ORDINANCE NO. 4258

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE INTRODUCTION, LAND USE, CAPITAL FACILITIES AND TRANSPORTATION ELEMENTS, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

WHEREAS, the City Council has received a recommendation from the Kirkland Planning Commission to amend certain portions of the Comprehensive Plan for the City, Ordinance 3481 as amended, all as set forth in that certain report and recommendation of the Planning Commission dated August 27, 2010, and bearing Kirkland Department of Planning and Community Development File No. ZON07-00016; and

WHEREAS, prior to making said recommendation the Planning Commission, following notice thereof as required by RCW 35A.63.070, held public hearing on June 24, 2010 on the amendment proposals and considered the comments received at said hearings; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), there has accompanied the legislative proposal and recommendation through the entire consideration process, a Planned Action Supplemental Environmental Impact Statement, the Draft of which was issued on May 27, 2010 and the Final of which was issued on August 16, 2010 by the responsible official pursuant to WAC 197-11-400 through 197-11 640; and

WHEREAS, pursuant to the State Environmental Policy Act (SEPA), a Notice of Adoption of Existing Environmental Documents was issued on August 16, 2010 for amendments to the City's Capital Facilities and Transportation Elements of the Comprehensive Plan to include necessary capital improvements and a multi-year financing plan based on the 10-year transportation needs identified in the comprehensive Plan for Totem Center growth; and

WHEREAS, in regular public meeting the City Council considered the environmental documents received from the responsible official, together with the report and recommendation of the Planning Commission.

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

Section 1. Comprehensive Plan Text, Tables, and Graphics amended: The following specific portions of the text of

the Comprehensive Plan, Ordinance 3481 as amended, be and they hereby are amended to read as follows:

A. Section I. Introduction:
Amendments to Figure I-7: Comparison of Growth Targets and Available Capacity as shown on Exhibit A attached to this ordinance and incorporated by reference.

B. Section VI. Land Use:
Amendments to Table LU-4: Comparison of Growth Targets and Available Capacity as shown on Exhibit B attached to this ordinance and incorporated by reference.

C. Section IX. Transportation Element:
Amendments to Pages IX-20 and IX-22 as shown on Exhibit C attached to this ordinance and incorporated by reference.

D. Section IX. Transportation Element:
Amendments to Table T-5: Project Descriptions for the 2022 Transportation Project List (Funded-Unfunded) as shown on Exhibit D attached to this ordinance and incorporated by reference.

E. Section IX. Transportation Element:
Replacement of Map: Figure T-6: 2009 Transportation Project List is withdrawn and replaced by a new map as shown on Exhibit E attached to this ordinance and incorporated by reference.

F. Section XIII. Capital Facilities Element:
Amendments to Pages XIII-1, XIII-3, XIII-9 and XIII-15 as shown on Exhibit F attached to this ordinance and incorporated by reference.

G. Section XIII. Capital Facilities Element:
Replacement of Chart: Table CF-8: Capital Facilities Plan: Transportation Projects is withdrawn and replaced by a new chart as shown on Exhibit G attached to this ordinance and incorporated by reference.

H. Section XIII. Capital Facilities Element:
Addition of Table CF-8A: Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan) as shown on Exhibit H attached to this ordinance and incorporated by reference.

I. Appendix A: Level of Service Methodology:
Amendment to Page A-1: Titled "The Growth Management Act" as shown on Exhibit I attached to this ordinance and incorporated by reference.

Section 2. If any section, subsection, sentence, clause, phrase, part or portion of this ordinance, including those parts

adopted by reference, is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

Section 3. 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 4. 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 21st day of September, 2010.

SIGNED IN AUTHENTICATION THEREOF this 21st day of September, 2010.

Mayor

Attest:

City Clerk

Approved as to Form:

City Attorney

# I. Introduction

Table I-7 below shows the 2000 existing household units and jobs, the total number of household units and jobs by 2022 based on the assigned growth targets and the 2000 available capacity for household units and jobs. Based on certain assumptions for the 2000 available capacity, Kirkland will be able to accommodate its assigned 2022 growth targets.

**Table I-7: Comparison of Growth Targets and Available Capacity**

| | 2000 Existing[1] | 2022 Growth Targets[2] | Available Capacity[3] |
|---|---|---|---|
| **Housing Units** | 21,831 | 27,311 (at 5,480 new households) | ~~28,751~~ 28,800 |
| **Employment** | 32,384 | 41,184 (at 8,800 new jobs) | 58,400 ~~54,565~~ |

Sources:
1. 2000 housing units: Office of Financial Management (OFM). "Households" are occupied units, whereas "housing units" include households (occupied) and vacant units.
   2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates ~~as of June 2004~~.

## B. About the Comprehensive Plan

### *Why are we planning?*

In 1977, Kirkland adopted a new Comprehensive Plan establishing broad goals and policies for community growth and very specific plans for each neighborhood in the City. That plan, originally called the Land Use Policy Plan, has served Kirkland well. Since its adoption, the plan has been actively used and updated to reflect changing circumstances. The previous Comprehensive Plan has contributed to a pattern and character of development that makes Kirkland a very desirable place to work, live, and play.

Kirkland and the Puget Sound region, however, have changed significantly since 1977. Since the original plan was adopted, the City has not had the opportunity to reexamine the entire plan in a thorough, systematic manner. Passage of the 1990/1991 Growth Management Act (GMA) provided such an opportunity. The GMA requires jurisdictions, including Kirkland, to adopt plans that provide for growth and development in a manner that is internally and regionally consistent, achievable, and affordable. The 1995 and 2004 updates of the Comprehensive Plan and annual amendments reflect Kirkland's intention to both meet the requirements of GMA as well as create a plan that reflects our best understanding of the many issues and opportunities currently facing the City.

### *What is a Comprehensive Plan?*

The Comprehensive Plan establishes a vision, goals and policies, and implementation strategies for managing growth within the City's Planning Area over the next 20 years (see Figure I-2). The Vision Statement in the plan is a reflection of the values of the community – how Kirkland should evolve with changing times. The goals identify more specifically the end result Kirkland is aiming for; policies address how to get there. All regulations pertaining to development (such as the Zoning Code, Subdivision Ordinance, and Shoreline Master Program) must be consistent with the Comprehensive Plan. The end result will be a community that has grown along the lines anticipated by the Comprehensive Plan.

**Table LU-4**

**Comparison of Growth Targets and Available Capacity**

| | 2000 Existing[1] | 2022 Growth Targets[2] | Available Capacity[3] |
|---|---|---|---|
| **Housing Units** | 21,831 | 27,311 (at 5,480 new households) | ~~28,900~~ 28,800 |
| **Employment** | 32,384 | 41,184 (at 8,800 new jobs) | ~~54,600~~ 58,400 |

Sources:

1. 2000 housing units: Office of Financial Management (OFM)

   2000 employment: City estimate based on existing nonresidential floor area and information about the typical number of employees/ amount of floor area for different types of nonresidential uses. By comparison, the PSRC estimated 2000 employment was 38,828. Examination of PSRC records found errors suggesting this was a significant overestimate.
2. Targets for household and employment growth between 2000 and 2022 were assigned by the King County Countywide Planning Policies. Targeted growth was added to the 2000 totals to establish the 2022 totals.
3. City estimates.

