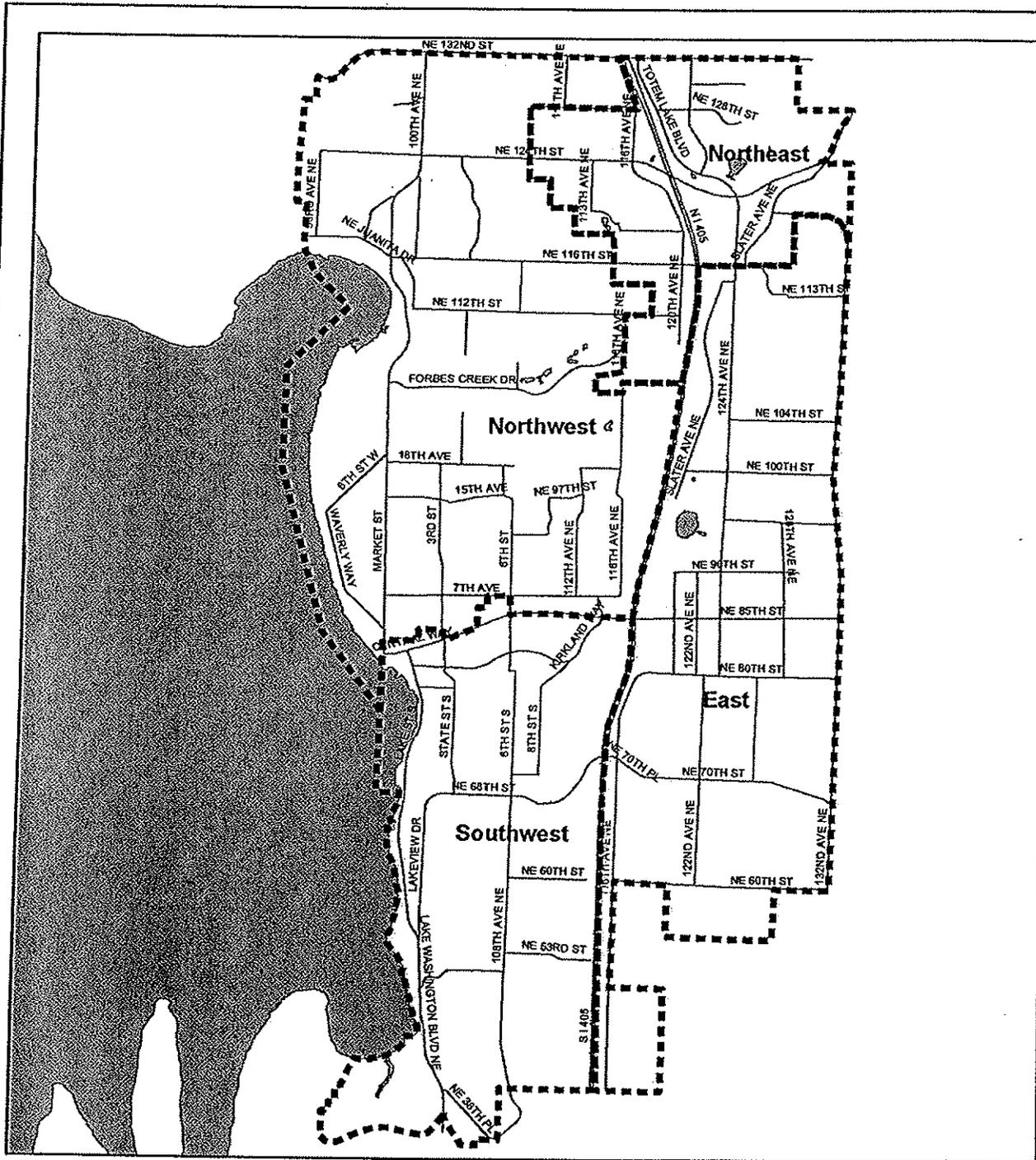


Figure T-4: Transit Service

ATTACHMENT 15
20N06-00009



Legend

-  Transportation Subarea
-  Street Centerline
-  Lake



1:5

ATTACHMENT 16
ZON 06-00009

b3c

July 2006

Figure T-5: Transportation Subareas

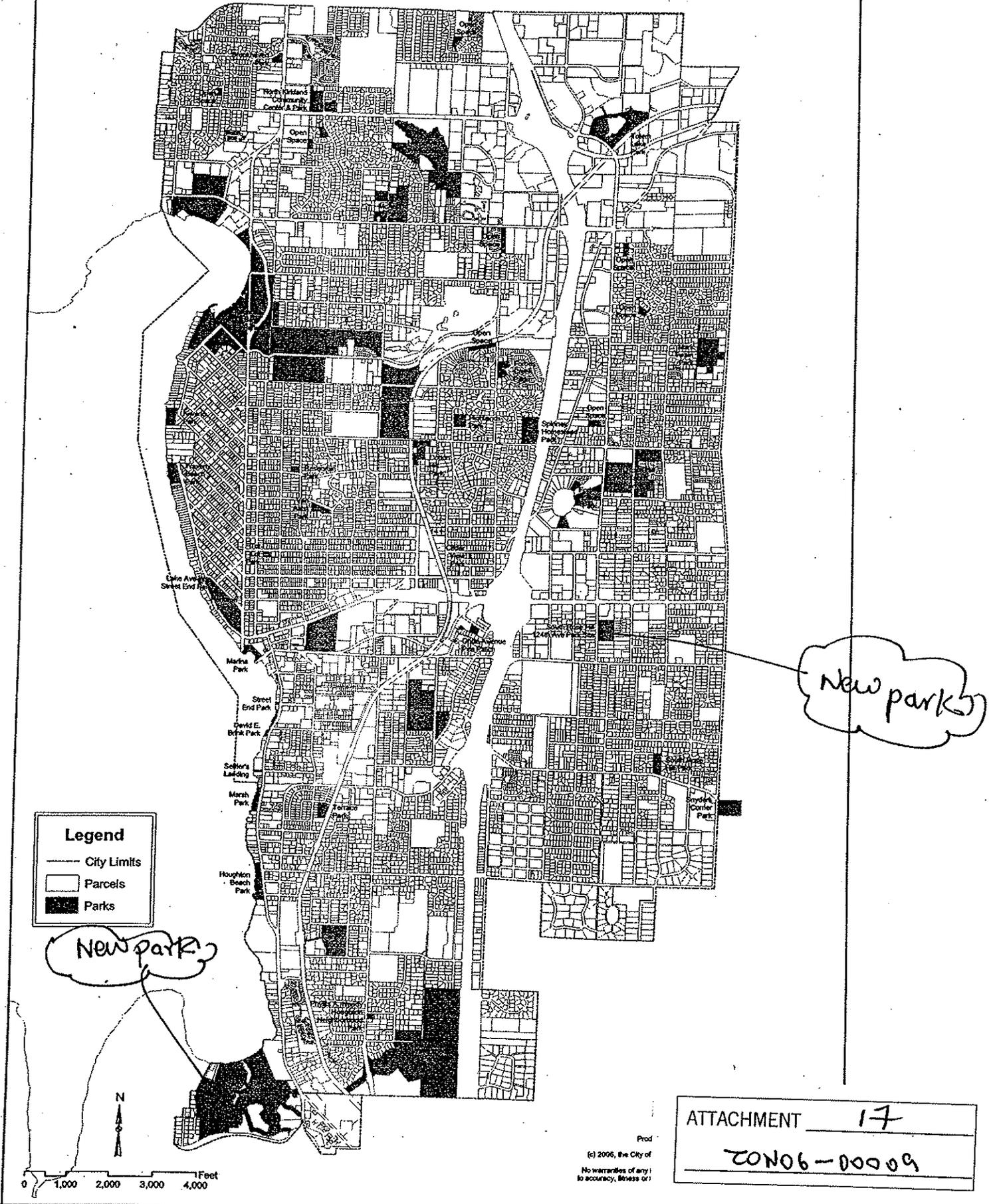


Figure PR-1: Kirkland Parks

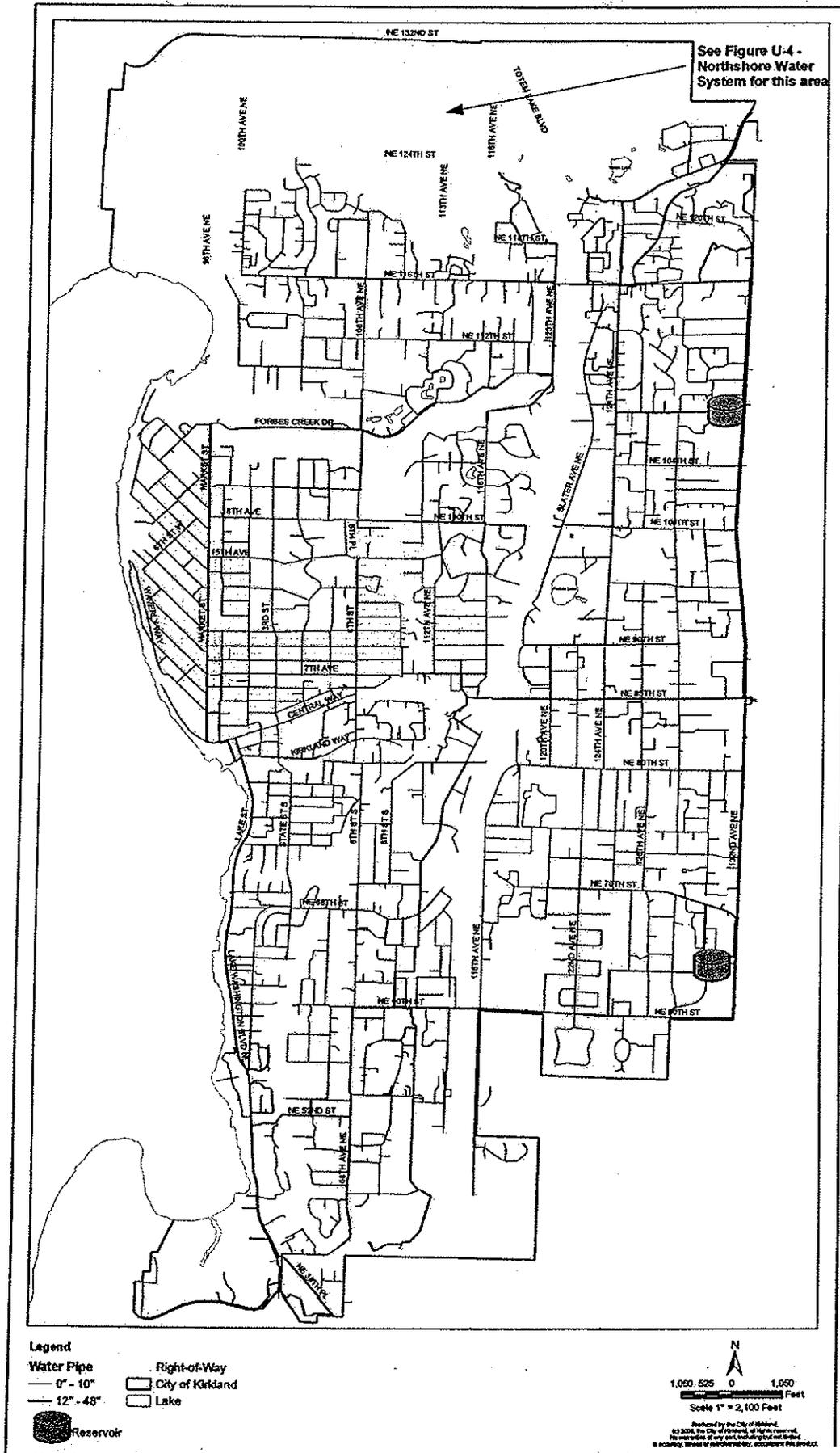
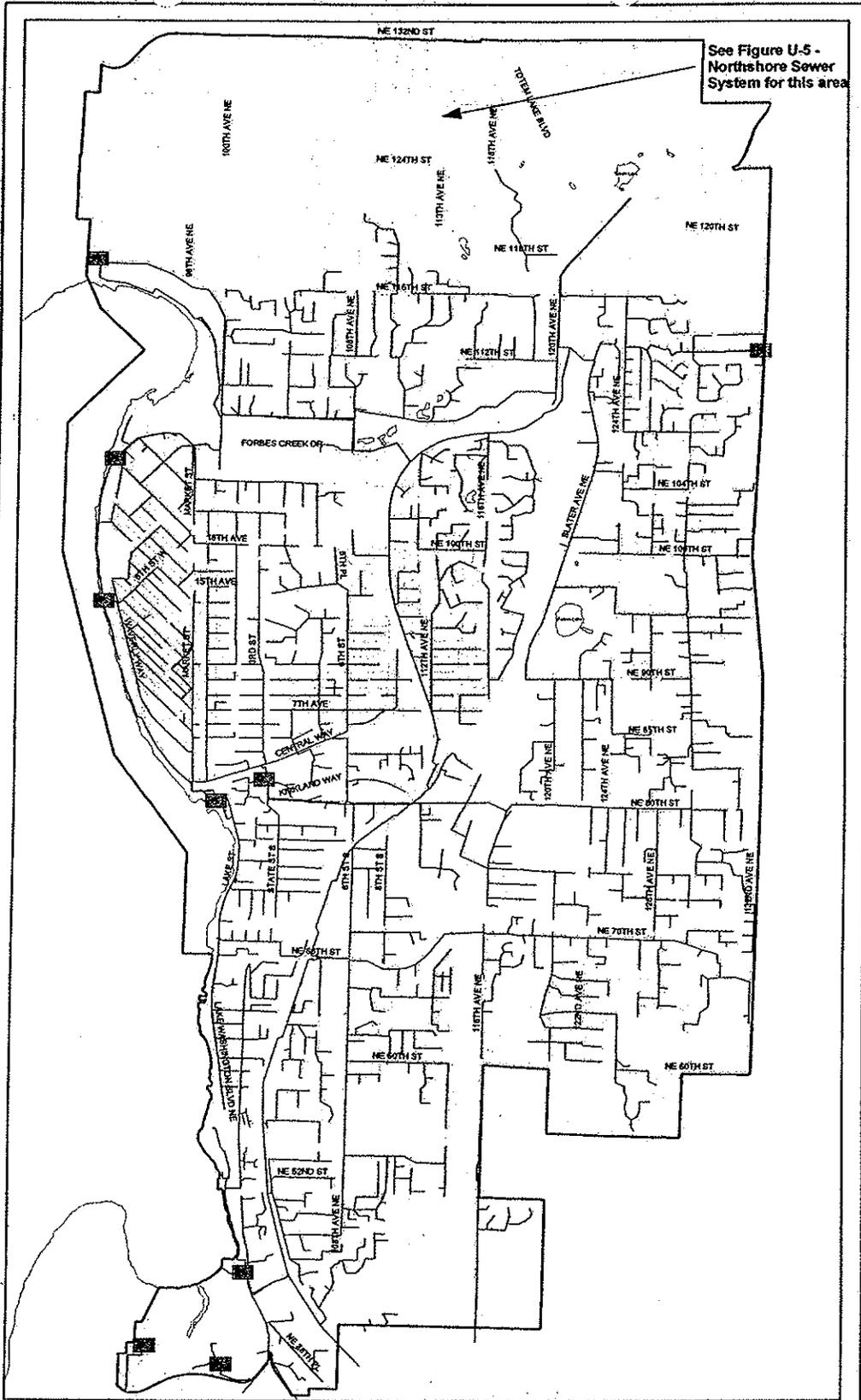


