



MEMORANDUM

Date: August 13, 2009

To: Houghton Community Council and Planning Commission

From: Joan Lieberman-Brill, AICP, Senior Planner

Subject: 2009 CPA PUBLIC HEARINGS (ZON09-00001)

RECOMMENDATION

Hold hearings to consider the 2009 cycle of Comprehensive Plan Amendments and Zoning Map amendment.

BACKGROUND

The Planning Commission and Houghton Community Council held study sessions on the 2009 packet of amendments to the Comprehensive Plan and Zoning Map on June 11 and June 22 respectively. Most amendments are generally considered housekeeping in nature, or required to incorporate the 2009-2014 Capital Improvement Program into the Capital Facilities Plan contained in the Comprehensive Plan. No new city initiatives or state legislation necessitating changes are included in this cycle of amendments. Of particular interest is recognition of the proposed Bridle View annexation that is scheduled for adoption by City Council on September 1st. If it is not approved, these additions will be removed from this year's amendments. Background information summarizing the various amendments is available in the [June study session memo](#) prepared for these past study sessions.

All amendments are attached; numbered 3-36 (Attachments 1, 2, and 4 were deleted because they were descriptions of proposed amendments, rather than the amendments themselves, and 32, because no updates have been mapped). Based upon the suggestions made at the study sessions, staff has made very minor revisions described below:

- Attachment 7 – revised narrative describing existing conditions of the Houghton Transfer Station. The final narrative is the culmination of collaboration between Public Works staff and the Houghton Community Council.
- Attachment 14 –minor revisions to Snyder's Corner Park and Ben Franklin Elementary School descriptions in the Bridle Trails Neighborhood Plan Open Space/Parks section.

- Attachment 15 – a clarification that besides the water tower located in the Bridle Trails Neighborhood, there are others in the City. The addition of Flying Horse Shoe to those developments that should remain very low density to ensure the future protection of equestrian use. Both changes are contained in the Living Environment section of the Bridle Trails Neighborhood Plan.
- Attachment 16 – removal of the public facilities overlay adjoining the southeast corner of the Houghton Landfill, which was a remnant of the fire station that was located there in the past. One of the affected parcels is developed with a habitat for humanity home. The other three are vacant, and owned by the City.
- Attachment 25 – Figure T-4: Transit Service has been updated to reflect current transit routes.
- Not included as an attachment, but scheduled for adoption with this round of amendments if the Bridle View annexation is approved, are revisions to all functional maps to incorporate the annexation. These maps are located in the various general elements of the Comprehensive Plan.

Attachments

1. **ELIMINATED** - 2009 Amendment List
2. **ELIMINATED** - 2009 City Initiated CPA Work Program
3. CIP Related Amendments - Table CF-8 Capital Facilities Plan: Transportation Projects amendments
CIP Related Amendments - Table CF-9 2022 Transportation Project List
CIP Related Amendments - Table CR-10A Capital Facilities Plan: Utility Projects
CIP Related Amendments - Table CR-10B Capital Facilities Plan: Surface Water Utility Project
CIP Related Amendments - Table CR-11 Capital Facilities Plan: Parks Projects
CIP Related Amendments - Table CR-12 Capital Facilities Plan: Fire and Building Projects
CIP Related Amendments - Table T-5 Project Descriptions for the 2022 Transportation Project List
CIP Related Amendments – Figure T-6 Transportation Project List (Map)
4. **ELIMINATED** - Modification to the 2022 Transportation Project List between 2007 and 2009 will be passed out at the Planning Commission meeting
5. Implementation Strategies Element amendments
6. Projects and Improvements Identified in Neighborhood Plans (maps)
7. Public Services Element amendment
8. North Rose Hill Neighborhood Plan land use map amendment
9. Figure PR-1: Kirkland Parks (map) amendment
10. Park Zoning
11. Table NRH-1: North Rose Hill Street Connection Plan Description amendment
12. North Rose Hill Street Connection #3 map
13. North Rose Hill Street Connection #7 map
14. Bridle Trails Neighborhood Plan Park Open Space text amendment

15. Bridle Trails Neighborhood Plan Living Environment text amendment
16. Bridle Trails Neighborhood Plan land use map amendment
17. Bridle View Annexation zoning map amendment
18. Totem Lake Neighborhood Plan Economic Development text amendment
19. Totem Lake Neighborhood Plan Totem Center text amendment
20. Totem Lake Neighborhood Plan Transportation text amendment
21. Totem Lake Neighborhood Plan Urban Center map amendment
22. Figure T-1 Street Classification and State Routes
23. Figure T-2 Bicycle System – Existing and Proposed
24. Figure T-3 Pedestrian Corridor System – Existing and Proposed
25. Figure T-4 Transit Service
26. Figure T-7 Signalized Intersections
27. Figure U-1 Water System
28. Figure U-2 Sanitary Sewer System
29. Figure U-2 Surface Water Management System
30. Figure U-2 Northshore Water System
31. Figure U-2 Northshore Sewer System
32. **ELIMINATED** - Figure U-3 Fiber Optic Network
33. Figure PS-1 Fire Response Times within 5.5 minutes
34. Figure PS-2 Emergency Medical Services Response Times within 5 minutes
35. Figure I-2 Potential Annexation Areas
36. Figure LU-1 City Wide Land Use Map

Cc: File ZON09-00001
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce

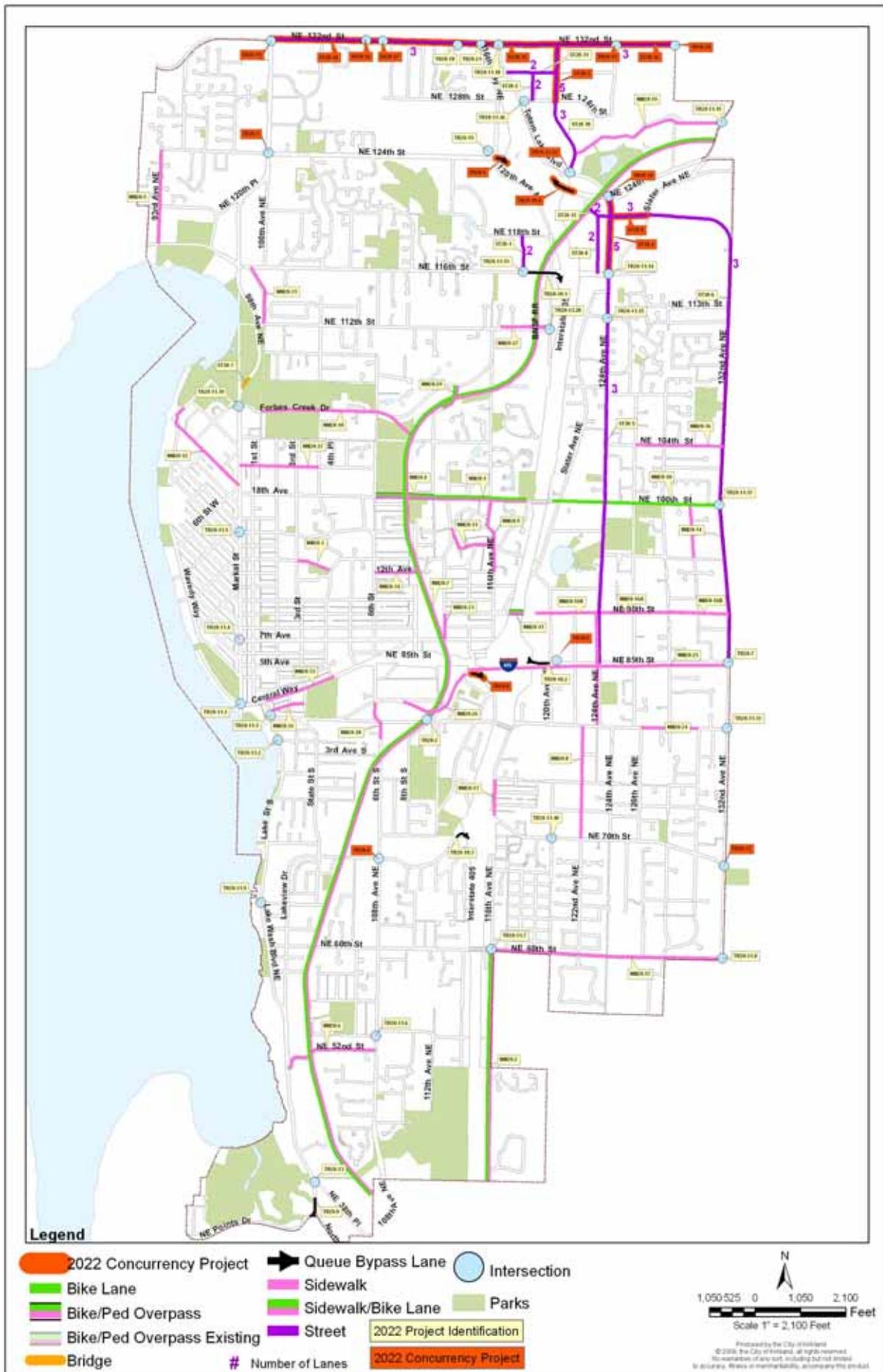


Figure T-6: Transportation Project List

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

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

USES OF FUNDS**Funded Projects**

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

SURPLUS (DEFICIT) of Resources

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | - | - |
|---|---|---|---|---|---|---|---|---|

*These projects provide new capacity towards levels of service.

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

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

USES OF FUNDS**Funded Projects**

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

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

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

SOURCES OF FUNDS

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

USES OF FUNDS**Funded Projects**

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

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

*These projects provide new capacity towards levels of service.

Table CF - 11
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

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

USES OF FUNDS**Funded Projects**

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

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

*These projects provide new capacity towards levels of service.

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

SOURCES OF FUNDS

| <i>Revenue Type</i> | <i>Revenue Source</i> | <i>2009</i> | <i>2010</i> | <i>2011</i> | <i>2012</i> | <i>2013</i> | <i>2014</i> | <i>Six-Year Total</i> |
|----------------------|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| Local | Interest Income | 206,900 | 117,730 | 228,480 | 225,920 | 46,690 | 242,130 | 1,067,850 |
| Local | Reserves | | | | | | | - |
| Local | Prior Year Project Savings | 181,300 | | | | | | 181,300 |
| External | Fire District #41 | 59,100 | 41,370 | 43,520 | 34,580 | 16,410 | 85,070 | 280,050 |
| <i>Total Sources</i> | | 447,300 | 159,100 | 272,000 | 260,500 | 63,100 | 327,200 | 1,529,200 |

USES OF FUNDS**Funded Projects**

| <i>Project Number</i> | <i>Project Title</i> | <i>2009</i> | <i>2010</i> | <i>2011</i> | <i>2012</i> | <i>2013</i> | <i>2014</i> | <i>Six-Year Total</i> |
|--|---|-------------|-------------|-------------|-------------|-------------|-------------|-----------------------|
| PS 0061 | Mobile Data Computers Replacement | 227,300 | | | | | | 227,300 |
| PS 0062 | Defibrillator Unit Replacement | | | 272,000 | | | | 272,000 |
| PS 0063 | Breathing Air Fill Station Replacement | | 159,100 | | | | | 159,100 |
| PS 0066 | Thermal Imaging Cameras Replacement | | | | 133,000 | | | 133,000 |
| PS 0067 | Dive Rescue Equipment Replacement | | | | | 63,100 | | 63,100 |
| PS 0068 | Local Emergency/Public Communication AM Radio | | | | 127,500 | | | 127,500 |
| PS 0070 | Permanent Information Displays | 220,000 | | | | | | 220,000 |
| PS 0071 | Self Contained Breathing Apparatus (SCBA) | | | | | | 327,200 | 327,200 |
| <i>Total Funded Fire and Building Projects</i> | | 447,300 | 159,100 | 272,000 | 260,500 | 63,100 | 327,200 | 1,529,200 |