### *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 provide transportation options making walking or bicycling more feasible.

Site design standards also impact the ability of drivers, transit riders, pedestrians, and bicyclists to get around. Policies in this section discuss the importance of considering connections and alternative transportation modes when planning new development. The special needs of industrial development are also addressed.

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

***Policy LU-3.1: Provide employment opportunities and shops and services within walking or bicycling distance of home.***

Kirkland presently has a fairly complete network of commercial and employment centers, and many of the City's residential neighborhoods can easily access a shopping area. This policy attempts to further strengthen the relationship between urban neighborhoods and commercial development areas.

*Juanita Village as a mixed-use center*

# IX. Transportation

***Policy T-6.5: Minimize change to topography to the extent feasible when building new rights-of-way.***

The provision of streets requires large public expenditures for construction and maintenance, as well as other nonmonetary costs to the living environment. This policy is intended to minimize these costs by preserving land and the natural landscape to the maximum extent possible.

***Policy T-6.6: Identify, evaluate, and minimize or mitigate the negative environmental impacts of transportation facilities and services whenever feasible.***

When plann ies, both public and private, ts of the facility need to be ev and appropriate mitigation in mpacts of transportation fac include wetland and stream on removal, air quality deterioration, noise pollution, and landform changes.

The Capital Facilities Element also includes a list of projects over a 12 year period in time.

### *Finance*

The Comprehensive Plan's funding strategy gives high priority to maintenance of the existing circulation system in a safe and serviceable condition. The strategy for the remaining transportation resources largely devotes them to creating a better balance among travel modes. These new systems include pedestrian, bicycle, transit, and ridesharing facilities and services. This support of new systems results in a funding trade-off, financing the creation of a new, more balanced, circulation environment that gets more use by pedestrians and transit users, instead of financing road improvements that could potentially make it easier to travel by single-occupant vehicle.

Through mitigation some of the forecasted congestion could be reduced (though not eliminated) by substantially increasing the amount of transportation funding and using the revenues to increase system capacity (particularly road capacity). However, it has been assumed in the Comprehensive Plan that available financial resources will continue to be substantially limited. In addition, the region's jurisdictions have already reached a consensus not to base their transportation future (nor funding for it) on a vastly expanded road system or the dispersed patterns of development that these systems support. This consensus is supported by State and federal policies and funding guidelines. Kirkland's plan and funding strategy are consistent with these larger systems and financial commitments.

The Growth Management Act requires local jurisdictions, including Kirkland, to identify and fund transportation improvements that are sufficient to sustain the level of service standard that has been selected and approved by that jurisdiction. The program of improvements must be funded by revenues that Kirkland agrees to commit toward their construction over the next six-year period. Revenues may include sources such as transportation mitigation fees, State and federal grants, and others.

Section D of this chapter contains a list and map of transportation projects that have been identified for the 20-year planning period. The Capital Facilities Element includes the six-year program of improvements with identified funding sources. Each year the six-year program will be reassessed with regard to funding commitments, project feasibility, and relationship to the implementation of the Comprehensive Plan.

In addition to local projects managed and financed primarily by Kirkland, a number of regional projects are expected to be implemented during the planning period. These projects include improvements to I-405 and its interchanges as well as a regional high-capacity transit system. For this Comprehensive Plan, the high-capacity transit system is assumed to be funded and constructed within the planning period consistent with transportation plans for the adjoining cities of Bellevue and Redmond. The Kirkland Comprehensive Plan can be amended to reflect any future changes in the regional system.

traffic which may impact intersections or streets in adjoining cities. Interlocal agreements are legally binding documents spelling out how two adjoining cities will handle mitigation of impacts in these cases.

***Policy T-8.5: Cooperate with adjacent jurisdictions to develop a regional network of facilities for nonmotorized transportation.***

Bicyclists and pedestrians, like vehicular traffic, have needs which cross City boundaries. The best regional nonmotorized system is one which is carefully coordinated to provide the most convenient and safe routes to major destinations.

***Policy T-8.6: Strive to meet federal and State air quality standards.***

Kirkland is part of the central Puget Sound region which is a federally designated non-attainment area. In order to comply with the Washington State Clean Air Conformity Act, the federal Clean Air Act, and to be consistent with the Growth Management Act and Metropolitan Transportation Plan, the City must commit to strategies to reduce pollutants. As described previously in this Element, the City is committed to creating a balanced multimodal transportation system. The emphasis on increasing travel options and reducing single-occupant vehicle use is the City's primary strategy for complying with air quality legislation. The City will also coordinate with the Puget Sound Air Pollution Control Agency as needed to address air quality issues.

## D. TRANSPORTATION FACILITY PLAN

Tables CF-8 and CF-9, located in the Capital Facilities Plan, and Table T-5 and Figures T-2, T-3, T-6 and T-7 in this Element are interrelated. Together they comprise the overall transportation system and network for the City. Table CF-8 is a list of funded six-year transportation projects along with a financing plan and Table CF-9 is a list of all 2022 transportation projects. Table CF-9 is divided into three sections: (1) Nonmotorized; (2) Street Improvements; and (3) Traffic Improvements (which includes transit projects). Projects are grouped under these broad categories for ease of reference.

, CF-8A

; Table CF-8A is a multi-year financing plan for transportation projects through 2020;

Table CF-9 provides the following information for each transportation project listed:

- Cost;
- CIP project number (if funded in CIP);
- Source; and
- Supporting goal.

Table T-5 contains a narrative description and more information about each project. Figure T-6 is a map of the projects.

Figures T-2 and T-3 are the Potential Pedestrian System and Potential Bicycle System, respectively. The potential projects shown on these maps are also shown in Figure T-6 and listed in Table CF-9, located in the Capital Facilities Element. Figures T-2 and T-3 show both the existing and proposed system and, therefore, display the total potential nonmotorized transportation system.

Figure T-7 is a map of the existing signalized intersections. Proposed signals and signal improvements are mapped in Figure T-6 and listed in Table CF-9, located in the Capital Facilities Element.

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**Table T-5**
**Project Descriptions for the 2022 Transportation Project List (Funded – Unfunded)**

**Non-motorized Improvements**

**NM20-1** Sidewalk

**Location:** NE 100th Street from 116th Avenue NE to approximately 114th Avenue NE

**Description:** Installation of curb, gutter, sidewalk and storm drainage along the north side. Partially funded CIP project NM 0034; schedule for completion is dependent on grant funding.

**NM20-2** Non-motorized Facilities

**Location:** 116th Avenue NE (south section) (NE 60th Street to south City limits)

**Description:** Widen road to provide a paved five-foot bicycle lane north and southbound. Install pedestrian/equestrian trail along the east side of road. This trail will be separated from the roadway where possible. Partially funded CIP project NM 0001; schedule completion is dependent on grant funding.