Figure U-1: Water System

ATTACHMENT 18

ZD126-00009



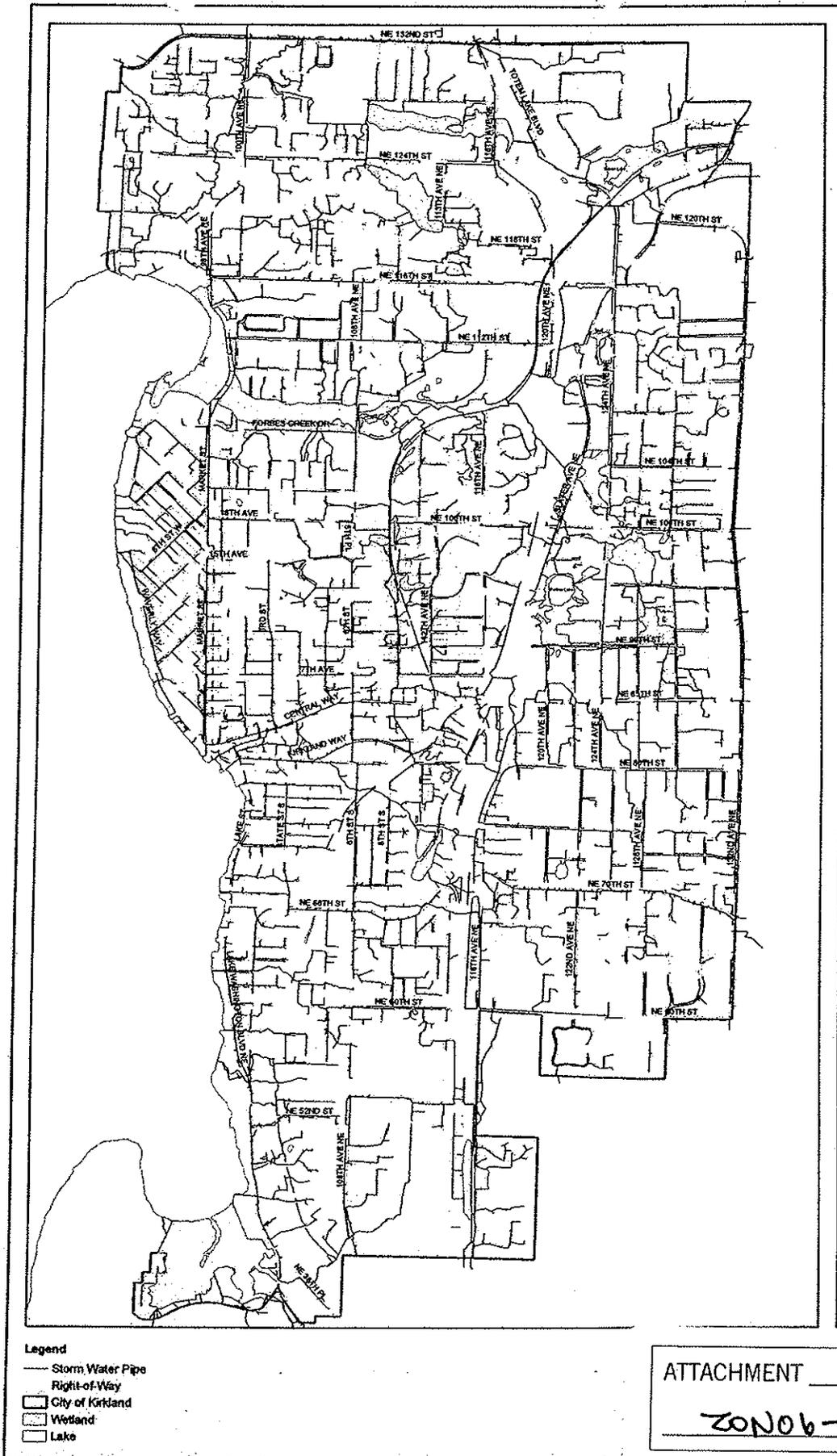
See Figure U-5 - Northshore Sewer System for this area

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

N
 1,000 525 0 1,050
 Feet
 Scale 1" = 2,100 Feet

Figure U-2: Sanitary Sewer System

ATTACHMENT 19
20106-00009



July 2006

Figure U-3: Surface Water Management System

ATTACHMENT 20
20N06-00009

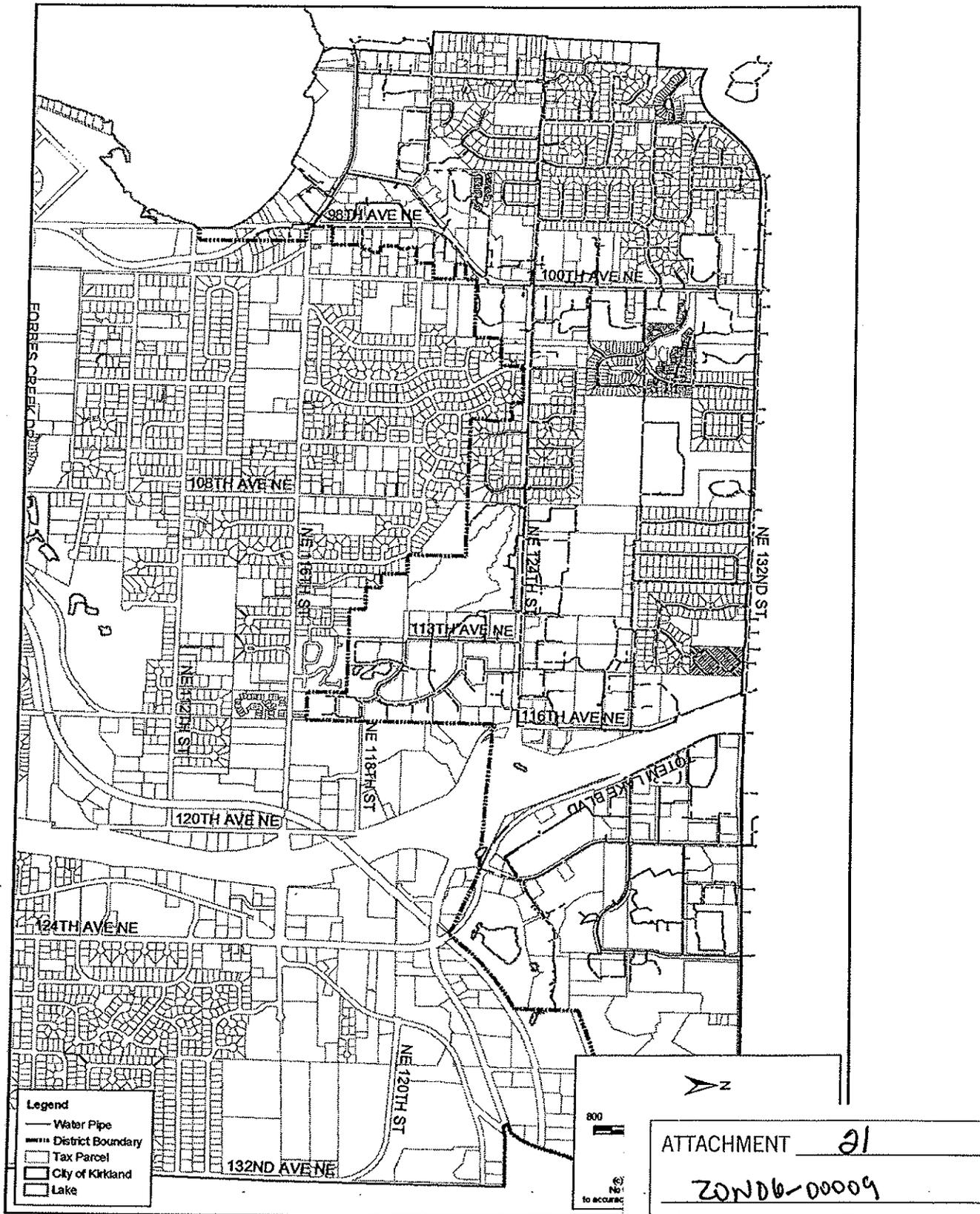


Figure U-4: Northshore Water System

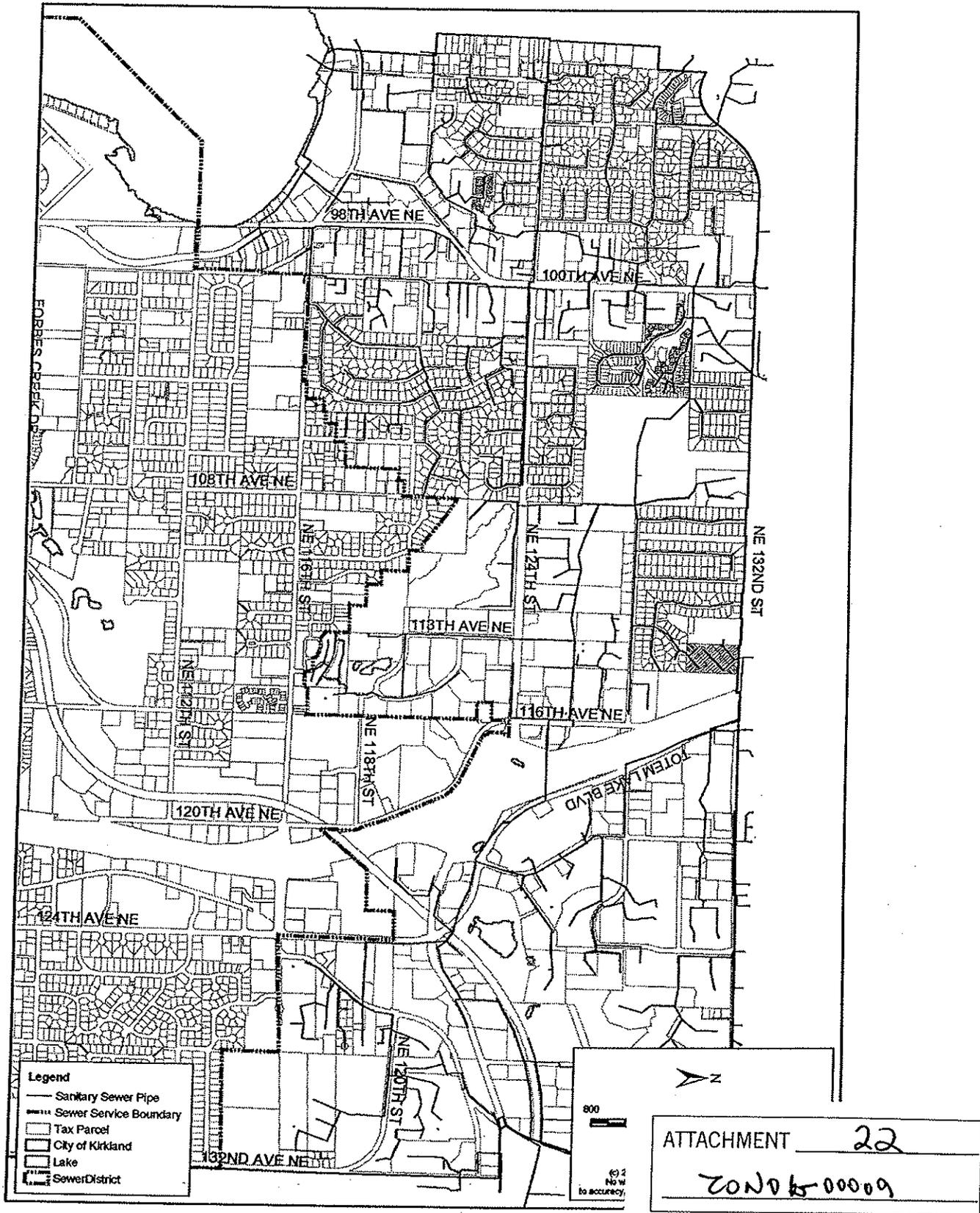
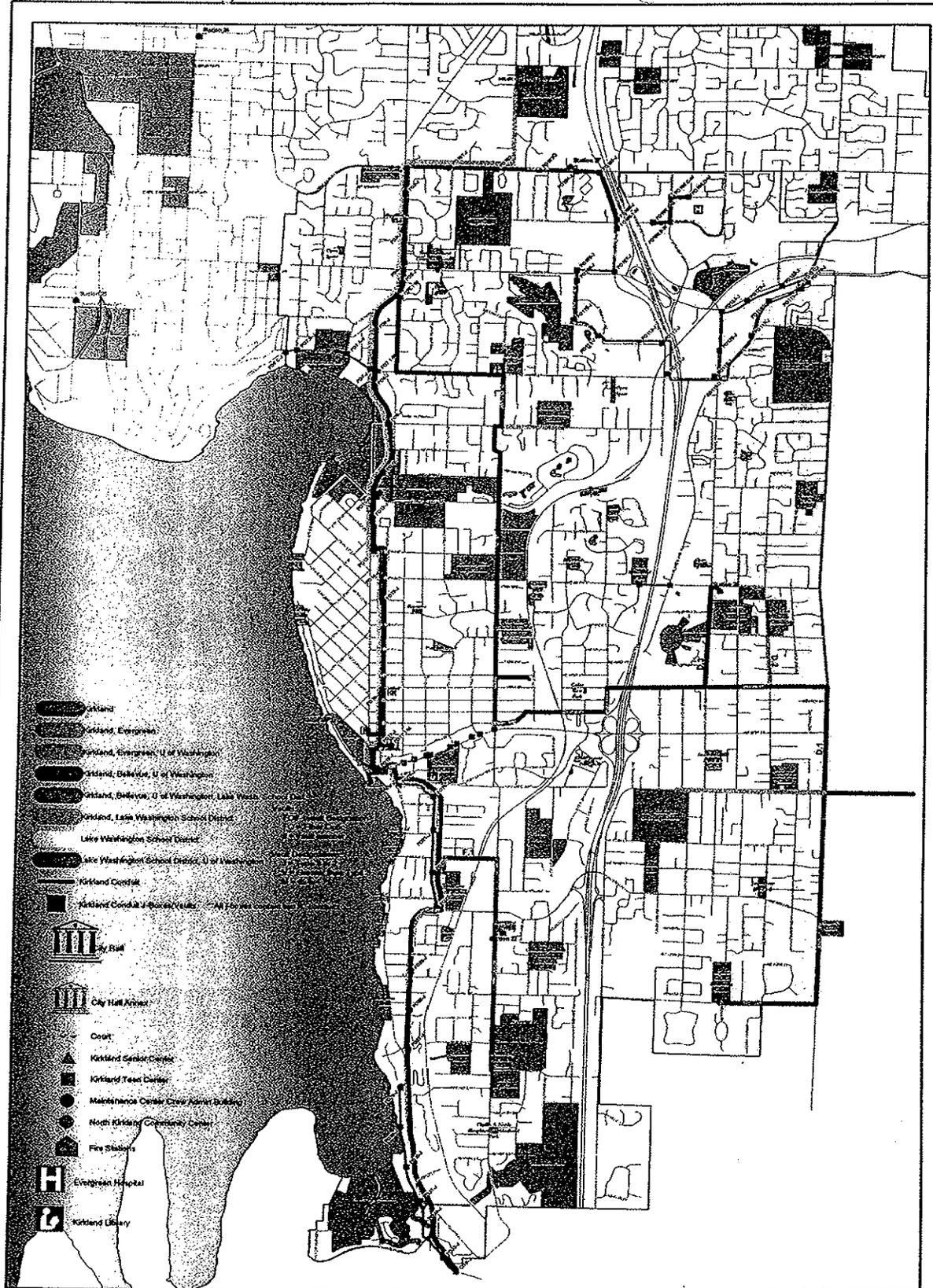