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

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

| Comp Plan ID Number | Project Description | Total Cost ⁽¹⁾ | CIP Project Number | Funded in 6-yr CIP | Source Doc. ⁽²⁾ | Comp Plan Goal | 2022 Concurrency Project |
|---------------------------------|---|---------------------------|--------------------|--------------------|----------------------------|----------------|--------------------------|
| Non-Motorized | | | | | | | |
| NM 20-1 | Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405 | \$ 0.3 | NM 0034 | ✓ | C, NM | T-2 | |
| NM 20-2 | 116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits | \$ 4.5 | NM 0001 | ✓ | C, NM | T-2 | |
| NM 20-3 | 13th Ave. Sidewalk (Phase II) | \$ 0.4 | NM 0054 | ✓ | C, NM | T-2 | |
| NM 20-4 | Crestwoods Park/BNSFR Ped/Bike facility | \$ 2.5 | NM 0031 | | C, NM | T-2 | |
| NM 20-5 | 93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St. | \$ 0.6 | NM 0032 | | C, NM | T-2 | |
| NM 20-6 | NE 52nd St. Sidewalk | \$ 1.1 | NM 0007 | | C, NM | T-2 | |
| NM 20-7 | Cross Kirkland Trail | \$ 6.1 | NM 0024 | | C, NM | T-2, T-8 | |
| NM 20-8 | 122nd Ave NE sidewalk | \$ 2.7 | NM 0055 | ✓ | C, NM | T-2 | |
| NM 20-9 | 116th Ave NE Sidewalk (Highlands) | \$ 1.0 | NM 0044 | ✓ | C, NM | T-2 | |
| NM 20-10 | NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE | \$ 1.6 | NM 0036 | | C, NM | T-2 | |
| NM 20-11 | NE 95th St Sidewalk (Highlands) | \$ 0.7 | NM 0045 | | C, NM | T-2 | |
| NM 20-12 | 18th Ave West Sidewalk | \$ 2.3 | NM 0046 | | C, NM | T-2 | |
| NM 20-13 | 116th Ave NE Sidewalk (South Rose Hill) | \$ 0.4 | NM 0047 | | C, NM | T-2 | |
| NM 20-14 | 130th Ave. NE Sidewalk | \$ 0.8 | NM 0037 | | C, NM | T-2 | |
| NM 20-15 | NE 90th St. Bicycle/Pedestrian Overpass Across I-405 | \$ 3.7 | NM 0030 | | C, NM | T-2 | |
| NM 20-16A | NE 90th St. Sidewalk (Phase I), 124th Ave. NE to 128th Ave. NE | \$ 1.2 | NM 0056 | | C, NM | T-2 | |
| NM 20-16B | NE 90th St. Sidewalk (Phase II), 120th Ave NE. to 124th Ave NE & 128th Ave NE to 132nd Ave NE | \$ 2.6 | NM 0026 | | C, NM | T-2 | |
| NM 20-17 | NE 60th St Sidewalk | \$ 5.0 | NM 0048 | | C, NM | T-2 | |
| NM 20-18 | Forbes Valley Pedestrian Facility | \$ 2.0 | NM 0041 | | C, NM | T-2 | |
| NM 20-19 | NE 126th St Non-motorized facilities | \$ 4.3 | NM 0043 | | C, TL | T-2 | |
| NM 20-20 | Crosswalk Upgrades (various locations) | \$ 0.2 | NM 0012 | ✓ | C, NM | T-2 | |
| NM 20-21 | Annual Pedestrian Improvements (various locations) | \$ 32.3 | various | | NM | T-2 | |
| NM 20-22 | Annual Bicycle Improvements (various locations) | \$ 2.3 | various | | NM | T-2 | |
| NM 20-23 | 112th Ave NE Sidewalk | \$ 0.5 | NM 0049 | ✓ | C, NM | T-2 | |
| NM 20-24 | NE 80th St Sidewalk | \$ 0.9 | NM 0050 | | C, NM | T-2 | |
| NM 20-25 | Rose Hill Business District Sidewalks | \$ 4.3 | NM 0051 | ✓ | C, NM | T-2 | |
| NM 20-26 | Kirkland Way Sidewalk | \$ 1.4 | NM 0063 | | C, NM | T-2 | |
| NM 20-27 | NE 112th Street Sidewalk | \$ 0.6 | NM 0053 | | C, NM | T-2 | |
| NM 20-28 | Annual Sidewalk Maintenance Program | \$ 1.2 | NM 0057 | ✓ | C, NM | T-2 | |
| NM 20-29 | 111th Ave non-motorized/emergency access connection | \$ 1.5 | NM 0058 | | Highlands | T-2 | |
| NM 20-30 | 6th Street Sidewalk | \$ 0.4 | NM 0059 | ✓ | C | T-2 | |
| NM 20-31 | 100th Ave NE/NE 99th Place sidewalk | \$ 0.7 | NM 0060 | ✓ | C | T-2 | |
| NM 20-32 | Park Place Pedestrian Corridor enhancements | \$ 2.0 | NM 0064 | ✓ | C | T-2 | |
| NM 20-33 | Central Way Pedestrian enhancements (Phase II) | \$ 0.5 | NM 0065 | ✓ | C | T-2 | |
| NM 20-34 | 12th Avenue Sidewalk | \$ 0.6 | NM 0066 | | C | T-2 | |
| NM 20-35 | Annual Non-motorized program | \$ 1.1 | NM 8888 | | C | T-2 | |
| NM 20-36 | NE 104th Street Sidewalk | \$ 1.8 | NM 0061 | | C | T-2 | |
| NM 20-37 | 19th Avenue Sidewalk | \$ 0.8 | NM 0062 | | C | T-2 | |
| SUBTOTAL (NON-MOTORIZED) | | \$96.9 | | | | | |
| Street | | | | | | | |
| ST 20-1 | 118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 In) | \$ 6.4 | ST 0060 | | C, TL | T-4 | |
| ST 20-2 | 119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 In) | \$ 5.6 | ST 0061 | | C, TL | T-4 | |
| ST 20-3 | 120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 In) | \$ 10.0 | ST 0063 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-4 | 124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In) | \$ 6.0 | ST 0059 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-5 | 124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 In) | \$ 30.3 | ST 0064 | | C | T-4 | |
| ST 20-6 | 132nd Ave. NE Road Improvement, NE 85th St. to Slater Ave. NE (3 In) | \$ 25.2 | ST 0056 | | C | T-4 | |
| ST 20-7 | 98th Ave. NE Bridge Replacement at Forbes Creek (2 In) | \$ 9.7 | ST 0085 | | C | T-4 | |
| ST 20-8 | 120th Ave NE Road Extension, NE 116th St north to BNSFR XING (2 In) | \$ 16.4 | ST 0073 | | TL | T-4 | |
| ST 20-9 | NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 In) | \$ 6.4 | ST 0057 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-10 | 120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 In) | \$ 3.3 | ST 0070 | | TL | T-4 | |
| ST 20-11 | NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 In) | \$ 10.0 | ST 0062 | | C | T-4 | |
| ST 20-12 | NE 120th St. Road extension (west), 124th Ave NE to BNSFR XING (2 In) | \$ 5.9 | ST 0072 | | TL | T-4 | |
| ST 20-13 | Annual Street Preservation Program (various locations) | \$ 39.0 | ST 0006 | ✓ | C | T-4 | |
| ST 20-14 | NE 132nd Street Improvements - Phase I (100th Ave to WSDOT interchange) | \$ 1.3 | ST 0077 | | C, 132 | T-4 | |
| ST 20-15 | NE 132nd Street Improvements - Phase II (WSDOT interchange to 124th Ave) | \$ 0.3 | ST 0078 | | C, 132 | T-4 | |
| ST 20-16 | NE 132nd Street Improvements - Phase III (124th Ave NE to 132nd Ave NE) | \$ 1.1 | ST 0079 | | C, 132 | T-4 | |

XIII. CAPITAL FACILITIES

TABLE CF-9
2022 Transportation Project List

| Comp Plan ID Number | Project Description | Total Cost ⁽¹⁾ | CIP Project Number | Funded in 6-yr CIP | Source Doc. ⁽²⁾ | Comp Plan Goal | 2022 Concurrency Project |
|---|---|---------------------------|--------------------|--------------------|----------------------------|----------------|--------------------------|
| SUBTOTAL (STREETS) | | \$ 176.9 | | | | | |
| Traffic/Intersection | | | | | | | |
| TR 20-1 | 100th Ave NE/NE 124th St Intersection Improvements | \$ 2.2 | TR 0084 | | C | T-4 | ✓ |
| TR 20-2 | Kirkland Way/BNSFRR Abutment/Intersection Improvements | \$ 6.9 | TR 0067 | | C, NM | T-4, T-2 | |
| TR 20-3 | 6th Street/Kirkland Way Traffic Signal | \$ 0.7 | TR 0065 | | C | T-4 | |
| TR 20-4 | NE 68th St/108th Ave NE Intersection Improvements | \$ 1.4 | TR 0085 | ✓ | C | T-4 | ✓ |
| TR 20-5 | NE 124th St./I-405 queue Bypass @ I-405, EB to SB | \$ 1.7 | TR 0057 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-6 | NE 85th St/120th Ave NE Intersection Improvements | \$ 1.8 | TR 0088 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-7 | NE 85th St/132nd Ave NE Intersection Improvements | \$ 1.8 | TR 0089 | | C | BKR, T-1, T-4 | |
| TR 20-8 | NE 85th St. HOV/I-405 queue Bypass @ I-405, EB to SB | \$ 0.8 | TR 0056 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-9 | Lk. Wash Blvd. /Northup Way queue by-pass southbound to westbound | \$ 6.6 | TR 0068 | | C | T-4 | |
| TR 20-10.1 | NE 116th St./ I-405 queue by-pass EB to SB | \$ 7.3 | TR 0072 | | C | T-1, T-4, T-5 | |
| TR 20-10.2 | NE 85th St./ I-405 queue by-pass WB to NB | \$ 1.8 | TR 0074 | | C | T-1, T-4, T-5 | |
| TR 20-10.3 | NE 70th St./ I-405 queue by-pass EB to SB | \$ 1.7 | TR 0073 | | C | T-1, T-4, T-5 | |
| TR 20-10.4 | NE 124th St. / I-405 queue bypass WB to NB | \$ 1.3 | TR 0075 | | C | T-1, T-4, T-5 | ✓ |
| TR 20-11.1 | Kirkland Avenue/Lake Street. S | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.2 | Lake Street S./2nd Avenue S | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.3 | Market Street/Central Way | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.4 | Market Street/7th Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.5 | Market Street/15th Avenue | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.6 | NE 53rd Street/108th Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.7 | NE 60th Street/116th Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.8 | NE 60th Street/132nd Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.9 | NE 64th Street/Lake Washington Blvd. | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.10 | NE 70th Street/120th Avenue or 122nd Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.11 | NE 80th Street/132nd Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.12 | NE 112th Street/124th Avenue NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.13 | NE 116th Street/118th Street NE | \$ 0.6 | | | P20 | T-4 | |
| TR20-11.14 | NE 116th Street/124th Avenue NE northbound dual left-turns | \$ 1.7 | TR 0092 | | C | BKR | |
| TR 20-11.15 | NE 126th Street/132nd Place NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.16 | NE 128th Street/ Totem Lake Boulevard | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.17 | NE 100th Street/132nd Ave NE | \$ 0.4 | | | P20 | T-4 | |
| TR 20-11.18 | NE 132nd Street/Totem Lake Boulevard | \$ 0.4 | | | P20 | T-4 | |
| TR 20-11.19 | Market Street and Forbes Creek Drive | \$ 0.4 | | | P20 | T-4 | |
| TR 20-11.20 | NE 112th Street/120th Ave NE | \$ 0.6 | | | P20 | T-4 | |
| TR 20-11.21 | Totem Lake Boulevard/120th Ave NE | \$ 2.6 | TR0099 | | P20 | T-4 | ✓ |
| TR 20-12 | NE 70th St/132nd Ave NE Intersection Improvements | \$ 2.2 | TR 0086 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-13 | Lake Washington Blvd/NE 38th PL Intersection Improvements | \$ 3.1 | TR 0090 | | C | BKR, T-1, T-4 | |
| TR 20-14 | NE 124th Street/124th Ave NE Intersection Improvements (Phase II) | \$ 4.2 | TR 0091 | ✓ | C | BKR | ✓ |
| TR 20-15 | NE 132nd St/100th Ave NE Intersection Improvements | \$ 3.0 | TR 0083 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-16 | NE 132nd St/Juanita H.S. Access Improvements | \$ 0.9 | TR 0093 | | C, 132 | T-4 | ✓ |
| TR 20-17 | NE 132nd St/108th Ave NE Intersection Improvements | \$ 0.6 | TR 0094 | | C, 132 | T-4 | ✓ |
| TR 20-18 | NE 132nd St/Fire Station #27 Access Improvements | \$ 0.4 | TR 0095 | | C, 132 | T-4 | |
| TR 20-19 | NE 132nd St/124th Ave NE Intersection Improvements | \$ 5.7 | TR 0096 | | C, 132 | T-4 | ✓ |
| TR 20-20 | NE 132nd St/132nd Ave NE Intersection Improvements | \$ 0.9 | TR 0097 | | C, 132 | T-4 | ✓ |
| TR 20-21 | NE 132nd St/116th Way NE Intersection Improvements | \$ 0.3 | TR 0098 | | C, 132 | T-4 | |
| SUBTOTAL (TRAFFIC/INTERSECTIONS) | | \$ 72.4 | | | | | |
| 2022 TRANSPORTATION PROJECT LIST TOTAL → | | \$ 346.2 | | | | | |

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

XIII. CAPITAL FACILITIES

TABLE CF-10
2022 Transportation Project List

| Comp Plan ID Number | Project Description | Remaining Cost ⁽¹⁾ | CIP Project Number | Funded in 6-yr CIP | Source Doc. ⁽²⁾ | Comp Plan Goal | 2022 Concurrency Project |
|---------------------|--|-------------------------------|--------------------|--------------------|----------------------------|----------------|--------------------------|
| ST 20-3 | 120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 ln) | \$ 8.8 | ST 0063 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-4 | 124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 ln) | \$ 4.3 | ST 0059 | ✓ | C | T-1, T-4 | ✓ |
| ST 20-9 | NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 ln) | \$ 5.8 | ST 0057 | ✓ | C, E | T-1, T-4 | ✓ |
| TR 20-4 | NE 68th St/108th Ave NE Intersection Improvements | \$ 0.8 | TR 0085 | ✓ | II | T-4 | ✓ |
| TR 20-5 | NE 124th St./I-405 queue By-pass @ I-405, EB to SB | \$ 1.7 | TR 0057 | ✓ | C | T-1, T-4, T-5 | ✓ |
| TR 20-6 | NE 85th St/120th Ave NE Intersction Improvements | \$ 1.8 | TR 0088 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-8 | NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB | \$ 0.8 | TR 0056 | ✓ | C | T-1, T-4, T-5 | ✓ |
| TR 20-14 | NE 124th Street/124th Ave NE Intersection Improvements (Phase II) | \$ 4.2 | TR 0091 | ✓ | C | T-1, T-4, T-6 | ✓ |
| TR 20-15 | NE 132nd St/100th Ave NE Intersection Improvements | \$ 3.0 | TR 0083 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-16 | 100th Ave NE/NE 124th St Intersection Improvements | \$ 2.2 | TR 0084 | ✓ | C | T-4 | ✓ |
| TR 20-18 | NE 70th St/132nd Ave NE Intersection Improvements | \$ 2.2 | TR 0086 | ✓ | C | BKR, T-1, T-4 | ✓ |
| TR 20-10.4 | NE 124th St. / I-405 queue by-pass WB to NB | \$ 1.3 | TR 0075 | ✓ | C | T-1, T-4, T-5 | ✓ |
| TR 20-16 | NE 132nd St/Juanita H.S. Access Improvements | \$ 0.9 | TR 0093 | ✓ | C, 132 | T-4 | ✓ |
| TR 20-17 | NE 132nd St/108th Ave NE Intersection Improvements | \$ 0.6 | TR 0094 | ✓ | C, 132 | T-4 | ✓ |
| TR 20-19 | NE 132nd St/124th Ave NE Intersection Improvements | \$ 5.7 | TR 0096 | ✓ | C, 132 | T-4 | ✓ |
| TR 20-20 | NE 132nd St/132nd Ave NE Intersection Improvements | \$ 0.9 | TR 0097 | ✓ | C, 132 | T-4 | ✓ |
| TR 20-11.21 | Totem Lake Boulevard/120th Ave NE | \$ 2.6 | TR 0099 | ✓ | P20 | T-4 | ✓ |

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

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

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

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

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

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

Non-motorized Improvements

(2008 update)

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

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

NM20-7 Non-motorized Facilities

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

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

NM20-8 Sidewalk

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

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

NM20-9 Sidewalk

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

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

NM20-10 Bike Lane

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

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

NM20-11 Sidewalk

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

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

NM20-12 Sidewalk

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

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

NM20-13 Sidewalk

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

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

NM20-14 Sidewalk

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

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

NM20-15 Pedestrian/Bicycle Bridge

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

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

NM20-16A Sidewalk

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

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

NM20-16B Sidewalk

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

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

NM20-17 Pathway/Sidewalk

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

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

NM20-18 Pedestrian Facility

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

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

NM20-19 Pedestrian/Bicycle Facility

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

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

NM20-20 Crosswalk Upgrades

Location: Various locations throughout City

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

NM20-21 Annual Pedestrian Improvements

Location: Various locations throughout City

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

NM20-22 Annual Bicycle Improvements

Location: Various locations throughout the City

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

NM20-23 Sidewalk

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

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

NM20-24 Sidewalk

- Location:** NE 80th Street from 126th Avenue NE to 130th Avenue NE
- Description:** Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Funded CIP project NM 0050, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.
- NM20-25** Sidewalk
- Location:** NE 85th Street from I-405 to 132nd Avenue NE and along 124th Avenue NE from NE 80th Street to NE 90th Street (AKA Rose Hill Business District Sidewalks)
- Description:** Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051, scheduled for completion in 2011.
- NM20-26** Sidewalk
- Location:** Kirkland Way from 8th Street to Ohde Avenue
- Description:** Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.
- NM20-27** Sidewalk
- Location:** NE 112th Street from 117th Place NE to the Burlington Northern Santa Fe Railroad crossing
- Description:** Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.
- NM20-28** Annual Sidewalk Maintenance Program
- Location:** Citywide
- Description:** Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.
- NM20-29** Nonmotorized/Emergency Access Connection
- Location:** 111th Avenue from Burlington Northern Santa Fe Railroad north to Forbes Creek Drive
- Description:** Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.
- NM20-30** Sidewalk

- Location:** 6th Street from 1st Avenue South to Kirkland Way
- Description:** Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.
- NM20-31** Sidewalk
- Location:** 100th Avenue NE/99th Place NE from NE 112th Street to NE 116th Street
- Description:** Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.
- NM20-32** Pedestrian Enhancements
- Location:** Park Lane from Lake Street to Peter Kirk Park
- Description:** Repair and replacement of aged and broken sidewalks, curb, gutter and storm drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. Unfunded CIP project NM 0064.
- NM20-33** Pedestrian Enhancements
- Location:** Central Way at Lake Street, Main Street, and 4th Street
- Description:** Based on the results of the ongoing Central Way pilot program that is monitoring the overall traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as “bulb-outs,” storm drainage, lighting and permanent parking configurations. Unfunded CIP project NM 0065.
- NM 20-34** Sidewalk
- Location:** 12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter Kirk Elementary School
- Description:** Install curb, gutter, sidewalk and storm drainage along north side of roadway. Partial funding by TIB Safe School Walking grant. Funded CIP project NM 0066.
- NM 20-35** Annual Sidewalk and/or Bike Lanes
- Location:** City wide
- Description:** Install up to various funding levels in 2012, 2013, 2014 any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

NM 20-36 Sidewalk
Location: NE 104th Street between 126th Avenue NE and 132nd Avenue NE
Description: Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.