**NM20-3** Sidewalk

**Location:** 13th Avenue, Van Aalst Park to 3rd Street

**Description:** Install sidewalk and planter strip along the south side of 13th Avenue. Funded CIP project NM 0054, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

**NM20-4** Pedestrian/Bicycle Facility

**Location:** 18th Avenue at Crestwoods Park/NE 100th Street, from 6th Street to 111th Avenue NE across BNR right-of-way

**Description:** Installation of paved path and overpass along the described corridor. Unfunded CIP project NM 0031.

**NM20-5** Sidewalk

**Location:** 93rd Avenue NE from Juanita Drive to NE 124th Street

**Description:** Installation of curb, gutter, sidewalk and planter strip along the east side. Unfunded CIP project NM 0032, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

**NM20-6** Sidewalk

**Location:** NE 52nd Street between approximately Lake Washington Boulevard and 108th Avenue NE

**Description:** Install curb, gutter and sidewalk along the north side of the street. Improve storm drainage along project alignment. Unfunded CIP project NM 0007.

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**NM20-7** Non-motorized Facilities

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

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

**NM20-8** Sidewalk

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

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

**NM20-9** Sidewalk

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

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

**NM20-10** Bike Lane

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

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

**NM20-11** Sidewalk

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

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

**NM20-12** Sidewalk

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

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

**NM20-13** Sidewalk

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

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

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**NM20-14** Sidewalk

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

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

**NM20-15** Pedestrian/Bicycle Bridge

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

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

**NM20-16A** Sidewalk

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

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

**NM20-16B** Sidewalk

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

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

**NM20-17** Pathway/Sidewalk

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

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

**NM20-18** Pedestrian Facility

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

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

**NM20-19** Pedestrian/Bicycle Facility

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

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

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**NM20-20** Crosswalk Upgrades

**Location:** Various locations throughout City

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

**NM20-21** Annual Pedestrian Improvements

**Location:** Various locations throughout City

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

**NM20-22** Annual Bicycle Improvements

**Location:** Various locations throughout the City

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

**NM20-23** Sidewalk

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

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

**NM20-24** Sidewalk

**Location:** NE 80th Street from 126th Avenue NE to 130th Avenue NE

**Description:** Installation of curb, gutter, sidewalk and storm drain along south side of roadway. Funded CIP project NM 0050, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

**NM20-25** Sidewalk

**Location:** NE 85th Street from I-405 to 132nd Avenue NE and along 124th Avenue NE from NE 80th Street to NE 90th Street (AKA Rose Hill Business District Sidewalks)

**Description:** Install sidewalk, planter strip, storm drainage and other improvements to enhance Sound Transit bus route 540 ridership. Funded CIP project NM 0051, scheduled for completion in 2011.

**NM20-26** Sidewalk

**Location:** Kirkland Way from 8$^{th}$ Street to Ohde Avenue

**Description:** Installation of curb, gutter, sidewalk and storm drain along the roadway. Unfunded CIP project NM 0063.

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**NM20-27** Sidewalk

**Location:** NE 112th Street from 117th Place NE to the Burlington Northern Santa Fe Railroad crossing

**Description:** Installation of curb, gutter, sidewalk and storm drain along north side of roadway. Funded CIP project NM 0053, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

**NM20-28** Annual Sidewalk Maintenance Program

**Location:** Citywide

**Description:** Repair and replacement of existing sidewalks to provide safe pedestrian travel ways and to maintain the value of the sidewalk infrastructure. Funded CIP project NM 0057.

**NM20-29** Nonmotorized/Emergency Access Connection

**Location:** 111th Avenue from Burlington Northern Santa Fe Railroad north to Forbes Creek Drive

**Description:** Install paved nonmotorized facility with retractable bollards and/or emergency vehicle actuated gate(s) to prevent through traffic. Identified in the Highlands Neighborhood Plan; unfunded CIP project NM 0058.

**NM20-30** Sidewalk

**Location:** 6th Street from 1st Avenue South to Kirkland Way

**Description:** Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0059, included as a part of annual non-motorized program NM 8888 scheduled for completion by 2014.

**NM20-31** Sidewalk

**Location:** 100th Avenue NE/99th Place NE from NE 112th Street to NE 116th Street

**Description:** Installation of curb, gutter, sidewalk and storm drain along east side of roadway. Funded CIP project NM 0060; scheduled for completion in 2009.

**NM20-32** Pedestrian Enhancements

**Location:** Park Lane from Lake Street to Peter Kirk Park

**Description:** Repair and replacement of aged and broken sidewalks, curb, gutter and storm drain along this heavily used downtown pedestrian corridor. Existing trees will be reviewed with the objective of improving the overall tree canopy; low impact development standards will be incorporated into the project. Unfunded CIP project NM 0064.

**NM20-33** Pedestrian Enhancements

**Location:** Central Way at Lake Street, Main Street, and 4th Street

**Description:** Based on the results of the ongoing Central Way pilot program that is monitoring the overall

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traffic impact of temporary parking along the south curb lane of Central Way, this project will formalize crossings with such treatments as "bulb-outs," storm drainage, lighting and permanent parking configurations. Unfunded CIP project NM 0065.

**NM 20-34** Sidewalk

**Location:** 12th Avenue from 6th Street to the BNSF Railroad adjacent to the east entrance to Peter Kirk Elementary School

**Description:** Install curb, gutter, sidewalk and storm drainage along north side of roadway. Partial funding by TIB Safe School Walking grant. Funded CIP project NM 0066.

**NM 20-35** Annual Sidewalk and/or Bike Lanes

**Location:** City wide

**Description:** Install up to various funding levels in 2012, 2013, 2014 any number of funded or unfunded CIP projects based on the active transportation plan criteria. Funded CIP project NM 8888.

**NM 20-36** Sidewalk

**Location:** NE 104th Street between 126th Avenue NE and 132nd Avenue NE

**Description:** Install curb, gutter, sidewalk and storm drainage along roadway to improve existing Mark Twain Elementary School walk route. Unfunded CIP project NM 0061.

**NM 20-37** Sidewalk

**Location:** 19th Avenue from Market Street to 4th Street

**Description:** Install curb, gutter, sidewalk and storm drainage along south side of road to improve existing walk route to Kirkland Jr. High School. Unfunded CIP project NM 0062.

**<u>Street Improvements</u>**

**ST20-1** New Street

**Location:** 118th Avenue NE, NE 116th Street to NE 118th Street

**Description:** Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0060.

**ST20-2** New Street

**Location:** 119th Avenue NE, NE 128th Street to NE 130th Street

**Description:** Extend two-lane roadway, including sidewalk facilities, storm drainage and landscaping. Unfunded CIP project ST 0061.

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**ST20-3** Street Widening

**Location:** 120th Avenue NE, NE 128th Street to NE 132nd Street

**Description:** Reconstruct from the existing three-lane section to five lanes with sidewalks. Funded CIP project ST 0063, included as a part of the annual concurrency street improvements ST 8888 scheduled for completion by 2014.

