

ORDINANCE NO. : 4079

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILES NO. ZON06-00009 AND ZON06-00018, AND APPROVING A SUMMARY FOR PUBLICATION.

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

WHEREAS, the City Council has received recommendations from the Kirkland Planning Commission and the Houghton Community Council to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in those certain reports and recommendations of the Planning Commission and of the Houghton Community Council both dated November 16, 2006, and bearing Kirkland Department of Planning and Community Development Files No. ZON06-00009 AND ZON06-00018; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held a public hearings on August 24, 2006 and on October 26, 2006, on the amendment proposals; and

WHEREAS, prior to making said recommendation the Houghton Community Council, following notice thereof as required by RCW 35A.63.070, held a courtesy hearing on October 23, 2006, on the amendment proposals; and

WHEREAS, as part of the 2006 Comprehensive Plan revision process, the City Council will take final action no later than February 20, 2007, on amendments needed for the proposed land exchange between Mark Twain Park and Parcel No 3326059178 at 10522-130th Ave NE to change the land use designations of park use and low density residential use; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendations a SEPA Addendum to Existing Environmental Documents issued by the responsible official pursuant to WAC 197-11-600(4); and

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

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

Section 1. Text Amended: The Comprehensive Plan, Ordinance 3481, as amended, is amended by this reference and as set forth in Attachment A

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

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

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


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

Passed by majority vote of the Kirkland City Council in open meeting this 12 day of December, 2006.

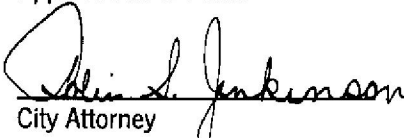
SIGNED IN AUTHENTICATION THEREOF this 12th day of December, 2006.


Mayor

Attest:


City Clerk

Approved as to Form:


City Attorney

Below is list of amended or deleted pages in ATTACHMENT A

Amended Figure I-2 City of Kirkland Planning Area
 Amended Figure I-3 City of Kirkland Neighborhoods
 Amended Vision Statement, Framework Goals FG-9 and FG-11, and to the Land Use, Transportation and Park Elements to reflect Senate Bill 5186
 Amended Figure NE-1 Sensitive Areas
 Amended Figure NE-2 Landslide and Seismic Hazard Areas
 Amended Figure NE-3 Topography
 Amended Figure NE-4 Tree Canopy
 Amended Figure NE-5 Impervious Surfaces
 Amended Figure LU-1 City wide Land Use Map/Figure L-1 Lakeview Neighborhood, Figure SRH-3 South Rose Hill Neighborhood & Figure SJ-2b South Juanita Neighborhood
 Amended Figure LU-2 Commercial Areas
 Amended Figure PR-1 Kirkland Parks
 Amended Figure T-1 Street Classifications and State Routes
 Amended Figure T-2 Bicycle Corridor System
 Amended Figure T-3 Pedestrian Corridor System
 Amended Figure T-4 Transit Service
 Amended Figure T-5 Transportation Subareas
 Amended Table T-5 2022 Transportation Project list
 Amended Figures T-6 Transportation Project list
 Amended Utilities text, page XI-2
 Amended Figure U-1 Water System
 Amended Figure U-2 Sanitary Sewer System
 Amended Figure U-3 Surface Water Management System
 Amended Figure U-4 Northshore Water System
 Amended Figure U-5 Northshore Sewer System
 Amended Figure U-6 Existing and Planned/Desired Fiber Optic Network
 Deleted Figure U-7 Proposed Fiber Optic Network
 Amended Figure PS-3 Public School Facilities
 Amended Human Services Element
 Amended Capital Facilities Plan CF-8 through CF-12 charts
 Amended text for North Rose Hill Goal 9, page XV.F-10
 Amended text for North/South Juanita Neighborhood, Juanita Slough Area, pp. XV.I-39 and -40
 Amended Figure J-1a Juanita Sensitive Areas
 Amended Figure J-1b Juanita Landslide and Seismic Hazard Areas
 Amended Figure J-2a North Juanita Land Use Map
 Amended Figure J-2b South Juanita Land Use Map
 Amended Figure J-3 Juanita Parks and Open Space
 Amended Figure J-4 Juanita Street Classification
 Amended Figure J-5 Juanita Nonmotorized Transportation
 Deleted Northshore Plan chapter (only first page of chapter provided), pp. XV.K-1 through K-34

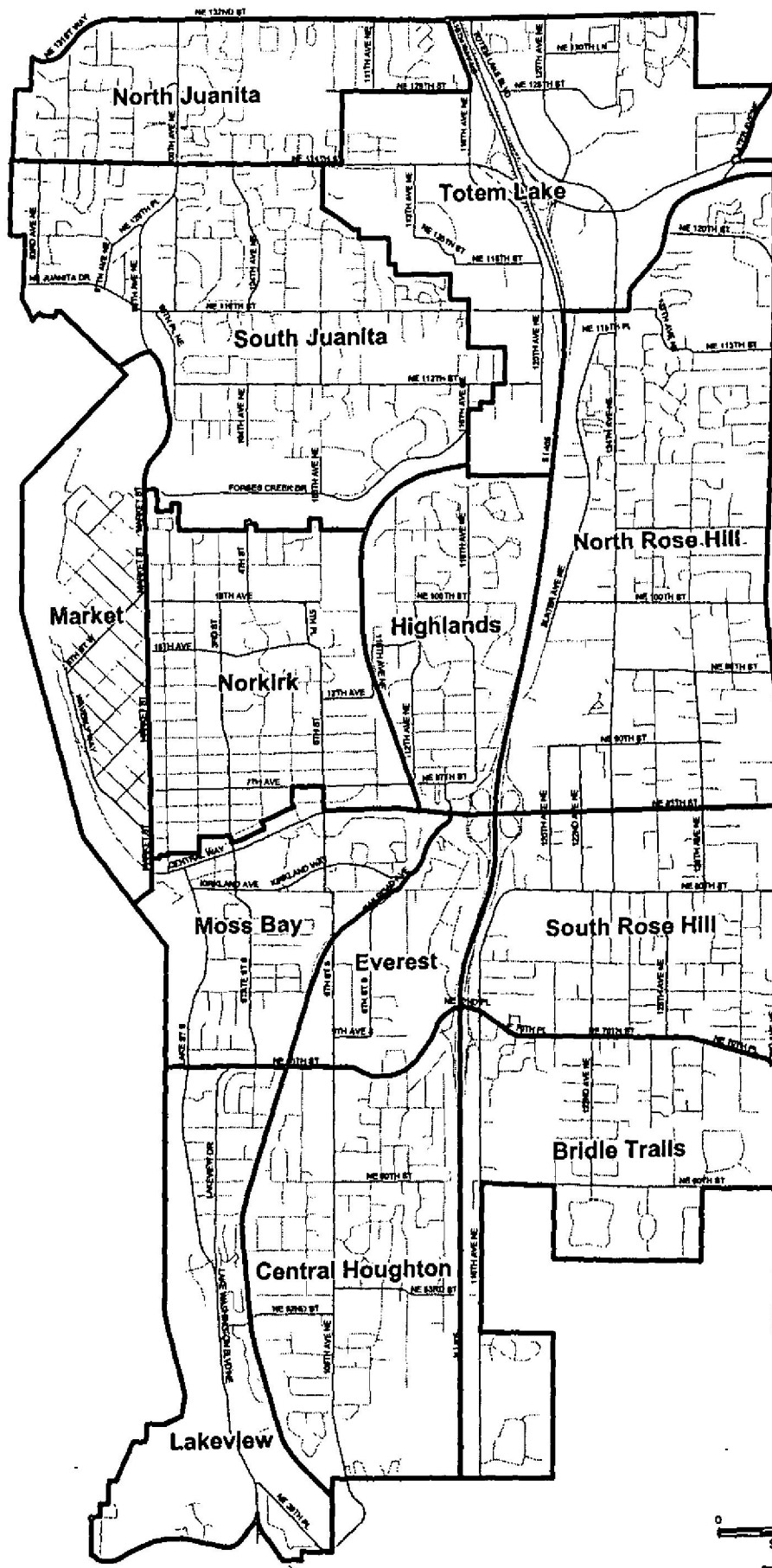


Figure I-3: City of Kirkland Neighborhoods

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.

RG-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,

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.

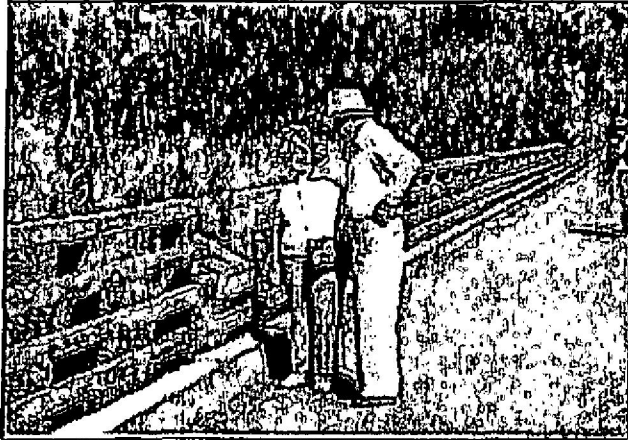
Comprehensive recreation opportunities are a major ingredient of a successful community. By providing services that are creative, educational, and responsive to the needs of the public, the City can significantly enhance the quality of life in Kirkland and encourage a healthy lifestyle.

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:

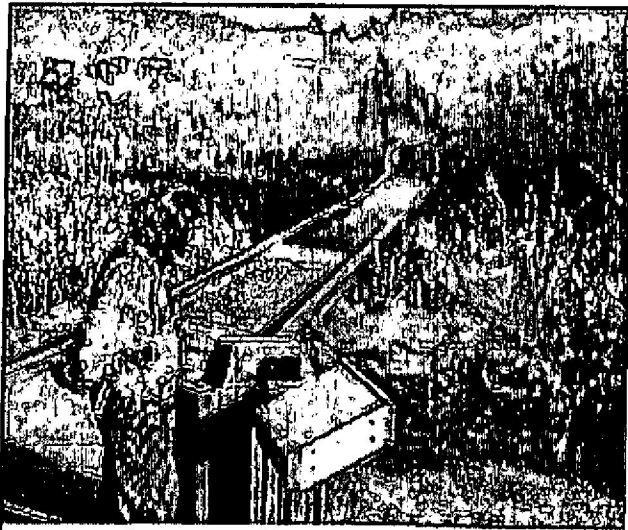
Work cooperatively with numerous resource management agencies and citizens to care for streams, enhance and protect wetlands, improve wildlife habitat, and provide limited public access.

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.

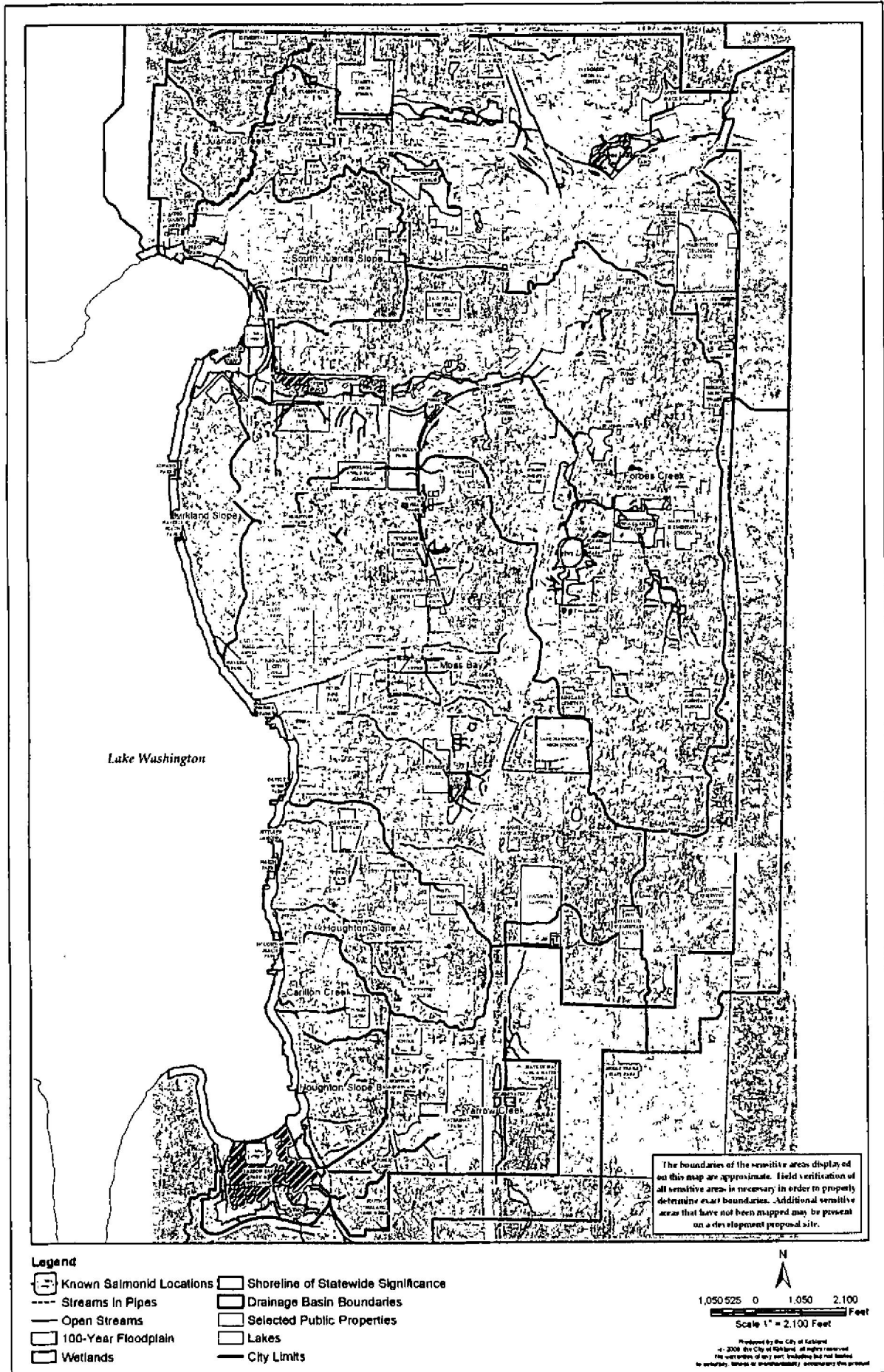
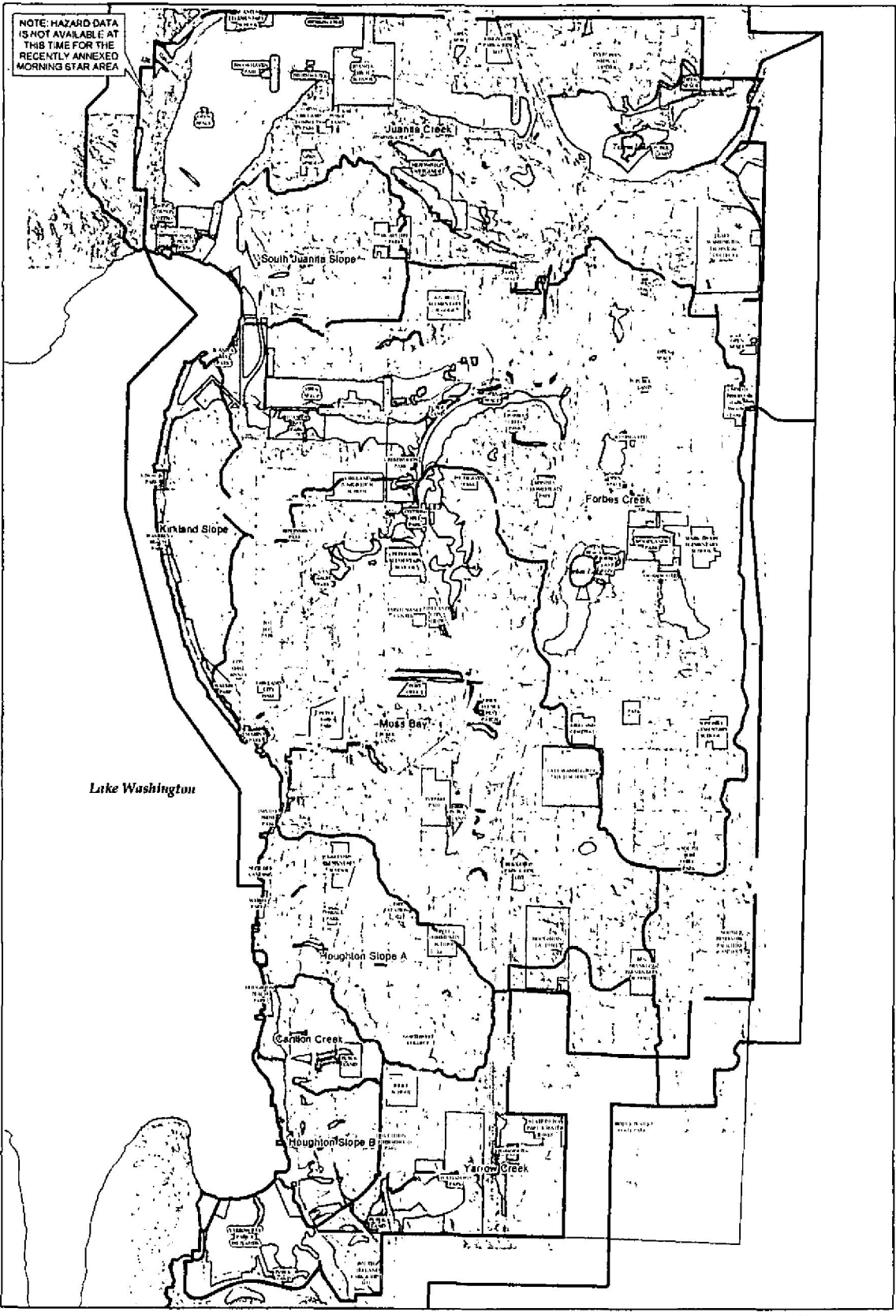
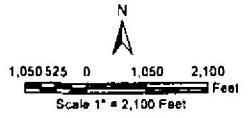


