



CITY OF KIRKLAND
PLANNING AND BUILDING DEPARTMENT
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MEMORANDUM

DATE: September 14, 2017

To: Houghton Community Council and Planning Commission

FROM: Joan Lieberman-Brill, AICP, Senior Planner
Jeremy McMahan, Planning Manager
Eric Shields, AICP, Planning and Building Director

SUBJECT: Joint Public Hearing: 2017 City Initiated Comprehensive Plan Amendments (File CAM17-00395)

RECOMMENDATION

Conduct a joint public hearing to consider public comment on 2017 City Initiated amendments to the Comprehensive Plan, and make a recommendation to the City Council for their final decision. Following the public hearing staff recommends the Houghton Community Council make a motion recommending approval of the amendments and then the Planning Commission make a motion recommending approval.

These amendments will be considered by the City Council immediately following adoption of the 2017-2018 mid-biennial budget update and 2017-2022 Capital Improvement Program at the December 12, 2017 City Council meeting.

BACKGROUND DISCUSSION

The Planning Commission and Houghton Community Council held study sessions on this cycle of amendments on August 24 and August 28, 2017, respectively. Follow these links to the Aug. 24 [Planning Commission meeting video](#), and the Aug. 28 [Houghton Community Council meeting audio](#). Background information on the proposed amendments is provided in the [staff memorandum](#) prepared for both of those meetings.

The 2017 amendments include updates to the Capital Facilities Element Capital Facilities Tables, rezones of three recent park property acquisitions and one park parcel to be sold, as well as amendments to the Transportation Element to address comments received from Puget Sound Regional Council on the 2035 Comprehensive Plan update. Additionally, several minor housekeeping amendments are proposed that are not policy related.

At the Houghton Community Council study session, a council member requested a minor revision to the text in the Public Transportation section of the Transportation Element to suggest a more articulated vision for Transit Station Area Neighborhoods. That revision has been incorporated into Attachment 8.

All amendments are in the attachment section of this memorandum and are summarized below:

1. **Amendments to the Capital Facility Element** are necessary because the Growth Management Act requires that the Capital Facilities Plan (CFP) be reconciled annually with the 6 year Capital Improvement Program. The amendments will bring the CFP Projects Tables CF-5 through CF-10 into consistency with the 2017-2018 mid-biennial budget and the 2017 – 2022 revised Capital Improvement Program scheduled for approval in December. Attachment 1 to this memorandum contains the revised Tables that will replace the current versions. Attachment 2 is a summary of the proposed changes to all CFP tables between 2016 and 2017.
2. **Park Property Land Use Redesignations and Rezones** are proposed to bring the land use designations and zoning classifications into consistency with their intended use. The subject properties are associated with Totem Lake Park, McAuliffe Park and Hazen Hills open space. Attachment 3 summarizes each proposed rezone and maps of each are provided as Attachments 4-7. If approved, these will require amendments to the land use map and zoning map.
3. **Amendments to the Transportation Element** address comments from Puget Sound Regional Council received with their certification of the adopted 2035 Comprehensive Plan. Proposed text amendments: 1) address transportation funding shortfalls by providing a strategy to periodically reevaluate the 20 year Transportation Plan and, 2) incorporate Growing Transit Communities strategies that promote equitable transit communities in our transit station area neighborhoods (downtown and in Totem Lake), and working with community partners to explore implementing successful aspects of the South Kirkland Park and Ride transit-oriented development into the Kingsgate and Houghton Park and Ride sites (see Attachment 8).
4. The following minor **non-policy related amendments** are proposed:
 - Revising Community Character Element Table CC-1: Designated Historic Buildings, Structures, Sites and Objects. Update includes an address correction of the Trueblood house since moved, and the addition of two homes with historic residence designation (see Attachment 9).
 - Adding Participation in the King County Climate Change Collaborative (K4C) to the Intergovernmental Coordination section of the Implementation Strategies Element. The proposed amendment emphasizes Kirkland's

commitment to reduce greenhouse gas emissions and other diverse environmental commitments by recognizing Kirkland's existing and continued participation in the King County Climate Change Collaborative (K4C). These efforts protect local interests and meet regional obligations but rely on intergovernmental coordination to be effective (see Attachment 10).

- Note: The proposed documentation of Neighborhood Plan ordinance history will not be included in this year's amendments due to the loss of the Planning student intern who was doing the research necessary to draft the ordinance history table.

Decisional Criteria for Amending the Comprehensive Plan

The following Factors to Consider in Approving an Amendment to the Comprehensive Plan, found in Zoning Code Section 140.25, must be considered when reviewing city initiated amendment requests:

1. The effect upon the physical, natural, economic, and/or social environments.

For the physical, natural, and economic environments, approval of amendments to the Capital Facilities element to reflect the adopted 6-year 2017-2022 CIP and mid biennial budget will, in general, mitigate demands on public services.

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.

Park rezones will be consistent with intended park use.

3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.

The revised CFP ensures that the City has adequate funds for planned public facilities and services.

4. The quality and location of land planned for the proposed land use type and density.

The proposed rezones will bring zoning and land use of park property into consistency with their intended use.

5. The effect, if any, upon other aspects of the Comprehensive Plan.

The proposed amendments to the Plan have been reviewed to ensure internal consistency.

The city may amend the Comprehensive Plan only if it finds that the following Criteria found in Zoning Code Section 140.30 are met:

1. The amendment must be consistent with the Growth Management Act (GMA).
2. The amendment must be consistent with the countywide planning policies
3. The amendment must not be in conflict with other goals, policies, and provisions of the Comprehensive Plan.
4. The amendment will result in long term benefits to the community as a whole, and is in the best interest of the community.
5. When applicable, the proposed amendment must be consistent with the Shoreline Management Act and the City's adopted shoreline master program.

These amendments reconcile the Capital Facilities Plan with the revised 2017-2022 Capital Improvement Plan and mid biennial budget. The amendments will be in the best interest of the community because, among other things, it funds the acquisition of additional land to expand McAuliffe Park. Amendments to the Transportation Element bring the Plan into consistency with GMA requirements and the Growing Transit Communities Regional Compact.

SEPA

The requirements of the State Environmental Policy Act of Chapter 43.21C RCW and Chapter 197-11 WAC have been met by issuance on September 21, 2017 of a SEPA Addendum to the 2035 Comprehensive Plan Environmental Impact Statement (EIS).

Next Steps

- December 12, 2017 City Council adoption.
- January 22, 2017 Houghton Community Council final approval.

Attachments

1. Capital Facilities Plan Project Table amendments
2. Summary of CFP amendments
3. Memo from Michael Cogle summarizing proposed Park rezones
- 4-7 Land Use Map and Zoning Map amendments
8. Transportation Element Text amendments
9. Community Character Element amendments
10. Implementation Strategies Element amendments

Cc: File CAM17-00395
Kirkland Neighborhood Associations
Kirkland Alliance of Neighborhoods
Kirkland Chamber of Commerce

Table CF - 5
Capital Facilities Plan: Transportation Projects -- 2017-2035 (Updated 7-17-17) Attachment 1

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total	2023 - 2035
Local	Sales Tax (Transportation Package)	610,000	622,000	634,000	647,000	660,000	673,000	3,846,000	6,972,300
Local	Revenue Generating Regulatory License	300,000	350,000	200,000	200,000	-	200,000	850,000	2,600,000
Local	Real Estate Excise Tax 1 (REET 1)	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,510,000
Local	Real Estate Excise Tax 2 (REET 2)	398,000	410,000	422,000	435,000	448,000	461,000	2,774,000	4,267,500
Local	Street Light	1,355,000	1,342,000	1,279,000	1,318,000	1,233,000	1,274,000	7,800,000	13,877,900
Local	Street Light	2,636,000	2,652,000	2,679,000	2,706,000	2,733,000	2,760,000	16,156,000	33,572,100
Local	Street Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,900,000
Local	Surface Water	1,376,820	805,500	707,000	500,000	320,000	260,000	3,969,320	6,500,000
Local	Impact Fees	3,640,000	3,410,000	1,750,000	1,000,000	425,000	275,000	10,500,000	28,166,700
External	King County Park Levy	-	-	-	-	-	-	600,000	-
Local	Park Impact Fees	600,000	-	-	-	-	-	600,000	-
Local	Public Works Fund	320,000	400,000	400,000	400,000	-	-	1,520,000	-
Local	REET 2 Reserves	4,293,000	1,578,000	480,000	480,000	480,000	480,000	7,793,000	-
Local	REET 1 Reserves	300,000	-	-	-	-	-	300,000	-
External	Grants	8,094,000	3,103,100	4,624,000	5,742,000	3,146,000	3,139,000	28,448,300	35,053,400
Subtotal 2017-2022 Fund Sources excluding Park Fee & Totem Lake		24,983,000	15,343,500	14,624,000	13,998,000	10,015,000	10,092,000	88,376,500	138,391,900
External	Developer Funded - Kirkland Urban (including impact Fee)	5,041,800	-	1,260,000	-	-	-	5,041,800	-
External	Developer Funded - Other	266,000	-	-	-	-	-	266,000	12,162,700
Total Sources		30,190,800	15,343,500	15,305,000	13,998,000	10,015,000	10,092,000	103,800,000	160,754,600
Total 2017 - 2035 Revenue								245,698,900	

