



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Kurt Triplett, City Manager

From: Janice Coogan, Senior Planner
Scott Guter, AICP, Senior Planner
Jeremy McMahan, Deputy Director, Planning and Building
Adam Weinstein, AICP, Director, Planning and Building

Date: November 4, 2020

Subject: 2020 Comprehensive Plan and Zoning Map Amendments
Files: CAM20-00471 (Annual Comprehensive Plan Amendment) and
CAM18-00741 (Sarabjit Mann Community Initiated Amendment Request)

Staff Recommendation

Review the Planning Commission's recommendation to approve proposed amendments to the Kirkland Comprehensive Plan and Kirkland Zoning Map. The City Council will consider adopting these amendments on December 8. The proposed amendments include:

1. City-initiated miscellaneous amendments to the Comprehensive Plan updates and associated Zoning Map amendments.
2. Community-initiated amendment related to the Mann Community Amendment Request to change the land use designation in the Comprehensive Plan and associated Zoning Map amendment.

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 Chapter 160). 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 (community-initiated amendment requests or CARs), park acquisitions, and miscellaneous "housekeeping" 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 its right to hold a public hearing on the amendments because there are only minor revisions within its jurisdiction.

On October 22, 2020, the Planning Commission conducted a public hearing to receive comments on the proposed amendments. The meeting materials for the October 22, 2020 meeting include more detailed background information on the proposed amendments and are available for viewing by clicking on this [hyperlink](#). The Planning Commission discussion focused primarily on questions and issues related to the Mann CAR described in item 5 below.

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 community-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 they provide adequate facilities for new development 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.

Annual amendments to the CFP must be made to reflect 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 as compared to last year.
- Attachment 2 contains the updated 2021-2026 CIP Project Tables (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, along with a reconciliation of the financing for those projects with the 2021-2022 budget:
 - 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
 - Capital Facilities Plan Table CF-4, Functional Plans, is proposed to be revised to show the following 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) for Greater 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 ([Greater Downtown Kirkland Urban Center Consolidated Plan](#)). 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:

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 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.**

The City continues to work 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.

3. *City Park Additions and Land Use Designations*
The City purchased two properties in 2018 and 2019 for additions to City Parks:
- One parcel for an expansion of Windsor Vista Park located in the Juanita Neighborhood (see Attachment 4).
 - One parcel for 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 low density 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 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):

- Bridle Trails Neighborhood Plan, Figures BT-5, BT-6, BT-7
- Central Houghton Neighborhood Plan, Figures CH-4, CH-5
- Everest Neighborhood Plan, 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 Plan, 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

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).

3. *Updates to the Market, Norkirk, Highlands Neighborhood Plans and Market Street Corridor Plan*

On September 15, 2020, the City Council was briefed on the draft neighborhood plans and corridor plan. With the recent adoption of R-5240 and R-5434 designating Kirkland as a safe, inclusive, and welcoming city for all, and that Black Lives Matter, and establishing objectives to improve the safety, and respect

of Black people, and to end structural racism in Kirkland, the Council concluded that the draft plans merited an “equity scrub.”

City Council gave direction to staff to conduct a review of the text in each of the plans to be sure they reflected the values of equity and inclusion set forth in R-5240 and R-5434; revise the plans to reflect the first non-white settlers in Kirkland; and ensure the neighborhood plan policies support citywide policies and regulations regarding development of accessory dwelling units, duplex, triplex and cottage housing in residential areas. In addition, Council requested other minor changes to the plans.

In response, staff is currently working with a consultant to take a deeper look at the draft plans through an equity and inclusivity lens for suggested revisions to meet the intent of R-5240 and R-5434. Staff in the City Manager’s office is in the process of working with the Duwamish Tribe to develop a land acknowledgement for Kirkland due to be completed by the end of next year (staff has added text in each plan that describes the presence of the early Duwamish Tribe along Lake Washington, and has revised cultural resources policies to support recognition of the historic Duwamish inhabitants). By the November 17 meeting, staff will give City Council an update on the progress on revising the plans with the intent of bringing back revised plans to Council for adoption at the December 8, 2020 meeting. The four plans will also include changes relating to map Figure T-28, described above.

