



**CITY OF KIRKLAND**  
**Planning and Building Department**  
**123 5th Avenue, Kirkland, WA 98033**  
**425.587.3600- [www.kirklandwa.gov](http://www.kirklandwa.gov)**

---

**MEMORANDUM**

**To:** Planning Commission

**From:** Janice Coogan, Senior Planner  
Scott Guter, AICP, Senior Planner  
Jeremy McMahan, Deputy Director of Planning and Building Department

**Date:** October 15, 2020

**Subject:** 2020 Comprehensive Plan and Zoning Map Amendments- Public Hearing  
Files: CAM20-00471 (Annual Comprehensive Plan Amendment) and  
CAM18-00741 (Sarabjit Mann Citizen Amendment Request)

**Staff Recommendation**

Conduct a public hearing related to proposed amendments to the Kirkland Comprehensive Plan and amendments to the Kirkland Zoning Map. The proposed amendments include the following:

1. City initiated amendments for the 2020 Miscellaneous Comprehensive Plan amendments and associated Zoning Map amendments.
2. Citizen initiated amendments for the Mann Citizen Amendment Request to change land use designation in Comprehensive Plan and associated Zoning Map amendment.

Following public hearing, make a recommendation to City Council. The Commission will need to make two separate motions – one for all amendments to the Comprehensive Plan and one for all amendment to the Zoning Map.

**Background**

Each year the City identifies potential Comprehensive Plan amendments (CPAs) and brings them forward for review and consideration by the Planning Commission, Houghton Community Council and City Council under Process IV consideration as established by the Kirkland Zoning Code (KZC 160 Chapter). The amendments are reviewed and decided upon through a legislative process and may involve associated Municipal Code, Zoning Code and Zoning Map changes.

The Growth Management Act (GMA) authorizes amendments to the Comprehensive Plan once a year. At a minimum, the City amends the Capital Facilities Element annually to reconcile the Capital Facilities Plan (CFP) with the 6-year Capital Improvement Program (CIP) as required by the GMA. Other amendments are initiated by City staff as needed, including consideration of land use change requests (citizen amendment requests or CARs), park acquisitions, and miscellaneous “housekeeping” amendments. There is no new state legislation necessitating changes during this cycle of amendments.

On September 10, 2020, the Planning Commission (PC) and Houghton Community Council conducted a joint study session on the proposed amendments. The meeting materials for the September 10, 2020 meeting are available for viewing by clicking on this [hyperlink](#). At the meeting, the Houghton Community Council waived their right to hold a public hearing on the amendments because there are only minor revisions within its jurisdiction.

The PC had no specific comments regarding the proposed amendments to the general Comprehensive Plan policies. The PC requested the following information on the Mann CAR:

- Comments from the neighboring properties on the proposed rezone - in particular, those of the low-density single-family neighbors to the east.
- Comments from members of Juanita Neighborhood Association on the proposed rezone.
- Receive a statement from the applicant stating that they are aware of development potential under the current zoning (including newer opportunities for ADU and missing middle housing types) compared to the development potential under the requested rezone and more explanation of their rationale for the rezone.

### **Proposed Amendments**

The following is a summary of the proposed amendments to the Comprehensive Plan under consideration in 2020. Items 1-4 are City initiated and item 5 is citizen initiated:

1. *Capital Facilities Plan (CFP) (Chapter XIII), updates for consistency with 2021-2026 Capital Improvement Program (CIP) and 2021-2022 budget*

The [Capital Facilities Plan \(CFP\) chapter](#) of the Comprehensive Plan is the policy basis for the CIP and is tied to our citywide level of service standards for transportation, utilities, surface water, parks, public safety, and public facility services and improvements. The Growth Management Act requires cities to provide a CFP to ensure we provide adequate facilities for new development that is envisioned in the [Land Use Element](#), to maintain level of service for capital facilities, provide consistency among capital improvement plans, and document all capital projects and their financing.

The purpose of the Capital Facilities Element is three-fold:

- (1) Establish sound fiscal policies to guide Kirkland in planning for public facilities;
- (2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and
- (3) Establish adopted standards for levels of service.

Annual amendments to the CFP must be made as a result from changes to funding or timing of existing capital projects, project completion, or the addition of new projects. Potential amendments are provided by staff from various

departments within the City based on guidance from the City Council.  
Attachment 1 is a summary of the proposed changes to the CIP.

Capital projects are typically projects to construct, acquire, replace, or renovate buildings, infrastructure, land and major equipment that have an estimated cost \$50,000 or more, and have a life span of 10 years or more.

- Attachment 2 contains the updated 2021-2026 CIP Project Tables 5-10 for the six year Capital Facilities Plan that include updates to the six-year Capital Improvement Plan (2021-2026) for all capacity related projects in the City (including Transportation, Utility, Surface Water, Parks, Fire, Public Safety and Facility projects) and reconcile the financing for those projects with the 2021-2022 budget. More information on the proposed CIP is available in the staff memo for the [September 1, 2020, the City Council](#). The following updates to Capital Facilities (CF) Tables are proposed for amendments (Attachment 2):
  - Table 5- Transportation Projects
  - Table 6- Utility Projects
  - Table 7- Surface Water Projects
  - Table 8- Parks Projects
  - Table 9- Public Safety Projects
  - Table 10- Facility Projects
- The following updates to the Capital Facilities Plan Table CF-4, Functional Plans are proposed to reference new adopted functional plans (Attachment 3):
  - Totem Lake Urban Center Enhancement and Multi-modal Transportation Network Plan (Resolution 5316 adopted May 2018)
  - Sustainability Master Plan (*if adopted in time*)

2. *Land Use Element (Chapter VI) and Transportation Element (Chapter IX) for Downtown Urban Center Designation*

On November 5, 2019, King County designated Greater Downtown Kirkland as an Urban Center in the King County Countywide Planning Policies. [The Greater Downtown Kirkland Urban Center Consolidated Plan](#) is available on the City's website. Meanwhile, the City is working with the Puget Sound Regional Council (PSRC) on an application to designate the greater downtown area as a Regional Growth Center. Related work program items to support that designation are the scheduled update to the Moss Bay Neighborhood Plan and the Station Area Plan, scheduled to be completed in 2021. As a result, the Land Use Element needs to be updated to reflect the City of Kirkland's new designation in the Countywide Planning Policies as an Urban Center.

Proposed text amendments to the Land Use Element is included below:

**Policy LU-5.5: ~~Support Propose designating~~ the Greater Downtown area as an Urban Center.**

~~The King County Countywide Planning Policies designate the Greater Downtown as an Urban Center and the Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384.~~ The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland (the Greater Downtown area, see Figure LU-2) meets the requirements for an Urban Center ~~designation~~. The primary advantage of an Urban Center designation ~~would be~~ **is to** opening up potential funding sources for infrastructure in Greater Downtown to support existing and planned growth. The Urban Center designation ~~would is~~ **be** consistent with existing plans for Downtown Kirkland since the designation ~~would~~ **recognizes** the Greater Downtown area as an appropriate place for continued growth. ~~The Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384.~~ **The City has also applied to Puget Sound Regional Council (PSRC) to designate Greater Downtown as a Regional Growth Center.**

3. *City Park Additions and Land Use Designations*

The City purchased two properties in 2018 and 2019 for additions to City Parks:

- Property (PIN 947720-1690) as an expansion of Windsor Vista Park located in the Juanita Neighborhood (see Attachment 4).
- Property (PIN 919410-0940) as an expansion of Juanita Heights Park in the Finn Hill Neighborhood (see Attachment 5).

As a result of these acquisitions, the Comprehensive Plan land use designation of these properties needs to be changed from residential to park/open space on the following maps:

Comprehensive Plan Map Figures:

- [Land Use Map Figure LU- 1 \(see Attachment 6\)](#)
- Juanita Neighborhood Plan Map Figures J-1 to J-8 (see Example of revised map Attachment 7)
- Finn Hill Neighborhood Plan Figures: 4.1, 4.2a, 4.2b, 4.3, 5.1, 5.2, 5.3, 6.1, 6.2, 7.1, 7.2, 7.3, 7.5, 7.6 (see Example of revised map Attachment 8).
- Parks and Open Space Map Figure PR-1 (see Attachment 9)

In addition, the associated zoning for these properties would be changed on the [Zoning Map](#) (link to existing map).

4. *Neighborhood Plan map figure legends and text revisions to reflect the adopted City Wide Connections map contained in Figure T-28*

In 2019, a City wide Street Connections map was adopted in the Transportation Element (Map Figure T-28) showing potential future non-motorized connections. As a follow-up to the ordinance, three map legends in each neighborhood plan (Street Classifications, Pedestrian System, and Bicycle System map figures) need to be revised to refer the reader to the City-Wide Connections Map Figure T-28 and to eliminate the term "desired pedestrian trails connections" (see Example of revised map Attachment 10). Text revisions referring to proposed street

connections related to Figure T-28 or deletions of certain maps will also need to be made to the following neighborhood plans: Kingsgate, Finn Hill, Lakeview, Rose Hill, Totem Lake (see Attachment 11).

- Bridle Trails Neighborhood Plan Figures BT-5, BT-6, BT-7
- Central Houghton Neighborhood Plan Figures CH-4, CH-5
- Everest Neighborhood Figures EV-4, EV-5, EV-6
- Finn Hill Neighborhood Plan Figure FH-7.3
- Juanita Neighborhood Plan Figures J-5, J-6, J-7
- Kingsgate Neighborhood Plan Figures K-4, K-5
- Lakeview Neighborhood Plan Figures L-4, L-5, L-6
- Moss Bay Neighborhood Figures MB-9, MB-10, MB-11
- Rose Hill Neighborhood Plan Figures RH-11, RH-12, delete RH-13 (Street Connections), RH-14, RH-15, RH-16, RH-17,
- Totem Lake Neighborhood Plan Figures TL-5, TL-6, TL-7, TL-8

*The Market-Norkirk-Highlands Neighborhood Plan street classifications, pedestrian system and bicycle system map figures are not on the list above because they are currently being updated with the individual neighborhood plan updates in 2020.*

5. *Sarabjit Mann Citizen Amendment Request, File: CAM18-00741*

The Sarabjit Mann CAR application requests to change the land use designation on the Comprehensive Plan Land Use Map from Low Density Residential 6 dwelling units per acre (LDR 6) to Medium Density 12 dwelling units per acre (MDR 12) on two properties located at 10203 and 10213 NE 124<sup>th</sup> Street. If approved, the Zoning Map would also be amended to rezone the two parcels from RSX 7.2 to RM 3.6 (see Attachment 12).

As part of the 2018 CAR application process, the Planning Commission recommended that this application move forward for further consideration. The City Council agreed with the recommendation and directed the Planning Commission to proceed with further study. The applicant for the Sarabjit Mann CAR submitted this phase 2 application for further consideration.

The application states that the reason for the proposal is the proximity of the properties to the RM 3.6 zone. The properties are also located between Juanita Village and the Village at Totem Lake and gets access from NE 124<sup>th</sup> Street. The applicant believes that building medium density residential (approximately 5 dwellings) would best serve the interest of the community and the units would be more affordable than homes in the RSX 7.2 zone. The applicant believes that under current zoning, development of these properties would be inconsistent with what is being built in the area and by increasing the density it would allow the flexibility to create housing consistent with what's been developed. The

applicant expands on the rationale for the Comprehensive Plan and Zoning Map amendments in Attachment 13.

The properties abut the RM 3.6 zone to the west, which contains a seven building 14-unit condominium and gets direct access from a major arterial, NE 124th Street. The properties are close to high-frequency transit service (routes 230, 231 and 255), and across the street from North Kirkland Community Center and Park. The properties are between two shopping destinations, Juanita Village and Village at Totem Lake, being approximately a half-mile to Juanita Village and one-and-half miles to the Village at Totem Lake.

The proposed change and its relationship with current zoning regulations is provided in a use matrix in Attachment 14 to illustrate the comparison. The existing zoning allows for two single-family homes with ADUs or a development under the City's Cottage, Carriage, 2/3 Unit Homes regulations. If rezoned, five dwelling units may be developed. Additional units may be added per KZC 112 for affordable housing or by adding ADUs per KZC 115.07. Below are two options for development if rezoned to multifamily:

- The first would involve combining the two properties. Under this scenario a minimum of four units must be developed and the development would be required to participate in the affordable housing requirements under KZC 112. Under this chapter an applicant may either add bonus units when adding affordable units or provide a payment in lieu of construction of affordable housing.
- The second scenario involves not combining the two properties. This could still result in five dwelling units, but the applicant would not be required to participate in the affordable housing requirements under KZC 112.
- ADUs may be added to either of these scenarios.

The Planning Commission expressed concern over the potential of not receiving affordable housing with the rezone. The Commission also wanted to hear from the neighborhood association and surrounding neighbors regarding the proposal. Public comments received related to the proposed CAR are included in Attachment 15.

If the rezone is approved, the property's land use designation would be changed and the following maps amended:

Comprehensive Plan Map Figures:

- [Land Use Map Figure LU-1](#)
- Juanita Neighborhood Plan Map Figures J-1-J-8 (For example of one of the draft map figures see Attachment 7)

In addition, the associated zoning for these properties would be changed on the [Zoning Map](#) (link to existing map)

Staff encouraged the applicant to discuss the application with neighbors before City public notice was issued (see Attachment 13 for response).

