



CITY OF KIRKLAND

PLANNING AND BUILDING DEPARTMENT

123 5TH AVENUE, KIRKLAND, WA 98033

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MEMORANDUM

DATE: August 15, 2017

To: Planning Commission and Houghton Community Council

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

SUBJECT: Study Session: 2017 City Initiated Comprehensive Plan Amendments
(File CAM17-00395)

RECOMMENDATION

Review and provide direction on the 2017 City initiated amendments to the Comprehensive Plan and Zoning Map. Specifically review proposed changes to the Capital Facilities Element, Capital Facility Plan tables, Transportation Element text, Land Use Map and associated Zoning Map classifications associated with four park properties, and minor housekeeping amendments to the Implementation Strategies Element and Neighborhood Plans.

A joint public hearing is tentatively scheduled for September 25, 2016 to consider public comment and make a recommendation to the City Council for their final decision.

BACKGROUND DISCUSSION

City Initiated Amendment Process and Highlights

Each year the City identifies potential city-initiated Comprehensive Plan amendments and brings them forward for review and consideration by the Planning Commission, Houghton Community Council and City Council. The amendments are reviewed and decided upon through a legislative process using Process IV and may involve associated Municipal Code or Zoning Code and map changes.

The Growth Management Act (GMA) authorizes amendments to the Comprehensive Plan once a year, and at a minimum the city amends the Capital Facilities Element every year to reconcile the Capital Facilities Plan (CFP) with the 6 year Capital Improvement Program (CIP) as required by the GMA.

This year's annual update also includes rezones of three recent park property acquisitions, one park parcel that is to be sold, and amendments to the

Transportation Element to address comments received from Puget Sound Regional Council on the 2035 Comprehensive Plan update. Finally several minor housekeeping amendments are proposed that are not policy related. It is anticipated that there will no major new city initiatives or state legislation necessitating changes during this cycle.

Proposed Amendments

The proposed amendments are or will be provided by staff from various departments within the City, based upon their expertise on the subjects being addressed. The City department responsible for providing the updated information is noted after each heading.

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

1. **Incorporating the 2017-2022 Capital Improvement Program into the Capital Facilities Plan** (All departments)

The amendments, if approved, will bring the CFP Projects Tables into consistency with the 2017 – 2022 Capital Improvement Program (CIP) and 2017-2018 Mid-Biennial Budget Update, scheduled for approval in December.

Attachment 1 to this memorandum contains the revised CFP Project Tables.

The CFP is the policy basis for the CIP and is tied to our level of service standards for Transportation, Utility, Surface Water, Parks, Public Safety, and Facility services and improvements. The CFP discloses funding sources for capital projects that either add capacity to achieve our level of service standards or enhance capacity and services to the public.

Capital projects are typically projects to construct, acquire, replace or renovate buildings, infrastructure, land and major equipment.

The new Capital Facilities Plan (CFP) tables will replace the 2016 versions to reflect funding and project changes to the six year CIP adopted earlier this year. Any additional modifications between now and adoption in December will be integrated into the adopting ordinance.

The 2017 CFP tables (CF-5 through CF-10) are included as Attachment 1 to the memorandum and noted below. These tables list all funded capital projects for transportation, surface water, utilities (potable water and sewer), public safety (police, fire and building), parks and facilities for a six year period, and also include a multi-year financing plan beyond the six year period for annual capital transportation projects, and a list of unfunded transportation projects over a 20 year horizon.

- Table CF-5 Capital Facilities Plan: Transportation Projects 2017-2035
- Table CF-6 Capital Facilities Plan: Utility Projects
- Table CF-7 Capital Facilities Plan: Surface Water Utility Projects
- Table CF-8 Capital Facilities Plan: Parks Projects
- Table CF-9 Capital Facilities Plan: Public Safety Projects
- Table CF-10 Capital Facilities Plan: Facility Projects

A **summary of changes to all of the CFP tables between 2016 and 2017** are described in Attachment 2.

Capital Facility Project **highlights** this year:

- Adding a line item for acquisition of land to expand McAuliffe Park in the Parks project list (Table CF-8).
- Moving TR 0093 - NE132nd St/Juanita H.S. Access Road Intersection Improvements, from Unfunded to Funded with full funding coming from the Lake Washington School District (Table CF-5).

2. Park Property Land Use Redesignations and Rezones (Parks and GIS)

The City is proposing the following rezones to bring land use designation and zoning into consistency with their intended use: Michael Cogle, Deputy Director, Parks & Community Services prepared a memorandum that summarizes each and is attached to this memorandum as Attachment 3. Maps of each are attachments 4-7.

- a. 12031 NE Totem Lake Way (a.k.a. the Yuppie Pawn site) from commercial TL-8 to Park Open Space (P). This parcel has been integrated into the **Totem Lake Park**. See Attachment 4.
 - b. 11812 108th Ave NE and adjoining vacant parcel from low density single family (RSX 7.2) to Park Open Space (P). The City anticipates purchase of both prior to end of 2017 to add to **McAuliffe Park**. If acquisition is not concluded by then the City will withdraw this request. See Attachment 5.
 - c. 10634 NE 116th Street from Park Open Space (P) to low density single family (RSX 7.2). This parcel, currently part of **McAuliffe Park**, but not in active park use (the site has a single family dwelling that the City rents out), will be sold as surplus to park purposes. (The proposed purchase of the parcels described in paragraph b above will be added in lieu of this parcel.) See Attachment 6.
 - d. 13215 121st Ave NE from low density single family (RSA-6) to Park Open Space (P). This parcel will be used as a neighborhood Park in lieu of a private open space parcel as part of the **Hazen Hills** Subdivision. See Attachment 7.
- ## 3. Puget Sound Regional Council Recommended Follow-up amendments to the Transportation Element (Public Works and Planning)

When the City's adopted 2035 Comprehensive Plan was reviewed and certified by of the Puget Sound Regional Council (PSRC) in 2016, several recommended follow-up amendments were recommended as noted below:

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- Per RCW 36.70A.070(6)(iv), the transportation element should include a reassessment strategy to address potential funding shortfalls. The plan includes detailed information on financing and transportation priorities, but the financial strategy should also include discussion of a reassessment strategy that describes the city's approach if probable funding falls short. See the Washington State Department of Commerce's Transportation Element Guidebook, page 209, for additional information about the multi-year financing plan.

