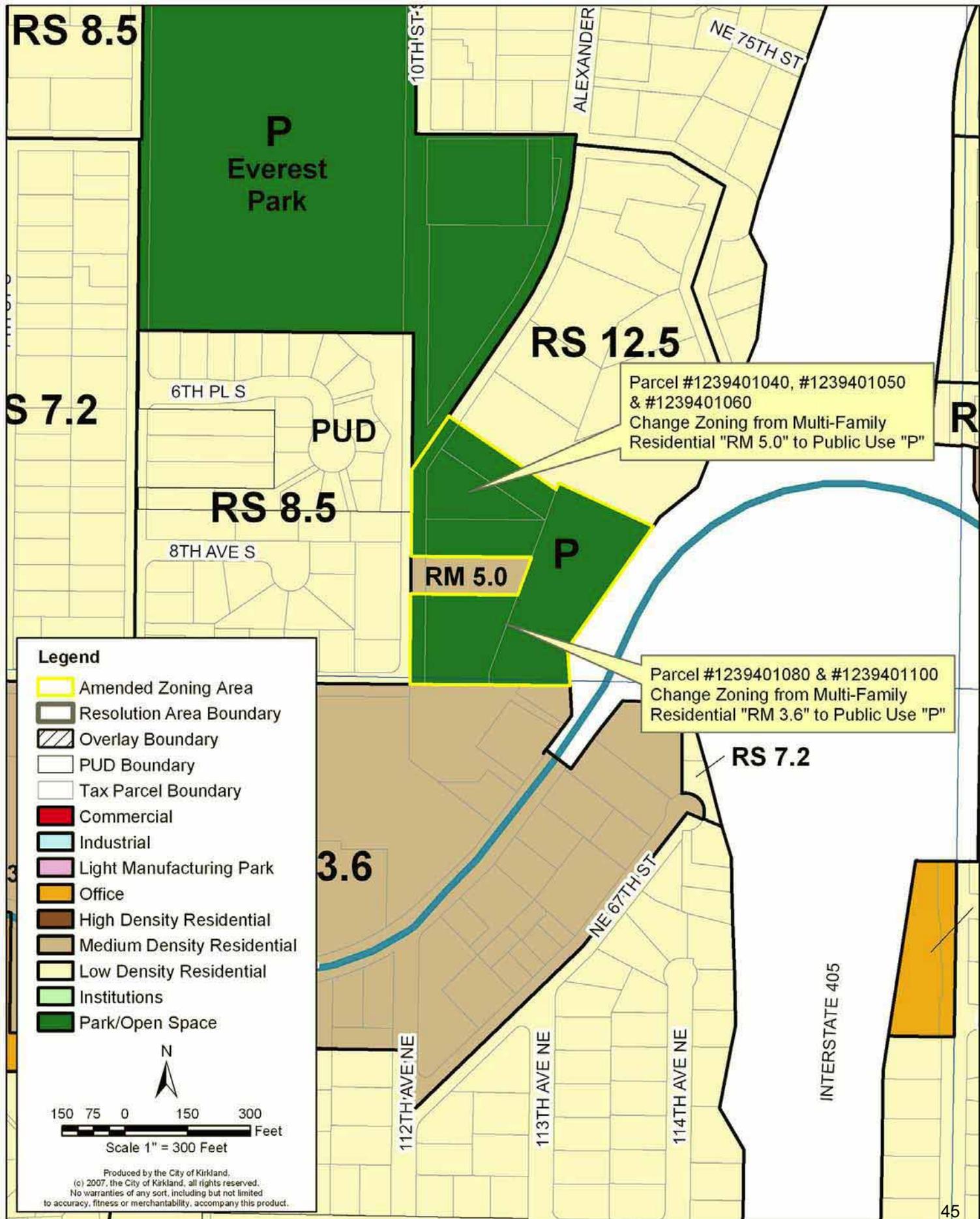
- LAND USE BOUNDARIES
- PARCEL BOUNDARIES
- SUBAREA BOUNDARY
- PLANNED AREA NUMBER
- TOTEM CENTER
- LAND USE CODE
- DENSITY (UNITS/ACRE)
- PUBLIC FACILITIES

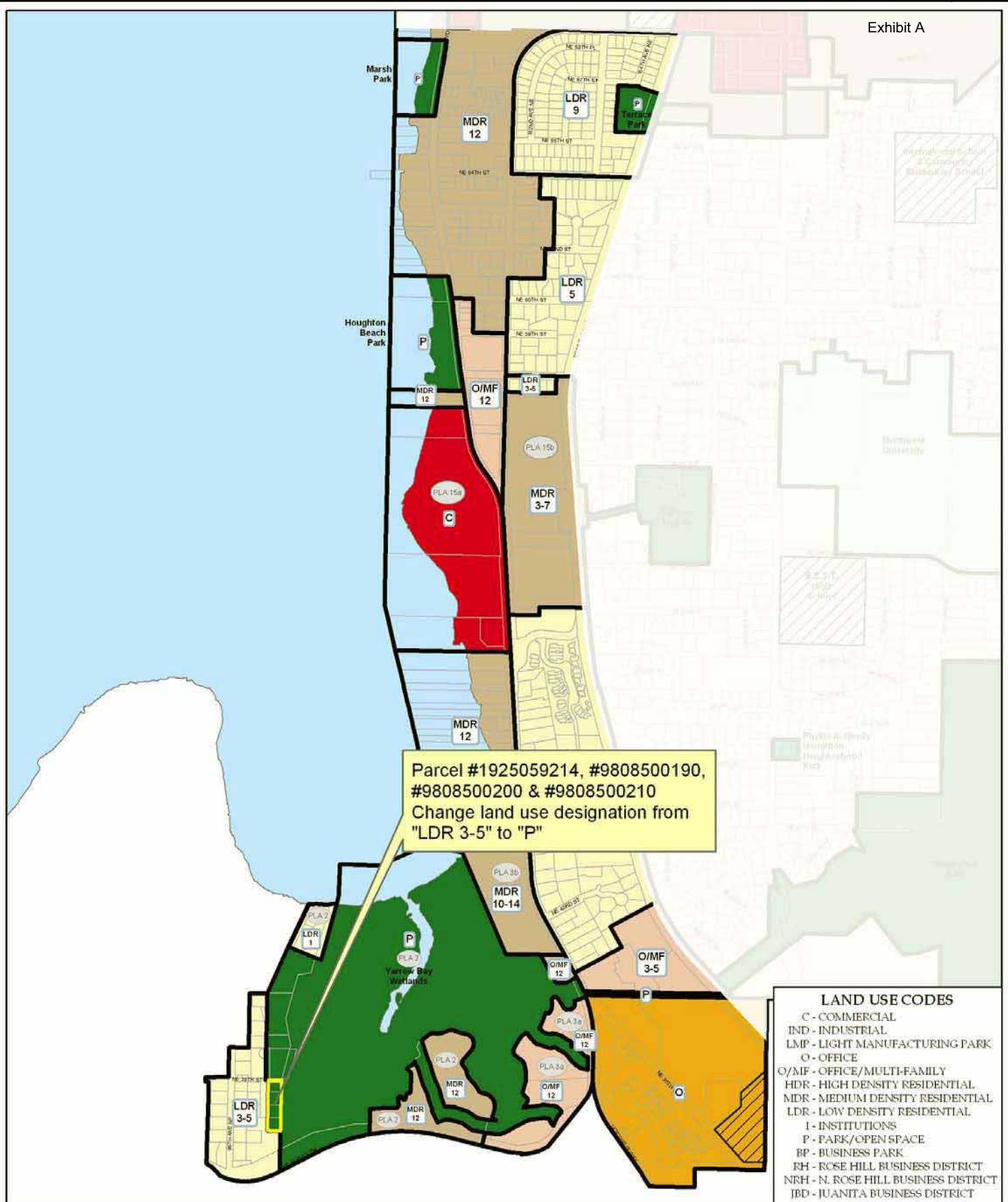
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
* INDICATES CLUSTERED LOW DENSITY

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Zoning Map Change





Parcel #1925059214, #9808500190,
#9808500200 & #9808500210
Change land use designation from
"LDR 3-5" to "P"

LAND USE CODES

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

Lakeview Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

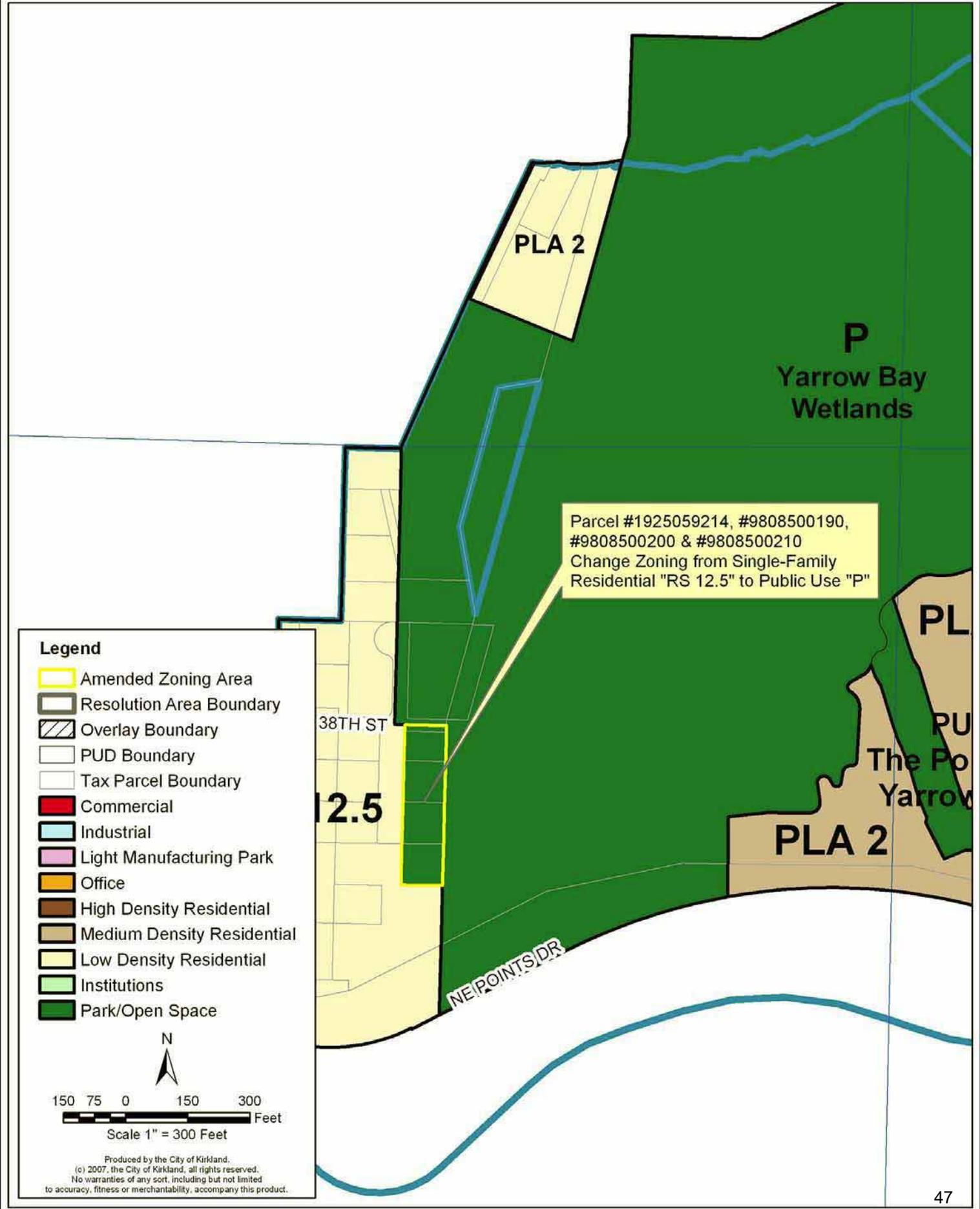
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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

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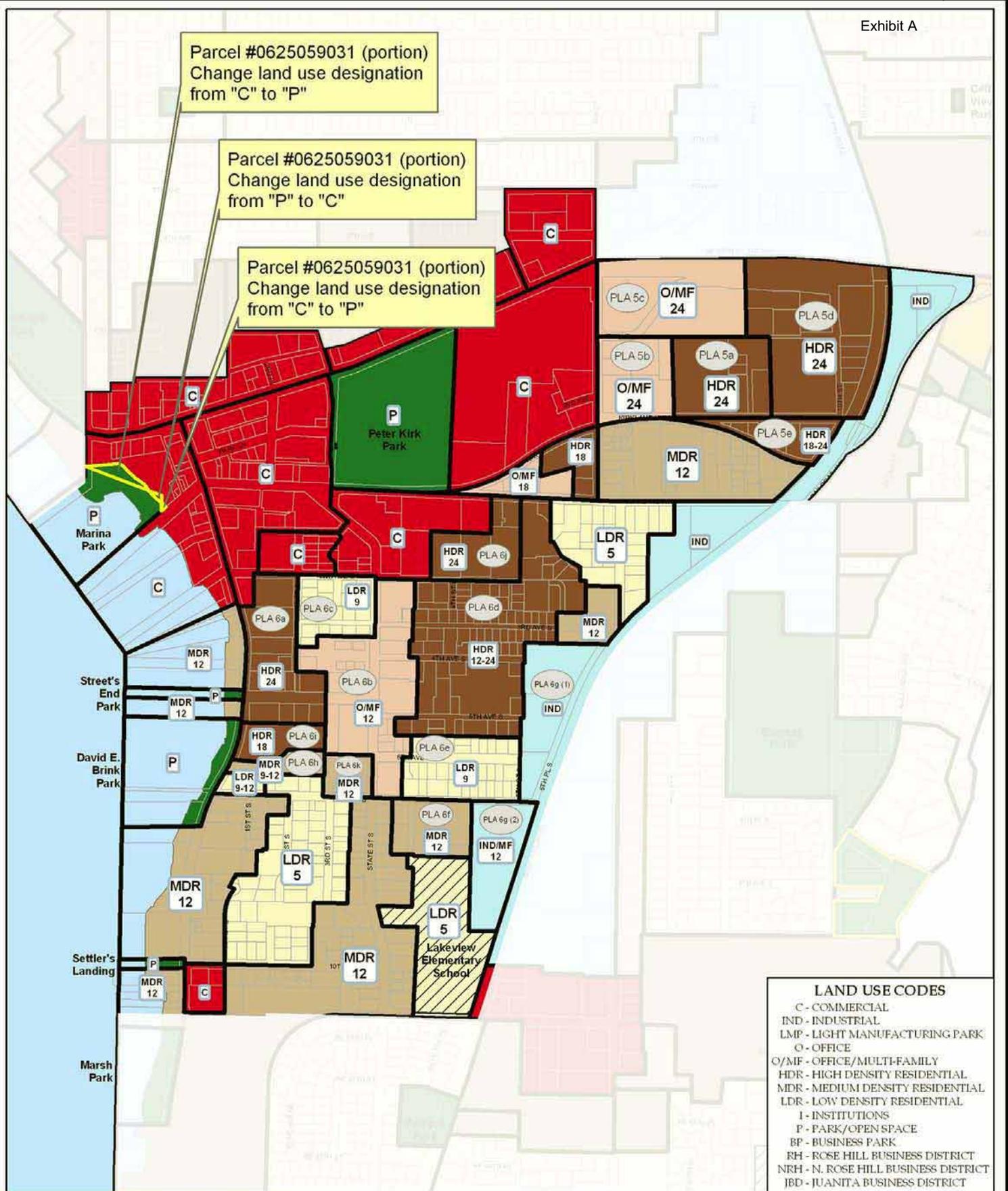
Zoning Map Change



Parcel #0625059031 (portion)
Change land use designation
from "C" to "P"

Parcel #0625059031 (portion)
Change land use designation
from "P" to "C"

Parcel #0625059031 (portion)
Change land use designation
from "C" to "P"



LAND USE CODES

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

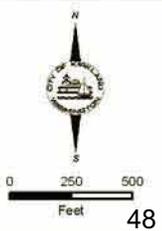
Moss Bay Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