*Staff Recommendation:*

Staff supports the proposed Comprehensive Plan and Zoning Map amendments. At the time of this memo, staff has received feedback from the Juanita Neighborhood and no comments from the surrounding neighbors on the proposal (see Attachment 15). Of the comments received there is a general concern with adding density without adequate infrastructure. The proximity of the properties to transit and park services is adequate to serve the number of units with this rezone.

The property is immediately adjacent to existing multifamily areas and expanding the multifamily boundary could be accomplished with limited impact on the adjoining low density areas. The parcels do have direct access to NE 124<sup>th</sup> Street, an arterial, so no new substantive transportation impacts are identified. In addition, the change would result in a minor increase to the allowed number of dwelling units and development intensity for the property.

Staff would like to hear from the community before or during the public hearing but is in general in support of the proposed amendment.

**Public Outreach**

Zoning Code Chapters 130, 140 and 160 describe the Process IV process for legislative and citizen amendment requests to amend the Comprehensive Plan and Zoning Map. Per the code requirements, public notices were distributed earlier than the required 14 calendar days before the public hearing, notice of the amendments was published in the official newspaper, and posted on official notification boards of the City, and on the City's website. For land use designation changes and rezoning property, public notice boards were installed in front of the three properties for the CAR and Park property rezones and public hearing notices mailed to surrounding property owners and residents prior to the public hearing. A project webpage for the CAR is at:

[https://www.kirklandwa.gov/depart/planning/Code\\_Updates/Projects/Citizen\\_Initiated\\_Requests.htm](https://www.kirklandwa.gov/depart/planning/Code_Updates/Projects/Citizen_Initiated_Requests.htm) See Phase II review.

To date, no public comments were received related to the general amendments. Public comments received to date related to the Mann CAR are included in Attachment 15.

**Criteria for amending the Comprehensive Plan**

KZC Section 140.25 lists the factors to consider for Comprehensive Plan amendments. The City shall take into consideration, but is not be limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

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

*The proposed City initiated amendments don't have substantive effects on these environments, with the exception of the proposed amendments to the Capital Facilities Plan Element that are intended to mitigate demands on public services associated with growth. The proposed citizen initiated amendment is a minor change that has not substantive effects on these environments. Environmental impacts are addressed in the SEPA Addendum review document to the 2015 Comprehensive Plan EIS contained in the official files.*

2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods.  
*The land use changes to reflect park acquisitions will be consistent with the intended park use. The proposed citizen amendment request will be consistent with the adjacent multifamily use and the residential character of the surrounding neighborhood.*
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.  
*The revised Capital Facilities Plan ensures infrastructure keeps pace with new development and growth and the funds for major capital projects are allocated accordingly. The proposed park changes expand park facilities for public use. The proposed Mann CAR land use change is located in an area with adequate facilities and services and will not affect those public facilities and services.*
4. The quantity and location of land planned for the proposed land use type and density.  
*Proposed land use changes will bring the and land use designation of park property into consistency with intended use of the properties. The proposed citizen amendment request is adjacent to existing medium multifamily development and can easily be folded into this land use type will little impact to the neighborhood.*
5. The effect, if any, upon other aspects of the Comprehensive Plan.  
*Proposed amendments have been reviewed to ensure internal consistency with the General Elements of the Comprehensive Plan.*

KZC Section 140.30 lists the criteria that must be met to amend the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act.
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 Kirkland Comprehensive Plan.

4. The amendment will result in long-term benefits to the community and is in the best interest of the community.

*Staff Conclusions:*

The proposed city-initiated amendments to the Comprehensive Plan are consistent with the above criteria, Comprehensive Plan, Growth Management Act and Countywide Planning Policies. The amendments to the Capital Facilities Plan Element are intended to mitigate demands on public services associated with growth and the funds for major capital projects are allocated accordingly. The proposed park changes expand park facilities for public use.

The proposed Mann CAR request for additional density in the RM 3.6 zone in the Juanita Neighborhood will have a minor increase in additional affordable and market rate housing than if retained as single family residential. Increasing the residential density of the property is located close to shops, services, and transit. The proposed amendment is consistent with the Growth Management Act, county wide planning policies, Kirkland's Comprehensive Plan by focusing residential growth in an area with higher density and well served by transit, parks, community, and retail services.

KZC Section 130.20 relates to amendments to the Zoning Map criteria. The City may decide to approve a legislative rezone only if it finds that:

1. Conditions have substantially changed since the property was given its present zoning or the proposal implements the policies of the Comprehensive Plan; and
2. The proposal bears a substantial relationship to the public health, safety, or welfare; and
3. The proposal is in the best interest of the community of Kirkland.

*Staff Conclusions:*

The proposed amendments to the Zoning Map for the rezones are consistent with the above criteria, implement the policies in the Comprehensive Plan and expanding the RM 3.6 zone line to the east are in keeping with the public health, safety, welfare and in the interest of the community.

**Compliance with State Environmental Policy Act- Environmental Review**

A SEPA addendum to the City of Kirkland 2015 Comprehensive Plan Update Draft and Final Environmental Impact Statement was issued on October 12, 2020 and is contained in the official files in the Planning and Building Department. The SEPA Addendum compares the difference in impacts between the existing and revised Comprehensive Plan policies and concludes that the proposed amendments would not result in new impacts beyond those identified in the Comprehensive Plan Environmental Impact Statement.

### **Submittal of draft plans to the Department of Commerce**

Under RCW 36.70A.106, the City is required to submit a Notice of Intent to Adopt along with the proposed amendments to the Washington Department of Commerce (DOC) at least sixty days prior to final adoption. DOC reviews the draft plans to confirm that they are consistent with the GMA, and with multi-regional and region planning policies. The City submitted the Intent to Adopt forms and the Draft Plans on September 23, 2020.

### **Next Steps**

The next steps for the final decision of the annual Comprehensive Plan and Zoning Map amendments include the following meetings:

- December 8, 2020: City Council final decision and adoption
- January 25, 2021: Houghton Community Council final decision

### **Attachments:**

1. CFP summary of project changes
2. CFP Project Tables CF-5-10
3. CFP Table CF-4
4. Windsor Vista Park rezone location, land use and rezone map change
5. Juanita Heights Park rezone location, land use and rezone map change
6. Draft Comprehensive Plan Land Use Map Figure LU-1
7. Example of Juanita Neighborhood Plan map change for WV Park plus T-28 change
8. Example of Finn Hill Neighborhood Plan map change for JH Park
9. Draft Parks and Open Space Map Figure PR-1
10. Example of North Rose Hill neighborhood plan map legend change related to T-28
11. Text changes and map changes to Neighborhood Plans related to T-28
12. Mann CAR rezone location, land use and rezone map change
13. Mann CAR email response to PC request for information
14. Mann CAR land use matrix
15. Public comments received to date for Mann CAR

cc:

File: CAM20-00471

File: CAM18-00741

Sarabjit Mann

Parties of Record (CAM18-00741)

Parties of Record (CAM20-00471)

City staff:

Sandi Hines [Shines@kirklandwa.gov](mailto:Shines@kirklandwa.gov)

Rod Steitzer [Rsteitzer@kirklandwa.gov](mailto:Rsteitzer@kirklandwa.gov)

Hunter Richards [HRichards@kirklandwa.gov](mailto:HRichards@kirklandwa.gov)

Joel Pfundt [jpfundt@kirklandwa.gov](mailto:jpfundt@kirklandwa.gov)

Mary Gardocki [mgardocki@kirklandwa.gov](mailto:mgardocki@kirklandwa.gov)

## CFP TABLES MODIFICATION SUMMARY 2021 to 2026

### Changes from Adopted 2019 to 2024

#### Table CF-5 – Capital Facilities Plan: Transportation Projects 2021-2026

##### SOURCES OF FUNDS

No Changes

##### USES OF FUNDS

##### Removed/Completed Projects:

NMC 00610	Street Levy-Safe School Walk Routes
NMC 09800	Kirkland Ave Sidewalk Improvements

##### New Projects:

STC 00608	Local Road Maintenance
STC 00609	Totem Lake Boulevard & 120 <sup>th</sup> Avenue NE Preservation
STC 10700	NE 85 <sup>th</sup> Street Ped/Bike Connection 114 <sup>th</sup> Ave NE to 6 <sup>th</sup> St
STC 10800	NE 85 <sup>th</sup> Street and 6 <sup>th</sup> Street Westbound Transit Queue Jump
STC 10900	NE 85 <sup>th</sup> Street Eastbound Third Lane 120 <sup>th</sup> Ave NE to 122 <sup>nd</sup> Ave NE
NMC 08720	NE 131 <sup>st</sup> Way/90 <sup>th</sup> Ave NE Nonmtrzd Impr. (97 <sup>th</sup> Ave NE to NE 134 <sup>th</sup> St) Scope & Design
NMC 12500	CKC Lighting 120 <sup>th</sup> Avenue NE to NE 124 <sup>th</sup> Street
NMC 12600	School & Transit Connector Sidewalk on 120 <sup>th</sup> Avenue NE
NMC 12700	Juanita Drive Nonmotorized Improvements 79 <sup>th</sup> Way NE to NE 120 <sup>th</sup> St
NMC 12800	CKC/Eastrail Crossing Study at 132 <sup>nd</sup> Ave NE
NMC 087xx	19 <sup>th</sup> Ave NE/4 <sup>th</sup> St Sidewalks and Crossing of Market Street (unfunded)
NMC 087xx	Reflective Flashing Beacon at 106 <sup>th</sup> Ave NE Crossing NE 68 <sup>th</sup> St (unfunded)
NMC 087xx	NE 124 <sup>th</sup> Street Sidewalk (unfunded)

##### Changed Projects:

STC 00600	Annual Street Preservation (budget change)
STC 00603	Street Levy Street Preservation (budget change)
STC 00604	Central Way Street Preservation (budget change)
STC 05913	124 <sup>th</sup> Ave NE Roadway Improvements (North Section) Construction (budget change)
STC 08313	100 <sup>th</sup> Avenue NE Roadway Improvements (North Section) (budget change)
STC 08314	100 <sup>th</sup> Ave NE Roadway Improvements (Mid-North Section) (budget change)
STC 08900	Juanita Drive Intersection and Safety Improvements (budget change)
STC 99990	Regional Inter-Agency Coordination (budget change)
NMC 05700	Annual Sidewalk Maintenance Program (budget change)
NMC 08700	Citywide School Walk Route Enhancements (budget change)
NMC 11010	Citywide Accessibility Improvements (budget change)
NMC 11300	Citywide Greenways Networks (budget change)
TRC 11600	Annual Signal Maintenance Program (budget change)
TRC 11700	Citywide Traffic Management Safety Improvements (budget change)
TRC 11702	Vision Zero Safety Improvements (budget change)
TRC 12000	Kirkland Intelligent Transportation System Phase 3 (budget change)
TRC 13500	100 Ave NE/Simonds Road Intersection Improvements (budget change)
TRC 13600	100 <sup>th</sup> Ave NE/145 <sup>th</sup> St Intersection Improvements (budget change)
TRC 13800	NE 100 <sup>th</sup> Street/132 <sup>nd</sup> Ave NE Intersection Improvements (moved to funded from unfunded, budget change)
TRC 13900	NE 85 <sup>th</sup> St/132 <sup>nd</sup> Ave NE Dual Left Turn Lanes (budget change)
PTC 00400	108 <sup>th</sup> Avenue NE Transit Queue Jump – Phase I (timing change)
PTC 00500	108 <sup>th</sup> Avenue NE Transit Queue Jump – Phase II (timing change)

**Table CF-6 – Capital Facilities Plan: Utility Projects 2021-2026**

SOURCES OF FUNDS  
No Changes

USES OF FUNDS

**Removed/Completed Projects:**

WAC 88880	Annual Watermain Replacement Program
WAC 99990	Annual Water Pump Station/System Upgrade Program
SSC 88880	Annual Sanitary Pipeline Replacement Program
SSC 99990	Annual Sanitary Pump Station/System Upgrade Program

**New Projects:**

WAC 16900	NE 85 <sup>th</sup> St and I-405 Watermain Relocation
SSC 08600	8 <sup>th</sup> Avenue W Sewermain Improvements
SSC 08700	West of Market Sewermain Replacement Predesign

**Changed Projects:**

WAC 05700	116 <sup>th</sup> Ave NE Watermain Replacement (moved from unfunded to funded, budget change)
WAC 12900	South Reservoir Seismic & Recoating Construction (timing change)
WAC 13400	5 <sup>th</sup> Avenue S/8 <sup>th</sup> Street S watermain Replacement (timing change)
WAC 13700	NE 73 <sup>rd</sup> Street Watermain Replacement (moved from unfunded to funded, budget change)
WAC 14900	Lake Washington Blvd Watermain Replacement (moved from unfunded to funded, budget change)
WAC 15700	8 <sup>th</sup> Avenue W Watermain Improvement (timing change)
WAC 16000	126 <sup>th</sup> Avenue NE Watermain Replacement (timing change)
WAC 16400	NE 116 <sup>th</sup> Place Watermain Replacement (timing change, budget change)
WAC 16700	11 <sup>th</sup> Avenue Watermain Replacement (timing change, budget change)
WAC 16800	11 <sup>th</sup> Place Watermain Replacement (timing change, budget change)
SSC 06200	NE 108 <sup>th</sup> Street Sewermain Replacement (timing change, budget change)
SSC 07710	West of Market Sewermain Replacement Phase I (timing change)