Use of Funds

CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Transportation Capital Facilities Plan 2017-2035						2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue	20-Year Concurrency Projects	Person Trips
				2017	2018	2019	2020	2021	2022				
VT 0006	Annual Street Preservation Program	No maintenance	No	\$ 750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 10,500,000	\$ 22,750,000		
VT 0006 003	Street Levy Street Preservation	No maintenance	No	\$ 2,336,000	\$ 2,352,000	\$ 2,378,000	\$ 2,404,000	\$ 2,430,000	\$ 2,460,000	\$ 14,350,000	\$ 31,107,000		
VT 0006 004	Central Way Street Preservation	No maintenance	No	-	-	\$ 214,000	-	-	-	\$ 214,000	-		
VT 0006 005	Tomem Lake Roadway Repair	No maintenance	No	\$ 2,000,000	-	-	-	-	-	\$ 2,000,000	-		
VT 0009 001	124th Ave NE Roadway Improvements (North Section) Design	Yes R10	Yes	\$ 1,195,400	-	-	-	-	-	\$ 1,195,400	-		
VT 0009	Annual Streeting Program	No maintenance	No	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 6,500,000		
VT 0013 102	120th Ave NE Roadway Improvements	Yes R12	Yes	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 83,000	\$ 495,000	\$ 1,048,000	\$ 10,485,000	1420
VT 0019	Junata Drive Auto Improvements	Yes R12	Yes	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,000,000	\$ 25,920,000		
VT 0019	Regional Inter-Agency Coordination	No maintenance	No	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 12,000,000	\$ 25,920,000		
NM 0005 100	Street Levy Safe School Walk Routes	Yes NM4*	Yes	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4	\$ 4	\$ 24	\$ 50	\$ 100,000	41
NM 0005 200	Street Levy Pedestrian Safety	No safety	No safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 3,000,000		
NM 0005 201	Neighborhood Safety Program Improvements	No safety	No safety	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 4,000,000		
NM 0007	Cross Kirkland Corridor Connection - NE 52nd Street Sidewalk	Yes NM3	Yes	\$ 454,800	-	-	-	-	-	\$ 454,800	-		
NM 0012 001	NE 116th Street Curb and Sidewalk Upgrade	Yes NM3	Yes	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 5,000,000		
NM 0012 003	113rd Avenue NE Crosswalk Upgrade	Yes NM5	Yes	\$ 250,000	-	-	-	-	-	\$ 250,000	-		
NM 0012 004	Central Way Crosswalk Upgrade	Yes NM5	Yes	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 1,000,000		
NM 0017	Annual Sidewalk Maintenance Program	No maintenance	No	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 2,400,000		
NM 0028 100	NE 124th St/124th Ave NE Redesign Bridge Construction	Yes NM3	Yes	\$ 4,610,000	\$ 6,250,000	\$ 4,650,000	-	-	-	\$ 12,110,000	-		
NM 0028	Chavdick School Walk Route Enhancements	Yes NM4*	Yes	\$ 864,200	\$ 869,000	\$ 450,000	\$ 400,000	\$ 300,000	\$ 300,000	\$ 3,183,200	\$ 3,183,200	\$ 3,183,200	431
NM 0028 001	North Kirkland School Walk Route Enhancements	Yes NM4*	Yes	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 1,200,000		
NM 0028 002	Lake Front Pedestrian and Bicycle Improvements	Yes NM1	Yes	\$ 263,000	-	-	-	-	-	\$ 263,000	-		
NM 0028 003	Junata Drive Multi-Modal (On-Street) Improvements	Yes NM1	Yes	\$ 1,278,400	-	-	-	-	-	\$ 1,278,400	-		
NM 0028 004	Junata Drive Multi-Modal (Off-Street) Improvements	Yes NM1	Yes	\$ 250,000	-	-	\$ 525,000	-	-	\$ 775,000	\$ 775,000		
NM 0028 005	Active Transportation Plan Update	No study	No study	\$ 75,000	-	-	-	-	-	\$ 75,000	-		
NM 0028 006	124th Avenue NE Sidewalk Improvements	Yes NM4	Yes	\$ 330,000	\$ 750,000	-	-	-	-	\$ 1,080,000	\$ 1,080,000	\$ 1,080,000	147
NM 0028 007	Kirkland Way Sidewalk Improvements	Yes NM4	Yes	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,800,000	\$ 5,400,000		
NM 0109	Chavdick Trail Connections (Non-CKC)	No not capacity	No not capacity	\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000	\$ 275,000	\$ 1,650,000	\$ 5,250,000		
NM 0109 001	Fin Hill Connections	No not capacity	No not capacity	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 4,500,000		
NM 0109 002	Lake Front Promenade Design Study	No study	No study	\$ 75,000	-	-	-	-	-	\$ 75,000	-		
NM 0110 001	Chavdick Accessibility Improvements	No not capacity	No not capacity	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,800,000		
NM 0113	Chavdick Greenways Networks	Yes NM2	Yes	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,500,000	\$ 4,500,000		
NM 0113 001	Chavdick Greenways Network Project NE 70th Street	Yes NM2	Yes	\$ 250,000	-	-	-	-	-	\$ 250,000	-		
NM 0113 002	Chavdick Greenways Network Project 128th Avenue NE	Yes NM2	Yes	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,400,000	\$ 7,200,000		
NM 0115	CKC Emergent Projects Opportunity Fund	Yes NM3	Yes	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,800,000		
NM 0116	NE 128th Street/128th Avenue NE Non-Motorized Improvements	No developer funded	No study	\$ 800,000	-	-	-	-	-	\$ 800,000	-		
NM 0120	North Kirkland School Walk Route Enhancements	No not capacity	No not capacity	\$ 600,000	-	-	-	-	-	\$ 600,000	-		
NM 0122	120th Avenue NE Non-Motorized Improvements	No not capacity	No not capacity	\$ 400,000	-	-	-	-	-	\$ 400,000	-		
NM 0123	Tomem Lake Blvd Non-Motorized Improvements	No not capacity	No not capacity	\$ 635,000	-	-	-	-	-	\$ 635,000	-		
NM 7777	Annual Non-Motorized CAQ/WDM Surface Water Contribution	No study	No not capacity	\$ 1,600,000	-	-	-	-	-	\$ 1,600,000	-		
VT 0001	Chavdick Transit Study	No study	No study	\$ 300,000	-	-	-	-	-	\$ 300,000	-		
VT 0079 001	NE 85th St/114th Ave Intersection Improvements Phase II	No developer funded	No	\$ 1,800,000	-	-	-	-	-	\$ 1,800,000	-		
VT 0081	Central Way Transit Plaza Center Traffic Signal	No developer funded	No	\$ 200,000	-	-	-	-	-	\$ 200,000	-		
VT 0091 101	NE 124th St/124th Ave NE Intersection Improvements - Design	Yes R13	Yes	\$ 398,500	-	-	-	-	-	\$ 398,500	-		
VT 0092	NE 116th St/124th Ave NE Roundabout Left Turn Lanes	Yes R14	Yes	\$ 276,500	\$ 248,500	-	-	-	-	\$ 525,000	\$ 525,000		
VT 0093	NE 132nd St/Junata Ave NE Access Rd Intersection Imp	Yes R6	Yes	\$ 2,200,000	\$ 1,240,000	-	-	-	-	\$ 3,440,000	\$ 3,440,000		
VT 0096	NE 132nd St/116th Way NE (I-405) Intersection Imp	Yes R9	Yes	\$ 238,000	\$ 62,000	-	-	-	-	\$ 300,000	\$ 300,000		
VT 0100 100	8th Street & Central Way Intersection Improvements Phase 2	No developer funded	Yes	\$ 1,866,800	-	-	-	-	-	\$ 1,866,800	-		
VT 0103	Central Way 4th Street Intersection Improvements	No developer funded	Yes	\$ 11,000	-	-	-	-	-	\$ 11,000	-		
VT 0104	8th Street/4th Ave Intersection Improvements	No developer funded	Yes	\$ 580,000	-	-	-	-	-	\$ 580,000	-		
VT 0105	Central Way/5th Street Intersection Improvements	No developer funded	Yes	\$ 684,000	-	-	-	-	-	\$ 684,000	-		
VT 0116	Annual Signal Maintenance Program	No maintenance	No maintenance	\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,100,000	\$ 2,600,000		
VT 0117	Chavdick Traffic Management Safety Improvements	No safety	No safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,800,000		
VT 0117 002	Vision Zero Safety Improvement	No safety	No safety	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 900,000		
VT 0117 003	Neighborhood Traffic Control	No not capacity	No not capacity	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 900,000		
VT 0118	General Parking Lot Improvements	No not capacity	No not capacity	\$ 500,000	-	-	-	-	-	\$ 500,000	-		
VT 0119	Kirkland Chavdick Intelligent Transportation System Study	No study	No study	\$ 75,000	-	-	-	-	-	\$ 75,000	-		
VT 0120	Kirkland Intelligent Transportation System Phase 3	Yes R13 R20	Yes	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,700,000	\$ 8,100,000		
VT 0122	Tomem Lake Intersection Improvements	No depending on scope*	Yes	\$ 3,024,100	-	-	-	-	-	\$ 3,024,100	-		
VT 0127	NE 132nd Street Roundabout	No not capacity	No not capacity	\$ 300,000	-	-	-	-	-	\$ 300,000	-		
VT 7777	Annual Traffic CAQ/WDM Surface Water Contribution	No not capacity	No not capacity	\$ 500,000	-	-	-	-	-	\$ 500,000	-		
										FUNDED TOTAL	\$ 84,546,300		
VT 0059 102	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes	-	-	-	-	-	-	\$ 2,050,800	\$ 2,050,800		
VT 0059 103	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes	-	-	-	-						

Table CF - 6
Capital Facilities Plan: Utility Projects

(Updated 7-17-17)

SOURCE OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
Local	Utility Rates	3,764,000	4,070,000	4,355,000	4,698,000	5,015,000	5,368,000	27,270,000
Local	Connection Fees	865,000	865,000	865,000	865,000	865,000	865,000	5,190,000
Local	Reserves	2,850,000	-	1,400,000	-	1,400,000	-	5,650,000
Local	Debt	-	-	-	-	-	-	-
Total Sources		7,479,000	4,935,000	6,620,000	5,563,000	7,280,000	6,233,000	38,110,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
WA 0102	104th Ave NE Watermain Replacement		504,800	181,200				686,000
WA 0134	5th Ave S / 8th St S Watermain Replacement			183,800	389,200			573,000
WA 0139	6th Street South Watermain Replacement	119,000	719,000					838,000
WA 0153	3rd Street Watermain Improvement	317,000						317,000
WA 0154	4th Street Watermain Replacement Phase 2	174,000						174,000
WA 0155	120th Avenue NE Watermain Improvement	437,000	273,000					710,000
WA 0156	122nd Avenue NE Watermain Improvement	505,600	190,400					696,000
WA 0157	8th Avenue W Watermain Improvement		421,800	288,200				710,000
WA 0158	NE 112th Street Watermain Improvement		365,000					365,000
WA 0159	NE 113th Place Watermain Improvement		373,000					373,000
WA 0160	126th Avenue NE Watermain Improvement		272,700	717,300				990,000
WA 7777	Annual Water CAO/SWDM Contribution	500,000						500,000
WA 8888	Annual Watermain Replacement Program					400,200	933,000	1,333,200
WA 9999	Annual Water Pump Station/System Upgrade Pgm					400,200	934,000	1,334,200
SS 0051	6th Street S Sewermain Replacement	146,100	818,900					965,000
SS 0052	108th Avenue NE Sewermain Replacement		711,400	3,236,100	1,558,500			5,506,000
SS 0062	NE 108th Street Sewermain Replacement				3,390,300	3,179,200		6,569,500
SS 0069	1st Street Sewermain Replacement	3,715,800						3,715,800
SS 0070	5th Street Sewermain Replacement	864,500						864,500
SS 0072	Kirkland Avenue Sewermain Replacement		285,000	2,013,400				2,298,400
SS 0077 001	West of Market Sewermain Replacement - Phase I				225,000	2,500,000	2,500,000	5,225,000
SS 7777	Annual Sewer CAO/SWDM Contribution	700,000			-	-	-	700,000
SS 8888	Annual Sanitary Pipeline Replacement Program					400,200	933,000	1,333,200
SS 9999	Annual Sanitary Pump Station/System Upgrade Pgm					400,200	933,000	1,333,200
Total Funded Utility Projects		7,479,000	4,935,000	6,620,000	5,563,000	7,280,000	6,233,000	38,110,000

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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Table CF - 7
Capital Facilities Plan: Surface Water Utility Projects

(Updated 7-17-17)

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	Utility Rates	1,801,000	1,872,000	1,916,000	2,120,000	2,139,000	2,204,000	12,052,000
Local	Reserves	2,050,000	1,160,000	100,000	50,000	50,000	50,000	3,460,000
External	Grants	-	560,000	3,000,000	1,000,000	-	-	4,560,000
Total Sources		3,851,000	3,592,000	5,016,000	3,170,000	2,189,000	2,254,000	20,072,000

USES OF FUNDS**Funded Projects**

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
SD 0046 001	Regional Detention in Forbes Creek Basin - Phase I					609,000	1,314,800	1,923,800
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0049	Forbes Creek/108th Ave NE Fish Passage Imp			230,400	196,000			426,400
SD 0053	Forbes Creek/Coors Pond Channel Grade Controls					324,900	344,600	669,500
SD 0054	Forbes Creek/Cross Kirkland Corridor Fish Passage Improvements					324,900	344,600	669,500
SD 0063	Everest Creek - Slater Ave at Alexander St				661,900	241,800		903,700
SD 0076	NE 141st Street/111th Avenue NE Culvert Repair	683,900						683,900
SD 0081	Brookhaven Pond Modifications	50,000		50,000		50,000		150,000
SD 0084	Market Street Storm Main Rehabilitation		268,400	616,600				885,000
SD 0087	Silver Spurs Flood Reduction		77,000					77,000
SD 0088	Comfort Inn Pond Modifications	659,100	359,000					1,018,100
SD 0089	NE 142nd Street Surface Water Drainage Improvements		194,000					194,000
SD 0090	Goat Hill Drainage Ditch and Channel Stabilization				243,400	89,600		333,000
SD 0091	Holmes Point Drive Pipe Replacement	405,600						405,600
SD 0092	Juanita Creek Culvert at NE 137th Street	149,800	535,300					685,100
SD 0093	Pleasant Bay Apartments Line Replacement	252,600	69,400					322,000
SD 0094	NE 114th Place Stormline Replacement				270,400			270,400
SD 0097	Champagne Creek Stabilization		402,900	408,100				811,000
SD 0098	Champagne Creek Stormwater Retrofit		125,000					125,000
SD 0099	Goat Hill Drainage Conveyance Capacity			460,900	194,100			655,000
SD 0100	Brookhaven Pond Modifications				354,200	298,800		653,000
SD 0105	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SD 0106 001	CKC Surface Water Drainage at Crestwoods Park Design/Const.	350,000	-	-	-	-	-	350,000
SD 0107+	132nd Square Park Surface Water Retrofit Facility		560,000	3,000,000	1,000,000			4,560,000
SD 0108	Maintenance Center Surface Water Pollution Prevention Plan (SWPPP) Upgrades		600,000					600,000
SD 0109	Holmes Point Drive Pipe Replacement - Phase 2 Outfall		151,000					151,000
SD 7777	Surface Water CAO/SWDM Contribution	1,050,000						1,050,000
Total Funded Surface Water Utility Projects		3,851,000	3,592,000	5,016,000	3,170,000	2,189,000	2,254,000	20,072,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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**Table CF - 8
Capital Facilities Plan: Parks Projects**