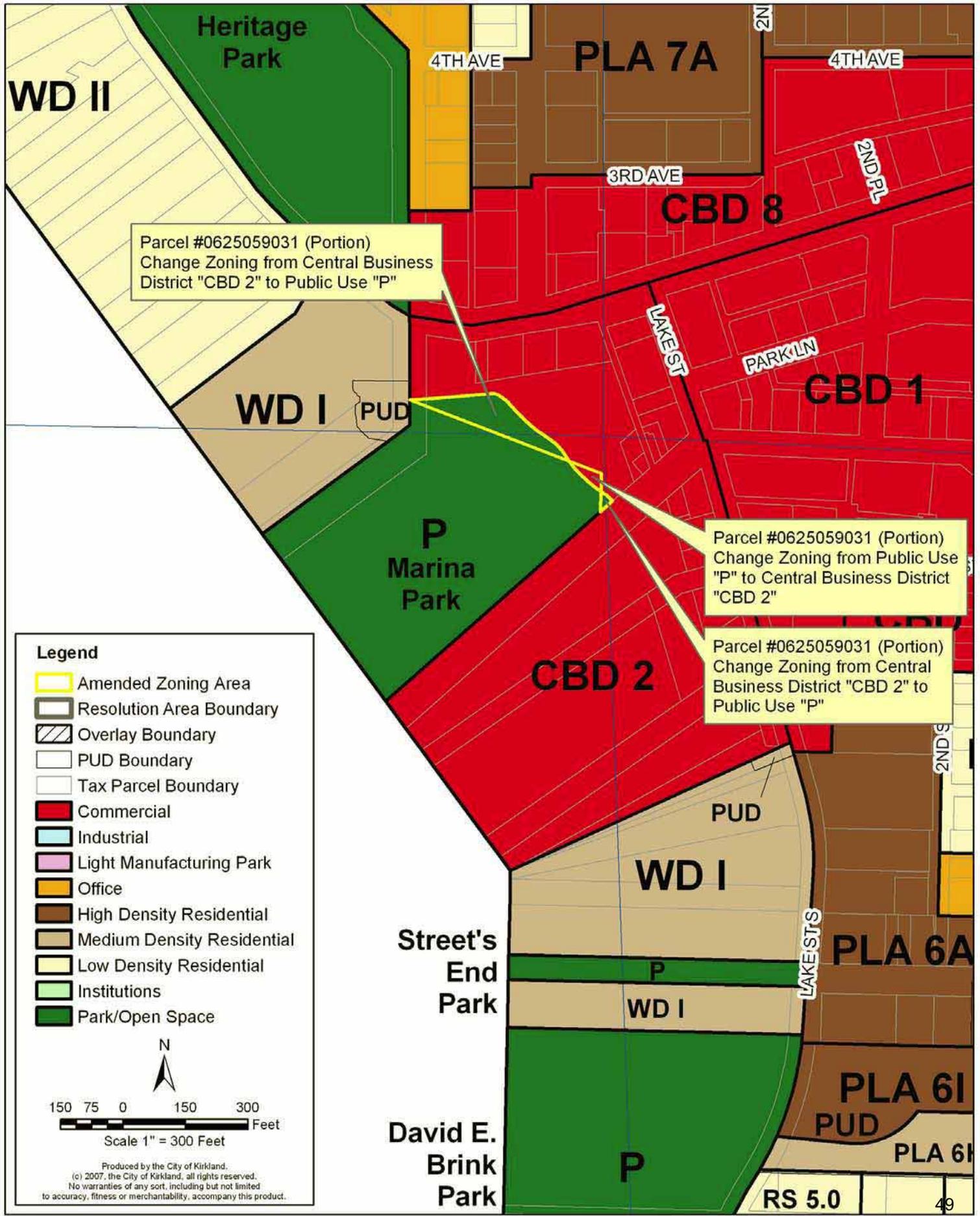
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

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

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Zoning Map Change



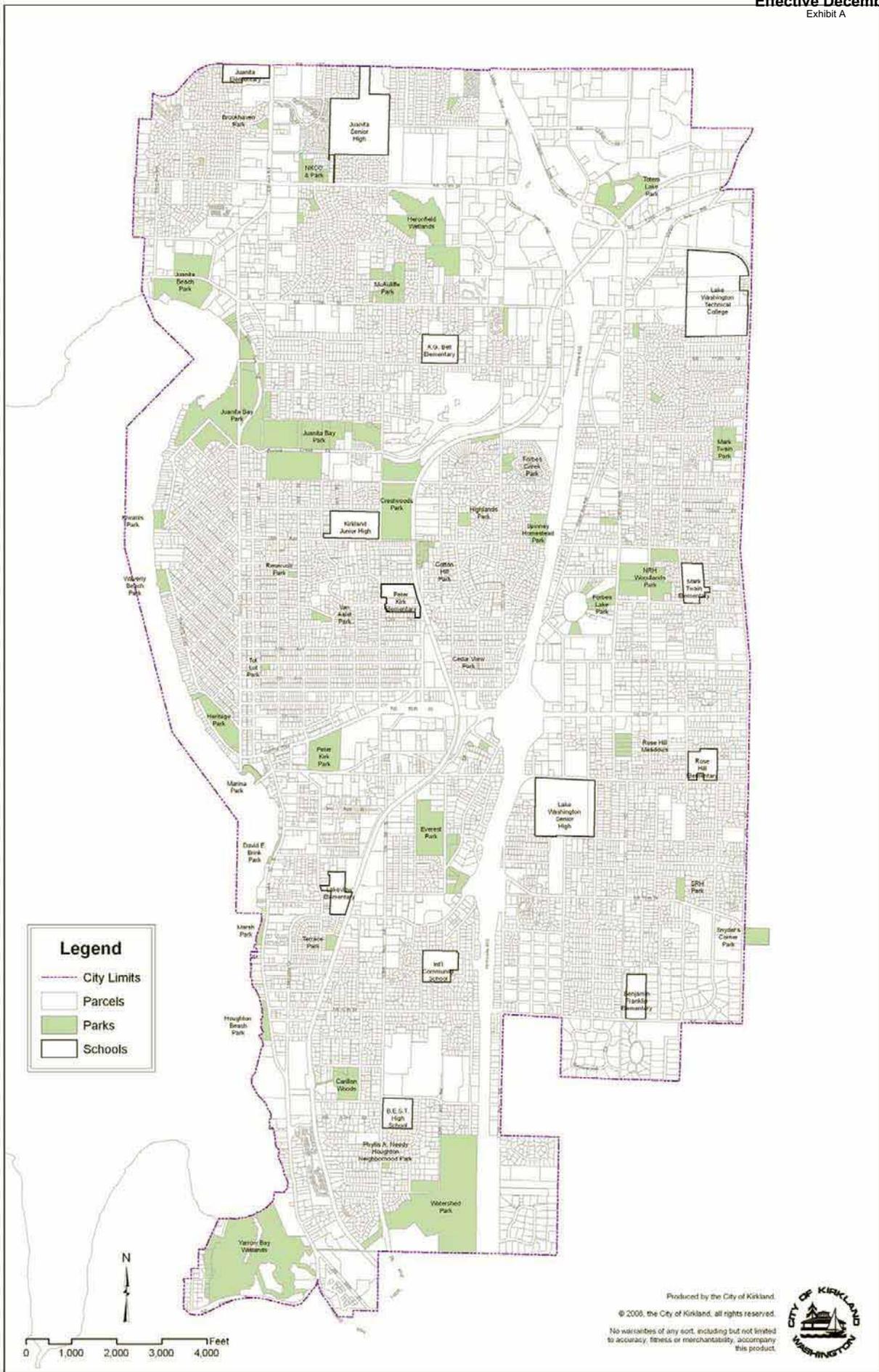
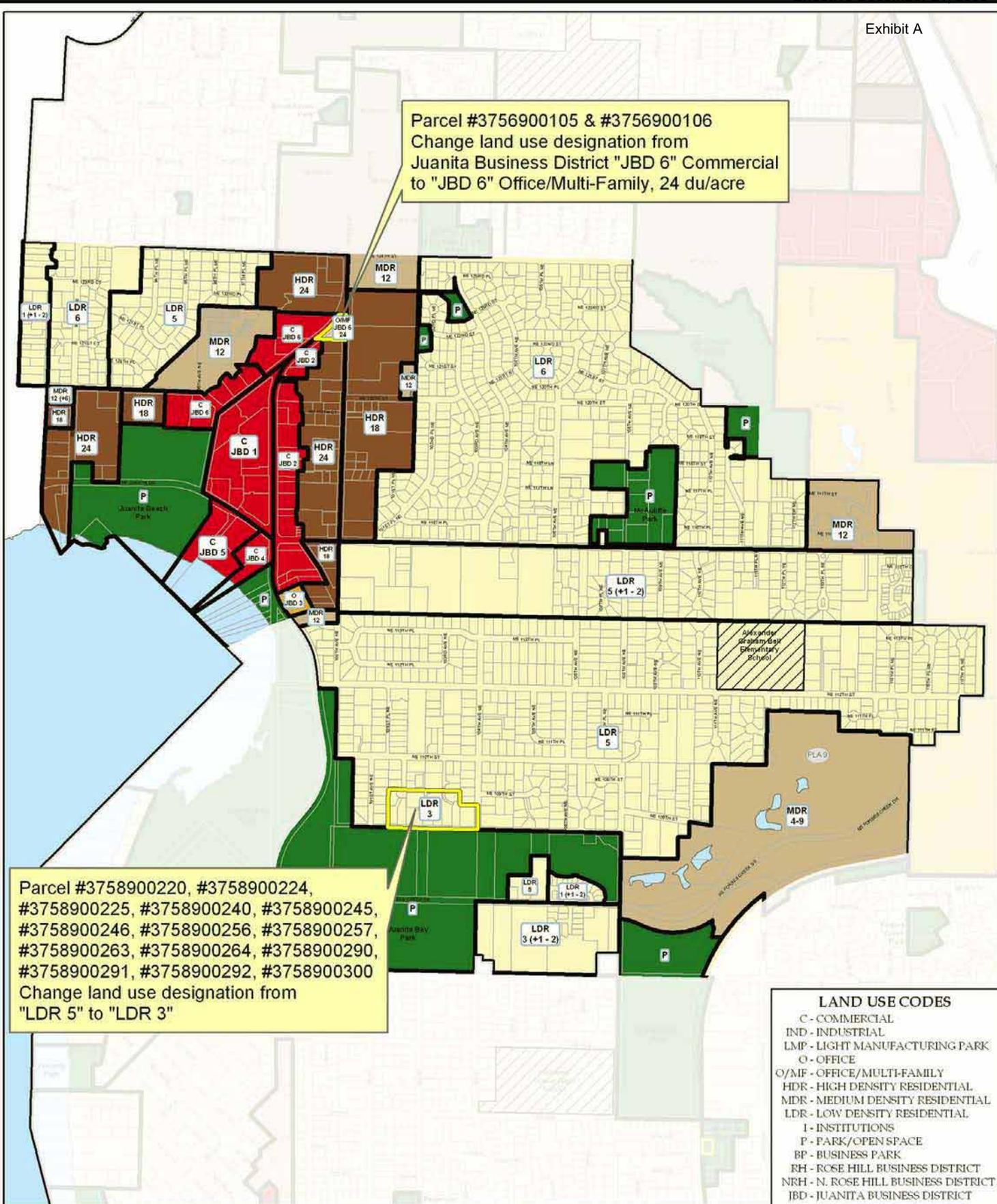


Figure PR-1: Kirkland Parks

Parcel #3756900105 & #3756900106
Change land use designation from
Juanita Business District "JBD 6" Commercial
to "JBD 6" Office/Multi-Family, 24 du/acre



Parcel #3758900220, #3758900224,
#3758900225, #3758900240, #3758900245,
#3758900246, #3758900256, #3758900257,
#3758900263, #3758900264, #3758900290,
#3758900291, #3758900292, #3758900300
Change land use designation from
"LDR 5" to "LDR 3"

LAND USE CODES

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

South Juanita Neighborhood Land Use Map

ORDINANCE NO. 4084
ADOPTED by the Kirkland City Council
February 6, 2007

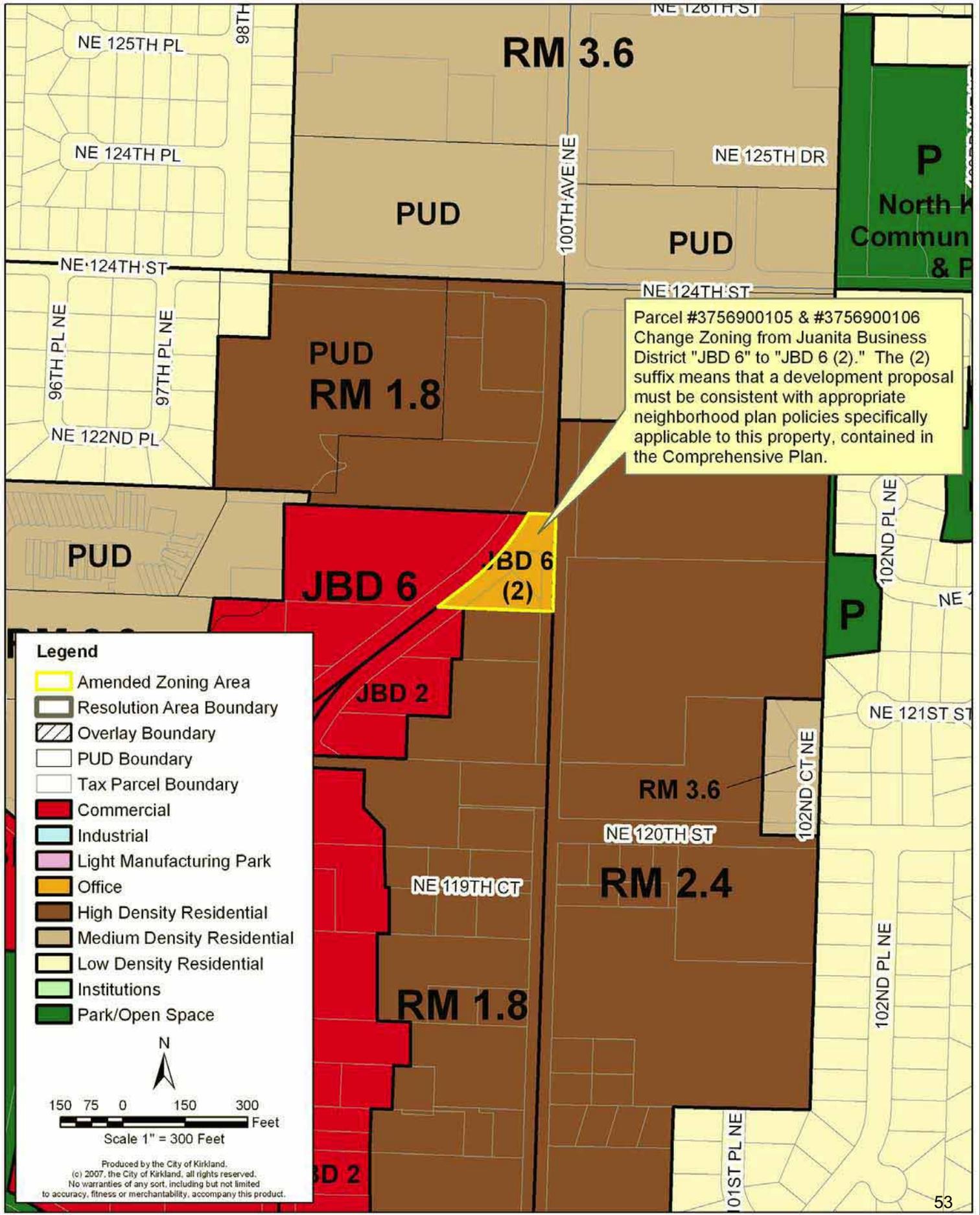
LAND USE BOUNDARIES	PARCEL BOUNDARIES
SUBAREA BOUNDARY	PLANNED AREA NUMBER
TOTEM CENTER	LAND USE CODE
PUBLIC FACILITIES	DENSITY (UNITS/ACRE)

NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
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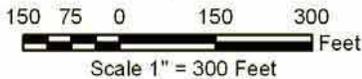


Zoning Map Change



Legend

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



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I. INTRODUCTION

Neighborhood Plans

The Neighborhood Plans allow a more detailed examination of issues affecting smaller geographic areas within the City and clarify how broader City goals and policies in the Citywide Elements apply to each neighborhood.