Figure NE-1: Sensitive Areas



NOTE: HAZARD DATA IS NOT AVAILABLE AT THIS TIME FOR THE RECENTLY ANNEXED MORNING STAR AREA

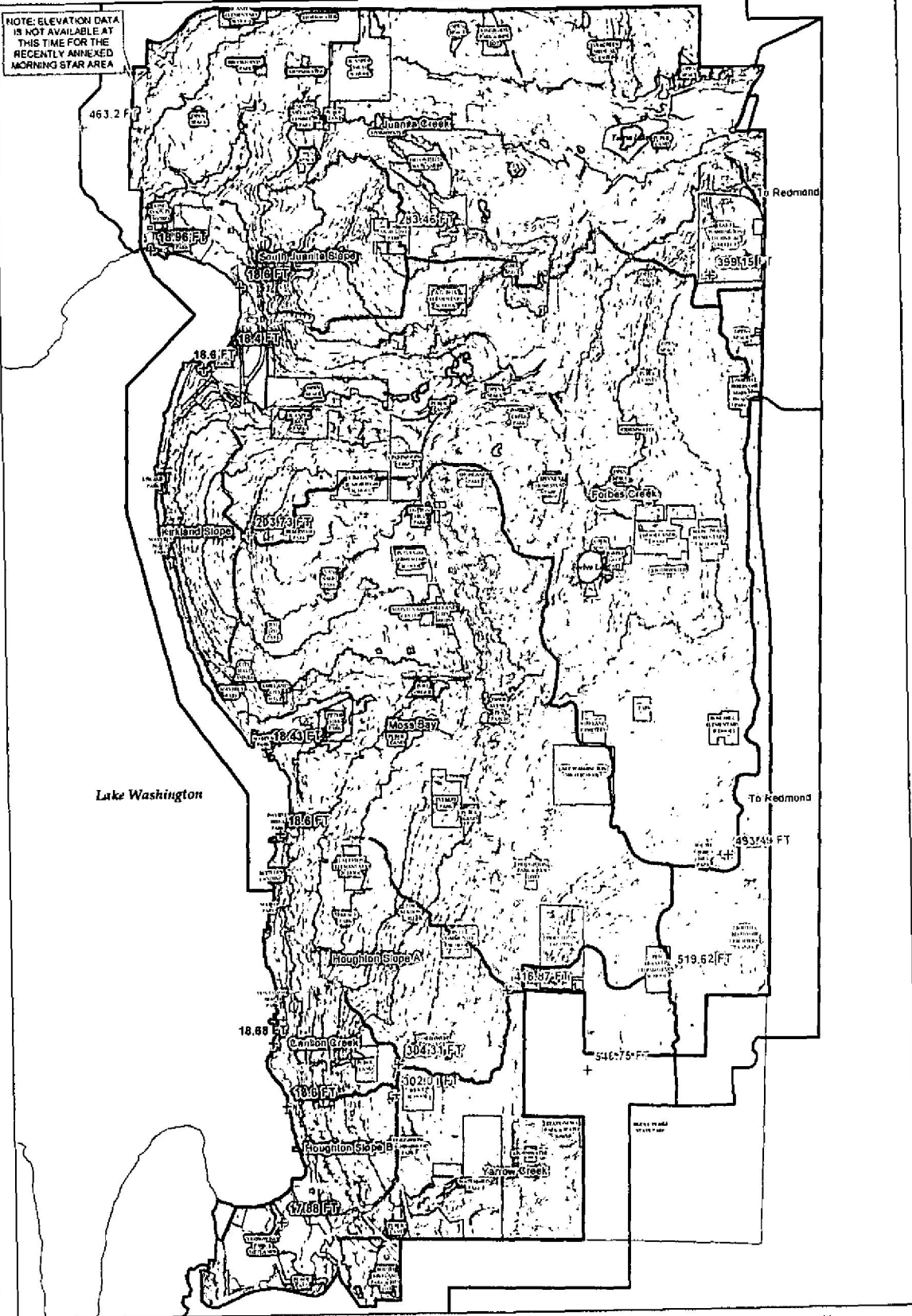
- Legend**
- Seismic Hazard Area
 - Landslide Hazard Area (Medium Hazard)
 - Landslide Hazard Area (High Hazard)
 - City Limits
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes



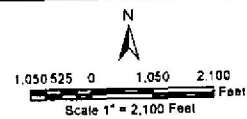
Produced by the City of Kirkland
 © 2006, the City of Kirkland. All rights reserved.
 No warranty of any sort, including but not limited
 to accuracy, fitness or merchantability, is made by the City of Kirkland.

Figure NE-2: Landslide and Seismic Hazard Areas

NOTE: ELEVATION DATA IS NOT AVAILABLE AT THIS TIME FOR THE RECENTLY ANNEXED MORNING STAR AREA



- Legend**
- + Basin High Point
 - + Basin Low Point
 - City Limits
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes



Produced by the City of Kirkland
 © 2006, the City of Kirkland. All rights reserved.
 No warranty of any sort, including but not limited
 to accuracy, fitness or merchantability, accompanies this product.

Figure NE-3: Topography

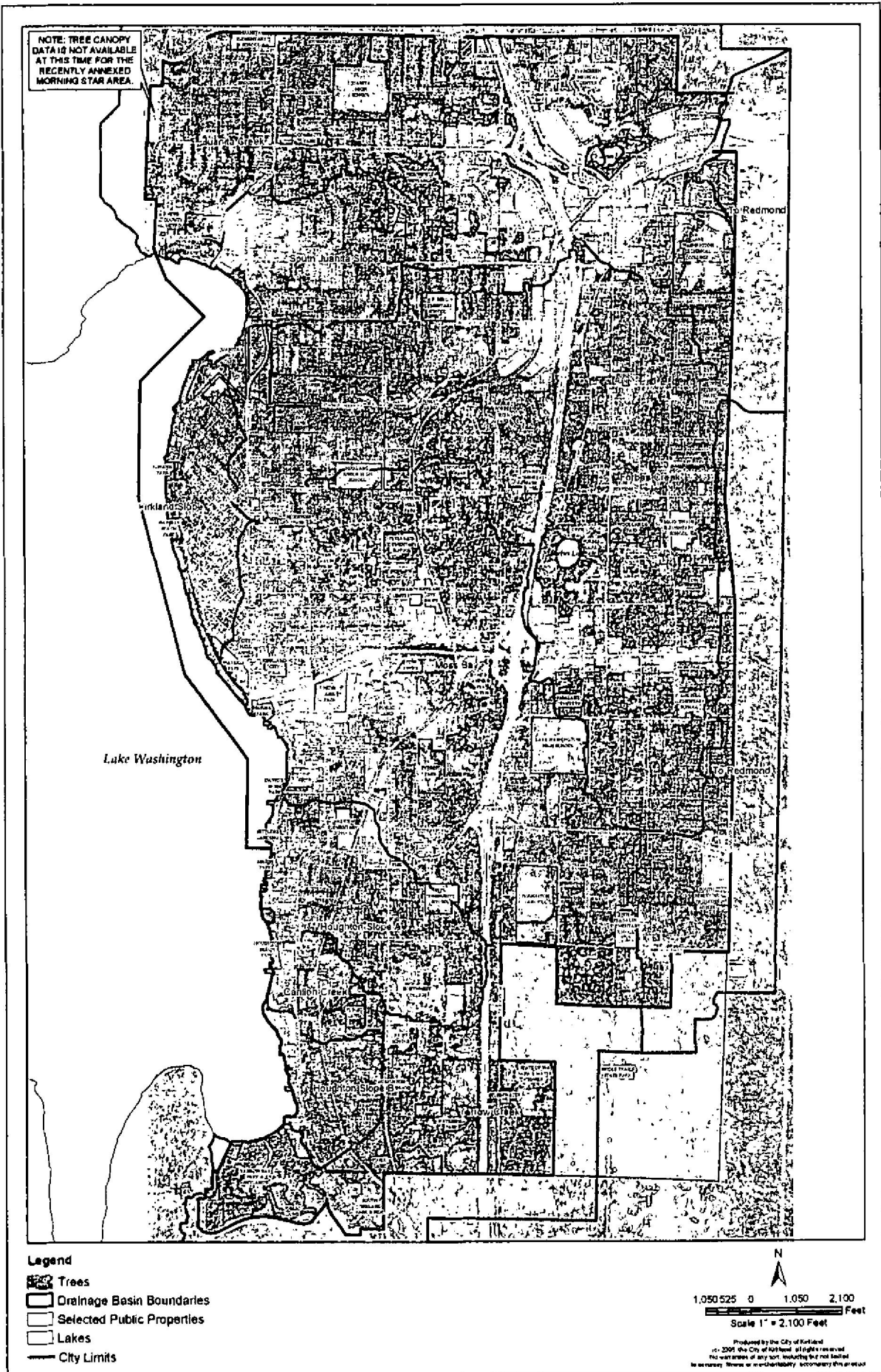
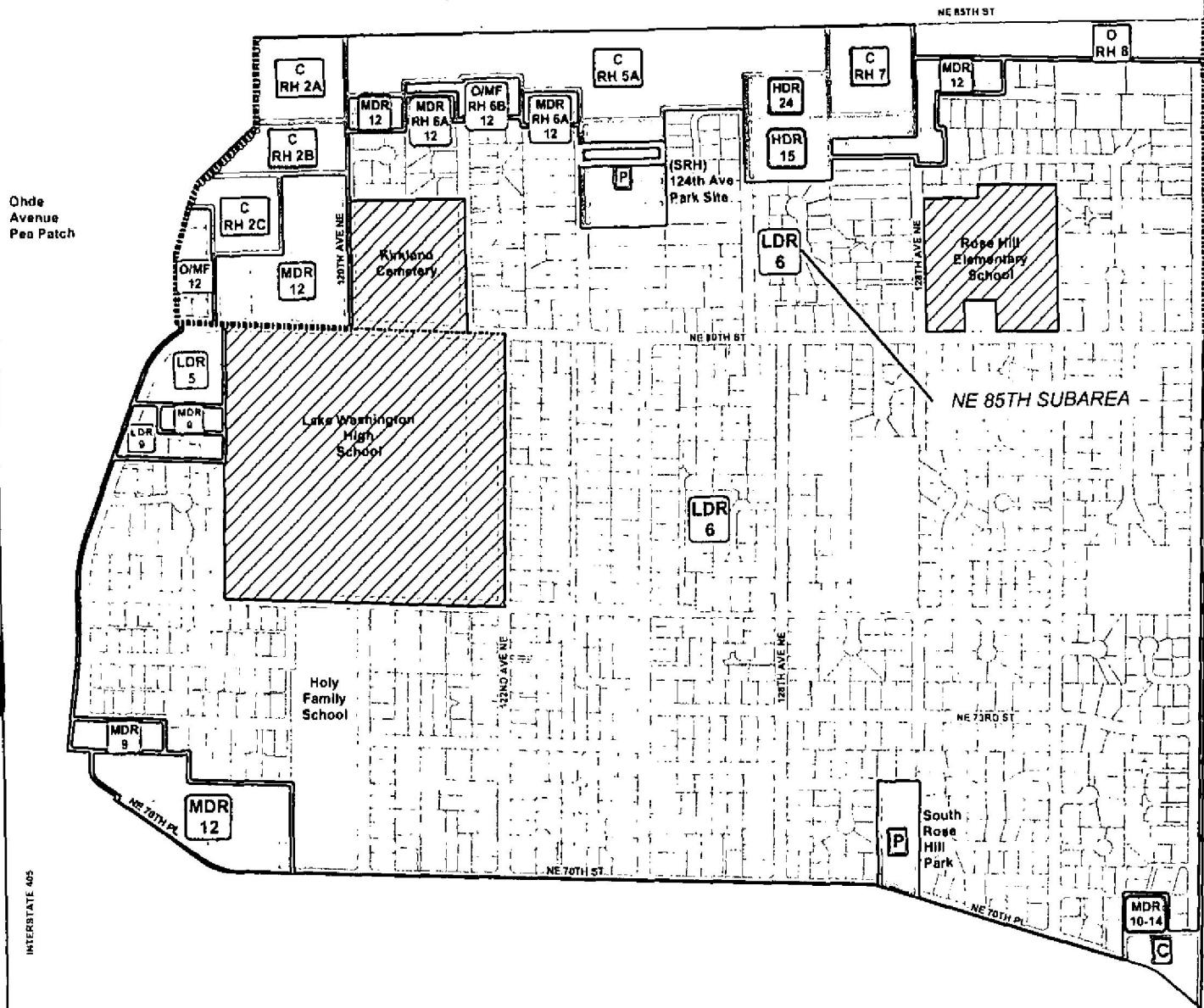


Figure NE-4: Tree Canopy



Figure NE-5: Impervious Surfaces



LAND USE CODES

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

Figure SRH-3

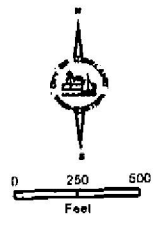
South Rose Hill Neighborhood Land Use Map

ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2005

- LAND USE BOUNDARIES
- SUBAREA BOUNDARY
- TOTEM CENTER
- PUBLIC FACILITIES
- PARCEL BOUNDARIES
- (PLA) PLANNED AREA NUMBER
- (LDR 5') LAND USE CODE DENSITY (UNITS/ACRE)

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

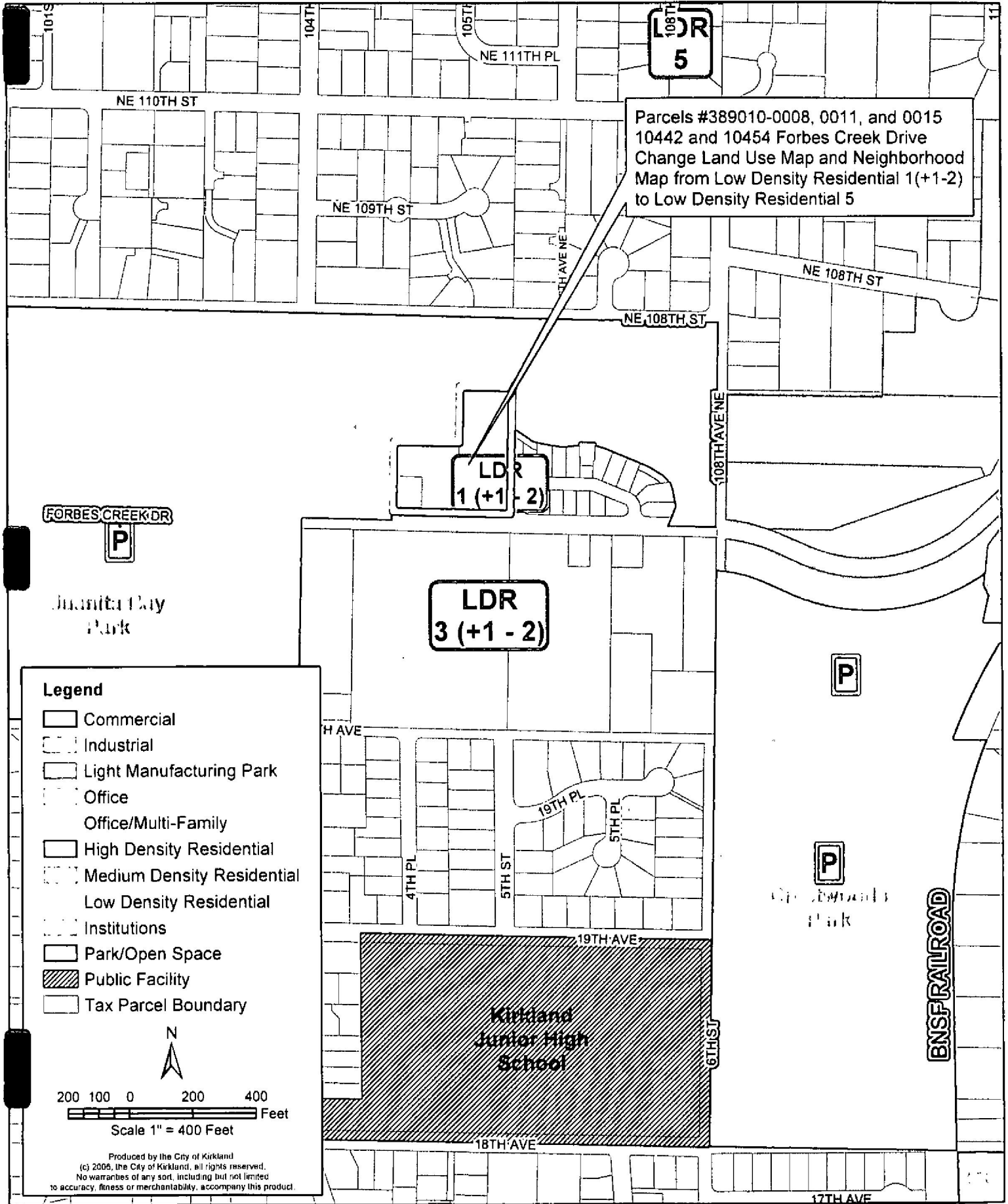
Maps produced January 3, 2006.
 Produced by the City of Kirkland. © 2006, the City of Kirkland, all rights reserved.
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.