(Updated 7-17-17)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	215,000	868,000	1,438,000	885,000	160,000	160,000	3,726,000
Local	Reserves	1,190,000	146,000	671,225	151,000	162,000	169,000	2,489,225
Local	Kirkland Park Levy	1,408,600	1,952,000	1,000,000	823,000	250,000	250,000	5,683,600
Local	Impact Fees	110,000	999,000	2,891,000	1,750,000	1,050,000	1,150,000	7,950,000
Local	Carryover PY Savings	-	698,000	-	-	-	-	698,000
Local	General Fund	368,000	-	-	-	-	-	368,000
Local	Property Sale	600,000	-	-	-	-	-	600,000
External	Grants	150,000	-	-	-	-	-	150,000
Total Sources		4,041,600	4,663,000	6,000,225	3,609,000	1,622,000	1,729,000	21,664,825

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
PK 0049	Open Space, Pk Land & Trail Acq Grant Match Program	100,000	-	-	-	-	-	100,000
PK 0066	Park Play Area Enhancements	50,000	50,000	75,000	75,000	75,000	75,000	400,000
PK 0087 101	Waverly Beach Park Renovation Phase 2	-	-	250,000	1,000,000	-	-	1,250,000
<i>PK 0119 100</i>	<i>Juanita Beach Park Bathhouse Replacement</i>	<i>715,000</i>						<i>715,000</i>
PK 0121	Green Kirkland Forest Restoration Program	75,000	75,000	75,000	75,000	100,000	100,000	500,000
PK 0133 100	Dock & Shoreline Renovations	-	-	250,000	100,000	250,000	250,000	850,000
PK 0133 200	City-School Playfield Partnership	488,600	500,000	-	-	-	-	988,600
PK 0133 300	Neighborhood Park Land Acquisition	360,000	750,000	600,000	734,000	1,035,000	1,135,000	4,614,000
PK 0138	Everest Park Restroom/Storage Building Replacement	-	-	803,000	-	-	-	803,000
PK 0139 101	Totem Lake Park Acquisition	550,000						550,000
PK 0139 102	Totem Lake/CKC Land Acquisition	190,000						190,000
PK 0139 200	Totem Lake Park Master Plan & Development (Phase I)	200,000	2,190,000	3,285,225	724,000	-	-	6,399,225
PK 0147	Parks Maintenance Center		250,000	500,000	750,000	-	-	1,500,000
PK 0151	Park Facilities Life Cycle Projects	168,000	146,000	162,000	151,000	162,000	169,000	958,000
PK 0152	O.O. Denny Park Improvements	175,000						175,000
PK 0153	McAuliffe Park Property Acquisition	970,000	702,000					1,672,000
Total Funded Parks Projects		4,041,600	4,663,000	6,000,225	3,609,000	1,622,000	1,729,000	21,664,825

<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-	-
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**Table CF-9
Capital Facilities Plan: Public Safety Projects**

(Updated 7-17-17)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
Local	General Fund	165,900	133,300	724,500	359,500	234,300	147,300	1,764,800
Local	General Fund Cash	2,858,685	1,823,000		60,000		60,000	4,801,685
Local	REET 1		4,200,000					4,200,000
Local	REET 1 Reserves	772,153	3,700,000					4,472,153
Local	Fire District 41 Bond/Cash	2,656,162						2,656,162
External	King County EMS Levy							-
External	Land Sale		470,300					470,300
Total Sources		6,452,900	10,326,600	724,500	419,500	234,300	207,300	18,365,100

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
PS 0062	Defibrillator Unit Replacement	-	-	-	176,900	-	-	176,900
PS 0066	Thermal Imaging Cameras	-	-	-	-	112,200	-	112,200
PS 0071	Self Contained Breathing Apparatus (SCBA)	-	-	-	-	-	-	-
PS 0076	Personal Protective Equipment	400	-	604,800	-	-	2,300	607,500
PS 0080	Emergency Generators	-	60,000	-	60,000	-	60,000	180,000
PS 2000	Fire Equipment Replacement	30,700	16,400	20,900	15,800	15,800	35,300	134,900
Subtotal Funded Fire Projects		31,100	76,400	625,700	252,700	128,000	97,600	1,211,500
PS 1000	Police Equipment Replacement	134,800	116,900	98,800	166,800	106,300	109,700	733,300
Subtotal Funded Police Projects		134,800	116,900	98,800	166,800	106,300	109,700	733,300
PS 3001	Fire Station 25 Renovation	3,787,000	-	-	-	-	-	3,787,000
PS 3002	Fire Station 24 Property Replacement	-	10,133,300	-	-	-	-	10,133,300
PS 3003	Fire Station 27 Property Acquisition	2,500,000	-	-	-	-	-	2,500,000
Subtotal Funded Facilities		6,287,000	10,133,300	-	-	-	-	16,420,300
Total Funded Public Safety Projects		6,452,900	10,326,600	724,500	419,500	234,300	207,300	18,365,100
SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-

**Table CF-10
Capital Facilities Plan: Facility Projects**

(Updated 7-17-17)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
Local	General Fund	425,100	553,500	528,500	606,300	279,400	190,200	2,583,000
Local	Gen Govt Reserves	-	-	-	-	-	-	-
Local	Facilities Cash	-	-	-	-	-	-	-
External	Debt	-	-	-	-	-	-	-
External	Sale of Property	-	-	-	-	-	-	-
Total Sources		425,100	553,500	528,500	606,300	279,400	190,200	2,583,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>Six-Year Total</i>
GG 0008	Electrical, Energy Management & Lighting Systems	-	38,800	28,800	-	34,700	131,500	233,800
GG 0009	Mechanical/HVAC Systems Replacements	176,400	223,300	314,800	78,200	20,000	10,500	823,200
GG 0010	Painting, Ceilings, Partition & Window Replacements	20,900	4,100	144,700	244,700	28,800	8,400	451,600
GG 0011	Roofing, Gutter, Siding and Deck Replacements	126,100	231,700	-	74,000	7,100	-	438,900
GG 0012	Flooring Replacements	101,700	55,600	40,200	209,400	188,800	39,800	635,500
Total Funded Facility Projects		425,100	553,500	528,500	606,300	279,400	190,200	2,583,000

SURPLUS (DEFICIT) of Resources		-	-	-	-	-	-	-
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C. Capital Facilities Plan

Table CF-5

Capital Facilities Plan: Transportation Projects – 2017-2035

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total	2023-2035
Local	Gas Tax	610,000	622,000	634,000	647,000	660,000	673,000	3,846,000	6,972,300
Local	Gas Tax (Transportation Package)	100,000	150,000	200,000	200,000	–	200,000	850,000	2,600,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	3,510,000
Local	Real Estate Excise Tax 1 (REET 1)	398,000	410,000	422,000	435,000	448,000	461,000	2,574,000	4,267,500
Local	Real Estate Excise Tax 2 (REET 2)	1,355,000	1,342,000	1,279,000	1,318,000	1,233,000	1,274,000	7,801,000	13,877,900
Local	Street Levy	2,626,000	2,652,000	2,679,000	2,706,000	2,733,000	2,760,000	16,156,000	33,572,100
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,900,000
Local	Surface Water	1,026,420	805,500	707,000	500,000	320,000	260,000	3,618,920	6,500,000
Local	Impact Fees	3,440,080	3,410,000	1,750,000	1,000,000	425,000	275,000	10,300,080	28,166,700
External	King County Park Levy	–	300,000	300,000	–	–	–	600,000	–
Local	Park Impact Fees	600,000	–	–	–	–	–	600,000	–
Local	Walkable Kirkland	520,000	400,000	400,000	400,000	–	–	1,720,000	–
Local	REET 2 Reserves	3,158,000	1,578,900	480,000	480,000	480,000	480,000	6,656,900	–
Local	REET 1 Reserves	100,000	–	–	–	–	–	100,000	–

External	Grants	9,128,100	3,103,100	4,440,000	5,742,000	3,146,000	3,139,000	28,698,200	35,025,400
	<i>Subtotal 2017-2022 Fund Sources excluding Park Place and Totem Lake</i>	23,631,600	15,343,500	13,861,000	13,998,000	10,015,000	10,092,000	86,941,100	138,391,900
External	Developer Funded – Kirkland Urban (Including Impact Fees)	5,041,800	–	–	–	–	–	5,041,800	–
External	Developer Funded – Totem Lake (Including Impact Fees)	–	–	–	–	–	–	–	–
External	Developer Funded – Other	266,000	–	–	–	–	–	266,000	12,362,700
Total Sources		28,939,400	15,343,500	13,861,000	13,998,000	10,015,000	10,092,000	92,248,900	150,754,600
								Total 2017-2035 Revenue	243,003,500

Table CF-5

Capital Facilities Plan: Transportation Projects – 2017-2035

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
ST 0006	Annual Street Preservation Program	No - maintenance	No - maintenance	1,000,000	1,750,000	1,750,000	1,750,000	1,750,000	1,750,000	9,750,000	22,750,000	
ST 0006 003	Street Levy Street Preservation	No - maintenance	No - maintenance	2,326,000	2,352,000	2,379,000	2,406,000	2,433,000	2,460,000	14,356,000	31,107,000	
ST 0006 004	Central Way Street Preservation	No - maintenance	No - maintenance	214,000						214,000		
ST 0006 005	Totem Lake Roadway Repair	No - maintenance	No - maintenance	720,000						720,000		
ST 0059 101	124th Ave NE Roadway Improvements (North Section) Design	Yes R10	Yes	1,195,400						1,195,400		
ST 0080	Annual Striping Program	No - maintenance	No - maintenance	400,000	500,000	500,000	500,000	500,000	500,000	2,900,000	6,500,000	
ST 0083 102	100th Ave NE Roadway Improvements	Yes R10	Yes			5,000,000	5,485,000			10,485,000		
ST 0089	Juanita Drive Auto	Yes R12	Yes					3,300,000	3,300,000	6,600,000		

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
	Improvements											
ST 9999	Regional Inter-Agency Coordination	No - not capacity	No - not capacity	82,000	82,000	82,000	82,000	82,000	82,000	492,000	1,066,000	
NM 0006 100	Street Levy – Safe School Walk Routes	Yes NM4*	Yes	–	–	–	–	150,000	150,000	300,000		
NM 0006 200	Street Levy – Pedestrian Safety	No - safety	No - safety	150,000	150,000	150,000	150,000	150,000	150,000	900,000	3,000,000	
NM 0006 201	Neighborhood Safety Program Improvements	No - safety	No - safety	200,000	200,000	200,000	200,000			800,000		
NM 0007	Cross Kirkland Corridor Connection - NE 52nd Street Sidewalk	Yes NM3	Yes	454,900						454,900		
NM 0012 001	NE 116th Street Crosswalk Upgrade	Yes NM5	Yes	200,000	230,000					430,000		
NM 0012 003	132nd Avenue NE Crosswalk Upgrade	Yes NM5	Yes		250,000					250,000		
NM 0012 004	Central Way Crosswalk Upgrade	Yes NM5	Yes			50,000	50,000			100,000		