5. *Sarabjit Mann Community-Initiated Amendment Request, File: CAM18-00741* Community Amendment Requests (CAR), which are proposed and evaluated over a 2-year cycle (over two phases), offer a way for community members to propose amendments to the Comprehensive Plan and/or Zoning Code outside of the process of City-initiated amendments. As part of the 2018 CAR application process, the Planning Commission recommended that two applications move forward for further consideration. The City Council agreed with the recommendation and directed the Planning Commission to proceed with further study. The CAR applicant in the Lakeview Neighborhood decided not to apply for phase 2 of consideration. The second applicant, Sarabjit Mann, in the Juanita Neighborhood, submitted his phase 2 CAR application for further consideration.

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 124th Street. If approved, the Zoning Map would also be amended to rezone the two parcels from RSX 7.2 to RM 3.6 (the zoning equivalents of the land use map amendments) (see Attachment 12). The current zoning allows for the construction of two (2) single-family residential units or up to two (2) duplex units. Up to two accessory dwelling units could also be developed on each parcel.

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 are accessed from NE 124th 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 increasing the density would allow the flexibility to create housing consistent with what has been developed nearby. The applicant expands on the rationale for the Comprehensive Plan and Zoning Map amendment requests in Attachments 13.

The properties abut the RM 3.6 zone to the west, which contains a seven building 14-unit condominium and is accessed from a major arterial, NE 124th Street. The properties are close to high-frequency transit service, an established sidewalk and trail system, and are across the street from North Kirkland Community Center and Park (see Attachment 14). The properties are between two shopping destinations: Juanita Village (1/2 mile away) and Village at Totem Lake (1 1/2 mile away).

The proposed change and its relationship with current zoning regulations is provided in a use matrix in Attachment 15 to illustrate the comparison. The existing zoning allows for two single-family homes with ADUs or a development under the City's Cottage, Carriage, and 2/3 Unit Homes regulations, which could yield up to two (2) duplex units (and each duplex units could have an attached ADU). 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 without a site-specific code amendment (which staff would not recommend at this time in order to ensure uniform, City-wide affordable housing regulations).
- ADUs may be added to either of these scenarios.

Written public comments received related to the proposed CAR are included in Attachment 16.

If the CAR 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 Recommendation

Staff supports the proposed Comprehensive Plan and Zoning Map amendments. 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 124th 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.

Planning Commission Discussion

At the October 22, 2020 meeting, the Planning Commission discussed the proposed Comprehensive Plan and Zoning Map amendments and took public comment.

Only one public comment was received during the hearing from a neighboring low-density property owner to the east. The commenter did not state an opposition to the proposed amendment but was concerned with the retention of trees on the Mann site and wanted some say in the design of future development. Staff informed the commenter about existing tree retention codes and the public comment process with the types of development activity.

The Planning Commission asked the applicant to elaborate on the type of development he was planning. The applicant reiterated his intent to develop to the maximum density allowed if rezoned but currently does not have any specific plans for the site. The Planning Commission concluded that the rezone would provide more development flexibility and potential additional density in an area with good access to shops, services, and transit and would not have significant detrimental impact on the existing neighborhood. The Commission recommends approval of the Mann community amendment request.

Public Outreach

Zoning Code Chapters 130, 140 and 160 describe the Process IV process for legislative and community-initiated 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 were 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 See Phase II review.

Planning Commission recommendation

At the October 22, 2020 meeting, after closing the public hearing and discussion, the Planning Commission made two motions to forward to City Council:

- 1) recommend approval of the miscellaneous City-initiated amendments to the Comprehensive Plan and Zoning Map, and
- 2) recommend approval of the Mann community-initiated amendment request.

As outlined in the staff report to the Planning Commission, the Commission concluded that the recommended amendments to the Comprehensive Plan are consistent with the criteria in KZC Section 140.25 and 140.30 for amending the Comprehensive Plan. Additionally, the Commission concluded that the proposed legislative rezones are consistent with criteria in KZC Section 130.20 for amendments to the Zoning Map.

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 text and land uses and concludes that the proposed amendments would not result in new impacts beyond those identified in the Comprehensive Plan Environmental Impact Statement.