Figure U-5: Northshore Sewer System

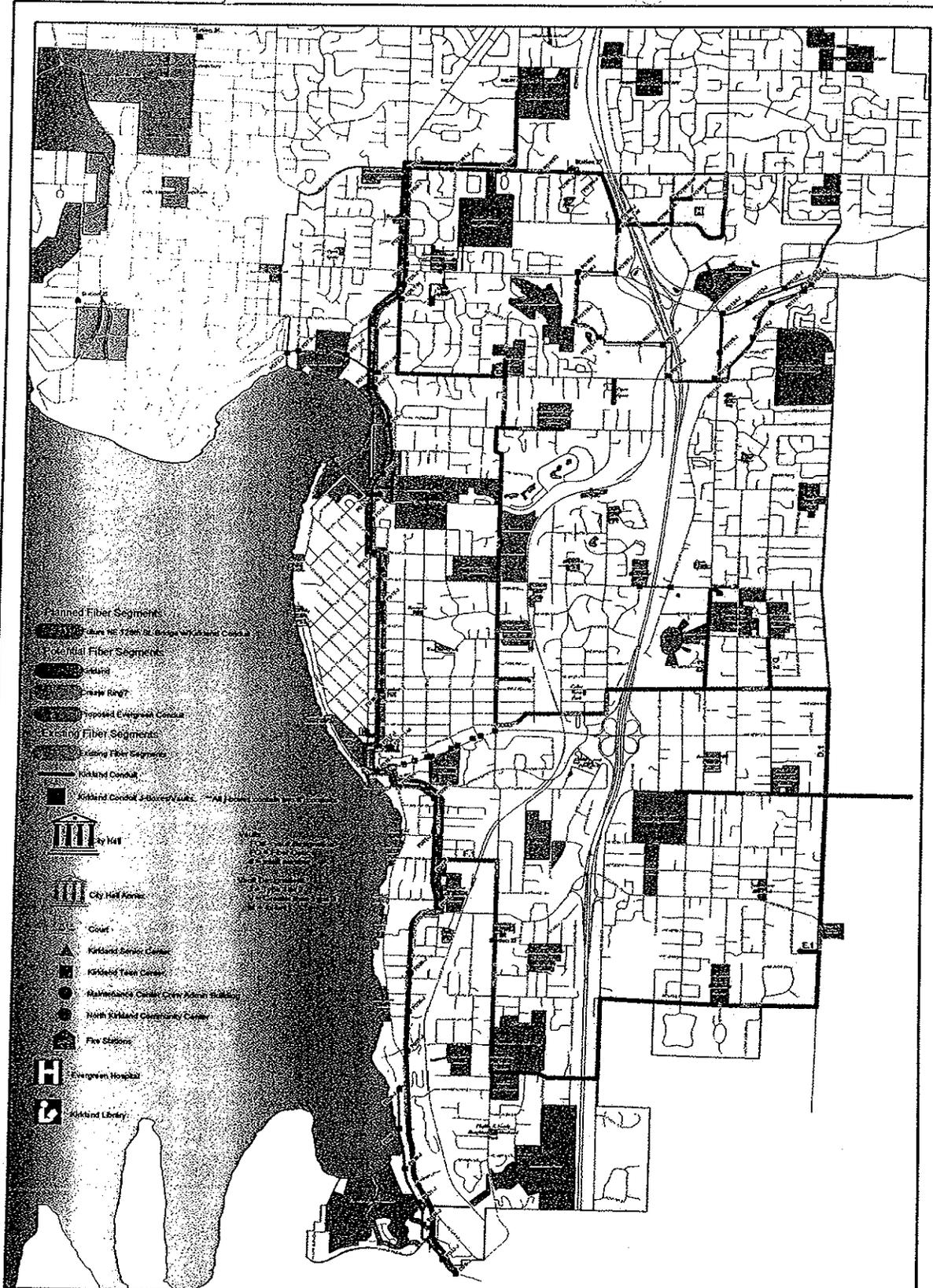


- Legend**
- Parks
 - Schools
 - City Limits
 - Potential Annexation Area
 - Street Centerlines
 - Lakes

ATTACHMENT 23

ZON06-00009

Figure U-6: Existing Fiber Optic Network



ATTACHMENT 24
20106-00009

Figure U-7: Proposed Fiber Optic Network

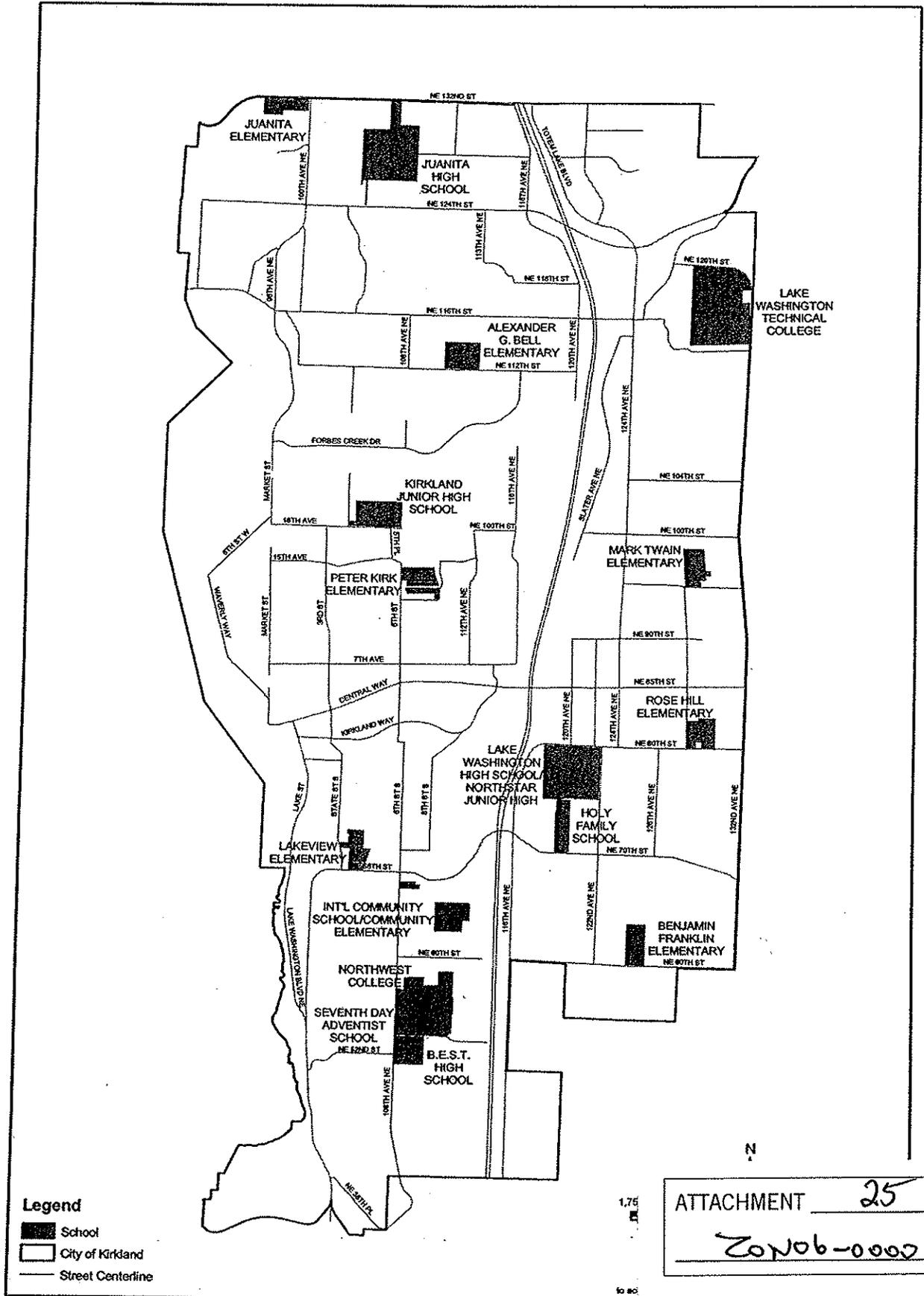


Figure PS-3: School District Facilities

Senate Bill ESSB 5186 on healthy lifestyle - Changes to the Comprehensive Plan

NOTE THAT THE CHANGES BELOW ARE TO SECTIONS OF ELEMENTS AND NOT EACH ELEMENT IN ITS ENTIRETY, EXCEPT FOR THE VISION STATEMENT

CHAPTER II VISION/Framework GOALS

A VISION FOR KIRKLAND

Kirkland in 2022 is an attractive, vibrant, and inviting place to live, work and visit. Our lakefront community, with its long shoreline, provides views and access to the lake and is a destination place for residents and visitors. Kirkland is a community with a small-town feel, retaining its sense of history while adjusting gracefully to changes in the 21st Century.

The city is a place where people are friendly and helpful, ideas are respected and action is taken based on collaborative decisions. We have a diverse population made up of various income and age groups from various ethnic and educational backgrounds. We are committed to developing and strengthening a healthy community by creating programs that assist those in need, encourage individual expressions, and provide enrichment opportunities for an increasingly diverse population and promote healthy lifestyles. High quality local schools are important to us. Our neighborhood, business, and civic associations; our faith based groups; and our school organizations have strong citizen involvement.

Our neighborhoods are secure, stable and well-maintained, creating the foundation for our high quality of life. Each neighborhood has its own character which is a community asset. People from all economic, age, and ethnic groups live here in a variety of housing types. Our residential areas are well maintained with single family and multi family homes and include traditional subdivisions, waterfront-oriented neighborhoods, urban villages and an equestrian community. We have worked to increase diversity and affordability, such as smaller homes on smaller lots, compact developments and accessory housing units. Mixed land uses in neighborhoods help to minimize driving. Many of our apartments and condominiums are close to commercial areas and transportation hubs.

Kirkland's economy is strong and diverse. A healthy mix of businesses provides valuable economic returns including varied employment opportunities and high wages, a strong tax base with sustainable revenues that help fund public services, and a broad range of goods and services. Our business districts are attractive, distinctive and integral to the fabric of the city. Many serve as community gathering places and centers of cultural activity. Businesses choose to locate in Kirkland because of our innovative and entrepreneurial spirit and because they're regarded as valued members of the community.

Downtown Kirkland is a vibrant focal point of our hometown with a rich mix of commercial, residential, civic, and cultural activities in a unique waterfront location. Our downtown maintains a human scale through carefully planned pedestrian and transit-oriented development. Many residents and visitors come to enjoy our parks, festivals, open markets and community events.

Totem Lake Urban Center is an economic and employment center with a wide range of retail, office, industrial and light manufacturing uses as well as a regional medical center surrounded by related services. It is a compact mixed use urban village with extensive pedestrian and transit-oriented amenities, higher intensity residential development, public gathering places and cultural activities.

We accommodate growth and change while maintaining strong linkages with our past. Important historic landmarks are preserved; and new development has occurs in a manner that is compatible with and respectful of its historic context.

Our transportation system offers a variety of ways to meet our mobility needs and provides efficient and convenient access to all areas of Kirkland and regional centers. Improved transit service and facilities allow us to commute within Kirkland and to other regional destinations without over burdening our neighborhood streets. The city is pedestrian-friendly. Paths for safe pedestrian, bicycle and other transportation modes interconnect all parts of the city. In addition to the transportation functions they provide, our streets and paths are people-friendly and provide public spaces where people socialize.

The city has excellent police and fire protection, dependable water and sewer service, and well-maintained public facilities. Emergency preparedness for natural or man-made disasters is a high priority. We work closely with other jurisdictions on regional issues that affect our community. For recreation, we like to bike or walk to one of our many parks. We have well-maintained playgrounds, play fields, sport courts, indoor facilities and trails in or near each neighborhood. Our recreational programs offer a variety of year-around activities for all ages. Public access to our waterfront is provided by an unparalleled and still expanding system of parks, trails, and vistas.

We preserve an open space network of wetlands, stream corridors, and wooded hillsides. These natural systems provide habitat for fish and wildlife and serve important biological, hydrological and geological functions. Streets are lined with a variety of trees, and vegetation is abundant throughout the city. The water and air are clean. We consider community stewardship of the environment to be very important.

Kirkland in 2022 is a delightful place to call home.

FRAMEWORK GOALS

(note that only those sections to be amended are shown below)

FG-9 Provide safety and accessibility for those who use alternative modes of transportation within and between neighborhoods, public spaces, and business districts and to regional facilities.

Discussion: ~~An important part of Kirkland's existing character is its safety and accessibility for pedestrians, bicyclists and alternative modes of transportation, particularly along the waterfront, in the Downtown area, along the major streets, to schools and public places and in many neighborhoods. Improving accessibility, however, is a goal throughout the City. Such alternatives provide an~~

opportunity for daily exercise which promotes a healthy lifestyle and results in a reduction in vehicle emissions and cleaner air. To meet this goal, we need a completely connected system of pathways for pedestrian, bicyclists and alternative mode users that is safe and convenient. Such pathways can take a variety of forms, ranging from concrete sidewalks, bike lanes, bridges to unimproved trails. The need for pedestrian pathways and bike lanes are especially important to the most common destinations, such as schools, parks, public buildings, transportation, and business districts. Also important in fostering pedestrian and bike accessibility are land use patterns, site designs, and building designs which encourage and facilitate access for pedestrians, bicyclists and other users. The paths should also be designed to provide public spaces where people socialize and should connect to the regional pedestrian and bicycle trail systems.

FG-11 Maintain existing park facilities, while seeking opportunities to expand and enhance the current range of facilities and recreational programs.