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
NM 0057	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance			200,000	200,000	200,000	200,000	800,000	2,600,000	
NM 0086 100	NE 124th St/124th Ave NE Pedestrian Bridge Construction	Yes NM3	Yes	4,810,000	6,250,000	1,050,000				12,110,000		
NM 0087	Citywide School Walk Route Enhancements	Yes NM4*		864,200	869,000	450,000	400,000	300,000	300,000	3,183,200		
NM 0087 001	North Kirkland/JFK School Walk Route Enhancements	Yes NM4*	Yes			500,000	500,000			1,000,000		
NM 0089	Lake Front Pedestrian and Bicycle Improvements	Yes NM1	Yes	11,000						11,000		
NM 0090	Juanita Drive 'Quick Wins'	Yes NM1	Yes	726,000						726,000		
NM 0090 001	Juanita Drive Multimodal (On-Street) Improvements	Yes NM1	Yes				525,000			525,000		
NM 0092	Active Transportation Plan Update	No - study	No - study	75,000						75,000		

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
NM 0095	124th Avenue NE Sidewalk Improvements	Yes NM4	Yes	830,000	750,000						1,580,000	
NM 0098	Kirkland Way Sidewalk Improvements	Yes NM4	Yes			300,000	200,000				500,000	
NM 0109	Citywide Trail Connections (Non-CKC)	No - not capacity	No - not capacity				275,000				275,000	
NM 0109 001	Finn Hill Connections	No - not capacity	No - not capacity		250,000						250,000	
NM 0109 002	Lake Front Promenade Design Study	No - study	No - study				75,000				75,000	
NM 0110 001	Citywide Accessibility Improvements	No - not capacity	No - not capacity		100,000	100,000	100,000	100,000	100,000		500,000	
NM 0113	Citywide Greenways Networks	Yes NM2	Yes				250,000	250,000	250,000		750,000	
NM 0113 001	Citywide Greenways Network Project-NE 75th Street	Yes NM2	Yes	250,000							250,000	

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
NM 0113 002	Citywide Greenways Network Project-128th Avenue NE	Yes NM2	Yes		400,000	400,000					800,000	
NM 0115	CKC Emergent Projects Opportunity Fund	Yes NM3	Yes	100,000	100,000						200,000	
NM 0118	NE 128th Street/139th Avenue NE Nonmotorized Improvements	No - developer funded	Yes	800,000							800,000	
NM 0119	Downtown Pedestrian Access Study	No - study	No - study	50,000							50,000	
NM 0120	108th Avenue NE Sidewalk Improvements at Edith Moulton Park	No - not capacity	No - not capacity	600,000							600,000	
NM 7777	Annual Nonmotorized CAO/SWDM Surface Water Contribution	No - not capacity	No - not capacity	1,600,000							1,600,000	
PT 0001	Citywide Transit Study	No - study	No - study	300,000							300,000	

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
TR 0079 001	NE 85th St/114th Ave Intersection Improvements Phase II	No - developer funded	Yes	1,800,000						1,800,000		
TR 0082	Central Way/Park Place Center Traffic Signal	No - developer funded	Yes	200,000						200,000		
TR 0091 101	NE 124th St/124th Ave NE Intersection Improvements – Design	Yes R13	Yes	398,500						398,500		
TR 0092	NE 116th St/124th Ave NE N-bound Dual Left Turn Lanes	Yes R14	Yes	976,500	248,500					1,225,000		
TR 0098	NE 132nd St/116th Way NE (I-405) Intersection Improvements	Yes R9	Yes	238,000	62,000					300,000		
TR 0100 100	6th Street and Central Way Intersection Improvements Phase 2	No - developer funded	Yes	1,866,800						1,866,800		
TR 0103	Central Way/4th Street Intersection Improvements	No - developer funded	Yes	31,000						31,000		

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

Kirkland Comprehensive Plan
C. Capital Facilities Plan

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USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
TR 0104	6th Street/4th Ave Intersection Improvements	No - developer funded	Yes	580,000						580,000		
TR 0105	Central Way/5th Street Intersection Improvements	No - developer funded	Yes	564,000						564,000		
TR 0116	Annual Signal Maintenance Program	No - maintenance	No - maintenance	150,000	150,000	200,000	200,000	200,000	200,000	1,100,000	2,600,000	
TR 0117	Citywide Traffic Management Safety Improvements	No - safety	No - safety	100,000	100,000	100,000	100,000	100,000	100,000	600,000	1,400,000	
TR 0117 002	Vision Zero Safety Improvement	No - safety	No - safety	50,000	50,000	50,000	50,000	50,000	50,000	300,000	650,000	
TR 0117 003	Neighborhood Traffic Control	No - not capacity	No - safety		50,000		50,000		50,000	150,000	325,000	
TR 0118	General Parking Lot Improvements	No - not capacity	No - not capacity	100,000						100,000		
TR 0119	Kirkland Citywide Intelligent Transportation System Study	No - study	No - study	75,000						75,000		

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
TR 0120	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes		450,000	400,000	450,000	450,000	450,000	2,200,000		
TR 0122	Totem Lake Intersection Improvements	Yes depending on scope*	Yes	3,031,100						3,031,100		
TR 0127	NE 132nd Street Roundabout	No - developer funded	Yes	320,000						320,000		
TR 7777	Annual Traffic CAO/SWDM Surface Water Contribution	No - not capacity	No	500,000						500,000		
FUNDED TOTAL										92,248,900		
ST 0059 102	124th Ave NE Roadway Improvements (North Section)-ROW	Yes R24	Yes								2,050,800	
ST 0059 103	124th Ave NE Roadway Improvements (North Section)-Construction	Yes R24	Yes								6,753,800	
ST 0063	120th Avenue NE Roadway Improvements	Yes R18*	Yes								4,500,000	

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
	(North)											
ST 0072	NE 120th St Roadway Improvements	Yes R25	Yes								15,780,600	
ST 0077	NE 132nd St Rdwy Imprv-Phase I (West Section)	Yes R1	Yes								1,348,000	
ST 0078	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								316,000	
ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								1,119,000	
ST 0081	Totem Lake Area Development Opportunity Program	Yes*	Yes								500,000	
PT 0002	Public Transit Speed and Reliability Improvements	Yes T1	Yes								500,000	
PT 0003	Public Transit Passenger Environment Improvements	Yes T2	Yes								500,000	

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
TR 0091 102	NE 124th St/124th Ave NE Intersection Improvements - ROW	Yes R13	Yes								55,300	
TR 0091 103	NE 124th St/124th Ave NE Intersection Improvements - Const	Yes R13	Yes								1,144,200	
TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersection Improvements	Yes R4	Yes								916,000	
TR 0094	NE 132nd St/108th Avenue NE Intersection Improvements	Yes R5	Yes								618,000	
TR 0095	NE 132nd St/Fire Stn Access Dr Intersection Improvements	Yes R6	Yes								366,000	
TR 0096	NE 132nd St/124th Ave NE Intersection Improvements	Yes R7	Yes								5,713,000	
TR 0097	NE 132nd St/132nd Ave NE Intersection	Yes R8	Yes								889,000	

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
	Improvements											
TR 0125	ITS Phase 4	Yes R19, R20	Yes								2,620,000	
NM 0012 999	Crosswalk Upgrade Program	Yes NM5*	Yes								4,100,000	
NM 0086 003	CKC Roadway Crossings	Yes NM3	Yes								3,370,100	
NM 0090 100	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1	Yes								10,650,000	
NM 0113 999	Citywide Greenway Network	Yes NM2	Yes								4,450,000	
NM 0117	On-Street Bicycle Network Phase I	Yes NM1	Yes								1,120,000	
NM 8888 100	On-Street Bicycle Network	Yes NM1	Yes								3,280,000	
NM 9999 100	Sidewalk Completion Program	Yes NM4*	Yes								6,096,800	
FUTURE YEAR TOTAL											150,754,600	

The Kirkland Comprehensive Plan is current through Ordinance 4545, passed December 13, 2016.

USE OF FUNDS

Transportation Capital Facilities Plan 2017-2035												
CIP Project Number	Project Title	Included in Impact Fee Calculation?	Capacity Project for Concurrency?	Funded in CIP						Six-Year Funded CIP 2017-2022	2023-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2017	2018	2019	2020	2021	2022			
FUNDED TOTAL + UNFUNDED TOTAL = 20 YEAR TOTAL										243,003,500		
NM 0024 201	Cross Kirkland Corridor Opportunity Fund	No	No									500,000
NM 0031	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No									2,505,000
NM 0080	Juanita-Kingsgate Pedestrian Bridge at I-405	No	No									4,500,000
NM 0081	CKC to Redmond Central Corridor Regional Connector	No	No									1,500,000
NM 0106	Citywide CKC Connections	No	No									360,000
NM 0107	CKC to Downtown Surface Connection	No	No									2,000,000
CANDIDATE TOTAL											11,365,000	

*Depending on project scope; see Rate Study and Transportation Master Plan.

Table CF-6
Capital Facilities Plan: Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	Utility Rates	3,764,000	4,070,000	4,355,000	4,698,000	5,015,000	5,368,000	27,270,000
Local	Connection Fees	865,000	865,000	865,000	865,000	865,000	865,000	5,190,000
Local	Reserves	2,600,000	–	1,400,000	–	1,400,000	–	5,400,000
Local	Debt	–	–	–	–	–	–	–
Total Sources		7,229,000	4,935,000	6,620,000	5,563,000	7,280,000	6,233,000	37,860,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
WA 0102	104th Ave NE Watermain Replacement		504,800	181,200				686,000
WA 0134	5th Ave S/8th St S Watermain Replacement			183,800	389,200			573,000
WA 0139	6th Street South Watermain Replacement	119,000	719,000					838,000
WA 0153	3rd Street Watermain Improvement	317,000						317,000
WA 0154	4th Street Watermain Replacement Phase 2	174,000						174,000
WA 0155	120th Avenue NE Watermain Improvement	437,000	273,000					710,000
WA 0156	122nd Avenue NE Watermain Improvement	505,600	190,400					696,000
WA 0157	8th Avenue W Watermain Improvement		421,800	288,200				710,000
WA 0158	NE 112th Street Watermain Improvement		365,000					365,000
WA 0159	NE 113th Place Watermain Improvement		373,000					373,000
WA 0160	126th Avenue NE Watermain Improvement		272,700	717,300				990,000
WA 7777	Annual Water CAO/SWDM Contribution	500,000						500,000
WA 8888	Annual Watermain Replacement Program					400,200	933,000	1,333,200

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
WA 9999	Annual Water Pump Station/System Upgrade Program					400,200	934,000	1,334,200
SS 0051	6th Street S Sewermain Replacement	146,100	818,900					965,000
SS 0052	108th Avenue NE Sewermain Replacement		711,400	3,236,100	1,558,500			5,506,000
SS 0062	NE 108th Street Sewermain Replacement				3,390,300	3,179,200		6,569,500
SS 0069	1st Street Sewermain Replacement	3,465,800						3,465,800
SS 0070	5th Street Sewermain Replacement	864,500						864,500
SS 0072	Kirkland Avenue Sewermain Replacement		285,000	2,013,400				2,298,400
SS 0077-001	West of Market Sewermain Replacement – Phase I				225,000	2,500,000	2,500,000	5,225,000
SS 7777	Annual Sewer CAO/SWDM Contribution	700,000						700,000
SS 8888	Annual Sanitary Pipeline Replacement Program					400,200	933,000	1,333,200
SS 9999	Annual Sanitary Pump Station/System Upgrade Program					400,200	933,000	1,333,200
Total Funded Utility Projects		7,229,000	4,935,000	6,620,000	5,563,000	7,280,000	6,233,000	37,860,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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Table CF-7