**ST20-4** Street Widening

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

**Description:** Widen to five lanes, from existing three lanes with sidewalks. Partially funded CIP project ST 0059; design began in 2007 however completion is dependent upon grant funding.

**ST20-5** Street Widening

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

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

**ST20-6** Street Widening

**Location:** 132nd Avenue NE, NE 85$^{th}$ Street to NE 120th Street

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

**ST20-7** Bridge Replacement

**Location:** 98th Avenue NE at Forbes Creek

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

**ST20-8** New Street

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

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

**ST20-9** New Street

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

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

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**ST20-10** Street Improvements

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

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

**ST20-11** New Street

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

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

**ST20-12** New Street

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

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

**ST20-13** Annual Street Preservation Program

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

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

**ST20-14** Street Widening

**Location:** NE 132$^{nd}$ Street from 100$^{th}$ Avenue NE to the WSDOT interchange

**Description:** Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132$^{nd}$ Street master plan. Unfunded CIP project ST 0077.

**ST20-15** Street Widening

**Location:** NE 132$^{nd}$ Street from WSDOT Interchange to 124$^{th}$ Avenue NE

**Description:** Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132$^{nd}$ Street master plan. Unfunded CIP project ST 0078.

**ST20-16** Street Widening

**Location:** NE 132$^{nd}$ Street from 124$^{th}$ Avenue NE to 132$^{nd}$ Avenue NE

**Description:** Addition of landscape and median islands, repair of curb, gutter and sidewalk. Repaving and restriping to accommodate bike lanes. Configuration as outlined in the 2008 NE 132$^{nd}$ Street master plan. Unfunded CIP project ST0079.

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**Intersection Improvements**

**TR20-1** Traffic Signal

**Location:** 100th Avenue NE/NE 124th Street

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

**TR20-2** Intersection Improvements

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

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

**TR20-3** Traffic Signal

**Location:** 6th Street/Kirkland Way

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

**TR20-4** Intersection Improvements

**Location:** NE 68th Street/108th Avenue NE

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

**TR20-5** HOV Queue Bypass

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

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

**TR20-6** Intersection Improvements

**Location:** NE 85th Street/120th Avenue NE

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

**TR20-7** Intersection Improvements

**Location:** NE 85th Street/132nd Avenue NE

# IX. TRANSPORTATION

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

**TR20-8** HOV Queue Bypass

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

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

**TR20-9** HOV Queue Bypass

**Location:** Lake Washington Boulevard at Northup Way

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

**TR20-10** Queue Bypass and HOV Facilities

**Location:** Various as identified

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

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

**TR20-11** Intersection Improvements

**Location:** Various as identified

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

1. Kirkland Avenue/Lake Street South
2. Lake Street South/2nd Avenue South
3. Market Street/Central Way
4. Market Street/7th Avenue NE
5. Market Street/15th Avenue NE
6. NE 53rd Street/108th Avenue NE
7. NE 60th Street/116th Avenue NE
8. NE 60th Street/132nd Avenue NE
9. NE 64th Street/Lake Washington Boulevard
10. NE 70th Street/120th Avenue NE or 122nd Avenue NE

# IX. TRANSPORTATION

11. NE 80th Street/132nd Avenue NE
12. NE 112th Street/124th Avenue NE
13. NE 116th Street/118th Avenue NE
14. NE 116th Street/124th Avenue NE (northbound dual left turn)
15. NE 126th Street/132nd Place NE
16. NE 128th Street/Totem Lake Boulevard
17. NE 100th Street/132nd Avenue NE
18. NE 132nd Street/Totem Lake Blvd
19. Market Street/Forbes Creek Drive
20. NE 112th Street/120th Avenue NE
21. Totem Lake Boulevard/120th Avenue NE

**TR20-12** Intersection Improvements

**Location:** NE 70th Street/132nd Avenue NE

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

**TR20-13** Intersection Improvements

**Location:** Lake Washington Boulevard at NE 38th Place

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

**TR20-14** Traffic Signal

**Location:** 124th Avenue NE at NE 124th Street

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

**TR20-15** Intersection Improvements

**Location:** 100th Avenue NE/NE 132nd Street

**Description:** Construct a northbound receiving lane on the north leg of the intersection and conversion of existing northbound right-turn lane to a through/right-turn configuration. Construct a second southbound left-turn lane. Funded CIP project TR 0083, included as a part of the annual concurrency traffic improvements TR 8888 scheduled for completion by 2014.

# IX. TRANSPORTATION

**TR20-16** Traffic Signal

**Location:** Central Way & Park Place entrance (between 4th St and 5th St)

**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation; in addition to these vehicular improvements, existing un-signaled crosswalks at 5th St and 4th St will be eliminated. It is anticipated that the design and construction timing is concurrent with the development of Park Place which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0082.

**TR20-17** Intersection Improvements

**Location:** 132nd Street/124th Avenue NE

**Description:** Extend existing eastbound left turn lane to 500 feet and add a second 500 foot eastbound left turn lane. Widen and restripe east leg to match west leg, widen and restripe north leg for 1,000 feet to provide 2 northbound through lanes with 1 southbound left turn lane and 1 southbound through/right turn lane. Restripe south leg to match north leg; these improvements will allow this intersection to maintain a vehicular level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0096.

**TR20-18** Intersection Improvements

**Location:** NE 132nd Street at 116th Way NE to Totem Lake Blvd / I-405

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

**TR20-19** Intersection Improvements

**Location:** 6th Street/Central Way

**Description:** The installation of multiple upgrades to the existing signalized intersection. The intersection improvements will result in a new signature "Gateway" to the Central Downtown area of Kirkland with associated necessary upgrades to surface water elements and a sensitive area (stream). The project will result in the construction of a significant retaining wall structure and the acquisition of new right-of-way, in addition to general signal, pedestrian and ITS improvements. Funded CIP project TR 0100.

**TR20-20** Not used

**TR20-21** Intersection Improvements

**Location:** 6th Street S/4th Avenue

**Description:** Dual eastbound left turn, with widening on 6th Street. Funded CIP project TR 0104.

**TR20-22** Intersection Improvements

# IX. TRANSPORTATION

**Location:** Central Way/5th Street

**Description:** Install new traffic signal. These improvements will allow the intersection to maintain a level of service less than the required 1.4 volume to capacity ratio. Unfunded CIP project TR 0105.