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- As a signatory to the Growing Transit Communities (GTC) Regional Compact, the City of Kirkland has an opportunity to demonstrate a commitment in its comprehensive plan to promoting thriving and equitable transit-oriented development. In light of ongoing coordination with Sound Transit and the city's interest in developing a transit plan, the city should consider more fully incorporating the GTC strategy in the comprehensive plan and functional plans that implement it. PSRC has developed [a memo](#) that provides guidance on comprehensive plan updates to Compact signatories, including recommendations to identify transit station areas, establish transit community goals, and adopt policies and provisions that advance the GTC strategy.

Joel Pfundt, Transportation Engineering Manager, provided proposed edits to address these comments in Attachment 8 to this memorandum. PSRC staff reviewed the proposed revisions and confirmed that they address the agency's request (see Attachment 9).

4. Minor Text Amendments (Planning)

a. Document Neighborhood Plan Ordinance History

During the 2015 update the following text was added to several neighborhood plans in order to document the ordinance number and date of the most recent plan update preceding the 2035 periodic update. The intent was to provide helpful background information for both citizens and City staff.

"The last update to the (Name) Neighborhood Plan occurred in (year), adopted by Ordinance (Number), with an update in 2015 as part of the Citywide Comprehensive Plan update as required by the Growth Management Act (GMA)."

The proposed amendment would add an ordinance history table online for each neighborhood plan similar to the ordinance history table currently provided for the Zoning Code in lieu of adding this text to each chapter

separately. The text in the neighborhood plans that currently contain that information (three out of 14) would be deleted and instead put in table form.

Staff is working to accomplish this task, including the research necessary to provide a summary of each ordinance, by the public hearing date. This proposal will be withdrawn until the 2018 cycle of City initiated amendments if the deadline cannot be met.

b. Adding Participation in the King County Climate Change Collaborative (K4C) to 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). By adding this organization in the Implementation Element list of countywide organizations in which the City participates, it acknowledges Kirkland's collaboration.

In 2012, Kirkland helped found the K4C along with King County and other King County cities and signed an interlocal agreement to work in partnership with the K4C on local and regional climate change efforts including aligning Kirkland's greenhouse gas emission reductions with that of King County and signatory cities. Most recently (2014) and in alignment with previous climate protection related resolutions approved by the City, the City Council passed Resolution-5077, authorizing the mayor to sign the King County-Cities Climate Collaboration Joint letter of Commitment promoting the goal of reducing harmful greenhouse gas emissions (see Attachments 10 and 11).

These efforts protect local interests and meet regional obligations but rely on intergovernmental coordination to be effective. Attachment 12 is the proposed amendment to add K4C to the list of countywide organizations in the Intergovernmental Coordination section of the Implementation Strategies Element.

Next Steps

- August 28, Houghton Community Council study session
- Sept 25 joint PC/HCC public hearing.
- Dec 12, 2017 City Council adoption.
- Jan 2018 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 Zoning Map amendments
8. Transportation Element Text amendments

Memo to PC and HCC

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9. PSRC comment on Transportation Element amendments dated August 8, 2017
10. K4C Letter of Commitments with Kirkland Signature
11. Resolution 5077
12. Implementation Strategies Text 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)

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	1,376,820	805,500	707,000	500,000	320,000	260,000	3,969,320	6,500,000
Local	Impact Fees	3,640,080	3,410,000	1,750,000	1,000,000	425,000	275,000	10,500,080	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	4,293,000	1,578,900	480,000	480,000	480,000	480,000	7,791,900	-
Local	REET 1 Reserves	100,000	-	-	-	-	-	100,000	-
External	Grants	8,694,100	3,103,100	4,624,000	5,742,000	3,146,000	3,139,000	28,448,200	35,025,400
	Subtotal 2017-2022 Fund Sources excluding Park Place & Totem Lake	24,883,000	15,343,500	14,045,000	13,998,000	10,015,000	10,092,000	88,376,500	138,391,900
External	Developer Funded - Kirkland Urban (including Impact Fees)	5,041,800	-	-	-	-	-	5,041,800	-
External	Lake Washington School District	-	-	1,260,000	-	-	-	1,260,000	-
External	Developer Funded - Other	266,000	-	-	-	-	-	266,000	12,362,700
Total Sources		30,190,800	15,343,500	15,305,000	13,998,000	10,015,000	10,092,000	94,944,300	150,754,600
	Total 2017 - 2035 Revenue								245,698,900