Capital Facilities Plan: Surface Water Utility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	Utility Rates	1,801,000	1,872,000	1,916,000	2,120,000	2,139,000	2,204,000	12,052,000
Local	Reserves	1,850,000	50,000	100,000	50,000	50,000	50,000	2,150,000
External	Grants	-	-	-	-	-	-	-
Total Sources		3,651,000	1,922,000	2,016,000	2,170,000	2,189,000	2,254,000	14,202,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
SD 0046-001	Regional Detention in Forbes Creek Basin – Phase 1					609,000	1,314,800	1,923,800
SD 0047	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SD 0049	Forbes Creek/108th Ave NE Fish Passage Improvements			230,400	196,000			426,400
SD 0053	Forbes Creek/Cooks Pond Channel Grade Controls					324,900	344,600	669,500
SD 0054	Forbes Creek/Cross Kirkland Corridor Fish Passage Improvements					324,900	344,600	669,500
SD 0063	Everest Creek – Slater Ave at Alexander St				661,900	241,800		903,700
SD 0076	NE 141st Street/111th Avenue NE Culvert Repair	683,900						683,900
SD 0081	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SD 0084	Market Street Storm Main Rehabilitation		268,400	616,600				885,000
SD 0087	Silver Spurs Flood Reduction		77,000					77,000
SD 0088	Comfort Inn Pond Modifications	309,100						309,100
SD 0089	NE 142nd Street Surface Water Drainage Improvements		194,000					194,000
SD 0090	Goat Hill Drainage Ditch and Channel Stabilization				243,400	89,600		333,000
SD 0091	Holmes Point Drive Pipe Replacement	205,600						205,600
SD 0092	Juanita Creek Culvert at NE 137th Street	149,800	535,300					685,100
SD 0093	Pleasant Bay Apartments Line Replacement	252,600	69,400					322,000
SD 0094	NE 114th Place Stormline Replacement				270,400			270,400
SD 0097	Champagne Creek Stabilization		402,900	408,100				811,000
SD 0098	Champagne Creek Stormwater Retrofit		125,000					125,000
SD 0099	Goat Hill Drainage Conveyance Capacity			460,900	194,100			655,000

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
SD 0100	Brookhaven Pond Modifications				354,200	298,800		653,000
SD 0105	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SD 0106 001	CKC Surface Water Drainage at Crestwoods Park Design/Construction	350,000						350,000
SD 7777	Surface Water CAO/SWDM Contribution	1,400,000						1,400,000
Total Funded Surface Water Utility Projects		3,651,000	1,922,000	2,016,000	2,170,000	2,189,000	2,254,000	14,202,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-
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Table CF-8
Capital Facilities Plan: Parks Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	Real Estate Excise Tax	215,000	868,000	1,438,000	885,000	160,000	160,000	3,726,000
Local	Reserves	468,000	146,000	671,225	151,000	162,000	169,000	1,767,225
Local	Kirkland Park Levy	1,250,000	1,250,000	1,000,000	823,000	250,000	250,000	4,823,000
Local	Impact Fees	110,000	999,000	2,891,000	1,750,000	1,050,000	1,150,000	7,950,000
Local	Carryover PY Savings	-	698,000	-	-	-	-	698,000
Local	General Fund Cash	-	-	-	-	-	-	-
External	Grants	150,000	-	-	-	-	-	150,000
Total Sources		2,193,000	3,961,000	6,000,225	3,609,000	1,622,000	1,729,000	19,114,225

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
PK 0049	Open Space, Park Land and Trail Acq Grant Match Program	100,000	-	-	-	-	-	100,000

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
PK 0066	Park Play Area Enhancements	50,000	50,000	75,000	75,000	75,000	75,000	400,000
PK 0087 101	Waverly Beach Park Renovation Phase 2	-	-	250,000	1,000,000	-	-	1,250,000
PK 0121	Green Kirkland Forest Restoration Program	75,000	75,000	75,000	75,000	100,000	100,000	500,000
PK 0133 100	Dock and Shoreline Renovations	-	-	250,000	100,000	250,000	250,000	850,000
PK 0133 200	City-School Playfield Partnership	500,000	500,000	-	-	-	-	1,000,000
PK 0133 300	Neighborhood Park Land Acquisition	360,000	750,000	600,000	734,000	1,035,000	1,135,000	4,614,000
PK 0138	Everest Park Restroom/Storage Building Replacement	-	-	803,000	-	-	-	803,000
PK 0139 101	Totem Lake Park Acquisition	550,000	-	-	-	-	-	550,000
PK 0139 102	Totem Lake/CKC Land Acquisition	190,000	-	-	-	-	-	190,000
PK 0139 200	Totem Lake Park Master Plan and Development (Phase I)	200,000	2,190,000	3,285,225	724,000	-	-	6,399,225
PK 0147	Parks Maintenance Center	-	250,000	500,000	750,000	-	-	1,500,000
PK 0151	Park Facilities Life Cycle Projects	168,000	146,000	162,000	151,000	162,000	169,000	958,000
Total Funded Parks Projects		2,193,000	3,961,000	6,000,225	3,609,000	1,622,000	1,729,000	19,114,225

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-
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Table CF-9

Capital Facilities Plan: Public Safety Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	General Fund	155,200	173,200	692,800	368,700	245,900	149,400	1,785,200
Local	General Fund Cash	2,858,685	1,823,000		60,000		60,000	4,801,685

Local	REET		4,200,000					4,200,000
Local	REET 1 Reserves	772,153	3,700,000					4,472,153
Local	Fire District 41 Bond/Cash	2,656,162						2,656,162
External	King County EMS Levy							-
External	Land Sale		470,300					470,300
Total Sources		6,442,200	10,366,500	692,800	428,700	245,900	209,400	18,385,500

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
PS 0062	Defibrillator Unit Replacement	-	-	-	176,900	-	-	176,900
PS 0066	Thermal Imaging Cameras	-	-	-	-	112,200	-	112,200
PS 0071	Self Contained Breathing Apparatus (SCBA)	-	9,700	-	-	-	-	9,700
PS 0076	Personal Protective Equipment	-	-	573,100	-	-	2,900	576,000
PS 0080	Emergency Generators	-	60,000	-	60,000	-	60,000	180,000
PS 2000	Fire Equipment Replacement	20,300	46,600	20,900	25,000	15,800	34,200	162,800
Subtotal Funded Fire Projects		20,300	116,300	594,000	261,900	128,000	97,100	1,207,900
PS 1000	Police Equipment Replacement	134,900	116,900	98,800	166,800	117,900	112,300	747,600
Subtotal Funded Police Projects		134,900	116,900	98,800	166,800	117,900	112,300	747,600
PS 3001	Fire Station 25 Renovation	3,787,000	-	-	-	-	-	3,787,000
PS 3002	Fire Station 24 Property Replacement	-	10,133,300	-	-	-	-	10,133,300
PS 3003	Fire Station 27 Property Acquisition	2,500,000	-	-	-	-	-	2,500,000
Subtotal Funded Facilities		6,287,000	10,133,300	-	-	-	-	16,420,300
Total Funded Public Safety Projects		6,442,200	10,366,500	692,800	428,700	245,900	209,400	18,385,500

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-
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Table CF-10

Capital Facilities Plan: Facility Projects

SOURCES OF FUNDS

Revenue Type	Revenue Source	2017	2018	2019	2020	2021	2022	Six-Year Total
Local	General Fund	425,100	553,500	528,500	606,300	279,400	190,200	2,583,000
Local	General Government Reserves	-	-	-	-	-	-	-
Local	Facilities Cash	-	-	-	-	-	-	-
External	Debt	-	-	-	-	-	-	-
External	Sale of Property	-	-	-	-	-	-	-
Total Sources		425,100	553,500	528,500	606,300	279,400	190,200	2,583,000

USES OF FUNDS

Funded Projects

Project Number	Project Title	2017	2018	2019	2020	2021	2022	Six-Year Total
GG 0008	Electrical, Energy Management and Lighting Systems	-	38,800	28,800	-	34,700	131,500	233,800
GG 0009	Mechanical/HVAC Systems Replacements	176,400	223,300	314,800	78,200	20,000	10,500	823,200
GG 0010	Painting, Ceilings, Partition and Window Replacements	20,900	4,100	144,700	244,700	28,800	8,400	451,600
GG 0011	Roofing, Gutter, Siding and Deck Replacements	126,100	231,700	-	74,000	7,100	-	438,900
GG 0012	Flooring Replacements	101,700	55,600	40,200	209,400	188,800	39,800	635,500
Total Funded Facility Projects		425,100	553,500	528,500	606,300	279,400	190,200	2,583,000

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-
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CFP TABLES MODIFICATION SUMMARY 2017 to 2022 Changes from 2016 to 2017

Table - 5 - Capital Facilities Plan: Transportation Projects 2017-2022

SOURCES OF FUNDS

Added:

Lake Washington School District Funds for TR 0093 NE132nd St/Juanita H.S. Access Road Intersection Improvements

USES OF FUNDS

Removed/Completed

No changes

New Projects:

NM 0122	120 th Avenue NE Non-Motorized Improvements
NM 0123	Totem Lake Blvd Non-Motorized Improvements

Changed:

ST 0006	Annual Street Preservation (2017 funding reduced to providing City funding ST 0006 005)
ST 0006 004	Central Way Street Preservation (timing change)
ST 0006 005	Totem Lake Roadway Repair (budget change)
ST 0080	Annual Striping Program (budget change)
NM 0089	Lake Front Pedestrian and Bicycle Improvements (budget change)
NM 0090	Juanita Drive Quick Wins (budget change)
NM 0095	124 th Avenue NE Sidewalk Improvements (budget change)
TR 0093	NE 132 nd Street/Juanita H.S. Access Road Intersection Improvements (moved to funded)

Table CF - 6 - Capital Facilities Plan: Utility Projects 2017-2022

SOURCES OF FUNDS

No changes

USES OF FUNDS

Removed/Completed

No changes

New Projects:

No changes

Changed:

SS 0069	1 st Street S Sewer Main Replacement (budget change)
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Table CF - 7 – Capital Facilities Plan: Surface Water Projects 2017-2022

SOURCES OF FUNDS

No changes

USES OF FUNDS

New Projects:

SD 0108 Maintenance center Surface Water Pollution Prevention Plan (SWPPP) Upgrades
 SD 0109 Holmes Point Drive Pipe Replacement

Changed:

SD 0088 Comfort Inn Pond Modifications (budget change)
 SD 0107 132nd Square Park Surface Water Retrofit Facility (moved to funded)

Table CF -8 – Capital Facilities Plan: Parks Projects 2017-2022

SOURCES OF FUNDS

No changes

USES OF FUNDS

Removed/Completed:

No changes

New Projects:

PK 0152 O.O. Denny Park Improvements
 PK 0153 McAuliffe Park Property Purchase

Changed:

PK 0119 100 Juanita Beach Park Bathhouse Replacement (budget change)
 PK 0133 200 City-School Playfield Partnership (budget change)

Table CF -9 – Capital Facilities Plan: Public Safety Projects 2017-2022

SOURCES OF FUNDS

No changes

USES OF FUNDS

Removed/Completed:

No changes

New Projects:

No changes

Changed:

PS 0071 000 Self Contained Breathing Apparatus (SCBA) (timing and budget change)
 PS 0076 000 Personal Protective Equipment (PPE) (timing and budget change)
 PS 1000 000 Police Equipment Replacement (timing and budget change)
 PS 2000 000 Fire Equipment Replacement (timing and budget change)

Table CF -10 – Capital Facilities Plan: Facility Projects 2017-2022

SOURCES OF FUNDS

No changes

USES OF FUNDS

Removed/Completed:

No changes

New Projects:

No changes

Changed:
No changes



CITY OF KIRKLAND
 Department of Parks & Community Services
 123 5th Avenue Kirkland, WA 98033 425.587.3300
 www.kirklandwa.gov

MEMORANDUM

To: Joan Lieberman-Brill, AICP, Senior Planner
From: Michael Cogle, Deputy Director, Parks & Community Services
Date: July 14, 2017
Subject: REQUEST FOR RE-ZONING AND COMPREHENSIVE PLAN AMENDMENTS

The City of Kirkland is requesting re-zoning for the following City of Kirkland-owned parcels:

1. **Parcel #6928400032 (12031 NE Totem Lake Way)**

Current Zoning: TL-8, Commercial
Requested Zoning: P (Public Park)

Background:

The City of Kirkland purchased this property, commonly known as the Yuppie Pawn Site, in 2014 for park purposes (reference City Council Resolution R-5034). The site has since been integrated into Totem Lake Park and will be developed consistent with the adopted park master plan.