It is intended that each neighborhood plan be consistent with the Citywide Elements. However, because most many of the neighborhood plans were adopted prior to the 1995 Plan update ~~and all were adopted prior to the 2004 Plan~~, portions of some of the neighborhood plans may contain inconsistencies. Where this is the case, the conflicting portions of the Citywide Elements will prevail. It is anticipated that each of the neighborhood plans will eventually be amended, and in so doing, all inconsistencies will be resolved.

The Neighborhood Plans contain policy statements and narrative discussion, as well as a series of maps. The 13 Neighborhood Plans can be found in Chapter XV. The maps describe land use, natural elements, open space and parks, vehicular circulation, urban design, and other graphic representations. These maps serve as a visual interpretation of the Neighborhood Plan policy statements and discussion. In the event of a discrepancy between the maps and the narrative, the narrative will provide more explicit policy direction.

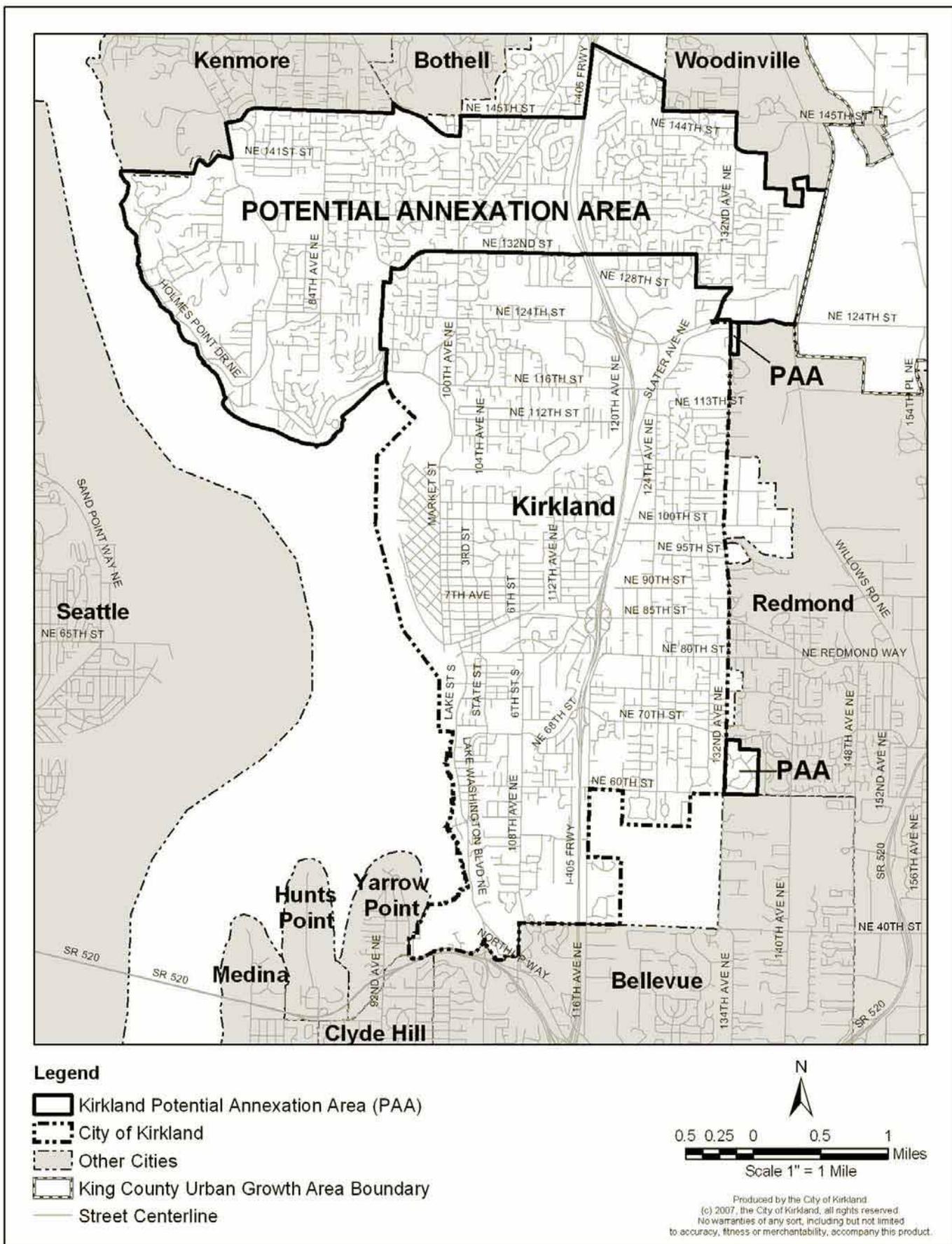


Figure I-2: City of Kirkland Planning Area

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

List B: Properties Designated by the City as Community Landmarks

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral	400 State St.	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Sutthoff House (moved)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	South Juanita
French House (moved)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.		1889	KL&IC	Market
<u>First Baptist Church / American Legion Hall</u>	138 5th Ave.	Vernacular	<u>1891 / 1931</u> <u>1934</u>	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	South Juanita

Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Market
Shumway Site	510 – 528 Lake St. S.	site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	site only		Anderson/W W	Lakeview
Lake House Site	10127 NE 59th St.	site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
Malm House	12656-100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 First Street	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Avenue (Kirkland Congregational Church)	Pioneer/ Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW Corner of Lake Street and Kirkland Avenue	Transportation / Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th Street (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	South Juanita
Ostberg Barn	10836 NE 116th Street (McAuliffe Park)	Barn	1905	Agriculture	South Juanita
Johnson Residence	10814 NE 116th Street (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	South Juanita

IV. COMMUNITY CHARACTER

HISTORIC RESOURCES

Policy CC-2.3: Provide encouragement, assistance and incentives to private owners for preservation, restoration, redevelopment, reuse, and recognition of significant historic buildings and sites.

There are a number of activities that the City can do to provide encouragement and incentives for the owners of historic buildings and sites, including:

- ◆ Establish Zoning and Building Codes that encourage the continued preservation, enhancement, and recognition of significant historic resources;
- ◆ Prepare and distribute a catalog of historic resources for use by property owners, developers and the public;
- ◆ ~~Develop~~ Maintain an interlocal agreement with King County that ~~would~~ provides utilization of the County's expertise in administering historic preservation efforts and makes owners of Kirkland's historic properties eligible for County grants and loans;
- ◆ Establish a public/private partnership to provide an intervention fund to purchase, relocate, or provide for other necessary emergency actions needed to preserve priority properties;
- ◆ Encourage property owners to utilize government incentives available for historic properties;
- ◆ Allow compatible uses in historic structures that may assist in their continued economic viability such as bed and breakfasts in larger residential structures.

Policy CC-2.4: Buildings that are recognized as historic resources by the City should be considered when adjacent structures are being rebuilt or remodeled.

Historic resources contribute to the character and quality of Kirkland. New and remodeled buildings should respect the scale and design features of adjacent historic resources.

Policy CC-2.5: Encourage the use of visual and oral records to identify and interpret the history of the City of Kirkland.

This can be done in various ways, including articles in Citywide publications, a museum to preserve and display documents and artifacts, and archives to maintain resources, including oral history and photographs, for the public.

The City's system of historic signage, which includes plaques to interpret significant properties and individual structures, should be expanded. ~~While Historic-historic~~ street signs ~~could be have been~~ hung along with existing street signs, ~~and~~ interpretive markers could be placed along public streets and pedestrian-bike paths to explain the City's history.

All these methods can be used to inform Kirkland's citizens about the City's history and to support the preservation of Kirkland's historic identity.

~~***Policy CC-2.6: Support a program and strategy for the Centennial celebration of the City.***~~

~~The City should provide leadership and example by its own actions and programs. An event such as the 2005 City celebration of its 100th anniversary of incorporation will provide a wonderful opportunity to focus the community's energy and resources on preserving and enhancing its historic resources.~~

V. NATURAL ENVIRONMENT

Natural Water Systems

Policy NE-2.1: Using a watershed-based approach, apply best available science in formulating regulations, incentives, and programs to maintain and, to the degree possible, improve the quality of Kirkland's water resources.

Kirkland's Streams, Wetlands, and Wildlife Study (July, 1998) is a natural resource inventory of wetlands, streams, fish, wildlife, and habitat areas within Kirkland. A drainage basin or watershed approach was used to identify Kirkland's drainage systems, to determine Primary and Secondary Basins, and to evaluate and record the primary functions, existing problems and future opportunities for each drainage basin. This data and analysis forms a scientific basis for system-wide resource management that addresses the distinct characteristics of each basin. The inventory was updated in 2003, with the production of the Natural Resource Management Plan. Figure NE-1 indicates general locations of known sensitive areas and drainage basin boundaries. This study ~~will be~~ supplemented by technical information from the Water Resource Inventory Area (WRIA) 8 Salmon Conservation Planning effort and the City's ~~updated~~ Surface Water Master Plan, ~~which is scheduled to be completed in 2004.~~

Policy NE-2.2: Protect surface water functions by preserving and enhancing natural drainage systems wherever possible.

Urban development, through addition of impervious surface and removal of vegetation, increases the volume and rate and decreases the quality of stormwater runoff. This often results in flooding that threatens safety and property, and results in damage to the aquatic environment. Water quality is reduced when flooding causes erosion, and when water is not filtered through soils and vegetation prior to entering streams and lakes. Steps to limit this damage include:

Minimize creation of new impervious surfaces;

Maximize use of soils and vegetation in slowing and filtering runoff; Install structural flow control facilities at new or re-developing sites where appropriate to mimic the pre-development hydrologic regime;

Prohibit non-essential development activity in and around watercourses. Preserve the natural drainage system to the greatest extent feasible and prohibit non-essential structures, land modifications, or impervious surfaces in the drainage system to assist in ensuring unimpeded flow, maximal stream storage capacity, and optimal natural functioning within the drainage area; and

Implement programs and projects to remedy flooding and habitat destruction caused by uncontrolled flows from past development. Using a basin planning process and a watershed perspective, identify projects and programs to reduce flood frequency, address/prevent erosion problems, and restore/enhance fish habitat.

Specific information on the technical and programmatic aspects of surface water management ~~will be~~ contained in the City's *Surface Water Master Plan*, ~~which is scheduled to be completed in 2004.~~

V. NATURAL ENVIRONMENT

Natural Water Systems

Policy NE-2.6: Regulate development of land along the shoreline of Lake Washington to: Preserve the resources and ecology of the water and shorelines;

Avoid natural hazards;

Promote visual and physical access to the water;

Preserve navigation rights; and

Minimize the creation of armored shorelines, and explore incentives and opportunities to restore natural shoreline features and habitat.

The Lake Washington shoreline plays a vital role in the ecology of our watershed (which includes land that drains into Lake Washington, the Cedar River, and Lake Sammamish). All species of anadromous salmonids in our watershed migrate through and rear in Lake Washington. The decline of salmonid populations in Lake Washington has been linked to the following factors: loss of native shoreline vegetation, altered hydrology, invasive exotic plants, poor water quality, and poor sediment quality. Finding and acting on opportunities to restore properly functioning shoreline conditions where possible will substantially aid salmon recovery efforts in our watershed.

Kirkland's Shoreline Master Program (SMP), adopted pursuant to the Washington State Shoreline Management Act of 1971, designates all parcels along Lake Washington as Shoreline Environments. The detailed regulations in Kirkland's SMP implement this policy. Pursuant to Washington state requirements, Kirkland's Shoreline Master Program will be updated by December 1, ~~2009~~2010.

V. NATURAL ENVIRONMENT

NATURAL WATER SYSTEMS

Policy NE-2.7: Support regional watershed conservation efforts

The federal listing of Puget Sound wild Chinook salmon as a threatened species in 1999, has focused attention on salmon. In addition to the economic, recreational, and cultural value of salmon, they are also a widely accepted indicator of the level of our region's environmental health, because their survival requires that they migrate throughout the watershed – from freshwater headwaters to the marine environment and back again. The decline of salmon points to the need to improve the quality of habitat in the watersheds that drain to Puget Sound.

In the Lake Washington/Cedar River/Lake Sammamish Watershed, Kirkland ~~has~~ joined with 26 other local jurisdictions ~~to sign an interlocal agreement~~ to fund a joint planning effort to conserve salmon habitat in the shared watershed. ~~It is anticipated that the~~The resulting watershed conservation plan, The Lake Washington/Cedar River/Lake Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan, was developed through a multi-jurisdictional, multi-stakeholder process with a scientific basis, ~~will be~~ and was approved by Kirkland in 2005.

Incorporated into the Puget Sound Salmon Recovery Plan, approved by NOAA in 2007, it is implemented by the participating local governments in the watershed as they update their policies, regulations, and programs (e.g. capital facilities and road management practices), for critical areas, shorelines, drainage, and clearing/grading to be consistent with the conservation plan. It seeks to provide ~~Completion of the Lake Washington/Cedar River/Lake Sammamish watershed conservation plan is scheduled for June 2004. Once finished, that plan will be joined with the conservation plans of several neighboring watersheds in 2005 to form~~ a Puget Sound-wide conservation plan for a coordinated approach to restoring the wild Chinook salmon of Puget Sound. Kirkland's role in salmon recovery is to protect and restore habitat within the city limits through land use and stream restoration actions, and to participate in regional recovery efforts through the WRIA 8 Salmon Recovery Council.

VI. LAND USE

C. LAND USE MAP AND DEFINITIONS

While the Land Use Element goals and policies set forth general standards for locating land uses, the Comprehensive Plan Land Use Map (Figure LU-1) indicates, geographically, where certain types of uses may be appropriate.

The Comprehensive Plan Land Use Map identifies areas for a range of housing densities and a variety of nonresidential uses. The Comprehensive Plan Land Use Map contains land use designations reflecting the predominate use allowed in each area. These designations are reflected in a broad variety of zoning districts on the Kirkland Zoning Map. Within some of these land use designations are mixed-use developments.

Land use can be affected by regulations that protect sensitive areas and their buffers and limit development on seismic and landslide hazard areas. The Sensitive Areas Map in the Comprehensive Plan depicts the approximate locations of known sensitive areas which include streams, minor lakes, wetlands, drainage basins, and 100-year floodplains. The geological map in the Comprehensive Plan notes the approximate locations of seismic and landslide hazard areas.

The land use categories mapped on the Comprehensive Plan Land Use Map are:

Low-Density Residential – single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached residential structures, in certain low density areas where the Plan allows clustered development through a PUD. Detached single-family dwelling units are physically separated by setbacks from other dwelling units. Attached single-family dwelling units, only allowed in specified areas, are physically connected by means of one or more common walls; each unit has its own exterior entrance; dwelling units are not stacked above or below one another; and density and height limitations associated with single-family zoning classifications are met.

Medium-Density Residential – detached residential uses at 10 to 14 dwelling units per acre and attached or stacked residential uses at eight to 14 dwelling units per acre.