Use of Funds

Transportation Capital Facilities Plan 2017-2035													20-year Concurrency Projects	Person Trips
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					
Y ST 0006	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 750,000	\$ 1,750,000	\$ 1,720,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 9,470,000	\$ 22,750,000			
Y 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			
Y ST 0006 004	Central Way Street Preservation	No - maintenance	No - maintenance			\$ 214,000				\$ 214,000				
Y ST 0006 005	Totem Lake Roadway Repair	No - maintenance	No - maintenance	\$ 1,000,000						\$ 1,000,000				
Y ST 0059 101	124th Ave NE Roadway Improvements (North Section) Design	Yes R10	Yes	\$ 1,195,400						\$ 1,195,400				
Y ST 0080	Annual Striping Program	No - maintenance	No - maintenance	\$ 100,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,600,000	\$ 6,500,000			
Y ST 0083 102	100th Ave NE Roadway Improvements	Yes R10	Yes			\$ 5,000,000	\$ 5,485,000			\$ 10,485,000			\$ 10,485,000	1426
Y ST 0089	Juanita Drive Auto Improvements	Yes R12	Yes					\$ 3,300,000	\$ 3,300,000	\$ 6,600,000				
Y 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			
Y NM 0006 100	Street Levy-Safe School Walk Routes	Yes NM4*	Yes	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000	\$ 300,000			\$ 300,000	41
Y 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			
Y NM 0006 201	Neighborhood Safety Program Improvements	No - safety	No - safety	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000			\$ 800,000				
Y NM 0007	Cross Kirkland Corridor Connection - NE 52nd Street Sidewalk	Yes NM3	Yes	\$ 454,900						\$ 454,900				
Y NM 0012 001	NE 116th Street Crosswalk Upgrade	Yes NM5	Yes	\$ 200,000	\$ 230,000					\$ 430,000			\$ 430,000	58
Y NM 0012 003	132nd Avenue NE Crosswalk Upgrade	Yes NM5	Yes		\$ 250,000					\$ 250,000			\$ 250,000	34
Y NM 0012 004	Central Way Crosswalk Upgrade	Yes NM5	Yes							\$ 100,000				
Y NM 0057	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance			\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 800,000	\$ 2,600,000			
Y 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				
Y NM 0087	Citywide 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	433
Y NM 0087 001	North Kirkland/JFK School Walk Route Enhancements	Yes NM4*	Yes			\$ 500,000	\$ 500,000			\$ 1,000,000			\$ 1,000,000	136
Y NM 0089	Lake Front Pedestrian and Bicycle Improvements	Yes NM1	Yes	\$ 261,000						\$ 261,000			\$ 261,000	35
Y NM 0090	Juanita Drive 'Quick Wins'	Yes NM1	Yes	\$ 1,276,400						\$ 1,276,400			\$ 1,276,400	174
Y NM 0090 001	Juanita Drive Multi-Modal (On-Street) Improvements	Yes NM1	Yes			\$ 525,000				\$ 525,000			\$ 525,000	71
Y NM 0092	Active Transportation Plan Update	No - study	No - study	\$ 75,000						\$ 75,000				
Y NM 0095	124th Avenue NE Sidewalk Improvements	Yes NM4	Yes	\$ 330,000	\$ 750,000					\$ 1,080,000			\$ 1,080,000	147
Y NM 0098	Kirkland Way Sidewalk Improvements	Yes NM4	Yes			\$ 300,000	\$ 200,000			\$ 500,000			\$ 500,000	68
Y NM 0109	Citywide Trail Connections (Non-CCK)	No - not capacity	No - not capacity				\$ 275,000			\$ 275,000				
Y NM 0109 001	Finn Hill Connections	No - not capacity	No - not capacity		\$ 250,000					\$ 250,000				
Y NM 0109 002	Lake Front Promenade Design Study	No - study	No - study				\$ 75,000			\$ 75,000				
Y NM 0110 001	Citywide Accessibility Improvements	No - not capacity	No - not capacity		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000				
Y NM 0113	Citywide Greenways Networks	Yes NM2	Yes				\$ 250,000	\$ 250,000	\$ 250,000	\$ 750,000			\$ 750,000	102
Y NM 0113 001	Citywide Greenways Network Project-NE 75th Street	Yes NM2	Yes	\$ 250,000						\$ 250,000			\$ 250,000	34
Y NM 0113 002	Citywide Greenways Network Project-128th Avenue NE	Yes NM2	Yes		\$ 400,000	\$ 400,000				\$ 800,000			\$ 800,000	109
Y NM 0115	CKC Emergent Projects Opportunity Fund	Yes NM3	Yes	\$ 100,000	\$ 100,000					\$ 200,000				
Y NM 0118	NE 128th Street/139th Avenue NE Non-motorized Improvements	No - developer funded	Yes	\$ 800,000						\$ 800,000				
Y NM 0119	Downtown Pedestrian Access Study	No - study	No - study	\$ 50,000						\$ 50,000				
Y NM 0120	108th Avenue NE Sidewalk Improvements at Edith Moulton Park	No - not capacity	No - not capacity	\$ 600,000						\$ 600,000				
Y NM 0122	120th Avenue NE Non-Motorized Improvements	No - not capacity	No - not capacity	\$ 400,000						\$ 400,000				
Y NM 0123	Totem Lake Blvd Non-Motorized Improvements	No - not capacity	No - not capacity	\$ 635,000						\$ 635,000				
Y NM 7777	Annual Non-Motorized CAO/SWDM Surface Water Contribution	No - study	No - study	\$ 1,600,000						\$ 1,600,000				
Y PT 0001	Citywide Transit Study	No - study	No - study	\$ 300,000						\$ 300,000				
Y TR 0079 001	NE 85th St/114th Ave Intersection Improvements Phase II	No - developer funded	Yes	\$ 1,800,000						\$ 1,800,000			\$ 1,800,000	245
Y TR 0082	Central Way/Park Place Center Traffic Signal	No - developer funded	Yes	\$ 200,000						\$ 200,000			\$ 200,000	27
Y TR 0091 101	NE 124th St/124th Ave NE Intersection Improvements - Design	Yes R13	Yes	\$ 398,500						\$ 398,500			\$ 398,500	0
Y TR 0092	NE 116th St/124th Ave NE N-bound Dual Left Turn Lanes	Yes R14	Yes	\$ 976,500	\$ 248,500					\$ 1,225,000			\$ 1,225,000	180
Y TR 0093	NE 132nd St/Juanita H.S. Access Rd Intersect'n Imp	Yes R4	Yes			\$ 1,260,000				\$ 1,260,000			\$ 1,260,000	124
Y TR 0098	NE 132nd St/ 116th Way NE (I-405) Intersect'n Imp	Yes R9	Yes	\$ 238,000	\$ 62,000					\$ 300,000			\$ 300,000	
Y TR 0100 100	6th Street & Central Way Intersection Improvements Phase 2	No - developer funded	Yes	\$ 1,866,800						\$ 1,866,800			\$ 1,866,800	254
Y TR 0103	Central Way/4th Street Intersection Improvements	No - developer funded	Yes	\$ 31,000						\$ 31,000			\$ 31,000	4