2. **Parcel #2926059194 (11812 108th Ave NE) and Parcel #292605-9207 (No Address)**

Current Zoning: RSX 7.2, Residential
Requested Zoning: P (Public Park)

Background:

The City of Kirkland is anticipating acquisition of these two contiguous parcels prior to the end of 2017. (Note: if City acquisition is not concluded prior to any final City action on this request then the request will be withdrawn). The two parcels will be incorporated within McAuliffe Park.

3. **Parcel #3126700017 (10634 NE 116th Street)**

Current Zoning: P (Public Park)
Requested Zoning: RSX 7.2, Residential

Background:

The City of Kirkland is in the process of selling this property as surplus to park purposes. The request is to return the property to residential zoning consistent with the zoning within the immediate neighborhood. Potential sale of the property would occur after new zoning is approved.

4. **Parcel #320550TA00 (13215 121st Ave NE)**

Current Zoning: RSA-6

Requested Zoning: P (Public Park)

Background:

This property was donated to the City of Kirkland in 2017 by the Hazen Hills Homeowners Association (reference City Council Resolution R-5247). The property will be used as a neighborhood park.

Please let me know if you need more information or have any questions.

cc: Lynn Zwaagstra, Director of Parks and Community Services
Chris Dodd, Facilities Services Manager

2017 City Initiated Comprehensive Plan Amendments (CAM17-00395) Totem Lake Park

PR 1.8

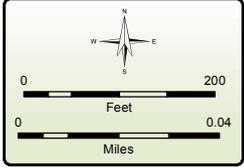
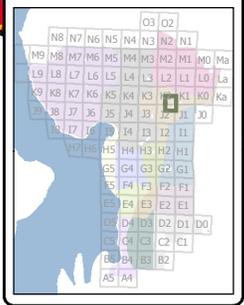
Market St

(b)

Address: 12031 NE Totem lake Way
Parcel: 6928400032
Requested: Change Land Use and Zoning from Commercial (TL-8) to Park Open Space (P)

TL 8

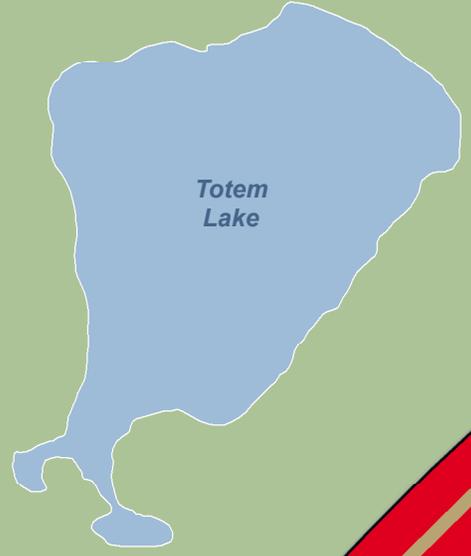
-  Commercial
-  Industrial
-  Light Manufacturing Park
-  Transit Oriented Development
-  Office
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Institutions
-  Park/Open Space
-  Overlay Boundaries
-  Design Districts
-  Parcels
-  City Limits



(b)

120th Ave NE

TL 8



Totem Lake

Totem Lake Blvd NE

NE 124th St

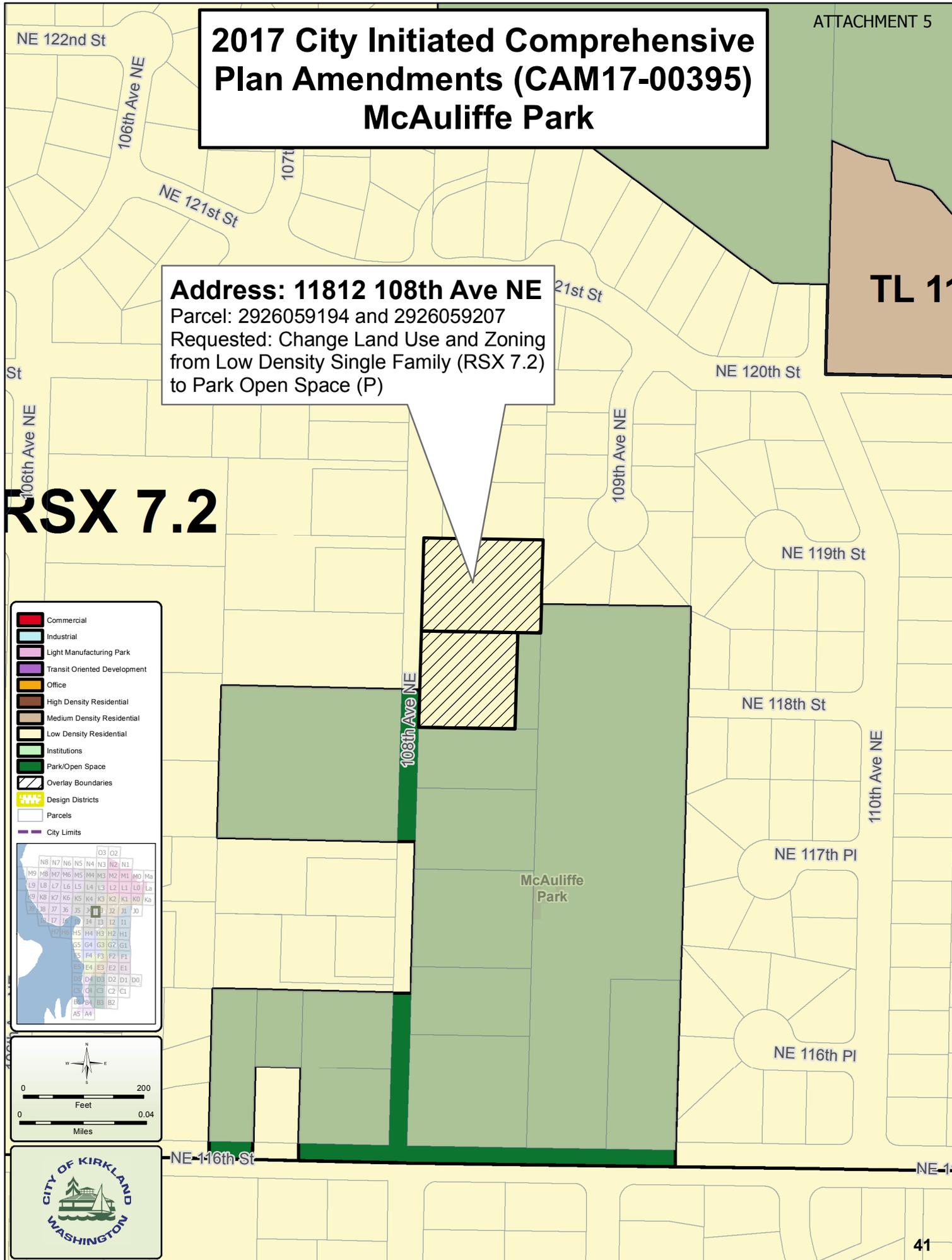
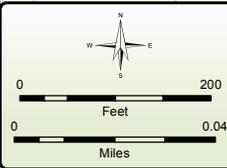
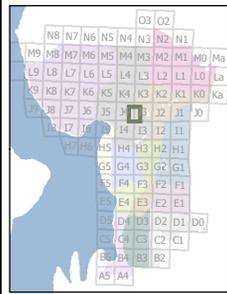
2017 City Initiated Comprehensive Plan Amendments (CAM17-00395) McAuliffe Park

Address: 11812 108th Ave NE
Parcel: 2926059194 and 2926059207
Requested: Change Land Use and Zoning from Low Density Single Family (RSX 7.2) to Park Open Space (P)

TL 11

RSX 7.2

-  Commercial
-  Industrial
-  Light Manufacturing Park
-  Transit Oriented Development
-  Office
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Institutions
-  Park/Open Space
-  Overlay Boundaries
-  Design Districts
- Parcels
- City Limits

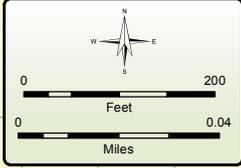
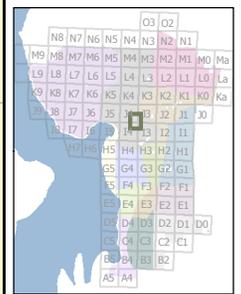


2017 City Initiated Comprehensive Plan Amendments (CAM17-00395) McAuliffe Park

RSX 7.2

Address: 10634 NE 116th St
Parcel: 3126700017
Requested: Change Land Use and Zoning from Park Open Space (P) to Low Density Single Family (RSX 7.2)

- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Design Districts
- Parcels
- City Limits



NE 116th St

RS 8.5

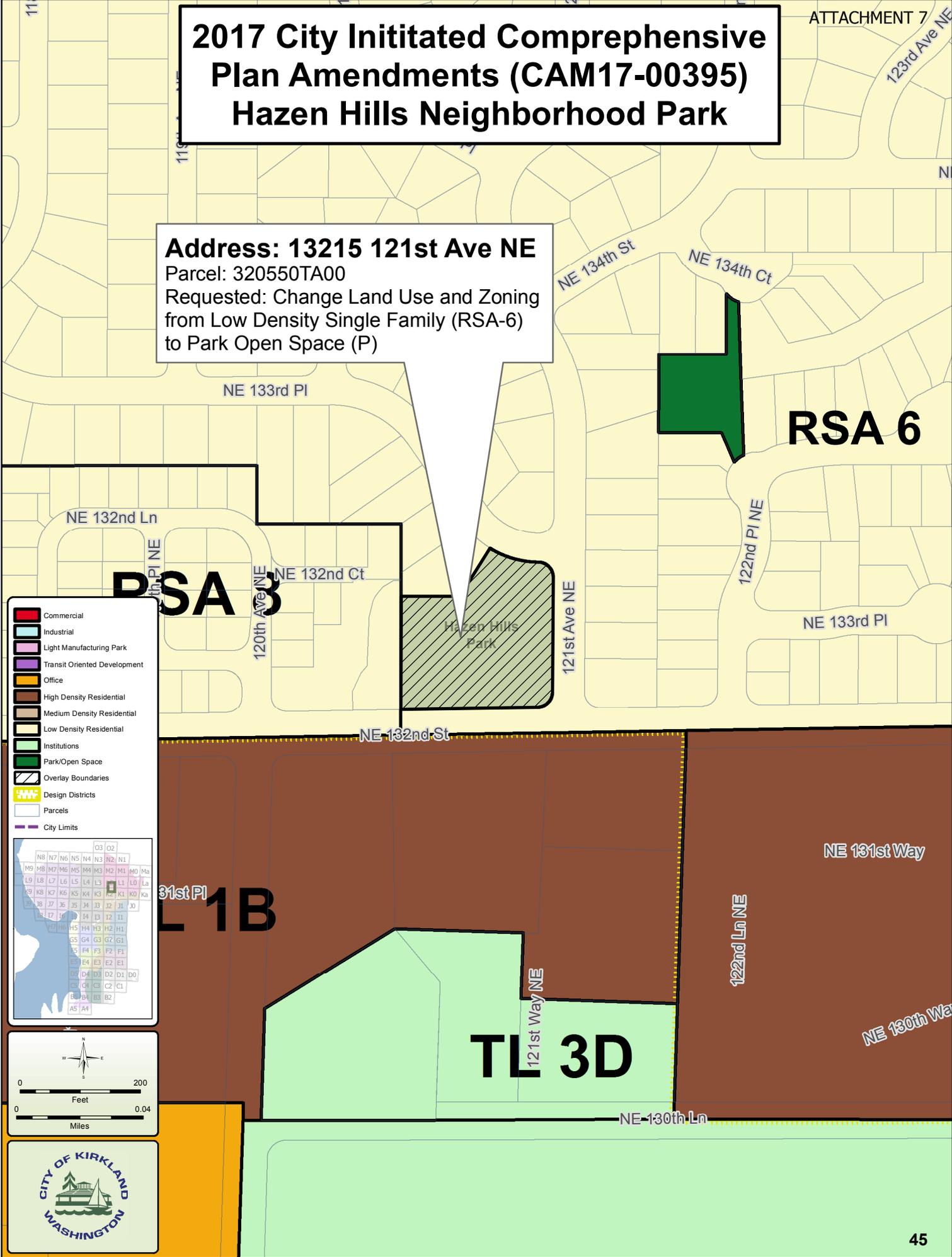
NE 114th Ln

107th Pl NE
NE 114th Pl

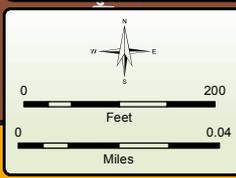
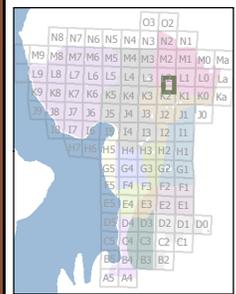
109th Ave NE