Discussion: Kirkland is regionally known for its outstanding park system. Kirkland's parks also provide a prominent source of community identity and pride. The City is perhaps best known for its extensive and diverse system of lakefront parks. In addition, Kirkland has a rich variety of well-maintained parks, including neighborhood playgrounds, ball fields, tennis, basketball and skate courts, walking trails, natural and landscaped open spaces, an outdoor swimming pool, indoor community centers, and senior citizen and youth centers. Recreational programs offer year-around, low cost or free activities for all age groups. It has been a long-standing City policy that the range and quality of park facilities and programs now available to Kirkland residents keep pace with future population growth. To ensure wise use of available resources, planning for future park facilities must be coordinated with other public and private providers of recreation services. Where possible, multiple use of public facilities, such as city-school park partnerships, should be sought. At a minimum, park facilities should be maintained close to current levels of service. Because of the importance of parks in defining Kirkland's character and promoting a healthy community, the City also should continue to explore ways to enhance the park system beyond the needs generated by new growth, including additional funding sources such as grants, special property tax levies or impact fees.

CHAPTER VI. LAND USE

(note that only those sections to be amended are shown below)

D. LAND USE GOALS AND POLICIES

Goal LU-1. Manage community growth and redevelopment to ensure:

Goal LU-2. Promote a compact land use pattern in Kirkland to:

- ▣ Support a multimodal transportation system;**
- ▣ Minimize energy and service costs;**
- ▣ Conserve land, water, and natural resources; and**
- ▣ Efficient use of land to accommodate Kirkland's share of the regionally adopted 20-year**

population and employment targets.

Goal LU-3. Provide a land use pattern that promotes mobility and access to goods and services and physical activity.

Goal LU-4. Protect and enhance the character, quality, and function of existing residential neighborhoods while accommodating the City's growth targets.

Goal LU-5. Plan for a hierarchy of commercial development areas serving neighborhood, community, and/or regional needs.

Goal LU-6. Provide opportunities for a variety of employment.

Goal LU-7. Establish a coordinated and connected system of open space throughout the City that:

- ▯ Preserves natural systems,
- ▯ Protects wildlife habitat and corridors,
- ▯ Provides land for recreation, and
- ▯ Preserves natural landforms and scenic areas.

Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Land use/Transportation Linkages

Land use/transportation linkage policies address the relationship between the land use pattern and a multimodal transportation system. Separation of jobs and housing means longer commute trips generally accommodated on the City's roadways either by private automobile or transit. When shops and services are long distances from residential areas, this also translates into additional vehicle or transit trips. Allowing residential and nonresidential uses to locate in closer proximity would provide transportation options making walking or bicycling more feasible.

Policy LU-3.6. Encourage vehicular and nonmotorized connections between adjacent properties.

Improved pedestrian connections between adjacent properties and to adjacent streets minimizes walking distances and provides safe walking surfaces, which in turn can result in less driving and more opportunities for physical activity. Vehicle connections between adjacent properties reduces congestion on streets, number of turning movements and gasoline consumption. Lack of connections between adjacent properties may mean that a car must return to a busy street and then turn again into an adjoining lot to gain access. Fences or impenetrable landscape buffers may prevent pedestrian connection to the business next door or force long detours out to the sidewalk and then back into the adjoining property. The intent of this policy is to encourage connections and to avoid such unintentional barriers to easy access.

Goal LU-8. The City should maintain criteria, regulations and procedures that allow for the siting of essential public facilities as well as government and community facilities.

Policy LU-8.1. Work cooperatively with King County, the state and/or other cities to site essential public facilities.

The King County Countywide Planning Policies set out a process whereby all local jurisdictions and the County will jointly develop standards for the siting of essential public facilities. The City should work cooperatively with the state, King County and other cities in the siting of essential public facilities.

Policy LU-8.2. Consider the following in siting essential public facilities:

- Accessibility to the people served;
- Public involvement;
- Protection of neighborhoods;
- Preservation of natural resources;
- The cost-effectiveness of service delivery; and
- Location near transit and mixed use centers, and
- The goals and policies of the City's Comprehensive Plan.

The intent of this policy is to set forth the criteria which Kirkland should use in assessing locations for new or expanded essential public facilities.

However, the criteria may not be used to deny approval of or impose restrictions on essential public facilities inconsistent with state statutory provisions and the King County Countywide Planning Policies.

CHAPTER IX. TRANSPORTATION ELEMENT

(note that only those sections to be amended are shown below)

A. Introduction

Problem Statement

By the year 2020, the congested portions of the Puget Sound region's freeway and arterial network are forecast to be far more extensive than they are today and the delays experienced by users will be much longer. Kirkland's transportation system is not isolated, but is integrally connected with a system of federal, state, and county transportation systems and the systems of adjacent jurisdictions. Kirkland experiences peak-hour congestion primarily in its highly commercial areas (Totem Lake, NE 85th Street, and Downtown).

There are many causes of increased congestion including I-405 and SR 520, neither of which is able to handle the volume to which it is subjected. This has resulted in significant congestion on Kirkland streets and is a condition which Kirkland by itself does not control. Annual vehicle miles traveled in the Puget Sound region continue to increase at a rate approximately equal to the rate of the population growth. Access into, through, and out of Kirkland is physically limited because of several significant features such as the lake on the west, Bridle Trails State Park and SR 520 on the south, and I-405 through the middle running north and south. For environmental and financial reasons, and reasons related to maintenance of community character, road building has not kept pace with demand.

Realistic transportation alternatives to driving alone are available for most people. The transit system is largely outside of Kirkland's control; it is defined by the King County (Metro) and Sound Transit. Local routes have increased in number and in frequency of service over the past 5 years. Kirkland's non-motorized network is also improving though not yet complete.

In the past, roads have been developed predominantly with vehicles in mind; however, the role of roads in influencing community character has become clear over the years. All new major construction may include sidewalks, planter strips and bicycle lanes, consistent with the Non-Motorized Transportation Plan. Kirkland's neighborhoods have been reluctant to accept major roads or road improvements. Finding the balance between accommodating increased traffic demand and preserving community character will not be easy, and there will be potentially adverse impacts on all segments of the community. Our challenge is to provide a transportation system which will both enhance surrounding neighborhoods and provide effective mobility for people, goods, and services through multiple modes.

Lack of transportation choices also affects the health of our community. Obesity has become an epidemic over the past two decades, increasing the risk of many diseases and health conditions, including heart disease and diabetes. One of the factors contributing to obesity is lack of physical activity. A major source of air pollution in Kirkland is motor vehicle use. By providing safe and convenient bicycle and pedestrian systems that connect to all areas of the city, to neighboring communities, and to regional facilities, we can promote physical activity and improve air quality.

Policy T-2.2:

Promote a comprehensive and interconnected network of pedestrian and bike routes within neighborhoods.

Cul-de-sacs and dead-end roads are a common cause of incomplete pedestrian and bicycle networks. Direct and convenient non-motorized connections on foot or by bicycle between cul-de-sac bulbs to nearby destinations should be a priority when planning the non-motorized system.

Beyond these connections, however, the City must work to create an overall non-motorized system that gives people a convenient option alternative to driving and an opportunity for physical activity.

Policy T-2.3:

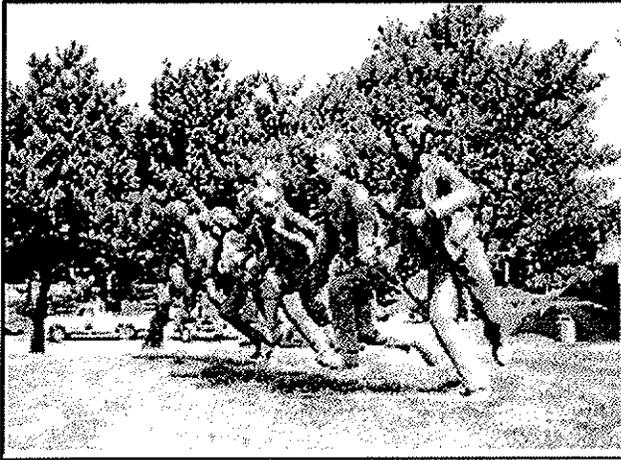
Increase the safety of the non-motorized transportation system by removing hazards and obstructions and through proper design, construction, and maintenance, including retrofitting of existing facilities where need.

Safety considerations should be paramount when planning pedestrian and bicycle routes.

CHAPTER X. PARK ELEMENT

(note that only those sections to be amended are shown below)

A. INTRODUCTION



"Puddle Jumpers" sculpture at Marina Park

Parks and other open spaces make an important distinct contribution to the landscape and quality of life in Kirkland. Imagine Kirkland without its distinctive waterfront parks and other parks and open spaces dotted throughout the City. Over the past several decades, Kirkland has had the vision to aggressively pursue land acquisition and park development for the public's enjoyment. An outstanding mosaic of parks and facilities has evolved.

The City continues to be faced with the challenge of meeting the park and recreation needs of a diverse range of age groups and interests throughout the entire City. At the same time, the window of opportunity to acquire available land suitable for parks and open space is shrinking. Consequently, the City must strategically and creatively position itself to deal with the open space demands of those areas within its urban growth boundaries. Renovation of certain parks is important to keep them safe and functional and to reduce unnecessary maintenance costs.

Looking at current City parks and recreation services through the year 2022, the following important issues and opportunities face Kirkland:

- (1) Acquiring and developing additional parkland in areas of the City where parkland and recreational opportunities are deficient, by providing neighborhood parks, community parks, and open space.
- (2) Providing additional pedestrian and bicycle trails and linkages, including the acquisition of greenways, between parks, open spaces, and neighborhoods.

- (3) Developing facilities such as restrooms and additional benches in new and existing parks.
- (4) Meeting City indoor recreation needs for fitness, athletics, recreation classes, and meeting space.
- (5) Enhancing and expanding recreational opportunities at existing waterfront parks.
- (6) Providing ongoing renovation and maintenance of parks and facilities.
- (7) Continuing and enhancing "partnerships" with the Lake Washington School District, King County, and neighboring cities in the mutual use and development of parks and recreation facilities.
- (8) Encouraging healthy life styles by providing a variety of opportunities for physical exercise.
- (9) ~~(8)~~ Providing diverse and affordable recreation programs to meet citizen needs and interests, particularly those of youth, teens, ~~older adults~~ ~~senior citizens~~ and residents with special needs, and complement programs offered by other recreation providers in the community.
- (10) ~~(9)~~ Promoting habitat conservation through acquisition and preservation of important natural areas, and continuing development of interpretive education programs.

**C. PARKS, RECREATION,
AND OPEN SPACE
GOALS AND POLICIES**

- 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.**
- Goal PR-2: Provide services and programs that enhance the quality of life in the community and promote a healthy lifestyle.**
- Goal PR-3: Protect and preserve natural resource areas.**

RECREATION

Goal PR-2: Provide services and programs that enhance the quality of life in the community and promote healthy lifestyles.

Recreation provides individuals in the community with opportunities for satisfying use of their leisure time and for engaging in daily physical exercise. Participation in recreation activities enriches lives, prevents social isolation, Senate Bill 5186 and changes to the Comprehensive Plan 7/06

and increases the sense of community. It also helps people maintain a healthy weight and heart which can reduce the risk of many diseases and health conditions. People may enjoy exposure to a wide variety of recreation skills and experience. A significant share of demand for recreation services is met by the private sector and nonprofit agencies and organizations.

However, a large segment of the population does not have the opportunity or inclination to participate in private recreation. It is the responsibility of the City to provide recreation facilities and programs and city-wide wellness events which are sensitive to the needs of the community and resources of the parks system. It is the intent of the City to offer diverse, accessible, and affordable recreation opportunities.

The City plays both a primary and supportive role in recreation. In certain instances, the City's role is to provide facilities and coordination, while in other cases, the City assumes a direct operating role. For example, the City's role in youth baseball and soccer is to provide, schedule, and maintain ballfields within the City's park system, while the City assumes direct responsibility for offering recreation programs and services to the elderly.

Policy PR-2.1:

Examine the need for additional community recreation facility space to meet indoor recreation needs for athletics, recreation classes, and meeting space.

At present, Kirkland has ~~one~~ two Community Centers ~~one Senior Center,~~ and a Teen Center. The Parks and Community Services Department has been extremely fortunate in being able to use Lake Washington School District indoor facilities for City-sponsored recreation activities and programs. The use of School District facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. Factors including increased demand for City and School District facilities, and limited availability of School District facilities continue to fuel the need for additional City-managed public recreation facility.

Policy PR-2.4:

Coordinate with neighboring cities, King County, and Lake Washington School District in the planning and provision of recreation activities and facilities.

Partnership with Lake Washington School District

For years, the City has enjoyed a cooperative relationship with the Lake Washington School District in the use of their indoor facilities for a variety of organized recreation and sports activities. The use of these facilities has enabled the City to provide a much higher level of service than would otherwise have been possible. The City reciprocates with priority use of its facilities for school activities and by providing scheduling services for outdoor facilities.

Currently the Parks and Community Services Department provides field coordinating and scheduling services for the School District and community sports organizations . These sites range in character from open lawn areas at public schools and parks (originally not intended for sports activities) to formal athletic fields with complete facilities.

The school system is a major partner in the provision of the City's park and recreation services in terms of open space acreage and recreation facilities. There continues to be high demand and insufficient supply for facilities such as practice and game fields. Increase in population growth will aggravate this situation. Conditions will not improve without effective partnerships between sports organizations, the City, the School District, and subregional providers of recreation.

To ensure that School District facilities will continue to be available for City-sponsored recreation programs, in Senate Bill 5186 and changes to the Comprehensive Plan 7/06

2000, the City and School District entered into a joint-use agreement setting forth the conditions and understandings necessary for reciprocal use of recreation facilities and joint development of capital projects.

In the future, the City should work more closely with the School District to actively explore opportunities for greater joint use of facilities. A cooperative effort on the part of the School District and the City to renovate existing playing fields on school sites should be continued as a step to providing additional needed ballfield space for soccer, softball, and baseball. Independent sports organizations are experiencing a shortage of practice times and space. With facility upgrades and ongoing maintenance, facilities can be more playable and safer to use.

~~The City should continue efforts to cooperate with the Lake Washington School District on a park facility located south of the B.E.S.T. Alternative High School.~~

Policy PR-2.5:

Provide Kirkland citizens of all ages and abilities the opportunity to participate in diverse, challenging, and high-quality recreation programs and community wellness events that are both accessible and affordable.

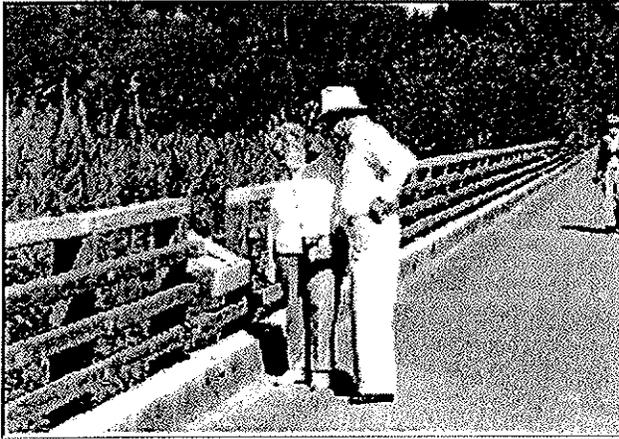
Comprehensive recreation opportunities are a major ingredient of a successful community. By providing services that are creative, educational, and responsive to the needs of the public, the City can significantly enhance the quality of life in Kirkland and encourage a healthy lifestyle.