South Juanita Neighborhood

0-4079

LU-1 Land Use Map and SJ-2b Neighborhood Map Change



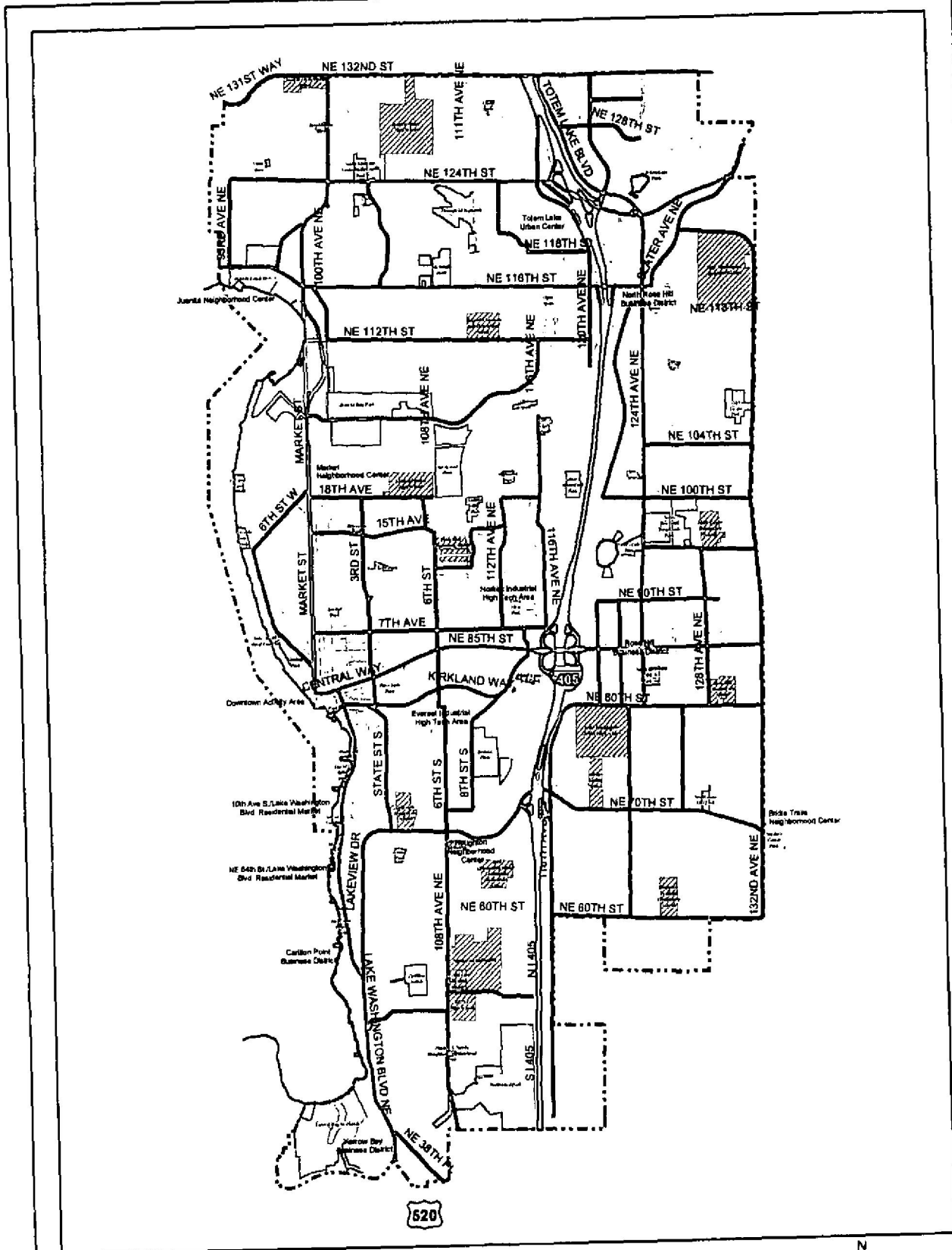
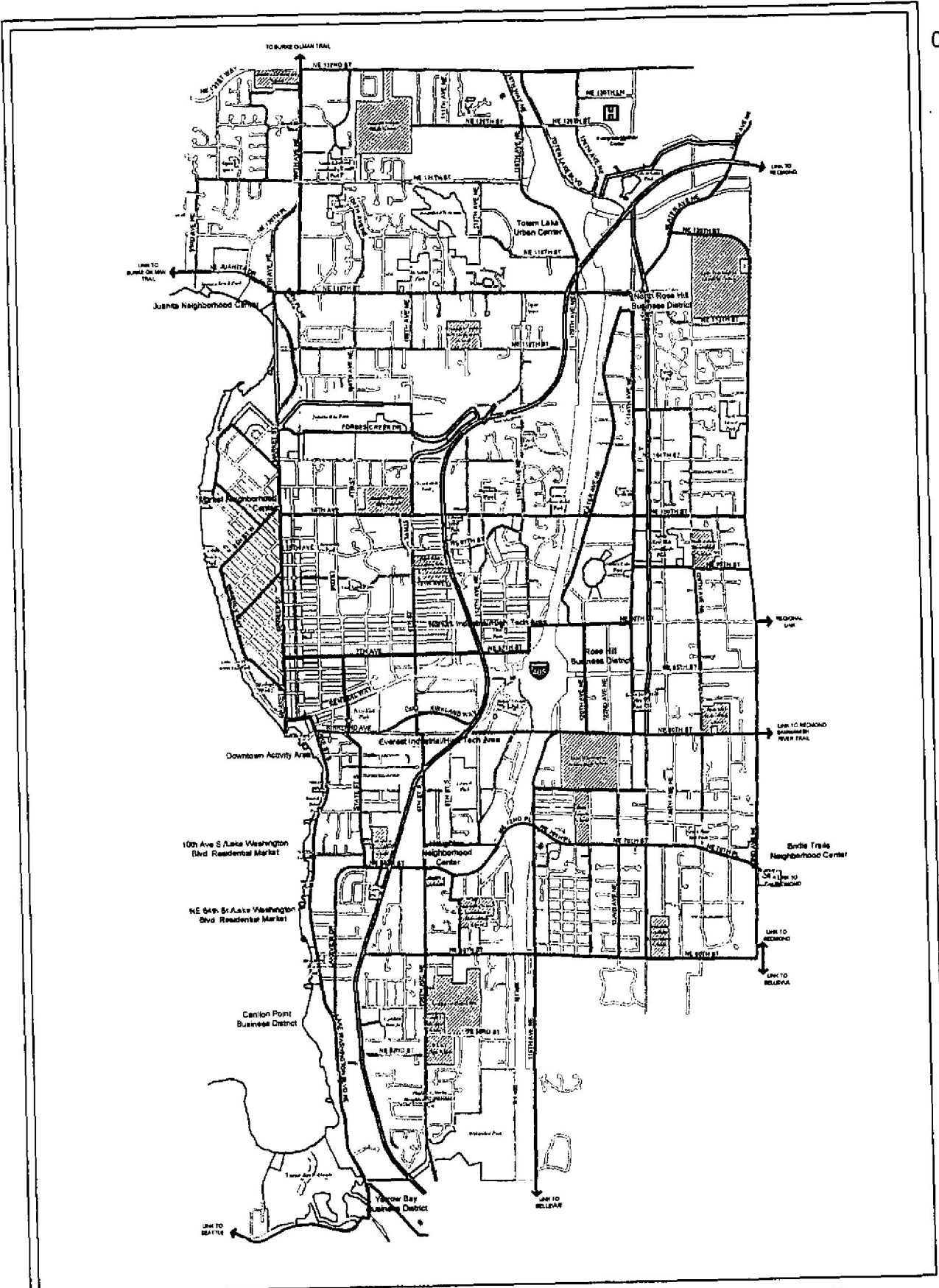


Figure T-1: Street Classifications and State Routes

N
 1,750 0 Feet
 1 inch equals 1,421 feet
 Produced by the City of Kirkland
 © 2006, the City of Kirkland, all rights reserved.
 No warranty of any sort, including but not limited
 to accuracy, fitness or merchantability, is made by the product.



- Legend**
- Existing
 - Shared Use Path
 - Bike Lanes & Shared Roadways
 - Proposed
 - Shared Use Path (Priority 1)
 - Bike Lanes & Shared Roadways (Priority 1)
 - Bike Lanes & Shared Roadways (Priority 2)
 - * Transit Facility
 - Parks
 - ▨ Schools
 - ▩ Commercial Areas

NOTE: This map is not intended to depict all potential bicycle facilities. The Proposed Bicycle System shows priority one and two corridors as identified in the 1995 NMT Plan to provide a framework for building a complete bicycle network.

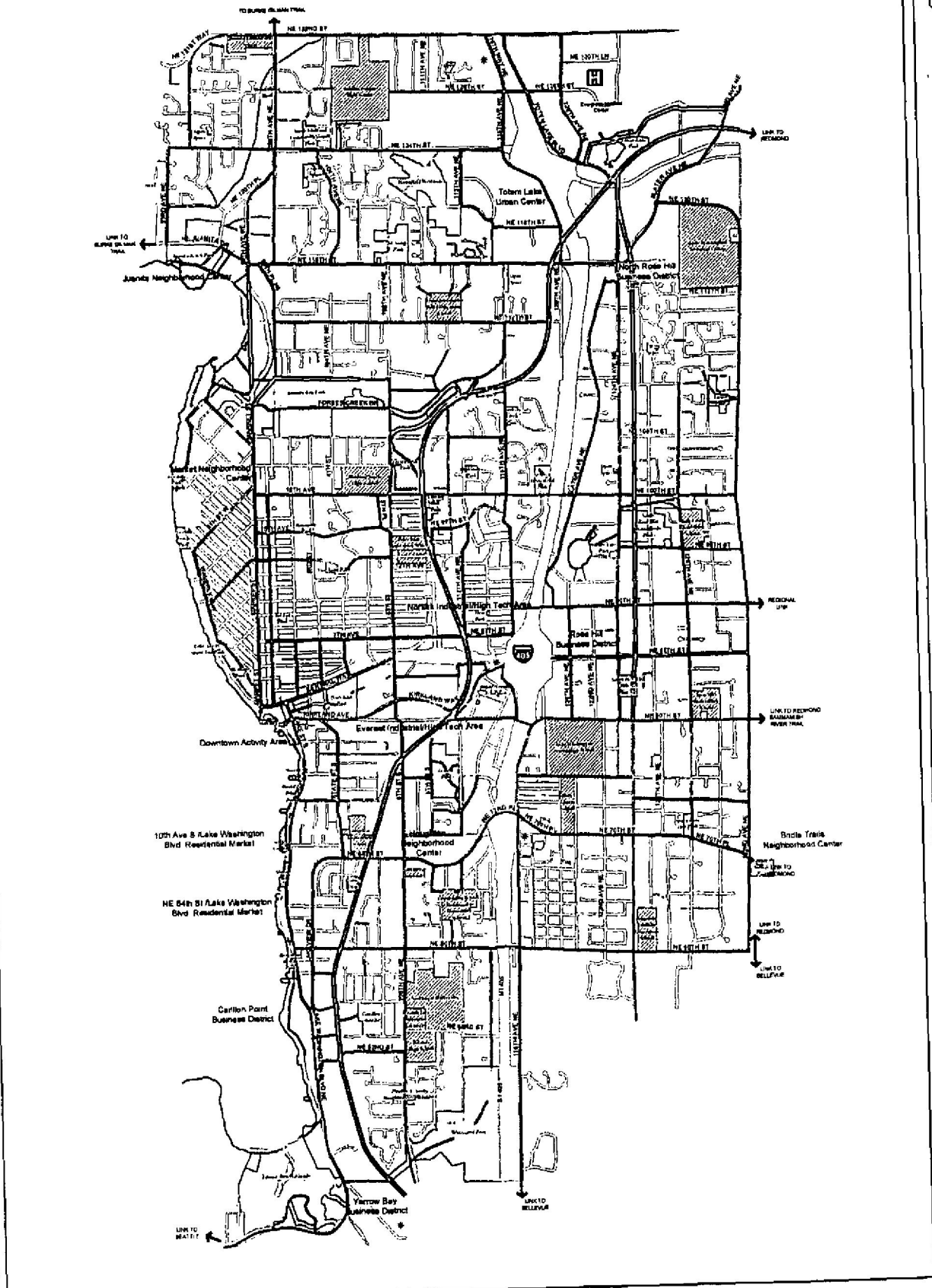
N

1,050 525 0

1 inch equals 2,100 feet

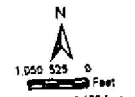
Produced by the City of Kirkland
© 2006 All rights reserved.
No warranty is made, including but not limited to, accuracy, timeliness or completeness, by the City of Kirkland.

Figure T-2: Bicycle Corridor System - Existing and Proposed



- Legend**
- Existing
 - Shared Use Path
 - Pedestrian System
 - Proposed
 - Shared Use Path (Priority 1)
 - Pedestrian System (Priority 1)
 - Pedestrian System (Priority 2)
 - * Transit Facility
 - ▭ Parks
 - ▨ Schools
 - ▩ Commercial Areas

NOTE: This map is not intended to depict all potential pedestrian facilities. The Proposed Pedestrian System shows priority one and two corridors as identified in the 1995 NMT Plan to provide a framework for building a complete pedestrian network.



Produced by the City of Kirtland
 © 2004, the City of Kirtland. All rights reserved.
 No warranties of any kind, including but not limited to accuracy, fitness or merchantability, accompany this product.

Figure T-3: Pedestrian Corridor System - Existing and Proposed

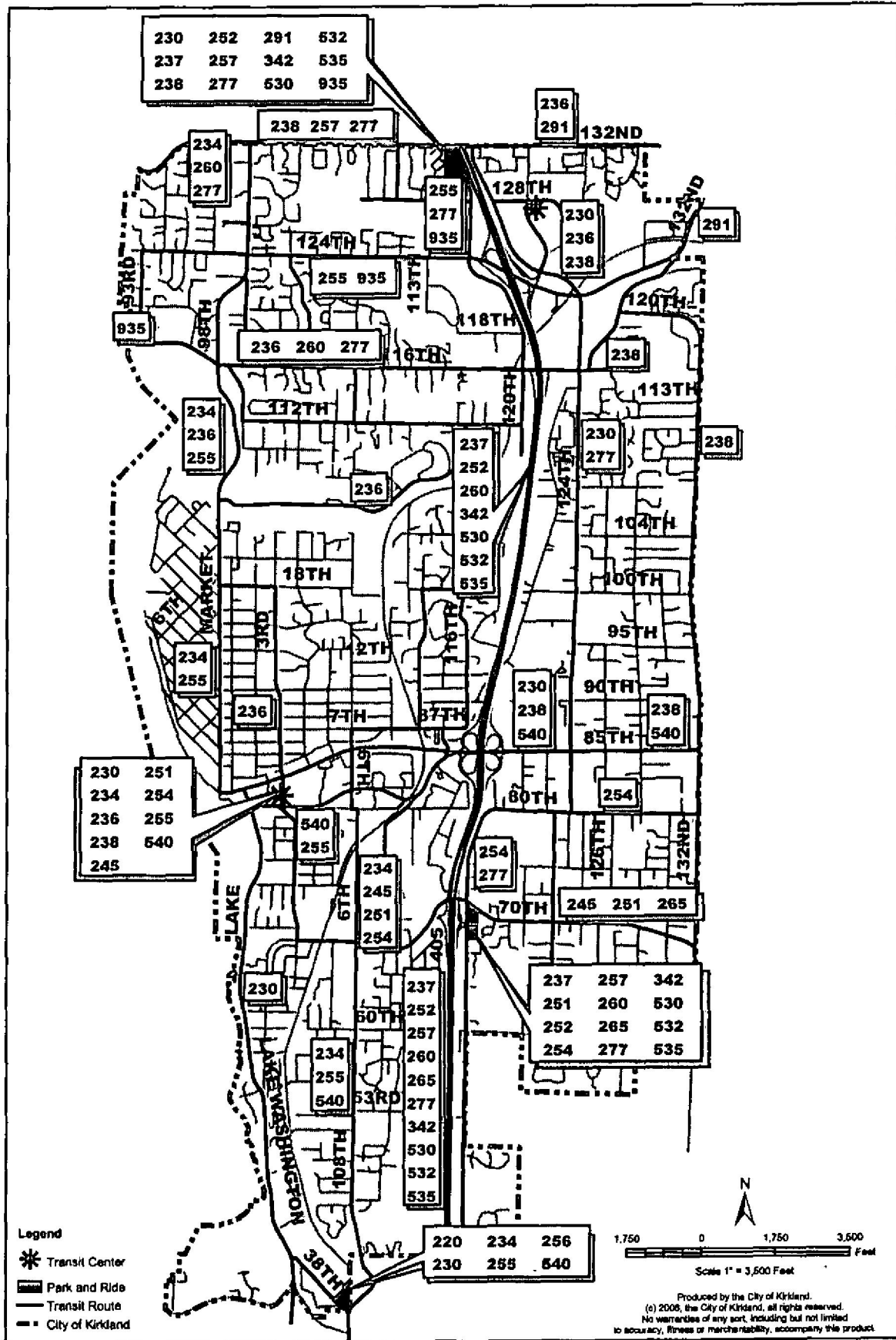


Figure T-4: Transit Service

Produced by the City of Kirkland.
(c) 2006, the City of Kirkland, all rights reserved.
No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

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

Non-motorized Improvements

NM20-1	Sidewalk
Location:	Spinney Homestead Park, NE 100th Street from 111th Avenue NE to I-405
Description:	Installation of curb, gutter, sidewalk and storm drainage along the north side. Unfunded CIP project NM 0034.
NM20-2	Non-motorized Facilities
Location:	116 th Avenue NE (south section) (NE 60 th Street to south City Limits)
Description:	Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Unfunded CIP project NM 0001.
NM20-3	Sidewalk
Location:	13th Avenue (Phase II), Van Aalst Park to 3rd Street
Description:	Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054, scheduled for completion in 2010.
NM20-4	Pedestrian/Bicycle Facility
Location:	18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way
Description:	Installation of paved path 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. Unfunded CIP project NM 0032.
NM20-6	Sidewalk
Location:	NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE
Description:	Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.
NM20-7	Nonmotorized Facilities
Location:	Burlington Northern Santa Fe Railroad right-of-way, between south and north City Limits
Description:	10 to 12-foot wide two-way bike/pedestrian asphalt trail. Unfunded CIP project NM 0024.

- NM20-8** Sidewalk
Location: 122nd Ave NE, between NE 70th Street and NE 80th Street
Description: Install curb, gutter and sidewalk along the west side. Funded CIP project NM 0055, scheduled to begin in 2009.
- NM20-9** Sidewalk
Location: 116th Ave NE from NE 94th Street to NE 100th Street
Description: Install curb, gutter, sidewalk and storm drain along east side. Funded CIP project NM 0044, scheduled for completion in 2009.
- NM20-10** Bike Lane
Location: NE 100th Street, Slater Avenue NE to 132nd Avenue NE
Description: Provide markings, minor widening and other improvements to create a bicycle connection from the 100th Street overpass to 132nd Avenue NE. Funded CIP project NM 0036, scheduled for completion in 2011.
- NM20-11** Sidewalk
Location: NE 95th Street from 112th Ave NE to 116th Ave NE
Description: Install curb, gutter and sidewalk and storm drain along north side. Unfunded CIP project NM 0045.
- NM20-12** Sidewalk
Location: 18th Ave West from Market Street to Rose Point Lane
Description: Install curb, gutter and sidewalk and storm drain along roadway. Unfunded CIP project NM 0046.
- NM20-13** Sidewalk
Location: 116th Ave NE from NE 70th Street to NE 75th Street
Description: Installation of curb, gutter, sidewalk and storm drainage along east side of roadway. Unfunded CIP project NM 0047.
- NM20-14** Sidewalk
Location: 130th Avenue NE, NE 95th Street to NE 100th Street
Description: Install sidewalk along west side of 130th Avenue NE. Unfunded CIP project NM 0037.
- NM20-15** Pedestrian/Bicycle Bridge
Location: NE 90th Street, 116th Avenue NE to Slater Avenue; across I-405
Description: Pedestrian/Bicycle bridge approximately 10 feet wide, with approaches on each end. Unfunded CIP project NM 0030.