Y TR 0104	6th Street/4th Ave Intersection Improvements	No - developer funded	Yes	\$ 580,000							\$ 580,000			\$ 580,000	79
Y TR 0105	Central Way/5th Street Intersection Improvements	No - developer funded	Yes	\$ 564,000							\$ 564,000			\$ 564,000	77
Y TR 0116	Annual Signal Maintenance Program	No - maintenance	No --maintenance	\$ 150,000	\$ 150,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,100,000	\$ 2,600,000			
Y TR 0117	Citywide Traffic Management Safety Improvements	No - safety	No --safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,400,000			
Y TR 0117 002	Vision Zero Safety Improvement	No - safety	No --safety	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 650,000			
Y TR 0117 003	Neighborhood Traffic Control	No - not capacity	No --safety		\$ 50,000		\$ 50,000			\$ 50,000	\$ 150,000	\$ 325,000			
Y TR 0118	General Parking Lot Improvements	No - not capacity	No --not capacity	\$ 100,000							\$ 100,000				
Y TR 0119	Kirkland Citywide Intelligent Transportation System Study	No - study	No --study	\$ 75,000							\$ 75,000				
Y TR 0120	Kirkland Intelligent Transportation System Phase 3	Yes R19,R20	Yes		\$ 450,000	\$ 400,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,200,000			\$ 2,200,000	299
Y TR 0122	Totem Lake Intersection Improvements	Yes depending on scope*	Yes	\$ 3,031,100							\$ 3,031,100			\$ 3,031,100	412
Y TR 0127	NE 132nd Street Roundabout	No - not capacity	No	\$ 320,000							\$ 320,000				
Y TR 7777	Annual Traffic CAO/SWDM Surface Water Contribution	No - not capacity	No	\$ 500,000							\$ 500,000				
											FUNDED TOTAL	\$ 94,544,300		\$ 31,363,500	\$ 4,264
Y ST 0059 102	124th Ave NE Roadway Improvements (North Section)- ROW	Yes R24	Yes								\$ 2,050,800			\$ 2,050,800	279
Y ST 0059 103	124th Ave NE Roadway Improvements (North Section)-Construction	Yes R24	Yes								\$ 6,753,800			\$ 6,753,800	918
Y ST 0063	120th Avenue NE Roadway Improvements (north)	Yes R18*	Yes								\$ 4,500,000			\$ 4,500,000	612
Y ST 0072	NE 120th St Roadway Improvements	Yes R25	Yes								\$ 15,780,600			\$ 15,780,600	2146
Y ST 0077	NE 132nd St Rdwy Imprv.-Phase I (West Section)	Yes R1	Yes								\$ 1,348,000			\$ 1,348,000	183
Y ST 0078	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								\$ 316,000			\$ 316,000	43
Y ST 0079	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								\$ 1,119,000			\$ 1,119,000	152
Y ST 0081	Totem Lake Area Development Opportunity Program	Yes*	Yes								\$ 500,000			\$ 500,000	68
Y PT 0002	Public Transit Speed and Reliability Improvements	Yes T1	Yes								\$ 500,000			\$ 500,000	68
Y PT 0003	Public Transit Passenger Environment Improvements	Yes T2	Yes								\$ 500,000			\$ 500,000	68
Y TR 0091 102	NE 124th St/124th Ave NE Intersection Improvements - ROW	Yes R13	Yes								\$ 55,300			\$ 55,300	8
Y TR 0091 103	NE 124th St/124th Ave NE Intersection Improvements - Const	Yes R13	Yes								\$ 1,144,200			\$ 1,144,200	156
Y TR 0094	NE 132nd St/108th Avenue NE Intersect'n Imp	Yes R5	Yes								\$ 618,000			\$ 618,000	84
Y TR 0095	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	Yes R6	Yes								\$ 366,000			\$ 366,000	50
Y TR 0096	NE 132nd St/124th Ave NE Intersect'n Imp	Yes R7	Yes								\$ 5,713,000			\$ 5,713,000	777
Y TR 0097	NE 132nd St/132nd Ave NE Intersect'n Imp	Yes R8	Yes								\$ 889,000			\$ 889,000	121
Y TR 0125	ITS phase 4	Yes R19,R20	Yes								\$ 2,620,000			\$ 2,620,000	356
Y NM 0012-999	Crosswalk Upgrade program	Yes NM5*	Yes								\$ 4,100,000			\$ 4,100,000	557
Y NM 0086-003	CKC Roadway Crossings	Yes NM3	Yes								\$ 3,370,100			\$ 3,370,100	458
Y NM 0090-100	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1	Yes								\$ 10,650,000			\$ 10,650,000	1448
Y NM 0113 999	Citywide Greenway Network	Yes NM2	Yes								\$ 4,450,000			\$ 4,450,000	605
Y NM 0117	On-Street Bicycle Network Phase I	Yes NM1	Yes								\$ 1,120,000			\$ 1,120,000	152
Y NM 8888 -100	On-street Bicycle Network	Yes NM1	Yes								\$ 3,280,000			\$ 4,400,000	598
Y NM 9999 -100	Sidewalk completion program	Yes NM4*	Yes								\$ 6,096,800			\$ 6,096,800	829
											FUTURE YEAR TOTAL	\$ 149,838,600		\$ 78,960,600	\$ 10,736
											FUNDED TOTAL + UNFUNDED = 20 YEAR TOTAL	\$ 244,382,900		\$ 110,324,100	\$ 15,000
Y NM 0024 201	Cross Kirkland Corridor Opportunity Fund	No	No								\$ 500,000				
Y NM 0031	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No								\$ 2,505,000				
Y NM 0080	Juanita-Kingsgate Pedestrian Bridge at I-405	No	No								\$ 4,500,000				
Y NM 0081	CKC to Redmond Central Corridor Regional Connector	No	No								\$ 1,500,000				
Y NM 0106	Citywide CKC Connections	No	No								\$ 360,000				
Y 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

(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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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.

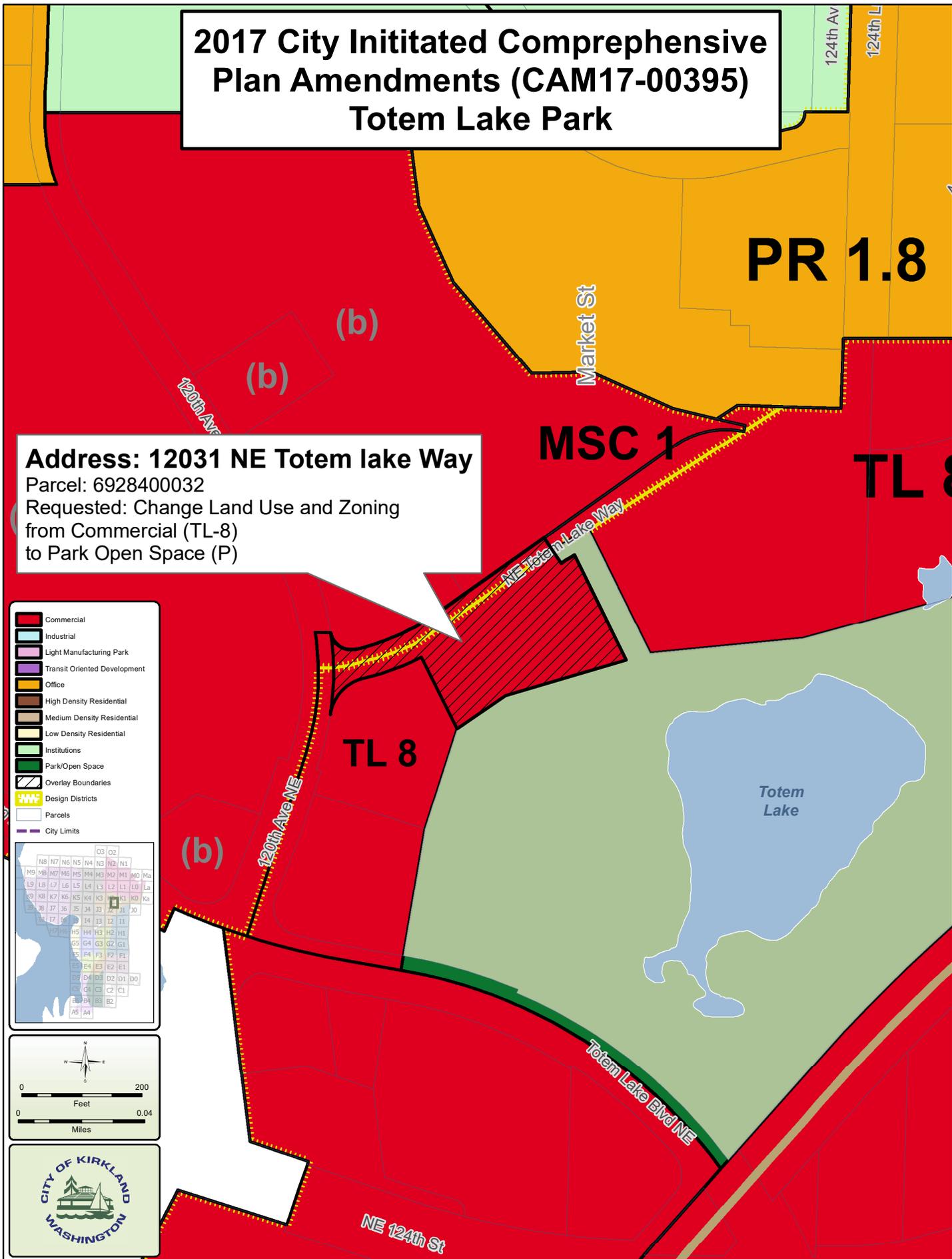
Please let me know if you need more information or have any questions.