IX. TRANSPORTATION ELEMENT

EXISTING CONDITIONS

Table T-1: Transit Routes in Kirkland

All Day Service	
230	Kingsgate – Kirkland – Bellevue – Overlake – Redmond
234	Kenmore – Juanita – Kirkland – S. Kirkland – Bellevue
236	Woodinville – Totem Lake – Juanita – Kirkland
238	Bothell – Finn Hill – Kingsgate – Rose Hill – Kirkland
245	Kirkland – Overlake – Bellevue – Factoria
<u>248</u>	<u>Kirkland – Rose Hill - Redmond</u>
251	Woodinville – Redmond – Kirkland
254	Kirkland – Rose Hill – Redmond
255	Kingsgate – Kirkland – Seattle
540	Redmond – Kirkland – UW Seattle (Sound Transit)
935	Northshore – Bastyr – Kingsgate
Kirkland @ S. Kirkland Park and Ride Only	
220	Redmond – S. Kirkland – Bellevue
<u>249</u>	<u>Bellevue – S. Kirkland - Overlake</u>
256	Overlake – S. Kirkland – Seattle
Peak Commuter Routes	
252	Evergreen – Kingsgate – Houghton – Seattle
257	Brickyard – Kingsgate – Houghton – Seattle
260	Kenmore – Juanita – Houghton – Seattle
265	Redmond – Houghton – Seattle
277	Juanita – Kingsgate – Houghton – UW Seattle
291	Kingsgate – Redmond
Peak Metro Routes that Serve I-405 Freeway Stations	
237	Woodinville – Kingsgate – Houghton – Bellevue
342	Shoreline – Bothell – Brickyard – Houghton – Bellevue
Sound Transit I-405 Service	
530	Bellevue – Houghton – Kingsgate – Canyon Park – Everett Station
532	Bellevue – Houghton – Kingsgate – Canyon Park – Lynnwood
535	Bellevue – Houghton – Kingsgate – Bothell – Canyon Park – Everett Station

IX. TRANSPORTATION ELEMENT

EXISTING CONDITIONS

Table T-1: Transit Routes in Kirkland

All Day Service	
230	Kingsgate – Kirkland – Bellevue – Overlake – Redmond
234	Kenmore – Juanita – Kirkland – S. Kirkland – Bellevue
236	Woodinville – Totem Lake – Juanita – Kirkland
238	Bothell – Finn Hill – Kingsgate – Rose Hill – Kirkland
245	Kirkland – Overlake – Bellevue – Factoria
<u>248</u>	<u>Kirkland – Rose Hill - Redmond</u>
251	Woodinville – Redmond – Kirkland
254	Kirkland – Rose Hill – Redmond
255	Kingsgate – Kirkland – Seattle
540	Redmond – Kirkland – UW Seattle (Sound Transit)
935	Northshore – Bastyr – Kingsgate
Kirkland @ S. Kirkland Park and Ride Only	
220	Redmond – S. Kirkland – Bellevue
<u>249</u>	<u>Bellevue – S. Kirkland - Overlake</u>
256	Overlake – S. Kirkland – Seattle
Peak Commuter Routes	
252	Evergreen – Kingsgate – Houghton – Seattle
257	Brickyard – Kingsgate – Houghton – Seattle
260	Kenmore – Juanita – Houghton – Seattle
265	Redmond – Houghton – Seattle
277	Juanita – Kingsgate – Houghton – UW Seattle
291	Kingsgate – Redmond
Peak Metro Routes that Serve I-405 Freeway Stations	
237	Woodinville – Kingsgate – Houghton – Bellevue
342	Shoreline – Bothell – Brickyard – Houghton – Bellevue
Sound Transit I-405 Service	
530	Bellevue – Houghton – Kingsgate – Canyon Park – Everett Station
532	Bellevue – Houghton – Kingsgate – Canyon Park – Lynnwood
535	Bellevue – Houghton – Kingsgate – Bothell – Canyon Park – Everett Station

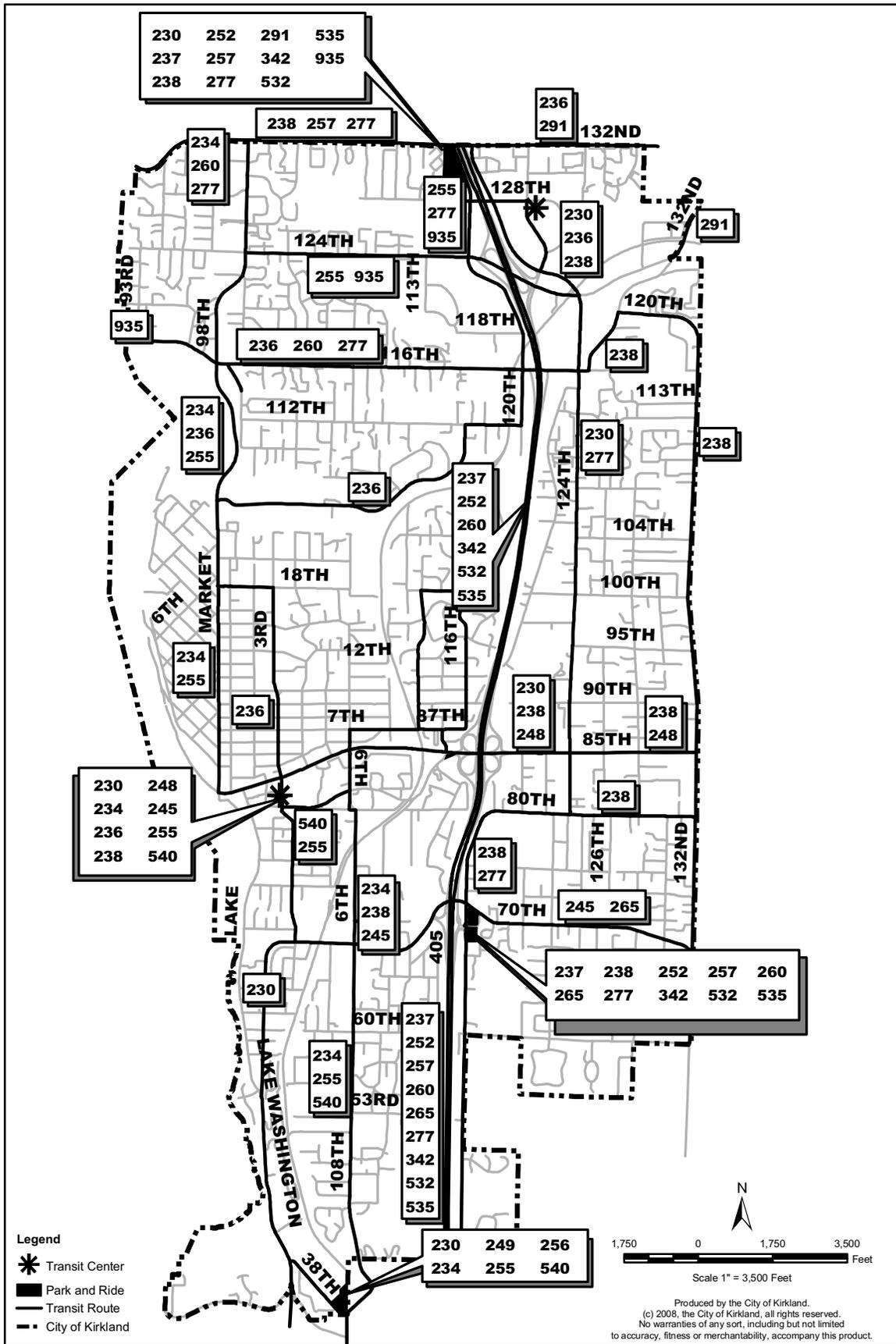


Figure T-4: Transit Service



See Figure U-4 -
 Northshore Water
 System for this area

Legend

City of Kirkland
 Right-of-Way

Reservoir

Water Pipe

0" - 10"
 12" - 48"
 Lake

1,050 525 0 1,050
 Feet

Scale 1" = 2,100 Feet

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Figure U-1: Water System

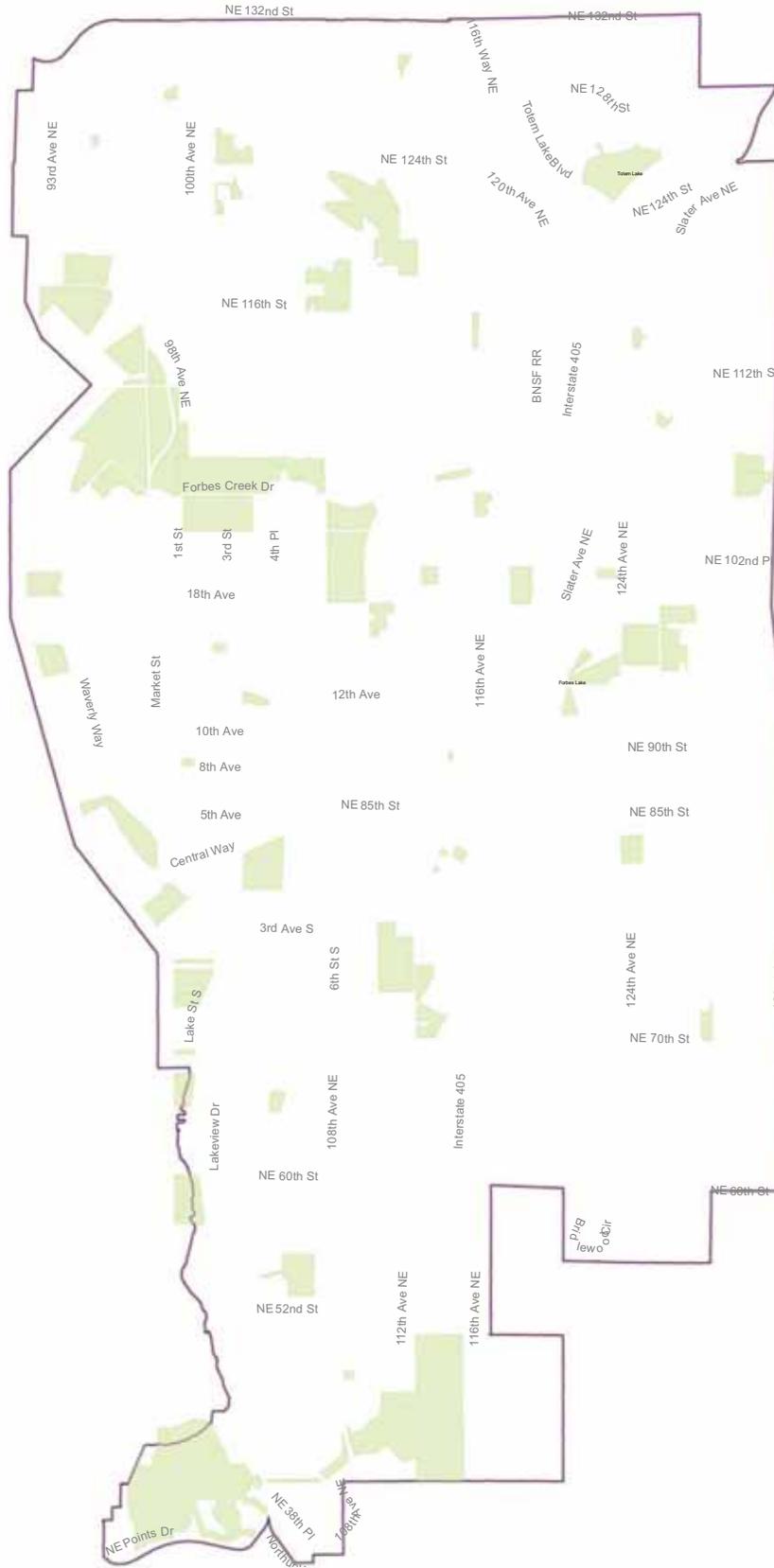


- Legend**
- City of Kirkland
 - Lift Station
 - Sanitary Sewer Pipe
 - Lake
 - Right-of-Way

1,050 525 0 1,050
 Feet
 Scale 1" = 2,100 Feet

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Figure U-2: Sanitary Sewer System



- Legend**
- Lake
 - Storm Water System
 - Wetland
 - Right-of-Way
 - City of Kirkland

1,050 525 0 1,050
 Feet
 Scale 1" = 2,100 Feet

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Figure U-3: Surface Water Management System

PUBLICATION SUMMARY
OF ORDINANCE NO. 4156

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN AS PART OF THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AMENDMENT PROJECT, (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, FILE NO. ZON07-000011).

SECTION 1. Amends the Comprehensive Plan and Zoning Map as set forth in Exhibit A.

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 16th day of December, 2008.

I certify that the foregoing is a summary of Ordinance 4156 approved by the Kirkland City Council for summary publication.



City Clerk

2007-2008 CPA Amendments:

The following amendments are organized by topic. If the amendment will only affect a specific Citywide Element or Neighborhood Chapter, it is presented under that Chapter in the Kirkland Comprehensive Plan. 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. *Capital Improvement Program: This year is a Major Capital Improvement Program (CIP) update year. The City adopted a new 6-year CIP plan this fall for the period of 2008 - 2013. Major changes to the CIP are done on a biennial basis. Then on the non-update year, only minor adjustments are made to funding and timing of projects. Because this is a major update year there are changes to the 2022 Transportation project list. This year's CIP highlights include:

- increased funding for transportation capacity projects needed to complete the City's concurrency requirements by 2022
- increased funding for non-motorized projects such as bike lanes and sidewalks
- continued progress towards completing the projects identified in the Surface Water Master Plan (but not by 2011 as originally scheduled due to rising rates)
- an increase in funding for the Emergency Sewer Program (ESP)
- continued work on water projects that are based on the recently updated Water Comp Plan and Rate Study
- park projects focused on renovation of existing developed parks and the development of current and recently acquired park land.

Every year the Transportation and Capital Facilities Elements need to be amended to be consistent with any changes to the CIP. These are "must do," non-policy related, housekeeping amendments.

- Changes to the following Capital Facilities Plan tables and a Transportation Element list and map to reflect the 2008-2013 CIP:

Table CF -8 Capital Facilities Plan: Transportation Projects

Table CF -9 2022 Transportation Project List

Table CF -10A Capital Facilities Plan: Utility Projects

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

Table CF-11 Capital Facilities Plan: Parks Projects

Table CF-13 Capital Facilities Plan: fire and Building Department Projects

Table T-5 Project Descriptions for the 2022 Transportation Project List

Figure T-6 Transportation Project List (Map)

2. *Sustainability: A new overarching framework goal addressing sustainability is adopted. Previously Framework Goal FG-7 addressed green building practices and low impact development, which are only two strategies out of many to address a sustainable future in Kirkland. There are other aspects of sustainability, including but not limited to waste management, energy consumption, neighborhood planning, and climate action. These strategies are now included in a newly crafted framework goal to lead us forward proactively. Working with the “green team”, staff has incorporated the existing FG-7 into a revised and more comprehensive framework goal. The existing discussion focusing solely on LID and green building practices is relocated to the Natural Environment Element.
3. *Low Impact Development: Low Impact Development (LID) regulations will be adopted in the future. Existing policies in the Plan are further enhanced with additional discussion and a new policy addressing current green building and LID strategies. As we move ahead with incentives and regulations to implement these methods, the amendments provide focused policy support to do so. Relocated narrative from Framework Goal FG-7 is also incorporated into these revisions.
4. *Climate Change: The topic of Climate Change is integrated into the Plan’s Framework Goals for the first time. Framework Goal FG-5 previously addressed many other aspects of the environment, but was silent on this issue. The Air Section of the Natural Environment Element is also revised to strengthen the existing climate change discussion under Goal NE-5 and add a policy on this topic. Finally, Framework Goal FG-15 narrative is revised to include climate change in the list of regional problems that should be solved through regional coordination and partnerships. The City has adopted the U.S. Mayor’s climate Protection Agreement in 2005 and is in the process of developing a plan to identify the actions and programs to reduce our carbon emissions.
5. *Commute Trip Reduction (CTR) Efficiency Act: The State passed a new Commute Trip Reduction (CTR) Efficiency Act with Senate Bill 6566 that amends several RCW sections to require the reduction of the Single Occupancy Vehicle (SOV) rate by 10% and a 13% reduction of Vehicle Miles Traveled (VMT) for CTR affected employers (any employers with 100 or more employees) within the next 4 years. The new law also encourages voluntary reduction of SOV and/or VMT in urban centers (e.g. Totem Lake) through a program called GTEC, which stands for “Growth and Transportation Efficiency Center”. Implementation of the new legislation starts in 2008. The State is in the process of certifying the City’s new CTR and GTEC Plans, required under the Act. Amendments to goals, policies and/or text in the Comprehensive Plan to meet the intent of Senate Bill 6566 are necessary. The changes are a “must do” State requirement.
6. *Public Art: Policies to integrate art into public and private site planning and buildings, are included to further support this goal of the Kirkland Cultural Council. In the 2008 – 2013 CIP the City is allocating 1% of the cost of public buildings to integrating art into them for the first time. Amendments to the Community Character Element and to the Park, Recreation and Open Space, and Public Services Elements are included.

7. Map amendments:

- a. *The City acquired four new city park properties, in the Everest, Highlands and Lakeview Neighborhoods. Cotton Hill Park in Highlands, Everest Park in Everest, and Yarrow Bay Wetlands all have been expanded with these purchases. Various maps are updated to reflect these new acquisitions. Finally, Marina Park boundaries have been corrected to match the actual physical location of the park. These are “must do,” non-policy related, housekeeping amendments.