**Table CF-7 – Capital Facilities Plan: Surface Water Projects 2021-2026**

SOURCES OF FUNDS  
No changes

USES OF FUNDS

**Removed/Completed Projects:**

SDC 05400	Forbes Creek/Cross Kirkland Corridor Fish Passage Improvements
SDC 12100	Kirkland Advanced Mitigation Project

**New Projects:**

SDC 12700	Storm Rehabilitation at Rose point Lift Station
SDC 12800	NE 85 <sup>th</sup> Street/122 <sup>nd</sup> Avenue NE Stormwater Improvements
SDC 12900	NE Juanita Drive Storm Failure Near 86 <sup>th</sup> Avenue NE
SDC 13200	Water Quality Treatment and Infiltration at NE 111 <sup>th</sup> PI/127 <sup>th</sup> PI NE
SDC 13300	Bioretention, Water Quality Treatment, and Storage at 126 <sup>th</sup> Ave NE

SDC 13900	122 <sup>nd</sup> Avenue NE Storm Replacement
SDC 14000	Holiday Drive Conveyance Improvement Study
SDC 14100	Storm Line Rehabilitation on NE 136 <sup>th</sup> Street
SDC 14200	93 <sup>rd</sup> Avenue NE Hillside Improvements

**Changed Projects:**

SDC 04700	Annual Replacement of Aging/Failing Infrastructure (budget change)
SDC 04900	Forbes Creek/108 <sup>th</sup> Avenue NE Fish Passage Improvements (timing change, budget change)
SDC 05300	Forbes Creek/Coors Pond Channel Grade Controls (timing change, budget change)
SDC 06300	Everest Creek – Slater Avenue at Alexander Street (budget change)
SDC 09000	Goat Hill Drainage Ditch Conveyance & Channel Stabilization (budget change)
SDC 09200	Juanita Creek Culvert at NE 137 <sup>th</sup> Street (budget change)
SDC 10000	Brookhaven Pond Modifications (timing change)
SDC 10800	Maintenance Center SW Pollution Prevention (budget change)
SDC 10900	Holmes Point Drive Pipe Replacement – Phase 2 Outfall (budget change)
SDC 12500	NE 120 <sup>th</sup> Street Water Quality Treatment (budget change)

**Table CF-8 – Capital Facilities Plan: Parks Projects 2021-2026**

SOURCES OF FUNDS

**Added:**

External Sources for Indoor Recreation & Aquatic Facility Study  
External Sources for Green Loop Master Plan & Acquisition

USES OF FUNDS

**Removed/Completed Projects:**

PKC 12100	Green Kirkland Forest Restoration Program
PKC 15300	Synthetic Turf Playfields Master Plan (removed, unfunded)

**New Projects:**

PKC 15900	Off Leash Dog Areas
PKC 16100	McAuliffe Park Sanitary Sewer
PKC 16200	Wayfinding and Park Signage Program Plan
PKC 16300	Trail Upgrades
PKC 16400	Peter Kirk Park – Fencing and Drainage Improvements (unfunded)
PKC 16500	Skate Park Upgrades (unfunded)
PKC 16600	Brink Park Gun Mount Renovation (unfunded)
PKC 16700	O.O. Denny Park Improvements – Sand Volleyball (unfunded)
PKC 16800	Spray Park (unfunded)
PKC 16900	Marina Park Dock and Shoreline Renovations (unfunded)
PKC 17000	ADA Compliance Upgrades

**Changed Projects:**

PKC 06600	Parks, Play Areas & Accessibility Enhancements (budget change)
PKC 13310	Dock & Shoreline Renovations (budget change)
PKC 13320	City School Playfield Partnership (Kamiakan) (budget change)
PKC 13330	Neighborhood Park Land Acquisition (budget change)
PKC 15100	Park Facilities Life Cycle Projects (budget change)

PKC 15200	O.O. Denny Park Improvements – Picnic Shelter (budget change)
PKC 15400	Indoor Recreation & Aquatic Facility Study (timing change)
PKC 15500	Green Loop Master Plan & Acquisition (timing change, budget change)
PKC 15600	Park Restrooms Renovation/Replacement Program (timing change)
PKC 15700	Neighborhood Park Development Program (budget change)

**Table CF-9 – Capital Facilities Plan: Public Safety Projects 2021-2026**

SOURCES OF FUNDS

No Changes

USES OF FUNDS

**Removed/Completed Projects:**

PSC 08000 Emergency Generators

**New Projects:**

PSC 30080 Temporary Fire Station (unfunded)

**Changed Projects:**

PSC 06300	Air Fill Station Replacement (budget change)
PSC 07100	Self Contained Breathing Apparatus (SCBA) (budget change)
PSC 07600	Personal Protective Equipment (budget change)
PSC 10000	Police Equipment Replacement (budget change)
PSC 20000	Fire Equipment Replacement (budget change)
PSC 30040	Fire Station 21 Expansion & Remodel (Unfunded, budget change)
PSC 30050	Fire Station 22 Expansion & Remodel (Unfunded, budget change)
PSC 30060	Fire Station 26 Expansion & Remodel (Unfunded, budget change)
PSC 30070	Fire Station 27 Replacement (Unfunded, budget change)

**Table CF-10 – Capital Facilities Plan: Facility Projects 2021-2026**

SOURCES OF FUNDS

No changes

USES OF FUNDS

**Changed Projects:**

GGC 00800	Electrical, Energy Management & Lighting Systems (budget change)
GGC 00900	Mechanical/HVAC Systems Replacements (budget change)
GGC 01000	Painting, ceilings, Partition & Window Replacements (budget change)
GGC 01100	Roofing, Gutter, Siding and Deck Replacements (budget change)
GGC 01200	Flooring Replacements (budget change)

Table CF - 5  
Capital Facilities Plan: Transportation Projects -- 2021-2035

Revenue Type	Revenue Source	2021	2022	2023	2024	2025	2026	Six-Year Total	2027 - 2035
Local	Gas Tax	660,000	673,000	686,000	700,000	700,000	700,000	4,119,000	5,899,700
Local	Gas Tax (Transportation Package)	200,000	200,000	250,000	150,000	200,000	200,000	1,200,000	2,200,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	2,970,000
Local	Real Estate Excise Tax 1 (REET 1)	736,000	766,400	733,000	717,000	550,000	950,000	4,552,400	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	1,189,000	1,311,000	1,251,100	1,211,900	965,000	1,537,000	7,465,000	13,750,000
Local	Street Levy	2,733,000	2,760,000	2,788,000	2,816,000	2,816,000	2,816,000	16,729,000	28,407,000
Local	Solid Waste	386,000	393,000	401,000	409,000	417,000	425,000	2,431,000	3,300,000
Local	Surface Water	500,000	541,000	500,000	130,000	30,000	333,000	2,034,000	5,500,000
Local	Impact Fees	1,500,000	1,500,000	1,319,500				4,319,500	11,000,000
Local	Prior Years	439,000						439,000	
Local	REET 2 Reserves	404,000	150,000	2,230,200	350,000			3,134,200	
Local	Debt	4,000,000	3,982,000	1,568,500		4,336,200	2,569,000	2,985,000	15,825,400
External	Unsecured Grants	3,484,000	7,642,000	7,780,000		1,680,000		17,872,000	20,506,000
External	Secured Grants								
	Subtotal 2021-2026 Fund Sources	16,501,000	20,188,400	19,777,300	12,690,100	8,517,000	10,216,000	87,889,800	121,802,100
Total Sources		16,501,000	20,188,400	19,777,300	12,690,100	8,517,000	10,216,000	87,889,800	121,802,100
								<b>Total 2021 - 2035 Revenue</b>	<b>209,691,900</b>

Use of Funds

CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP						Six-Year Funded CIP 2021-2026	2027-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2021	2022	2023	2024	2025	2026			
STC 00600	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 950,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 1,700,000	\$ 9,450,000	\$ 15,300,000	
STC 00603	Street Levy Street Preservation	No - maintenance	No - maintenance	\$ 1,683,000	\$ 2,460,000	\$ 2,488,000	\$ 2,516,000	\$ 2,516,000	\$ 2,516,000	\$ 14,179,000	\$ 22,644,000	
STC 00604	Central Way Street Preservation	No - maintenance	No - maintenance	\$ 1,500,000						\$ 1,500,000		
STC 00608	Local Road Maintenance	No - maintenance	No - maintenance	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 450,000	
STC 00609	Totem Lake Boulevard & 120th Ave NE Preservation	Yes	Yes	\$ 555,000						\$ 555,000		
STC 05912	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes	\$ 802,000						\$ 802,000		
STC 05913	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes	\$ 8,465,000	\$ 935,000					\$ 9,400,000		
STC 08000	Annual Striping Program	No - maintenance	No - maintenance	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 4,500,000	
STC 08313	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	\$ 1,527,000	\$ 203,900					\$ 1,730,900		
STC 08314	100th Avenue NE Roadway Imps (Mid-North Section)	Yes R10	Yes	\$ 2,584,000						\$ 2,584,000		
STC 08900	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	\$ 980,000	\$ 1,477,500	\$ 2,338,000				\$ 4,795,500		
STC 10700	NE 85th Street Ped/Bike Connection 114th Ave NE to 6th Street	Yes	Yes	\$ 870,000	\$ 2,450,000	\$ 3,580,000				\$ 6,900,000		
STC 10800	NE 85th St and 6th St Westbound Transit Queue Jump	Yes	Yes	\$ 1,300,000						\$ 1,300,000		
STC 10900	NE 85th Street Eastbound Third Lane 120th Ave NE to 122nd Ave NE	Yes	Yes	\$ 439,000		\$ 2,700,000				\$ 3,139,000		
STC 99990	Regional Inter-Agency Coordination	No - not capacity	No - not capacity		\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 410,000	\$ 738,000	
NMC 00620	Street Levy-Pedestrian Safety	No - safety	No - safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 1,350,000	
NMC 05700	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000	
NMC 08700	Safer Routes to School Action Plans Implementation	Yes NM4*	Yes	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 3,300,000	\$ 4,950,000	
NMC 11010	NE 131st Way/90th Ave NE Nonmot. Impr. (97th Ave NE to NE 134th St) Scope & Citywide Accessibility Improvements	No	No							\$ 439,000		
NMC 11300	Citywide Greenways Networks	Yes NM2	Yes		\$ 450,000	\$ 100,000	\$ 50,000	\$ 100,000		\$ 2,400,000	\$ 900,000	
NMC 12500	CKC Lighting 120th Avenue NE to NE 124th Street	No	No	\$ 680,000						\$ 680,000		
NMC 12600	School & Transit Connector Sidewalk on 120th Avenue NE	Yes	Yes	\$ 130,000						\$ 130,000		
NMC 12700	Juanita Drive Nonmotorized Improvements 79th Way NE to NE 120th St	Yes	Yes	\$ 680,000						\$ 680,000		
NMC 12800	CKC/Eastrail Crossing Study at 132nd Avenue NE	No	No	\$ 100,000						\$ 100,000		
TRC 11600	Annual Signal Maintenance Program	No - maintenance	No - safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 900,000	
TRC 11700	Citywide Traffic Management Safety Improvements	No - safety	No - safety		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000		\$ 200,000	\$ 450,000	
TRC 11702	Vision Zero Safety Improvement	No - not capacity	No - safety	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000	\$ 450,000	
TRC 11703	Neighborhood Traffic Control	No - not capacity	No - safety	\$ 50,000						\$ 50,000	\$ 225,000	
TRC 12000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes		\$ 244,100	\$ 455,900		\$ 1,710,000		\$ 2,410,000		
TRC 12400	116th Avenue NE/NE 124th Street Intersection Improvements	Yes	Yes	\$ 565,000						\$ 565,000		
TRC 13500	100th Avenue NE/Simonds Road Intersection Imps	Yes R10	Yes	\$ 582,000						\$ 582,000		
TRC 13600	100th Avenue NE/145th Street Intersection Imps	Yes R10	Yes	\$ 424,000	\$ 150,000					\$ 574,000		
TRC 13800	NE 100th Street/132nd Avenue NE Intersection Improvements	Yes R10	Yes						\$ 2,558,000	\$ 2,558,000		
TRC 13900	NE 85th St/132nd Ave NE Dual Left Turn Lanes	Yes	Yes	\$ 350,000						\$ 350,000		
PTC 00400	108th Avenue NE Transit Queue Jump - Phase 1	Yes	Yes			\$ 1,717,000	\$ 1,898,300	\$ 1,260,000		\$ 4,875,300		
PTC 00500	108th Avenue NE Transit Queue Jump - Phase 2	Yes	Yes			\$ 1,893,200	\$ 2,437,900	\$ 1,309,000		\$ 5,640,100		
				\$ 16,501,000	\$ 20,188,400	\$ 19,777,300	\$ 12,690,100	\$ 8,517,000	\$ 10,216,000	\$ 87,889,800		
STC 06300	120th Avenue NE Roadway Improvements (north)	Yes R18*	Yes								\$ 4,500,000	
STC 07200	NE 120th St Roadway Improvements	Yes R25	Yes								\$ 15,780,600	
STC 07700	NE 132nd St Rdwy Imprv-Phase I (West Section)	Yes R1	Yes								\$ 1,739,000	
STC 07800	NE 132nd St Rdwy Imprv-Phase II (Mid Section)	Yes R2	Yes								\$ 408,000	
STC 07900	NE 132nd St Rdwy Imprv-Phase III (East Section)	Yes R3	Yes								\$ 1,444,000	
STC 08100	Totem Lake Area Development Opportunity Program	Yes*	Yes								\$ 500,000	
STC 08315	100th Avenue NE Roadway Improvements (Mid-South Section)	Yes R10	Yes								\$ 5,530,000	
STC 08316	100th Avenue NE Roadway Improvements (South Section)	Yes R10	Yes								\$ 3,619,000	
STC 09400	Holmes Point Dr NE Road Embankment Stabilization Location 1	No - maintenance	No - maintenance								\$ 246,000	
STC 09500	Holmes Point Dr NE Road Embankment Stabilization Location 2	No - maintenance	No - maintenance								\$ 412,000	
STC 09600	Holmes Point Dr NE Road Embankment Stabilization Location 3	No - maintenance	No - maintenance								\$ 503,000	
STC 09700	Holmes Point Dr NE Road Embankment Stabilization Location 4	No - maintenance	No - maintenance								\$ 551,000	
STC 09800	Holmes Point Dr NE Road Embankment Stabilization Location 5	No - maintenance	No - maintenance								\$ 232,000	
STC 09900	Champaigne Pl Road NE Embankment Stabilization	No - maintenance	No - maintenance								\$ 563,000	
STC 10000	62nd Ave NE Road Embankment Stabilization	No - maintenance	No - maintenance								\$ 823,000	
STC 10100	114th Ave NE Road Reconstruction	No - maintenance	No - maintenance								\$ 1,900,000	
STC 10200	90th Ave NE Road Surface Water Drainage Repair	No - maintenance	No - maintenance								\$ 420,000	
PTC 00200	Public Transit Speed and Reliability Improvements	Yes T1	Yes								\$ 500,000	
PTC 00300	Public Transit Passenger Environment Improvements	Yes T2	Yes								\$ 500,000	
TRC 09500	NE 132nd St/Fire Stn Access Dr Intersect'n Imp	Yes R6	Yes								\$ 480,000	
TRC 09600	NE 132nd St/124th Ave NE Intersect'n Imp	Yes R7	Yes								\$ 7,400,000	
TRC 09700	NE 132nd St/132nd Ave NE Intersect'n Imp	Yes R8	Yes								\$ 1,150,000	
TRC 12500	Kirkland ITS Implementation Phase 4	Yes R19, R20	Yes								\$ 2,620,000	
TRC 12800 ^	6th Street S/5th Place/CKC Transit Signal Priority	Yes	Yes								\$ 2,600,000	
TRC 12900 ^	NE 53rd Street Intersection Improvements	Yes	Yes								\$ 4,345,000	
TRC 13000 ^^	NE 145th Street/Juanita-Woodinville Way Intersection Imps	Yes	Yes								\$ 2,100,000	
TRC 13100 ^^	NE 80th Street/120th Avenue NE Intersection Improvements	Yes	Yes								\$ 1,700,000	
TRC 13200 ^^	100th Avenue NE/132nd Street Intersection Improvements	Yes R10	Yes								\$ 1,647,000	
TRC 13300 ^^	100th Avenue NE/Juanita-Woodinville Way Intersection Imps	Yes R10	Yes								\$ 2,161,000	
TRC 13400 ^^	100th Avenue NE/137th Street Intersection Improvements	Yes R10	Yes								\$ 1,475,000	
NMC 01299	Crosswalk Upgrade Program	Yes NM5*	Yes								\$ 4,100,000	
NMC 08630	CKC Roadway Crossings	Yes NM3	Yes								\$ 3,370,100	
NMC 09011	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1, NM4	Yes								\$ 10,650,000	
NMC 11100 ^	108th Avenue NE Bicycle Lane Upgrades	Yes	Yes								\$ 845,000	
NMC 11399	Citywide Greenway Network	Yes NM2	Yes								\$ 4,450,000	
NMC 11700	On-Street Bicycle Network Phase I	Yes NM1	Yes								\$ 1,120,000	
NM 88881	On-street Bicycle Network	Yes NM1	Yes								\$ 3,280,000	
NM 99991	Sidewalk Completion Program	Yes NM4*	Yes								\$ 6,096,800	
											\$ 155,517,500	
											\$ 243,407,300	
NMC 02421	Cross Kirkland Corridor Opportunity Fund	No	No								\$ 500,000	
NMC 03100	Crestwoods Park/CKC Corridor Ped/Bike Facility	No	No		</							