NM 20-37 Sidewalk
Location: 19th Avenue from Market Street to 4th Street
Description: Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.

Street Improvements

ST20-1 New Street
Location: 118th Avenue NE, NE 116th Street to NE 118th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

ST20-2 New Street
Location: 119th Avenue NE, NE 128th Street to NE 130th Street
Description: Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

ST20-3 Street Widening
Location: 120th Avenue NE, NE 128th Street to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888 scheduled for completion by 2014.

ST20-4 Street Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes with sidewalks. Partially funded CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding.

ST20-5 Street Widening

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

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

ST20-6 Street Widening

Location: 132nd Avenue NE/NE 120th Street

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

ST20-7 Bridge Replacement

Location: 98th Avenue NE at Forbes Creek

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

ST20-8 New Street

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

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

ST20-9 New Street

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

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

ST20-10 Street Improvements

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

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

ST20-11 New Street

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

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

ST20-12 New Street

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

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

ST20-13 Annual Street Preservation Program

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

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

ST20-14 Street Widening

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

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

ST20-15 Street Widening

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

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

ST20-16 Street Widening

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

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

Intersection Improvements

TR20-1 Traffic Signal

Location: 100th Avenue NE/NE 124th Street

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

TR20-2 Intersection Improvements

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

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

TR20-3 Traffic Signal

Location: 6th Street/Kirkland Way

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

TR20-4 Intersection Improvements

Location: NE 68th Street/108th Avenue NE

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

TR20-5 HOV Queue Bypass

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

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

TR20-6 Intersection Improvements

Location: NE 85th Street/120th Avenue NE

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

TR20-7 Intersection Improvements

Location: NE 85th Street/132nd Avenue NE

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

TR20-8 HOV Queue Bypass

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

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

TR20-9 HOV Queue Bypass

Location: Lake Washington Boulevard at Northup Way

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

TR20-10 Queue Bypass and HOV Facilities

Location: Various as identified

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

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

TR20-11 Intersection Improvements

Location: Various as identified

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

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

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

TR20-12 Intersection Improvements

Location: NE 70th Street/132nd Avenue NE

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

TR20-13 Intersection Improvements

Location: Lake Washington Boulevard at NE 38th Place

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

TR20-14 Traffic Signal

Location: 124th Avenue NE at NE 124th Street

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

TR20-15 Intersection Improvements**Location:** NE 132nd Street/100th Avenue NE**Description:** Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. Funded CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.**TR20-16** Intersection Improvements**Location:** NE 132nd Street/Juanita High School Access**Description:** Construct a 250 foot eastbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0093.**TR20-17** Intersection Improvements**Location:** NE 132nd Street/108th Ave NE**Description:** Construct a 250 foot westbound right turn lane to allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0094.**TR20-18** Intersection Improvements**Location:** NE 132nd Street/Fire Station #27 Access**Description:** Modify existing signal to include pedestrian actuated option, as recommended in the NE 132nd Street Master Plan, to aid in helping the corridor with capacity issues in anticipation of the WSDOT Half-Diamond interchange at I-405 and NE 132nd Street and Totem Lake redevelopment. Unfunded CIP project TR 0095.**TR20-19** Intersection Improvements**Location:** 132nd Street/124th Avenue NE**Description:** Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0096.

TR20-20 Intersection Improvements

Location: 132nd Street/132nd Avenue NE

Description: Extend the eastbound left turn and right turn lanes to 500 feet; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0097.

TR20-21 Intersection Improvements

Location: 132nd Street/116th Way NE (I-405)

Description: Coordination of City ROW and intersection improvements in association with the WSDOT's Half-Diamond Interchange at NE 132nd Street and I-405 as recommended in the NE 132nd Street Master Plan. Unfunded CIP project TR 0098.

ATTACHMENT 4

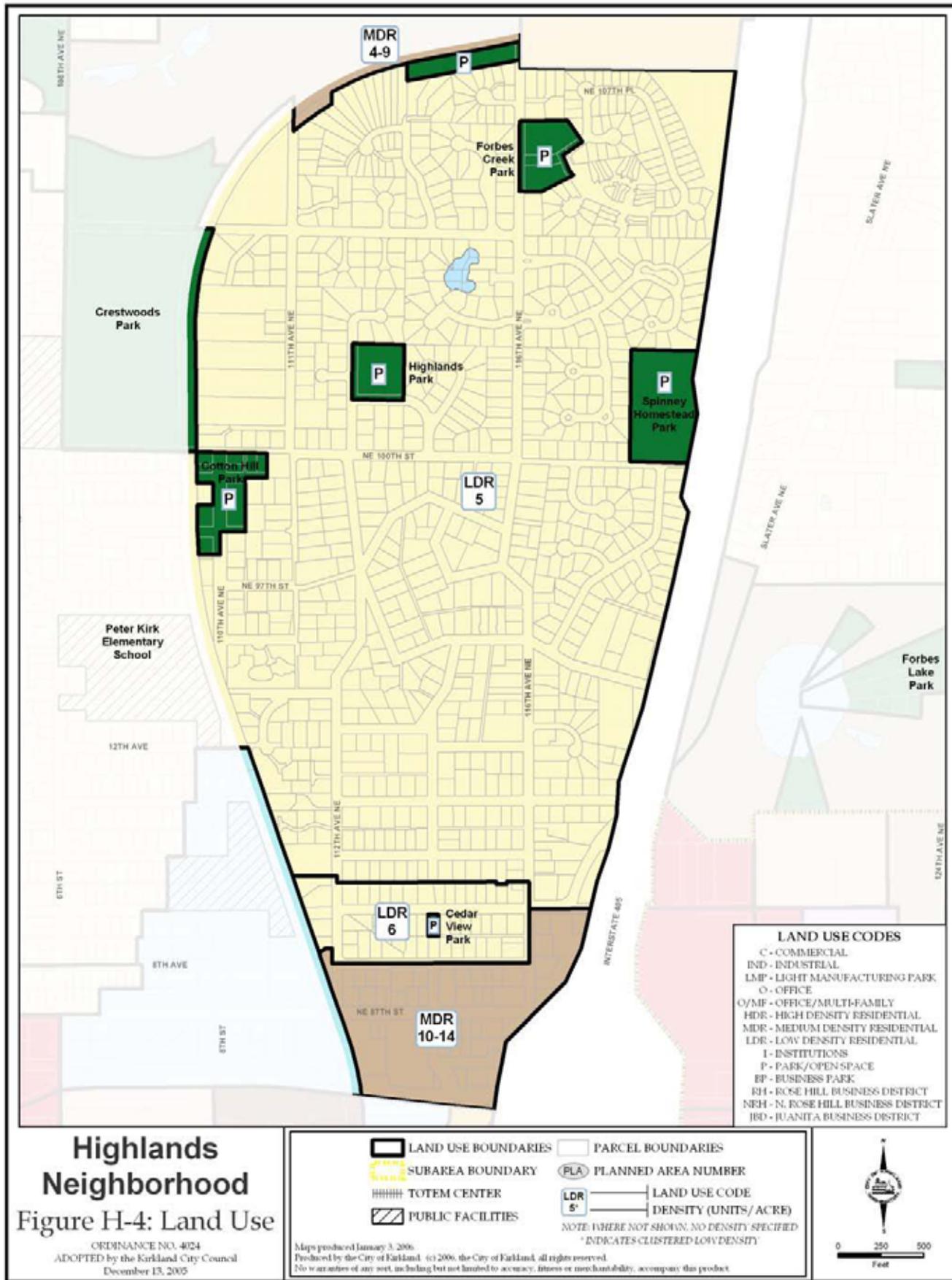
**WILL BE AVAILABLE AT THE
PLANNING COMMISSION
MEETING ON JUNE 11, 2009**

XIV. IMPLEMENTATION STRATEGIES

**Table IS-1
Implementation Tasks (Continued)**

| TASK | PRIORITY |
|---|----------|
| HUMAN SERVICES ELEMENT | |
| <u>Ongoing</u> | |
| HS.1. Review the Senior Council's Strategic Plan every five years and revise as appropriate. | |
| HS.2. Review the Youth Council's Strategic Plan every five years and revise as appropriate. | |
| HS.3. Continue regional collaboration of the Human Service's grant program to increase efficiencies. | |
| HS.4. Identify potential funding sources and submit grant applications for Senior, Youth and Human Services programs. | |
| CAPITAL FACILITIES ELEMENT | |
| <u>Projects</u> | |
| CF.1. Consider new revenue sources for capital facilities and implement as appropriate, including voter-approved bond issues. | * |
| <u>Ongoing</u> | |
| CF.2. Annually update the Capital Facilities Element to reflect capacity of facilities, land use changes, level of service standards, and financing capability. | |
| CF.3. Annually update the Capital Facilities Element consistent with the Capital Improvement Program. | |
| CF.4. Periodically update impact fees to reflect increases in road and park construction costs. | |
| NEIGHBORHOOD PLANS | |
| <u>Ongoing</u> | |
| NP.1. Regularly review neighborhood plans and amend as appropriate. | * |
| OTHER | |
| Evaluate the cost/benefit, capital facilities and service implications of annexation. | |

NP.2. Incorporate the following capital project elements into the CIP and CFP processes and/or the neighborhood connection and neighborhood grant program: (list projects by neighborhood.)