- Changes to the park system map, the city-wide land use map and associated neighborhood land use maps, as well as the zoning maps are included.

b. Map changes include the following corrections:

- Land use redesignation of a portion of JBD-6, located at 9833 NE 120th Place and 12072 98th Avenue NE, on the citywide land use map and neighborhood land use map from Commercial to Office/Multifamily, to match the text in the Juanita Business District section of the North/South Juanita Neighborhood Plan (pages XV.I-21 and 23).

Zoning Map change to correspond to this land use change adds a (2) suffix, which alerts the user of the map to consult the Comprehensive Plan for the appropriate neighborhood plan policies specifically applicable to this property, contained in the Comprehensive Plan.

- Density redesignation on the citywide land use map and neighborhood land use map for property in South Juanita located north of unopened NE 108th Street, west of 104th Avenue NE, and south of NE 110th Street so that it matches the RS 12.5 zoning there. The density should be 3 dwelling units per acre rather than 5. The designation of 3 dwelling units per acre is comparable to a lot size of 12,500 square feet. This area was rezoned in 1996 from RS 8.5 to RS 12.5 to match the long standing neighborhood land use map and existing lot sizes. A mapping error likely occurred when new neighborhood plan maps were created.

Proposed Changes by Chapter:8. *Introduction

- a. One minor change to the “Introduction” text. This change clarifies that although most neighborhood plans were adopted prior to the 1995 Plan update, not all were, and that not all were adopted prior to the 2004 Plan (e.g. the Market Street Subarea Plan was first adopted in 2006). A correction to text on page I-12 follows:

“However, because ~~most~~ many of the neighborhood plans were adopted prior to the 1995 Plan update ~~and all were adopted prior to the 2004 Plan~~, portions of some of the neighborhood plans may contain inconsistencies.”

- b. A change to “Figure I-2: City of Kirkland Planning Area” reflects the mutual support of the Kirkland and Redmond City Council’s to add Snyder’s Corner Park and Bridle View to Kirkland’s potential annexation area. Currently both are in the Redmond potential annexation area. The Bridle View neighborhood is looking to ultimately pursue an equestrian overlay zoning designation not available in Redmond, which would protect the existing equestrian uses in that plat. This amendment is a preliminary step in reaching that goal. Snyder’s Corner Park, while owned by the City of Kirkland and functioning as an open space and storm water detention pond, is technically not within the Kirkland potential annexation area. This amendment will allow the area to be annexed in the future, probably in conjunction with Bridle View.

9. *Community Character

- a. A number of city owned historic properties and objects are added to List B: Properties Designated by the City as Community Landmarks (page IV-6) in the Comprehensive Plan. These include the archway at Heritage Park, the Langdon House, Ostberg Barn and Residence at McAuliffe Park, the Sessions Funeral Home, and the Captain Anderson Clock and Houghton Church Bell. These were all recommended for inclusion by the Kirkland Heritage Society.
- b. Minor changes update the narrative for Policy CC-2.3 and CC-2.5 to acknowledge that we maintain an interlocal agreement with King County to help administer our various historic preservation strategies and that we have already provided historic street signs. Finally Policy CC-2.6 was deleted because the Centennial celebration, which it supports, occurred in 2005, making this policy outdated.

10. *Natural Environment

- a. Revisions to Policy narrative NE-2.1 and NE-2.2 to acknowledge that the City’s updated Surface Water Master Plan was completed in 2005.
- b. Revisions to Policy narrative NE-2.6 relating to the timeline for update of the Shoreline Master Program (SMP). New state legislation has extended the deadline for completion of the updates from 2009 to December 1, 2010.
- c. Revisions to Policy narrative NE-2.7 bringing the discussion up to date regarding the WRIA 8 process and Puget Sound Salmon Recovery Plan to protect and restore Chinook salmon in our watershed.

11. *Land Use

A minor clarification of the “Definition” for Low-Density Residential was adopted. This change explains what would otherwise seem an anomaly. The definition notes that in addition to

detached dwelling units, which are normally considered low density residential, attached residential structures from one to seven dwelling units per acre are also considered low density residential. However, the reason for the attached style is not given. It is because a Planned Unit Development (PUD) has been approved. Examples of these clustered low density development styles (where PUD's have been approved) are in the North Juanita Neighborhood, west of 100th Street, grandfathered with annexation from King County in 1988, and in the South Juanita Neighborhood, south of 116th Street.

The text on page VI-3 has been changed to state "*Low-Density Residential* - single-family residential uses from one to nine dwelling units per acre for detached residential structures and one to seven dwelling units per acre for attached structures, in certain low density areas where the Plan allows clustered development through a PUD."

*Transportation

Minor changes to Table T-1: Transit Routes in Kirkland and Figure T-4: Transit Service Map indicate a deletion of bus route 530.

12. *Utilities

Minor changes to the following figures and table are provided. Revisions to water and sewer LOS is based upon Dept of Health standards:

- Figure U-1: Water System
- Figure U-2: Sanitary Sewer System
- Figure U-3: Surface Water Management System
- Figure U-6: Existing and Planned/Desired Fiber Optic Network
- Table U- 1: Water, Sewer and Surface Water Level of Service

13. *Public Services

Minor changes to the following figures and text are provided. The source data is from Bellevue dispatch center for both maps.

- Figure PS-1: Fire Response Times within 5.5 minutes
- Figure PS-2: Emergency Medical Services Response Times within 5 minutes
- Additionally, a minor update to the "Existing Conditions" text in the Solid Waste and Recycling section reflects the status of our food waste recycling program.

14. *Capital Facilities

- Minor corrections to Table CF-2 revise Level of Service (LOS) standards for water service.
- Revisions to Table CF-5 identify athletic and non-athletic indoor recreation space LOS.

- Changes to Table CF-6 correct the name of the Northshore Utility District Sewer and Water Plan and adds to the list the Commute Trip Reduction Plan, which is another functional management plan that it used as an implementation tool.

Minor corrections to the Funding and Financial Feasibility Section are made to bring text and tables into consistency with previously adopted ordinances regarding funding sources for capital improvements, and clarifying terminology.

15. North Rose Hill

Minor changes are made to the North Rose Hill Neighborhood Plan and are included as Attachment 27. The first change is to Table NRH-1: North Rose Hill Street Connection Plan Description List (page XV. F-27). The word “completed” has been added where applicable to denote those three connections, out of the original 17, that have been completed. This list now matches Figure NRH-6: North Rose Hill Street Connection Plan map, which is updated annually to reflect the current status of street connections.

The second change is to the Urban Design Map. This map has been revised to show that the Rose Hill Business District only includes commercial properties.

16. Totem Lake

One minor change should be made to the Totem Lake Neighborhood Economic Development Section.

For Policy TL-3.2 (page XV.H-5): the text has been corrected to read:

“Expand opportunities for office development south of NE 116th Street (districts TL 10A E and TL 10D)”

This is essentially a “scrivener’s error” due to a different labeling system used when we followed up with the zoning for this area.

17. North/South Juanita

The Juanita Beach Master Plan was adopted in 2006. Minor changes are included in the Parklands Section of the Juanita Business District Plan, (page XV.I-24) to acknowledge the newly adopted Master Plan.

V. NATURAL ENVIRONMENT

AIR

Goal NE-5: Improve air quality and reduce Kirkland's contribution to climate change.

~~The surrounding air, both outdoors, and indoors, has the potential to affect human health. It is important to maintain the quality of outdoor air since all life forms depend on it, and the quality of indoor air is dependent on that of the outdoors. Air pollution officially exceeds federal health standards in all or part of ten Washington counties, including King County. Although all Washington counties currently meet federal health standards for air pollution it is necessary to remain vigilant. Air pollution that includes greenhouse gases also contributes to climate change or global warming.~~

~~The largest source of air pollution in Kirkland is motor vehicle use. Kirkland should continue to adopt and promote smart transportation and land use choices as part of a strategy to reduce air pollution and slow climate change. Motor vehicles are also widely believed to contribute to climate change, also known as global warming. The Kirkland community also contributes to air pollution and greenhouse gas emissions through energy consumption and landfilled waste, among other things.~~

~~A comprehensive approach, including transportation and land use strategies, waste reduction, urban forest preservation, protection, and enhancement, purchasing decisions, and public outreach is necessary to reduce Kirkland's contribution to air pollution and climate change.~~

Policy NE 5.1: Continue and enhance current actions to improve air quality and reduce greenhouse gas emissions.

The City pursues several actions to help reduce vehicle emissions to improve regional air quality and address climate change. First, great care has been taken to provide a pedestrian friendly environment in Kirkland. In 1995, adoption of the Non-Motorized Transportation Plan provided additional guidance for ~~a~~ systematic enhancement of a network of pedestrian and bicycle facilities linking important destinations both inside and outside the City. ~~In addition~~~~Second~~, Kirkland works to implement the State Commute Trip Reduction Law through a transportation management program. The program includes providing incentives to City employees to walk, bike, use transit, and rideshare to work, and the City coordinates with regional agencies to assist Kirkland employers in meeting their Single Occupancy Vehicle (SOV) trip reduction ~~and vehicle miles traveled (VMT)~~ targets. ~~In addition~~~~Third~~, many City vehicles utilize an alternative fuel to reduce pollution and boost fuel efficiency. ~~In addition~~, for the many important functions trees serve, including improving air quality, the City supports street tree planting throughout the city and retention of existing trees on private property. ~~Too, Kirkland is at the forefront in the area of waste reduction. The City is focusing on environmental outreach and development of new programs to reduce waste through reduction and recycling in both the residential and business communities. Finally, the City strives to purchase energy efficient and renewable technology products and services whenever feasible.~~

Policy NE-5.2: Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.

~~Climate disruption is an urgent threat to the environmental and economic health of our communities. With less than 5% of the world's population, the United States produces more than 25% of the global greenhouse gas emissions, and those emissions are continuing to grow. There is a broad scientific consensus that~~

Carbon Dioxide (CO2) and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate and there is clear evidence of human influences on climate due to changes in greenhouse gases. Local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money. Seattle, along with a growing number of other U. S. cities, is leading the way by committing to the U. S. Mayors Climate Protection Agreement. On May 17, 2005, Kirkland City Council signed a resolution endorsing the *U. S. Mayors Climate Protection Agreement*.

The City is pursuing five milestones to reduce greenhouse gas emissions in City operations and throughout the community:

1. Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the city;
2. Establish a greenhouse gas emissions reduction target;
3. Develop an action plan with both existing and future actions which, when implemented, will meet the local greenhouse gas reduction target;
4. Implement the action plan; and
5. Monitor and report progress.

The Kirkland Council by resolution committed to the following greenhouse gas reduction targets for the Kirkland community and governmental operations:

- o Interim: 10% below 2005 levels by 2012
- o Primary: 20% below 2005 levels by 2020
- o Long-term: 80% below 2007 levels by 2050

V. NATURAL ENVIRONMENT

AIR

Policy NE-5.2: Inventory global warming emissions in City operations and in the community, set reduction targets and create an action plan.

Note: the following text, highlighted in yellow is recommended by the HCC to be deleted.

Climate disruption is an urgent threat to the environmental and economic health of our communities. With less than 5% of the world's population, the United States produces more than 25% of the global greenhouse gas emissions, and those emissions are continuing to grow. There is a broad scientific consensus that Carbon Dioxide (CO2) and other greenhouse gases released into the atmosphere have a profound effect on the Earth's climate and there is clear evidence of human influences on climate due to changes in greenhouse gases. Local government actions taken to reduce greenhouse gas emissions and increase energy efficiency provide multiple local benefits by decreasing air pollution, creating jobs, reducing energy expenditures, and saving money. Seattle, along with a growing number of other U. S. cities, is leading the way by committing to the U. S. Mayors Climate Protection Agreement. On May 17, 2005, Kirkland City Council signed a resolution endorsing the *U. S. Mayors Climate Protection Agreement*.

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CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

MEMORANDUM

To: David Ramsay, City Manager

From: Erin J. Leonhart, Public Works Facilities & Administrative Manager
Van Ingram-Lock, Public Works Management Analyst
Daryl Grigsby, Public Works Director

Date: May 8, 2008

Subject: CLIMATE PROTECTION ACTION PLAN – STATUS REPORT

RECOMMENDATION

It is recommended that Council do the following:

- Receive a status report on the Climate Protection Action Plan;
- Ask clarifying questions; and
- Provide comments as appropriate.

BACKGROUND DISCUSSION

By signing the Mayors' Climate Protection Agreement, the City of Kirkland committed to helping reverse global warming by reducing greenhouse gas emissions. To help accomplish that goal Kirkland joined the International Council for Local Environmental Initiatives (ICLEI) and began following the ICLEI milestones:

- ✓ Conduct a greenhouse gas emissions inventory and forecast to determine the source and quantity of greenhouse gas emissions in the City;
- ✓ Establish a greenhouse gas emissions reduction target;
- 🌍 Develop an action plan with both existing and future actions which when implemented will meet the local greenhouse gas reduction target;
- 🌍 Implement the action plan; and
- 🌍 Monitor and report progress.

To date, Kirkland conducted greenhouse gas emissions inventories for our municipal government and the community at large and the City Council formally adopted greenhouse gas emissions targets. The next step in this process is development of an action plan.

Emissions Targets and Green Power Purchase

In August 2007, Council adopted the following emissions targets for Kirkland government and community:

- 🌍 Interim: 10% reduction in 2005 emissions by 2012
- 🌍 Primary: 20% reduction in 2005 emissions by 2020
- 🌍 Long-term: 80% reduction in 2007 levels by 2050

Council also supported the staff recommendation to purchase Green Power for City facilities at the rate of 50%, starting in 2008, and record it as a reduction in emissions. This recommendation was funded with

one-time budget funds in 2008. In order to count this purchase as an ongoing reduction in emissions, Public Works will submit a Service Package for ongoing funding during the 2009-2010 Budget process. If ongoing funds are approved, Kirkland will meet the Interim emissions goal for government operations.

CLIMATE PROTECTION ACTION PLAN – POSTPONEMENT TO 2009

When Council adopted the emissions goals, staff planned to return to Council in early 2008 with a draft Climate Protection Action Plan. Staff proposes that the draft action plan be postponed until 2009 for three primary reasons.

First, Governor Gregoire signed House Bill 2815 to be effective June 12, 2008. The Bill requires the Department of Ecology to develop “a design for a regional multisector market-based system to limit and reduce emissions of greenhouse gas...” and to provide a report to the legislature by December 1, 2008 to include rules requiring annual reporting of greenhouse gas emissions. In addition, the Department of Transportation is required to “adopt broad statewide goals to reduce annual per capita vehicle miles traveled by 2050...” Legislative requirements pertaining to emissions reductions and annual reporting, once established and adopted, will be considered in developing our own action plan and this information is currently unknown. Guidance provided by the State will help make jurisdictional comparisons easier, be consistent with statewide efforts and instill increased confidence in those comparisons.

Second, staff would like to involve the public in development of the action plan to raise awareness about the issue of climate change and to develop solutions that will resonate with the community. This can be done through existing outreach efforts and community events.

Finally, ICLEI is testing improved software (due out later this spring) that will assist in the development of our action plan. Staff believes that the improved software will result in a better action plan product especially in the area of determining how much potential reduction the various measures will obtain.

CLIMATE PROTECTION ACTION PLAN – PROGRESS TO DATE

The City’s interdepartmental Green Team has been guiding the effort to identify measures that will help reach the reduction targets for the community as well as government operations. We have expanded staff involvement and created work groups comprised of City experts in the following areas:

- Commuting/transportation
- Energy efficiency
- Fuel efficiency/alternative fuels
- Waste reduction
- Carbon offsets
- Land use
- Outreach
- Policy/legislative

These work groups have developed lists of ideas/measures to reduce emissions. The ideas gathered to date are at the end of this report. More analysis is required to determine the resources required to accomplish each item; whether the measure falls under the interim, primary, or long-term target category; how progress will be determined; and the likely reduction in emissions related to each measure. Staff plans to engage the community to develop additional ideas for both government and the community at

large. The action plan will consolidate this information and will ultimately be used as a reference for future budget processes.