**Table CF - 6**  
**Capital Facilities Plan: Utility Projects**

(Updated 8-19-2020)

**SOURCE OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	Utility Rates	4,789,400	4,861,200	5,083,000	5,400,000	5,770,000	5,770,000	31,673,600
Local	Connection Fees	425,000	1,325,000	1,085,000	945,000	945,000	945,000	5,670,000
Local	Reserves	1,702,000	1,209,400	1,680,000	370,000	1,400,000		6,361,400
External	Intergovernmental	513,600	1,198,400					1,712,000
<b>Total Sources</b>		<b>7,430,000</b>	<b>8,594,000</b>	<b>7,848,000</b>	<b>6,715,000</b>	<b>8,115,000</b>	<b>6,715,000</b>	<b>45,417,000</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
WAC 05200	108th Avenue NE Watermain Replacement	809,600						809,600
WAC 05700	116th Ave NE Watermain Replacement					400,000	2,700,000	3,100,000
WAC 12900	South Reservoir Seismic & Recoating Construction	1,200,000	2,800,000					4,000,000
WAC 13400	5th Avenue S / 8th Street S Watermain Replacement	565,400	1,184,600					1,750,000
WAC 13700	NE 73rd Street Watermain Replacement			1,440,900	1,659,100			3,100,000
WAC 14900	Lake Washington Blvd Watermain Replacement					500,000	1,317,600	1,817,600
WAC 15700	8th Avenue W Watermain Improvement		554,400	571,500				1,125,900
WAC 16000	126th Avenue NE Watermain Improvement		1,500,000					1,500,000
WAC 16400	NE 116th Place Watermain Replacement						233,400	233,400
WAC 16700	11th Avenue Watermain Replacement						460,000	460,000
WAC 16800	11th Place Watermain Replacement						650,000	650,000
WAC 16900	NE 85th St and I-405 Watermain Relocation	4,855,000	1,655,000					6,510,000
SSC 06200	NE 108th Street Sewermain Replacement				2,243,400	4,145,100	1,354,000	7,742,500
SSC 07710	West of Market Sewermain Replacement Phase I			4,317,600	2,812,500	3,069,900		10,200,000
SSC 08600	8th Avenue W Sewermain Improvement		400,000	1,518,000				1,918,000
SSC 08700	West of Market Sewermain Replacement Predesign		500,000					500,000
<b>Total Funded Utility Projects</b>		<b>7,430,000</b>	<b>8,594,000</b>	<b>7,848,000</b>	<b>6,715,000</b>	<b>8,115,000</b>	<b>6,715,000</b>	<b>45,417,000</b>
<b>SURPLUS (DEFICIT) of Resources</b>		<b>-</b>						

**Table CF - 7**  
**Capital Facilities Plan: Surface Water Utility Projects**

(Updated 8-19-2020)

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	Utility Rates	1,811,000	1,941,500	2,800,000	2,738,000	2,638,000	4,505,500	16,434,000
Local	Reserves	50,000	50,000	50,000	50,000	50,000	50,000	300,000
External	Grants	351,500	795,100					1,146,600
<b>Total Sources</b>		<b>2,212,500</b>	<b>2,786,600</b>	<b>2,850,000</b>	<b>2,788,000</b>	<b>2,688,000</b>	<b>4,555,500</b>	<b>17,880,600</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
SDC 04700	Annual Replacement of Aging/Failing Infrastructure	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
SDC 04900	Forbes Creek / 108th Avenue NE Fish Passage Improvements					395,100	1,128,000	1,523,100
SDC 05300	Forbes Creek / Coors Pond Channel Grade Controls					200,000	1,040,000	1,240,000
SDC 06300	Everest Creek - Slater Avenue at Alexander Street			430,000	620,000			1,050,000
SDC 08100	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SDC 09000	Goat Hill Drainage Ditch Conveyance & Channel Stabilization	359,000	1,123,100					1,482,100
SDC 09200	Juanita Creek Culvert at NE 137th Street	169,500		1,080,000	350,000			1,599,500
SDC 10000	Brookhaven Pond Modifications					200,000	500,000	700,000
SDC 10500	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SDC 10800	Maintenance Center Storm Water Pollution Prevention Plan	350,000						350,000
SDC 10900	Holmes Point Drive Pipe Replacement - Phase 2 Outfall	169,000						169,000
SDC 12500	NE 120th Street Water Quality Treatment	65,000						65,000
SDC 12700	Storm Rehabilitation at Rose Point Lift Station						487,900	487,900
SDC 12800	NE 85th Street/122nd Avenue NE Stormwater Improvements			165,000	210,000			375,000
SDC 12900	NE Juanita Drive Storm Failure Near 86th Avenue NE			225,000				225,000
SDC 13200	Water Quality Treatment and Infiltration at NE 111th Pl/127th Pl NE	300,000	1,113,500					1,413,500
SDC 13300	Bioretention, Water Quality Treatment, and Storage at 126th Ave NE	200,000						200,000
SDC 13900	122nd Avenue NE Storm Replacement				488,500	504,000		992,500
SDC 14000	Holiday Drive Conveyance Improvement Study			350,000				350,000
SDC 14100	Storm Line Rehabilitation on NE 136th Street				569,500	480,500		1,050,000
SDC 14200	93rd Avenue NE Hillside Improvements					308,400	849,600	1,158,000
<b>Total Funded Surface Water Utility Projects</b>		<b>2,212,500</b>	<b>2,786,600</b>	<b>2,850,000</b>	<b>2,788,000</b>	<b>2,688,000</b>	<b>4,555,500</b>	<b>17,880,600</b>

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

**Table CF - 8  
Capital Facilities Plan: Parks Projects**

(Updated 8-19-2020)

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	Real Estate Excise Tax	172,000	62,000	1,118,500	858,500	692,000	347,000	3,250,000
Local	Reserves	162,000	169,000	146,000	160,400	150,200	243,200	1,030,800
Local	Kirkland Park Levy	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000
Local	Impact Fees	1,200,000	1,200,000	1,200,000	1,209,600	1,190,000	1,200,000	7,199,600
Local	Carryover Prior Year Savings	100,000	-	-	-	-	-	100,000
External	King County Park Levy	353,000	353,000	353,000	353,000	353,000	353,000	2,118,000
External	Grants		160,000	720,000	560,000	560,000	560,000	2,560,000
<b>Total Sources</b>		<b>2,237,000</b>	<b>2,194,000</b>	<b>3,787,500</b>	<b>3,391,500</b>	<b>3,195,200</b>	<b>2,953,200</b>	<b>17,758,400</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
PKC 04900	Open Space, Park Land & Trail Acq Grant Match Program	100,000						100,000
PKC 06600	Parks, Play Areas & Accessibility Enhancements	150,000	140,000	160,000	150,000	370,000	400,000	1,370,000
PKC 13310	Dock & Shoreline Renovations	500,000	525,000	300,000	300,000			1,625,000
PKC 13320	City School Playfield Partnership (Kamiakin)			200,000	100,000		100,000	400,000
PKC 13330	Neighborhood Park Land Acquisition	1,050,000	1,200,000	1,200,000	600,000	730,000	400,000	5,180,000
PKC 15100	Park Facilities Life Cycle Projects	162,000	169,000	146,000	160,400	150,200	243,200	1,030,800
PKC 15200	O.O. Denny Park Improvements - Picnic Shelter	275,000						275,000
PKC 15400	Indoor Recreation & Aquatic Facility Study			160,000				160,000
PKC 15500	Green Loop Master Plan & Acquisition		160,000	560,000	560,000	560,000	560,000	2,400,000
PKC 15600	Park Restrooms Renovation/Replacement Program			791,500	791,500			1,583,000
PKC 15700	Neighborhood Park Development Program					300,000		300,000
PKC 15900	Off Leash Dog Areas				609,600	460,000	800,000	1,869,600
PKC 16100	McAuliffe Park Sanitary Sewer					325,000		325,000
PKC 16200	Wayfinding and Park Signage Program Plan			150,000		300,000	250,000	700,000
PKC 16300	Trail Upgrades			120,000			200,000	320,000
PKC 17000	ADA Compliance Upgrades				120,000			120,000
<b>Total Funded Parks Projects</b>		<b>2,237,000</b>	<b>2,194,000</b>	<b>3,787,500</b>	<b>3,391,500</b>	<b>3,195,200</b>	<b>2,953,200</b>	<b>17,758,400</b>

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

**Table CF-9**  
**Capital Facilities Plan: Public Safety Projects**

(Updated 8-19-2020)