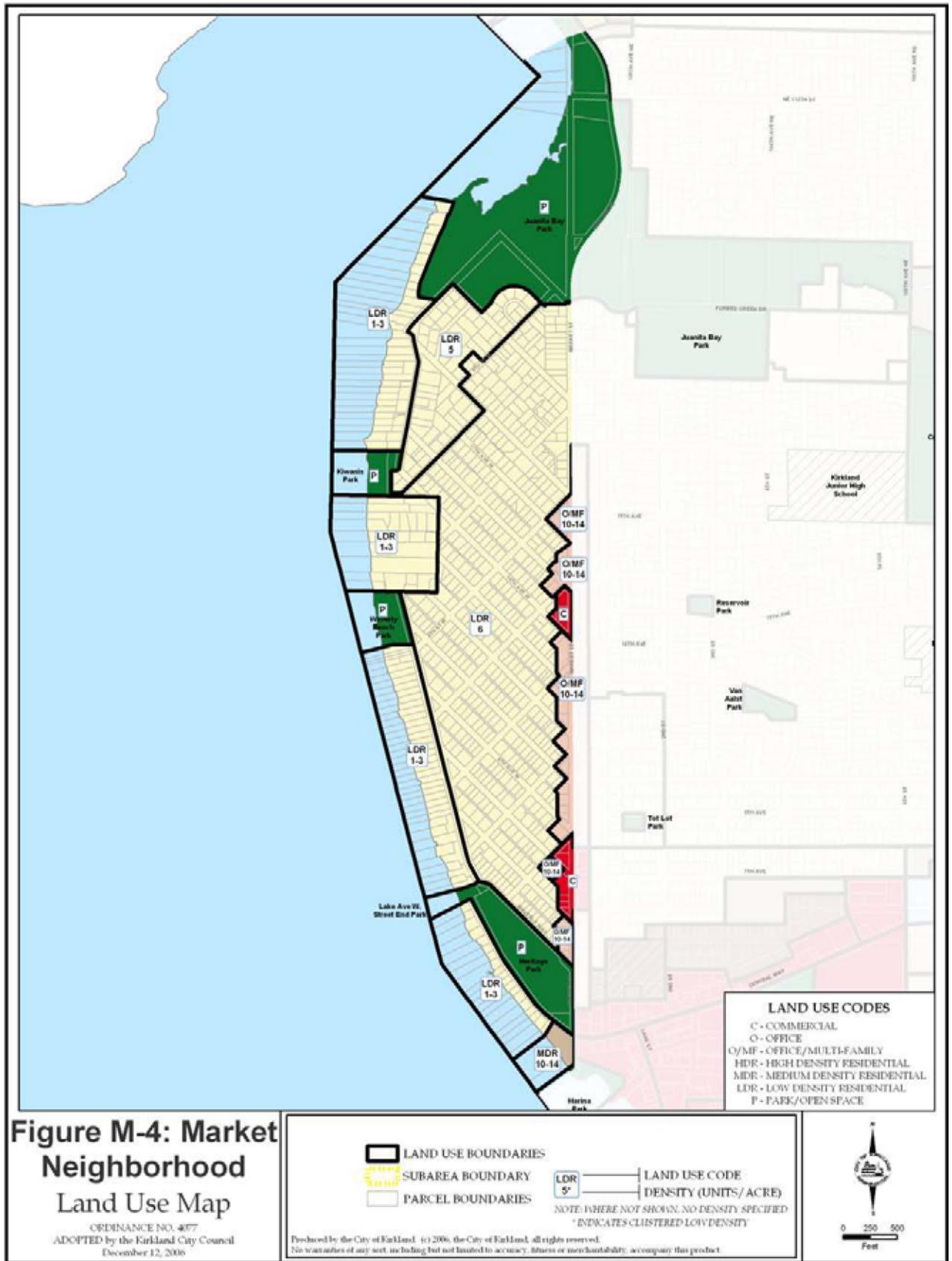


Figure M-4: Market Neighborhood Land Use

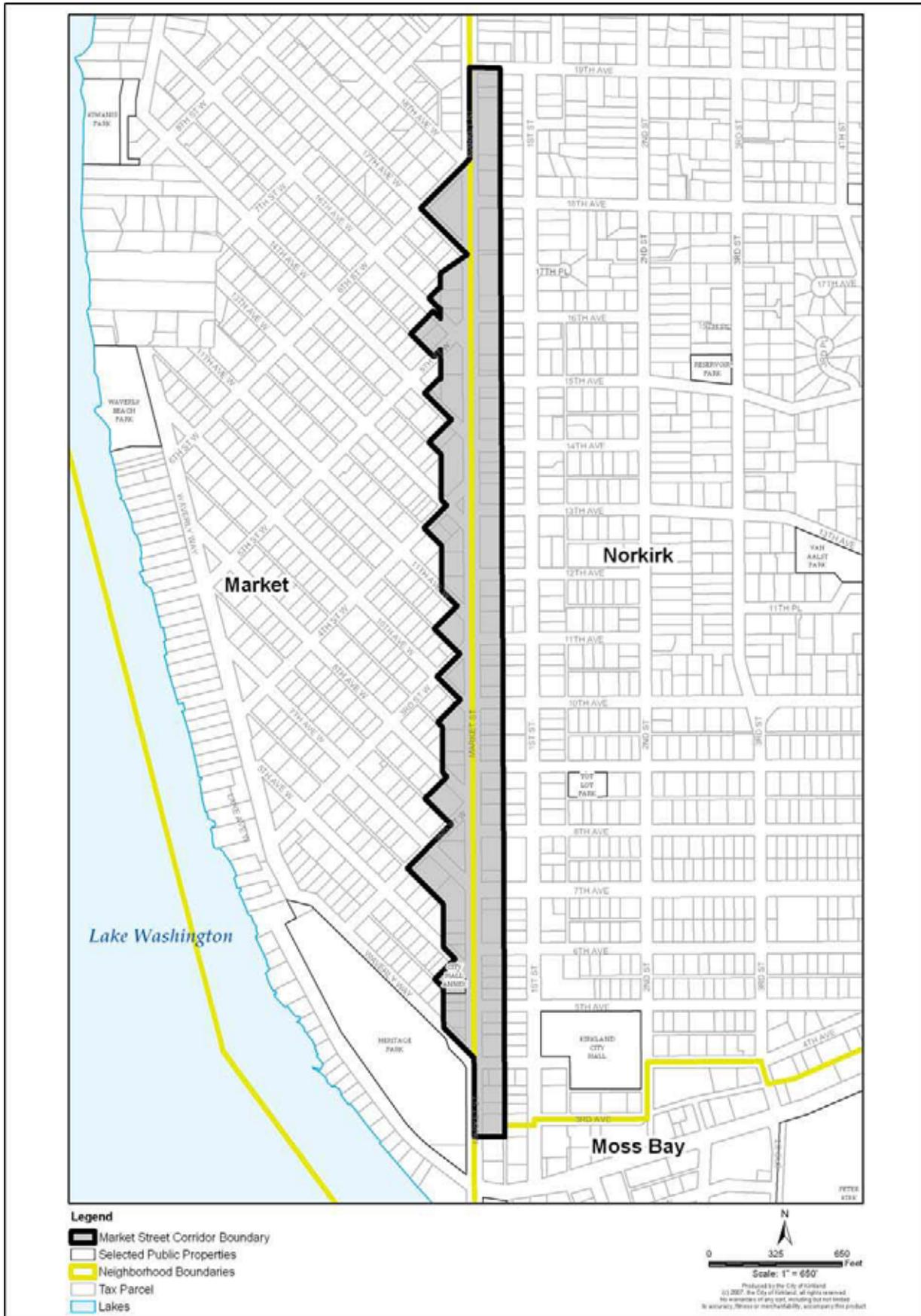


Figure MS-1: Market Street Corridor Boundary

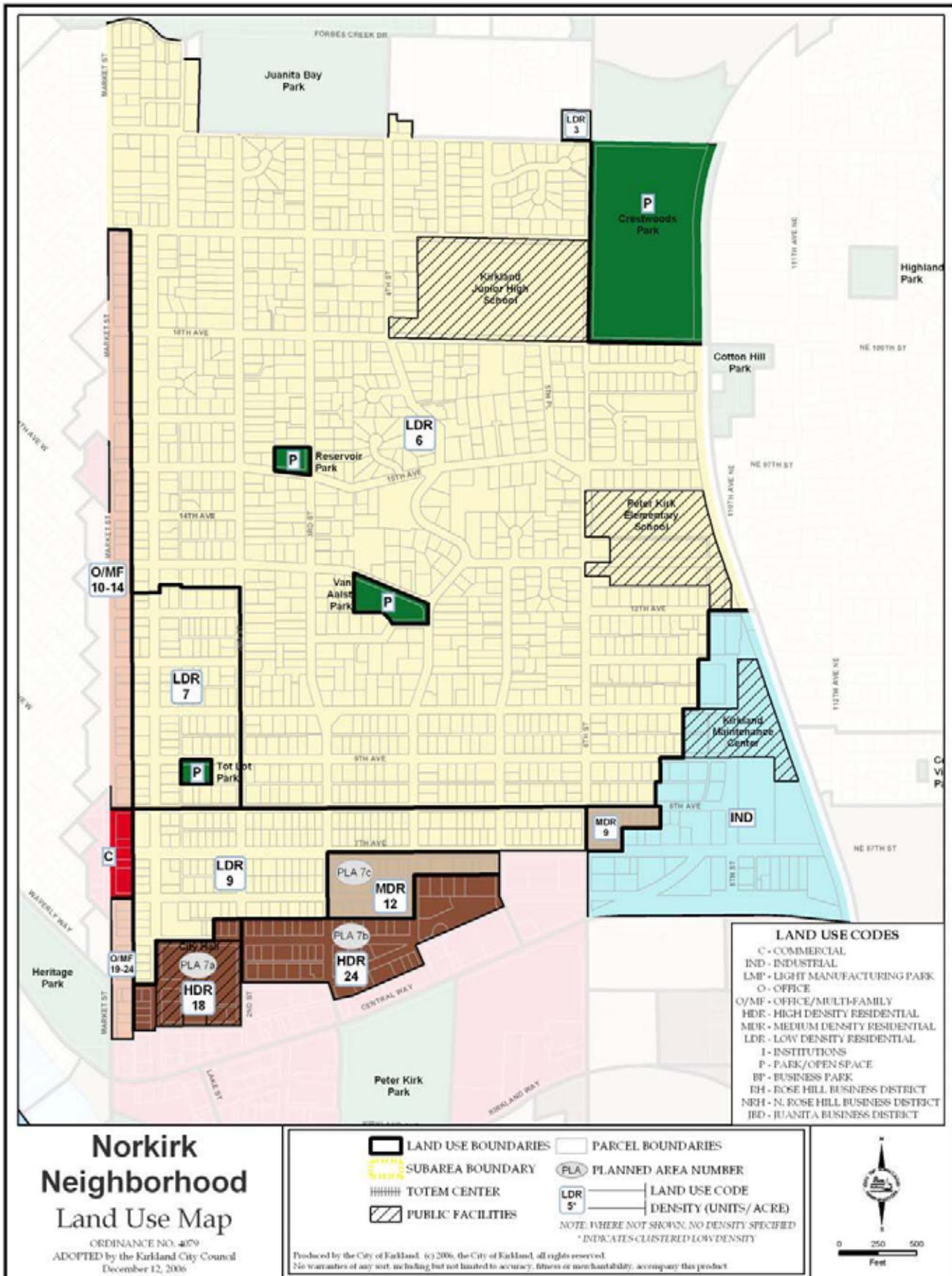
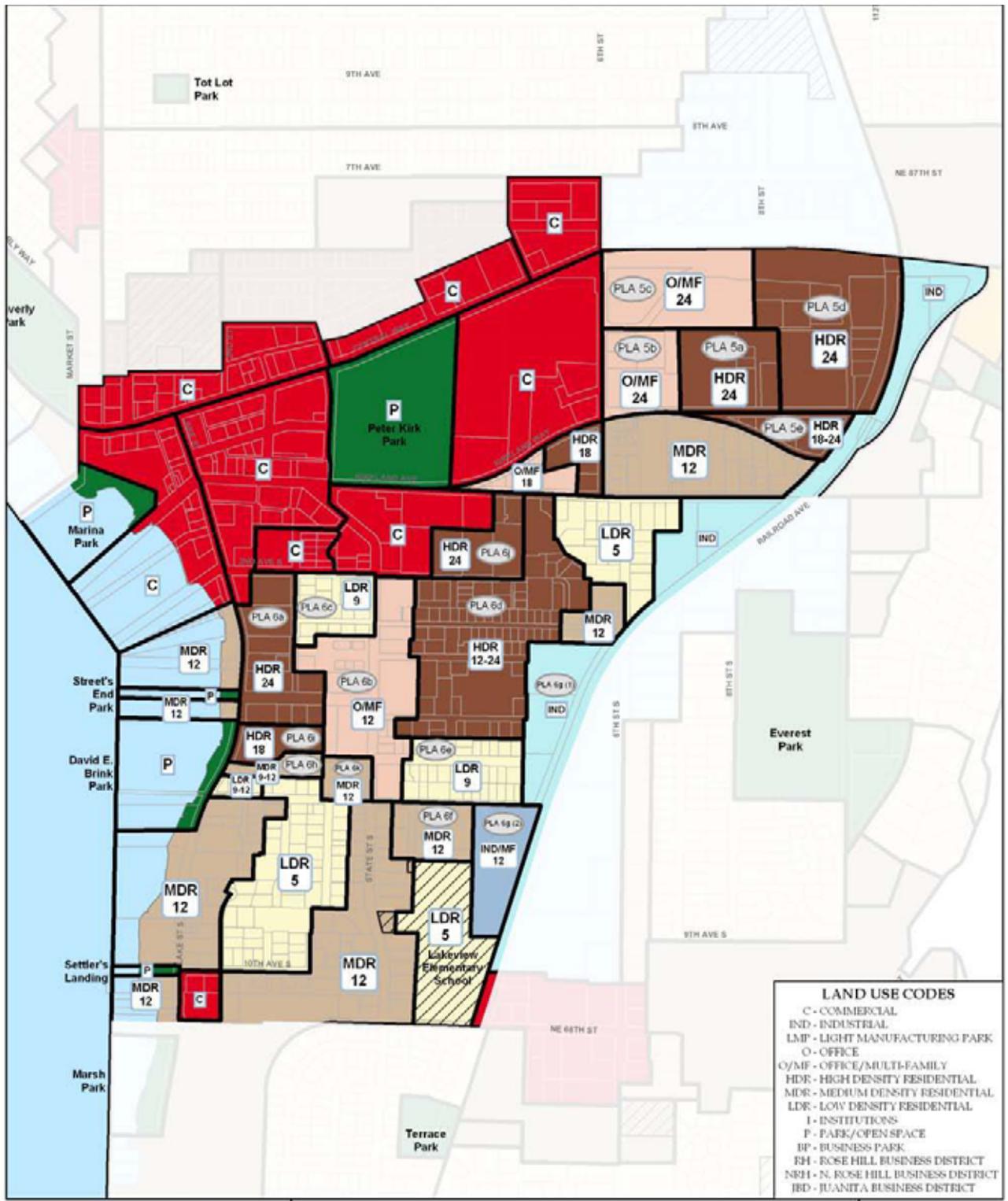