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

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



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

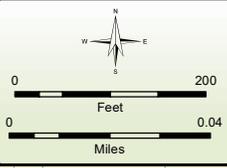
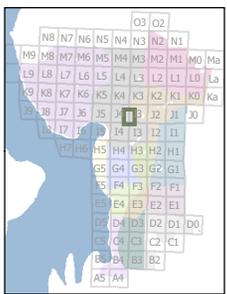
Address: 11812 108th Ave NE
Parcel: 2926059194 and 2926059207
Requested: Change Land Use and Zoning from Low Density Single Family (RSX 7.2) to Park Open Space (P)

TL 1

RSX 7.2

MSC 1

-  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

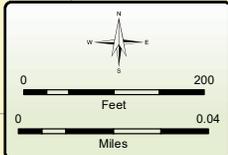
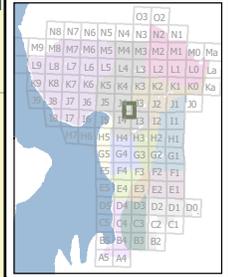
2017 City Initiated Comprehensive Plan Amendments (CAM17-00395) McAuliffe Park

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)

MSC 1

McAuliffe Park

- 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) 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)

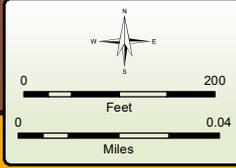
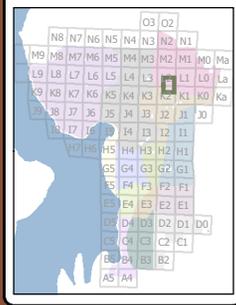
MSC 1

RSA 6

L 1B

TL 3D

- 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 great places where all people 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.

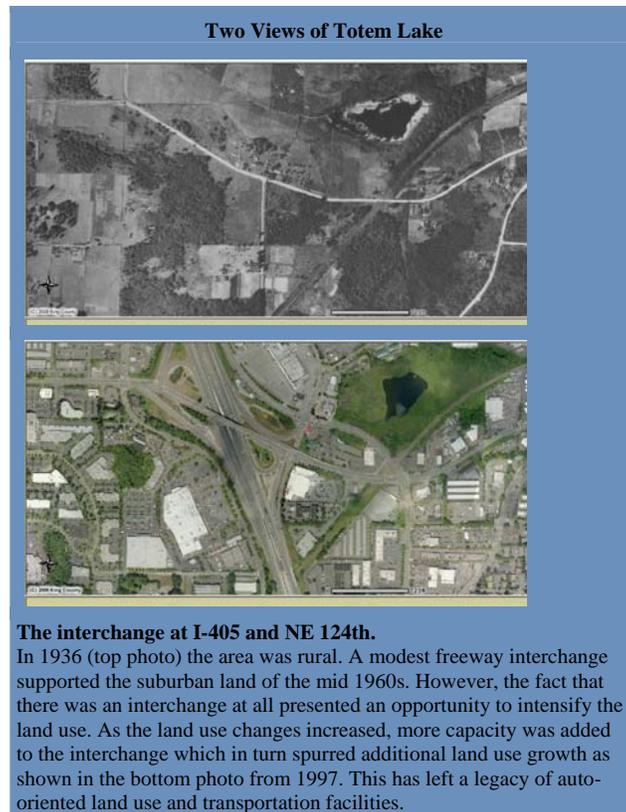
Diversity: A diverse neighborhood allows for easier trip linking and shortens distances between trips. It also promotes higher levels of walking and biking and allows for shared parking because of varied demand times amongst the uses.

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.

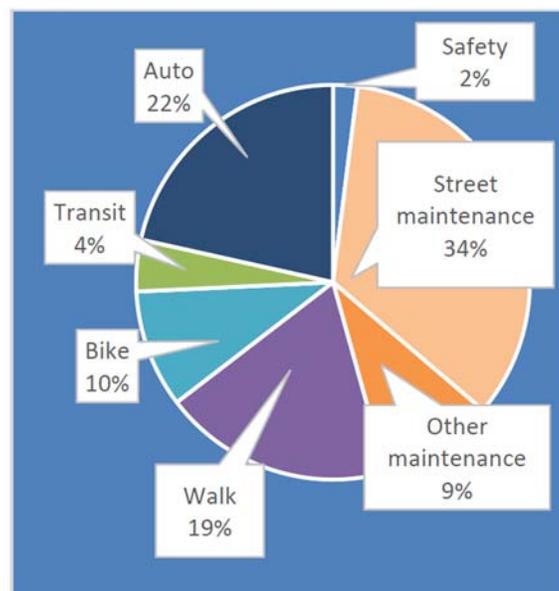
All transportation improvements should be evaluated in terms of their ability to support economic development. In addition to street improvement projects that build capacity for new commercial development, examples of projects that support economic development include bicycle parking improvements that 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.