Next Steps

The next steps for the final decision of the proposed 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 action on City-initiated amendments (within its jurisdiction)

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
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. High Frequency Transit and 10 Minute Heat Map
15. Mann CAR land use matrix
16. Mann CAR Public Comments

cc:

File: CAM20-00471

File: CAM18-00741

Sarabjit Mann

Parties of Record (CAM18-00741)

Parties of Record (CAM20-00471)

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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 th Avenue NE Preservation
STC 10700	NE 85 th Street Ped/Bike Connection 114 th Ave NE to 6 th St
STC 10800	NE 85 th Street and 6 th Street Westbound Transit Queue Jump
STC 10900	NE 85 th Street Eastbound Third Lane 120 th Ave NE to 122 nd Ave NE
NMC 08720	NE 131 st Way/90 th Ave NE Nonmtrzd Impr. (97 th Ave NE to NE 134 th St) Scope & Design
NMC 12500	CKC Lighting 120 th Avenue NE to NE 124 th Street
NMC 12600	School & Transit Connector Sidewalk on 120 th Avenue NE
NMC 12700	Juanita Drive Nonmotorized Improvements 79 th Way NE to NE 120 th St
NMC 12800	CKC/Eastrail Crossing Study at 132 nd Ave NE
NMC 087xx	19 th Ave NE/4 th St Sidewalks and Crossing of Market Street (unfunded)
NMC 087xx	Reflective Flashing Beacon at 106 th Ave NE Crossing NE 68 th St (unfunded)
NMC 087xx	NE 124 th 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 th Ave NE Roadway Improvements (North Section) Construction (budget change)
STC 08313	100 th Avenue NE Roadway Improvements (North Section) (budget change)
STC 08314	100 th 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 th Ave NE/145 th St Intersection Improvements (budget change)
TRC 13800	NE 100 th Street/132 nd Ave NE Intersection Improvements (moved to funded from unfunded, budget change)
TRC 13900	NE 85 th St/132 nd Ave NE Dual Left Turn Lanes (budget change)
PTC 00400	108 th Avenue NE Transit Queue Jump – Phase I (timing change)
PTC 00500	108 th 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 th St and I-405 Watermain Relocation
SSC 08600	8 th Avenue W Sewermain Improvements
SSC 08700	West of Market Sewermain Replacement Predesign

Changed Projects:

WAC 05700	116 th Ave NE Watermain Replacement (moved from unfunded to funded, budget change)
WAC 12900	South Reservoir Seismic & Recoating Construction (timing change)
WAC 13400	5 th Avenue S/8 th Street S watermain Replacement (timing change)
WAC 13700	NE 73 rd 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 th Avenue W Watermain Improvement (timing change)
WAC 16000	126 th Avenue NE Watermain Replacement (timing change)
WAC 16400	NE 116 th Place Watermain Replacement (timing change, budget change)
WAC 16700	11 th Avenue Watermain Replacement (timing change, budget change)
WAC 16800	11 th Place Watermain Replacement (timing change, budget change)
SSC 06200	NE 108 th 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 th Street/122 nd Avenue NE Stormwater Improvements
SDC 12900	NE Juanita Drive Storm Failure Near 86 th Avenue NE
SDC 13200	Water Quality Treatment and Infiltration at NE 111 th PI/127 th PI NE
SDC 13300	Bioretention, Water Quality Treatment, and Storage at 126 th Ave NE

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

Changed Projects:

SDC 04700	Annual Replacement of Aging/Failing Infrastructure (budget change)
SDC 04900	Forbes Creek/108 th 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 th 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 th 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)

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*)