As demand for recreation activities grows, emphasis will be placed on programs, activities, and events that are safe, appropriately priced, and held at convenient locations and times. It is the intent of the City to closely monitor local and national trends so as to offer the most diverse, accessible, and affordable recreation opportunities possible to Kirkland citizens.

Kirkland citizens are served by other recreation providers as well. The City should continue to act as a resource agency for the community in promoting, coordinating, developing, and maintaining community leisure activities and wellness events. Innovative methods of service delivery can be developed through continued arrangements with the School District, private nonprofit agencies such as the Boys and Girls Club and Kirkland Arts Center, and the *local business community.*

Policy PR-2.6:

Enhance the quality of life for the older adult population by providing opportunities to engage in social, recreational, educational, nutritional, and health programs designed to encourage independence.



Pedestrian bridge through Juanita Bay Park wetlands

Kirkland has a significant seniorolder adult population, and activities offered at the Peter KirkKirkland Community Senior Center are increasingly popular. Trends in seniorolder adult programming for the next decade will include a demand for:

- Lifelong learning activities;
- Health and fitness programs;
- Diverse programs that address the expanding age range of the seniorolder adult population and its subsequent variety of activity levels;
- Programs that provide for transportation to and from the activities.

It is important that the City recognize these trends and focus attention on programs that meet these changing needs.

NATURAL RESOURCES CONSERVATION

Goal PR-3: Protect and preserve natural resource areas.

Natural areas and open spaces are a vital component of the health and well being of the community. Conservation and enhancement of the ecological resources found within the City is a key component of its land use and park planning. In surveys and workshops, Kirkland citizens have consistently identified natural areas as being a key component of park planning.

Bodies of water in Kirkland, other than Lake Washington, include Forbes Lake, Forbes Creek, Juanita Creek, Cochran Springs Creek, Yarrow Creek, Everest Creek, Totem Lake, and numerous smaller streams and tributaries. These resources provide valuable habitat for wildlife and contribute to water quality. Totem Lake Park is owned by the King County Conservation District. Important portions of Forbes Lake, Forbes Creek, Cochran Springs Creek, Yarrow Creek, and Everest Creek are under City ownership.

Open space corridors serve many important functions, including recreation, fish and wildlife habitat, and the connection of individual features that comprise a natural system (e.g., wetlands linked by a stream within a watershed). Kirkland's open space corridors are composed of parks and other publicly owned land, along with sensitive areas and their buffers.

Policy PR-3.1:

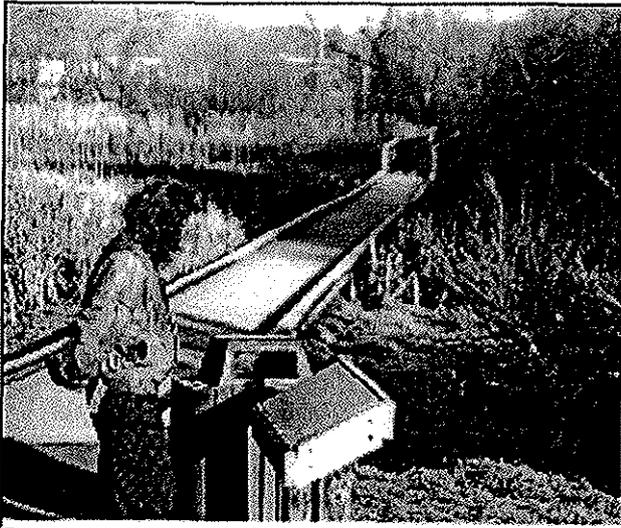
Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

Recognized impacts associated with an ever increasing urban population include the loss of privately owned open spaces, an increase in ornamental and invasive plants which threaten native vegetative communities, and an increase in competitive pressure upon native wildlife by nonnative species and domestic pets

The City has the opportunity to continue to participate with both state and federal agencies and a variety of citizen groups to maintain and enhance existing resources, provide valuable educational opportunities, and provide a level of public use appropriate for the area.

Policy PR-3.2:

Preserve opportunities for people to observe and enjoy wildlife and wildlife habitats.



Educational sign and boardwalk at Juanita Bay Park

Over 60 percent of the City's parkland inventory provides valuable habitat for urban wildlife. In many cases, these parks also provide opportunities for interpretive education. The City must continue to balance the public benefits of providing access to these areas while limiting potential adverse impacts.

Acquisition is a key component to protection of valuable habitat. The City should review key parcels of land as they become available for inclusion into the existing network of parks and open space. The inclusion of these lands should be prioritized based on the following factors:

- Areas which are intrinsically biologically critical by virtue of their continuity with other, existing natural areas.
- Areas which provide benefits to the greater community, including water quality functions, hydrologic management, and erosion control.
- Areas of unique scenic quality.
- Areas which are culturally significant.
- Areas which provide significant fish and wildlife habitat.
- Areas located in neighborhoods with identified deficiencies in open spaces and parks.

XII. B. Human Services Element

A. Introduction

The Human Services Element seeks to enhance the quality of life for all citizens in the community, regardless of race, nationality, creed, ethnic background, sexual orientation, gender or age. The City recognizes that each person needs to have a sense of belonging, support in their community, and have access to opportunities that contribute to healthy development. The City has made a commitment to providing services and programs to those considered more vulnerable and/or at risk, including youth, seniors, and those with financial need, special needs and disabilities. The Human Services, Senior Services, and Youth Services programs are all housed within the Parks and Community Services Department.

The challenges now and in the future are how to serve the increasing senior population, provide support to teens and their parents and meet the growing basic needs of low and moderate income residents. Forecasts for the future indicate that one in four residents in the Puget Sound area will be over the age of 65 in 2022. To be able to continue residing in the community, many of these residents will need support services along with affordable housing or housing that accommodates seniors as they age, such as assisted living facilities, mother-in-law apartments and smaller one-story homes. As the community's population grows so will the number of low to moderate income residents needing food, shelter, clothing, and support services. Youth will continue to need support programs and positive leisure activities to help them become competent and responsible members of the community.

In addition, our community continues to be enriched with people from different countries and ethnic backgrounds. Human Service Programs need to be responsive to the variety of cultures and languages that exist now and in the future.

Existing Conditions

Youth Services

The Youth Services Program is part of the City's Community Services Division of the Parks and Community Services Department run by the Youth Services Staff with supported from the Kirkland Youth Council.

The Kirkland Youth Council, established in 1996, is an advisory board to the City Council representing the youth in the community. In addition, the Youth Council provides communication between the City Council, Lake Washington School District, community-based groups, schools, and service organizations. Kirkland Youth Council members represent Kirkland locally, nationally, and internationally at summits and conferences.

The City of Kirkland works in partnership with community agencies to provide information and services to Kirkland youth and families. Because of the many immigrant and refugee families living in Kirkland and attending Kirkland schools, city and school-linked support programs have been established.

In 2001, the Teen Union Building, located on the perimeter of Peter Kirk Park next to the Senior Center, was established. It provides a social, educational, recreational and leadership center for youth. The programs at the facility provide a gateway to volunteer activities and jobs in the community.

Senior Services

The ~~Kirkland Community Senior Center~~ Peter Kirk Community Center provides opportunities for people age 50 and over to have healthy and rewarding lives and to participate in community events. To achieve the goal of promoting wellness of body, mind and spirit, the Center offers a wide variety of fitness, art and lifelong learning classes, in addition to health, legal and financial services.

The Kirkland Senior Council, established in 2002, is an advisory board to the City Council representing residents 50 years and older. The Senior Council prioritizes and works to implement the Senior Services Strategic Plan and makes recommendations to the City Council.

Human Services

Demographic, economic and social changes have had an impact in Kirkland. These changes have dramatically increased the need for health and human services. The City's Human Service Policy established a separate program within the Parks and Community Services Department. Human Services staff is primarily responsible for the planning and administration of the City's human services program. The City's role in human services is as a partner, funder, facilitator, and coordinator, but not a direct provider of human services. The Human Services Advisory Committee, established in 1986, serves as a committee to advise the City Council on allocation of the City's General Funds for human services, ~~and the federal Community Development Block Grant funds. The City's General Funds are appropriated on a per capita basis and federal Community Development Block Grant funds are based on the City's percent of low to moderate income persons.~~

Relationship to Other Elements

The Human Services Element is one of the elements that implements Framework Goal FG-2 by establishing goals and policies that provide programs to assist those in need and enrichment opportunities to encourage a healthy community. In addition, the Human Services Element supports the Framework Goal FG-12 by supporting the establishment of citizen boards for youth, seniors and human service representatives.

The Human Services Element supports the Housing Element by establishing policies to provide assistance to those in need of housing and to encourage construction of housing appropriate for seniors, the disabled and the disadvantaged. The Human Services Element also establishes policies to allocate City funds to non-profit organizations providing affordable housing.

The Human Services Element supports the Transportation Element by encouraging better access for seniors and youth who often rely on safe pedestrian connections and public transit to move about the community. In addition, the Human Services Element supports the Public Service Element with policies that maintain the quality of life by helping those in need and by coordinating with local social services

agencies to provide assistance to Kirkland residents. Lastly, the policies in the Human Services Element support the Parks and Recreation, and Open Space Element with policies that ensure that programs are offered for seniors, youth and the disadvantaged.

B. Human Services Concept

The Human Services Element goals and policies broadly define the City's role in contributing to the social development of the community. This element supports the provision of services that are utilized by those considered more vulnerable and/or at risk, including youth, seniors, and those in need. This Element represents those services that seek to enhance the quality of life for citizens of the community.

C. Human Services Goals and Policies

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.

Goal HS-1: Build a community in which families, neighbors, schools, and organizations all work together to help young people to become happy, competent and responsible members of the community.

Policy HS-1.1: Maintain and support the Kirkland Youth Council.

The Youth Council provides an important link between the youth of Kirkland, the government, school district and the community. The Council ideas, programs, and professionalism have been recognized as creative, intuitive, and successful in connecting with the youth in the community. Their continued work with the Teen Union Building, the Skate Park, other youth facilities, and the City's Boards and Commissions should be supported and encouraged.

Policy HS-1.2: Coordinate with the Kirkland Teen Union Building to provide a safe place for the youth and recreational/educational activities and social programming.

The Teen Union Building provides a safe place for teens to spend their time and to learn, socialize and recreate. With the support of the Kirkland Youth Council and non-profit organizations serving East King County youth, the City should continue to support the Teen Union Building, its staff and programs to provide a safe and rewarding environment for the youth in the community.

Policy HS-1.3: Provide connections between Kirkland youth and their community by partnering with the City, school district and local youth-serving agencies.

The City of Kirkland values its partnership with the Lake Washington School District in helping to connect youth to their community. Seeking out grant opportunities to provide more school and community programs for youth should continue. Through the Youth Council, open lines of communication should continue to be a priority between the School District and the City. The Youth Council should also continue their goal of connecting students to their community with youth summits, city-wide events and school activities.

Policy HS-1.4: Provide access to information and services for Kirkland youth and their families on employment, social services, safety issues and classes for parents of teens.

The City of Kirkland appreciates the importance of partnering with community agencies to provide information and services to Kirkland youth and families. Partnerships with non-profit organizations, the Lake Washington School District and the City are crucial in helping to provide programs for youth and families and should be a priority. The City of Kirkland, in partnership with the Kirkland Teen Union Building, should either provide or find and advertise free or low cost accessible parenting classes and support services for parents of teens and pre-teens.

Teens and youth safety is a continual concern. Accidents are the #1 killer of teens, with car accidents leading the list, and drowning second. Teens do not always take the necessary precautions when driving, boating, swimming, and biking. Youth Services should encourage continued education on water, bicycle, and seat belt safety, and not using alcohol and drugs when driving a car. This information should be provided through schools, the Teen Union Building, the Fire and Police Departments, and the community.

Many youth ages 13 to 15 have few summer employment opportunities. The City should continue to explore employment and intern options for teens, partnering with the Kirkland Teen Union Building and the business community. In addition, the City's Youth Services should support and help provide volunteer opportunities for Kirkland youth.

In addition, many youth do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get to their activities. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-1.5: Promote ~~positive leisure opportunities for youth~~ healthy lifestyles.

Leisure time activities enrich lives, prevent social isolation and increase a sense of belonging to the community, as well as offer positive choices for how youth spend their time. Obesity issues, lack of exercise, eating disorders, and poor diet are problems that teens face. Many teens spend hours after

school watching television, playing video games, and surfing the web. Providing Ppositive leisure timerecreationale— activities encourages life long learning for teens, and—provides health and fitness opportunities and promotes healthy lifestyles. Through Kirkland's partnership with the Teen Union Building, businesses, and non-profit organizations, the City should help to provide recreational and leisure time activities for youth.

Policy HS-1.6: Establish positive relationships between the youth and Kirkland police.

A goal of the Kirkland Youth Council and the City of Kirkland is to improve the relationship between youth and police. One way that this has been accomplished is by development of the Respect Manual, a manual to answer questions, reduce fear and increase understanding between the youth and Kirkland Police. The Kirkland Youth Council and the Police Department should continue to explore other ways in which to build positive relationships with the City and youth in the community.

Policy HS-1.7: Support programs working to lower youth violence, and substance abusedrug/alcohol/tobacco use, depression and suicide in the community.

City programs, such as Summer Youth Outreach Specialists, help to maintain positive relationships with community youth, referring youth to services and preventing risky behavior by youth. Such programs have reduced negative police and youth interactions. Efforts are focused on working with the youth at local parks, beaches and the Teen Union Building after school, on weekends and during the summer when the youth have more free time and thus may get involved with risky behavior.

The City's Youth Services should continue to work to support youth access to after-school, weekend and summer development programs to help shut down the "prime time juvenile crime" and encourage positive and healthy behavior. This encouragement should help diffuse the harassing behavior found in many of our schools. In addition, Youth Services should also continue supporting Kirkland's school and community drug/alcohol/tobacco and teen depression and suicide programs to help develop healthy and responsible youth.

The Police Department works with the Lake Washington School District to lower the number of youth who are using drug/alcohol/tobacco through partnerships, such as the School Resource Officers. The City should continue the Police Department's partnership with the school district to develop and support the drug/alcohol/tobacco use prevention programs.

Goal HS-2: Maintain and improve the quality of life for Kirkland residents 50 years and older.

Policy HS-2.1 Maintain and support the Senior Council.

The City is committed to maintaining and improving the quality of life of residents 50 years and older in Kirkland. Recognizing the value and contributions residents 50 years and older bring to our community, the Kirkland Senior Council's mission is to preserve and improve the quality of life for Kirkland residents 50 years and older by identifying their concerns, advocating for their needs and creating programs that

advance their well-being. The Senior Council offers people the opportunity to directly participate in the *advocacy and creation of programs that meet their needs*. The City should maintain the Senior Council and support their programs.