**TR20-23** Intersection Improvements

**Location:** 6th Street / 7th Avenue

**Description:** Add left turn lanes on northbound and southbound approaches. Unfunded CIP project TR 0106.

**TR20-24** Intersection Improvements

**Location:** Central Way/4th Street

**Description:** Extend two-way-left turn by moving crosswalk to Parkplace Signal. Funded CIP project TR 0103.

**TR20-25** Intersection Improvements

**Location:** NE 85th Street / 124th Avenue NE

**Description:** Add northbound right-turn-only pocket. Funded CIP project TR 0108.

**TR20-26** Not used

**TR20-27** Intersection Improvements

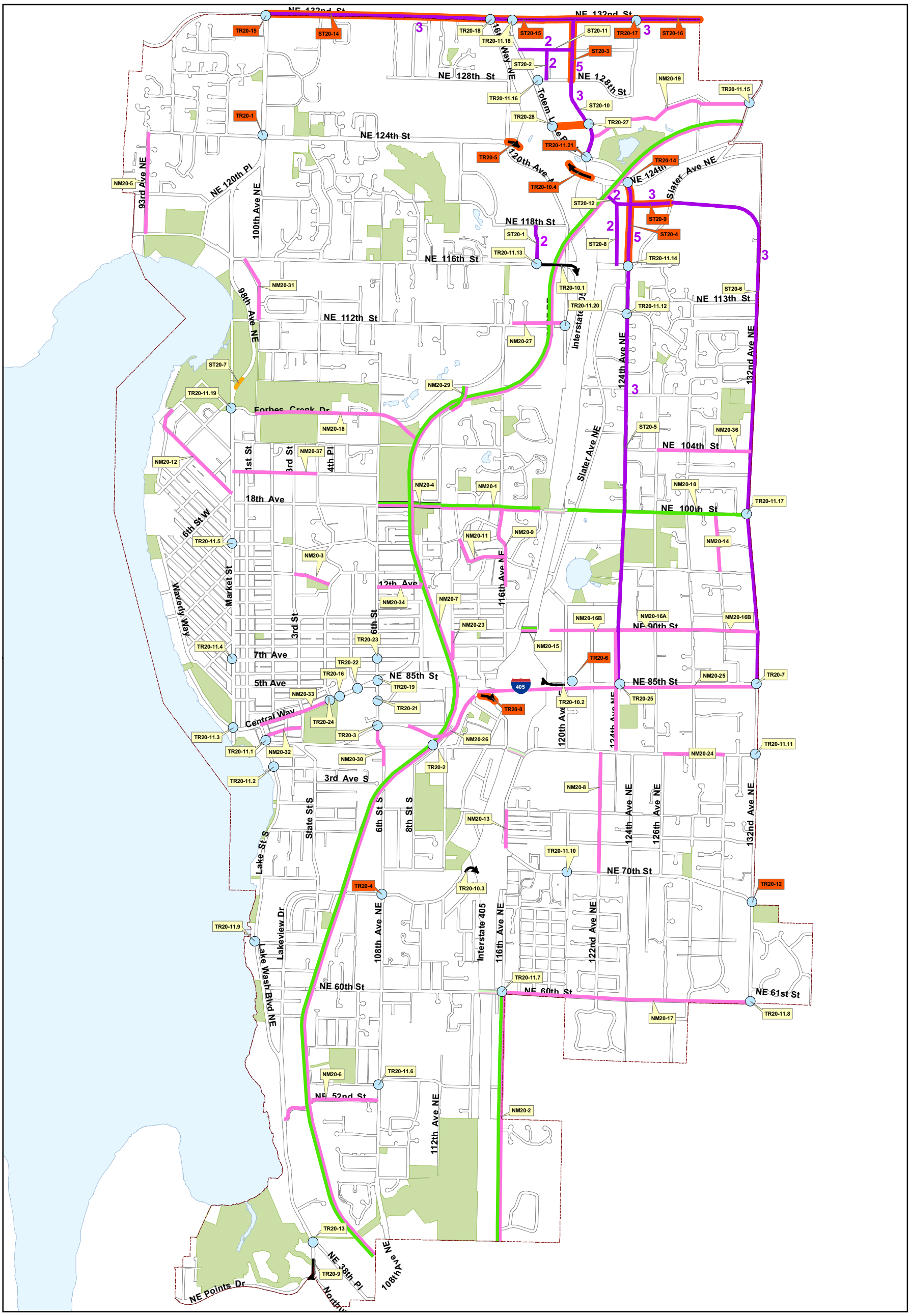
**Location:** Totem Lake Plaza/120th Ave NE Intersection Improvements

**Description:** Install traffic signal to minimize traffic conflict, improve safety and traffic operation. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the traffic signal as part of SEPA mitigation. Unfunded CIP project TR 0110.

**TR20-28** Intersection Improvements

**Location:** Totem Lake Plaza/Totem Lake Blvd

**Description:** Install traffic signal and associated roadway improvements between Totem Lake Boulevard and NE 120th Avenue NE to minimize traffic conflict, improve safety and traffic operations through the Totem Lake Mall. It is anticipated that the design and construction timing is concurrent with the development of Totem lake Mall which will be required to install the improvements as part of SEPA mitigation. Unfunded CIP project TR 0109.




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

N
1,050 0 1,050 2,100 3,150 4,200 Feet
Scale 1" = 2,100 Feet

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# Figure T-6: 2009 Transportation Project List

# XIII. Capital Facilities

## A. Introduction

### *Purpose of the Capital Facilities Element*

The Capital Facilities Element is a six-year plan for fully funded capital improvements that supports the City's current and future population and economy. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains level of service standards for each public facility, and requires that new development be served by adequate facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

It also includes a list of transportation projects over a 12 year period in time.

The purpose of the Capital Facilities Element is threefold:

(1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;

(2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and

(3) Establish adopted standards for levels of service.

### *What is a capital facility or capital improvement project?*

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- It is an expenditure that can be classified as a fixed asset.
- It has an estimated cost of $50,000 or more (with the exception of land).
- It has a useful life of 10 years or more (with the exception of certain equipment which may have a short life span).

### *Why plan for capital facilities?*

*NAGEMENT*

required in the Comprehensive Plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including:
  - Other elements of the Comprehensive Plan;
  - Master plans and other studies of the local government;
  - The plans for capital facilities of State and/or regional significance;
  - The plans of other adjacent local governments; and
  - The plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to

might be five acres per 1,000 population, but the current level of service may be 2.58 acres per 1,000, which is less than the desired standard.

### *Setting the Standards for Levels of Service*

The GMA requires the Capital Facilities Plan to be based on standards for service levels that are measurable and financially feasible ~~for the six fiscal years following adoption of the Plan~~.

Because the need for capital facilities is largely determined by the levels of service that are adopted, the key to influencing the Capital Facilities Element is to influence the selection of the level of service standards. Level of service standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

The needs for capital facilities are determined by comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard. More details can be found in Appendix A, Level of Service Methodology.

Community values and desires change and evolve and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. Level of service standards may be modified depending on changing priorities. The challenge is to balance the need for reliability (i.e., development should be able to count on the timely provision of improvements) with being responsive to changing conditions.

While level of service standards are measurements of the performance of facilities, other goals and policies as well as the Vision Statement should also be considered when making decisions on capital improvement projects and facilities.

### *What is concurrency?*

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities have to be finished and in place before, at the time, or within a reasonable time period (depending on the type of capital facility needed) following the impacts of development.

Adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards.

Concurrency is determined by comparing the available capacity of road, water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. Policies CF-4.3 and CF-5.2 below address what options are available to the developer and/or by the City if concurrency is not met.

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

### *Relationship to Other Elements*

The Capital Facilities Plan ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for construction. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial densities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also en-

special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

### *CONCURRENCY*

***Goal CF-4: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate concurrent with new development, based on the City's adopted level of service standards.***

***Policy CF-4.1:***

Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.