Figure N-4: Norkirk Land Use



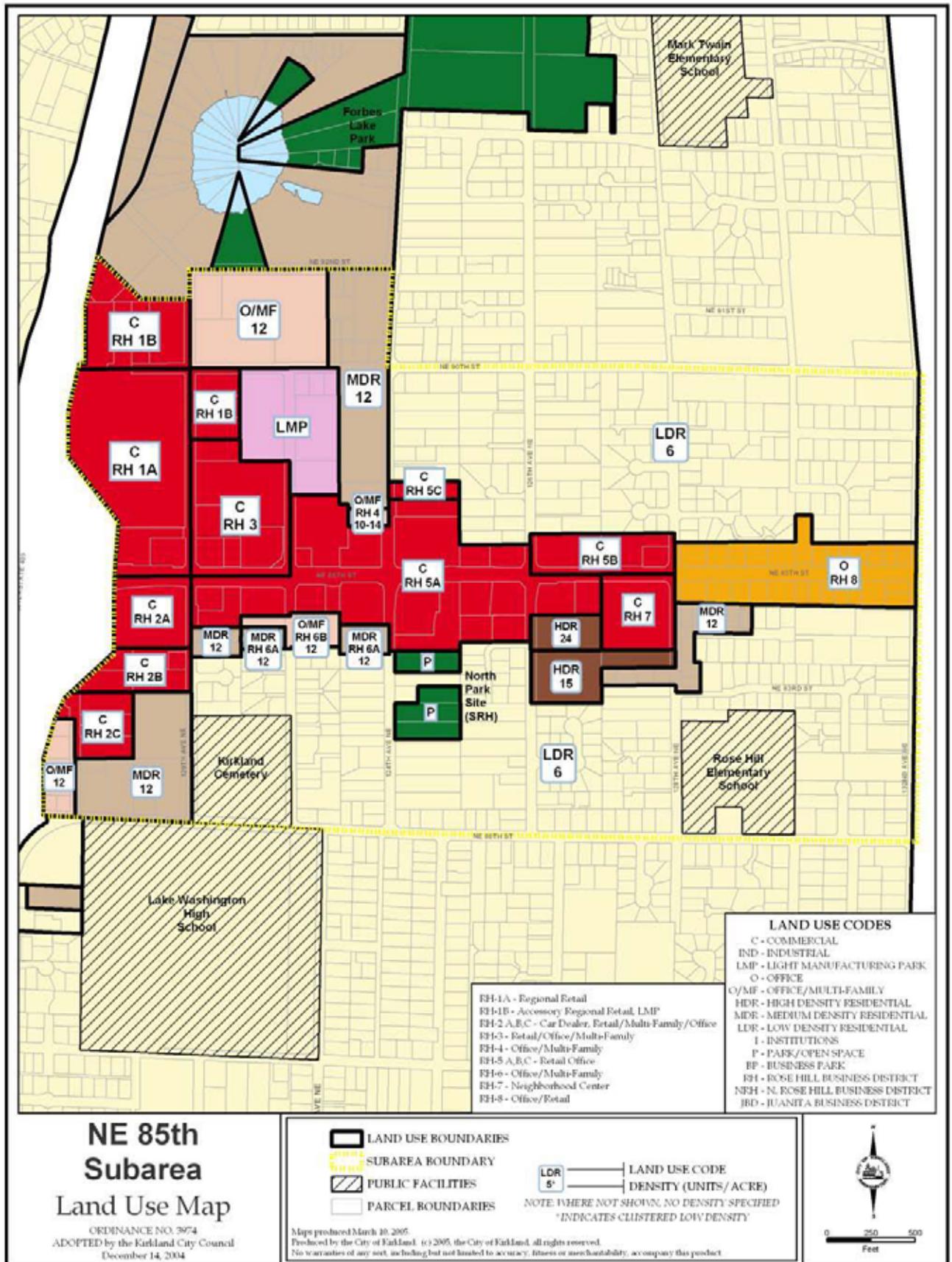


Figure NE85-2: NE 85th Subarea Land Use

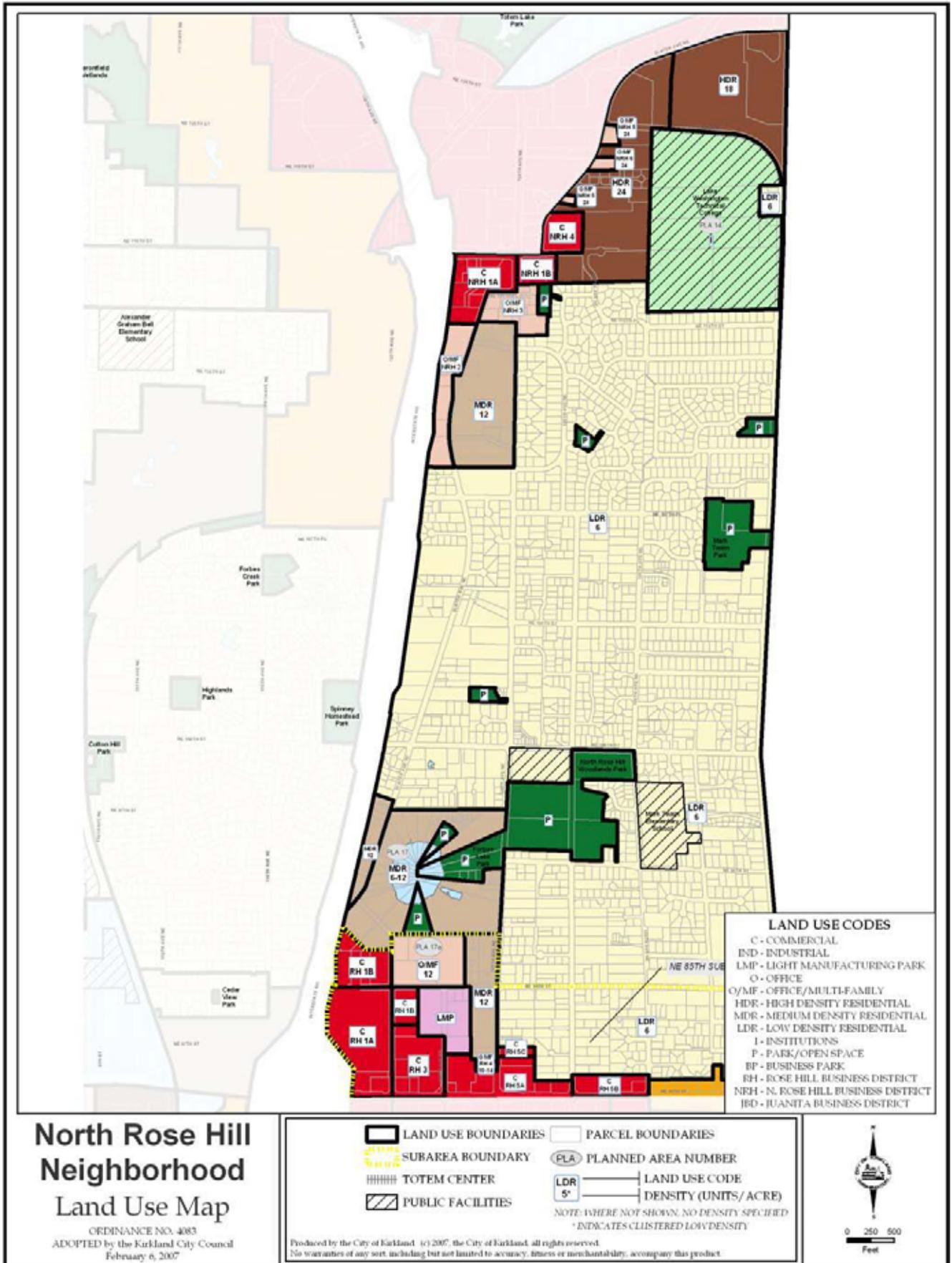


Figure NRH-4: North Rose Hill Land Use

Plate 34D The Designated “Circulator” in the Totem Lake Neighborhood

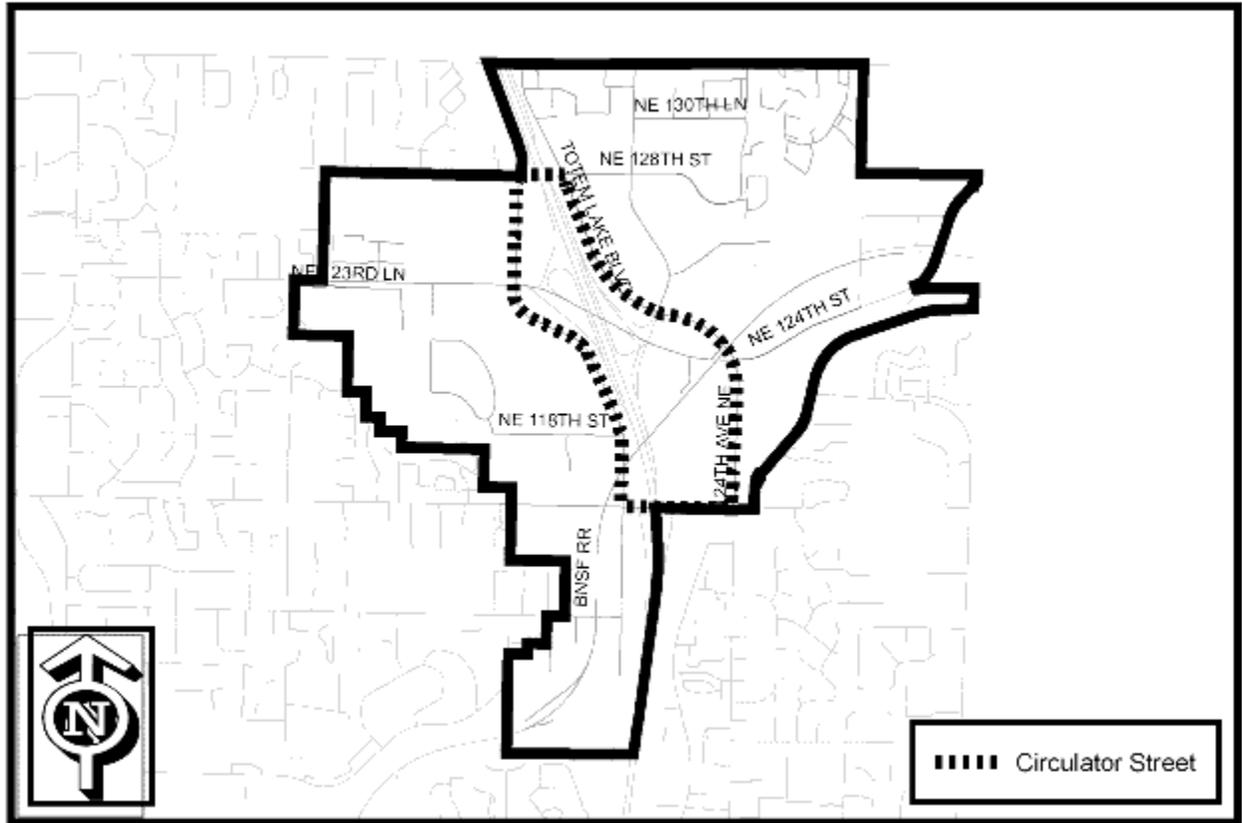
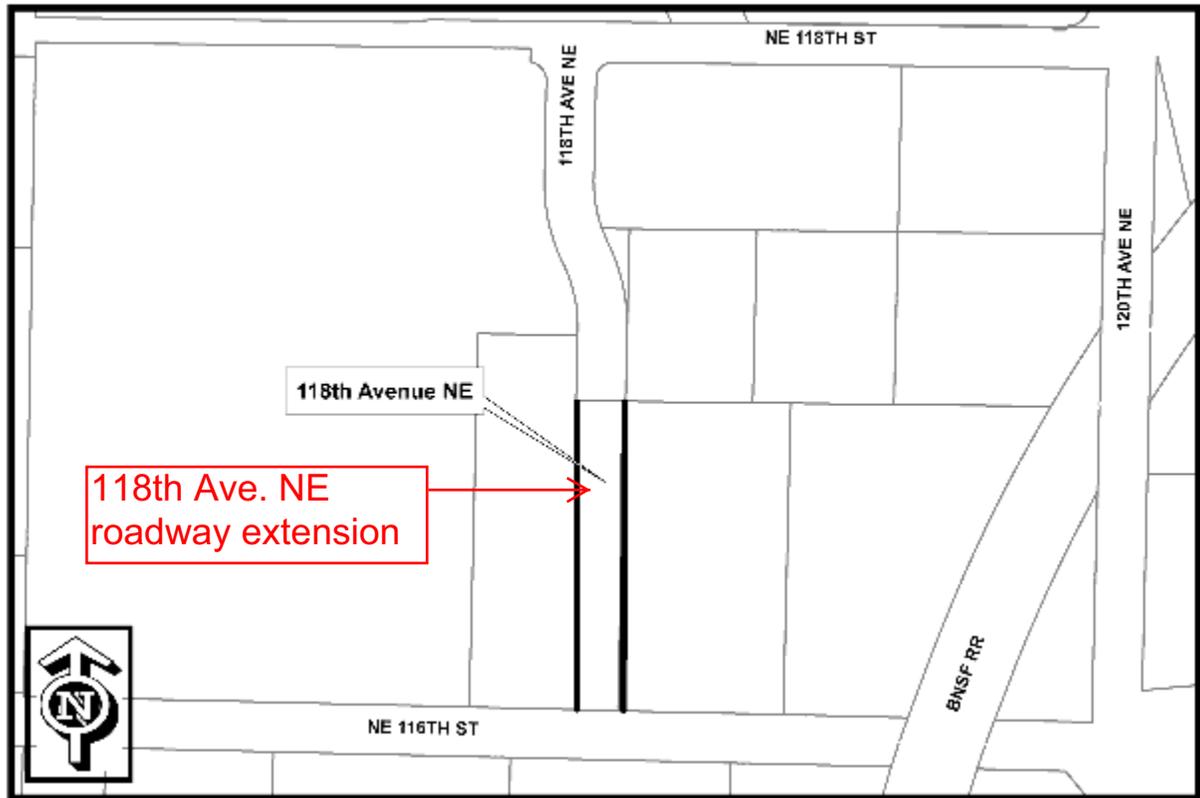


Plate 34E Pedestrian Circulation in Totem Lake

Plate 34C 118th Avenue NE Street Improvements in TL 10B Zone



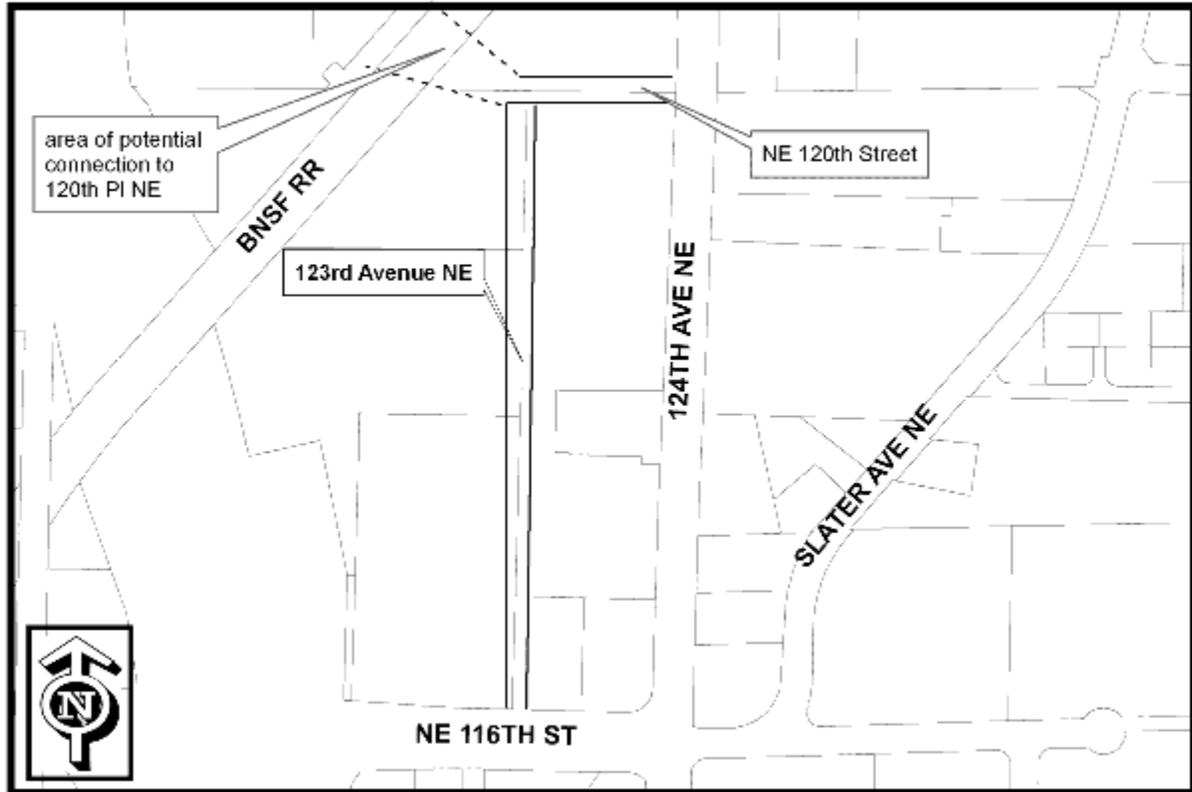
Required street improvements for 118th Avenue NE:

60 feet of public right-of-way

A slope easement may be required, west of the 118th Avenue NE right-of-way, as determined by the Public Works Director

Specific improvements to be determined by the Public Works Director

Plate 34B 123rd Avenue NE and NE 120th Street Improvements in TL 5 Zone



Required street improvements for 123rd Avenue NE and NE 120th Street:

60 feet of public right-of-way. Right-of-way width may be modified by the Public Works Director.