Policy HS-2.2: Provide opportunities for people 50 years and older to be active, connected, and engaged in learning.

~~Aging has changed. People 50 years and older are much more active now and thus prefer a wider range of recreational programs and services than in the past and a wider range of choices need to be available to a broader age range of seniors.~~ The activities ~~seniors~~ older adults desire as part of their life in the community include working, recreation, lifelong learning, and social engagement. Recognizing this, the ~~Kirkland Community Senior Center~~ Peter Kirk Community Center should provide a broad range of activities, classes and services for residents 50 and older, a resource hub for information and referral ~~of for~~ activities, events and services for ~~seniors~~ older adults and adult children seeking assistance, and services for their aging parent. Through a joint use agreement with the Teen Union Building, people 50 and older should continue to have the opportunity to take computer classes provided in the Teen Union Building computer lab. The City should also continue to provide information via a comprehensive activity brochure mailed out to residents and the City's web page with links to important services throughout King County.

The City engages in partnerships with other community organizations and businesses to increase program opportunities and locations, provide greater marketing abilities and promote a sense of community relationship. These partnerships should continue and increase as the number of people 50 years and older increase.

Policy HS-2.3: Provide access to information, resources, services and programs for seniorsolder adults.

~~Seniors~~ Older adults, their caregivers and family members often do not know where to turn for help, do not believe it is right to ask for help or feel guilty about taking advantage of available services. Many ~~seniors~~ older adults and their adult children lack knowledge about in-home services, assisted living options, and the steps between living in their own homes and moving into retirement, assisted living or nursing homes.

The ~~Kirkland Community Senior Center~~ Parks and Community Services Department should continue to utilize various sources to provide ~~seniors~~ older adults with information about programs and services, including brochures, the City's web page and TV cable station, local media and other organizations' newsletters.

The challenges are compounded for the non-English speaking seniors and their families. Many of these ~~seniors~~ older adults are isolated, with little or no contact outside their homes or their children. The ~~Kirkland Community Senior Center~~ Parks and Community Services Department should continue partnerships with agencies to offer programs and services with some bilingual staff, so that non-English speaking ~~seniors~~ older adults have the opportunity to participate in social, recreational and educational *activities and meals*. *Traditional program components such as outreach, advocacy and greater access to services*, should also be provided for these non-English speaking ~~seniors~~ older adults.

In addition, many ~~seniors~~older adults do not drive or own vehicles so they depend on public transportation or safe pedestrian and bicycle connections to get them to their activities, shopping and medical appointments. The City should work with the regional transit provider to see that the convenient and low cost public transportation is provided through the city. A system of safe non-motorized connections should also be provided from neighborhoods to business centers and public facilities as outlined in the Transportation Element.

Policy HS-2.4: Maintain a safe environment for ~~seniors~~older adults in the community.

Feeling secure, both about safety of physical access and safety in terms of crime is important to ~~seniors~~older adults. ~~Seniors~~Older adults have identified the need for safe access to community facilities, parks and bike paths, visible law enforcement, and emergency responsiveness from both police and emergency medical services.

The City should encourage partnership programs with various local agencies, such as the ~~Kirkland Post Office~~Gatekeeper program, to notify specified individuals when seniors fail to pick up their mail or newspapers, or when unattended problems are noticed at the home.

The Kirkland Police Department, the Kirkland Teen Union Building and City's Youth Services have been working on a plan to increase security around the ~~Community Senior Center~~Peter Kirk Community Center and the adjoining Teen Union Building and Peter Kirk Park. The City should continue an ongoing dialogue to assure ~~seniors~~older adults that the City is committed to keeping the downtown area safe. In addition, the ~~Kirkland Community Senior Center~~Peter Kirk Community Center should continue to offer a variety of personal safety programs.

Policy HS- 2.5: Encourage affordable and appropriately designed ~~senior~~older adult housing.

Affordable and appropriately designed housing are key issues for ~~seniors~~older adults in terms of what it will take for them to remain in Kirkland as they age. The City should support public and private efforts to create and preserve affordable housing in Kirkland, particularly housing for ~~seniors~~older adults, such as mother in-law apartments, shared housing, small lots, cottages and one-story homes accessible to the disabled and elderly. Universal design principles that meet the needs of many users as possible and at many different stages of life should be encouraged.

In exploring options for affordable housing for seniors, the City should utilize the expertise available through ARCH (A Regional Coalition for Housing), the King County Housing Authority, local faith-based organizations with housing programs, non-profit and for-profit housing developers, and other resources interested in affordable housing for seniors. In addition, The City should identify the necessary changes in land use regulations and building codes that will make alternative housing easier to implement.

Additional goals, policies and background information that support affordable and senior housing are found in the Housing Element.

Goal HS-3: Provide funds to non-profit human service providers to improve the quality of life for low and moderate income residents.

Policy HS-3.1: Maintain and support a Human Services Advisory Committee

The Human Services Advisory Committee provides policy and funding recommendations on human service activities to the City Council. In particular, the Committee makes funding recommendations to the City Council on the expenditures of the City's Human Service Funds, ~~and the federal Community Development Block Grant Funds (CDBG).~~ The Committee is a valuable resource for the City Council and should be continued to help the City have strong human service programs.

Policy HS-3.2: Provide funding for local non-profit agencies serving the needs of Kirkland residents.

To improve the quality of life for low and moderate income residents, the City provides support to local non-profit ~~agencies~~ organizations who administer services for those in need. The City Council should continue to allocate General Funds to support community based non-profit agencies that ensure a broad range of adequate support services are available to low and moderate income residents.

Policy HS-3.3: Commit Community Development Block Grant Funds (CDBG) to affordable housing and house repairs for low and moderate income residents.

The City seeks to strengthen partnerships between jurisdictions and other government agencies, non-profit and for-profit organizations to enable those organizations to provide decent and affordable housing, establish and maintain a suitable living environment, and expand economic opportunities for every resident, particularly those at or below the 80 percent of median income. ~~The City distributes federal CDBG funding through a contractual process to local human service agencies.~~

The City commits CDBG and General Funds to provide affordable housing in East King County through non-profit agencies, such as ARCH. The City should continue to support these agencies and their effort to provide affordable housing to eastside residents, particularly low income.

The City also uses its CDBG capital funds to support King County's program that responds to housing repair needs for low to-moderate income individuals and families who cannot afford to repair their homes. The City should continue to support this program.

Policy HS-3.4: Administer community donation programs.

The City offers residents the opportunity to donate funds through programs such as "Kirkland Cares" that assist Kirkland residents through the utility billing process. The City contracts with a local non-profit organization to allocate these funds to help struggling Kirkland families pay their heating, electric s, and water/sewer utility bills, and to provide food, shelter, homelessness prevention, and ongoing support to help families move out of crisis and get back on their feet. The City should continue to administer and promote community donation programs to help families in need.

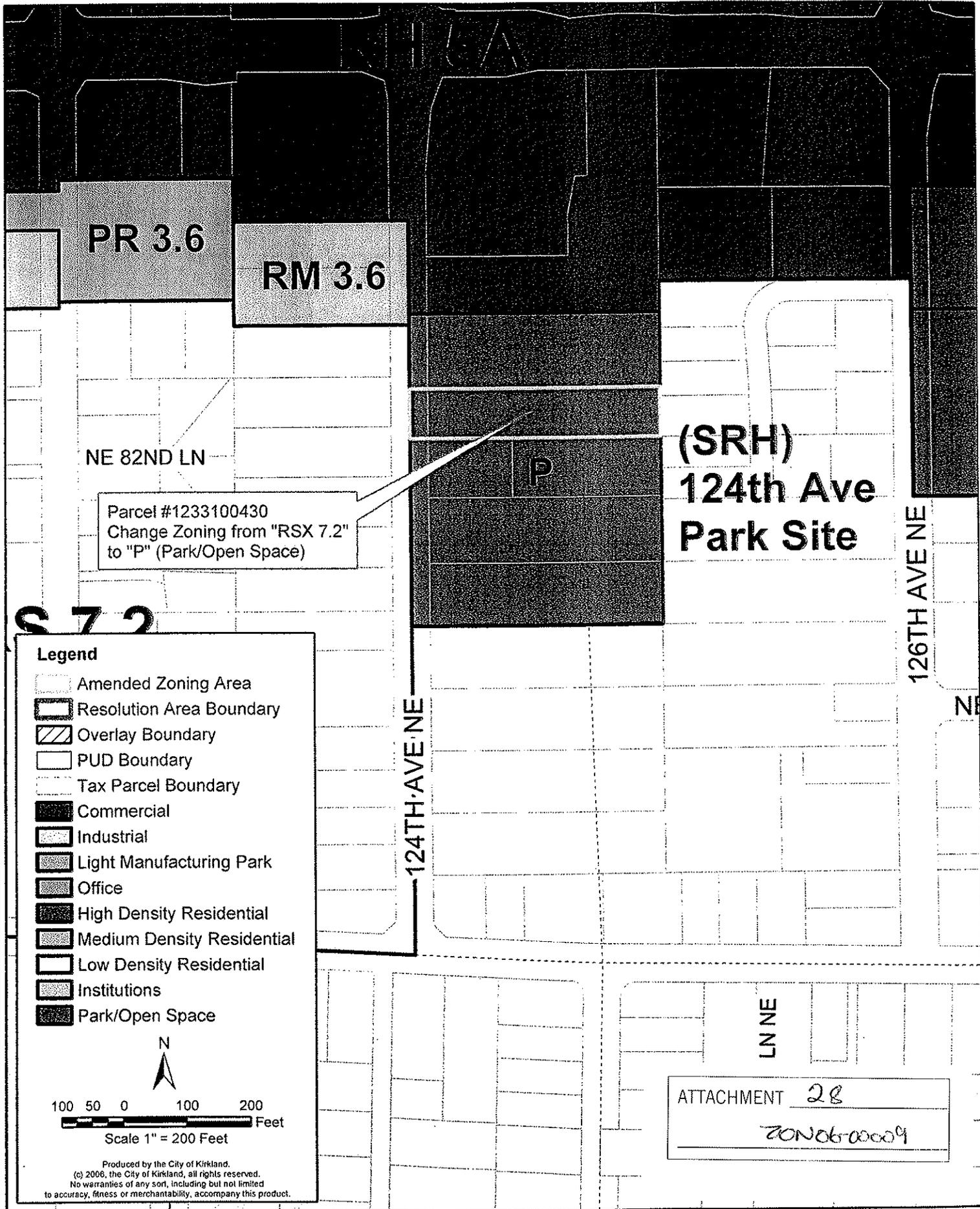
Policy HS-3.5: Participate and provide leadership in local and regional Human Service efforts.

Meeting human service needs requires a regional solution. The City should continue to work with other jurisdictions and community partners within the region to develop a regional planning effort to identify critical human services needs and to seek regional means of meeting those needs. This includes taking a leadership role on local forums and committees. The City should also take a lead in planning for and addressing the needs of the recent growth of immigrants and refugees in the community.

Policy HS-3.6: Ensure Human Service Programs are available and accessible.

It is a priority of the City to ensure that programs are accessible to all. To this end, the City should provide programs, and operating and capital funds annually to support social and health needs for those who have special needs, are financially challenged, are homeless, and/or who have limited access based on their language or cultural needs. Where we can, the City should provide language and culturally appropriate programs and scholarships, and accommodations for those with special needs. The City also should collaborate with other jurisdictions and nonprofit entities to assist in meeting the needs for Kirkland residents.

Exhibit A Zoning Map Change



PR 3.6

RM 3.6

NE 82ND LN

Parcel #1233100430
Change Zoning from "RSX 7.2"
to "P" (Park/Open Space)

**(SRH)
124th Ave
Park Site**

126TH AVE NE

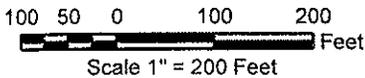
124TH AVE NE

LN NE

ATTACHMENT 28
ZON06-00009

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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Exhibit B Zoning Map Change

Parcel #9808100176 & #9808100181
Change Zoning from "PLA 2"
to "P" (Park/Open Space)

PLA 2

P
Yarrow Bay
Wetlands

PL

PU
The Po
Yarrow

PLA 2

38TH ST

12.5

NE POINTS DR

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



150 75 0 150 300
Feet

Scale 1" = 300 Feet

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to accuracy, fitness of merchantability, accompany this product.

ATTACHMENT 29

ZONING-00009



CITY OF KIRKLAND

123 Fifth Avenue, Kirkland, WA 98033 (425) 587-3000
www.ci.kirkland.wa.us

To: City Council
From: Transportation Commission, Dan Fisher, Chair
Dan O. Fisher
Date: August 23, 2006
Subject: Traffic Concurrency

This memo summarizes the Transportation Commission's proposed changes to the transportation concurrency system. Earlier this year staff indicated that the City was reaching the traffic concurrency standards. In response, staff and the Transportation Commission reassessed our current traffic concurrency methodology and proposed to the City Council use of a growth rate that more accurately reflected current growth trends. The City Council agreed and in addition, asked the Transportation Commission and staff to study in more detail, what other changes could be made to revise and improve the City's concurrency system. This idea was discussed further at the joint study session between Council and the Commission and agreed to as a goal for the Commission.

The Transportation Commission established a subcommittee to help establish some goals for the Commission's analysis of concurrency. The entire Commission reviewed that work and has agreed to the following goals for revising Kirkland's concurrency standards and level of service system. The system should:

- Be revised "from the ground up" rather than based on further adjustments to the existing system.
- Allow developers the option of making system improvements as well as intersection improvements.
- Encourage development that is in keeping with the land use policies of the Comprehensive Plan.
- Account for and allow multi-modal improvements, perhaps on a person-trip basis
- Be simple to understand; perhaps a plan level concurrency method that relates to Land Use and CIP projects
- Perhaps use different mode splits for different subareas depending on the multi-modal infrastructure present or planned in the subareas.

There are several alternative methods that are being used by or under development in other cities that could be adopted in whole or in part that may accomplish the above goals. A detailed study is required to identify and evaluate the possible options. Because the evaluation and adoption of a new concurrency system is time consuming, it would not be ready for adoption with the Comprehensive Plan amendments in the fall of 2006. Therefore a tradeoff for developing the new system is that we will have to use the existing system for about 18 months. A risk with this approach is that target concurrency levels could be reached under the existing system prior to implementation of a new system.

ATTACHMENT <u>30</u>
<u>2006-0009</u>

Memorandum to City Council
August 23, 2006
Page 2

Currently, the level of service is well below the Comprehensive Plan threshold in all subareas. The 2011 forecast suggests that future developments will bring the level of service close to our adopted threshold level. This forecast is based on a conservative outlook on development since it includes several projects that are not officially in for concurrency testing such as Park Place Phase I and Totem Lake Square. There is always a possibility that other large scale developments may be proposed that would cause the LOS to be exceeded. This can not be known with certainty unless a development is proposed and tested for concurrency. However, it is the recommendation of the Commission that we proceed with development of a new system with the understanding that the existing system will be with us until the 2007 Comprehensive Plan amendments are adopted near the end of 2007.