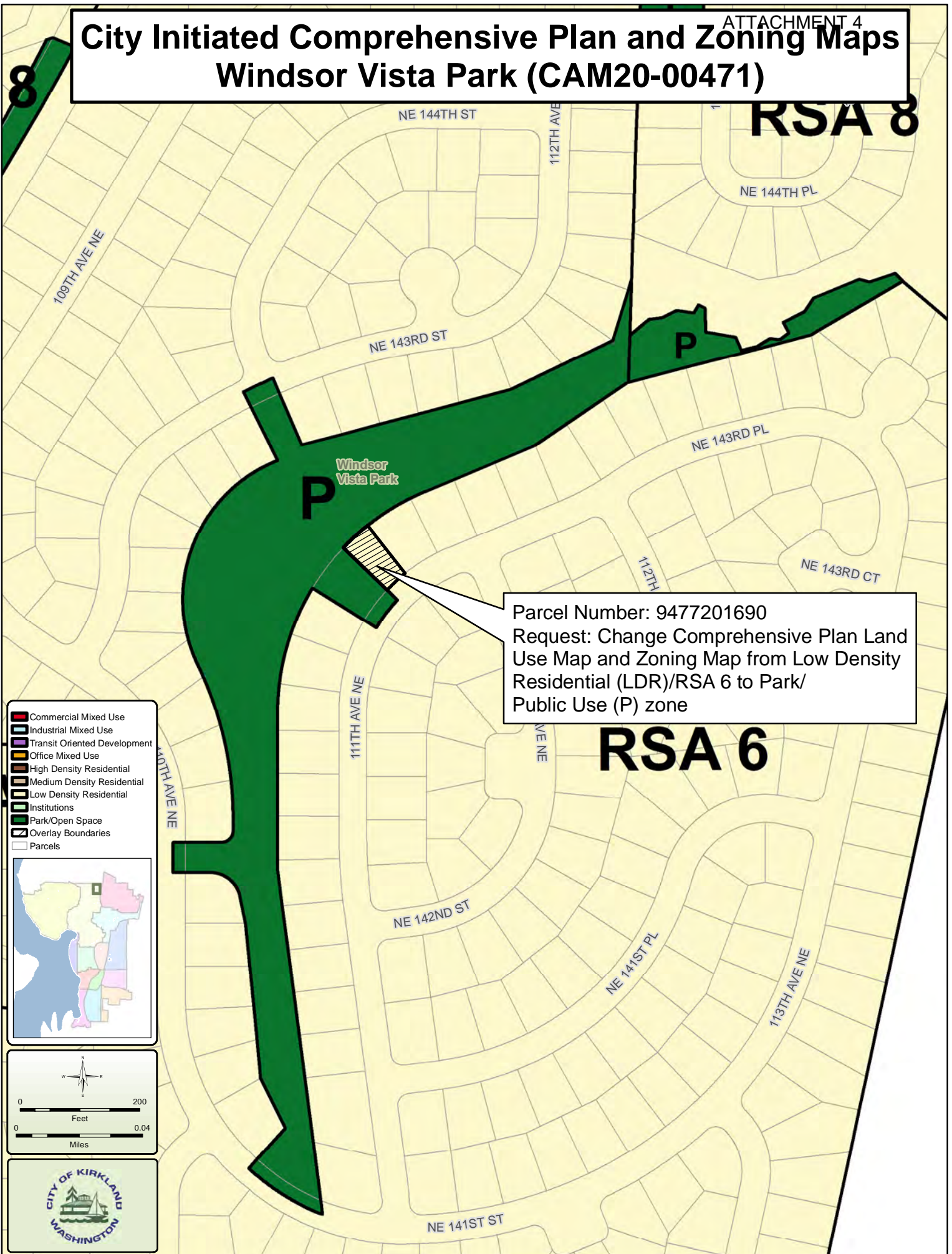


City of Kirkland Climate Protection Action Plan
City of Kirkland Shoreline Master Program
King County Solid Waste Division Comprehensive Solid Waste Management Plan
Northshore Utility District Comprehensive Water Plan
Northshore Utility District Sewer and Water Plan
Woodinville Water District Plan
Lake Washington School District Capital Facilities Plan

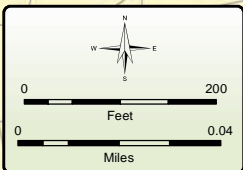
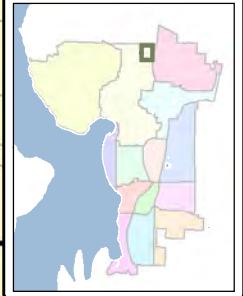
Policy CF-7.1: In the event of any inconsistency between the City's Comprehensive Plan and a functional or management plan, the Comprehensive Plan will take precedence.

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.