CONCLUSION & NEXT STEPS

The Climate Protection Action Plan is consistent with the City Council's Environmental Stewardship Philosophy, the Natural Resource Management Plan and the U.S. Mayors' Agreement. Ongoing efforts are coordinated through the Green Team, who will continue to be involved in the creation and implementation of the Climate Protection Action Plan. Staff will return to Council at a Study Session this summer with an update on all Green Team activities and in 2009 with the proposed action plan. Please direct any questions to Erin Leonhart.

CLIMATE PROTECTION MEASURES UNDER CONSIDERATION

COMMUTING/TRANSPORTATION		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Programs for business community: <ul style="list-style-type: none"> ○ Commute Trip Reduction (CTR) – make it a requirement for more businesses ○ Require Transportation Management Plan as condition of new project ○ Tie in business license with CTR ○ Limit parking spaces through revised zoning codes ○ Tax incentive for green companies ○ Shared work stations 	COMMUNITY	 2020 2012 2012
Programs for citizens: <ul style="list-style-type: none"> ○ Green Bike Project ○ Vehicle registration based on miles ○ Partner with Metro for more transit service (i.e. 15 min. frequency on core routes) ○ Partner with Metro for 15 min. frequency on core routes ○ Flex Car ○ Ridematch ○ Lobby for higher tolls on Highway 520 ○ Buy local (i.e. produce) ○ Direct marketing to neighborhoods (i.e. Metro's In Motion Program) ○ Green vehicles ○ Alternate fuel availability ○ Bicycle rental for a day ○ Affordable housing in Kirkland - land use ○ Create a GTEC in Totem Lake 	COMMUNITY	 2012 2012 2020 2012
Flexpass provided to all full-time benefited employees - expand to include other transit agencies	GOVERNMENT	2012
New employees are informed of City's TDM Program	GOVERNMENT	Currently but can we expand?
Participate in Metro Promotions: (currently – 70% drive alone) <ul style="list-style-type: none"> ○ Supercommuter ○ Commuter Challenge ○ Wheel Options ○ Ride Share Online 	GOVERNMENT	By 2012 - 65/35 By 2020 - 55/45
Guaranteed Ride Home Incentive (part of TDM)	GOVERNMENT	

COMMUTING/TRANSPORTATION		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Shared Work Stations	GOVERNMENT	
Participate in Bike to Work Month	GOVERNMENT	
Employees are encouraged to use the bus, carpool, or teleconference to meetings	GOVERNMENT	
Launch an anti-idling message	GOVERNMENT	
Pay to park	GOVERNMENT	
Buy local (i.e. produce) - contracting or purchasing from	GOVERNMENT	
Alternate start times/flex schedules	GOVERNMENT	
Telecommuting	GOVERNMENT	
Flex Car	GOVERNMENT	

ENERGY EFFICIENCY		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Energy efficient behaviors: <ul style="list-style-type: none"> ○ Turn thermostat to 55 @ night & when away ○ Turn off and unplug electronic equipment & lights when not in use ○ Spread the word, tell a friend ○ Turn your water heater down to 120' 	COMMUNITY	2012
Energy efficient home improvements: <ul style="list-style-type: none"> ○ Weather-seal your windows, doors, ducts & plumbing ○ Improve insulation in your attic, crawlspace & walls ○ Change to compact fluorescent bulbs ○ Choose water & energy efficient appliances (EnergyStar & WaterSense) 	COMMUNITY	2012
Water/energy efficient home improvements: <ul style="list-style-type: none"> ○ High efficiency showerheads ○ Toilet leak detection/repair ○ Install rain sensor/weather-based irrigation controller ○ Use a rain barrel for irrigating & watering plants ○ Plant native and drought-tolerant species 	COMMUNITY	2012
Purchase Green Power	COMMUNITY	2012
Buy locally produced food	COMMUNITY	2020
“Lights Out/Earth Hour” Campaign	COMMUNITY	2012

ENERGY EFFICIENCY		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Building Code Revisions <ul style="list-style-type: none"> ○ Increased Energy Efficiency ○ Increased Water Efficiency 	COMMUNITY	2020
Green Building/LEED Codes & Incentives	COMMUNITY	2012
Energy efficient behaviors: <ul style="list-style-type: none"> ○ Turn off and unplug electronic equipment ○ Disallow use of personal appliances (i.e. heaters, refrigerators) ○ Turn off PCs and lights when leaving a room 	GOVERNMENT	2012
Energy efficient field operations: <ul style="list-style-type: none"> ○ Retrofit traffic signals & pedestrian indicators with LED ○ Convert streetlights from incandescent to high pressure sodium ○ Decrease average daily time streetlights are on for ones on timers ○ Investigate where solar or other alternate power may be an option (i.e. neighborhood signs) ○ Improve water pumping energy efficiency 	GOVERNMENT	2020
Energy efficient office operations: <ul style="list-style-type: none"> ○ Software that will do a safe shut-down after a predetermined period of no use on PCs ○ Use power-save mode for printers ○ Alternate power source (i.e. solar or wind) for Uninterrupted Power Source (UPS) charger ○ Require power and heat standards for new IT equipment purchases 	GOVERNMENT	2012/2020
Water/energy efficiency <ul style="list-style-type: none"> ○ Leak Adjustment Policy – change to allow only for service line leaks (2008) ○ Buy only Energystar appliances (2008) ○ Install Watersense appliances and fixtures ○ High efficiency showerheads ○ Cysterns for truck washing, irrigating, toilet flushing ○ Plant drought-tolerant species only in City ROW ○ Central irrigation control systems where applicable ○ Wash City cars at local car washes 	GOVERNMENT	2012/2020

WASTE REDUCTION/RECYCLING		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Waste Reduction Opportunities: ○ Bi-weekly garbage service	GOVERNMENT	2020
Zerowaste City events ○ Supply durable utensils and plates to replace plastic and paper plates at City events ○ Educate staff to use washable coffee mugs instead of disposable cups ○ Establish a "Paper Cup Free Week"	GOVERNMENT	2012
Mandatory Compostable and Recyclable Products at Community and Council Meetings	GOVERNMENT	2012
Open Session "Recycling Refresher Course" presentations	GOVERNMENT	2012
"Paperless Office" Training	GOVERNMENT	2012
Paper Saving ○ Scrap Paper Notepads ○ Eliminate 5.5" x 8.5" Name Notepads ○ Default Double-sided Copies on All Printers ○ Option Not to Print Fax Confirmations ○ Provide printed copies by request only ○ Use Electronic, Editable .pdfs for Forms ○ Paper Reduction Competition ○ Implement a "Do you need to print this?" popup message ○ Before printing a large number of copies, do a one-page test print ○ City Council packets electronic only	GOVERNMENT	2012
Phonebook Stewardship/Opt-out	GOVERNMENT	2012
Install hand blowers in bathrooms	GOVERNMENT	
Purchasing ○ Specify "Recycled Content" in RFQs/RFBs ○ Local Preference in Purchasing Policy ○ Provide an Electronic Billing Option ○ Request/Purchase durable shipping containers (i.e. for PC boxes) ○ Request Minimal Packaging	GOVERNMENT	2012
Use Refillable Ink Pens	GOVERNMENT	2012
No Color Copies Unless Requested	GOVERNMENT	2012
Spoil Material Reclamation	GOVERNMENT	2020
Universal use of 100% post consumer paper	GOVERNMENT	2020
Participate in a one hour "Lights Out/Earth Hour" Campaign	GOVERNMENT	2012

WASTE REDUCTION/RECYCLING		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Apply & Qualify for the Kirkland Green Business Waste Reduction and Recycling Category	GOVERNMENT	2012
Include Recycling and Waste Reduction Information at New Staff Orientation	GOVERNMENT	2012
Install Reusable Furnace and A/C Filters	GOVERNMENT	2012
Reuse Packaging Materials From Incoming Shipments (i.e. peanuts, boxes, Styrofoam)		2012
Universal Use of Rechargeable Batteries	GOVERNMENT	2012
Provide Durable Cups, Dishes, Silverware in Employee Lunch Rooms	GOVERNMENT	2020
Provide Cloth Towels as an Alternative to Paper Towels	GOVERNMENT	2020
Use mulching mowers	GOVERNMENT	2012
Junk mail list opt-out	GOVERNMENT	2012
Physical manifestations of waste demonstrations at City Hall or other public facilities	GOVERNMENT	2012
Provide labeled recycling containers in public spaces	GOVERNMENT	2012

CARBON OFFSETS		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Private Land Tree Replacements	COMMUNITY	
Shade tree placement	COMMUNITY	
School Walk Zones - increase trees (Science indicates more trees on planting strips increases numbers of walkers)	COMMUNITY	
Parkland Planting Enhancement	GOVERNMENT	
Renewable Energy - Pool water & lift stations	GOVERNMENT	
Light Fixtures in Parks	GOVERNMENT	
Refine Current Tree List for Canopy Enhancement	GOVERNMENT	
Biomass Management	GOVERNMENT	
Shade/Cooling Public Bldg.	GOVERNMENT	
Create a Urban Forest Development Density Credit Program	GOVERNMENT	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
<p>Efficient Use of Land:</p> <ul style="list-style-type: none"> ○ Provide a compact land-use pattern ○ Allow small-scale neighborhood retail and personal services within residential neighborhoods ○ Allow for the maintenance and redevelopment of existing developments that do not conform to current density standards in planned multifamily areas ○ Facilitate infill development to ensure that land is used in the most efficient manner ○ Consider transfer of development rights to concentrate development in urban areas and limit suburban sprawl ○ Encourage infill and redevelopment/intensification of existing commercial areas 	COMMUNITY	
<p>Compact Mixed-Use Centers:</p> <ul style="list-style-type: none"> ○ Provide a land use pattern that promotes mobility and access to goods and services ○ Provide employment opportunities and shops and services within walking or biking distance of home ○ Encourage residential development within commercial areas ○ Locate dense residential development close to shops, services and transportation hubs ○ Facilitate development in the Totem Lake Urban Center to allow development of a significant concentration of employment and housing, with direct service by high-capacity transit and a wide range of land uses, such as retail, recreational, public facilities, parks and open space ○ Facilitate development in the Downtown Activity Area to create a compact area to support a transit center and promote pedestrian activity. Promote a mix of uses, including retail, office and housing ○ Consider housing, offices, shops, and services at or near park & ride lots 	COMMUNITY	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
<p>Non-motorized Transportation Planning:</p> <ul style="list-style-type: none"> ○ Incorporate features in new development projects which support transit and non-motorized travel (e.g. covered and secure bike racks, storage lockers, showers, guaranteed ride-home programs, commute trip reduction information, etc.) ○ Encourage vehicular and non-motorized connections between adjacent properties ○ Promote an intensity and density of land uses sufficient to support effective transit and pedestrian activity ○ Encourage pedestrian travel to and within the commercial area by providing safe and attractive walkways, close groupings of stores and offices, structured and underground parking and fewer curb cuts to reduce walking distances, and overhead weather protection ○ Offer financial incentives for commute trip reduction (e.g. discount on business tax for businesses that meet aggressive commute trip reduction targets) ○ Discounts on road impact fees for projects which place a mix of uses within walkable distance to one another and with aggressive TDM/CTR programs ○ Pedestrian Master Plan to create a comprehensive network of routes and trails that make walking easy and safe ○ Improve pedestrian crossings at priority locations such as schools, high-density commercial areas and at transit stops ○ Bicycle Master Plan to improve the on-street bicycle network by increasing the number of striped bike lanes and by more clearly marking bike lanes 	<p>COMMUNITY</p>	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
<p>Sustainable Development Practices</p> <ul style="list-style-type: none"> ○ Explore opportunities to employ the principles of the Living Building Challenge (buildings generate their own energy with renewable resources, use resources efficiently, etc.) ○ Promote zero carbon demonstration project ○ Promote non-single occupant vehicle travel by reducing total parking where transit service is frequent ○ Promote innovative housing techniques, including compact development and cottage housing ○ Encourage sustainable building practices ○ Encourage retention of existing housing stock ○ Develop/implement parking regulations that reduce or eliminate minimum parking requirements for new development and also establish a maximum amount of allowed parking spaces ○ Require new development to account and mitigate for greenhouse gas emissions ○ Promote local food production ○ Review regulations to ensure that zoning control barriers to energy efficiency (e.g. solar panels, micro-wind turbines, etc.) are addressed ○ Promote car-sharing programs in new developments ○ Partner with real estate and lending industries to promote sustainable building practices (e.g. green mortgages, energy performance certificates, etc.) ○ Explore opportunities to encourage reuse and salvage with building demolition ○ Encourage use of design for deconstruction techniques in all new construction ○ Explore 'greening' of urban environment by use of green walls, green roofs, etc. (Seattle's Green Factor landscape standards) ○ Explore code revisions to require energy efficiency improvements to the existing structure when the carbon footprint of a home is increased (e.g. through extension) 	COMMUNITY	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
<p>Economic Development:</p> <ul style="list-style-type: none"> ○ Support home-based businesses that are compatible w/the neighborhood character ○ Encourage clusters of complementary businesses ○ Strive to maintain a balance between jobs and housing ○ Facilitate development of cooperative office space providing fully supported office space for remote working to enable residents to work closer to home ○ Work to attract potential biodiesel refiners and vendors by helping identify appropriate sites, designating a single point of contact for permit issues, and addressing any fire code issues associated with biodiesel ○ Provide audit service for businesses to improve their sustainability practices ○ Promote green workforce housing ○ Explore potential sites for electrical charging stations to support electric vehicle infrastructure 	COMMUNITY	
<p>Natural Environment:</p> <ul style="list-style-type: none"> ○ Protection of existing landscaping and trees ○ Maintain healthy urban forests ○ Establish an on-going tree planting program ○ Refine open space network maps, identify missing links and develop preservation techniques ○ Shade tree plantings in the right-of-way ○ Enhance the city's tree canopy through the Urban Forestry Program 	COMMUNITY	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
<p>Legislative/Regional Issues:</p> <ul style="list-style-type: none"> ○ Create long-term roadmap for achieving a one-planet footprint (e.g. incorporate basic principles of "One Planet Living" in ordinances (zero carbon, zero waste, sustainable transport, local and sustainable materials, local and sustainable food, sustainable water, natural habitat/wildlife, equity and fair trade, health and happiness) ○ Puget Sound counties coordinate planning efforts to show that their future planning scenarios will result in a reduction in carbon emissions ○ Work with other local governments and agencies to create a regional partnership to formulate a targeted and comprehensive education and awareness campaign focused on fuel efficiency and less driving. ○ Explore potential for local energy production (e.g. cogeneration plants) ○ Consider regulations to ensure only efficient appliances can be installed ○ Legislate against inefficient appliances that can be left on standby ○ Funding for mass retrofitting of residential properties to include microgeneration (e.g. solar panels and micro-wind turbines) 	COMMUNITY	
<p>Public Outreach:</p> <ul style="list-style-type: none"> ○ Partner with businesses, organizations and individuals to provide local citizens with tools they can use ○ Compare ecological footprints of Kirkland's neighborhoods and create challenge to reduce footprint ○ Offer three or four streets at a time access to energy efficiency technologies. Energy competitions between areas or streets could be set up, with prizes offered to streets with lowest energy use (per occupied household). Bulk retrofitting could also lead to cost savings due to bulk purchasing and workmanship. 	COMMUNITY	

LAND USE		
ACTION	GOVERNMENT/COMMUNITY	TARGET DATE
Allocate a set percentage of the capital improvement budget for major transportation projects to fund bicycle and pedestrian projects	GOVERNMENT	
Adopt a policy ensuring that new and existing facilities will meet green building, LEED (Leadership in Energy and Environmental Design) standards	GOVERNMENT	2012
Continue to support a standing sustainability committee to assist the city in the significant sustainability effort	GOVERNMENT	

CHRISTINE O. GREGOIRE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 · Olympia, Washington 98504-0002 · (360) 753-6780 · www.governor.wa.gov

EXECUTIVE ORDER 07-02

WASHINGTON CLIMATE CHANGE CHALLENGE

WHEREAS, there is scientific consensus that increasing emissions of greenhouse gases are causing global temperatures to rise at rates that have the potential to cause economic disruption, environmental damage, and a public health crisis;

The drivers of climate change are global, but the effects of climate change on Washington are local and unique, including our dependence on snowpack for fresh water, our reliance on hydropower for energy, and our significant amount of shoreline;

According to the University of Washington's Climate Impacts Group, the effects of climate change are already being felt in the state of Washington in the form of average yearly temperatures rising faster over the 20th Century than the global average, mountain glaciers in the North Cascades losing up to a third of their area since 1950, snow pack in the Cascades declining by 35%, peak spring river runoff occurring 10 to 30 days earlier and the proportion of stream flow that arrives in summer decreasing as much as 34% in sensitive river basins; and

WHEREAS, Washington has taken significant actions to address climate change, including:

- Adopting the 2005 Clean Car Act requiring certain automobiles to meet tougher emissions standards beginning with 2009 models;
- Retrofitting 50% of school buses and 20% of local government diesel engine vehicles to reduce highly toxic diesel emissions;
- Leading the nation in requiring fuel suppliers to ensure that 2% of the fuel they sell is biodiesel or ethanol;
- Leading the nation in adopting high performance green building standards and having one of the most energy efficient building codes in the nation;
- Implementing the best energy efficiency standards for appliances;
- Passing a clean energy initiative to increase the amount of energy efficiency and renewable resources in our state's electricity system;

- Purchasing hybrid and low emission vehicles for state agency use;
- Adopting the Columbia River Water Management Act, which will work toward meeting the water storage needs for agriculture, communities, and salmon; and

WHEREAS, Washington has tremendous opportunities to build a healthier and more prosperous future by embracing the challenge of climate change through expanding our clean energy economy;

Washington's rural communities can gain economic benefit through the production of renewable fuels, keeping more of the money Washington residents spend on imported fuels here at home; and

WHEREAS, Washington has worked closely with California and Oregon in establishing the West Coast Governors' Global Warming Initiative and is working with other western states to address climate change in a coordinated effort and through the Western Governors Association; and

WHEREAS, Washington's vast hydroelectric system must be taken into account in any regional or national climate program; and

Washington State must continue its work to be prepared for the inevitable impacts of climate change.