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	General Fund	172,500	125,900	963,100	1,067,100	391,300	281,300	3,001,200
Local	General Fund Cash							-
Local	REET 1							-
Local	REET 1 Reserves							-
Local	Debt							-
<b>Total Sources</b>		<b>172,500</b>	<b>125,900</b>	<b>963,100</b>	<b>1,067,100</b>	<b>391,300</b>	<b>281,300</b>	<b>3,001,200</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
PSC 06300	Air Fill Station Replacement				86,200	87,900		174,100
PSC 07100	Self Contained Breathing Apparatus (SCBA)			767,100	115,100		35,800	918,000
PSC 07600	Personal Protective Equipment	6,800	6,900	7,100	678,500	7,300	7,500	714,100
PSC 20000	Fire Equipment Replacement	43,000	8,300	28,600	27,000	29,800	77,100	213,800
<b>Subtotal Funded Fire Projects</b>		<b>49,800</b>	<b>15,200</b>	<b>802,800</b>	<b>906,800</b>	<b>125,000</b>	<b>120,400</b>	<b>2,020,000</b>
PSC 10000	Police Equipment Replacement	122,700	110,700	160,300	160,300	266,300	160,900	981,200
<b>Subtotal Funded Police Projects</b>		<b>122,700</b>	<b>110,700</b>	<b>160,300</b>	<b>160,300</b>	<b>266,300</b>	<b>160,900</b>	<b>981,200</b>
<b>Total Funded Public Safety Projects</b>		<b>172,500</b>	<b>125,900</b>	<b>963,100</b>	<b>1,067,100</b>	<b>391,300</b>	<b>281,300</b>	<b>3,001,200</b>
<b>SURPLUS (DEFICIT) of Resources</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

(Updated 8-19-2020)

**SOURCES OF FUNDS**

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
Local	General Fund Cash							-
Local	Carryover Prior Year Savings							-
Local	General Government Reserves	1,244,300	150,300	935,800	922,300	384,800	557,300	4,194,800
Local	Other Reserves							-
Local	Stormwater Management Reserves							-
Local	Water/Sewer Reserves							-
<b>Total Sources</b>		<b>1,244,300</b>	<b>150,300</b>	<b>935,800</b>	<b>922,300</b>	<b>384,800</b>	<b>557,300</b>	<b>4,194,800</b>

**USES OF FUNDS****Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>2025</i>	<i>2026</i>	<i>Six-Year Total</i>
GGC 00800	Electrical, Energy Management & Lighting Systems	27,200	96,400	28,400	152,600	23,400	170,000	498,000
GGC 00900	Mechanical/HVAC Systems Replacements	14,600	12,000	406,800	299,400	141,700	51,000	925,500
GGC 01000	Painting, Ceilings, Partition & Window Replacements	59,900	13,500	140,800	292,200	57,000	178,900	742,300
GGC 01100	Roofing, Gutter, Siding and Deck Replacements	970,100		337,100	20,200	8,000	7,400	1,342,800
GGC 01200	Flooring Replacements	172,500	28,400	22,700	157,900	154,700	150,000	686,200
<b>Total Funded Facility Projects</b>		<b>1,244,300</b>	<b>150,300</b>	<b>935,800</b>	<b>922,300</b>	<b>384,800</b>	<b>557,300</b>	<b>4,194,800</b>

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

**Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.**

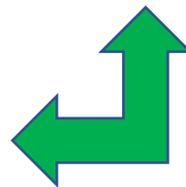
The following documents have been reviewed and taken into consideration during the development of the [Capital Facilities Element](#). These are considered to be “functional or management plans.” They are intended to be more detailed, often noting technical specifications and standards. They are designed to be an implementation tool rather than a policy-guiding document.

**Table CF-4**

**Functional and Management Plans**

City of Kirkland Fire Strategic Plan
City of Kirkland Water System Plan
City of Kirkland Sewer Plan
City of Kirkland Capital Improvement Programs
City of Kirkland Surface Water Master Plan
City of Kirkland Transportation Master Plan
City of Kirkland Active Transportation Plan
City of Kirkland Commute Trip Reduction Basic Plan
City of Kirkland Natural Resource Management Plan
City of Kirkland Urban Forestry Strategic Management Plan
City of Kirkland Parks, Recreation and Open Space Plan
City of Kirkland Downtown Strategic Plan
City of Kirkland Housing Strategy Plan

**Add the following functional plans to Table CF-4:**  
 -Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan (R-5316)  
 -Sustainability Master Plan (*if adopted in time*)



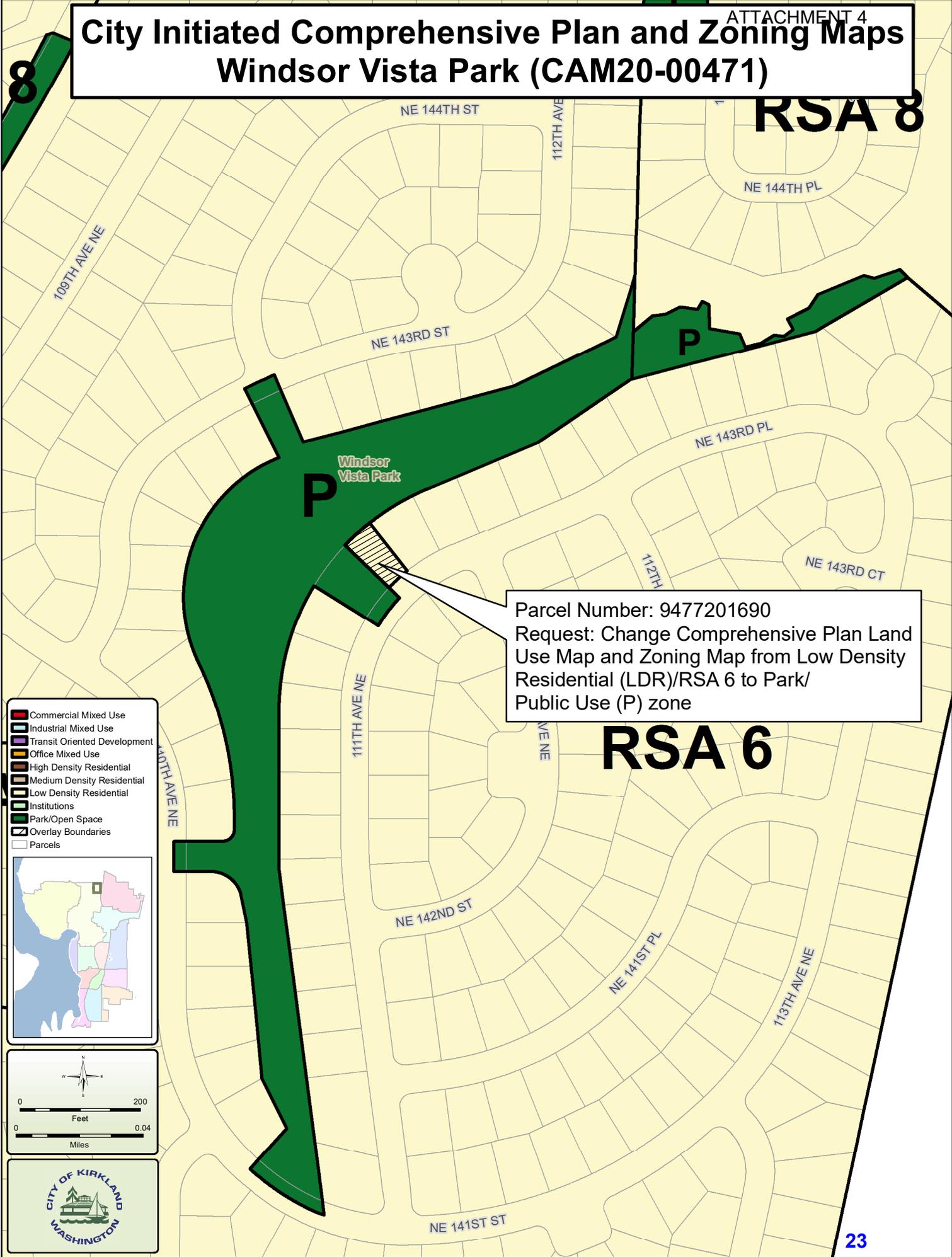
City of Kirkland Climate Protection Action Plan
City of Kirkland <a href="#">Shoreline Master Program</a>
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
Woodinville Water District Plan
Lake Washington School District Capital Facilities Plan

***Policy CF-7.1: In the event of any inconsistency between the City's Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.***

As required under the Growth Management Act, the Comprehensive Plan is the overall plan to which all other functional plans must be consistent. Table CF-4 above lists the City's major functional and management plans. As functional and management plans are updated, they may result in proposed revisions to the Comprehensive Plan.

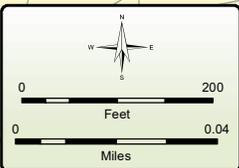
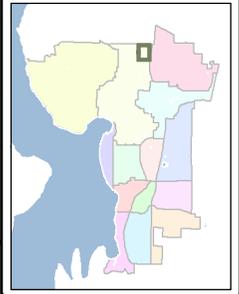
# City Initiated Comprehensive Plan and Zoning Maps Windsor Vista Park (CAM20-00471)

ATTACHMENT 4



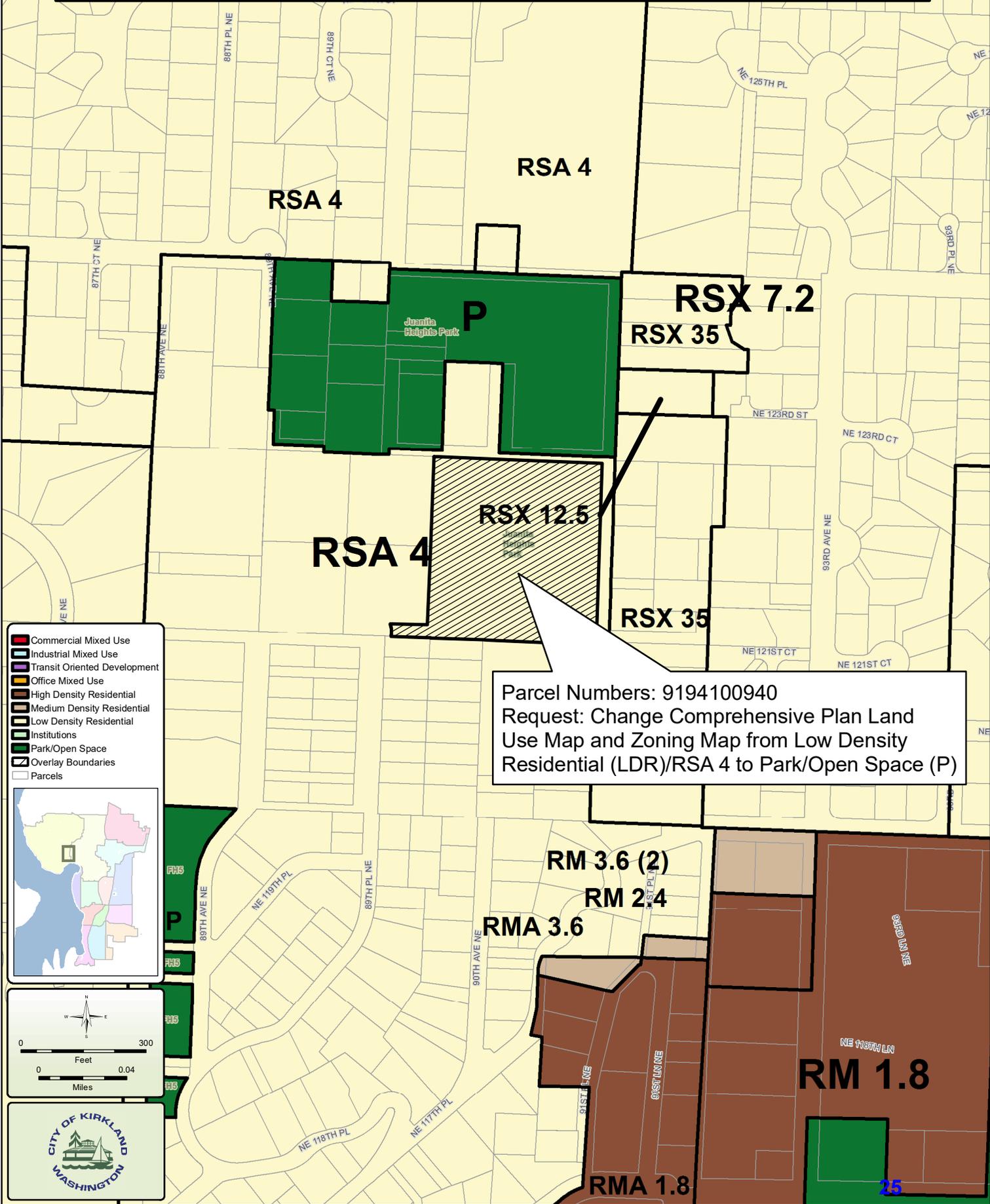
Parcel Number: 9477201690  
Request: Change Comprehensive Plan Land Use Map and Zoning Map from Low Density Residential (LDR)/RSA 6 to Park/ Public Use (P) zone

- Commercial Mixed Use
- Industrial Mixed Use
- Transit Oriented Development
- Office Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Parcels



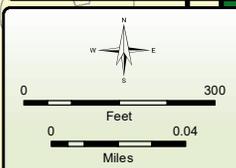
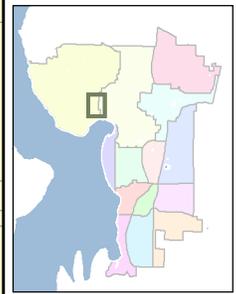