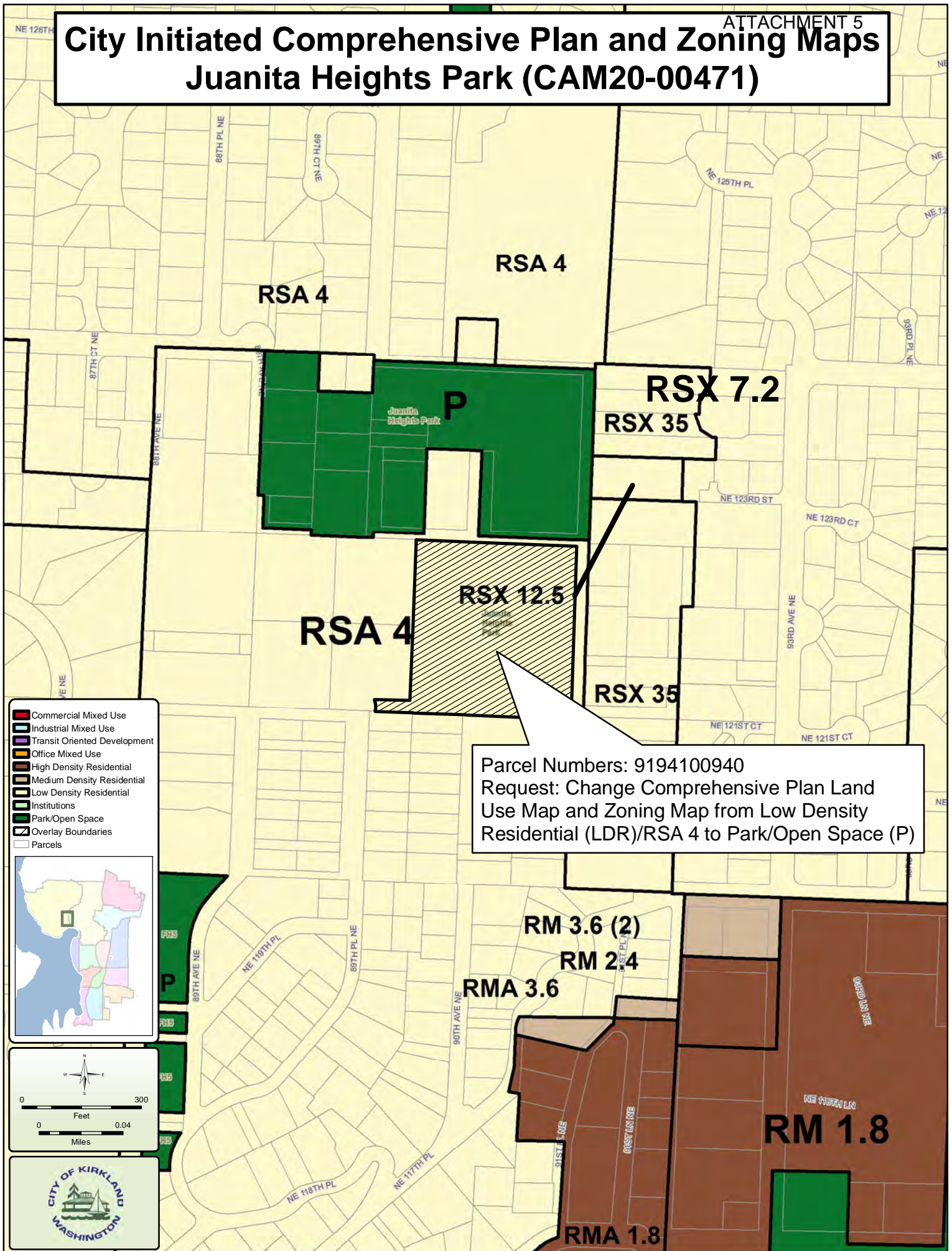
City Initiated Comprehensive Plan and Zoning Maps Windsor Vista Park (CAM20-00471)



- 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

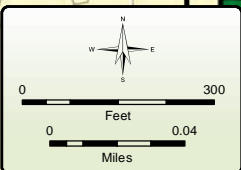
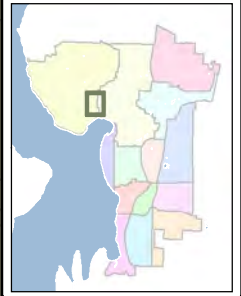