The next steps are for Public Works to develop a scope, schedule, and cost estimate for developing the standards recommended by the Transportation Commission.

ENGROSSED SUBSTITUTE SENATE BILL 5186

AS AMENDED BY THE HOUSE

Passed Legislature - 2005 Regular Session

State of Washington

59th Legislature

2005 Regular Session

By Senate Committee on Health & Long-Term Care (originally sponsored by Senators Franklin, Kohl-Welles, Keiser, Rockefeller, Doumit, Kline, Regala, McAuliffe, Poulsen, Fraser and Jacobsen)

READ FIRST TIME 03/02/05.

1 AN ACT Relating to increasing the physical activity of Washington
2 citizens; amending RCW 36.70A.070, 36.81.121, 28A.300.040, and
3 28A.320.015; reenacting and amending RCW 35.77.010 and 79A.05.030; and
4 creating new sections.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** The legislature finds that regular physical
7 activity is essential to maintaining good health and reducing the rates
8 of chronic disease. The legislature further finds that providing
9 opportunities for walking, biking, horseback riding, and other regular
10 forms of exercise is best accomplished through collaboration between
11 the private sector and local, state, and institutional policymakers.
12 This collaboration can build communities where people find it easy and
13 safe to be physically active. It is the intent of the legislature to
14 promote policy and planning efforts that increase access to inexpensive
15 or free opportunities for regular exercise in all communities around
16 the state.

17 **Sec. 2.** RCW 36.70A.070 and 2004 c 196 s 1 are each amended to read
18 as follows:

ATTACHMENT 31
20006-00009

1 The comprehensive plan of a county or city that is required or
2 chooses to plan under RCW 36.70A.040 shall consist of a map or maps,
3 and descriptive text covering objectives, principles, and standards
4 used to develop the comprehensive plan. The plan shall be an
5 internally consistent document and all elements shall be consistent
6 with the future land use map. A comprehensive plan shall be adopted
7 and amended with public participation as provided in RCW 36.70A.140.

8 Each comprehensive plan shall include a plan, scheme, or design for
9 each of the following:

10 (1) A land use element designating the proposed general
11 distribution and general location and extent of the uses of land, where
12 appropriate, for agriculture, timber production, housing, commerce,
13 industry, recreation, open spaces, general aviation airports, public
14 utilities, public facilities, and other land uses. The land use
15 element shall include population densities, building intensities, and
16 estimates of future population growth. The land use element shall
17 provide for protection of the quality and quantity of ground water used
18 for public water supplies. Wherever possible, the land use element
19 should consider utilizing urban planning approaches that promote
20 physical activity. Where applicable, the land use element shall review
21 drainage, flooding, and storm water run-off in the area and nearby
22 jurisdictions and provide guidance for corrective actions to mitigate
23 or cleanse those discharges that pollute waters of the state, including
24 Puget Sound or waters entering Puget Sound.

25 (2) A housing element ensuring the vitality and character of
26 established residential neighborhoods that: (a) Includes an inventory
27 and analysis of existing and projected housing needs that identifies
28 the number of housing units necessary to manage projected growth; (b)
29 includes a statement of goals, policies, objectives, and mandatory
30 provisions for the preservation, improvement, and development of
31 housing, including single-family residences; (c) identifies sufficient
32 land for housing, including, but not limited to, government-assisted
33 housing, housing for low-income families, manufactured housing,
34 multifamily housing, and group homes and foster care facilities; and
35 (d) makes adequate provisions for existing and projected needs of all
36 economic segments of the community.

37 (3) A capital facilities plan element consisting of: (a) An
38 inventory of existing capital facilities owned by public entities,

1 showing the locations and capacities of the capital facilities; (b) a
2 forecast of the future needs for such capital facilities; (c) the
3 proposed locations and capacities of expanded or new capital
4 facilities; (d) at least a six-year plan that will finance such capital
5 facilities within projected funding capacities and clearly identifies
6 sources of public money for such purposes; and (e) a requirement to
7 reassess the land use element if probable funding falls short of
8 meeting existing needs and to ensure that the land use element, capital
9 facilities plan element, and financing plan within the capital
10 facilities plan element are coordinated and consistent. Park and
11 recreation facilities shall be included in the capital facilities plan
12 element.

13 (4) A utilities element consisting of the general location,
14 proposed location, and capacity of all existing and proposed utilities,
15 including, but not limited to, electrical lines, telecommunication
16 lines, and natural gas lines.

17 (5) Rural element. Counties shall include a rural element
18 including lands that are not designated for urban growth, agriculture,
19 forest, or mineral resources. The following provisions shall apply to
20 the rural element:

21 (a) Growth management act goals and local circumstances. Because
22 circumstances vary from county to county, in establishing patterns of
23 rural densities and uses, a county may consider local circumstances,
24 but shall develop a written record explaining how the rural element
25 harmonizes the planning goals in RCW 36.70A.020 and meets the
26 requirements of this chapter.

27 (b) Rural development. The rural element shall permit rural
28 development, forestry, and agriculture in rural areas. The rural
29 element shall provide for a variety of rural densities, uses, essential
30 public facilities, and rural governmental services needed to serve the
31 permitted densities and uses. To achieve a variety of rural densities
32 and uses, counties may provide for clustering, density transfer, design
33 guidelines, conservation easements, and other innovative techniques
34 that will accommodate appropriate rural densities and uses that are not
35 characterized by urban growth and that are consistent with rural
36 character.

37 (c) Measures governing rural development. The rural element shall

1 include measures that apply to rural development and protect the rural
2 character of the area, as established by the county, by:

3 (i) Containing or otherwise controlling rural development;

4 (ii) Assuring visual compatibility of rural development with the
5 surrounding rural area;

6 (iii) Reducing the inappropriate conversion of undeveloped land
7 into sprawling, low-density development in the rural area;

8 (iv) Protecting critical areas, as provided in RCW 36.70A.060, and
9 surface water and ground water resources; and

10 (v) Protecting against conflicts with the use of agricultural,
11 forest, and mineral resource lands designated under RCW 36.70A.170.

12 (d) Limited areas of more intensive rural development. Subject to
13 the requirements of this subsection and except as otherwise
14 specifically provided in this subsection (5)(d), the rural element may
15 allow for limited areas of more intensive rural development, including
16 necessary public facilities and public services to serve the limited
17 area as follows:

18 (i) Rural development consisting of the infill, development, or
19 redevelopment of existing commercial, industrial, residential, or
20 mixed-use areas, whether characterized as shoreline development,
21 villages, hamlets, rural activity centers, or crossroads developments.

22 (A) A commercial, industrial, residential, shoreline, or mixed-use
23 area shall be subject to the requirements of (d)(iv) of this
24 subsection, but shall not be subject to the requirements of (c)(ii) and
25 (iii) of this subsection.

26 (B) Any development or redevelopment other than an industrial area
27 or an industrial use within a mixed-use area or an industrial area
28 under this subsection (5)(d)(i) must be principally designed to serve
29 the existing and projected rural population.

30 (C) Any development or redevelopment in terms of building size,
31 scale, use, or intensity shall be consistent with the character of the
32 existing areas. Development and redevelopment may include changes in
33 use from vacant land or a previously existing use so long as the new
34 use conforms to the requirements of this subsection (5);

35 (ii) The intensification of development on lots containing, or new
36 development of, small-scale recreational or tourist uses, including
37 commercial facilities to serve those recreational or tourist uses, that
38 rely on a rural location and setting, but that do not include new

1 residential development. A small-scale recreation or tourist use is
2 not required to be principally designed to serve the existing and
3 projected rural population. Public services and public facilities
4 shall be limited to those necessary to serve the recreation or tourist
5 use and shall be provided in a manner that does not permit low-density
6 sprawl;

7 (iii) The intensification of development on lots containing
8 isolated nonresidential uses or new development of isolated cottage
9 industries and isolated small-scale businesses that are not principally
10 designed to serve the existing and projected rural population and
11 nonresidential uses, but do provide job opportunities for rural
12 residents. Rural counties may allow the expansion of small-scale
13 businesses as long as those small-scale businesses conform with the
14 rural character of the area as defined by the local government
15 according to RCW 36.70A.030(14). Rural counties may also allow new
16 small-scale businesses to utilize a site previously occupied by an
17 existing business as long as the new small-scale business conforms to
18 the rural character of the area as defined by the local government
19 according to RCW 36.70A.030(14). Public services and public facilities
20 shall be limited to those necessary to serve the isolated
21 nonresidential use and shall be provided in a manner that does not
22 permit low-density sprawl;

23 (iv) A county shall adopt measures to minimize and contain the
24 existing areas or uses of more intensive rural development, as
25 appropriate, authorized under this subsection. Lands included in such
26 existing areas or uses shall not extend beyond the logical outer
27 boundary of the existing area or use, thereby allowing a new pattern of
28 low-density sprawl. Existing areas are those that are clearly
29 identifiable and contained and where there is a logical boundary
30 delineated predominately by the built environment, but that may also
31 include undeveloped lands if limited as provided in this subsection.
32 The county shall establish the logical outer boundary of an area of
33 more intensive rural development. In establishing the logical outer
34 boundary the county shall address (A) the need to preserve the
35 character of existing natural neighborhoods and communities, (B)
36 physical boundaries such as bodies of water, streets and highways, and
37 land forms and contours, (C) the prevention of abnormally irregular

1 boundaries, and (D) the ability to provide public facilities and public
2 services in a manner that does not permit low-density sprawl;

3 (v) For purposes of (d) of this subsection, an existing area or
4 existing use is one that was in existence:

5 (A) On July 1, 1990, in a county that was initially required to
6 plan under all of the provisions of this chapter;

7 (B) On the date the county adopted a resolution under RCW
8 36.70A.040(2), in a county that is planning under all of the provisions
9 of this chapter under RCW 36.70A.040(2); or

10 (C) On the date the office of financial management certifies the
11 county's population as provided in RCW 36.70A.040(5), in a county that
12 is planning under all of the provisions of this chapter pursuant to RCW
13 36.70A.040(5).

14 (e) Exception. This subsection shall not be interpreted to permit
15 in the rural area a major industrial development or a master planned
16 resort unless otherwise specifically permitted under RCW 36.70A.360 and
17 36.70A.365.

18 (6) A transportation element that implements, and is consistent
19 with, the land use element.

20 (a) The transportation element shall include the following
21 subelements:

22 (i) Land use assumptions used in estimating travel;

23 (ii) Estimated traffic impacts to state-owned transportation
24 facilities resulting from land use assumptions to assist the department
25 of transportation in monitoring the performance of state facilities, to
26 plan improvements for the facilities, and to assess the impact of land-
27 use decisions on state-owned transportation facilities;

28 (iii) Facilities and services needs, including:

29 (A) An inventory of air, water, and ground transportation
30 facilities and services, including transit alignments and general
31 aviation airport facilities, to define existing capital facilities and
32 travel levels as a basis for future planning. This inventory must
33 include state-owned transportation facilities within the city or
34 county's jurisdictional boundaries;

35 (B) Level of service standards for all locally owned arterials and
36 transit routes to serve as a gauge to judge performance of the system.
37 These standards should be regionally coordinated;

1 (C) For state-owned transportation facilities, level of service
2 standards for highways, as prescribed in chapters 47.06 and 47.80 RCW,
3 to gauge the performance of the system. The purposes of reflecting
4 level of service standards for state highways in the local
5 comprehensive plan are to monitor the performance of the system, to
6 evaluate improvement strategies, and to facilitate coordination between
7 the county's or city's six-year street, road, or transit program and
8 the department of transportation's six-year investment program. The
9 concurrency requirements of (b) of this subsection do not apply to
10 transportation facilities and services of statewide significance except
11 for counties consisting of islands whose only connection to the
12 mainland are state highways or ferry routes. In these island counties,
13 state highways and ferry route capacity must be a factor in meeting the
14 concurrency requirements in (b) of this subsection;

15 (D) Specific actions and requirements for bringing into compliance
16 locally owned transportation facilities or services that are below an
17 established level of service standard;

18 (E) Forecasts of traffic for at least ten years based on the
19 adopted land use plan to provide information on the location, timing,
20 and capacity needs of future growth;

21 (F) Identification of state and local system needs to meet current
22 and future demands. Identified needs on state-owned transportation
23 facilities must be consistent with the statewide multimodal
24 transportation plan required under chapter 47.06 RCW;

25 (iv) Finance, including:

26 (A) An analysis of funding capability to judge needs against
27 probable funding resources;

28 (B) A multiyear financing plan based on the needs identified in the
29 comprehensive plan, the appropriate parts of which shall serve as the
30 basis for the six-year street, road, or transit program required by RCW
31 35.77.010 for cities, RCW 36.81.121 for counties, and RCW 35.58.2795
32 for public transportation systems. The multiyear financing plan should
33 be coordinated with the six-year improvement program developed by the
34 department of transportation as required by RCW 47.05.030;

35 (C) If probable funding falls short of meeting identified needs, a
36 discussion of how additional funding will be raised, or how land use
37 assumptions will be reassessed to ensure that level of service
38 standards will be met;

1 (v) Intergovernmental coordination efforts, including an assessment
2 of the impacts of the transportation plan and land use assumptions on
3 the transportation systems of adjacent jurisdictions;

4 (vi) Demand-management strategies;

5 (vii) Pedestrian and bicycle component to include collaborative
6 efforts to identify and designate planned improvements for pedestrian
7 and bicycle facilities and corridors that address and encourage
8 enhanced community access and promote healthy lifestyles.

9 (b) After adoption of the comprehensive plan by jurisdictions
10 required to plan or who choose to plan under RCW 36.70A.040, local
11 jurisdictions must adopt and enforce ordinances which prohibit
12 development approval if the development causes the level of service on
13 a locally owned transportation facility to decline below the standards
14 adopted in the transportation element of the comprehensive plan, unless
15 transportation improvements or strategies to accommodate the impacts of
16 development are made concurrent with the development. These strategies
17 may include increased public transportation service, ride sharing
18 programs, demand management, and other transportation systems
19 management strategies. For the purposes of this subsection (6)
20 "concurrent with the development" shall mean that improvements or
21 strategies are in place at the time of development, or that a financial
22 commitment is in place to complete the improvements or strategies
23 within six years.

24 (c) The transportation element described in this subsection (6),
25 and the six-year plans required by RCW 35.77.010 for cities, RCW
26 36.81.121 for counties, RCW 35.58.2795 for public transportation
27 systems, and RCW 47.05.030 for the state, must be consistent.