Specific improvements to be determined by the Public Works Director

Public Services

Introduction

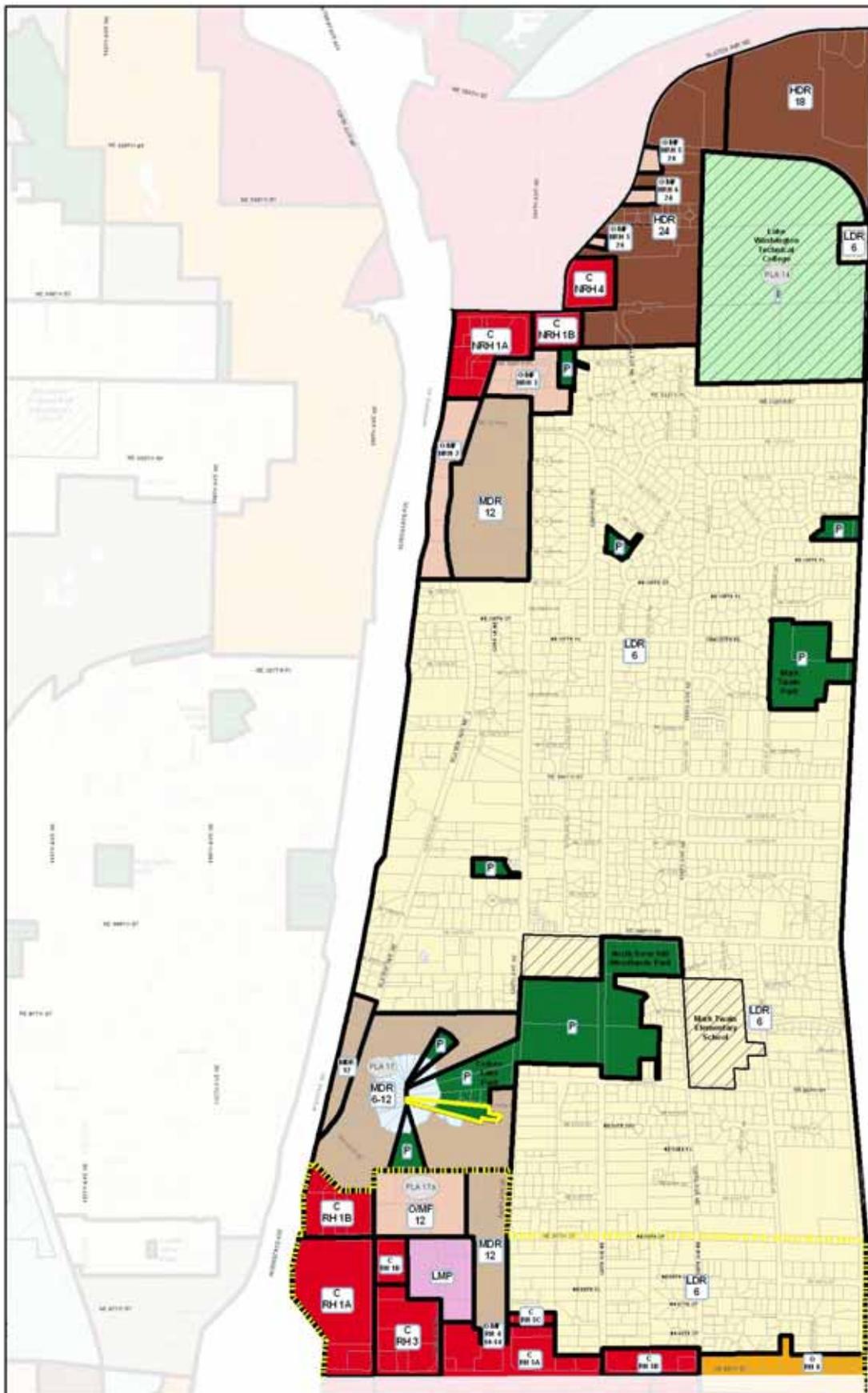
Existing Conditions

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

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

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

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



LAND USE CODES

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

North Rose Hill Neighborhood Land Use Map

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

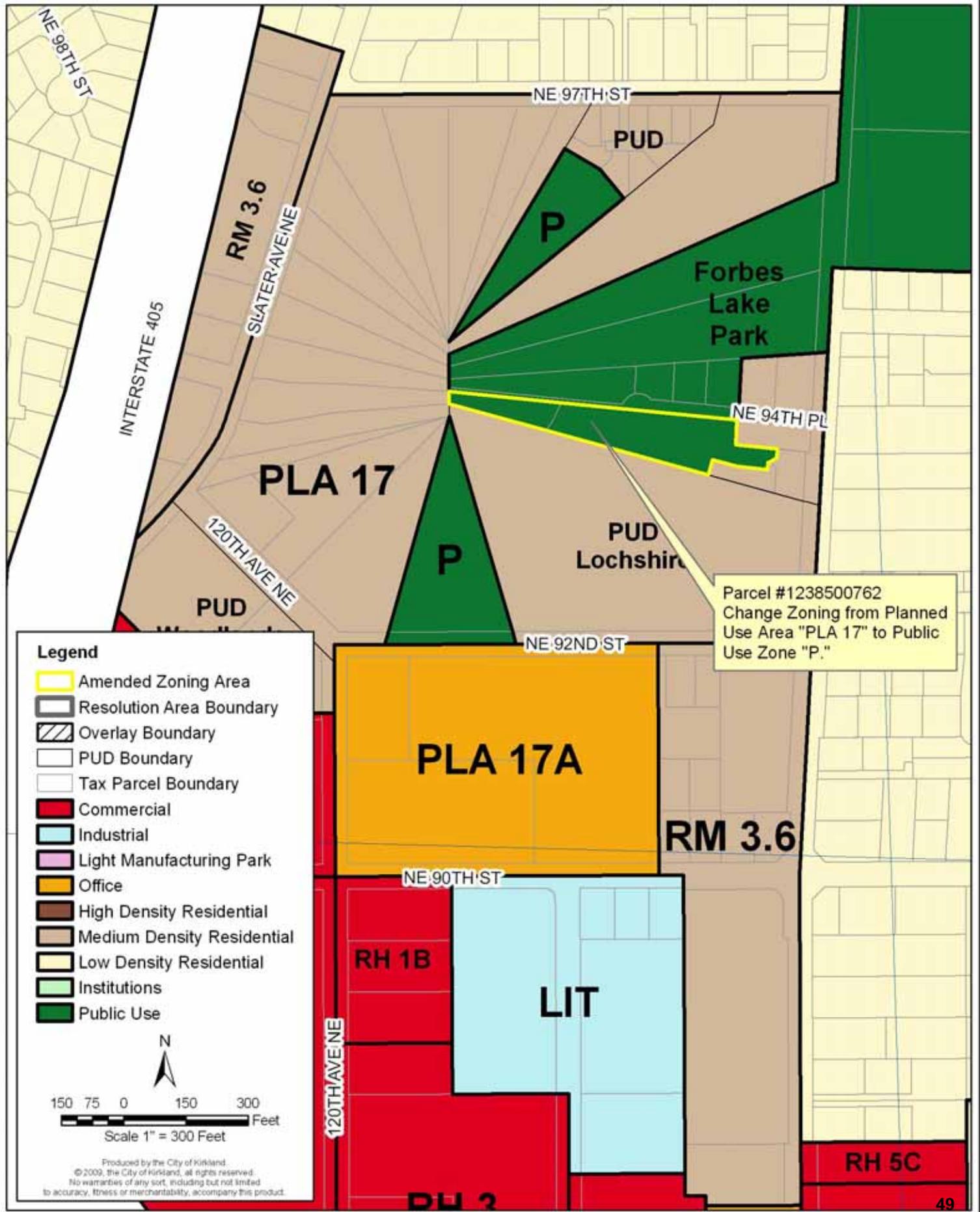
| | |
|---------------------|-----------------------|
| LAND USE BOUNDARIES | PARCEL BOUNDARIES |
| SUBAREA BOUNDARY | PLANNED AREA NUMBER |
| TOTEM CENTER | LAND USE CODE |
| PUBLIC FACILITIES | DENSITY (UNITS/ ACRE) |

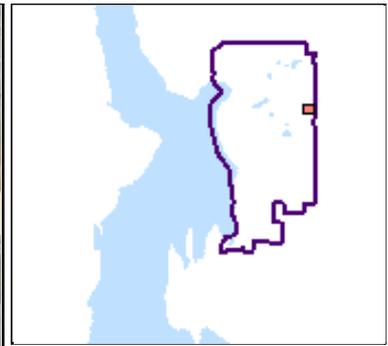
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 * INDICATES CLUSTERED LOW DENSITY

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Zoning Map Change

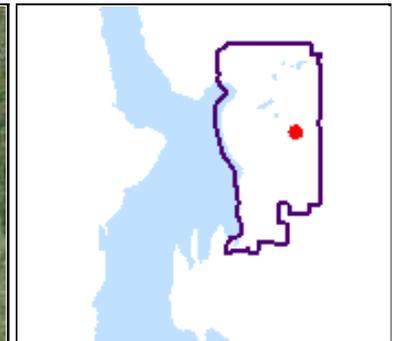




Approximate
Scale 1:2,400
1 in = 200 ft

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Street Connection # 7



Approximate
Scale 1:2,188
1 in = 182 ft

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Bridle Trails Neighborhood Plan

Open Space/Parks

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

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

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

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

Development of Snyder's Corner Park should be completed.

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

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

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

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

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

Bridle Trails Neighborhood Plan

Living Environment

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

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

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

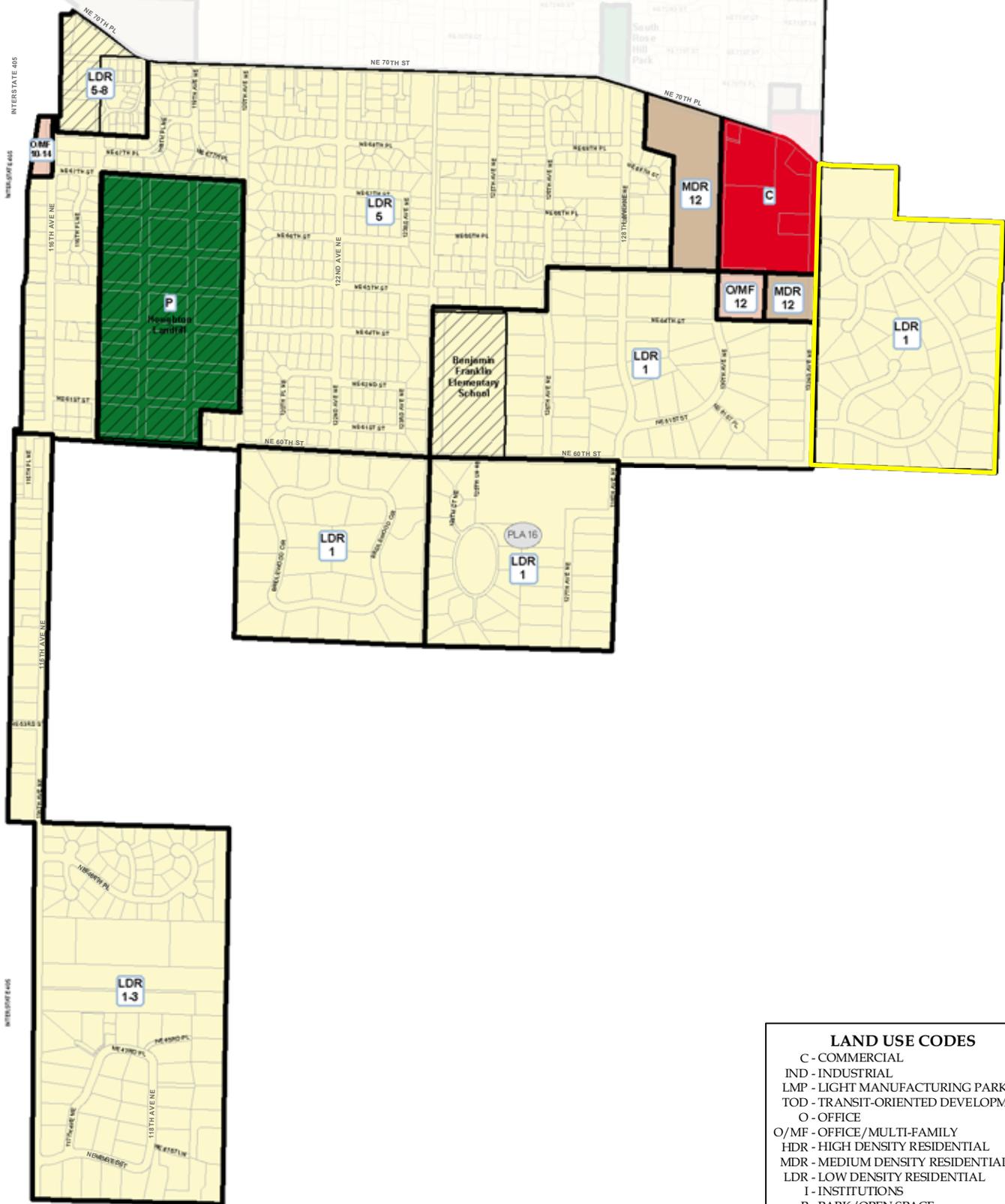
Bridlewood Circle, ~~and~~ Silver Spurs Ranch, Flying Horseshoe, and Bridle View should remain at a very low residential density.

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

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

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

Problems with utilities and traffic are discussed for the area.



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- TOD - TRANSIT-ORIENTED DEVELOPMENT
- O - OFFICE
- O/MF - OFFICE/MULTI-FAMILY
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- RH - ROSE HILL BUSINESS DISTRICT
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- JBD - JUANITA BUSINESS DISTRICT

Bridle Trails Neighborhood Land Use Map

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

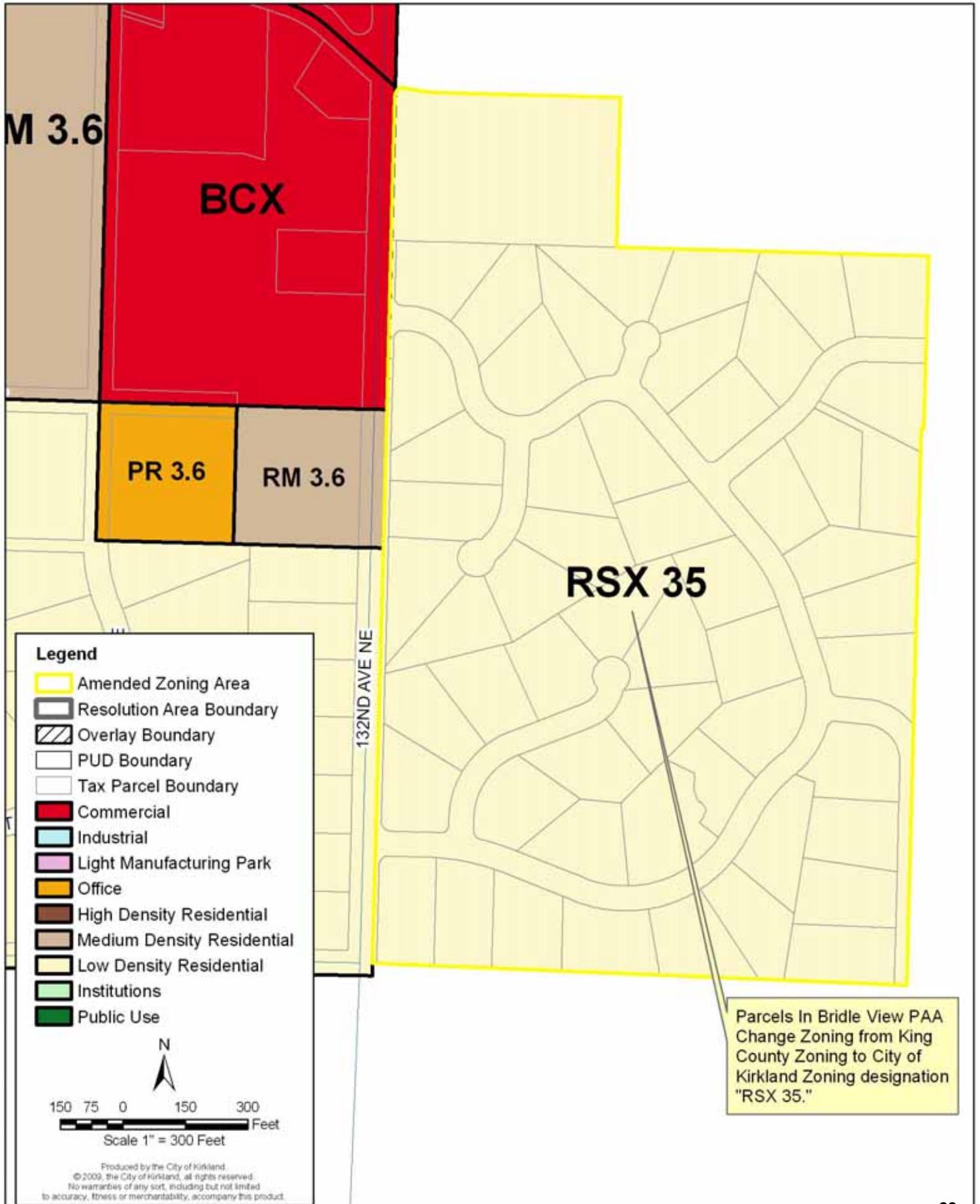
| | |
|---------------------|-----------------------|
| LAND USE BOUNDARIES | PARCEL BOUNDARIES |
| SUBAREA BOUNDARY | PLANNED AREA NUMBER |
| TOTEM CENTER | LAND USE CODE |
| PUBLIC FACILITIES | DENSITY (UNITS/ ACRE) |

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Zoning Map Change



Legend

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



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

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Totem Lake Neighborhood Plan
Economic Development

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

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

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

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

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

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

Policy TL-1.4:

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

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

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

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

Totem Lake Neighborhood Plan
Totem Center

4. TOTEM CENTER

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

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

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

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

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

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

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

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

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

Totem Lake Neighborhood Transportation

Policy TL-29.3:

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

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

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

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

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

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

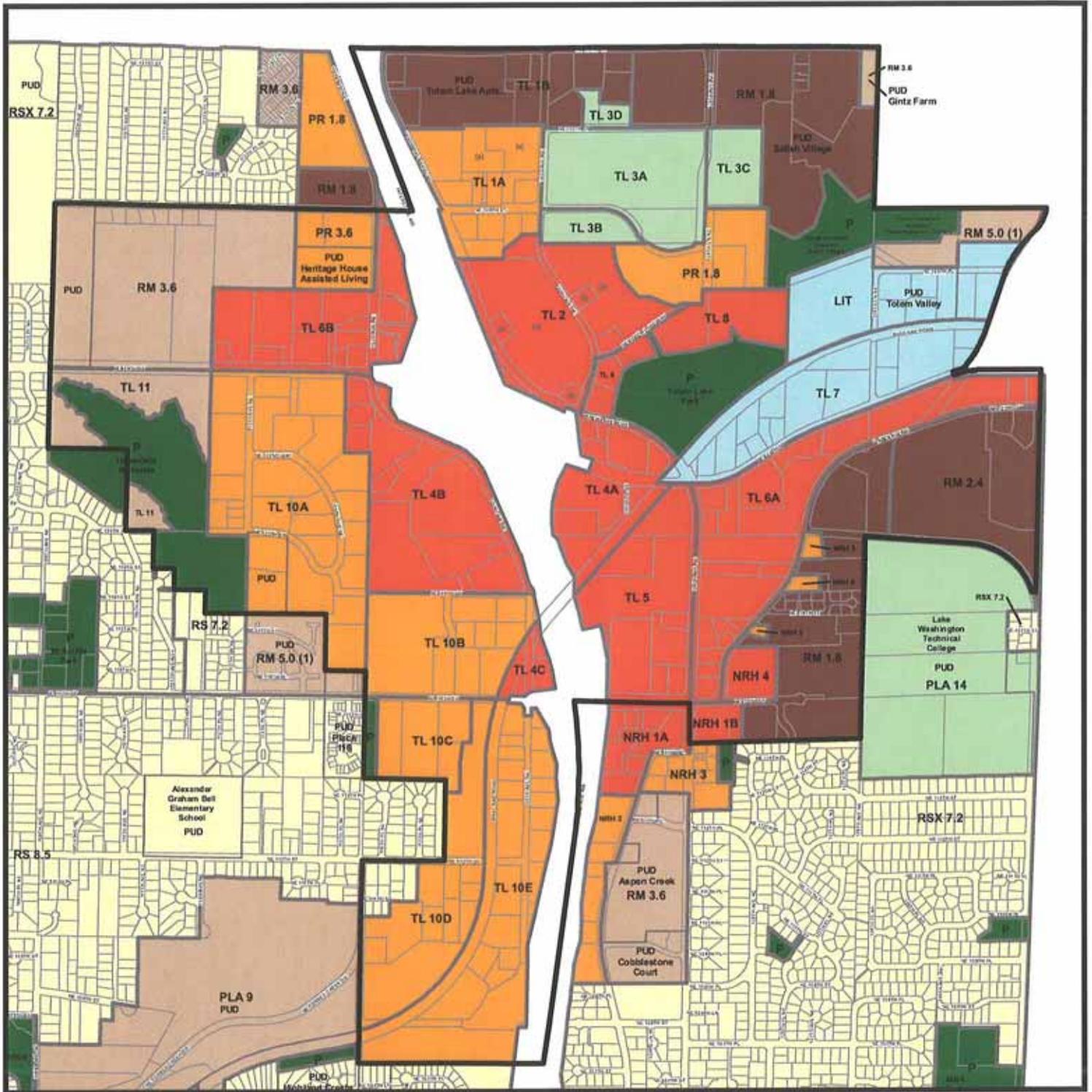
Policy TL-32.1:

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

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

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

TOTEM LAKE URBAN CENTER

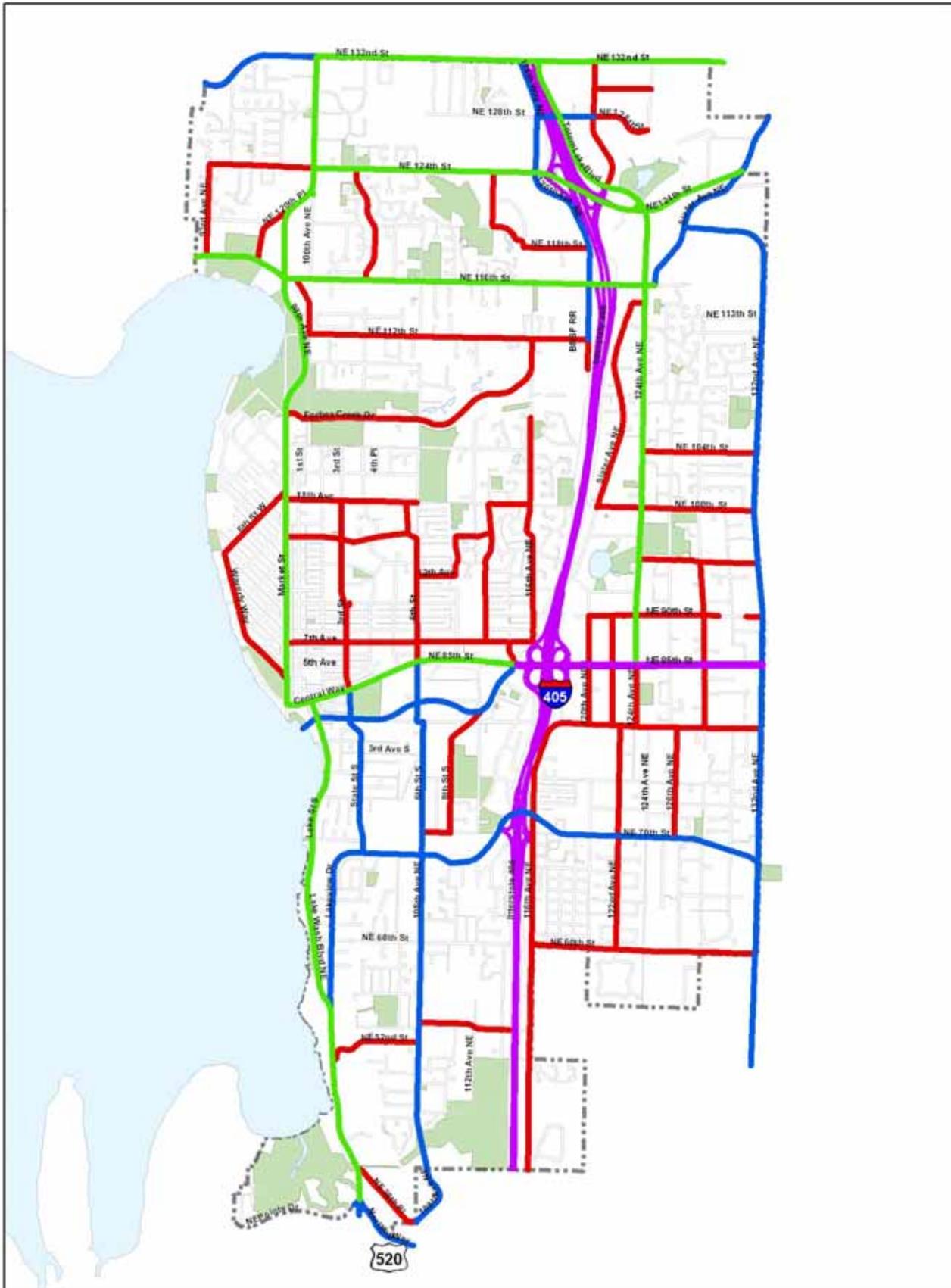


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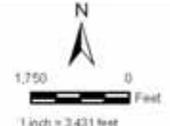
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- Legend**
- Functional Classification**
- Principal Arterial
 - Minor Arterial
 - Collector
 - State Routes and Interstate
- Lakes
 - City of Kirkland
 - Parks



1 inch = 2,421 feet
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Figure T-1: Street Classifications and State Routes