The City should evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

***Policy CF-4.2:***

Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

***Policy CF-4.3:***

Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.

The Growth Management Act allows up to six years to achieve standards for transportation facilities because they do not threaten public health, and because they are very expensive, and are built in large "increments" (i.e., a section of road serves many users).

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options (or a combination thereof) are available to meet concurrency:

(a) Improve the public facilities to maintain the levels of service; or

(b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or

(c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

### *FUNDING AND FINANCIAL FEASIBILITY*

Financial feasibility is required for capital improvements by the Growth Management Act. Estimates for funding should be conservative and realistic based on the City's historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.

***Goal CF-5: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.***

***Policy CF-5.1:***

Base the ~~six-year~~ Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

, Table CF8A is a multi-year financing plan for transportation projects through 2020,

## C. Capital Facilities Plan

### *Introduction*

The following Tables CF-8 through CF-12 list the capital improvement projects for the six-year planning period for ~~transportation,~~ utilities, parks, and fire. In each table, the projects are grouped into one or more of the three categories:

and a multi year period for transportation projects through 2020.

- Funded projects;
- Utility funded projects;
- Bond projects.

The cost of each capital improvement project ~~over the next six fiscal years~~ is ~~shown. All costs are~~ shown in current dollars – no inflation factor has been applied. Costs will be revised as part of the review and update of the Comprehensive Plan together with the Capital Improvement Program.

Most of the funded projects for transportation and utilities are needed to meet the adopted six-year LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities.

### *Projects*

#### *Funded Projects – Transportation, Utilities, Stormwater, Parks, and Fire and Emergency Services*

Tables CF-8 through CF-12 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP doc, CF-8A

Transportation projects are found in Tables CF-8 and CF-9. They include nonmotorized, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-5.3.

Table CF-8 contains the six-year project list and Table CF-9 contains the 20-year project list through 2022. As priorities change and/or projects on ~~the six-year list~~ are completed, projects from the 20-year list will be moved to ~~the six-year list~~. A descriptive list of the 20-year transportation projects is found in Table T-5 and a map showing the location of the projects is found in Figure T-6 contained in the Transportation Element.

these tables

Tables CF-8 and CF-8A

Water, sewer and surface water utility projects are found in Table CF-10.

Park projects are found in Table CF-11. Several of the park projects are funded with voter-approved bonds.

Fire protection and emergency services projects are found in Table CF-12.

## Table CF - 8*
## Capital Facilities Plan: Transportation Projects (6 - year Capital Improvement Plan plus Project Specific Improvements)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2009* | *2010* | *2011* | *2012* | *2013* | *2014* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Surface Water Fees | 963,600 | 149,850 | 455,830 | 1,486,950 | 1,055,700 | 1,129,600 | 5,241,530 |
| Local | Real Estate Excise Tax | 1,907,500 | 2,382,000 | 2,226,000 | 2,366,000 | 2,583,800 | 2,733,100 | 14,198,400 |
| Local | Sales Tax | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 1,620,000 |
| Local | Gas Tax | 534,000 | 545,000 | 549,000 | 554,000 | 558,000 | 561,000 | 3,301,000 |
| Local | Impact Fees (excluding Park Place & Totem Lake Mall) | 1,234,000 | 1,223,000 | 961,040 | 3,613,950 | 3,544,000 | 3,933,800 | 14,509,790 |
| Local | Reserves | 631,100 | 72,150 | | 722,400 | | | 1,425,650 |
| External | Sound Transit | 60,000 | | | | | | 60,000 |
| External | Grants | 710,000 | | 616,030 | 1,914,300 | 1,669,800 | 1,853,500 | 6,763,630 |
| External | Developer funded -- Park Place (including Impact Fees) | - | 500,000 | 1,500,000 | 1,244,000 | 1,331,200 | 1,663,000 | 6,238,200 |
| External | Developer funded -- Totem Lake (including Impact Fees) | - | 1,500,000 | 1,500,000 | - | - | - | 3,000,000 |
| | | | | | | | | |
| *Total Sources* | | *6,310,200* | *6,642,000* | *8,077,900* | *12,171,600* | *11,012,500* | *12,144,000* | *56,358,200* |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2009* | *2010* | *2011* | *2012* | *2013* | *2014* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| ST 0006 | Annual Street Preservation Program | 2,000,000 | 2,000,000 | 2,500,000 | 2,000,000 | 2,000,000 | 2,000,000 | 12,500,000 |
| ST 0057 (1) | NE 120th Street Roadway Extension (east section) | 1,232,000 | | 1,232,100 | 2,530,100 | | | 4,994,200 |
| ST 0059 (1) | 124th Ave NE Roadway Improvements (north section) | 224,000 | | | | | | 224,000 |
| ST 0080 | Annual Striping Program | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,500,000 |
| ST 8888 | Annual Concurrency Street Improvements | | | | 2,272,000 | 2,522,000 | 2,799,400 | 7,593,400 |
| ST 9999 | Regional Inter-Agency Coordination | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 150,000 |
| NM 0012 | Crosswalk Upgrade Program | 70,000 | | 70,000 | | 70,000 | | 210,000 |
| NM 0034 | NE 100th St at Spinney Homestead Park Sidewalk | 56,000 | | | | | | 56,000 |
| NM 0044 | 116th Avenue NE Sidewalk (Highlands) | 568,000 | 333,000 | | | | | 901,000 |
| NM 0051 | Rose Hill Business District Sidewalks | 310,000 | 500,000 | | | | | 810,000 |
| NM 0057 | Annual Sidewalk Maintenance Program | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,200,000 |
| NM 0060 | 100th Ave NE/99 th Place NE Sidewalk | 494,000 | | | | | | 494,000 |
| NM 0065 | Central Way Ped Enhancements (Phase II-southside) | | | | | 151,800 | 374,100 | 525,900 |
| NM 0066 | 12th Avenue Sidewalk | | 111,000 | 308,000 | 205,100 | | | 624,100 |
| NM 8888 | Annual Non-Motorized Program | | | | 1,100,000 | 1,100,000 | 1,100,000 | 3,300,000 |
| TR 0078 (1) | NE 85th St/132nd Ave NE Intersection Improv. (Phase I) | 22,500 | 475,000 | | | | | 497,500 |
| TR 0079 (1) | NE 85th Street/114th Avenue NE Intersection Improv. | 28,700 | 604,000 | | | | | 632,700 |
| TR 0080 (1) | NE 85th Street/124th Avenue NE Intersection Improv. | 158,000 | 144,000 | | | | | 302,000 |
| TR 0085 (1) | NE 68th St/108th Ave NE Intersection Improvements | 672,000 | | | | | | 672,000 |
| TR 0091 (1) | NE 124th St/124th Ave NE Intersection (Phase III) | | | 492,800 | 547,000 | 1,366,200 | 1,516,600 | 3,922,600 |
| TR 8888 (1) | Annual Concurrency Traffic Improvements | | | | 1,798,400 | 1,996,300 | 2,215,900 | 6,010,600 |
| | *Subtotal Adopted 2009-2014 CIP Projects* | *6,310,200* | *4,642,000* | *5,077,900* | *10,927,600* | *9,681,300* | *10,481,000* | *47,120,000* |
| | | | | | | | | |
| TR 0065 (2) | Kirkland Way/6th Street Intersection Improvements | | | | | 200,000 | 364,000 | 564,000 |
| TR 0082 (2) | Central Way/Park Place entrance Intersection Improvements | | | | | 200,000 | 366,000 | 566,000 |
| TR 0090 (2) | Lk Wa Blvd/NE 38th Place Intersection Improvements | | | | | | | - |
| TR 0096 (2) | NE 132nd St/124th Ave NE Intersection Improvements | | | | | | | - |
| TR 0098 (2) | NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps | | | | | | | - |
| TR 0100 (2) | Central Way/6th Street Intersection Improvements | | 500,000 | 1,500,000 | 1,044,000 | | | 3,044,000 |
| TR 0103 (2) | Central Way/4th Street Intersection Improvements | | | | | 31,200 | | 31,200 |
| TR 0104 (2) | 6th Street/4th Ave Intersection Improvements | | | | | 200,000 | 380,000 | 580,000 |
| TR 0105 (2) | Central Way/5th Street Intersection Improvements | | | | | 200,000 | 364,000 | 564,000 |
| TR 0106 (2) | 6th Street/7th Ave Intersection Improvements | | | | | | | - |
| TR 0107 (2) | Market Street/15th Ave Intersection Improvements | | | | | | | - |
| TR 0108 (2) | NE 85th St/124th Ave NE Intersection Improvements | | | | 200,000 | 500,000 | 189,000 | 889,000 |
| | *Subtotal Park Place Redevelopment-Related Projects* | *-* | *500,000* | *1,500,000* | *1,244,000* | *1,331,200* | *1,663,000* | *6,238,200* |
| | | | | | | | | |
| TR 0109 (3) | Totem Lake Plaza/Totem Lake Blvd Intersection Improvements | | | 1,500,000 | | | | 1,500,000 |
| TR 0110 (3) | Totem Lake Plaza/120th Ave NE Intersection Improvements | | 1,500,000 | | | | | 1,500,000 |
| | *Subtotal Totem Lake Mall Redevelopment-Related Projects* | *-* | *1,500,000* | *1,500,000* | *-* | *-* | *-* | *3,000,000* |
| | | | | | | | | |
| *Total Funded Transportation Projects* | | *6,310,200* | *6,642,000* | *8,077,900* | *12,171,600* | *11,012,500* | *12,144,000* | *56,358,200* |