Puget Sound Regional Council

August 8, 2017

Joan Lieberman-Brill
 City of Kirkland Planning and Building Department
 123 5th Ave
 Kirkland, WA 98033

Subject: PSRC comments on draft 2017 Kirkland Comprehensive Plan amendments

Dear Joan,

Thank you for providing an opportunity for the Puget Sound Regional Council to review the City of Kirkland 2017 Comprehensive Plan amendments. We recognize the significant time and effort invested in the city's comprehensive plan and appreciate the city's work to address comments we had provided on the 2015 periodic update.

The PSRC certification report dated December 31, 2015 identified many outstanding provisions in the city's comprehensive plan. The report also noted two recommendations for future work: a reassessment strategy to address potential transportation funding shortfalls and incorporation of the Growing Transit Communities strategy.

In July 2017, the city provided draft text of two potential amendments to the plan. Based on our review:

- The draft reassessment strategy language as proposed addresses the comment in the 2015 certification report and requirements of the Growth Management Act (RCW 36.70A.070(6)(iv)).
- The draft language in the Transportation element on Growing Transit Communities reaffirms the city's commitment to equitable transit-oriented development and addresses the intent of the comment in the 2015 certification report. As the city continues to plan for its transit station areas, PSRC encourages the city to continue identifying specific policies and actions to implement the recommendations in the [Growing Transit Communities Strategy](#). For example, if the city considers future updates to other neighborhood plans with planned transit investments, the city may also consider incorporating principles related to equitable transit-oriented development.

Thank you again for providing the language and working to address the comments in the certification report. If you have questions or need additional information regarding the review of local plans or the certification process, please contact me at 206-464-6174 or LUnderwood-Bultmann@psrc.org.

Sincerely,

Liz Underwood-Bultmann
 Senior Planner, Growth Management Planning

cc: Review Team, Growth Management Services, Department of Commerce

Joint Letter of Commitment: Climate Change Actions in King County

Climate change is a paramount challenge of this generation and has far-reaching and fundamental consequences for our economy, environment, public health, and safety.

Across King County and its cities, we are already experiencing the impacts of climate change: warming temperatures, acidifying marine waters, rising seas, decreasing mountain snowpack, and less water in streams during the summer.



These changes have the potential for significant impacts to public and private property, resource based economies like agriculture and forestry, and to residents’ health and quality of life.

The decisions we make locally and regionally, such as where our communities will grow and how they will be served by transportation, will set the stage for success or failure in reducing carbon pollution, making sound long-term investments, and ensuring our communities are livable and resilient to climate change impacts.

Current science indicates that to avoid the worst impacts of global warming we need to reduce global greenhouse gas emissions sharply. The King County Growth Management Planning Council – a formal body of elected officials from across King County - voted unanimously on July 23, 2014 to adopt a shared target to reduce countywide sources of greenhouse gas (GHG) emissions, compared to a 2007 baseline, by 25% by 2020, 50% by 2030, and 80% by 2050.

Based on our shared assessment of emissions in King County, and review of potential strategies to reduce emissions, we believe that these targets are ambitious but achievable.

Building on the work of the King County-Cities Climate Collaboration (K4C) - a partnership between the County and cities to coordinate and enhance local government climate and sustainability efforts – more than a dozen cities and the County came together in the first half of 2014 to chart opportunities for joint actions to reduce GHG emissions and accelerate progress towards a clean and sustainable future.

The attached **Principles for Collaboration** and **Joint County-City Climate Commitments** are focused on practical, near-term, collaborative opportunities between cities and King County. These shared commitments build on the significant work that many of our cities and County are already taking. By signing this letter, we pledge our support for the shared vision that these principles and actions represent. Our cities commit to actively pursue those strategies and catalytic actions where our jurisdictions can make the most impact given our size, location, and development patterns.

Through focused, coordinated action, we will maximize the impact of our individual and shared efforts.



Elected Officials of King County and King County Cities



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King County Executive



Larry Phillips
King County Council Chair



Bruce Bassett
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Matthew Larson
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Shari E. Winstead
Mayor, City of Shoreline



Jim Haggerton
Mayor, City of Tukwila



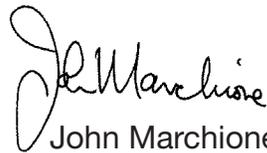
Edward B. Murray
Mayor, City of Seattle



Denis Law
Mayor, City of Renton



Amy Walen
Mayor, City of Kirkland



John Marchione
Mayor, City of Redmond



Fred Butler
Mayor, City of Issaquah



Claudia Balducci,
Mayor, City of Bellevue



Tom Vance
Mayor, City of Sammamish



Lucy Krakowiak
Mayor, City of Burien



Principles for Collaboration

- 1 Climate change is the paramount challenge of our generation, and has fundamental and far-reaching consequences for our economy, environment, and public health and safety.
- 2 Strong action to reduce GHG emissions is needed, and the time is now.
- 3 Local governments can reduce greenhouse gas (GHG) emissions through many decisions related to transportation and land use, energy and green building, forests and farms, and consumption and materials management.
- 4 Many cities in King County have set individual climate goals and are taking steps to reduce local GHG emissions, and we need to build on this leadership.
- 5 Local solutions need to be implemented in ways that build a cleaner, stronger and more resilient regional economy.
- 6 Progress will require deeper engagement with communities of color and low income, immigrant, and youth populations. These communities can be more vulnerable to the impacts of climate change—from increasing flood risks to rising costs of fossil fuels – and historically less likely to be included in community-scale solutions or as leaders. We are committed to work in ways that are fair, equitable, empowering, and inclusive and that also ensure that low income residents do not bear unfair costs of solutions.
- 7 Federal and state policies and laws can help us achieve our goals, but countywide and local policy, programs and partnerships are needed to fill the existing gap to achieve local GHG targets.
- 8 Progress will require deep partnerships between the County, cities, utilities, businesses, nonprofit organizations, and other public sector agencies.
- 9 King County and nine cities have formed the King County-Cities Climate Collaboration (K4C), and we will work to build on this initial pledge, both in increased action and increased participation from additional cities.
- 10 We can accomplish more with a shared vision and coordinated action; collaboration will increase the efficiency of our efforts and magnify the impact of our strategies beyond what each of us could achieve on our own.
- 11 Our cities support the shared vision that the Joint County-City Climate Commitments represent, but it is not the intention that each city will pursue every catalytic action. Cities and King County will actively pursue strategies where they have the most impact and influence.
- 12 We will reconvene at least annually to share progress. We also dedicate a staff point person from our cities and from the County to help coordinate implementation of the following Joint County-City Climate Commitments, and to serve as a point person to the K4C.