- NM20-16A** Sidewalk
Location: NE 90th Street, 124th Ave NE to 128th Ave NE
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0056.
- NM20-16B** Sidewalk
Location: NE 90th Street, 120th Ave NE to 124th Ave NE, and 128th Ave NE to 132nd Ave NE
Description: Installation of curb, gutter and sidewalk along the north side. Unfunded CIP project NM 0026.
- NM20-17** Pathway/sidewalk
Location: NE 60th Street from 116th Ave NE to 132nd Ave NE
Description: Half street improvements along the north side to include pathway/sidewalk, curb and gutter (where appropriate), storm drainage/conveyance (natural and/or piped) and minor widening; accommodations for equestrians will be reviewed during the design. Unfunded CIP project NM 0048.
- NM20-18** Sidewalk
Location: Forbes Creek Drive from Crestwoods Park to Juanita Bay Park
Description: Installation of curb, gutter and sidewalk along the north side of Forbes Creek Drive from approximately 108th Avenue NE to approximately Market Street. Unfunded CIP project NM 0041.
- NM20-19** Pedestrian/Bicycle Facility
Location: NE 126th Street/Totem Lake Way from 120th Avenue NE to 132nd Place NE
Description: Installation of paved multi purpose path and storm drainage along corridor. Unfunded CIP project NM 0043.
- NM20-20** Crosswalk Upgrades
Location: Various locations throughout city
Description: Pedestrian crossing improvements. Projects are combined and funded every two years under CIP project NM 0012.
- NM20-21** Annual Pedestrian Improvements
Location: Various locations throughout city
Description: Continue to prioritize and install pedestrian improvements to meet the adopted level of service.
- NM20-22** Annual Bicycle Improvements
Location: Various locations throughout the city
Description: Continue to prioritize and install bicycle improvements to meet the adopted level of service.

- NM20-23** Sidewalk
Location: 112nd Ave NE from NE 87th Street to NE 90th Street
Description: Installation of curb, gutter, sidewalk and storm drain along west side of roadway. Funded CIP project NM 0049, scheduled for completion in 2011.
- NM20-24** Sidewalk
Location: NE 80th Street from 126th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Unfunded CIP project NM 0050.
- NM 20-25** Sidewalk
Location: NE 85th Street from I-405 to 132nd Ave NE and along 124th Ave NE from NE 80th Street to NE 90th Street.
Description: Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM-0051, scheduled for completion in 2007.
- NM20-26** Sidewalk
Location: NE 73rd Street from 124th Ave NE to 130th Ave NE
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0052, scheduled for completion in 2008.
- NM20-27** Sidewalk
Location: NE 112th Street from 117th PI NE to the Burlington Northern Sante Fe RR Crossing
Description: Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, scheduled for completion in 2009.
- NM20-28** Annual Sidewalk Maintenance Program
Location: City-wide
Description: Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.
- NM20-29** Non-motorized/emergency access connection
Location: 111th Ave NE from BNSFRR north to Forbes Creek Drive
Description: Install paved non-motorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM -0058.

Roadway Improvements

- ST20-1** Roadway Extension
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** Roadway Extension
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** Roadway Widening
Location: 120th Avenue NE, NE 128th Street to NE 132nd Street
Description: Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, scheduled to begin design in 2008.
- ST20-4** Roadway Widening
Location: 124th Avenue NE, NE 116th Street to NE 124th Street
Description: Widen to five lanes, from existing three lanes with sidewalks. Funded CIP project ST 0059, scheduled to begin design in 2006.
- ST20-5** Roadway 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** Roadway Widening
Location: 132nd Avenue NE/NE 120th Street NE
Description: Widen to three lanes with bike lanes, sidewalks, curb and gutter, landscaping and storm drainage improvements. Unfunded CIP project ST 0056.
- ST20-7** Bridge Replacement
Location: 98th Avenue NE at Forbes Creek
Description: Reconstruct bridge across Forbes Creek from Market Street into Juanita area in order to meet current seismic requirements. Unfunded CIP project ST 0055.
- ST20-8** Roadway Extension
Location: 120th Ave NE from NE 116th Street to BNSFRR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0073.

- ST20-9** Roadway Extension
Location: NE 120th Street (east section), from Slater Avenue NE to 124th Avenue NE
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Funded CIP project ST 0057, scheduled to begin design in 2006.
- ST20-10** Roadway improvements
Location: 120th Avenue NE, from Totem Lake Boulevard to NE 128th Street
Description: Install various traffic calming measures, on-street parking, pedestrian and landscape improvements concurrent with Totem Lake Mall redevelopment. Funded CIP ST 0070, scheduled to begin design in 2007.
- ST20-11** Roadway Extension
Location: NE 130th Street, Totem Lake to 120th Avenue NE
Description: Extend two-lane roadway including nonmotorized facilities, storm drainage and landscaping. Unfunded CIP project ST 0062.
- ST20-12** Roadway Widening
Location: NE 132nd Street, from 100th Avenue NE to 132nd Avenue NE
Description: Widen to a five-lane section with bike lanes. Currently two through lanes with left turn lanes at certain intersections and variable width bike lanes. Project planning funded in 2007 CIP; balance of project unfunded CIP project ST 0058; will require 75% King County participation.
- ST20-13** Roadway extension
Location: NE 120th Street (west section) from 124th Ave NE to BNR crossing
Description: Construct 2/3 lanes as needed with pedestrian/bicycle facilities. Unfunded CIP project ST 0072.
- ST20-14** Annual Street Preservation Program
Location: Various sites throughout the City based on Pavement Management Program
Description: Patch and overlay existing streets to provide safe travel ways and maintain the value of the street infrastructure. Funded CIP project ST 0006.

Intersection Improvements

- TR20-1** Traffic Signal
Location: Kirkland Avenue and Third Street
Description: Construct a new signal at this intersection, including controlled pedestrian crosswalks. Funded CIP project TR 0004, design to start in 2009.
- TR20-2** Intersection Improvements
Location: Kirkland Way Underpass at BNSFRR crossing
Description: New railroad under-crossing along Kirkland Way, installation of sidewalks and bike lanes in immediate vicinity, improve clearance between roadway surface and overpass, and improve sight distance. Unfunded CIP project TR 0067.
- TR20-3** Traffic Signal
Location: 6th Street/Kirkland Way
Description: Construct a new signal at this intersection. The project will include controlled pedestrian crosswalks. Funded CIP project TR 0065, scheduled for completion in 2009.
- TR20-4** Intersection Improvements
Location: NE 68th Street/108th Ave NE
Description: Install westbound to northbound right-turn lane and other improvements identified as a part of Sound Transit's Route 540 improvements. Funded CIP project TR-0085, completion in 2009.
- TR20-5** HOV Queue By-pass
Location: NE 124th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 124th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0057.
- TR20-6** Intersection Improvements
Location: NE 85th Street/120th Ave NE
Description: Project will add one northbound right-turn lane and one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0088.
- TR20-7** Intersection Improvements
Location: NE 85th Street/132nd Ave NE
Description: Project will add one new westbound and one new eastbound travel lane on NE 85th Street. Unfunded CIP project TR 0089.

TR20-8 HOV Queue By-pass
Location: NE 85th Street and I-405, east to southbound
Description: Construct an additional lane and signal improvements to allow connection from NE 85th Street to the HOV lane on the southbound freeway access ramp. Unfunded CIP project TR 0056.

TR20-9 Intersection Improvements
Location: Lake Washington Boulevard at Northup Way
Description: Add southbound Lake Washington Boulevard queue by-pass lane from Cochran Springs to westbound SR 520. Unfunded CIP project TR 0068.

TR20-10 Queue By-pass and HOV Facilities
Location: Various as identified
Description: Intersection improvements or HOV lanes that are not included in other projects as follows:

1. NE 116th Street/I-405 queue by-pass eastbound to southbound (unfunded CIP project TR-0072)
2. NE 85th Street/I-405 queue by-pass westbound to northbound (unfunded CIP project TR 0074)
3. NE 70th Street/I-405 queue by-pass (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 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 (extend NB through and right)
15. NE 126th Street/132nd Place NE
16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Ave NE

- 18. NE 132nd Street/Totem Lake Boulevard
- 19. Market Street/Forbes Creek Drive
- 20. NE 112nd Street/120th Ave NE
- 21. Totem Lake Blvd/120th Ave NE

TR20-12 Intersection Improvements
Location: NE 70th Street/132nd Ave NE
Description: Install westbound and northbound right-turn lanes. Funded CIP project TR-0086, project to begin in 2011.

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

TR20-14 Traffic Signal
Location: Central Way at the entrance to the Park Place Shopping area
Description: Install new traffic signal and pedestrian crossings. Privately funded CIP project TR-0082, anticipated completion in 2007.

TR20-15 Intersection Improvements
Location: 100th Ave NE/NE 132nd Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left turn lane. Funded CIP project TR-0083, completion in 2011.

TR20-16 Intersection Improvements
Location: 100th Ave NE/NE 124th Street
Description: Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Unfunded CIP project TR-0084.

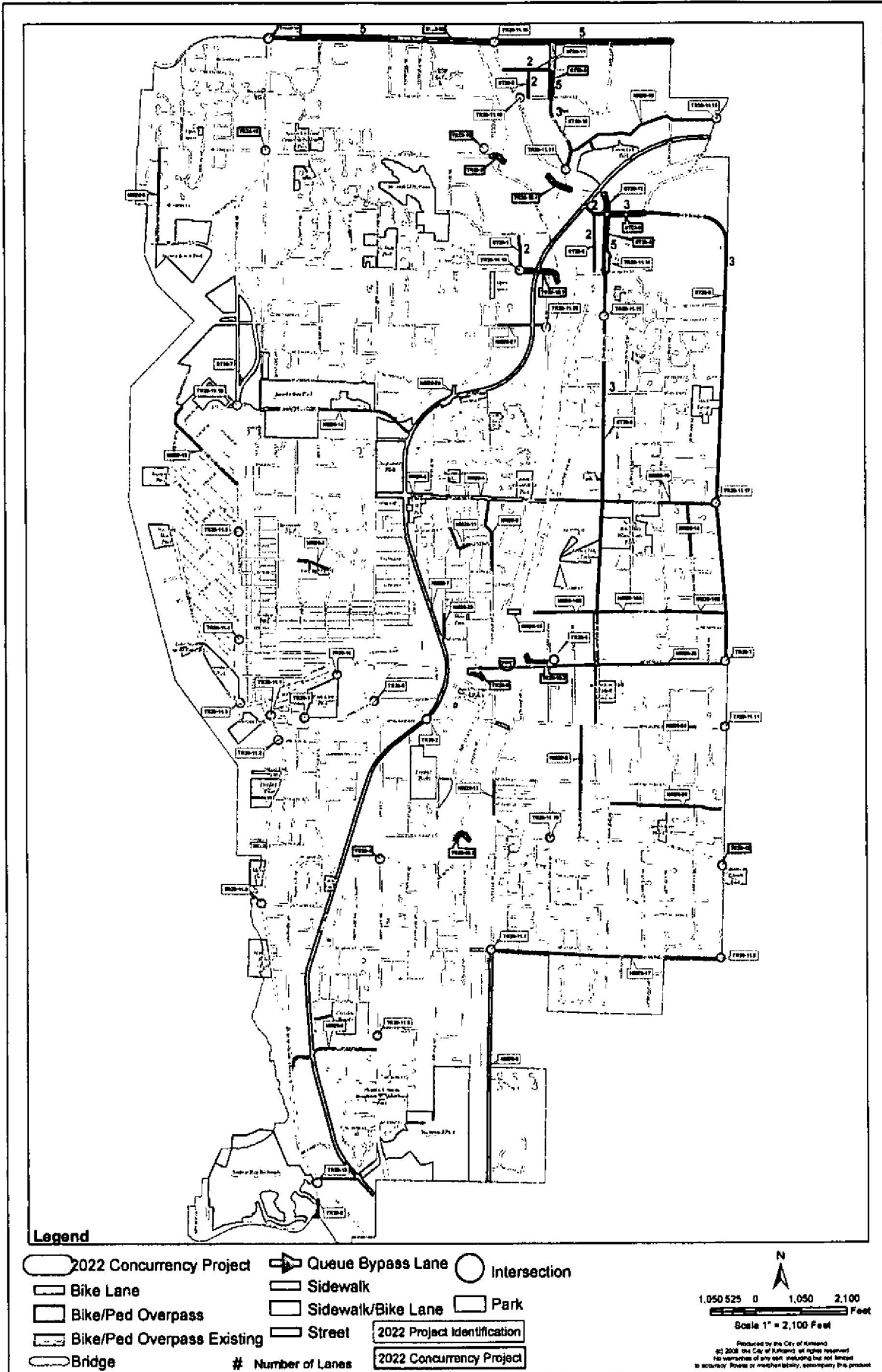


Figure T-6: Transportation Project List

XI. UTILITIES

from other areas in the long-term. Cascade collects regional capital facilities charges to fund planning and development of future water sources. The City is part of a regional solution to address water needs.

Sewer

The City of Kirkland provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-2). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 35 wastewater collection basins, 88 miles of sewer pipe, nine lift stations and force mains, and approximately 2200 manholes. Approximately five to 10 percent of Kirkland residents use septic systems. Sewer extensions have typically been funded by developers and local homeowners through the City-managed Emergency Sewer Program. The system's most serious deficiency is the age of some of the pipelines. The 45-year-old concrete pipes allow inflow/infiltration and root intrusions which reduce capacity of the system and increase operation and maintenance costs. The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin, Central Way Basin, and Juanita Basin. These improvements will provide adequate capacity to serve growth anticipated through the land use plan through 2022.

The King County Department of Metropolitan Services (METRO) provides the City's service area with sanitary sewer treatment services at a capacity of 100 gallons per day per capita under the terms of an inter-governmental agreement. Northshore Utility District and City sewage are treated at Metro's West Point and Renton treatment plants.

Surface Water

The City maintains conveyance, detention and water quality treatment systems in public rights-of-way. These systems accept stormwater runoff and surface water from private property within the City and from

neighboring jurisdictions. As of 2004, the City system contains 364 public and private detention systems which include vaults and ponds, 9,867 public and private catch basins and 170.4 miles of public and private pipes. Figure U-3 shows the City surface management water system.

A watershed approach has been used for managing the surface water utility by dividing the City into nine drainage basins. The largest and most important streams are Juanita and Forbes Creek. The size of their drainage basins makes them especially important for receipt of stormwaters and discharge into Lake Washington. Yarrow Creek also has a large basin area within the City and is significant because it provides salmonid fish habitat and productive associated wetlands. Smaller critical drainages include Carillon Creek, Cochran Springs Creek and Everest Creek. More information on the watershed and drainage basins can be found in the Natural Environment Element.

City Telecommunications

Over time, the City is installing a fiber-optic network to service its governmental facilities and traffic control system. In addition, the City is partnering with other cities and schools to lay the foundation for a regional telecommunication system. Figures U-6 and U-7 show the fiber-optic network in Kirkland, which includes partnerships with the City, Lake Washington School District, the University of Washington and the City of Bellevue to install publicly owned fiber-optic in major rights-of-way.