2017 City Initiated Comprehensive Plan Amendments (CAM17-00395) Hazen Hills Neighborhood Park

Address: 13215 121st Ave NE
Parcel: 320550TA00
Requested: Change Land Use and Zoning from Low Density Single Family (RSA-6) to Park Open Space (P)



- Commercial
- Industrial
- Light Manufacturing Park
- Transit Oriented Development
- Office
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Design Districts
- Parcels
- City Limits



4. PUBLIC TRANSPORTATION

Goal T-3: Support and promote a transit system that is recognized as a high value option for many trips.

Background

Historically, transit in Kirkland focused on connections oriented to Seattle in the morning and from Seattle in the afternoon. Bus frequencies were sometimes as low as one hour especially in off-peak periods. Today, Kirkland is served by a number of routes connecting to a variety of Eastside destinations as well as Seattle. Frequency on some routes is 15 minutes, with most service at 30-minute intervals over most of the system. Additionally, instead of being solely a source for trips to employment centers, Kirkland is becoming an employment center that attracts transit trips.

Transit with the right characteristics can make an important contribution to Kirkland's transportation system. At its best, transit is as follows:

Fast – making long trips competitive and cost effective with driving.

Frequent – frequencies of 15 minutes or less with service hours extending from early morning to late night.

Reliable – trip times are consistent from day to day and riders trust they'll arrive on time.

Accessible – facilities and vehicles are designed for all users.

Comfortable – all elements of the system are sized to meet demand and offer amenities that make trips pleasant.

Complete – popular destinations are served and transfers between routes are easy and clear.

Transit providers will continue to be faced with constrained resources for maintaining existing service hours, limiting their ability to add new service. This, combined with the characteristics described above, suggest that Kirkland's transit needs will best be served by a focused network of higher frequency service near major concentrations of residential and commercial land uses.

This transportation element challenges the idea that because Kirkland does not provide transit service, it has little effect on the quality of that service. Because transit, more than any other mode, is dependent on land use for success, Kirkland's land use choices will have an important influence on where and how transit service is deployed.

Kirkland is, of course, responsible for maintaining the streets on which transit travels. Additionally, Kirkland can make improvements to waiting areas, including improved lighting, more shelters and wayfinding that is more understandable. Parking policy – such as pay parking at destinations – that is favorable to transit and projects that increase transit speed and frequency are other ways that Kirkland can support good transit.

In the future, Sound Transit will have a greater service presence in Kirkland. This is likely to come in the form of bus rapid transit on I-405 and/or Link light rail, both of which will connect to the Totem Lake Urban Center, downtown Kirkland and the 6th Street corridor. Additionally, transit has been assumed as an element throughout the planning of the Cross Kirkland Corridor and Sound Transit holds a transit easement on the Corridor. Regardless of where Sound Transit provides service, walking, biking and local transit connections to the regional transit system are paramount for its success.

Transit station area neighborhoods, such as Totem Lake and Downtown Kirkland, will grow into thriving and equitable communities that bring opportunity for existing and new residents and businesses. The City of Kirkland will work as part of a coalition of jurisdictions, agencies, and nongovernmental partners to promote equitable transit communities near the region's high-capacity transit investments. At the local level, we will continue to support policies and investments that make our station area neighborhoods safe, stable, and economically and socially vibrant places where people from diverse income levels can find opportunities to live and work.

Another opportunity to work with community partners, will be to take ~~The the~~ successful aspects of the development of the South Kirkland Park and Ride into a transit oriented development ~~should be explored~~ and explore implementing similar development at the Kingsgate and Houghton Park and Rides and at the remaining space at the South Kirkland Park and Ride. The transit system should be operated so that excess parking does not inappropriately impact neighborhoods.

6. LINK TO LAND USE

Goal T-5: Create a transportation system that is united with Kirkland's land use plan.

Background

The Land Use chapter of the Comprehensive Plan provides a blueprint to complement Kirkland's transportation network. "Transportation improvements" should truly be improvements to the community that help create a sense of place and reflect the character of Kirkland, not only improvements to mobility. Because the built environment influences travel behavior in so many ways, it's often said that the best transportation plan is a good land use plan. This is demonstrated by the land use transportation connections illustrated in the following "smart growth Ds":

Density: Higher densities shorten trip lengths, allow for more walking and biking, and support quality transit.

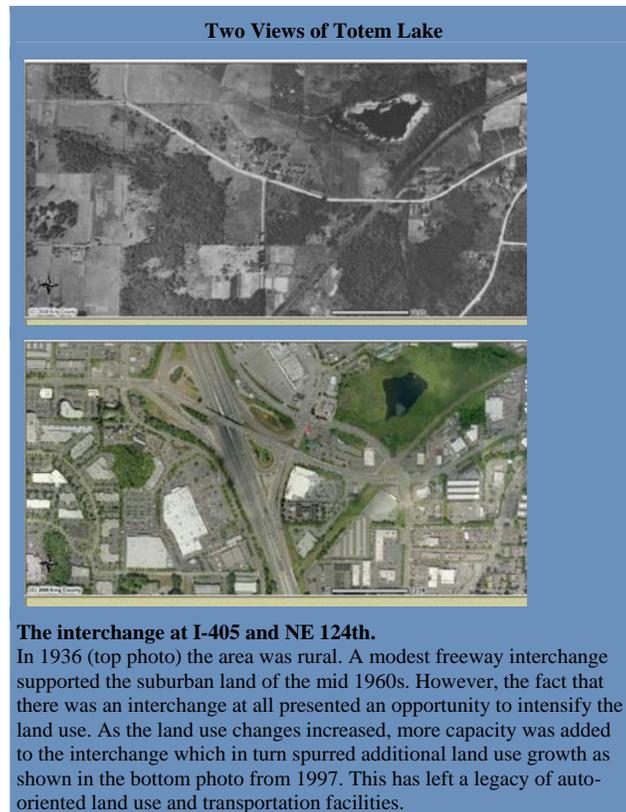
Diversity: A diverse neighborhood allows for easier trip linking and shortens distances between trips. It also promotes higher levels of walking and biking and allows for shared parking because of varied demand times amongst the uses.

Design: Good design is that which improves connectivity, encourages walking and biking, and reduces travel distance.

Destinations: Destination accessibility links travel purposes, shortens trips, and offers transportation options.

Distance to Transit: Close proximity to transit encourages its use, along with trip-linking and walking, and often creates accessible walking environments.

Development Scale: Appropriate development scale provides critical mass, increases local opportunities, and supports transit investment.



The Land Use-Transportation Connection is a two-way connection. For example increased density should be supported by an emphasis on transit, but at the same time, increased density should be planned in transit station area neighborhoods-areas that are easy to serve by transit. Land use should coordinate with travel patterns as well. For example currently in the mornings, there is more capacity northbound than southbound on parts of I-405, while the opposite is true in the afternoons. There may be land use choices in Kirkland that can take advantage of this capacity.

The Totem Lake Urban Center is transitioning from an auto oriented district to one that relies on a range of modes to support increased density. In particular, improved access to existing and planned transit hubs by walking and bicycling access should be a focus.

In neighborhoods where larger areas of single-family residences make it difficult to support high quality nearby transit, greenways, on-street bike lanes and sidewalks will offer options that help support a more livable community. Connections should focus on schools, parks, transit and commercial areas.

For employers in Kirkland to be competitive with those in other cities, their employees must be able to get to job sites quickly and easily and have adequate auto and bicycle parking.

Policy T-5.1: Focus on transportation system developments that expand and improve walkable neighborhoods.

The prioritization of transportation improvements should be weighted toward those projects that expand or enhance connections within 10 minute neighborhoods (See Land Use Element of Comprehensive Plan). These could include building missing sidewalks within such neighborhoods or creating new trails that expand high quality walkable neighborhoods. (See Policy T-1.14.)

These areas should serve as ~~foeal points~~transit station areas for local and regional transit service and should include high quality passenger environments. (See Policy T-1.4.)

Similarly, bicycling should be easy and comfortable for a wide range of users in and between 10 minute neighborhoods. (See Policy T-2.2, T-2.3.)

Based on the vision for the Comprehensive Plan, street improvements that add vehicle capacity should be designed to facilitate walking, biking and transit as well.

Policy T-5.2: Design streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation element.

Street design should be guided by modern, urban focused design guidelines such as those published by the National Association of City Transportation Officials Urban Street Design Guidelines and should include lighting, green spaces, street trees, wayfinding, street furniture, etc. Kirkland's Zoning Code contains policies for street widths.

Street design should preserve existing significant trees and include new street trees and landscaping in the right-of-way to enhance the streetscape. Where significant trees are removed, they should be replaced or the loss should be otherwise mitigated. Street trees should be selected to minimize interference with other infrastructure and obstruction of public views from streets.

Policy T-5.3: Create a transportation network that supports economic development goals.

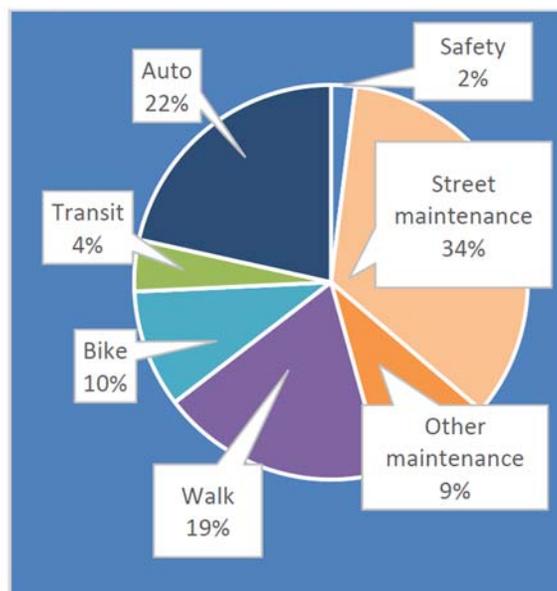
All transportation improvements should be evaluated in terms of their ability to support economic development. In addition to street improvement projects that build capacity for new commercial development, examples of projects that support economic development include bicycle parking improvements that bring bicycle customers to local businesses, transportation demand programs that make it easier for employees to get to work by a variety of modes, and creation of loading zones that expedite delivery of goods. (See the Economic Development Element of the Comprehensive Plan.) Benefits to economic development goals need to be balanced with impacts that may be created by pursuing these benefits.