Joint County-City Climate Commitments ●○○○



I. Shared Goals

Pathway: Adopt science-based countywide GHG reduction targets that help ensure the region is doing its part to confront climate change.

Catalytic Policy Commitment: Collaborate through the Growth Management Planning Council, Sound Cities Association, and other partners to adopt countywide GHG emissions reduction targets, including mid-term milestones needed to support long-term reduction goals.

Catalytic Project or Program: Build on King County's commitment to measure and report on countywide GHG emissions by sharing this data between cities and partners, establishing a public facing dashboard for tracking progress, and using the information to inform regional climate action.



II. Climate Policy

Pathway: Support strong federal, regional, state, countywide and local climate policy.

Catalytic Policy Commitment: Advocate for comprehensive federal, regional and state science-based limits and a market-based price on carbon pollution and other greenhouse gas (GHG) emissions. A portion of revenue from these policies should support local GHG reduction efforts that align with these Joint County-City Climate Commitments, such as funding for transit service, energy efficiency projects, and forest protection and restoration initiatives.



III. Transportation and Land Use

Pathway: For passenger vehicles and light trucks, reduce vehicle miles traveled by 20% below 2012 levels by 2030 and GHG emissions intensity of fuels by 15% below 2012 levels by 2030.

Catalytic Policy Commitment: Partner to secure state authority for funding to sustain and grow transit service in King County.

Catalytic Policy Commitment: Reduce climate pollution, build our renewable energy economy, and lessen our dependence on imported fossil fuels, by supporting the adoption of a statewide low carbon fuel standard that gradually lowers pollution from transportation fuels.

Catalytic Policy Commitment: Focus new development in vibrant centers that locate jobs, affordable housing, and services close to transit, bike and pedestrian options so more people have faster, convenient and low GHG emissions ways to travel.

Catalytic Project or Program: As practical, for King County and cities developing transit oriented communities around high capacity light rail and transit projects, adopt the Puget Sound Regional Council's Growing Transit Communities Compact. For smaller cities, participate in programs promoting proven alternative technology solutions such as vehicle electrification, as well as joint carpool and vanpool promotional campaigns.

Joint County-City Climate Commitments ○●○○



IV. Energy Supply

Pathway: Increase countywide renewable electricity use 20% beyond 2012 levels by 2030; phase out coal-fired electricity sources by 2025; limit construction of new natural gas based electricity power plants; support development of increasing amounts of renewable energy sources.

Catalytic Policy Commitment: Build on existing state renewable energy commitments including the Washington State Renewable Portfolio Standard (RPS) to partner with local utilities, state regulators and other stakeholders on a countywide commitment to renewable energy resources, including meeting energy demand through energy efficiency improvements and phasing out fossil fuels.

Catalytic Project or Program: In partnership with utilities, develop a package of county and city commitments that support increasingly renewable energy sources, in areas such as community solar, green power community challenges, streamlined local renewable energy installation permitting, district energy, and renewable energy incentives.



V. Green Building and Energy Efficiency

Pathway: Reduce energy use in all existing buildings 25% below 2012 levels by 2030; achieve net-zero GHG emissions in new buildings by 2030.

Catalytic Policy Commitment: Join the Regional Code Collaboration and work to adopt code pathways that build on the Washington State Energy Code, leading the way to “net-zero carbon” buildings through innovation in local codes, ordinances, and related partnerships.

Catalytic Project or Program: Develop a multi-city partnership to help build a regional energy efficiency retrofit economy, including tactics such as: collaborating with energy efficiency and green building businesses, partnering with utilities, expanding on existing retrofit programs, adopting local building energy benchmarking and disclosure ordinances, and encouraging voluntary reporting and collaborative initiatives such as the 2030 District framework.

Joint County-City Climate Commitments ○○●○



VI. Consumption and Materials Management:

Pathway: By 2020, achieve a 70% recycling rate countywide; by 2030, achieve zero waste of resources that have economic value for reuse, resale and recycling.

Catalytic Policy Commitment: Partner through the Metropolitan Solid Waste Management Advisory Committee on policy, projects and programs focused on (1) waste prevention and reuse, (2) product stewardship, recycling, and composting, and (3) beneficial use.

Catalytic Project or Program: Develop a regional strategy through the Comprehensive Solid Waste Management Plan process to reach 70% recycling through a combination of education, incentives and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.



VII. Forests and Farming

Pathway: Reduce sprawl and associated transportation related GHG emissions and sequester biological carbon by focusing growth in urban centers and protecting and restoring forests and farms.

Catalytic Policy Commitment: Partner on Transfer of Development Rights (TDR) initiatives to focus development within the Urban Growth Area, reduce development pressure on rural lands, and protect our most valuable and important resource lands.

Catalytic Project or Program: Protect and restore the health of urban and community trees and forests, for example through public-private-community efforts such as Forterra's Green Cities Partnerships.

Catalytic Project or Program: Partner on collaborative efforts to expand forest and farm stewardship and protection, for example through King Conservation District's farm management planning, landowner incentive, and grant programs.

Catalytic Project or Program: Expand our local food economy, for example by supporting urban and community farming, buying locally produced food, and participating in the Farm City Roundtable forum.

Joint County-City Climate Commitments ○○○●



VIII. Government Operations

Pathway: Reduce GHG emissions from government operations in support of countywide goals.

Policy Commitment: Develop and adopt near and long-term government operational GHG reduction targets that support countywide goals, and implement actions that reduce each local government's GHG footprint.

Catalytic Project or Program: In support of the Section V. Green Building and Energy Efficiency pathway targets to reduce energy use in existing buildings 25% below 2012 levels by 2030 and achieve net-zero GHG emissions in new buildings by 2030: execute energy efficiency projects and initiatives at existing facilities, measure existing building performance through EPA's Energy Star or equivalent program, implement high-efficiency street and traffic light replacement projects, and construct new buildings to LEED or Living Building Challenge standards and infrastructure to equivalent sustainability standards.



IX. Collaboration

Policy Commitment: Participate in or join the King County-Cities Climate Collaboration (K4C) – focused on efforts to coordinate and enhance city and County climate and sustainability efforts – to share case studies, subject matter experts, resources, tools, and to collaborate on grant and funding opportunities.

Catalytic Project or Program: Engage and lead government-business collaborative action through efforts such as the Eastside Sustainable Business Alliance.