28 (7) An economic development element establishing local goals,
29 policies, objectives, and provisions for economic growth and vitality
30 and a high quality of life. The element shall include: (a) A summary
31 of the local economy such as population, employment, payroll, sectors,
32 businesses, sales, and other information as appropriate; (b) a summary
33 of the strengths and weaknesses of the local economy defined as the
34 commercial and industrial sectors and supporting factors such as land
35 use, transportation, utilities, education, work force, housing, and
36 natural/cultural resources; and (c) an identification of policies,
37 programs, and projects to foster economic growth and development and to

1 address future needs. A city that has chosen to be a residential
2 community is exempt from the economic development element requirement
3 of this subsection.

4 (8) A park and recreation element that implements, and is
5 consistent with, the capital facilities plan element as it relates to
6 park and recreation facilities. The element shall include: (a)
7 Estimates of park and recreation demand for at least a ten-year period;
8 (b) an evaluation of facilities and service needs; and (c) an
9 evaluation of intergovernmental coordination opportunities to provide
10 regional approaches for meeting park and recreational demand.

11 (9) It is the intent that new or amended elements required after
12 January 1, 2002, be adopted concurrent with the scheduled update
13 provided in RCW 36.70A.130. Requirements to incorporate any such new
14 or amended elements shall be null and void until funds sufficient to
15 cover applicable local government costs are appropriated and
16 distributed by the state at least two years before local government
17 must update comprehensive plans as required in RCW 36.70A.130.

18 **Sec. 3.** RCW 36.81.121 and 1997 c 188 s 1 are each amended to read
19 as follows:

20 (1) At any time before adoption of the budget, the legislative
21 authority of each county, after one or more public hearings thereon,
22 shall prepare and adopt a comprehensive transportation program for the
23 ensuing six calendar years. If the county has adopted a comprehensive
24 plan pursuant to chapter 35.63 or 36.70 RCW, the inherent authority of
25 a charter county derived from its charter, or chapter 36.70A RCW, the
26 program shall be consistent with this comprehensive plan.

27 The program shall include proposed road and bridge construction
28 work and other transportation facilities and programs deemed
29 appropriate, and for those counties operating ferries shall also
30 include a separate section showing proposed capital expenditures for
31 ferries, docks, and related facilities. The program shall include any
32 new or enhanced bicycle or pedestrian facilities identified pursuant to
33 RCW 36.70A.070(6) or other applicable changes that promote nonmotorized
34 transit. Copies of the program shall be filed with the county road
35 administration board and with the state secretary of transportation not
36 more than thirty days after its adoption by the legislative authority.
37 The purpose of this section is to assure that each county shall

1 perpetually have available advanced plans looking to the future for not
2 less than six years as a guide in carrying out a coordinated
3 transportation program. The program may at any time be revised by a
4 majority of the legislative authority but only after a public hearing
5 thereon.

6 (2) Each six-year transportation program forwarded to the secretary
7 in compliance with subsection (1) of this section shall contain
8 information as to how a county will expend its moneys, including funds
9 made available pursuant to chapter 47.30 RCW, for nonmotorized
10 transportation purposes.

11 (3) Each six-year transportation program forwarded to the secretary
12 in compliance with subsection (1) of this section shall contain
13 information as to how a county shall act to preserve railroad right-of-
14 way in the event the railroad ceases to operate in the county's
15 jurisdiction.

16 (4) The six-year plan for each county shall specifically set forth
17 those projects and programs of regional significance for inclusion in
18 the transportation improvement program within that region.

19 **Sec. 4.** RCW 35.77.010 and 1994 c 179 s 1 and 1994 c 158 s 7 are
20 each reenacted and amended to read as follows:

21 (1) The legislative body of each city and town, pursuant to one or
22 more public hearings thereon, shall prepare and adopt a comprehensive
23 transportation program for the ensuing six calendar years. If the city
24 or town has adopted a comprehensive plan pursuant to chapter 35.63 or
25 35A.63 RCW, the inherent authority of a first class city derived from
26 its charter, or chapter 36.70A RCW, the program shall be consistent
27 with this comprehensive plan. The program shall include any new or
28 enhanced bicycle or pedestrian facilities identified pursuant to RCW
29 36.70A.070(6) or other applicable changes that promote nonmotorized
30 transit.

31 The program shall be filed with the secretary of transportation not
32 more than thirty days after its adoption. Annually thereafter the
33 legislative body of each city and town shall review the work
34 accomplished under the program and determine current city
35 transportation needs. Based on these findings each such legislative
36 body shall prepare and after public hearings thereon adopt a revised
37 and extended comprehensive transportation program before July 1st of

1 each year, and each one-year extension and revision shall be filed with
2 the secretary of transportation not more than thirty days after its
3 adoption. The purpose of this section is to assure that each city and
4 town shall perpetually have available advanced plans looking to the
5 future for not less than six years as a guide in carrying out a
6 coordinated transportation program. The program may at any time be
7 revised by a majority of the legislative body of a city or town, but
8 only after a public hearing.

9 The six-year plan for each city or town shall specifically set
10 forth those projects and programs of regional significance for
11 inclusion in the transportation improvement program within that region.

12 (2) Each six-year transportation program forwarded to the secretary
13 in compliance with subsection (1) of this section shall contain
14 information as to how a city or town will expend its moneys, including
15 funds made available pursuant to chapter 47.30 RCW, for nonmotorized
16 transportation purposes.

17 (3) Each six-year transportation program forwarded to the secretary
18 in compliance with subsection (1) of this section shall contain
19 information as to how a city or town shall act to preserve railroad
20 right-of-way in the event the railroad ceases to operate in the city's
21 or town's jurisdiction.

22 **Sec. 5.** RCW 79A.05.030 and 1999 c 249 s 302, 1999 c 155 s 1, and
23 1999 c 59 s 1 are each reenacted and amended to read as follows:

24 The commission shall:

25 (1) Have the care, charge, control, and supervision of all parks
26 and parkways acquired or set aside by the state for park or parkway
27 purposes.

28 (2) Adopt policies, and adopt, issue, and enforce rules pertaining
29 to the use, care, and administration of state parks and parkways. The
30 commission shall cause a copy of the rules to be kept posted in a
31 conspicuous place in every state park to which they are applicable, but
32 failure to post or keep any rule posted shall be no defense to any
33 prosecution for the violation thereof.

34 (3) Permit the use of state parks and parkways by the public under
35 such rules as shall be adopted.

36 (4) Clear, drain, grade, seed, and otherwise improve or beautify

1 parks and parkways, and erect structures, buildings, fireplaces, and
2 comfort stations and build and maintain paths, trails, and roadways
3 through or on parks and parkways.

4 (5) Grant concessions or leases in state parks and parkways, upon
5 such rentals, fees, or percentage of income or profits and for such
6 terms, in no event longer than fifty years, and upon such conditions as
7 shall be approved by the commission: PROVIDED, That leases exceeding
8 a twenty-year term shall require a unanimous vote of the commission:
9 PROVIDED FURTHER, That if, during the term of any concession or lease,
10 it is the opinion of the commission that it would be in the best
11 interest of the state, the commission may, with the consent of the
12 concessionaire or lessee, alter and amend the terms and conditions of
13 such concession or lease: PROVIDED FURTHER, That television station
14 leases shall be subject to the provisions of RCW 79A.05.085, only:
15 PROVIDED FURTHER, That the rates of such concessions or leases shall be
16 renegotiated at five-year intervals. No concession shall be granted
17 which will prevent the public from having free access to the scenic
18 attractions of any park or parkway.

19 (6) Employ such assistance as it deems necessary. Commission
20 expenses relating to its use of volunteer assistance shall be limited
21 to premiums or assessments for the insurance of volunteers by the
22 department of labor and industries, compensation of staff who assist
23 volunteers, materials and equipment used in authorized volunteer
24 projects, training, reimbursement of volunteer travel as provided in
25 RCW 43.03.050 and 43.03.060, and other reasonable expenses relating to
26 volunteer recognition. The commission, at its discretion, may waive
27 commission fees otherwise applicable to volunteers. The commission
28 shall not use volunteers to replace or supplant classified positions.
29 The use of volunteers may not lead to the elimination of any employees
30 or permanent positions in the bargaining unit.

31 (7) By majority vote of its authorized membership select and
32 purchase or obtain options upon, lease, or otherwise acquire for and in
33 the name of the state such tracts of land, including shore and tide
34 lands, for park and parkway purposes as it deems proper. If the
35 commission cannot acquire any tract at a price it deems reasonable, it
36 may, by majority vote of its authorized membership, obtain title
37 thereto, or any part thereof, by condemnation proceedings conducted by

1 the attorney general as provided for the condemnation of rights of way
2 for state highways. Option agreements executed under authority of this
3 subsection shall be valid only if:

4 (a) The cost of the option agreement does not exceed one dollar;
5 and

6 (b) Moneys used for the purchase of the option agreement are from
7 (i) funds appropriated therefor, or (ii) funds appropriated for
8 undesignated land acquisitions, or (iii) funds deemed by the commission
9 to be in excess of the amount necessary for the purposes for which they
10 were appropriated; and

11 (c) The maximum amount payable for the property upon exercise of
12 the option does not exceed the appraised value of the property.

13 (8) Cooperate with the United States, or any county or city of this
14 state, in any matter pertaining to the acquisition, development,
15 redevelopment, renovation, care, control, or supervision of any park or
16 parkway, and enter into contracts in writing to that end. All parks or
17 parkways, to which the state contributed or in whose care, control, or
18 supervision the state participated pursuant to the provisions of this
19 section, shall be governed by the provisions hereof.

20 (9) Within allowable resources, maintain policies that increase the
21 number of people who have access to free or low-cost recreational
22 opportunities for physical activity, including noncompetitive physical
23 activity.

24 **Sec. 6.** RCW 28A.300.040 and 1999 c 348 s 6 are each amended to
25 read as follows:

26 In addition to any other powers and duties as provided by law, the
27 powers and duties of the superintendent of public instruction shall be:

28 (1) To have supervision over all matters pertaining to the public
29 schools of the state;

30 (2) To report to the governor and the legislature such information
31 and data as may be required for the management and improvement of the
32 schools;

33 (3) To prepare and have printed such forms, registers, courses of
34 study, rules for the government of the common schools, and such other
35 material and books as may be necessary for the discharge of the duties
36 of teachers and officials charged with the administration of the laws

1 relating to the common schools, and to distribute the same to
2 educational service district superintendents;

3 (4) To travel, without neglecting his or her other official duties
4 as superintendent of public instruction, for the purpose of attending
5 educational meetings or conventions, of visiting schools, of consulting
6 educational service district superintendents or other school officials;

7 (5) To prepare and from time to time to revise a manual of the
8 Washington state common school code, copies of which shall be provided
9 in such numbers as determined by the superintendent of public
10 instruction at no cost to those public agencies within the common
11 school system and which shall be sold at approximate actual cost of
12 publication and distribution per volume to all other public and
13 nonpublic agencies or individuals, said manual to contain Titles 28A
14 and 28C RCW, rules related to the common schools, and such other matter
15 as the state superintendent or the state board of education shall
16 determine. Proceeds of the sale of such code shall be transmitted to
17 the public printer who shall credit the state superintendent's account
18 within the state printing plant revolving fund by a like amount;

19 (6) To act as ex officio member and the chief executive officer of
20 the state board of education;

21 (7) To file all papers, reports and public documents transmitted to
22 the superintendent by the school officials of the several counties or
23 districts of the state, each year separately. Copies of all papers
24 filed in the superintendent's office, and the superintendent's official
25 acts, may, or upon request, shall be certified by the superintendent
26 and attested by the superintendent's official seal, and when so
27 certified shall be evidence of the papers or acts so certified to;

28 (8) To require annually, on or before the 15th day of August, of
29 the president, manager, or principal of every educational institution
30 in this state, a report as required by the superintendent of public
31 instruction; and it is the duty of every president, manager or
32 principal, to complete and return such forms within such time as the
33 superintendent of public instruction shall direct;

34 (9) To keep in the superintendent's office a record of all teachers
35 receiving certificates to teach in the common schools of this state;

36 (10) To issue certificates as provided by law;

37 (11) To keep in the superintendent's office at the capital of the
38 state, all books and papers pertaining to the business of the

1 superintendent's office, and to keep and preserve in the
2 superintendent's office a complete record of statistics, as well as a
3 record of the meetings of the state board of education;

4 (12) With the assistance of the office of the attorney general, to
5 decide all points of law which may be submitted to the superintendent
6 in writing by any educational service district superintendent, or that
7 may be submitted to the superintendent by any other person, upon appeal
8 from the decision of any educational service district superintendent;
9 and the superintendent shall publish his or her rulings and decisions
10 from time to time for the information of school officials and teachers;
11 and the superintendent's decision shall be final unless set aside by a
12 court of competent jurisdiction;

13 (13) To administer oaths and affirmations in the discharge of the
14 superintendent's official duties;

15 (14) To deliver to his or her successor, at the expiration of the
16 superintendent's term of office, all records, books, maps, documents
17 and papers of whatever kind belonging to the superintendent's office or
18 which may have been received by the superintendent's for the use of the
19 superintendent's office;

20 (15) To administer family services and programs to promote the
21 state's policy as provided in RCW 74.14A.025;

22 (16) To promote the adoption of school-based curricula and policies
23 that provide quality, daily physical education for all students, and to
24 encourage policies that provide all students with opportunities for
25 physical activity outside of formal physical education classes;

26 (17) To perform such other duties as may be required by law.

27 **Sec. 7.** RCW 28A.320.015 and 1992 c 141 s 301 are each amended to
28 read as follows:

29 (1) The board of directors of each school district may exercise the
30 following:

31 (a) The broad discretionary power to determine and adopt written
32 policies not in conflict with other law that provide for the
33 development and implementation of programs, activities, services, or
34 practices that the board determines will:

35 (i) Promote the education and daily physical activity of
36 kindergarten through twelfth grade students in the public schools; or

1 (ii) Promote the effective, efficient, or safe management and
2 operation of the school district;

3 (b) Such powers as are expressly authorized by law; and

4 (c) Such powers as are necessarily or fairly implied in the powers
5 expressly authorized by law.

6 (2) Before adopting a policy under subsection (1)(a) of this
7 section, the school district board of directors shall comply with the
8 notice requirements of the open public meetings act, chapter 42.30 RCW,
9 and shall in addition include in that notice a statement that sets
10 forth or reasonably describes the proposed policy. The board of
11 directors shall provide a reasonable opportunity for public written and
12 oral comment and consideration of the comment by the board of
13 directors.

14 NEW SECTION. **Sec. 8.** (1) The health care authority, in
15 coordination with the department of personnel, the department of
16 health, health plans participating in public employees' benefits board
17 programs, and the University of Washington's center for health
18 promotion, may create a worksite health promotion program to develop
19 and implement initiatives designed to increase physical activity and
20 promote improved self-care and engagement in health care decision-
21 making among state employees.

22 (2) The health care authority shall report to the governor and the
23 legislature by December 1, 2006, on progress in implementing, and
24 evaluating the results of, the worksite health promotion program.

Passed by the Senate April 18, 2005.

Passed by the House April 6, 2005.

Approved by the Governor May 10, 2005.

Filed in Office of Secretary of State May 10, 2005.