# City Initiated Comprehensive Plan and Zoning Maps Juanita Heights Park (CAM20-00471)

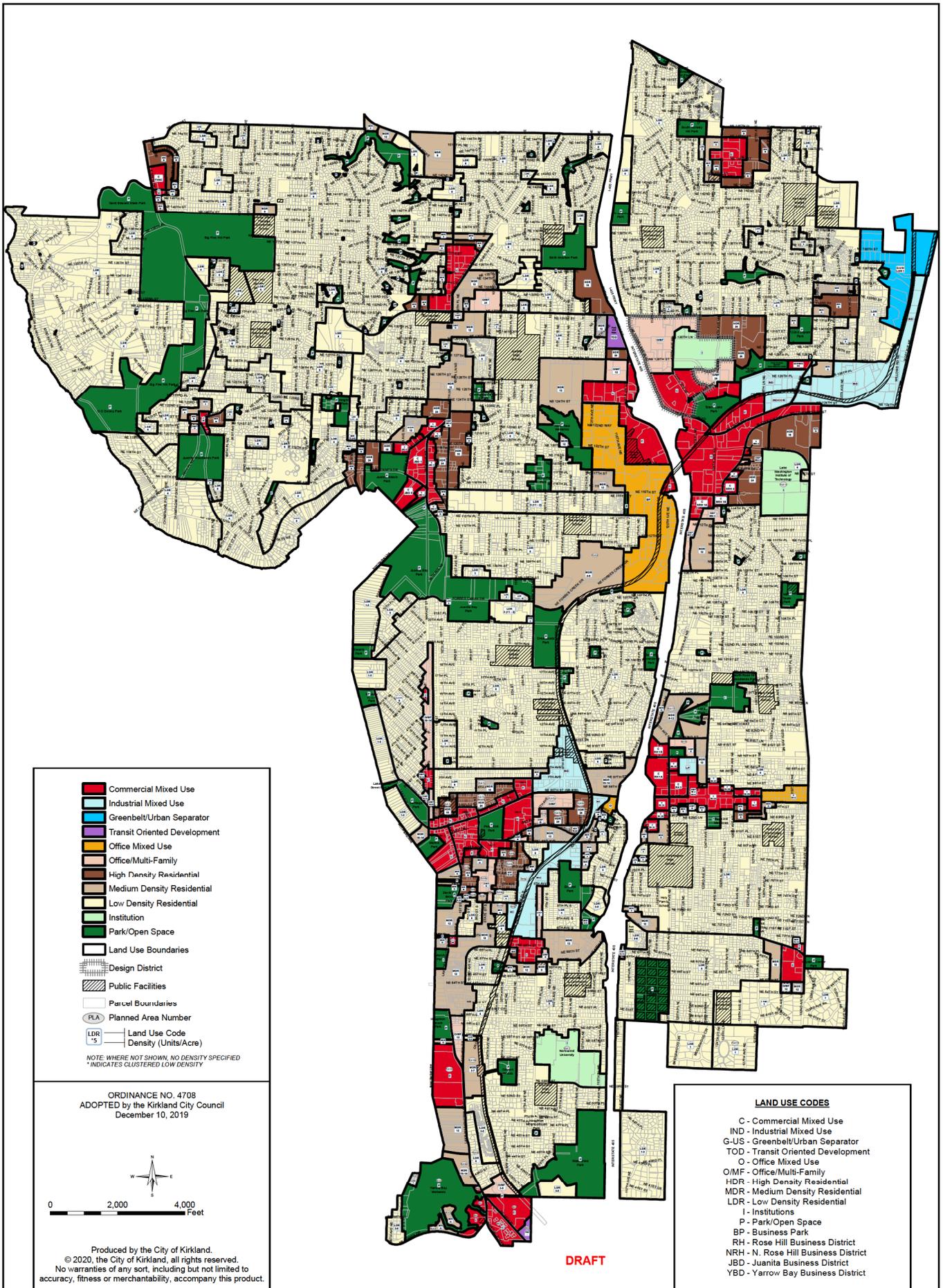


Parcel Numbers: 9194100940  
 Request: Change Comprehensive Plan Land Use Map and Zoning Map from Low Density Residential (LDR)/RSA 4 to Park/Open Space (P)

- Commercial Mixed Use
- Industrial Mixed Use
- Transit Oriented Development
- Office Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Parcels







- Commercial Mixed Use
- Industrial Mixed Use
- Greenbelt/Urban Separator
- Transit Oriented Development
- Office Mixed Use
- Office/Multi-Family
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institution
- Park/Open Space
- Land Use Boundaries
- Design District
- Parcel Boundaries
- Planned Area Number
- Land Use Code
- Density (Units/Acre)

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

ORDINANCE NO. 4708  
ADOPTED by the Kirkland City Council  
December 10, 2019



0      2,000      4,000  
Feet

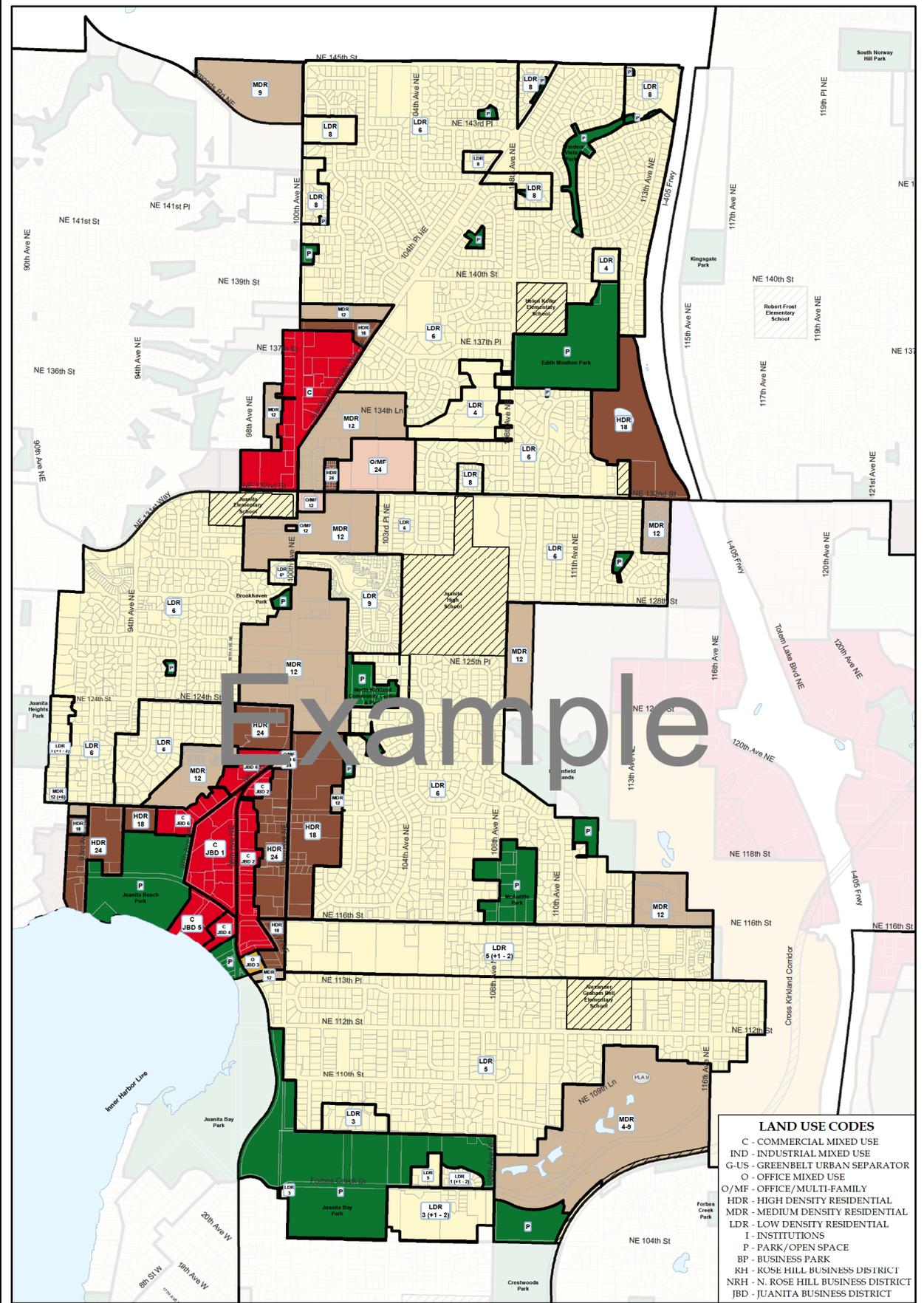
Produced by the City of Kirkland.  
© 2020, the City of Kirkland, all rights reserved.  
No warranties of any sort, including but not limited to  
accuracy, fitness or merchantability, accompany this product.

**LAND USE CODES**

- C - Commercial Mixed Use
- IND - Industrial Mixed Use
- G-US - Greenbelt/Urban Separator
- TOD - Transit Oriented Development
- O - Office Mixed Use
- O/MF - Office/Multi-Family
- HDR - High Density Residential
- MDR - Medium Density Residential
- LDR - Low Density Residential
- I - Institutions
- P - Park/Open Space
- BP - Business Park
- RH - Rose Hill Business District
- NRH - N. Rose Hill Business District
- JBD - Juanita Business District
- YBD - Yarrow Bay Business District

DRAFT





**LAND USE CODES**

- C - COMMERCIAL MIXED USE
- IND - INDUSTRIAL MIXED USE
- G-US - GREENBELT URBAN SEPARATOR
- O - OFFICE MIXED USE
- O/MF - OFFICE/MULTI-FAMILY
- HDR - HIGH DENSITY RESIDENTIAL
- MDR - MEDIUM DENSITY RESIDENTIAL
- LDR - LOW DENSITY RESIDENTIAL
- I - INSTITUTIONS
- P - PARK / OPEN SPACE
- BP - BUSINESS PARK
- RH - ROSE HILL BUSINESS DISTRICT
- NRH - N. ROSE HILL BUSINESS DISTRICT
- IBD - JUANITA BUSINESS DISTRICT

## Juanita Neighborhood Land Use Map

ORDINANCE NO. 4624  
 ADOPTED by the Kirkland City Council  
 December 12, 2017

LAND USE BOUNDARIES	PARCEL BOUNDARIES
PUBLIC FACILITIES	PLANNED AREA NUMBER
<b>DRAFT</b>	LAND USE CODE DENSITY (UNITS/ACRE)
<p>NOTE: WHERE NOT SHOWN, NO DENSITY SPECIFIED                  * INDICATES CLUSTERED LOW DENSITY</p>	

Maps produced September 22, 2020.  
 Produced by the City of Kirkland. © 2020, the City of Kirkland, all rights reserved.  
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.