RESOLUTION R-5077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND AUTHORIZING THE MAYOR TO SIGN THE KING COUNTY-CITIES CLIMATE COLLABORATION (K4C) JOINT LETTER OF COMMITMENT ON BEHALF OF THE CITY OF KIRKLAND.

WHEREAS, the improvement of public health is furthered by reduced greenhouse gas (GHG) outputs in the region; and

WHEREAS, the City of Kirkland on May 17, 2005, signed a resolution endorsing the U.S. Mayors Climate Protection Agreement; and

WHEREAS, the Kirkland Comprehensive Plan Natural Environment Chapter recognizes the harmful damages to public health and future business impacts of GHG output in the community; and

WHEREAS, The City of Kirkland was a founding city member of the King County-Cities Climate Collaboration; and

WHEREAS, the City Council believes that signing the K4C Joint Letter of Commitment will promote the goal of reducing harmful GHG outputs; and

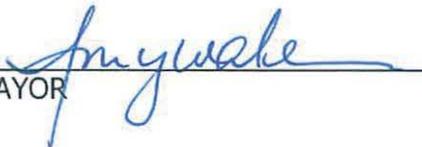
WHEREAS, the City Council supports the K4C Joint Letter of Commitment and finds that this Resolution is aligned with previous climate protection related resolutions approved by the City of Kirkland, City Council such as R-4591 (authorizing International Council for Local Environmental Initiatives membership and participation in the Cities for Climate Protection Campaign - 2006), R-4659 (adopting GHG reduction targets – 2007), and R-4760 (adopting the Climate Protection Action Plan - 2009).

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Mayor is hereby authorized and directed to sign the K4C Joint Letter of Commitment on behalf of the City of Kirkland. A copy of the K4C Joint Letter of Commitments is attached as Exhibit A.

Passed by majority vote of the Kirkland City Council in open meeting this 21st day of October, 2014.

Signed in authentication thereof this 21st day of October, 2014.


MAYOR

Attest:


City Clerk



Joint Letter of Commitment: Climate Change Actions in King County

Climate change is a paramount challenge of this generation and has far-reaching and fundamental consequences for our economy, environment, public health, and safety.

Across King County and its cities, we are already experiencing the impacts of climate change: warming temperatures, acidifying marine waters, rising seas, decreasing mountain snowpack, and less water in streams during the summer.



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Based on our shared assessment of emissions in King County, and review of potential strategies to reduce emissions, we believe that these targets are ambitious but achievable.

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The attached **Principles for Collaboration** and **Joint County-City Climate Commitments** are focused on practical, near-term, collaborative opportunities between cities and King County. These shared commitments build on the significant work that many of our cities and County are already taking. By signing this letter, we pledge our support for the shared vision that these principles and actions represent. Our cities commit to actively pursue those strategies and catalytic actions where our jurisdictions can make the most impact given our size, location, and development patterns.

Through focused, coordinated action, we will maximize the impact of our individual and shared efforts.





KING COUNTY-Cities

CLIMATE COLLABORATION

Elected Officials of King County and King County Cities

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King County Executive

Larry Phillips
King County Council Chair

Bruce Bassett
Mayor, City of Mercer Island

Matthew Larson
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V. Green Building and Energy Efficiency

Pathway: Reduce energy use in all existing buildings 25% below 2012 levels by 2030; achieve net-zero GHG emissions in new buildings by 2030.

Catalytic Policy Commitment: Join the Regional Code Collaboration and work to adopt code pathways that build on the Washington State Energy Code, leading the way to "net-zero carbon" buildings through innovation in local codes, ordinances, and related partnerships.

Catalytic Project or Program: Develop a multi-city partnership to help build a regional energy efficiency retrofit economy, including tactics such as: collaborating with energy efficiency and green building businesses, partnering with utilities, expanding on existing retrofit programs, adopting local building energy benchmarking and disclosure ordinances, and encouraging voluntary reporting and collaborative initiatives such as the 2030 District framework.



Joint County-City Climate Commitments ○○○●○



VI. Consumption and Materials Management:

Pathway: By 2020, achieve a 70% recycling rate countywide; by 2030, achieve zero waste of resources that have economic value for reuse, resale and recycling.

Catalytic Policy Commitment: Partner through the Metropolitan Solid Waste Management Advisory Committee on policy, projects and programs focused on (1) waste prevention and reuse, (2) product stewardship, recycling, and composting, and (3) beneficial use.

Catalytic Project or Program: Develop a regional strategy through the Comprehensive Solid Waste Management Plan process to reach 70% recycling through a combination of education, incentives and regulatory tools aimed at single-family, multi-family residents, businesses, and construction projects in King County.



VII. Forests and Farming

Pathway: Reduce sprawl and associated transportation related GHG emissions and sequester biological carbon by focusing growth in urban centers and protecting and restoring forests and farms.

Catalytic Policy Commitment: Partner on Transfer of Development Rights (TDR) initiatives to focus development within the Urban Growth Area, reduce development pressure on rural lands, and protect our most valuable and important resource lands.

Catalytic Project or Program: Protect and restore the health of urban and community trees and forests, for example through public-private-community efforts such as Forterra's Green Cities Partnerships.

Catalytic Project or Program: Partner on collaborative efforts to expand forest and farm stewardship and protection, for example through King Conservation District's farm management planning, landowner incentive, and grant programs.

Catalytic Project or Program: Expand our local food economy, for example by supporting urban and community farming, buying locally produced food, and participating in the Farm City Roundtable forum.



Joint County-City Climate Commitments ○○○●



VIII. Government Operations

Pathway: Reduce GHG emissions from government operations in support of countywide goals.

Policy Commitment: Develop and adopt near and long-term government operational GHG reduction targets that support countywide goals, and implement actions that reduce each local government's GHG footprint.

Catalytic Project or Program: In support of the Section V. Green Building and Energy Efficiency pathway targets to reduce energy use in existing buildings 25% below 2012 levels by 2030 and achieve net-zero GHG emissions in new buildings by 2030: execute energy efficiency projects and initiatives at existing facilities, measure existing building performance through EPA's Energy Star or equivalent program, implement high-efficiency street and traffic light replacement projects, and construct new buildings to LEED or Living Building Challenge standards and infrastructure to equivalent sustainability standards.



IX. Collaboration

Policy Commitment: Participate in or join the King County-Cities Climate Collaboration (K4C) – focused on efforts to coordinate and enhance city and County climate and sustainability efforts – to share case studies, subject matter experts, resources, tools, and to collaborate on grant and funding opportunities.

Catalytic Project or Program: Engage and lead government-business collaborative action through efforts such as the Eastside Sustainable Business Alliance.

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.