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

* The transportation capital projects totalling $47,120,000 for the six-year period 2009-14 were adopted by the Council as part of the City's six-year capital improvement plan (CIP). Other projects in this table include capital improvements that will be undertaken only if the proposed redevelopments (Park Place and/or Totem Lake) are completed. Project costs and associated funding beyond 2014 are estimates and do not reflect the City's adopted CIP.

(1) These projects provide new capacity towards concurrency.

(2) These projects are associated with Park Place redevelopment and are not part of the City's adopted 2009-2014 CIP.

(3) These projects are associated with Totem Lake redevelopment and are not part of the City's adopted 2009-2014 CIP.

## Table CF - 8A*
## Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2015* | *2016* | *2017* | *2018* | *2019* | *2020* | *Six-Year Total* | *Multi-year Total* |
|---|---|---|---|---|---|---|---|---|---|
| Local | Surface Water Fees | 950,000 | 950,000 | 950,000 | 950,000 | 950,000 | 950,000 | 5,700,000 | 10,941,530 |
| Local | Real Estate Excise Tax | 2,814,200 | 2,954,900 | 3,102,700 | 3,257,800 | 3,420,700 | 3,561,500 | 19,111,800 | 33,310,200 |
| Local | Sales Tax | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 1,620,000 | 3,240,000 |
| Local | Gas Tax | 565,000 | 569,000 | 572,000 | 576,000 | 579,000 | 583,000 | 3,444,000 | 6,745,000 |
| Local | Impact Fees (excluding Park Place & Totem Lake Mall) | 4,137,500 | 4,137,500 | 4,137,500 | 4,137,500 | 4,137,500 | 4,137,500 | 24,825,000 | 39,334,790 |
| Local | Reserves | 480,000 | 480,000 | 480,000 | 480,000 | 480,000 | 480,000 | 2,880,000 | 4,305,650 |
| External | Sound Transit | | | | | | | - | 60,000 |
| External | Grants | 793,000 | 793,000 | 793,000 | 793,000 | 793,000 | 793,000 | 4,758,000 | 11,521,630 |
| External | Developer funded -- Park Place (including Impact Fees) | 1,589,400 | 2,017,000 | 1,438,000 | 2,000,000 | - | - | 7,044,400 | 13,282,600 |
| External | Developer funded -- Totem Lake (including Impact Fees) | - | - | - | - | - | - | - | 3,000,000 |
| | | | | | | | | | |
| *Total Sources* | | *11,599,100* | *12,171,400* | *11,743,200* | *12,464,300* | *10,630,200* | *10,775,000* | *69,383,200* | 125,741,400 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2015* | *2016* | *2017* | *2018* | *2019* | *2020* | *Six-Year Total* | *Multi-year Total* |
|---|---|---|---|---|---|---|---|---|---|
| ST 0006 | Annual Street Preservation Program | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | 12,000,000 | 24,500,000 |
| ST 0080 | Annual Striping Program | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,500,000 | 3,000,000 |
| ST 8888 | Annual Concurrency Street Improvements | 3,096,000 | 3,096,000 | 3,096,000 | 3,096,000 | 3,096,000 | 3,096,000 | 18,576,000 | 26,169,400 |
| ST 9999 | Regional Inter-Agency Coordination | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 | 150,000 | 300,000 |
| NM 0012 | Crosswalk Upgrade Program | 70,000 | | 70,000 | | 70,000 | | 210,000 | 420,000 |
| NM 0057 | Annual Sidewalk Maintenance Program | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 | 1,200,000 | 2,400,000 |
| NM 8888 | Annual Non-Motorized Program | 1,100,000 | 1,100,000 | 1,100,000 | 1,100,000 | 1,100,000 | 1,100,000 | 6,600,000 | 9,900,000 |
| TR 8888 (1) | Annual Concurrency Traffic Improvements | 3,268,700 | 3,483,400 | 3,564,200 | 3,793,300 | 3,889,200 | 4,104,000 | 22,102,800 | 28,113,400 |
| | *Subtotal Future Year Costs of Adopted 2009-2014 CIP Projects* | *10,009,700* | *10,154,400* | *10,305,200* | *10,464,300* | *10,630,200* | *10,775,000* | *62,338,800* | *94,802,800* |
| | | | | | | | | | |
| TR 0065 (2) | Kirkland Way/6th Street Intersection Improvements | | | | | | | - | 564,000 |
| TR 0082 (2) | Central Way/Park Place entrance Intersection Improvements | | | | | | | - | 566,000 |
| TR 0090 (2) | Lk Wa Blvd/NE 38th Place Intersection Improvements | 1,300,000 | 653,000 | | | | | 1,953,000 | 1,953,000 |
| TR 0096 (2) | NE 132nd St/124th Ave NE Intersection Improvements | | 1,000,000 | 1,438,000 | 2,000,000 | | | 4,438,000 | 4,438,000 |
| TR 0098 (2) | NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps | | | | | | | - | - |
| TR 0100 (2) | Central Way/6th Street Intersection Improvements | | | | | | | - | 3,044,000 |
| TR 0103 (2) | Central Way/4th Street Intersection Improvements | | | | | | | - | 31,200 |
| TR 0104 (2) | 6th Street/4th Ave Intersection Improvements | | | | | | | - | 580,000 |
| TR 0105 (2) | Central Way/5th Street Intersection Improvements | | | | | | | - | 564,000 |
| TR 0106 (2) | 6th Street/7th Ave Intersection Improvements | 89,400 | | | | | | 89,400 | 89,400 |
| TR 0107 (2) | Market Street/15th Ave Intersection Improvements | 200,000 | 364,000 | | | | | 564,000 | 564,000 |
| TR 0108 (2) | NE 85th St/124th Ave NE Intersection Improvements | | | | | | | - | 889,000 |
| | *Subtotal Park Place Redevelopment-Related Projects* | *1,589,400* | *2,017,000* | *1,438,000* | *2,000,000* | *-* | *-* | *7,044,400* | *13,282,600* |
| | | | | | | | | | |
| TR 0109 (3) | Totem Lake Plaza/Totem Lake Blvd Intersection Improvements | | | | | | | - | 1,500,000 |
| TR 0110 (3) | Totem Lake Plaza/120th Ave NE Intersection Improvements | | | | | | | - | 1,500,000 |
| | *Subtotal Totem Lake Mall Redevelopment-Related Projects* | *-* | *-* | *-* | *-* | *-* | *-* | *-* | *3,000,000* |
| | ***NE 132nd Street/116th Way NE - Totem Lake Blvd Int Imps*** | | | | | | | | |
| *Total Funded Transportation Projects* | | *11,599,100* | *12,171,400* | *11,743,200* | *12,464,300* | *10,630,200* | *10,775,000* | *69,383,200* | 125,741,400 |
| | | | | | | | | | |
| *SURPLUS (DEFICIT) of Resources* | | - | - | - | - | - | - | - | - |