NOW, THEREFORE, I, Christine O. Gregoire, Governor of the state of Washington declare the state's commitment to address climate change by:

1. Establishing the following greenhouse gas emissions reduction and clean energy economy goals for Washington State:
 - By 2020, reduce greenhouse gas emissions in the state of Washington to 1990 levels, a reduction of 10 million metric tons below 2004 emissions;
 - By 2035, reduce greenhouse gas emissions in the state of Washington to 25% below 1990 levels, a reduction of 30 million metric tons below 2004;
 - By 2050, the state of Washington will do its part to reach global climate stabilization levels by reducing emissions to 50% below 1990 levels or 70% below our expected emissions that year, an absolute reduction in emissions of nearly 50 million metric tons below 2004;
 - By 2020, increase the number of clean energy sector jobs to 25,000 from the 8,400 jobs we had in 2004; and

- By 2020, reduce expenditures by 20% on fuel imported into the state by developing Washington resources and supporting efficient energy use.
2. Implementing the significant policy actions taken in 2005 and 2006 to reduce greenhouse gas emissions. These actions will move Washington State to at least 60% of the 2020 goal and grow the clean energy economy by:
- Working to ensure cars sold in Washington meet stringent emission standards beginning with 2009 models;
 - Retrofitting the most polluting diesel engines in school buses and local government vehicles;
 - Working with farmers, entrepreneurs, fuel distributors and retailers to assure that biofuel feedstocks are grown in Washington; that refiners, blenders and distributors of biofuels create family wage jobs in Washington; and that the public can purchase fuel blends that reduce our dependence on imported fuel;
 - Constructing high performance green buildings;
 - Maintaining the highest levels of efficiency in our state's energy code and regularly updating and enhancing those standards;
 - Examining compliance with appliance efficiency standards and updating and enhancing those standards;
 - Implementing the requirements of the Energy Independence Act by adopting rules that help utilities to succeed in meeting their renewable energy targets;
 - Pursuing new water resources in Eastern Washington, including water conservation projects, developing new storage and new creative water management alternatives; and
 - Reducing energy use by state agencies by achieving the goals established in Executive Order 05-01, Establishing Sustainability and Efficiency Goals for State Operations.
3. Achieving at least the remaining 40% toward the 2020 goal for Washington State and planning for our future, **I, FURTHER**, order and direct:
- A. The Director of the Department of Ecology and the Director of the Department of Community, Trade and Economic Development in consultation with a broad range of stakeholders to develop a climate change initiative, Washington Climate Change Challenge, to achieve the goals of this Executive Order. Executive Cabinet agencies

are directed to provide their full assistance and support in developing Washington Climate Change Challenge. I invite the Office of the Insurance Commissioner, the Commissioner of Public Lands, institutions of higher education, and members of the Legislature to assist in this effort.

- B. The Director of the Department of Ecology and the Director of the Department of Community, Trade and Economic Development shall include representatives from business, including transportation, forestry and energy sectors, agriculture, local, county and regional governments, institutions of higher education, labor unions, environmental groups and other interested residents as appropriate in the development of Washington Climate Change Challenge.
- C. Washington Climate Change Challenge shall address the following elements and process steps:
 - i) Consider the full range of policies and strategies for the state of Washington to adopt or undertake to ensure the economic and emission reductions goals are achieved, including policy options that can maximize the efficiency of emission reductions including market-based systems, allowance trading, and incentives;
 - ii) Determine specific steps the state of Washington should take to prepare for the impact of global warming, including impacts to public health, agriculture, the coast line, forestry, and infrastructure;
 - iii) Assess what further steps the state of Washington should take to be prepared for the impact of global warming to water supply and management;
 - iv) Initiate active involvement by the state of Washington in the development of regional and national climate policies and coordination with British Columbia;
 - v) Recommend how the state of Washington, as an entity, can reduce its generation of greenhouse gas emissions;
 - vi) Work with the state of Washington's local governments to maximize coordination and effectiveness of local and state climate initiatives; and
 - vii) Inform the general public of the process, solicit comments and involvement and develop recommendations for future public education and outreach.

- D. The Director of the Department of Ecology and the Director of the Department of Community, Trade and Economic Development shall submit Washington Climate Change Challenge to the Office of the Governor within one year of the signing of this Executive Order.

This Executive Order shall take effect immediately.

Signed and sealed with the official seal of the state of Washington, on this 7th day of February 2007, at Olympia, Washington.

By:

Christine O. Gregoire
Governor

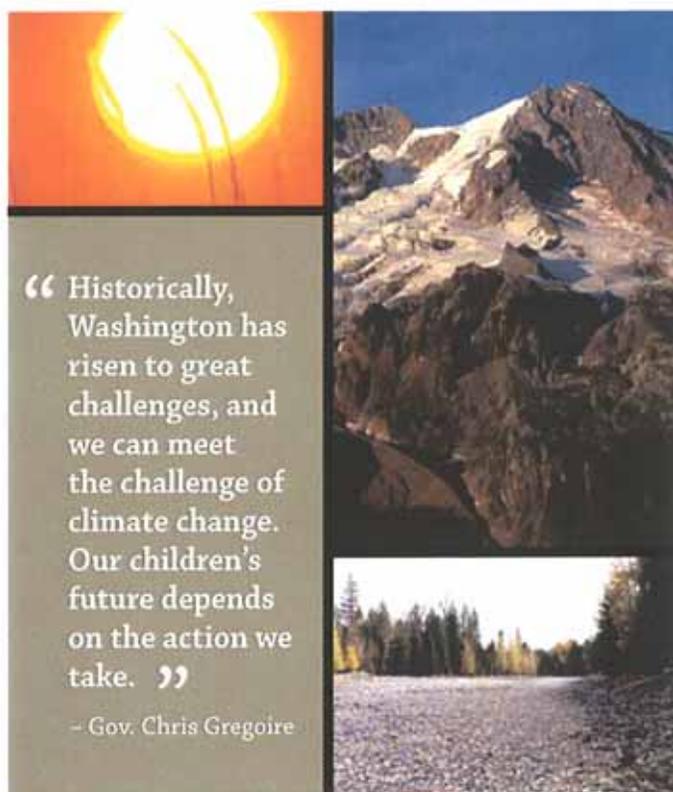
BY THE GOVERNOR:

Secretary of State



ISSUE UP CLOSE:

Facing the Challenge of Climate Change



“ Historically, Washington has risen to great challenges, and we can meet the challenge of climate change. Our children’s future depends on the action we take. ”

– Gov. Chris Gregoire

Washington is serious about climate change

Washington’s climate is changing. We’re already seeing the effects: average temperatures have increased, glaciers are melting away, and snow pack in the mountains has decreased.

Washington State is addressing climate change because its impacts go far beyond a change in the weather. Climate shapes everything – ecosystems, crops, water, economy, lifestyles, health – so even small changes can have big impacts. A few degrees in temperature may not feel like much, but it can make the difference between rain and snow, early snowmelt or late, flowing summer streams or dry creek beds.

Our state is vulnerable to a warming climate, especially our snow-fed water supplies and nearly 40 communities along our 2,300 miles of shoreline that are threatened by rising sea levels.

But we have some unique opportunities, too. Because we rely heavily on hydropower, power generation is not as significant a source of “greenhouse gas” emissions as in other states. In Washington, 45 percent of greenhouse gas emissions come from cars, trucks, planes, and ships. This means individuals can help reduce these emissions, which are associated with warming.

Washington has already taken steps toward reducing emissions and building a clean energy economy. We don’t have to start from square one. We can use what we’ve learned to do more. It’s clear that Washington’s climate is changing. It’s also clear that we can help shape how changes in climate change Washington – for us today, for our children, and for future generations.

More than just a change in the weather

To deal with climate change, it's necessary to know what's involved and what to expect. Our knowledge of climate change is growing rapidly, and scientists already agree on fundamental aspects of climate change.

Washington is getting warmer. According to scientists at the University of Washington, temperatures in our region are rising even faster than the global rate. The Pacific Northwest's average temperature increased 1.5 degrees Fahrenheit during the 20th Century and is expected to rise 1.9 degrees Fahrenheit before 2030.

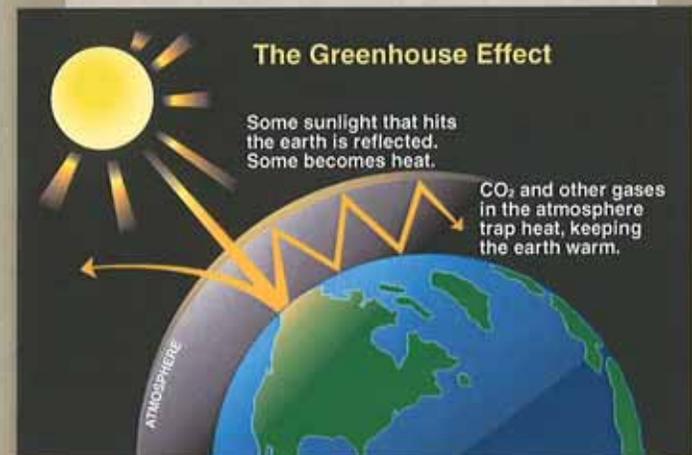
In February 2007, the United Nations Intergovernmental Panel on Climate Change found that it is more than 90 percent likely that the accelerated global warming of the past 50-60 years is due to human contributions to increased levels of "greenhouse gases," such as carbon dioxide, nitrous oxide and methane, in the atmosphere.

By reducing emissions of these gases, we can **reduce our state's contribution to global warming**. But to reduce emissions and deal with the impacts of a changing climate, we have to think and act differently than before. Most of the planning that individuals, businesses and government have done has been based on the climate of the past, and we risk being poorly prepared for future changes. New plans will need to factor in climate change.

To best prepare for, adapt to, and reduce the effects of climate change, we need to consider not only the changes, but also who and what might be affected, and how and why:

- Built systems – roads, utilities, buildings, seawalls, water supply and treatment
- Human/social systems – businesses, emergency response, health care
- Natural systems – plants, pests, animals, people, rivers, fires
- Washington neighbors and trading partners
- Our economy, and future economic opportunities
- Current and future generations, our children and theirs

There will be costs for taking action, and there would be costs if we did not take action. Investing today in cost effective energy conservation and clean energy development can pay off in lower costs – economic, social and environmental – tomorrow. By taking the lead in creating economic opportunities for clean energy, we can help our state's economy grow.



Greenhouse gases

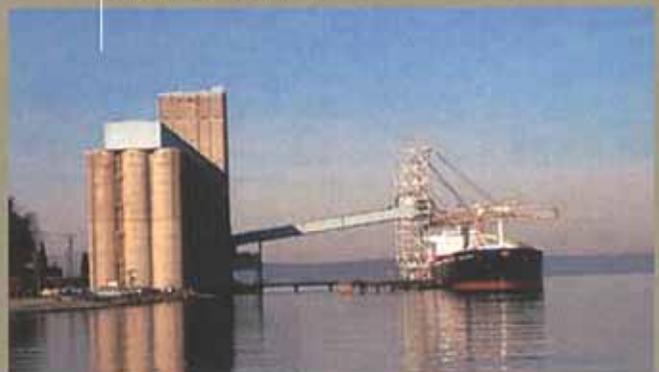
Various gases in the earth's atmosphere trap heat, similar to how glass traps heat in a greenhouse. Many of these greenhouse gases occur naturally, but human activities can increase their levels:

- Burning fossil fuels – oil, gasoline, gas, and coal – for energy
 - cars and trucks
 - planes, trains and ships
 - electrical power plants
- Industrial processes and mining
- Landfills, septic and sewer systems
- Agricultural practices, including fertilizer and manure management

“ Prudence sometimes keeps us from acting precipitously. In this case, it requires us to act with urgency and seriousness. ”

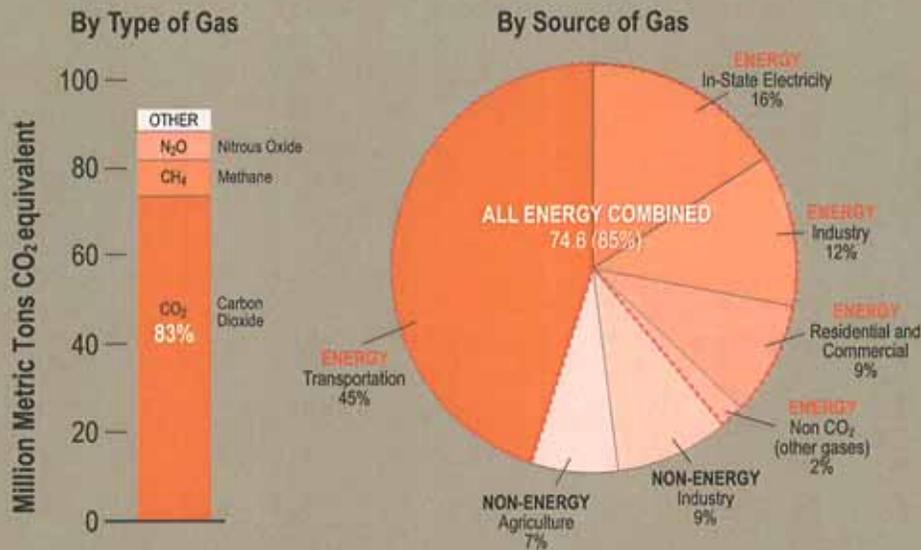
– U.S. Conference of Catholic Bishops
February 7, 2007, letter to Congress following release of the U.N. scientific report on climate change

Rising sea levels could have profound effects on existing infrastructure.



Greenhouse Gas Emissions in Washington State – 2004

TOTAL = 88.3 million metric tons of CO₂ equivalent



Source: Washington Department of Community, Trade and Economic Development (Preliminary Estimate)

“ Global warming puts both human health and the health of all of the rest of Earth’s creatures at risk. ”

– LeeAnne Beres, Executive Director, Earth Ministry, Seattle

Climate 101

Climate is the usual weather conditions that an area experiences over a long period of time. It includes patterns of temperature, precipitation, humidity, wind, and seasons. These patterns play a fundamental role in shaping ecosystems, economies and culture.

Some influences are obvious – sagebrush grows naturally in dry eastern Washington, but not on the rainy Olympic Peninsula. Other aspects are just as critical, such as the timing of rains or temperatures that affect when plants bloom and set fruit, when streams are their fullest, or when insects hatch.