Bicycle System Figure T-2

Legend

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





Figure T-7: Signalized Intersections

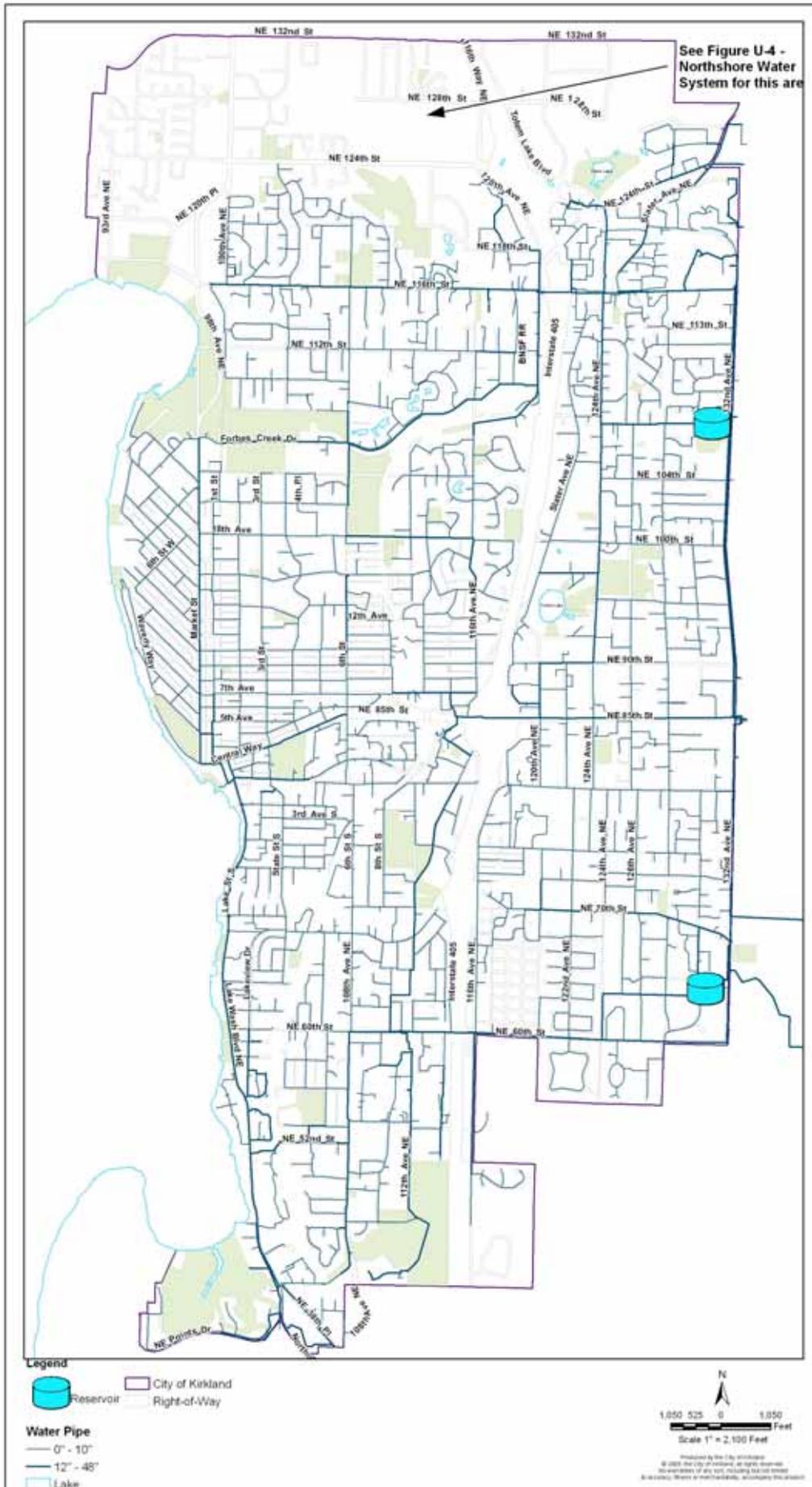


Figure U-1: Water System

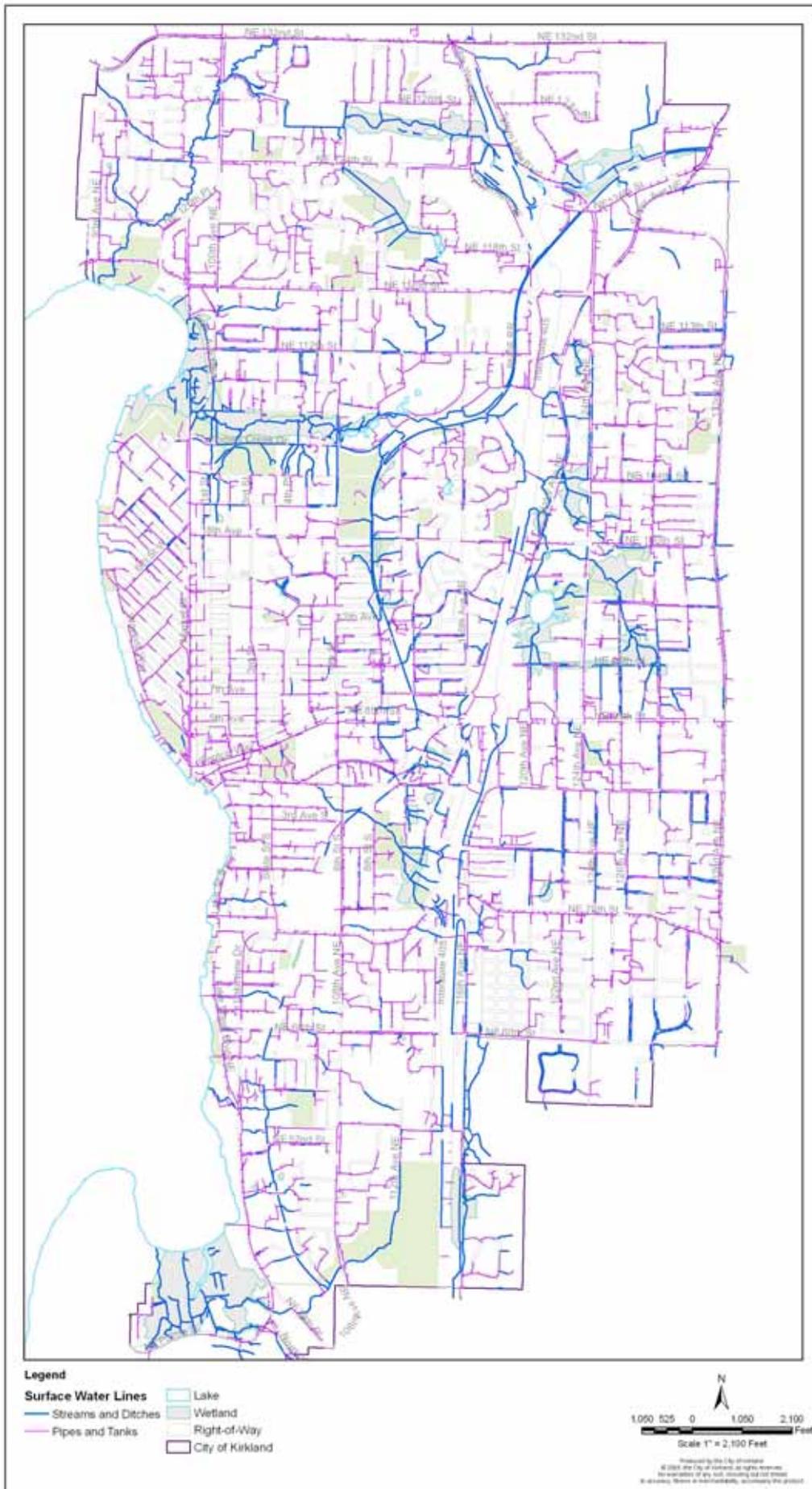


Figure U-3: Surface Water Management System

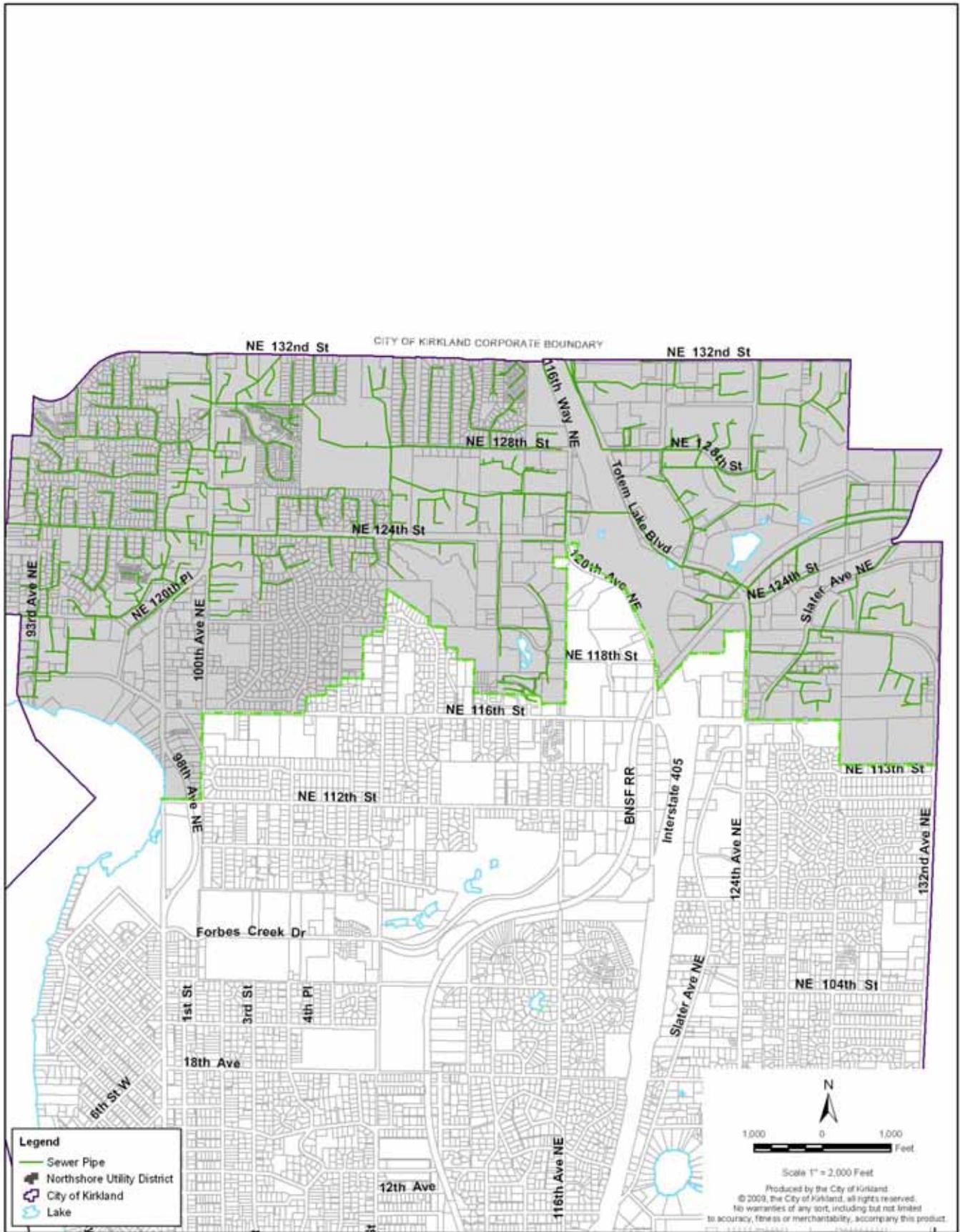


Figure U-5: Northshore Sewer System

ATTACHMENT 32

**WILL BE AVAILABLE AT THE
PLANNING COMMISSION
MEETING ON JUNE 11, 2009**

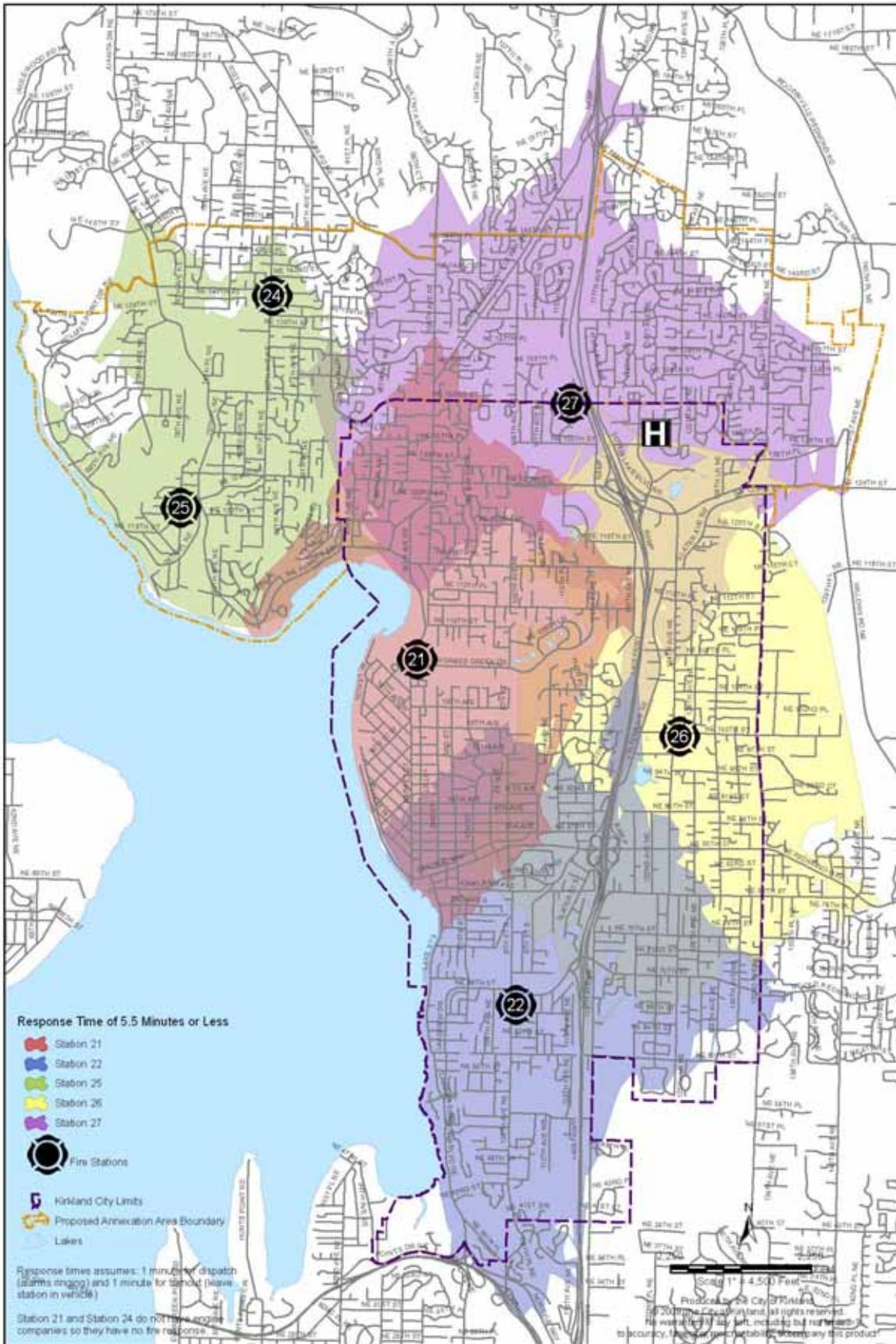


Figure PS-1: Fire Response Times within 5.5 minutes

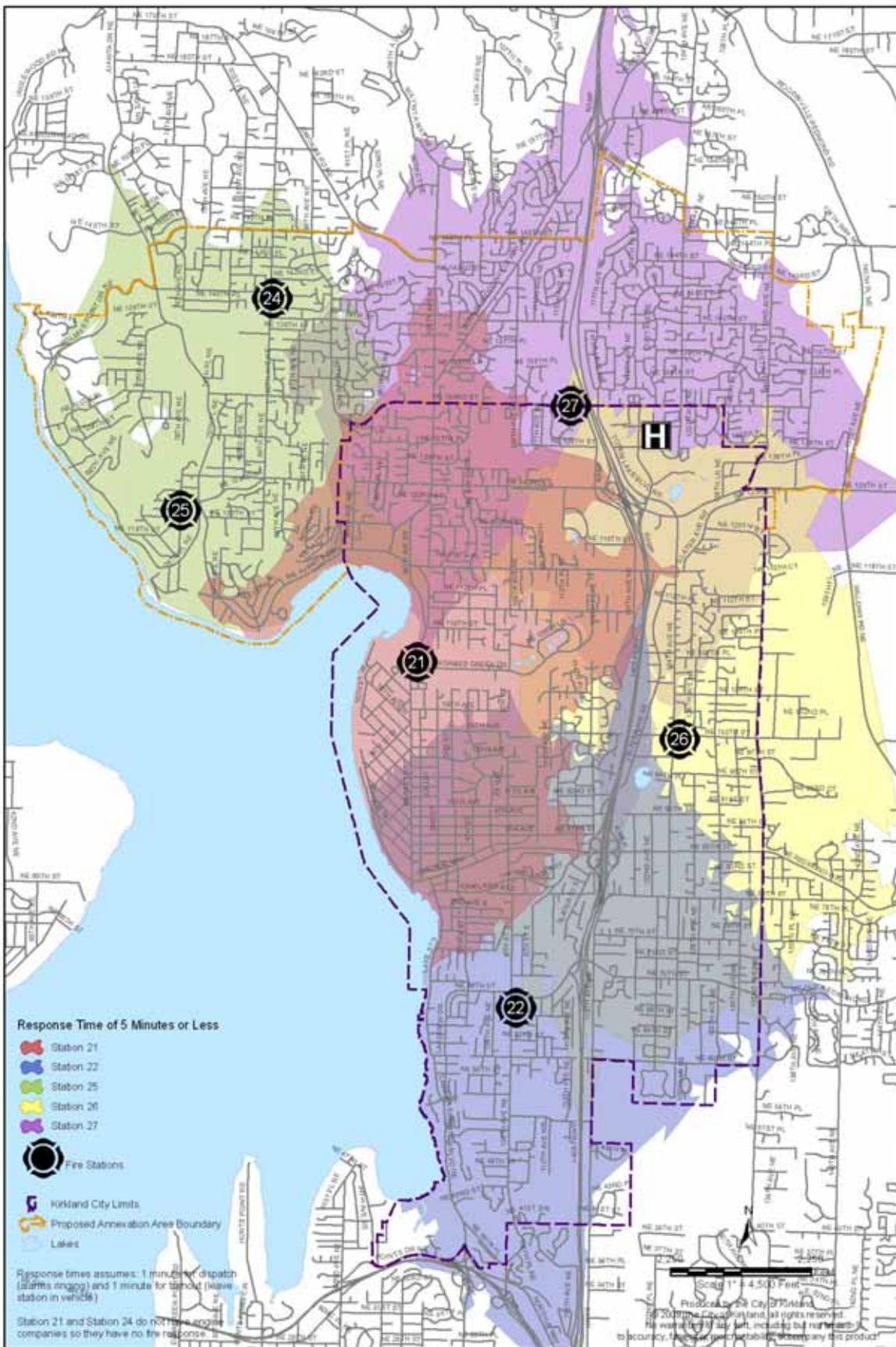


Figure PS-2: Emergency Medical Services Response Times within 5 minutes

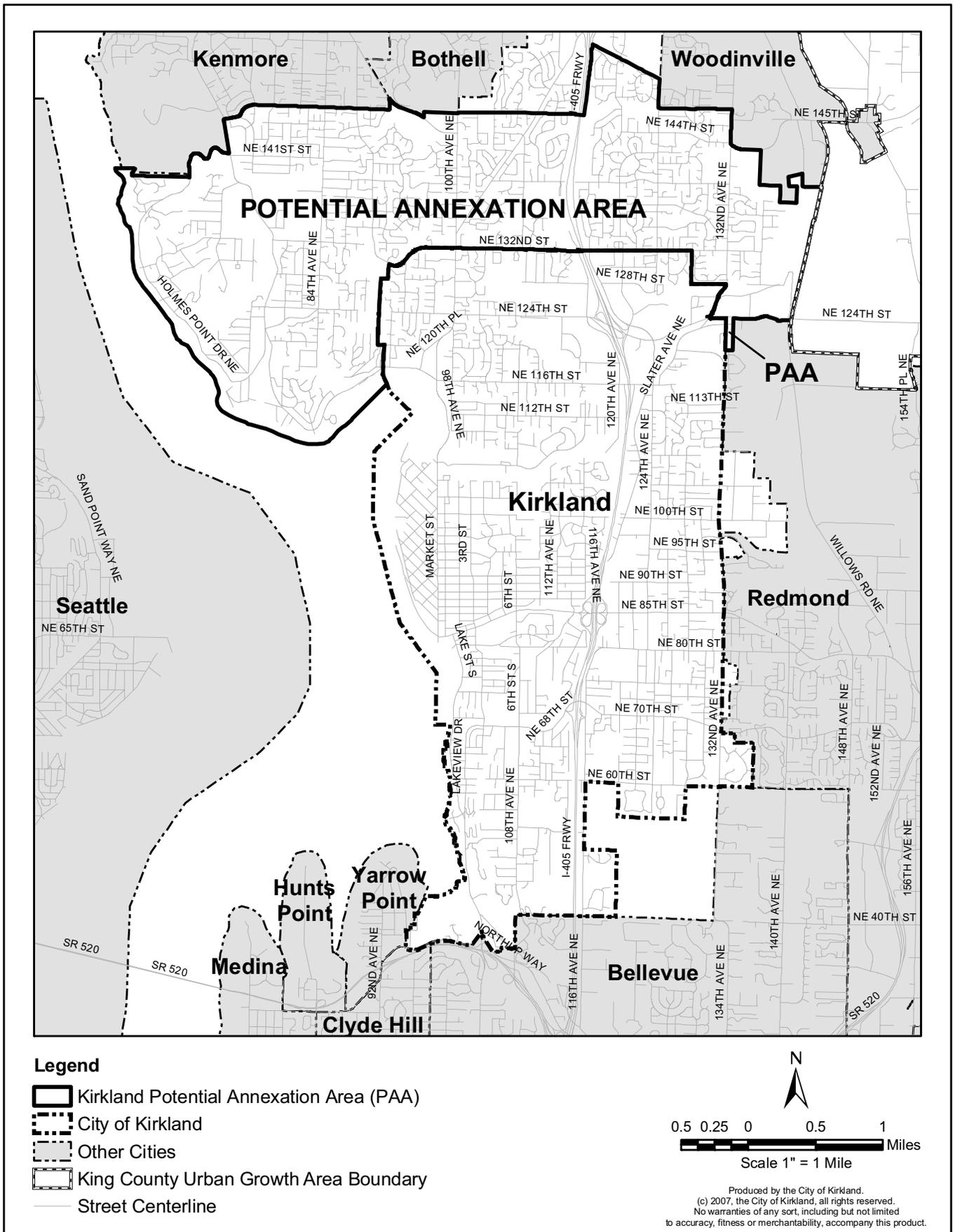


Figure I-2: City of Kirkland Planning Area