* The transportation capital projects, related costs, and potential funding sources shown in Table CF-8A have not been adopted by the City Council as part of a 6-year CIP.

(1) These projects provide new capacity towards concurrency.

(2) These projects are associated with Park Place redevelopment and are not part of the City's adopted 2009-2014 CIP.

(3) These projects are associated with Totem Lake redevelopment and are not part of the City's adopted 2009-2014 CIP.

# Appendix A – Level of Service Methodology

## The Growth Management Act

The Growth Management Act (GMA) requires the Capital Facilities Element (CFE) to identify public facilities that will be needed during the six years following adoption of the Comprehensive Plan. As required by GMA, the Capital Facilities Element must include the following:

- An inventory of existing capital facilities owned by public entities, showing the location and capacities of the capital facilities.
- A forecast of future needs for such capital facilities.
- The proposed locations and capacities of expanded or new capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes.
- A requirement to reassess the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Plan Element, and financing plan within the Capital Facilities Plan Element are coordinated and consistent.

One of the goals of the GMA is to have capital facilities in place concurrent with development. This concept is known as **concurrency** (also called "adequate public facilities"). In Kirkland, concurrency requires:

(1) Facilities to serve the development to be in place at the time of development (or for some types of facilities, that a financial commitment is made to provide the facilities within a specified period of time); and

(2) Such facilities have sufficient capacity to serve development without decreasing levels of service below minimum standards adopted in the CFE.

The GMA requires concurrency for transportation facilities. GMA also requires all other public facilities to be "adequate" (see RCW 19.27.097, 36.70A.020, 36.70A.030, and 58.17.110). This is noted in Goal 12 which states:

> *Public facilities and services. Ensure that those public facilities and services necessary to support development are available for occupancy and use without decreasing current service levels below locally established minimum standards.*

The City has an adopted CFE and development regulations to implement the plan. The development regulations provide detailed rules and procedures for implementing the requirements of the plan, including concurrency management procedures that ensure sufficient public facility capacity is available for each proposed development.

The Capital Facilities Element of the Comprehensive Plan must be updated on a regular basis. The update should occur in conjunction with review of the City's six-year Capital Improvement Program and budget. The update should be completed before the City's budget is adopted in order to incorporate the capital improvements from the updated CFE in the City's annual budget.

The level of service standards adopted in this element were based on an extensive inventory of capital facilities and the forecasted need based on growth. A six-year plan is included which identifies the projects as well as the costs and funding sources. Policies within the plan ensure that there are several options to choose from if the probable funding falls short of meeting the needs.

There is also a list of transportation projects over a 12 year period in time.

PUBLICATION SUMMARY
OF ORDINANCE NO. 4258

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN, ORDINANCE 3481 AS AMENDED, TO IMPLEMENT CHANGES TO THE INTRODUCTION, LAND USE, CAPITAL FACILITIES AND TRANSPORTATION ELEMENTS, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO ZON07-00016.

Section 1. Amends the following specific portions of the Comprehensive Plan:

A. Section I. Introduction:
Amendments to Figure I-7: Comparison of Growth Targets and Available Capacity,

B. Section VI. Land Use:
Amendments to Table LU-4: Comparison of Growth Targets and Available Capacity.

C. Section IX. Transportation Element:
Amendments to Pages IX-20 and IX-22.

D. Section IX. Transportation Element:
Amendments to Table T-5: Project Descriptions for the 2022 Transportation Project List (Funded-Unfunded).

E. Section IX. Transportation Element:
Replacement of Map: Figure T-6: 2009 Transportation Project List.

F. Section XIII. Capital Facilities Element:
Amendments to Pages XIII-1, XIII-3, XIII-9 and XIII-15.

G. Section XIII. Capital Facilities Element:
Replacement of Chart: Table CF-8: Capital Facilities Plan: Transportation Projects is withdrawn and replaced by a new chart.

H. Section XIII. Capital Facilities Element:
Addition of Table CF-8A: Capital Facilities Plan: Transportation Projects (Multi-year Financing Plan).

I. Appendix A: Level of Service Methodology:
Amendment to Page A-1: Titled "The Growth Management Act.

Section 2. Provides severability clause for the ordinance.

Section 3. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Kirkland Municipal Code 1.08.017, and establishes the effective date as five days after publication of summary.

Section 4. Establishes certification by City Clerk and notification of 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 meeting on the 21st day of September, 2010.

I certify that the foregoing is a summary of Ordinance 4258 approved by the Kirkland City Council for summary publication

Kathi Anderson
City Clerk