Climate influences people, too. Where and how we live – our buildings, roads, utilities, recreation, clothing, crops and industries – all reflect and are affected by climate.

“ Warming of the climate system is unequivocal... ”

– Intergovernmental Panel on Climate Change, February 2007



Communities will need to consider how climate change will affect their transportation corridors, emergency response systems, building codes, and utilities. Photo courtesy City of Seattle.



Natural systems will change in response to rising temperatures. Photo courtesy National Park Service.

Feeling the effects of climate change

Climate is fundamental to Washington's economy, environment and communities, and the impacts of climate change are far reaching.

In Washington, water is a recurring theme in these impacts:

- Warmer temperatures are reducing the glacier ice and snow pack that we depend on for summer stream flows for forests, fish, agriculture, industries and cities.
- More rain will fall in winter, when less is needed, and less will fall in summer, when water needs are high.
- A rising sea level threatens communities along our 2,300 miles of Puget Sound and coastal shoreline.
- We can expect more extreme weather, more storms and more drought.

As the effects of climate change increase, it will no longer be business as usual in Washington—literally and figuratively.

Climate Economics

In 2006, in a study for the Washington State departments of Ecology and Community, Trade and Economic Development, a team of scientists and economists led by the University of Oregon concluded that the costs of climate change would grow as temperatures and sea level rise. These costs range from the expense of fighting wildfires and re-building shoreline structures to the economic impact of lost crops and tourism. For more information: http://www.ecy.wa.gov/climate-change/economic_impacts.htm.

Climate change also creates economic opportunities. Working to reduce greenhouse gases and prepare for inevitable changes opens the door to new markets:

- Transportation – more efficient vehicles and planes, fewer miles traveled using vehicles, switching modes of transportation.
- Biofuels – used for electricity and transportation.
- Renewable power – opportunities in wind, fuel cells and solar power.
- Energy efficiency – smart energy, solar hot water, appliance standards, etc.
- Carbon capture – particularly in soil and forests.

Expanding these industries can strengthen the state's economy and make it easier to adapt to the impacts of climate change.

Warmer temperatures

A few degrees warmer may not feel like much (may even feel good), but it can severely disrupt our environment, economy and communities. Milder winters with more rain and hotter summers with less rain will change the usual living conditions for plants and animals, including people.

- **Changing growing seasons** – a longer growing season for some plants. Any advantage may be offset by lack of water or hotter temperatures mid-season.
- **Pests in forests and crops** – pest populations can reproduce longer with less winter die-off. Drought-stressed forests are more vulnerable to infestation and fire.
- **Human health and disease** – respiratory conditions aggravated by smog and heat waves. Better growing conditions for some molds and diseases. Insect carriers of disease may move north into our area.
- **Native plant and animal population declines** – native species may not adapt quickly enough (or at all) to unusual conditions and habitat loss. Competing invasive species may expand their territory.



Warmer temperatures increase risk of forest fires. Photo courtesy Bureau of Land Management.

Reduced snow pack

Much of Washington's water supply falls as snow, where it is "stored" until warmer spring and summer weather allows it to melt. Warmer temperatures mean more precipitation will fall as rain instead of as snow, and the snow that does fall will melt earlier in spring.

- **Receding glaciers** – up to **75 percent of North Cascades glaciers could disappear by end of the century***
- **Lower summer stream flows** – less snow pack to feed the streams and rivers in summer, less water available when needed for irrigation, hydropower, cities and salmon.
- **Salmon declines** – changed timing of stream flows, flooding and higher spring and summer stream temperatures impair salmon spawning, rearing and migration. Fewer returning salmon reduces nutrients to forests.
- **Lower groundwater tables** – less snow melting to recharge underground water supplies in summer. Some wells may go dry.

* Source: North Cascade Glacier Climate Project, Mauri S. Pelto.

Extreme weather

Weather systems are fed by energy (heat) in the atmosphere. Extreme weather events are expected to become more common as our climate heats up.

- **More extreme weather events** – wind storms, heat waves, droughts, heavy rain or snow, dust storms.
- **Droughts** – more frequent, with more impact on fish, cities, farms and forests, including increased forest fires.
- **Floods and landslides** – more extreme and more often.
- **Multiple emergency response needs** – potential to overtax the system, higher costs and longer response times.



Climate change is expected to mean more extreme weather, such as more frequent flooding and periods of drought.



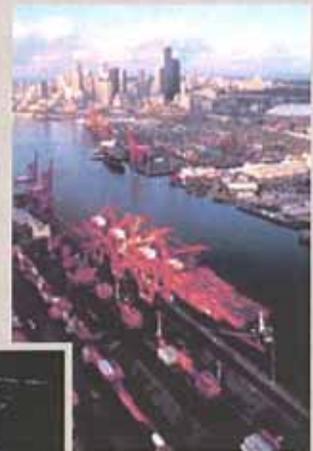
“ Climate change doesn’t care what side of the mountains you live on. ”

– Spokane Mayor Dennis Hession

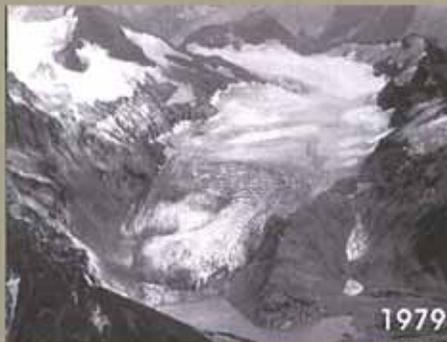
Rising sea level

The Pew Center on Global Climate Change projects that a combination of factors (melting ice caps and warming oceans) could raise global sea level 1.6-4.5 feet by the end of this century. Coastal land would be flooded, and the shoreline and communities along it would be exposed to different dynamics.

- **Coastal flooding** – especially in low lying areas such as South Puget Sound, Willapa Bay, and the Skagit River Delta.
- **Coastal erosion and landslides** – more property damage from more frequent intense storms combined with higher sea levels.
- **Seawater intrusion in wells** – a problem especially for low-lying coastal and island communities.
- **Loss of wetlands and estuaries** – loss of habitat, flood storage, and other functions.

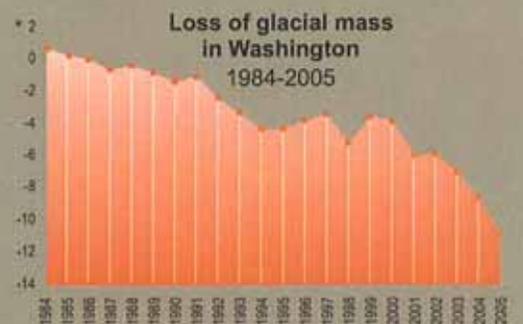


Rising sea levels will impact communities and individual property owners.



The South Cascade glacier in the Glacier Peak Wilderness has retreated more than three-quarters of a mile since its last major advance in the 1500s. About one third of that retreat has occurred since 1959. Overall, 53 glaciers have disappeared entirely from the North Cascades.

Source: North Cascade Glacier Climate Project, Nichols College, Dudley, Massachusetts



* Represents a glacial mass calculation that considers net mass and water equivalent. 5

Making a difference in how climate change changes Washington

Although our climate is changing, and we are seeing the effects, there are things we can do to address how climate change impacts Washington:

- We can work to reduce our contribution to global warming and climate change.
- We can get ready for the physical changes we can't prevent, so that they have less negative social and economic impact.

We need to approach the problem from both directions – reducing our contribution to climate change and preparing for the effects we cannot prevent. We need to work together – business, government, citizen groups, individuals, tribes, neighboring states and trading partners – to be effective and to get people involved.

In Washington, we've already taken steps toward reducing our green house gas emissions and toward addressing our water supply issues. We need to do more, but nearly 40 years of success working together to improve air and water quality in the state shows we can make a difference.



Washington is making investments in clean, renewable energy sources, such as solar and wind power. Photo of wind turbines courtesy Puget Sound Energy.

What the State is doing

Washington State is taking climate change seriously. In February 2007, Governor Gregoire signed an executive order establishing goals to:

- Reduce greenhouse gas emissions to 1990 levels by 2020 and to 50 percent below our 1990 levels by 2050,
- Grow the clean energy economy, nearly tripling the number of related jobs by 2020, and
- Move toward energy independence by reducing the amount we spend on imported fuel by 20 percent by 2020.

These goals build on actions Washington has already taken to cut emissions:

- Tougher emission standards (We adopted California Clean Car standards effective with the 2009 model year.)
- Renewable fuel standards
- High-performance "green" building standards
- Energy-efficient building codes
- Appliance efficiency standards
- An initiative for clean, renewable energy
- Energy conservation programs



Successfully implementing existing policies will provide 60 percent of the reductions needed to accomplish the emission reduction goals for 2020.

To fully meet the goals and to be sure we are ready to manage the inevitable impacts, the Governor also directed the departments of Ecology and Community Trade and Economic Development to lead state government in carrying out the Washington Climate Change Challenge. By early 2008, a broad cross-section of participants will develop recommendations for meeting the goals and for preparing the state, its communities and citizens for the effects of climate change that cannot be avoided.

Washington is working on regional and national solutions, too. For example, our governor and the leaders of five other states and two Canadian provinces are working to set a regional target for reducing emissions. Participants include Oregon, California, Arizona, New Mexico, Utah, British Columbia, and Manitoba. Programs such as these create opportunities, and the state wants Washington businesses to be well positioned to participate in them.



Washington State University is conducting research into conservation and renewable energy technology, such as more efficient methods for irrigation, and anaerobic digesters, that convert manure and other biosolids into fuel. Photos courtesy Washington State University.

What you can do

As part of community efforts, at home, work and play, each of us can make a difference in how climate change changes Washington.

To reduce our individual contributions to the warming trend, we can reduce emissions of greenhouse gases. We can generate less heat and use energy more efficiently. We can trace the connections between the choices we make and the energy that is used. Some utility companies offer energy audits for their customers. Several organizations offer calculators for people to estimate the amount of greenhouse gases their activities create. Here's an example: http://www.greentagsusa.org/GreenTags/calculator_intro.cfm.

To prepare for the unavoidable effects of climate change, we can work now to reduce our future water and energy needs. We can get involved in local planning and climate change initiatives. We can share our ideas and look for more opportunities to make a difference.

- **Drive less:** We can walk, bike, carpool, use public transportation, or telecommute. We can combine errands to reduce driving. We can save a pound of carbon dioxide (CO₂) for each mile of driving we eliminate.
- **Drive cleaner:** We can choose a fuel-efficient vehicle when we purchase or lease a car. We can consider an electric, a hybrid, or a car that uses a cleaner alternative fuel. We can get our cars or trucks tuned up to run as clean as possible.
- **Plant trees and other plants:** Trees absorb CO₂. As wind-breaks, trees and shrubs can help cut heating costs. They also provide cooling shade.
- **Weatherproof our homes:** We can install energy efficient windows and storm windows. We can upgrade insulation in basements and attics. We can block heat leaks.
- **Choose green power:** We can purchase green power from our utility providers. We can consider an energy-efficient furnace, geothermal heat pump or solar rooftop panels for electricity and/or hot water. We can explore "passive" solar solutions, too.

Compact Fluorescent (CFL) Light Bulbs

CFL light bulbs use about 2/3 less energy than standard bulbs, and they last longer.

However, they contain mercury, a highly toxic metal. CFL bulbs must be disposed of properly, at a hazardous waste collection facility.

To find a collection site near you, call 1-800-RECYCLE



Transportation accounts for 45 percent of Washington's contribution to greenhouse gas emissions. Alternate forms of transportation such as walking and riding bikes can reduce these emissions.

- **Use less power:** We can use energy efficient light bulbs and turn off lights when leaving a room. We may be able to keep our homes a little cooler in the winter and warmer in the summer. We can turn our hot water heaters down to 120 degrees, insulate hot water tanks, and use less hot water. When buying appliances, we can choose the most energy efficient models. We can unplug devices (such as some TVs) that draw power even when they're off.
- **Use less water:** To prepare for water shortages, we can fix drips and leaks, we can take shorter showers and run the dishwasher or washing machine only with a full load. We can water our lawns less and use mulch and drip irrigation in our gardens.
- **Re-use, recycle and shop smart:** We can re-use items instead of discarding them. We can recycle what can't be used. We can buy recycled goods and goods with less packaging. Less energy went into them.
- **Get the community involved:** We can encourage our communities to act now. Metropolitan King County purchased 250 hybrid transit buses. The Port of Benton received a \$50,000 grant to work with partners to study converting agricultural waste to energy. Mayors of 20 Washington cities have joined with Seattle's Mayor Nickels and nearly 400 mayors across the country, pledging to reduce greenhouse gas emissions in their communities.

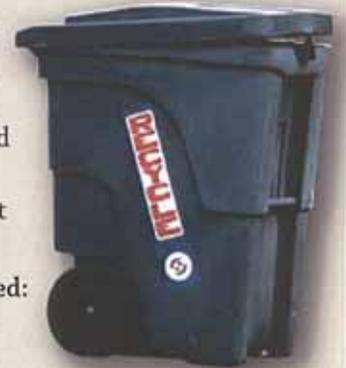


Photo courtesy King County

The Bottom Line

To reduce the impacts of climate change in Washington:

- Use less energy.
- Use cleaner energy.
- Use water wisely.
- Get involved.
- Make the BIGGEST impact you can, as SOON as you can.



STATE OF WASHINGTON
DEPARTMENT OF COMMUNITY,
TRADE AND ECONOMIC DEVELOPMENT

Contacts for more information

<http://www.ecy.wa.gov/climatechange>

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RESOLUTION. 2008-2

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL DISAPPROVING ORDINANCE NO. 4156 PASSED BY THE KIRKLAND CITY COUNCIL ON DECEMBER 16, 2008, ADOPTING THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS (FILE NO. ZON07-00001).

WHEREAS, the Houghton Community Council has received Kirkland City Council Ordinance No. 4156, adopting City initiated amendments to the Comprehensive Plan and Zoning Map; and

WHEREAS, in accordance with Ordinance No. 2001, the subject matter of Ordinance No. 4156, is subject to 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 said Community Council to disapprove Ordinance No. 4156 within 60 days of the date of the passage; and

WHEREAS, on December 19, 2007, the Houghton Community Council held a courtesy hearing on the proposed Comprehensive Plan and Zoning Map amendments and, following the close of the public courtesy hearing, recommended that the City Council approve the amendments, except a portion of Natural Environment Policy narrative NE-5.2 concerning Climate Change; and

WHEREAS, the subject of Ordinance No. 4156 was reviewed and discussed by the Houghton Community Council at meetings held on June 23 and November 24, 2007; and

WHEREAS, the Houghton Community Council elects to exercise its jurisdiction with respect to Ordinance No. 4156 by disapproving the ordinance;

NOW, THEREFORE, be it resolved that Ordinance No. 4156 is hereby disapproved and shall not 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

RESOLUTION. 2009-2

A RESOLUTION OF THE HOUGHTON COMMUNITY COUNCIL APPROVING ORDINANCE NO. 4156 PASSED BY THE KIRKLAND CITY COUNCIL ON DECEMBER 16, 2008, ADOPTING THE 2007-2008 CITY INITIATED COMPREHENSIVE PLAN AND ZONING MAP AMENDMENTS (FILE NO. ZON07-00001).

WHEREAS, the Houghton Community Council has received Kirkland City Council Ordinance No. 4156, adopting City initiated amendments to the Comprehensive Plan and Zoning Map; and

WHEREAS, in accordance with Ordinance No. 2001, the subject matter of Ordinance No. 4156, is subject to 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 said Community Council to disapprove Ordinance No. 4156 within 60 days of passage; and

WHEREAS, on December 19, 2007, the Houghton Community Council held a courtesy hearing on the proposed Comprehensive Plan and Zoning Map amendments and, following the close of the public courtesy hearing, recommended that the City Council approve the amendments, except a portion of Natural Environment Policy narrative NE-5.2 concerning Climate Change; and

WHEREAS, the subject of Ordinance No. 4156 was reviewed and discussed by the Houghton Community Council at meetings held on June 23 and November 24, 2007; and

WHEREAS, the Houghton Community Council elects to exercise its jurisdiction with respect to Ordinance No. 4156 by approving the ordinance;

NOW, THEREFORE, be it resolved that Ordinance No.4156 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