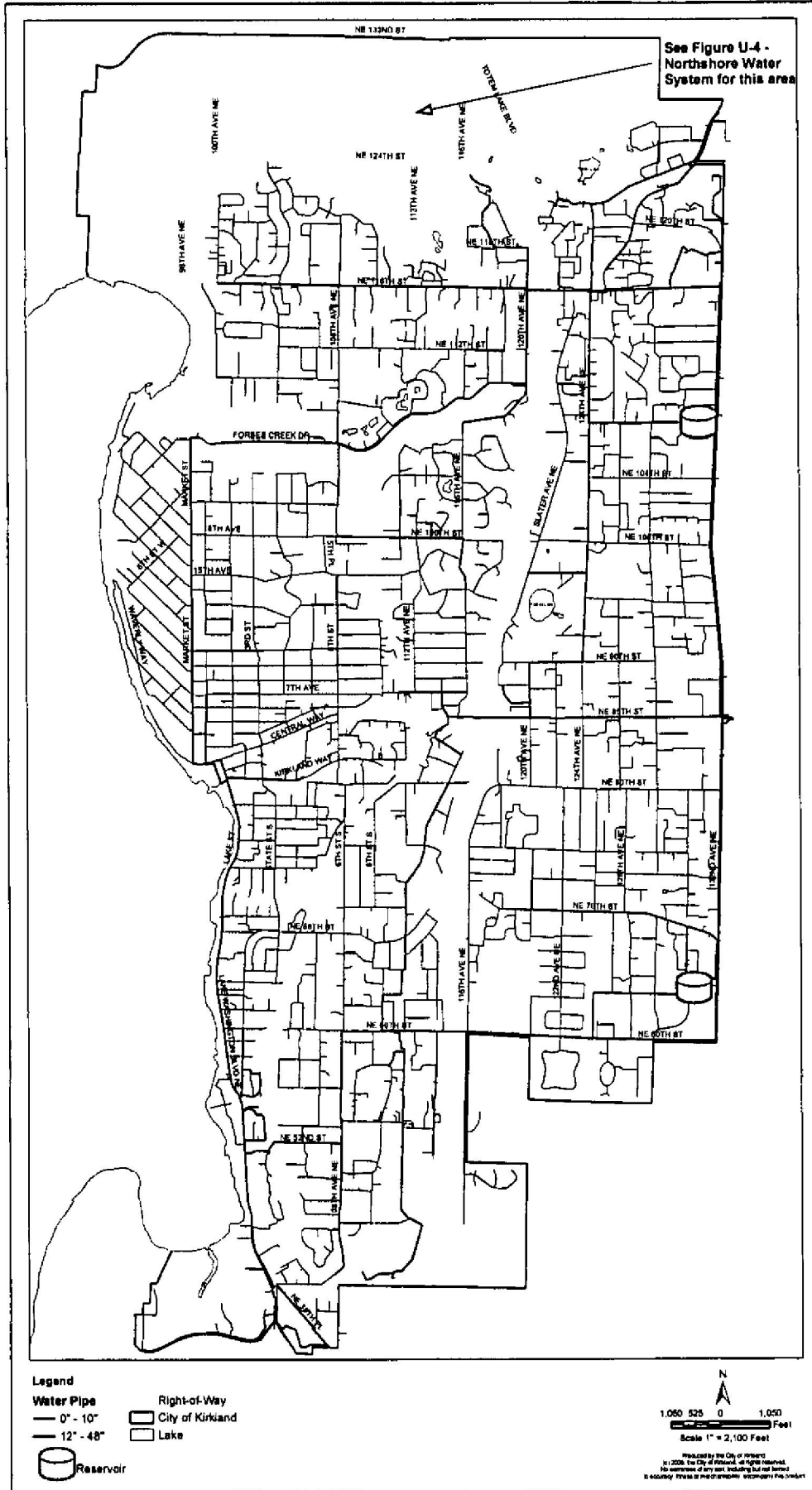


Figure U-1: Water System

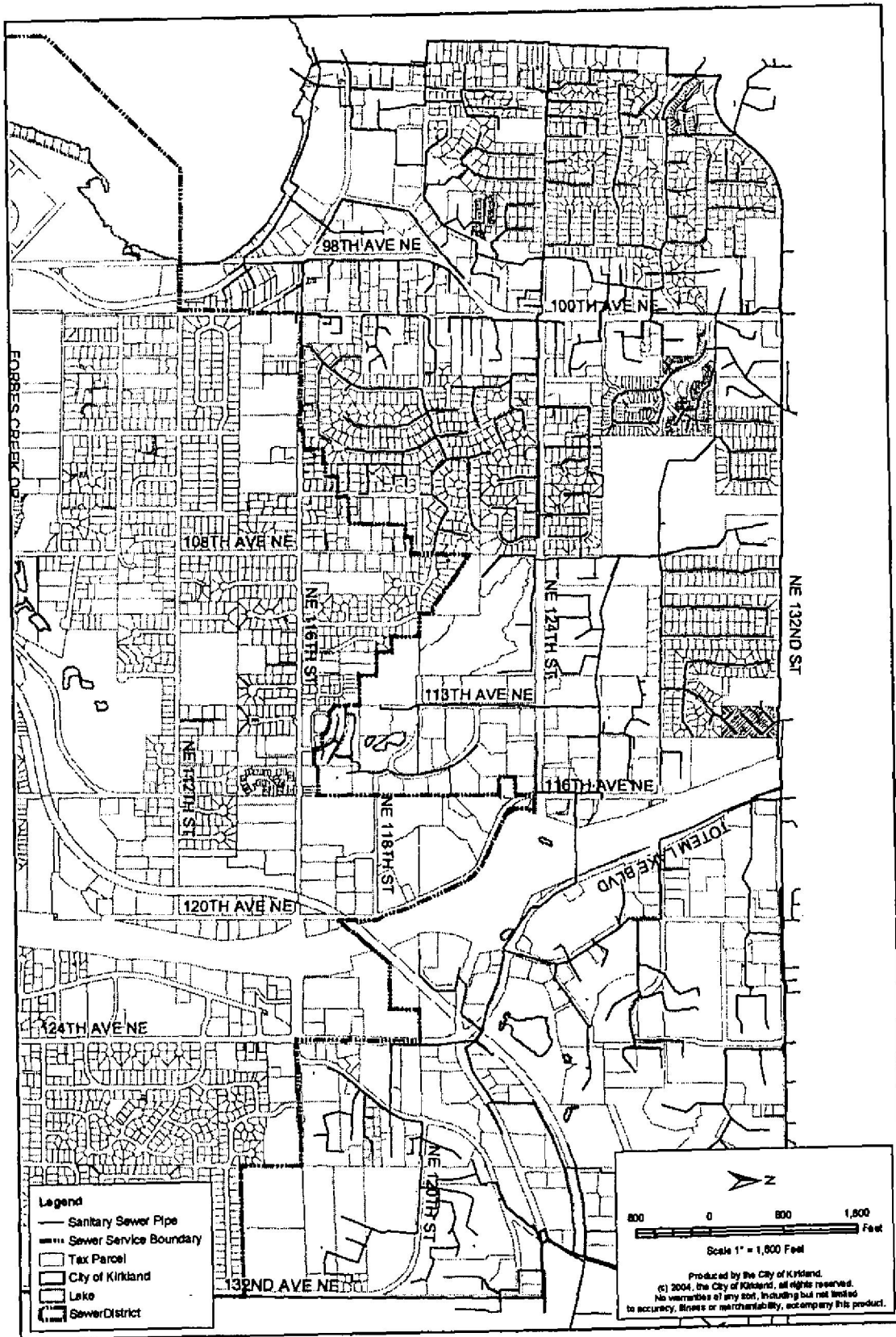


Figure U-5: Northshore Sewer System

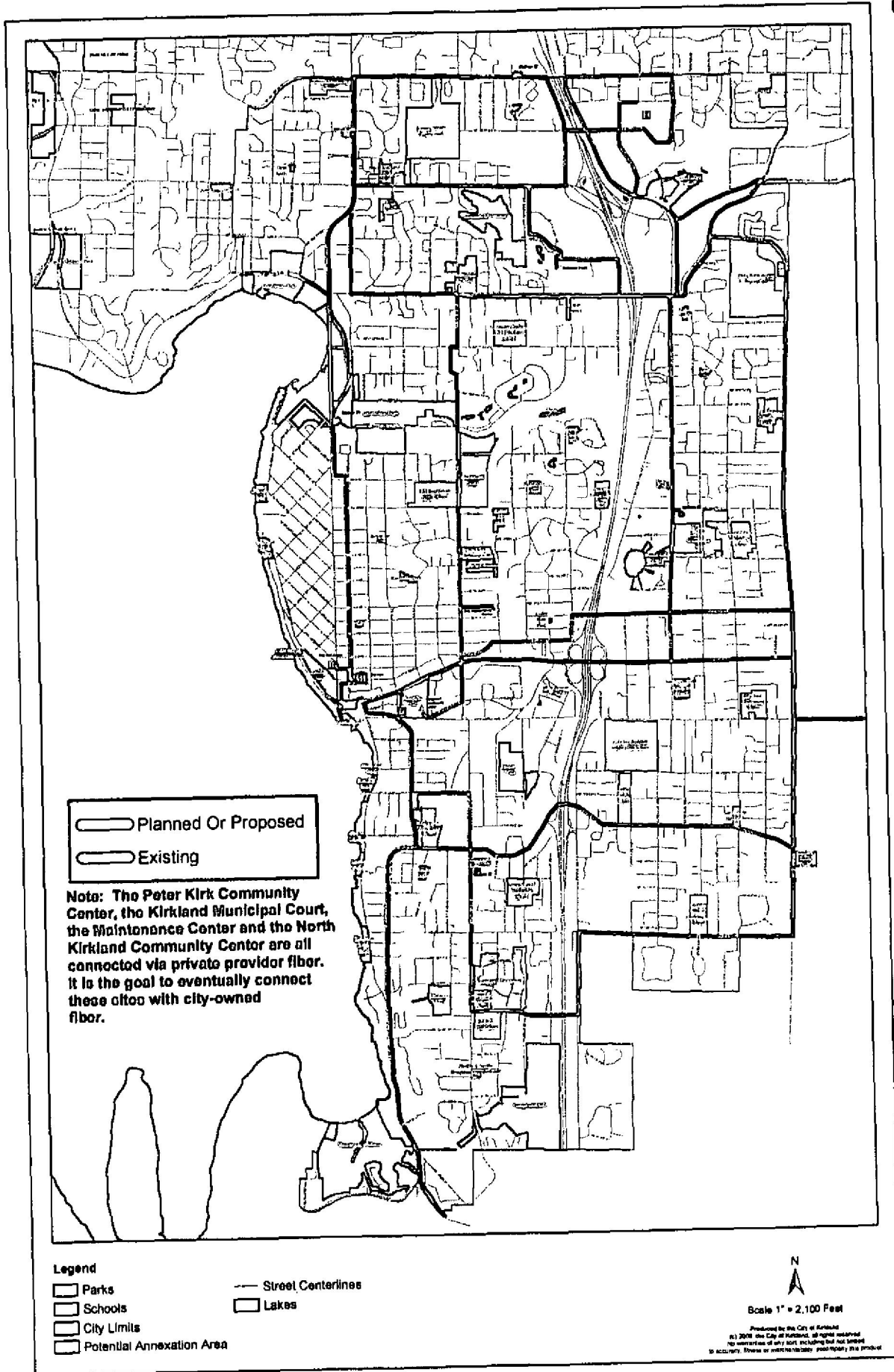


Figure U-6: Existing And Planned/Desired Fiber Optic Network

Delete Map

0-4079

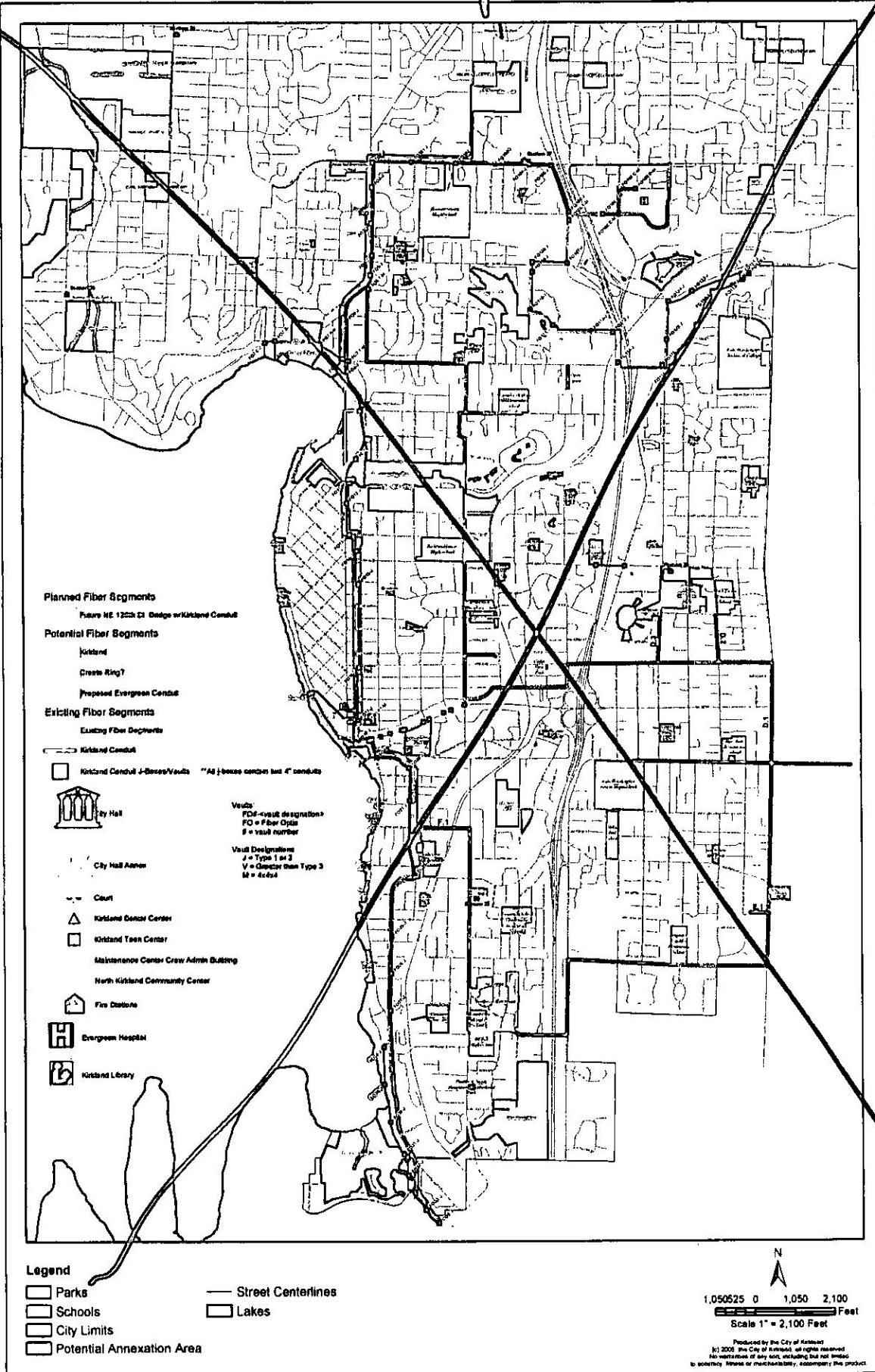
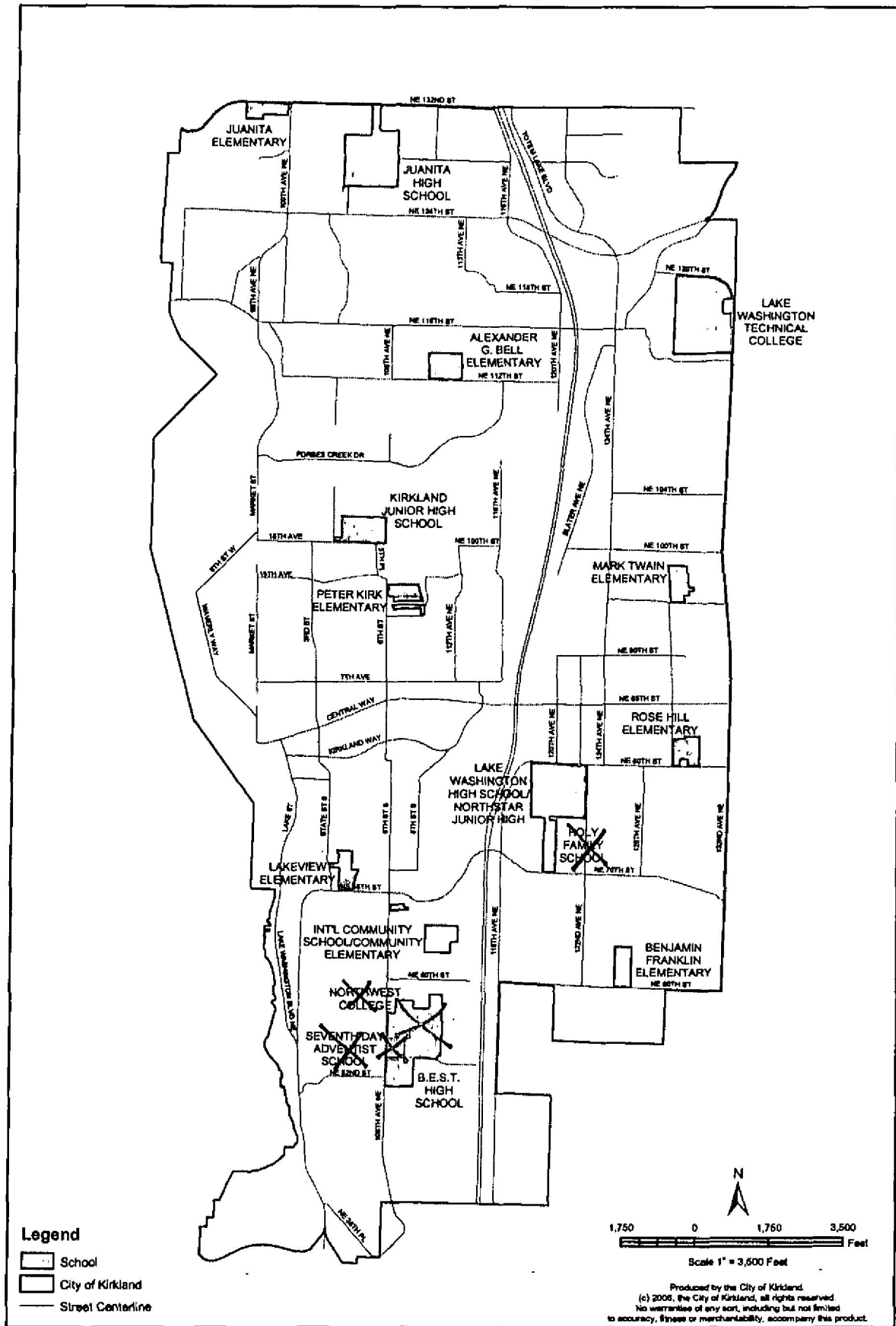


Figure U-7: Proposed Fiber Optic Network



Public
Figure PS-3: School District Facilities

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 positive leisure time recreational 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.

SeniorsOlder 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 seniorsolder 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 seniorsolder 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 ~~seniorsolder 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 ~~seniorsolder 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.

TABLE CF-9
2022 Transportation Project List

Comp Plan ID Number	Project Description	Total Cost ⁽¹⁾	CIP Project Number	Funded In 0-yr CIP	Source Dec. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
Non-Motorized							
NM20-1	Spinney Homestead/NE 100th Sidewalk, 111th Ave. NE to I-405	\$ 0.2	NM 0034		C, NM	T-2	
NM20-2	116th Ave. NE Non-Motor Facilities (south), NE 60th St. to S. City Limits	\$ 1.9	NM 0001		C, NM	T-2	
NM20-3	13th Ave. Sidewalk (Phase II)	\$ 0.2	NM 0054	✓	C, NM	T-2	
NM20-4	Crestwoods Park/BNSFRR Ped/Bike facility	\$ 1.0	NM 0031		C, NM	T-2	
NM20-5	93 Ave. NE Sidewalk, Juanita Dr. to NE 124th St.	\$ 0.4	NM 0032		C, NM	T-2	
NM20-6	NE 52nd St. Sidewalk	\$ 0.7	NM 0007		C, NM	T-2	
NM20-7	Cross Kirkland Trail	\$ 4.0	NM 0024		C, NM	T-2, T-8	
NM20-8	122nd Ave NE sidewalk	\$ 0.7	NM 0055	✓	C, NM	T-2	
NM20-9	116th Ave NE Sidewalk (Highlands)	\$ 0.6	NM 0044	✓	C, NM	T-2	
NM20-10	NE 100th St. Bike lane, Slater Ave NE to 132nd Ave. NE	\$ 0.2	NM 0036	✓	C, NM	T-2	
NM20-11	NE 95th St Sidewalk (Highlands)	\$ 0.4	NM 0045		C, NM	T-2	
NM20-12	18th Ave West Sidewalk	\$ 0.7	NM 0046		C, NM	T-2	
NM20-13	116th Ave NE Sidewalk (South Rose Hill)	\$ 0.2	NM 0047		C, NM	T-2	
NM20-14	130th Ave. NE Sidewalk	\$ 0.3	NM 0037		C, NM	T-2	
NM20-15	NE 90th St. Bicycle/Pedestrian Overpass Across I-405	\$ 3.4	NM 0056		C, NM	T-2	
NM20-16A	NE 90th St. Sidewalk, 124th Ave. NE to 128th Ave. NE	\$ 0.6	NM 0026		C, NM	T-2	
NM20-16B	NE 90th St. Sidewalk, 120th Ave NE, to 124th Ave NE & 128th Ave NE to 132nd Ave NE	\$ 0.7	NM 0026		C, NM	T-2	
NM20-17	NE 60th St Sidewalk	\$ 1.6	NM 0048		C, NM	T-2	
NM20-18	Forbes Valley Pedestrian Facility	\$ 1.0	NM 0041		C, NM	T-2	
NM20-19	NE 126th St Non-motorized facilities	\$ 2.3	NM 0043		C, TL	T-2	
NM20-20	Crosswalk Upgrades (various locations)	\$ 0.7	NM 0012	✓	C, NM	T-2	
NM20-21	Annual Pedestrian Improvements (various locations)	\$ 34.5	various		NM	T-2	
NM20-22	Annual Bicycle Improvements (various locations)	\$ 2.4	various		NM	T-2	
NM20-23	112th Ave NE Sidewalk	\$ 0.2	NM 0049	✓	C, NM	T-2	
NM20-24	NE 80th St Sidewalk	\$ 0.3	NM 0050		C, NM	T-2	
NM20-25	Rose Hill Business District Sidewalks	\$ 1.3	NM 0051	✓	C, NM	T-2	
NM20-26	NE 73rd Street Sidewalk	\$ 0.2	NM 0052	✓	C, NM	T-2	
NM20-27	NE 112th Street Sidewalk	\$ 0.2	NM 0053	✓	C, NM	T-2	
NM20-28	Annual Sidewalk Maintenance Program	\$ 3.4	NM 0057	✓	C, NM	T-2	
NM20-29	111th Ave non-motorized/emergency access connection	\$ 1.0	NM 0058		Highlands	T-2	
SUBTOTAL		\$65.3					