An initial allocation of funding has been made as summarized in the following table which contains eight columns headed as follows:

1. **Mode:** This is the general category of project. In addition to Walk, Bike, Transit and Auto, Safety and Maintenance are included as modes for simplicity. The Safety and Maintenance areas actually have projects in several modes.
2. **Category:** Categories divide the modes into project areas, like school walk routes vs. projects that support sidewalks in 10-minute neighborhoods. This column includes map reference number.
3. **Basis for 20-Year Funding:** This describes how the funding amount was set for the 20-year transportation project list in a particular category.
4. **20-Year Funding:** This is a planning level estimate of the amount needed to fund the basis for the 20-year list in millions of dollars.
5. **Early Priorities:** As the title suggests, this is staff's recommendation for the first projects that should be funded in the CIP from this category. Projects that meet multiple policy objectives and grant funded projects were ranked as high priority and should be reflected in the current CIP process.
6. **Key Unfunded Elements:** Projects that are not included in the basis for 20-year funding column are described here. Not all categories have an entry in this column.
7. **Unfunded Costs:** Funding necessary for the key unfunded elements.
8. **Transportation Master Plan Policy Support:** Policies from the Master Plan that support the mode.

The 20-Year Transportation Plan will be periodically reevaluated to ensure anticipated revenues can support full implementation of the 20-Year Transportation Plan. This reevaluation will take into consideration the City's current status related to meeting its stated transportation level of service standard. It will also take into consideration the updated revenue forecasts. Any reprioritization of projects will also take into account the applicable goals and policies included in Transportation Element of the Comprehensive Plan. If after reprioritizing projects, the City's level of service cannot be maintained, the City will evaluate strategies to identify additional revenue, modify land use assumptions, or adjust the level of service standard.

This chart shows the split, by mode, of funding for the 20-Year Transportation Plan. Note that many projects include safety benefits, not just those designated as safety projects.



The City of Kirkland recognizes these buildings, structures, sites and objects on List A and List B in Table CC-1. All are designated Historic Community Landmarks by the City of Kirkland. The lists also contain “Landmarks,” designated by the Kirkland Landmark Commission, and “Historic Landmarks,” designated pursuant to Chapter 75 KZC.

Development permits involving buildings, structures, sites and objects in Table CC-1 are subject to environmental review under the City’s local SEPA regulations. In addition, landmarks noted with a footnote (*) are subject to review by the Kirkland Landmark Commission pursuant to Kirkland Municipal Code Title 28. The Kirkland Landmark Commission is composed of members of the King County Landmark Commission and one Kirkland resident appointed by the Kirkland City Council. City of Kirkland “Historic Landmarks” noted with a footnote (”) are subject to review by Chapter 75 KZC.

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

List A: Historic Buildings, Structures, Sites and Objects Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
Trueblood House (moved from 127 7th Ave. 129 6th Ave.)	129 6th Ave.	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
¥ Marsh Mansion	6610 Lake Wash. Blvd.	French Eccl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

List B: Historic Buildings, Structures, Sites and Objects Designated by the City of Kirkland

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Newberry House	519 1st St.	Vernacular	1909	Newberry	Norkirk
Nettleton/Green Funeral (Moved)	408 State St. S.	Colonial Revival	1914	Nettleton	Moss Bay
Kirkland Cannery	640 8th Ave.	Vernacular	1935	WPA Bldg	Norkirk
Landry House	8016 126th Ave. NE	Bungalow	1904		South Rose Hill
Tompkins/Bucklin House	202 5th Ave. W.	Vernacular	1889	Tompkins	Market
Burr House	508 8th Ave. W.	Bungalow/Prairie	1920	Burr	Market
Orton House (moved from 6436 Lake Washington Blvd.)	4120 Lake Wash. Blvd.	Georgian Revival	1903	Hospital	Lakeview
¥ Shumway Mansion (moved)	11410 100th Ave. NE	Craftsman/Shingle	1909	Shumways	Juanita
French House (moved from 10129 NE 63rd)	4130 Lake Wash. Blvd.	Vernacular	1874	French	Lakeview
Snyder/Moody House	514 10th Ave. W.	Vernacular	1889	KL&IC	Market
McLaughlin House	400 7th Ave. W.	Site only – Structure demolished May 2014	1889	KL&IC	Market
First Baptist Church/American Legion Hall	138 5th Ave.	Site only – Structure demolished	1891/1934	Am Legion	Norkirk
Larson/Higgins House	424 8th Ave. W.		1889	KL&IC	Market
Hitter House	428 10th Ave. W.	Queen Anne	1889	KL&IC	Market

Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Cedarmere/Norman House	630 11th Ave. W.	Am Foursquare	1895		Market
Dorr Forbes House	11829 97th Ave. NE	Vernacular	1906	Forbes	Juanita
Brooks Building	609 Market St.	Vernacular Comm	1904	Brooks	Market
Williams Building	101 Lake St. S.	Vernacular Comm	1930		Moss Bay
Webb Building	89 Kirkland Ave.	Vernacular Comm	1930		Moss Bay
5th Brick Building	720 1/2 Market St.	Vernacular Comm	1891		Norkirk
Shumway Site	510 – 528 Lake St. S.	Site only		Shumways	Lakeview
Lake WA Shipyards Site	Lake Wash. Blvd./Carillon Point	Site only		Anderson/WW	Lakeview
Lake House Site	10127 NE 59th St.	Site only		Hotel	Lakeview
*First Church of Christ Scientist (moved) a.k.a. Heritage Hall	203 Market St.	Neoclassical	1923	Best example of this style	Market
¥ Malm House	12656 100th Ave. NE	Tudor Revival	1929		North Juanita
Sessions Funeral Home	302 1st St.	Classic Vernacular	1923		Norkirk
Houghton Church Bell (Object)	105 5th Ave. (Kirkland Congregational Church)	Pioneer/Religion	1881	Mrs. William S. Houghton	Norkirk
Captain Anderson Clock (Object)	NW corner of Lake St. and Kirkland Ave.	Transportation/Ferries	c. 1935	Captain Anderson	Moss Bay
Archway from Kirkland Junior High	109 Waverly Way (Heritage Park)	Collegiate Gothic	1932	WPA	Market
Langdon House and Homestead	10836 NE 116th St. (McAuliffe Park)	Residential Vernacular	1887	Harry Langdon	Juanita
Ostberg Barn	10836 NE 116th St. (McAuliffe Park)	Barn	1905	Agriculture	Juanita
Johnson Residence	10814 NE 116th St. (McAuliffe Park)	Vernacular influenced by Tudor Revival	1928	Agriculture	Juanita
Carillon Woods Park	NW corner of NE 53rd St. and 106th Avenue NE	Utility/water source for Yarrow Bay and site	1888	King Co. Water District #1	Central Houghton
¥ 346 10 th Ave. Residence	346 10 th Ave.	Bungalow	1921		Norkirk
¥ 307 9 th Ave. Residence	307 9 th Ave.	Craftsman	1918		Norkirk

Footnotes:

* The City of Kirkland Landmark Commission has formally designated these buildings, structures, sites and objects as Landmarks pursuant to KMC Title 28.

¥ The City of Kirkland has formally designated these buildings, structures, sites and objects as Historic Landmarks pursuant to Chapter 75 KZC.

Note: KL&IC is the Kirkland Land Improvement Company.

The City recognizes its historic resources in the following priority:

1. Buildings, structures, sites and objects listed on the National and State Registers of Historic Places.

2. Buildings, structures, sites and objects recognized by the Kirkland Landmark Commission.
3. Buildings, structures, sites and objects designated by the City as Historic Landmarks.
4. Buildings, structures, sites and objects designated by the City as Historic Community Landmarks.
5. Buildings, structures, sites and objects designated by the City as an historic resource, providing historical context.

The City should periodically update the lists of historic resources through a systematic process of designation.
used.

XIV. Implementation Strategies

The vision statement, guiding principles, goals, and policies set forth in previous elements of the Comprehensive Plan together describe the desired type and character of growth in Kirkland during the next 20 years. They do not, however, tell us precisely how to create the kind of community envisioned by the Plan. Yet unless appropriate actions are taken, the plan will remain unrealized. Consequently, a strategy for how to implement the Plan is needed. It is the intent of this Element to provide such a strategy and identify the actions necessary to make the plan a success.

A. Implementation Methods

There are a broad range of measures necessary to implement the Comprehensive Plan involving a wide variety of people and organizations. It is the responsibility of the City, however, to put in place the mechanisms that will promote the actions needed for implementation. Listed below are the methods that will be used to implement the Plan over the 20-year planning horizon.

Annual Plan Amendments. To keep the Comprehensive Plan current, it will be necessary to review and update it on a regular basis. At the very least, it will be necessary to annually consider amendments to the six-year projects list in the Capital Facilities Element. Other issues are likely to arise each year which can also be considered in the annual update.

Neighborhood Plans. The plans for Kirkland's 15 neighborhoods are an important part of the Comprehensive Plan. Each Neighborhood Plan should be reviewed at least once between every two major Comprehensive Plan updates or more frequently as needed given City Council priorities and available resources, both to maintain their currency and to bring them into compliance with the more recently adopted Plan Elements.

Functional and Management Plans. Referenced in the Comprehensive Plan, functional and management plans address in detail subjects more generally discussed in the Comprehensive Plan. See Capital Facilities Element for list of City functional and management plans.

Functional and management plans are both guided by and help to guide the Comprehensive Plan. The Comprehensive Plan sets the broad policy framework while the functional and management plans are more detailed. However, functional and management plans also raise issues and ideas that help to shape Comprehensive Plan goals and policies. General consistency between the Comprehensive Plan and functional and management plans is important, as is regular updating of functional and management plans to maintain their currency.

Regulations. Regulations set the legal requirements for new development. The vast majority of the regulations are found in the Kirkland Zoning Code (including the official Zoning Map and shoreline management regulations), and the Subdivision Code found in the Kirkland Municipal Code. Local administration of the State Environmental Policy Act is also a regulatory tool. The Growth Management Act requires that development regulations must be consistent with the Comprehensive Plan. Keeping Kirkland's regulatory documents updated for consistency is a high priority, and should be undertaken as appropriate on a regular basis.

Programs. Another way to implement the Comprehensive Plan is through the establishment of City programs and teams that provide services to help achieve the goals and policies in the Plan. Examples of these programs are the Neighborhood Traffic Control Program, Neighborhood Service Team, the Green Team and the Tree Team.

Ongoing Administrative Activities. Implementation also depends on a variety of day-to-day actions such as development permitting and code enforcement. Ongoing monitoring of land capacity, demographics, development trends, housing costs, traffic levels, transit usage, levels of service for public facilities, and other factors affecting growth is also necessary.

Intergovernmental Coordination. Many of the goals and policies in the Comprehensive Plan cannot be achieved by Kirkland alone. Because Kirkland is part of a much larger and growing metropolitan area, issues involving growth rates, housing demand and supply, [climate change](#), and transportation systems increasingly require

intergovernmental responses. To protect local interests and meet regional obligations, Kirkland must involve itself at a variety of levels, including:

- ’ Ongoing communication with neighboring cities and adoption of interlocal agreements where appropriate;

Participation in subregional organizations such as A Regional Coalition for Housing (ARCH) and the Eastside Transportation Partnership (ETP);

Participation in Countywide organizations such as the Growth Management Planning Council (GMPC), King County Climate Change Collaborative (K4C) and Metropolitan King County;

Participation in multicounty organizations such as the Puget Sound Regional Council (PSRC) and the Regional Transit Authority (RTA) (Sound Transit).

Citizen Involvement and Education. Implementation also depends upon keeping the lines of communication open between City government and its citizens. The Comprehensive Plan will only be successful if it is understood and embraced by the public and if it is regularly revised to reflect evolving community aspirations and concerns.

Budgeting and City Work Program. Governmental expenditures play an essential role in implementation. The City’s annual operating budget allocates resources for personnel and supplies needed to carry out implementation measures; and the annual Capital Improvement Program targets the resources for transportation facilities, parks, utilities, and other public facilities necessary to implement the Plan.

The City Council adopts a biennial City Work Program in conjunction with the budget. The City Work Program prioritizes major cross-departmental efforts with significant impacts designed to maintain and enhance the public health, safety and quality of life in Kirkland. The Work Program establishes a two year “action plan” by which the public can measure the City’s success in accomplishing its major policy and administrative goals. Many of these Work Program items will implement Comprehensive Plan objectives.