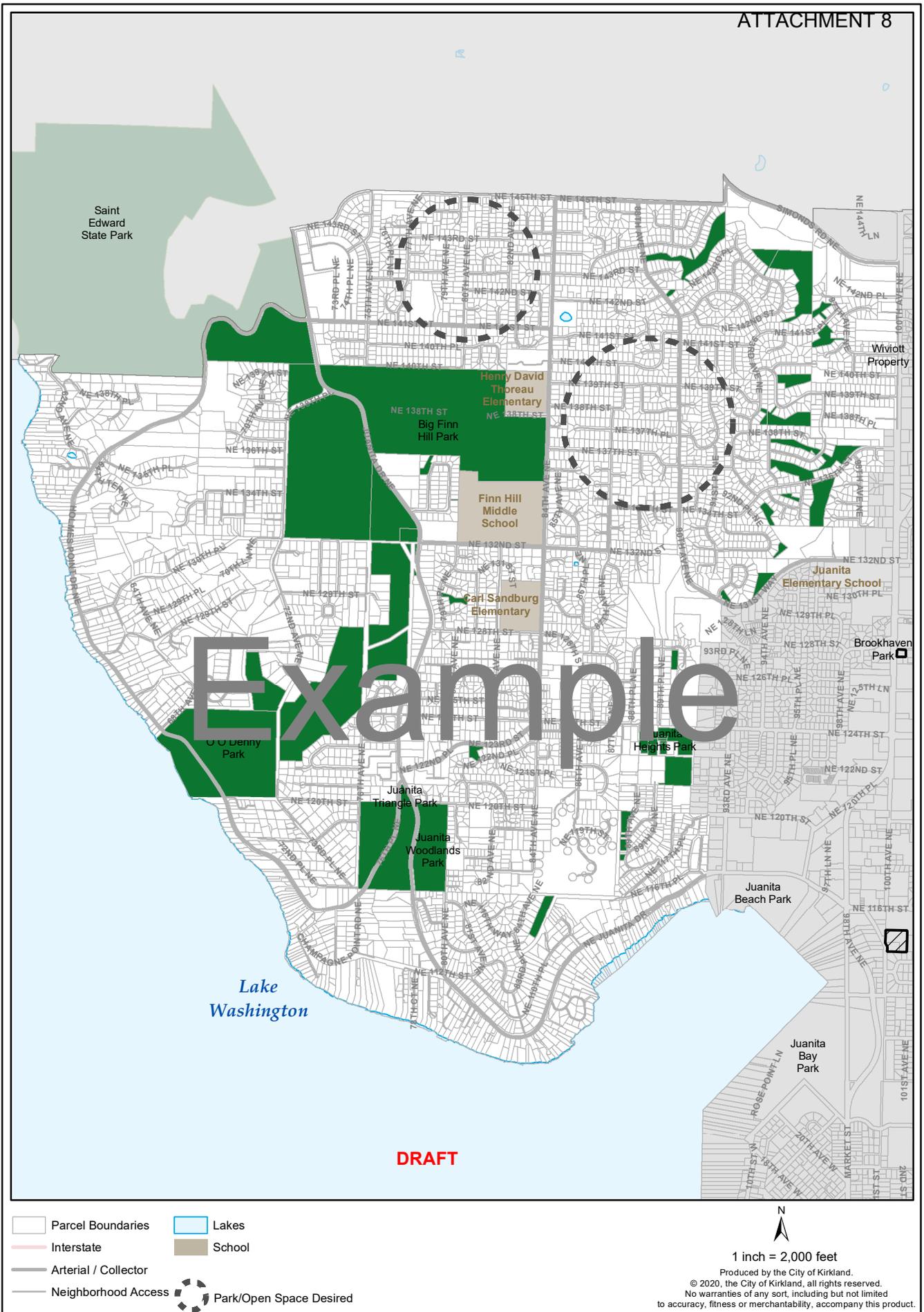


Figure 5.1: Finn Hill Parks and Open Space







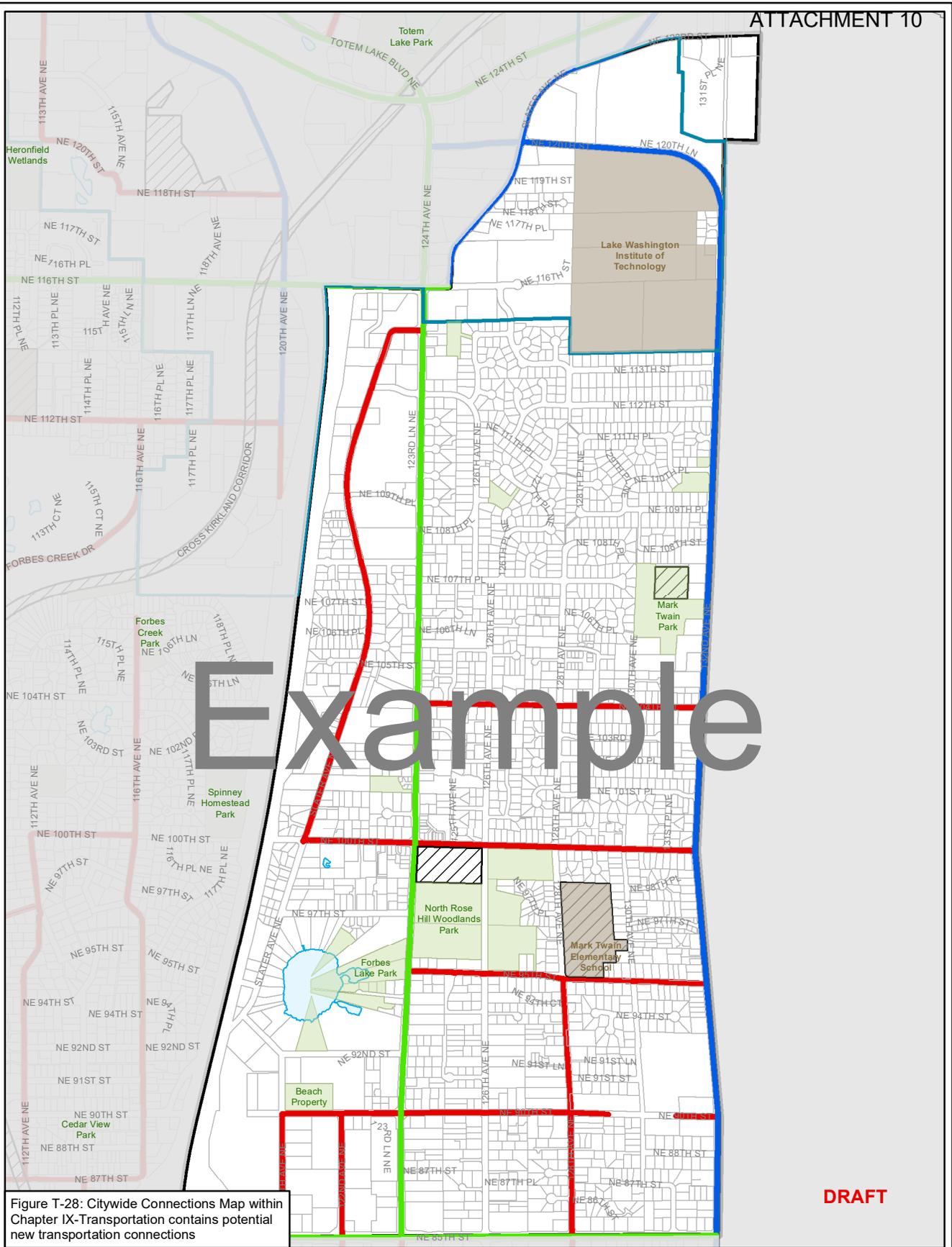


Figure T-28: Citywide Connections Map within Chapter IX-Transportation contains potential new transportation connections

DRAFT

- Principal Arterial
- Minor Arterial
- Collector
- Neighborhood Boundaries
- Public Facilities
- Park
- Lakes
- Parcel Boundaries
- School



1 inch = 1,300 feet

Produced by the City of Kirkland.  
 © 2020, the City of Kirkland, all rights reserved.  
 No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Figure RH-11: North Rose Hill Street Classifications



Neighborhood Plan Policy		
XV.A Lakeview	L-10.5	<p>Improve pedestrian and bicycle circulation systems as both recreation amenities and as nonmotorized transportation connections to neighborhood as well as City and regional destinations.</p> <p>The path/trail system shown in Figures L-5 and L-6 indicates the major elements of the pedestrian and bicycle circulation network in the neighborhood. Pedestrian and bicycle pathways provide a recreation as well as transportation function. <b><u>Potential new connections are shown in Figure T-28 within Chapter IX-Transportation.</u></b> The following pedestrian and bicycle connections should be priorities within the neighborhood:</p> <ol style="list-style-type: none"> <li>1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood.</li> <li>2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development.</li> <li>3. Along the Lake Washington shoreline with connections to Lake Washington Boulevard as required by the shoreline regulations. Existing signs marking the location of public shoreline pedestrian walkways should be maintained by private development.</li> <li>4. From Yarrow Bay Wetlands to Watershed Park.</li> <li>5. Along NE 60th Street trail from Houghton Beach Park east through the City to connect to the regional trail at Marymoor Park in Redmond.</li> <li>6. From SR 520, and Bellevue to the South.</li> </ol> <p>These trails will cross a combination of City parklands, City rights-of-way, and public access easements. The trails should be part of the City's Active Transportation Plan and implemented through the Capital Improvement Program or private development. The trails will improve neighborhood access and enhance the unique areas they traverse.</p>
XV.F Rose Hill	RH-68	<p><del>Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.</del></p> <p><del>While the North Rose Hill Street Connection Plan Map (Figure RH-13 and Table RH-1) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.</del></p>
XV.F Rose Hill	Fig. RH-13	<i>Figure to be removed.</i>
XV.F Rose Hill	Table RH-1	<p><del>Table RH-1: North Rose Hill Street Connection Plan Description List</del></p> <ol style="list-style-type: none"> <li>1. NE 108th ST between Slater Ave NE and 123rd Ave NE</li> <li>2. Portions of NE 105th Pl between 129th Ave NE and 132nd Ave NE</li> </ol>

		<ol style="list-style-type: none"> <li>3. NE 103rd Pl between 132nd Ave NE and existing cul-de-sac end</li> <li>4. Portions of 125th Ave NE between NE 94th St and NE 91st St</li> <li>5. Portions of 130th Ave NE between NE 87th St and NE 94th St</li> <li>6. NE 91st St between 130th Ave NE and 132nd Ave NE</li> <li>7. Portions of NE 90th St between 128th Ave NE and 132nd Ave NE</li> <li>8. 131st Ave NE between NE 90th St and NE 91st St</li> <li>9. 122nd Ave NE between NE 90th St and NE 92nd St</li> <li>10. NE 101st Pl between 124th Ave NE and 125th Ave NE</li> </ol>
XV.F Rose Hill	RH-70	<p>Improve the following unimproved rights-of-way in North Rose Hill impacted by critical areas with less intrusive bike and pedestrian connections rather than street improvements (see Figures RH-14 and RH-16):</p> <ul style="list-style-type: none"> <li>• <del>120th Avenue NE, from NE 92nd Street to NE 90th Street.</del></li> <li>• <del>NE 92nd Street, west of 122nd Avenue NE.</del></li> </ul>
XV.F Rose Hill	RH-71	<p><del>Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.</del></p>
XV.I Totem Lake	TL-16.2	<p>Seek opportunities to create a finer grid of smaller scale streets and new connections within the business district.</p> <p>The Totem Lake Business District currently has a limited local street system. Development of a complete network of local access roads would facilitate vehicular, pedestrian and bicycle access to properties, reduce reliance on major arterial routes, and break up large blocks to provide better building orientation to the street and an improved street level environment.</p> <p>With new development and redevelopment within the business district, the opportunity exists for the dedication of right-of-way to enable the creation of new through connections. General locations for potential new connections are identified in Figure <del>TL-6</del> <b>T-28 within Chapter IX, Transportation.</b></p>
XV.N Highlands	Fig. H-5	<p><i>Figure removed with updated plan to be adopted in 2020.</i></p>
XV.O Kingsgate	K-11	<p><del>Complete through road connections in the neighborhood when properties are subdivided.</del></p> <p>The eastern portion of the neighborhood contains many large vacant or further developable lots. When these properties are subdivided, through road connections should occur where feasible to provide an efficient road network and provide more options for alternative routes for drivers, pedestrians, and bicyclists. See goals and policies in the Transportation Element chapter of the Comprehensive Plan.</p>
XV.P Finn Hill	FH-14.2	<p><del>Develop a map where potential street connections could be made.</del></p> <p>In some areas of Finn Hill the street system is underdeveloped, with dead ends,</p>

		<p>missing street connections, and with pavement and sidewalks that are not to city standards (Figures FH 7.1, FH 7.2 and FH 7.3 show the existing street classifications, status of sidewalks, pathways and trails). It is important to plan for a street network that allows access for emergency vehicles, general vehicles, pedestrians and bicycles. While circulation through the neighborhood is important, the connections should also minimize impact to neighborhoods when possible. Connections that are required as a result of redevelopment are reviewed for final alignment, location and street improvement standards when the development is submitted to the City for review. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued. Creating a map of potential street connections provides direction for property owners, developers, and City staff.</p> <p>Note: Figure 7.4, street connections map, to be inserted at a future time.</p>



(HL)

# Sarabjit Mann Citizen Amendment Request CAM18-00741

ATTACHMENT 12

RM 3.6

RSX 7.2

PUD  
Bowie Place

P

North Kirkland  
Com Ctr & Park

Parcel Numbers: 2926059176, 2926059281  
Request: Change Comprehensive Plan Land  
Use Map and Zoning Map from Low Density  
Residential (LDR)/RSX 7.2 to Medium Density  
Residential (MDR)/RM 3.6

P

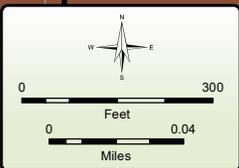
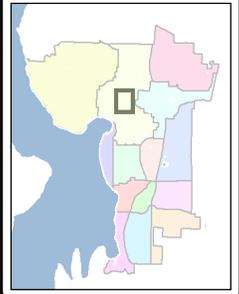
North Kirkland  
Com Ctr & Park

P

RSX 7.2

41

- Commercial Mixed Use
- Industrial Mixed Use
- Transit Oriented Development
- Office Mixed Use
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Institutions
- Park/Open Space
- Overlay Boundaries
- Parcels





**From:** Sarabjit Mann <sarabmann@gmail.com>  
**Sent:** Wednesday, September 30, 2020 12:56 PM  
**To:** Scott Guter; Pari  
**Subject:** Re: CAM18-00741 Citizen Amendment Request

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Long Range Planning

## Adding Pari Mann

### Scott,

I am sorry I got confused and thought I already conveyed my point of view. Let me elaborate.

- Receive a statement from the applicant that they are aware that current zoning yields more housing units without a rezone. Staff note: It would be good for Sarab to stated his case as why the multifamily zoning works better for his plans for development of this property.

Under current regulations, the two 7200 lots would allow building 4 houses. However, the design would be arbitrary and may not follow the design at par with the housing standard in Kirkland which looks nicer, planned and in line with the future outlook of Kirkland. Under the proposed zone the land yields one more house but the best part is we would be able to plan modern, sleek and affordable houses syncing with the Kirkland standard enhancing the value of the neighborhood.

### Sarab Mann

**Linked** 

m:425.233.0406

On Mon, Sep 28, 2020 at 2:45 PM Scott Guter <[SGuter@kirklandwa.gov](mailto:SGuter@kirklandwa.gov)> wrote:

Sarab,

I'm wondering what your status is on providing me with an answer to the third bullet point below. Remember, I will want it by Wednesday. Also, have you reached out to Doug and Leo from the

Juanita neighborhood association? I'm planning on briefing them at their board meeting. It doesn't look like they are having a neighborhood meeting in October, but you should at least reach out to the chair and co-chair to discuss your proposal.