Street							
ST20-1	118th Ave. NE Road Extension, NE 116th to NE 118th St. (2 In)	\$ 3.7	ST 0060		C, TL	T-4	
ST20-2	119th Ave. NE Road Extension, NE 128th St. to NE 130th St. (2 In)	\$ 3.1	ST 0061		C, TL	T-4	
ST20-3	120th Ave. NE Road Improvement, NE 128th St. to NE 132 St. (5 In)	\$ 6.2	ST 0063	✓	C	T-1, T-4	✓
ST20-4	124th Ave. NE Road Improvement, NE 116th St. to NE 124th St. (5 In)	\$ 3.6	ST 0059	✓	C	T-1, T-4	✓
ST20-5	124th Ave. NE Road Improvement, NE 85th St. to NE 116th St. (3 In)	\$ 18.0	ST 0064		C	T-4	
ST20-6	132nd Ave. NE Road improvement, NE 85th St. to Slater Ave NE (3 In)	\$ 15.0	ST 0056		C	T-4	
ST20-7	98th Ave. NE Bridge Replacement at Forbes Creek (2 In)	\$ 5.6	ST 0055		C	T-4	
ST20-8	120th Ave NE Road Extension, NE 116th St north to BNSFRR XING (2 In)	\$ 11.0	ST 0073		TL	T-4	
ST20-9	NE 120th St. Road Extension (east), Slater Ave. NE to 124th Ave. NE (3 In)	\$ 4.6	ST 0057	✓	C	T-1, T-4	✓
ST20-10	120th Ave. NE, Totem Lake Blvd. to NE 128th St. (3 In)	\$ 0.5	ST 0070	✓	TL	T-4	
ST20-11	NE 130th St. Road Extension, Totem Lake Blvd. to 120th Ave. NE (2 In)	\$ 5.5	ST 0062		C	T-4	
ST20-12	NE 132nd St. Road Improvement, 100th Ave NE to 132nd Ave NE (5 In TOTAL COST)	\$ 27.5	ST 0058	(3)	C, TL	T-1, T-4, T-8	✓
ST20-13	NE 120th St. Road extension (west), 124th Ave NE to BNSFRR XING (2 In)	\$ 3.2	ST 0072		TL	T-4	
ST20-14	Annual Street Preservation Program (various locations)	\$ 30.6	ST 0006	✓	C	T-4	
SUBTOTAL		\$ 138.1					

Traffic/Intersection							
TR20-1	Kirkland Ave/3rd St. Traffic Signal	\$ 0.4	TR 0004	✓	C	T-4	
TR20-2	Kirkland Way/BNSFRR Abutment/Intersection Improvements	\$ 3.7	TR 0067		C, NM	T-4, T-2	
TR20-3	6th Street/Kirkland Way Traffic Signal	\$ 0.4	TR 0065	✓	C	T-4	
TR20-4	NE 68th St/108th Ave NE Intersection Improvements	\$ 0.8	TR 0085	✓	C	T-4	✓
TR20-5	NE 124th St./I-405 queue By-pass @ I-405, EB to SB	\$ 1.0	TR 0057		C	T-1, T-4, T-5	✓
TR20-6	NE 85th St/120th Ave NE Intersection Improvements	\$ 1.4	TR 0088		C	BKR, T-1, T-4	
TR20-7	NE 85th St/132nd Ave NE Intersection Improvements	\$ 1.0	TR 0089		C	BKR, T-1, T-4	
TR20-8	NE 85th St. HOV/I-405 queue By-pass @ I-405, EB to SB	\$ 0.5	TR 0056		C	T-1, T-4, T-5	✓
TR20-9	Lk. Wash Blvd. /Northrup Way queue bypass southbound to westbound	\$ 3.4	TR 0068		C	T-4	
TR 20-10.1	NE 116th St./ I-405 queue bypass EB to SB	\$ 4.0	TR 0072		C	T-1, T-4, T-5	✓
TR 20-10.2	NE 85th St./ I-405 queue bypass WB to NB	\$ 1.0	TR 0074		C	T-1, T-4, T-5	✓
TR 20-10.3	NE 70th St./ I-405 queue bypass EB to SB	\$ 0.9	TR 0073		C	T-1, T-4, T-5	✓

(1) '06 est; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap Inst, TL = Totem Lake, P20=20 year list

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 Dec. ⁽²⁾	Comp Plan Goal	2022 Concurrency Project
TR 20-10.4	NE 124th St. / I-405 queue by-pass WB to NB	\$ 0.7	TR 0075		C	T-1, T-4, T-5	✓
TR 20-11.1	Kirkland Avenue/Lake Street S	\$ 0.3			P20	T-4	
TR 20-11.2	Lake Street S./2nd Avenue S	\$ 0.3			P20	T-4	
TR 20-11.3	Market Street/Central Way	\$ 0.3			P20	T-4	
TR 20-11.4	Market Street/7th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.5	Market Street/15th Avenue	\$ 0.3			P20	T-4	
TR 20-11.6	NE 53rd Street/108th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.7	NE 60th Street/116th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.8	NE 60th Street/132nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.9	NE 64th Street/Lake Washington Blvd.	\$ 0.3			P20	T-4	
TR 20-11.10	NE 70th Street/120th Avenue or 122nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.11	NE 80th Street/132nd Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.12	NE 112th Street/124th Avenue NE	\$ 0.3			P20	T-4	
TR 20-11.13	NE 116th Street/118th Street NE	\$ 0.3			P20	T-4	
TR 20-11.14	NE 116th Street/124th Avenue NE Xlend NB TR	\$ 0.2			P20	T-4	
TR 20-11.15	NE 126th Street/132nd Place NE	\$ 0.3			P20	T-4	
TR 20-11.16	NE 128th Street/ Totem Lake Boulevard	\$ 0.3			P20	T-4	
TR 20-11.17	NE 100th Street/132nd Ave NE	\$ 0.2			P20	T-4	
TR 20-11.18	NE 132nd Street/Totem Lake Boulevard	\$ 0.2			P20	T-4	
TR 20-11.19	Market Street and Forbes Creek Drive	\$ 0.2			P20	T-4	
TR 20-11.20	NE 112th Street/120th Ave NE	\$ 0.3			P20	T-4	
TR 20-11.21	Totem Lake Boulevard/120th Ave NE	\$ 0.2			P20	T-4	
TR20-12	NE 70th St/132nd Ave NE Intersection Improvements	\$ 0.7	TR 0086	✓	C	BKR, T-1, T-4	✓
TR20-13	Lake Washington Blvd/NE 38th Pl Intersection Improvements	\$ 1.7	TR 0090		C	BKR, T-1, T-4	
TR20-14	Central Way/Park Place Center Traffic Signal	\$ 0.3	TR 0082	✓	C	T-4	
TR20-15	100th Ave NE/NE 132nd St Intersection Improvements	\$ 1.1	TR 0083	✓	C	BKR, T-1, T-4	✓
TR20-16	100th Ave NE/NE 124th St Intersection Improvements	\$ 1.2	TR 0084		C	T-4	✓
SUBTOTAL		\$ 30.0					

2022 TRANSPORTATION PROJECT LIST TOTAL → \$ 233.4

(1) '06 est; funded projects indexed for inflation (2) C=CIP, NM=Non-Cap list, TL = Totem Lake, P20=20 year list

Table CF - 8
Capital Facilities Plan: Transportation Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2006	2007	2008	2009	2010	2011	Six-Year Total
Local	Surface Water Fees	529,000	760,000	304,300	649,200	479,500	73,000	2,795,000
Local	Real Estate Excise Tax	7,000	30,900	395,600	555,000	650,500	573,800	2,212,800
Local	Impact Fees	1,284,500	600,000	498,600	819,600	825,000	1,158,100	5,185,800
Local	Reserves	910,900	309,000	318,300	513,600	402,400	487,000	2,941,200
External	Sound Transit	368,000						368,000
External	Grants			2,121,800	3,278,000	2,845,300	579,600	8,824,700
External	Private	110,000	224,500		546,500			881,000
Total Sources		3,209,400	1,924,400	3,638,600	6,361,900	5,202,700	2,871,500	23,208,500

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2006	2007	2008	2009	2010	2011	Six-Year Total
ST 0057	NE 120th Street Roadway Extension (east section)	300,000	309,000	1,268,800	1,639,100	1,109,200		4,626,100
ST 0059	124th Ave NE Roadway Improvements (north section)		857,500	1,379,200	1,387,700			3,624,400
ST 0063	120th Avenue NE Roadway Improvements			392,500	1,693,600	3,104,200	992,400	6,182,700
NM 0036	NE 100th Street Bikeway						231,900	231,900
NM 0044	116th Avenue NE Sidewalk (Highlands)		103,000	233,300	273,100			609,400
NM 0049	112th Avenue NE Sidewalk					60,800	185,400	246,200
NM 0051	Rose Hill Business District Sidewalks	672,900	309,000					981,900
NM 0052	NE 73rd Street Sidewalk		81,400	123,000				204,400
NM 0053	NE 112th Street Sidewalk			82,700	122,400			205,100
NM 0054	13th Avenue Sidewalk (Phase II)				50,300	155,300		205,600
NM 0055	122nd Avenue NE Sidewalk				161,800	348,900	156,500	667,200
TR 0004	Kirkland Avenue/3rd Street Traffic Signal				358,500			358,500
TR 0065	6th Street/Kirkland Way Traffic Signal				406,500			406,500
TR 0070	NE 124th Street/124th Avenue NE Intersection Improvements	624,200						624,200
TR 0078	NE 85th Street/132nd Ave NE Intersection Improv. (Phase I)	530,400						530,400
TR 0079	NE 85th Street/114th Avenue NE Intersection Improvements	597,900						597,900
TR 0080	NE 85th Street/124th Avenue NE Intersection Improvements	374,000						374,000
TR 0082	Central Way /Park Place Center Traffic Signal	110,000	224,500					334,500
TR 0083	100th Ave NE/NE 132nd St Intersection Improvements					424,300	652,700	1,077,000
TR 0085	NE 68th St/108th Ave NE Intersection Improvements		40,000	159,100	268,900			468,000
TR 0086	NE 70th St/132nd Ave NE Intersection Improvements						652,600	652,600
Total Funded Transportation Projects		3,209,400	1,924,400	3,638,600	6,361,900	5,202,700	2,871,500	23,208,500

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

Table CF - 10A
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2006	2007	2008	2009	2010	2011	Six-Year Total
Local	Water and Sanitary Sewer Utility Rates	820,000	2,453,600	2,368,000	2,165,600	2,356,700	1,269,600	11,433,500
Local	Reserves		1,000,000		1,000,000		1,000,000	3,000,000
Total Sources		820,000	3,453,600	2,368,000	3,165,600	2,356,700	2,269,600	14,433,500

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2006	2007	2008	2009	2010	2011	Six-Year Total
WA 0051	7th Avenue/114th Avenue Watermain Replacement	380,000	344,000					724,000
WA 0058	NE 75th Street/130th Avenue NE Watermain Replc.						634,100	634,100
WA 0078	NE 85th St/132nd Ave NE Watermain Replacement		236,900	1,061,000	983,500	337,600		2,619,000
WA 0090	Emergency Sewer Program Watermain Replacement		50,000		50,000		50,000	150,000
WA 0096	NE 83rd St Watermain Replacement				32,800	202,600		235,400
WA 0097	120th Ave NE Watermain Replacement					251,000		251,000
WA 0098	126th Ave NE Watermain Replacement					462,500		462,500
WA 0099	Alexander Ave Watermain Replacement						211,000	211,000
WA 0101	108th Ave NE Watermain Replacement		274,000					274,000
WA 0102	104th Ave NE Watermain Replacement						374,500	374,500
WA 0103	NE 113th Pl Watermain Replacement			193,000				193,000
WA 0105	124th Ave Watermain Replacement		249,300					249,300
WA 0110	105th Ave NE/106th Ave NE Watermain Replacement	200,000	126,700					326,700
SS 0046	Market Street Sewermain Replacement		206,000	801,000	218,500			1,225,500
SS 0050	NE 80th Street Sewermain Replacement	240,000	916,700	196,300				1,353,000
SS 0056	Emergency Sewer Construction Program		1,000,000		1,000,000		1,000,000	3,000,000
SS 0062	NE 108th Street Sewermain Replacement/Rehabilitation				699,400	792,300		1,491,700
SS 0063	NE 53rd Street Sewermain Replacement			116,700	181,400			298,100
SS 0064	7th Avenue South Sewermain Replacement					310,700		310,700
SS 0066	Plaza Lift Station Pump Upgrades		50,000					50,000
Total Funded Utility Projects		820,000	3,453,600	2,368,000	3,165,600	2,356,700	2,269,600	14,433,500

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

Table CF - 1 OB
Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2006	2007	2008	2009	2010	2011	Six-Year Total
Local	Surface Water Utility Rates	614,000	923,500	994,100	810,800	817,300	728,000	4,887,700
<i>Total Sources</i>		614,000	923,500	994,100	810,800	817,300	728,000	4,887,700

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2006	2007	2008	2009	2010	2011	Six-Year Total
SD 0025	NE 85th Street Detention and Sediment Control	200,000	339,400					539,400
SD 0029	124th Ave NE/NE 124th St Water Quality Treatment	175,000	450,200					625,200
SD 0033	NE 90th Street/120th Ave NE Sediment Control	184,000						184,000
SD 0043	124th Ave NE/NE 100th Pl Drainage Improvements	55,000						55,000
SD 0045	Carillon Woods Erosion Control Measures			237,600				237,600
SD 0046	Regional Detention in Forbes & Juanita Creek Basins						347,800	347,800
SD 0048	Cochran Springs/Lk Washington Blvd Crossing Enhancements				311,500	529,000	212,100	1,052,600
SD 0049	Forbes Creek/108th Ave NE Fish Passage Improvements				155,100			155,100
SD 0050	NE 95th St/126th Ave NE Flood Control Measures						52,100	52,100
SD 0052	Forbes Creek/Slater Ave Bank Stabilization				16,400	44,000		60,400
SD 0054	Forbes Creek/BNSFRR Fish Passage Improvements		51,500	173,000				224,500
SD 0058	Surface Water Sediment Pond Reclamation (Phase II)						69,600	69,600
SD 0059	Totem Lake Blvd Flood Control Measures		82,400	583,500	327,800	244,300		1,238,000
SD 0062	Stream Flood Control Measures at Post Office						46,400	46,400
<i>Total Funded Surface Water Utility Projects</i>		614,000	923,500	994,100	810,800	817,300	728,000	4,887,700

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

Table CF-1 2
Capital Facilities Plan: Fire and Building Department Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2006	2007	2008	2009	2010	2011	Six-Year Total
Local	Interest Income	73,000	297,695	217,905	160,308	115,048	105,777	969,733
Local	Reserves	216,883						216,883
External	Fire District #41	107,217	110,105	80,595	59,292	42,552	39,123	438,884
<i>Total Sources</i>		397,100	407,800	298,500	219,600	157,600	144,900	1,625,500

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2006	2007	2008	2009	2010	2011	Six-Year Total
PS 0024	Fire Rescue Boat		248,350					248,350
PS 0025	Water Rescue Boat		109,450					109,450
PS 0055	Fire Paging and Alerting Systems	100,000						100,000
PS 0058	Special Operations Vehicle (vehicle upgrade)	297,100						297,100
PS 0059	Quick Attack Reduced Access Vehicle			298,500				298,500
PS 0061	Mobile Data Computers				219,600			219,600
PS 0062	Defibrillator Unit Replacement						144,900	144,900
PS 0063	Breathing Air Fill Station Replacement					157,600		157,600
PS 0064	Regional Fire Training Div. Office Space Imprv.		50,000					50,000
<i>Total Funded Fire and Building Projects</i>		397,100	407,800	298,500	219,600	157,600	144,900	1,625,500

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

XV.F. NORTH ROSE HILL NEIGHBORHOOD

0-4079

To minimize any potential hazards, new development in these areas should be consistent with the recommendations of a qualified geotechnical professional and the goals and policies contained in the Natural Environment Element.

Goal NRH 6 – Protect wildlife throughout the neighborhood.

Policy NRH 6.1:

Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

Goal NRH 7 – Identify priorities and funding sources for sensitive areas acquisition, restoration, or education.

Policy NRH 7.1:

Identify priority locations in the Forbes Creek drainage basin.

Ensure that future generations in the North Rose Hill neighborhood will enjoy the benefits of sensitive areas. Coordinate with the City's Natural Resources Management Plan.

5. LAND USE

RESIDENTIAL

Goal NRH 8 – Promote and retain the residential character of the neighborhood.

Policy NRH 8.1:

Encourage a variety of housing styles and types to serve a diverse population.

The predominant housing style in the neighborhood is the traditional detached single-family home. Cottage, compact single-family, attached, and clustered dwellings are appropriate options to serve a diverse population and changing household demographics as allowed by Citywide policies. These should incorporate architectural and site design standards to ensure compatibility with adjacent single-family areas.

Policy NRH 8.2:

Locate new commercial development in the business districts at the north and south boundaries of the North Rose Hill neighborhood in order to prevent commercial encroachment.

Commercial development should remain in established commercial areas and not extend into the residential core of the neighborhood. Commercial development is prohibited in low, medium or high density residential areas (see Figure NRH-4).

Goal NRH 9 – Allow innovative residential development styles when specific public benefits are demonstrated as allowed by Citywide policies, regulations.

Policy NRH 9.1:

Allow innovative development styles or techniques if increased protection of sensitive or hazardous areas, affordable or lower cost housing, or housing choice are demonstrated.

The protection of sensitive areas and the provision of housing options for a wide spectrum of income levels and lifestyles are important values to support and encourage. Rising housing prices throughout the City and region require strategies to promote lower cost housing.

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD
II. JUANITA SLOUGH AREA

- (2) The developer will indemnify and hold harmless the City.
- (3) The clustering of structures is required.
- (4) The vegetative cover is maintained to the maximum extent possible.
- (5) Watercourses are to be retained in a natural state.
- (6) Surface runoff is to be controlled at predevelopment levels.
- (7) Points of access to arterials are to be minimized.
- (8) The City has the present ability to provide the necessary emergency services.
- (9) A minimum level of aggregation of land may be desirable in order to minimize adverse impacts.
- (10) There will be public review of the development proposal.

Much of the Slough area has been identified as a flood hazard and uneven settlement zone.

The Valley portion of Juanita Slough contains Forbes Creek and areas subject to uneven settlement and flooding (see Figure J-12). Analysis of proposed developments would be required to mitigate problems associated with these factors. The flood area was designated by the Federal Insurance Administration of the Department of Housing and Urban Development. Federal law requires that flood insurance be obtained before any federally insured lending institutions may approve a loan for the development within an identified flood hazard zone. Also, Forbes Creek and associated streamways should be maintained in a natural condition to allow for natural drainage as well as possible salmon spawning (see Natural Elements Policy 1.c. and Policy 4).

Slope vegetation is to be maintained. Other factors besides slopes may limit development.

In all slope areas, existing vegetation should be preserved to the greatest extent feasible in order to help stabilize the slopes as well as maintain natural drainage patterns (see Natural Elements Policy 5.b. and Public Services/Facilities: Drainage Policy 2.b.). It should be noted that in slope areas, limitations on development are not due entirely to the existence of natural constraints. There may be additional reasons (for example: access, utility service, adjacent uses and others) for limiting the type or density of development in slope areas.

due to its wetlands, streams and potential seismic hazard conditions.

C. LIVING ENVIRONMENT

Low residential densities are to be maintained. Housing configurations that maintain open space are encouraged. North of Forbes Creek Drive.

The Juanita Slough Valley area and the potential hazardous slope to the south pose numerous constraints for development (see Figure J-11). Within the Valley, fish, wildlife, and woodland resources are significant and should be protected for aesthetic, biological, and educational purposes. For these reasons, development generally should be limited to low density (one dwelling unit per acre) residential use (see Natural Elements Policies 1.a., 1.b., and 1.c.). As presently zoned, one dwelling unit per acre would be permitted:

Development at up to ^{five} ~~three~~ dwelling units per acre may be permitted in the Valley area north of NE 106th Street and west of Planned Area 9, provided that the following conditions are met:

Forbes Creek Drive

XV.I. NORTH/SOUTH JUANITA NEIGHBORHOOD

DELETED TEXT

II. JUANITA SLOUGH AREA

- Delete all text here*
- ~~(1) Development shall occur only on naturally firm, dry ground.~~
 - ~~(2) Access points onto NE 106th Street are minimized by clustering of structures.~~
 - ~~(3) Watercourse and wetlands are preserved in, or restored to, their natural state.~~
 - ~~(4) All developments are processed as a Planned Unit Development.~~

~~No formal or informal subdivisions would be allowed if such subdivisions have an adverse impact on the Slough, the stream or associated wetlands. Structures should be clustered to maintain large open spaces, and the stream and associated areas maintained in addition to the preservation of most of the existing wooded areas.~~

The residences that currently exist along NE 108th Street (east of 108th Avenue NE) are vulnerable to any intense activities occurring to the east and relate to possible uses in Planned Area 9. Otherwise, residential uses in this pocket will remain low density (four to five dwelling units per acre).

Development densities are to be severely limited on unstable slopes.

On the south slope, classified as unstable, a slope stability analysis will be required of the developer to identify possible hazards and mitigating efforts. The densities and standards for development are discussed earlier in the Natural Elements section. The wooded character of the slope should be maintained regardless of the allowed density.

D. ECONOMIC ACTIVITIES

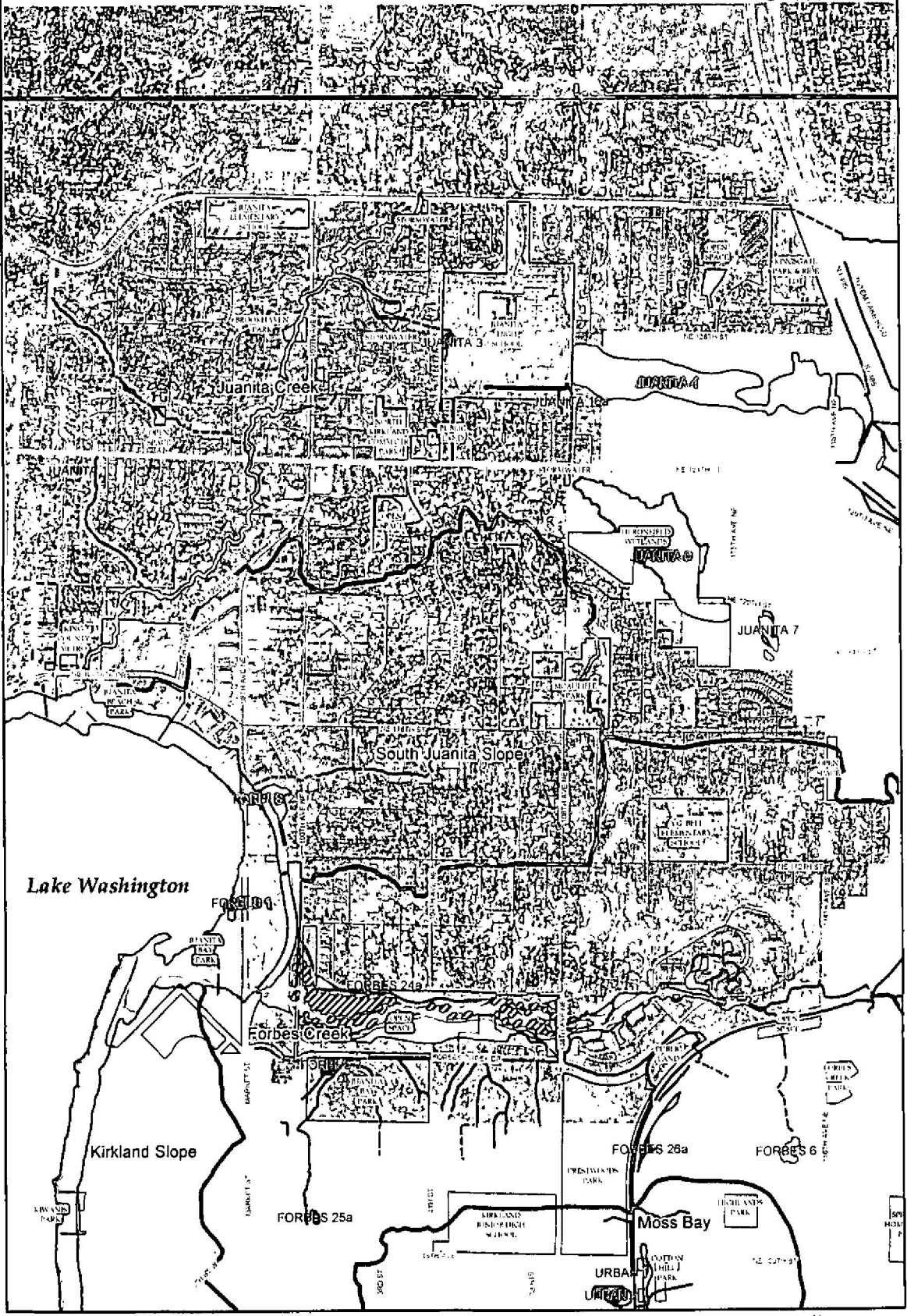
Economic activities in the Slough are limited.

No economic activities are to be permitted in the lower portions of the Slough.

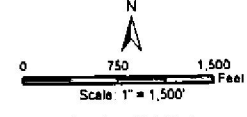
**E. PLANNED AREA 9:
JUANITA SLOUGH**

Kirkland Sand and Gravel and adjacent properties are identified as Planned Area 9.

Planned Area 9 has been designated as such for a variety of reasons including present uses, locational characteristics, and problems associated with future development. Present use includes a sand and gravel operation. This area, located west of 116th Avenue NE, includes all lands presently zoned for light industry and some adjacent residential lands. Virtually none of the lands have been developed for urban uses. The topographic characteristics are unique including view potential lands in the eastern portion and valley and hillsides to the west. Forbes Creek flows through the area. Most of the 65 acres has been excavated, graded, or otherwise modified. Surrounding this area are residential uses on the slopes as well as immediately adjacent in the Valley. To the east is Par Mac Industrial Park.

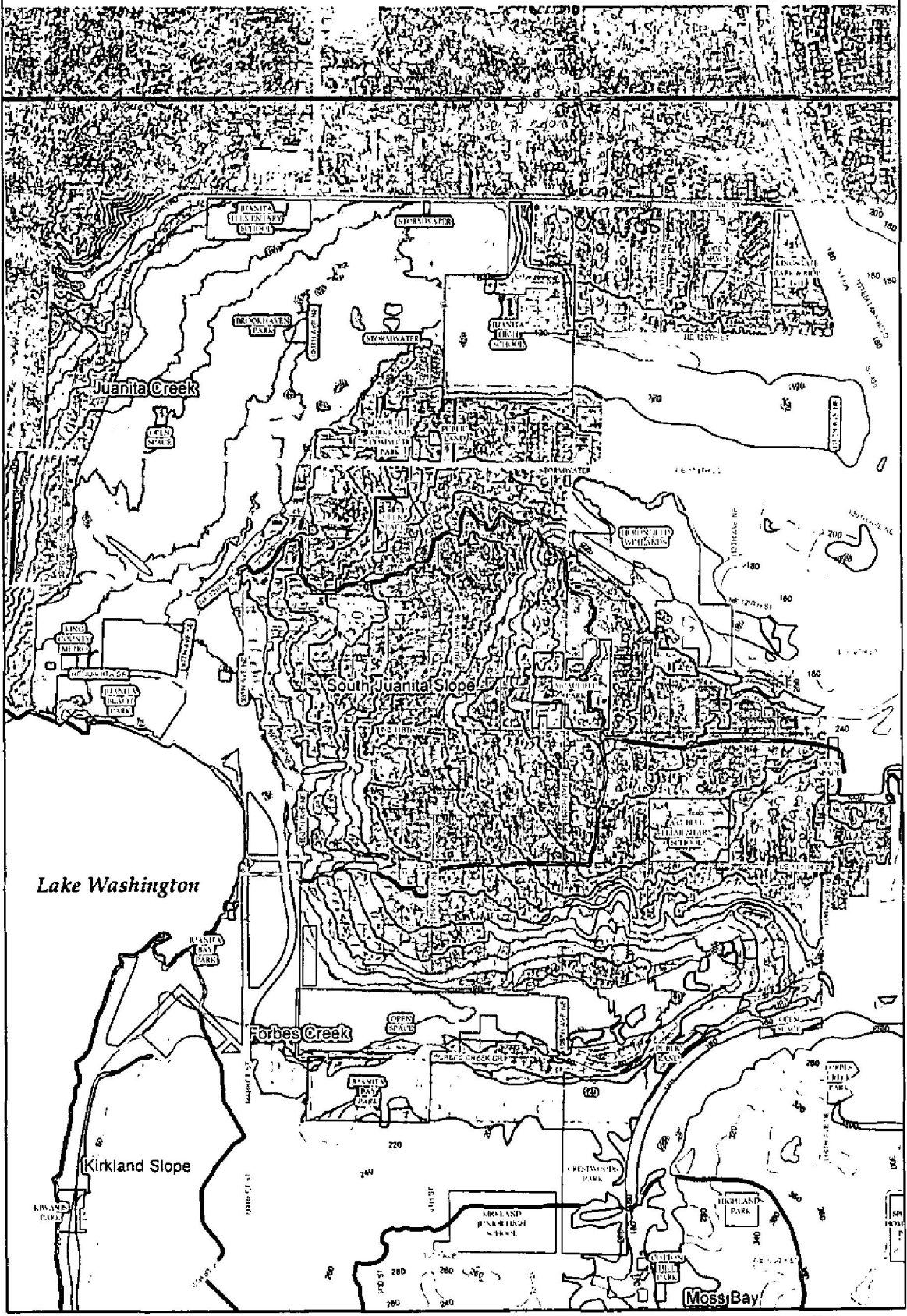


- Legend**
- Known Salmonid Locations
 - Streams in Pipes
 - Open Streams
 - 100-Year Floodplain
 - Wetlands
 - Shoreline of Statewide Significance
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes

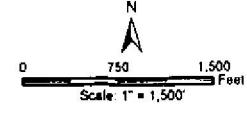


Produced by the City of Kirkland
© 2008. All City of Kirkland rights reserved.
No warranty is made by the City of Kirkland as to the accuracy, timeliness or completeness of the information.

Figure J-1a: Juanita Sensitive Areas



- Legend**
- Landslide Hazard Area (Medium Hazard)
 - Landslide Hazard Area (High Hazard)
 - Seismic Hazard Area
 - Twenty-Foot Contours
 - Drainage Basin Boundaries
 - Selected Public Properties
 - Lakes



Produced by the City of Kirkland
 © 2008, the City of Kirkland. All rights reserved.
 No warranty of any sort, including but not limited
 to accuracy, fitness for use, or timeliness, is made by the product.

Figure J-1b: Juanita Landslide and Seismic Hazard Areas

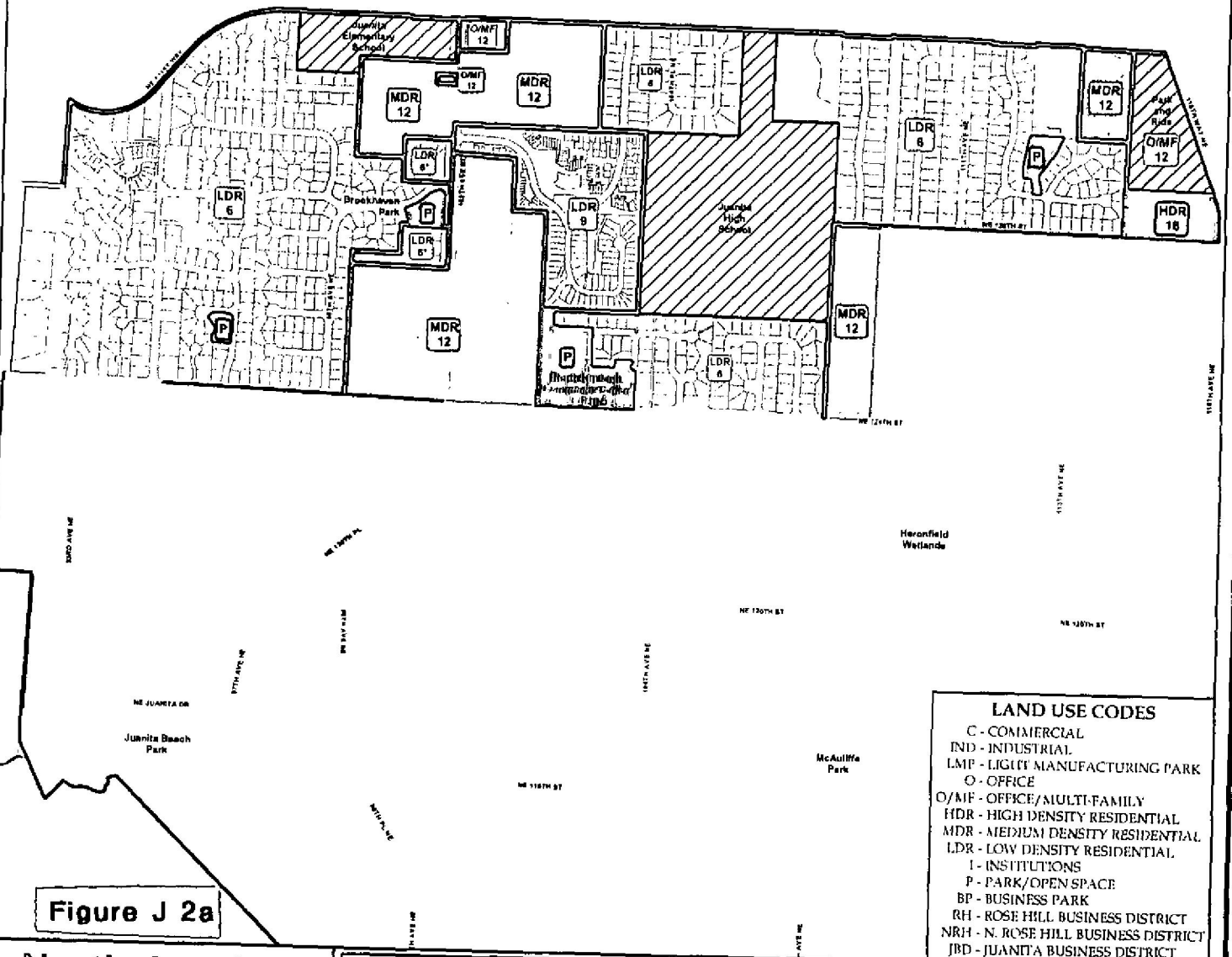


Figure J 2a

North Juanita Neighborhood Land Use Map

ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2005

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

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

Map produced July 12, 2006.
 Produced by the City of Kirkland. © 2006, the City of Kirkland. All rights reserved.
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.