Let me know I can be of further assistance.

Sincerely,

**Scott Guter**, AICP | LEED AP

Senior Planner | City of Kirkland | Planning and Building Department

425-587-3247 | [sguter@kirklandwa.gov](mailto:sguter@kirklandwa.gov) | <http://www.kirklandwa.gov>

---

**From:** Scott Guter <[SGuter@kirklandwa.gov](mailto:SGuter@kirklandwa.gov)>  
**Sent:** Tuesday, September 15, 2020 2:39 PM  
**To:** Sarabjit Mann <[sarabmann@gmail.com](mailto:sarabmann@gmail.com)>  
**Cc:** Pari <[parimann@gmail.com](mailto:parimann@gmail.com)>; Pawan Dhunna <[pdhunna88@gmail.com](mailto:pdhunna88@gmail.com)>  
**Subject:** RE: CAM18-00741 Citizen Amendment Request

Sarab,

Hello, I did not know if you saw the Planning Commission Study Session on September 10, 2020. This was a pre-hearing discussion on your CAR. Below is a summary of what I heard.

**[Planning Commission Study Session Discussion \(September 10, 2020, minutes 2:20 - 2:56\):](http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission/PCMee tingArchive.htm)**  
[http://www.kirklandwa.gov/depart/planning/Boards\\_and\\_Commissions/Planning\\_Commission/PCMee tingArchive.htm](http://www.kirklandwa.gov/depart/planning/Boards_and_Commissions/Planning_Commission/PCMee tingArchive.htm)

In summary, the Planning Commission would like the following information prior to the October 22, 2020 hearing:

- Receive comments from the neighboring properties on the proposed rezone. In particular, those of the low density single-family neighbors to the east.
- Receive comments from the Juanita Neighborhood Association on the proposed rezone. Link: [http://www.kirklandwa.gov/depart/CMO/Neighborhood\\_Services/Associations/Juanita\\_Neighborhood\\_Association.htm](http://www.kirklandwa.gov/depart/CMO/Neighborhood_Services/Associations/Juanita_Neighborhood_Association.htm)
- Receive a statement from the applicant that they are aware that current zoning yields more housing units without a rezone. Staff note: It would be good for Sarab to stated his case as why the multifamily zoning works better for his plans for development of this property.

Sarab, you should work on these bullet points to the best of your ability. I also, expect to receive public comments once the noticing has been published and mail. I will be reaching out to the neighborhood association after this email informing them of your CAR. I'm currently unaware if neighborhood meetings are being held virtually. If so, the next meeting would be October 12, 2020 at 7:00 pm. I would suggest that you reach out to the Chair and Co-Chair of the neighborhood association. I will copy you to the email I send to the neighbor Chair and Co-chair to help you engage. Lastly, please have your response to bullet point three to me by September 30, 2020 so I may include it in the hearing packet materials.

Please let me know if I can be of any assistance.

Sincerely,

**Scott Guter**, AICP | LEED AP

Senior Planner | City of Kirkland | Planning and Building Department

425-587-3247 | [sguter@kirklandwa.gov](mailto:sguter@kirklandwa.gov) | <http://www.kirklandwa.gov>

Sarab,

Thanks for the information. It's not necessary to engage an architect at this point. I'm just getting a sense of what level of project detail you have developed to this point. It's also good to know what level of outreach you have had with your neighbors. By the way, your request is scheduled for a Planning Commission study session on September 10<sup>th</sup> and a public hearing on October 22<sup>nd</sup>. A public notice board will be erected on your property prior to the hearing.

**Scott Guter, AICP | LEED AP**

Senior Planner | City of Kirkland | Planning and Building Department

425-587-3247 | [sguter@kirklandwa.gov](mailto:sguter@kirklandwa.gov) | <http://www.kirklandwa.gov>

**From:** Sarabjit Mann <[sarabmann@gmail.com](mailto:sarabmann@gmail.com)>

**Sent:** Monday, August 24, 2020 10:39 AM

**To:** Scott Guter <[SGuter@kirklandwa.gov](mailto:SGuter@kirklandwa.gov)>

**Cc:** Pari <[parimann@gmail.com](mailto:parimann@gmail.com)>; Pawan Dhunna <[pdhunna88@gmail.com](mailto:pdhunna88@gmail.com)>

**Subject:** Re: CAM18-00741 Citizen Amendment Request

Scott,

We tried to meet neighbors but due to the Covid-19 situation, they avoid interacting. Regarding the plan, if you feel architectural rendering of the planned buildings and layout help then I can get this initial architectural illustration from an architect.

Regards,

**Sarab Mann**

**Linked** 

m:425.233.0406

Mann Rezone Request – Existing vs. Proposed Development Standards						
	Existing Conditions (including neighboring properties)					Proposed
Density/Dimension & Development Standards	Option 1					Option 2
	<b>Study Area Single-family w/ADUs (+ properties East/South)</b>	<b>Study Area w/Cottage, Carriage, 2/3-Unit Homes</b>	<i>Properties West</i>	<i>Properties Southwest</i>	<i>Properties North</i>	<b>Study Area w/ Multifamily (proposed rezone)</b>
Zones	RSX 7.2	RSX 7.2	RM 3.6	RM 2.4	P	RM 3.6
Permitted Uses	KZC Ch. <a href="#">15/115</a> Single-Family (1 house per lot +up to 2 ADUs per lot)	KZC Ch. <a href="#">113</a> (Cottage, Carriage & 2/3 Unit Homes) + ADUs <sup>1</sup>	KZC Ch. <a href="#">20</a> Multifamily (Attached/Stacked)	KZC Chapter <a href="#">25</a> Multifamily (Attached/Stacked)	KZC Chapter <a href="#">45</a> Uses allowed: Public Utility; w/Parks & Community Services Director Review: Public Park; w/Process IIA: Community & Government Facilities	KZC Chapter <a href="#">20</a> Multifamily (Attached/Stacked)
Required Review Process	None	None	None	None	None	None
Maximum Density	LDR 7,200 sf min. (6 units/acre)	Two times the max # of detached dwelling units allowed in the underlying zone.	MDR 3,600 sf min. (12 units/acre)	HDR 2,400 sf min. (18 units/acre)	N/A	MDR 3,600 sf min. (12 units/acre)
Maximum Height	30' above ABE	30' above ABE DADUs:	30' above ABE	30' above ABE	case-by-case	30' above ABE

		1-story, 18' above ABE				
<b>Setbacks Front/Side/Rear</b>	20'/5'/10'	20'/5' <sup>2</sup> /10'	20'/5' <sup>2</sup> /10'	20'/5' <sup>2</sup> /10'	case-by-case	20'/5' <sup>2</sup> /10'
<b>Lot Coverage</b>	50%	50% <sup>3</sup>	60%	60%	case-by-case	60%
<b>Affordable Housing</b>	No	No <sup>4</sup>	Yes	Yes	N/A	Yes <sup>5</sup>
<b>Parking</b>	2 stalls/unit No additional stalls required w/ADUs <sup>6</sup>	1 stall/unit <sup>6</sup>	Single-Family: 2 stalls/unit Multifamily: 1.2 per studio unit; 1.3 per 1 bedroom unit; 1.6 per 2 bedroom unit; 1.8 per 3 or more bedroom unit. Guest parking per KZC <a href="#">105.20</a>	Single-Family: 2 stalls/unit Multifamily: 1.2 per studio unit; 1.3 per 1 bedroom unit; 1.6 per 2 bedroom unit; 1.8 per 3 or more bedroom unit. Guest parking per KZC <a href="#">105.20</a>	case-by-case	Single-Family: 2 stalls/unit Multifamily: 1.2 per studio unit; 1.3 per 1 bedroom unit; 1.6 per 2 bedroom unit; 1.8 per 3 or more bedroom unit. Guest parking per KZC <a href="#">105.20</a>
<b>Landscape Buffer</b>	N/A	N/A	5' wide adjoining single family. N/A if developed as single-family	5' wide adjoining single family. N/A if developed as single-family	case-by-case	5' wide adjoining single family. N/A if developed as single-family

<sup>1</sup> AADUs are allowed as part of a cottage or 2/3-unit home development.

<sup>2</sup> The side yard may be reduced to zero feet if the side of the dwelling unit is attached to a dwelling unit on an adjoining lot. If one side of a dwelling unit is so attached and the opposite side is not, the side that is not attached must provide a minimum side yard of five feet

<sup>3</sup> Equal to the base zoning allowance for single-family residences. Lot coverage is calculated using the entire development site. Lot coverage for individual lots may vary.

<sup>4</sup> Housing is more affordable than homes that have no size limitations (within the constraints of the height and setback regulations)

- <sup>5</sup> If rezoning were approved density will be increased from 6 units/acre to new underlying density (within the constraints of the height and setback regulations), and this creates an opportunity for provision of affordable housing. Specifically, four or more units shall provide 10 percent of units as affordable units. Two additional units may be constructed for each affordable housing unit provided.
- <sup>6</sup> Development is within one-half mile of transit service with 15-minute headways during commute hours.



**From:** 037 <saxplayer037@gmail.com>  
**Sent:** Thursday, October 8, 2020 2:29 PM  
**To:** Scott Guter  
**Subject:** Re: CAM18-00741 Citizen Amendment Request

**Categories:** Long Range Planning

Thanks Scott, I'm glad this will be taken into consideration.

I noticed a couple auto-correct typos when I re-read my email, please see the edits in **bold**, below:

"

Hi Scott,

Thanks for reaching out on this. I did watch your presentation you shared and it sounds like there are a couple of zoning options/results being considered?

I had trouble following how many residences are on the property now, and why the zoning change is needed. My main concern with stuff like this is that Kirkland is gaining a ton of people through density changes, but we are not getting the infrastructure to keep up with so many people. Commuting through the city, pre-Covid, was getting near impossible **for** hours a day due to having reached capacity on our roads. There are no dedicated bus lanes and no protected bike lanes in the city for those who don't want to drive.

At face value, each project can be said to have a minimal impact, but there are so many in the works that they really add up, and the quality of life here in terms of having an accessible city is really suffering. I strongly feel that development has taken precedence over livability. People like me don't have the lobbying capacity the way development firms do, so the largest and loudest voices are often tied to **monied** interests rather than residents such as myself.

With this in mind, I am hesitant to see zoning changes that allow more density, without also having a strong sense from the city that infrastructure improvements are also being prioritized.

Best,

Leo

**From:** (null) jmsalem <jmsalem@frontier.com>  
**Sent:** Tuesday, October 6, 2020 2:20 PM  
**To:** Scott Guter  
**Cc:** Doug Rough; ken.albinger@gmail.com; brianmagee24@gmail.com; saxplayer037@gmail.com; edcolio@gmail.com; jimboril@live.com; sam@bizdiversity.net; rkretzlaff@gmail.com; colm319@gmail.com; amanda.g.bredlow@gmail.com; pvadiga@yahoo.com; greg.b.gunther@gmail.com; Janice Coogan; mike.wert@deainc.com  
**Subject:** Re: JNA ZOOM INFORMATION: Informational Presentations on Fire and EMS Nov. 3, 2020 Ballot Measure

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Long Range Planning

Hi Scott,

I have had one request, so far, for more information about this proposed rezone. The discussion during your September 10 study session was helpful to me. Do you mind if I send it out to our Juanita Neighborhood Association mailing list? I would send the link to the entire thing and point them to the segment, as you did. Also, where should I direct people if they have questions about affordable housing requirements and the Missing Middle Amendment?

I am assuming someone from your office will contact the owners of the neighboring properties. Our mailing list is voluntary, so we are not reaching every home.

I agree that it would be much easier to comment on this if we knew what the developer had in mind. Is there any requirement for him to do this? Also, has he developed any other properties in Kirkland?

One comment I have, as an area homeowner, is that there will need to be a two lane access driveway or road (looks narrow to me) and some consideration of how normal traffic flow is on NE 124th. It is already difficult (especially in Non-Covid times) making a turn onto NE 124th from the south side of the intersection with 103rd, just up the hill from this property. It is difficult to see the traffic coming up the hill and it may be made worse if cars are jumping out of that street/driveway. (This comment is mine, not as a representative of JNA).

Another question I have is how have the developers of the recent housing developments off of NE 116th addressed the affordable housing requirement? Have they just paid money in lieu of? It seems like an easier requirement to fulfill for apartment housing.

Thanks you for the information.

Jennifer Salem  
 JNA Board member

**From:** Doug Rough <dougrough@aol.com>  
**Sent:** Tuesday, September 15, 2020 4:57 PM  
**To:** saxplayer037@gmail.com; Scott Guter  
**Cc:** Janice Coogan  
**Subject:** Re: CAM18-00741 Citizen Amendment Request

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Categories:** Long Range Planning

Hi Scott,

Our next JNA board meeting is the first Monday in October at 7 pm. A zoom has already been set up by the city of Kirkland, and I can send you that info later. We are not planning general meetings at this point.

My own personal opinion is that traffic and infrastructure is already being tested by 3000+ new homes in the area from the Village at Totem Lake plus new homes south of the Justice Center. I do not see a need for changing zoning to allow for more density given what is already being built unless it is part of a city-wide plan, not just some developer trying to make more money at the expense of burdening the infrastructure of nearby residents.

--Doug Rough 425-821-5529 -- [RetreatsAndReunions.com](http://RetreatsAndReunions.com)  
cell 425-443-8423