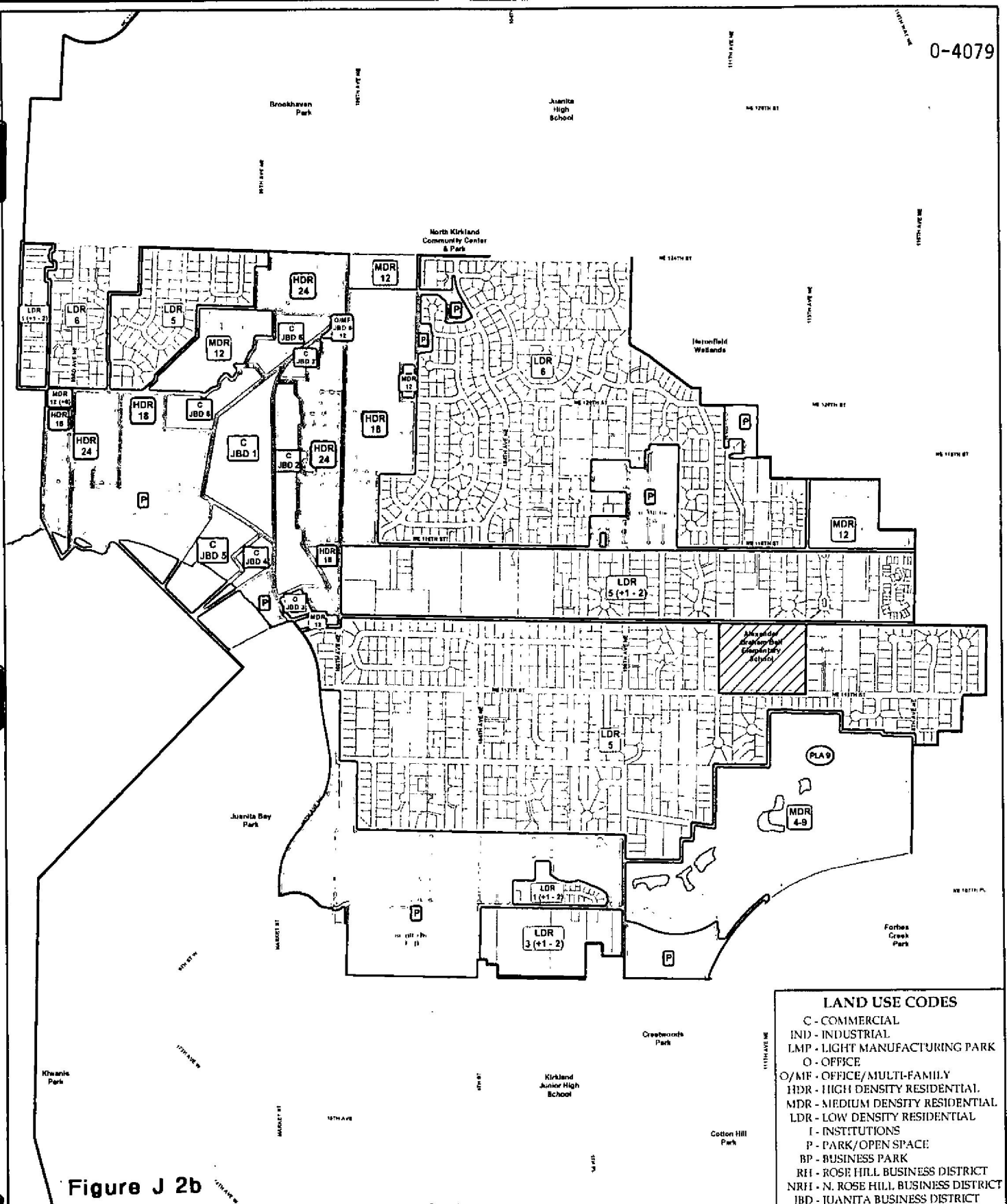


Figure J 2b

LAND USE CODES

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

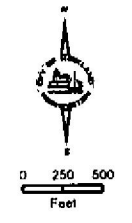
South Juanita Neighborhood Land Use Map

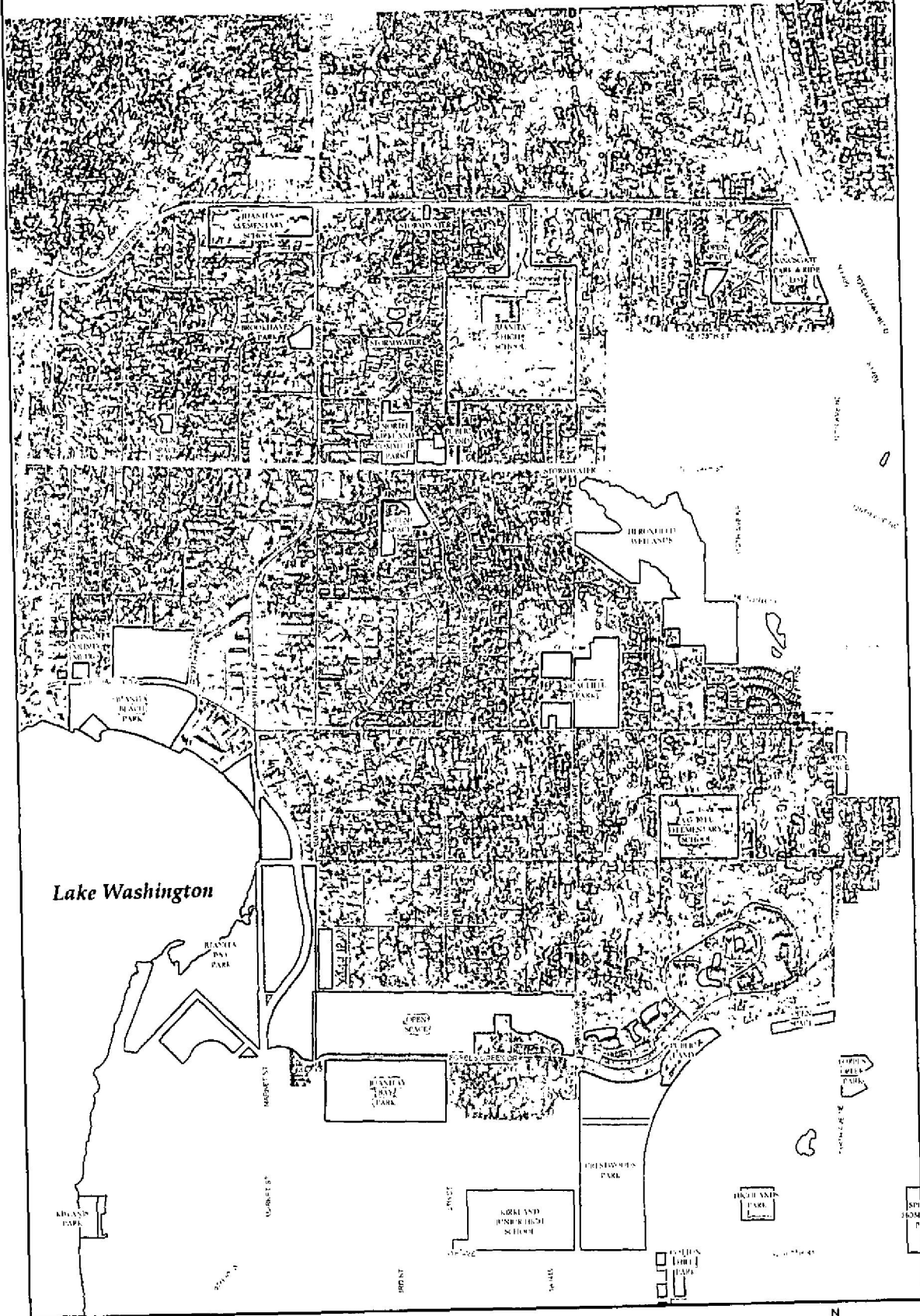
ORDINANCE NO. 4028
 ADOPTED by the Kirkland City Council
 December 13, 2005

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

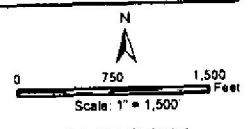
NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED
 * INDICATES CLUSTERED LOW DENSITY

Maps produced July 12, 2006.
 Produced by the City of Kirkland, © 2006, the City of Kirkland, all rights reserved.
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.



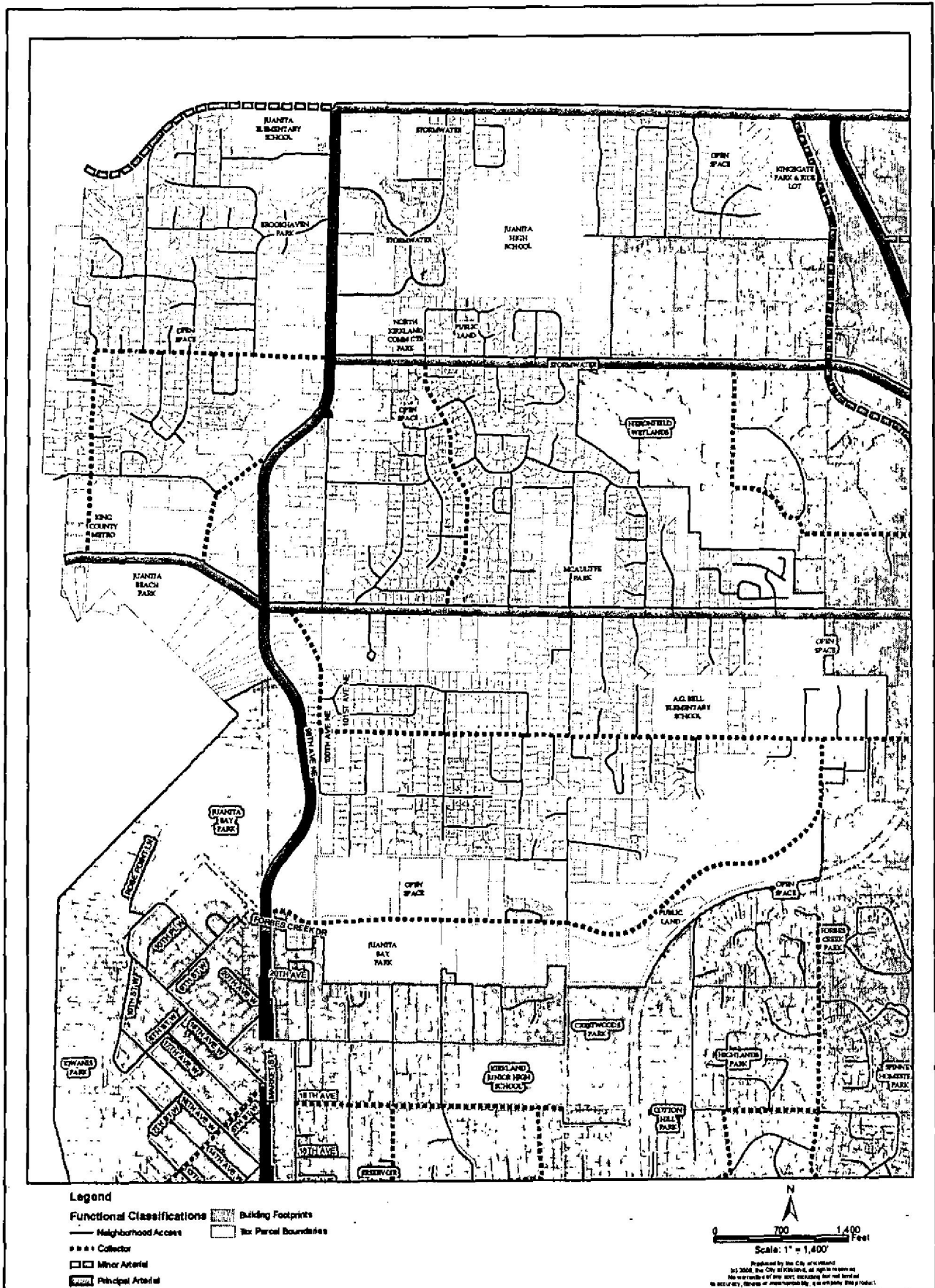


- Legend**
- Parks
 - Selected Public Properties
 - Lakes



Prepared by the City of Everett
 © 2010, the City of Everett. All rights reserved.
 No warranty of any kind, including but not limited
 to accuracy, timeliness or completeness, accompany this product.

Figure J-3: Juanita Parks and Open Space



Legend

Functional Classifications

- Neighborhood Access
- Collector
- Minor Arterial
- ▬ Principal Arterial

Building Footprints
Tax Parcel Boundaries

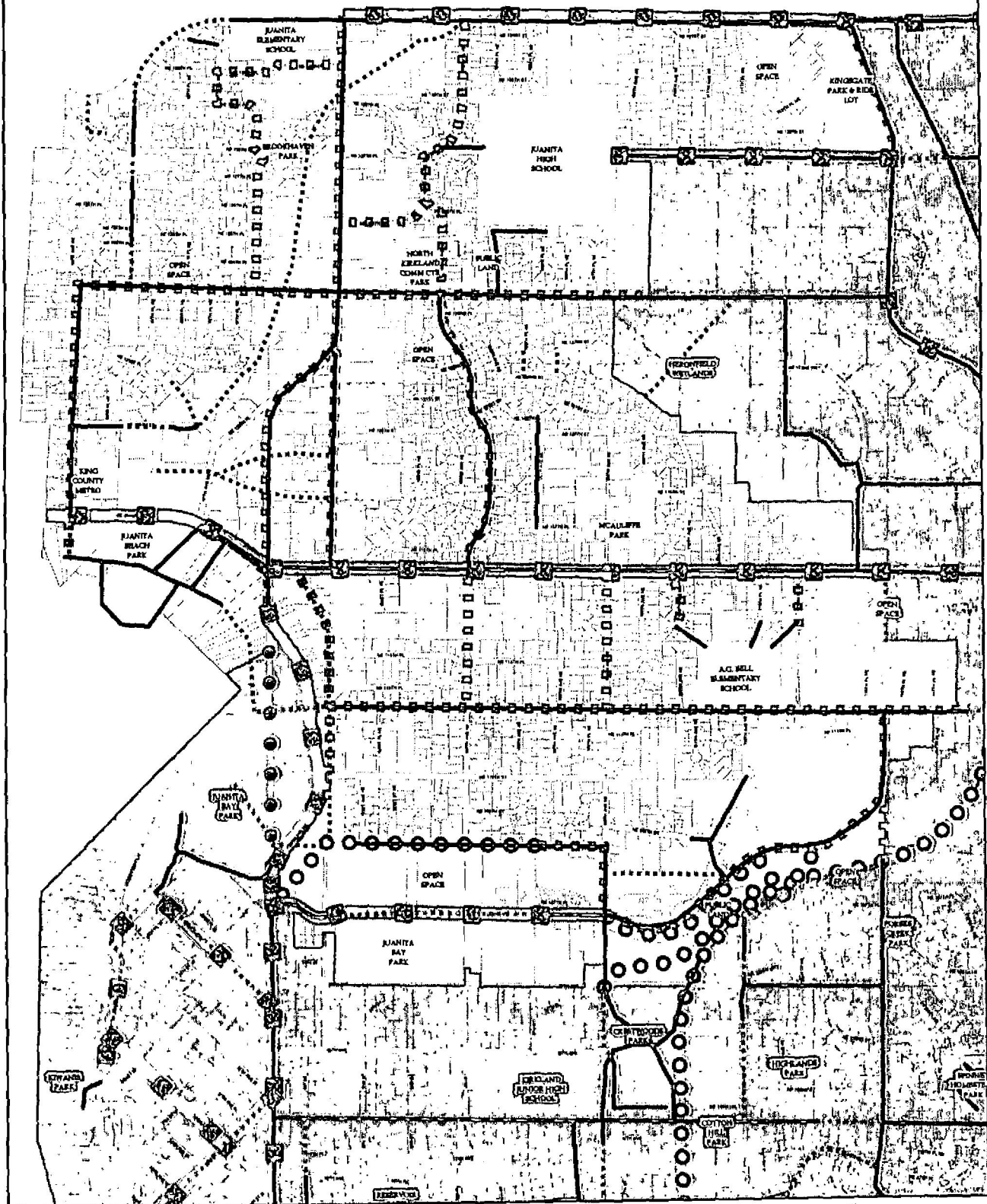
N

0 700 1,400 Feet

Scale: 1" = 1,400'

Figure J-4: Juanita Street Classification

Published by the City of Kirkland, all rights reserved.
No warranty is made by any party regarding the use of this product.
No responsibility is assumed for any errors or omissions.



- Legend**
- | | | | |
|-------------------------|-----------------|----------------------------|------------------------------|
| Shared Use Paths | Bikeways | Pedestrian Walkways | Tax Parcel Boundaries |
| ● Existing | ▣ Existing | — Existing | ▣ Building Footprints |
| ○ Proposed | □ Proposed | - - - Proposed | |

N

0 700 1,400
Feet

Scale: 1" = 1,400'

Produced by the City of Kirkland
© 2006 the City of Kirkland. All rights reserved.
No warranties of any sort, including but not limited
to accuracy, fitness or merchantability, accompany this product.

Figure J-5: Juanita Nonmotorized Transportation

XV.K. NORTSHORE PLANNING AREA

Note: The Northshore Neighborhood Plan had its last major update in 1977. Therefore, references in this chapter to goals, policies, or specific pages in other chapters may be inaccurate if the other chapters have since been updated.

dealt with as unique areas and development in these areas subject to special conditions.

The Northshore Planning Area has been divided into three areas for analysis.

1. OVERVIEW

To facilitate analysis, the Northshore Planning Area has been divided into three areas: Finn Hill, Juanita, and Kingsgate. Each area has its own particular character and set of planning problems. At times, smaller subdivisions are made within these four areas to isolate unique conditions (see Figure NS-1).

Boundaries of the Northshore Planning Area are described.

The Northshore Planning Area is that portion of unincorporated King County that lies between the City of Kirkland's northern boundary and NE 145th Street. The area is bounded by Lake Washington on the west and NE 132nd Avenue NE on the east.

Summary of general policies for the Northshore Planning Area.

Existing conditions in the Northshore Planning Area are discussed.

The general policy directions for the Northshore Planning Area are as follows:

After 1960, with the construction of I-405 and the second Lake Washington bridge, this area experienced a doubling of its population due to an increasing demand for a rural and suburban living environment close to the Seattle metropolitan area. The area offers much open space, good views, dramatic ravines, and much buildable land. The employment and land use patterns of the area are indicative of a commuter community. The indicators of income, home ownership, and associated attributes in this area are well above the King County average.

(1) To maintain the existing low-density single-family residential areas and protect them from encroachment by other uses. The housing stock is to be upgraded where necessary, and the housing needs of low-income people are to be taken into account.

The area could double in population again by 1990. The main planning issues in the Northshore Planning Area are rapid growth, sprawl, uncontrolled development patterns, overused services and facilities, lack of trails and walkways, and unhealthy conditions resulting in septic tanks in areas of low percolation. East-west circulation in the Northshore area is very difficult. Over 30 percent of the land is in steep slopes with areas of known landslides and high instability. Fast runoff, unstable slopes, and hazards pose special construction problems. Steep slopes need to be

(2) To contain commercial and business uses to the existing zoned areas. In order to maintain the viability of the Totem Lake complex as a major retail center, all other commercial areas in the Northshore Planning Area are to serve a neighborhood or community, role only. Buffering and performance standards (height, access, parking, and setback) are to apply to development where adjacent to residential areas.

(3) Industrial uses are to be contained to the existing zoned areas in the community. The existing areas have not been fully utilized for industrial and residential uses.

PUBLICATION SUMMARY
OF ORDINANCE NO. 4079

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN (ORDINANCE 3481 AS AMENDED) AS REQUIRED BY RCW 36.70A.130 TO ENSURE CONTINUED COMPLIANCE WITH THE GROWTH MANAGEMENT ACT, FILES NO. ZON06-00009 AND ZON06-00018

Section 1. Amends the Comprehensive Plan as set forth in Attachment A

Section 2. Provides a severability clause for the ordinance.

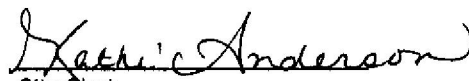
Section 3. Provides that certain portions are subject to the disapproval jurisdiction of the Houghton Community Council.

Section 4. Except as provided in Section 3, authorizes publication of the ordinance by summary, approval of the summary by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

Section 5. Provides that the City Clerk shall forward a certified copy of the ordinance to the King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The ordinance was passed by the Kirkland City Council at its regular meeting on the 12th day of December, 2006.

I certify that the foregoing is a summary of Ordinance 4079 approved by the Kirkland City Council for summary publication.


City Clerk