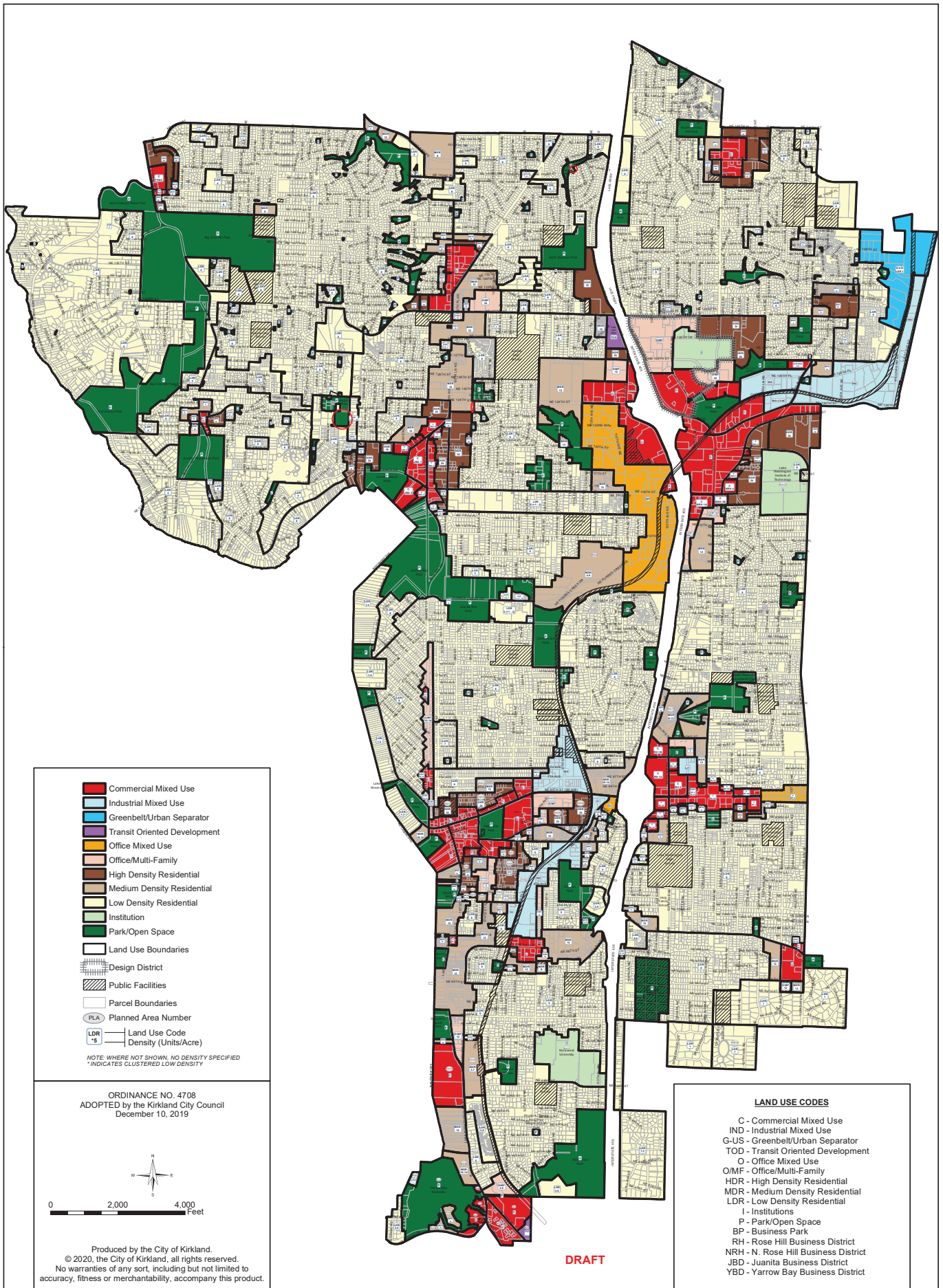
City Initiated Comprehensive Plan and Zoning Maps Juanita Heights Park (CAM20-00471)



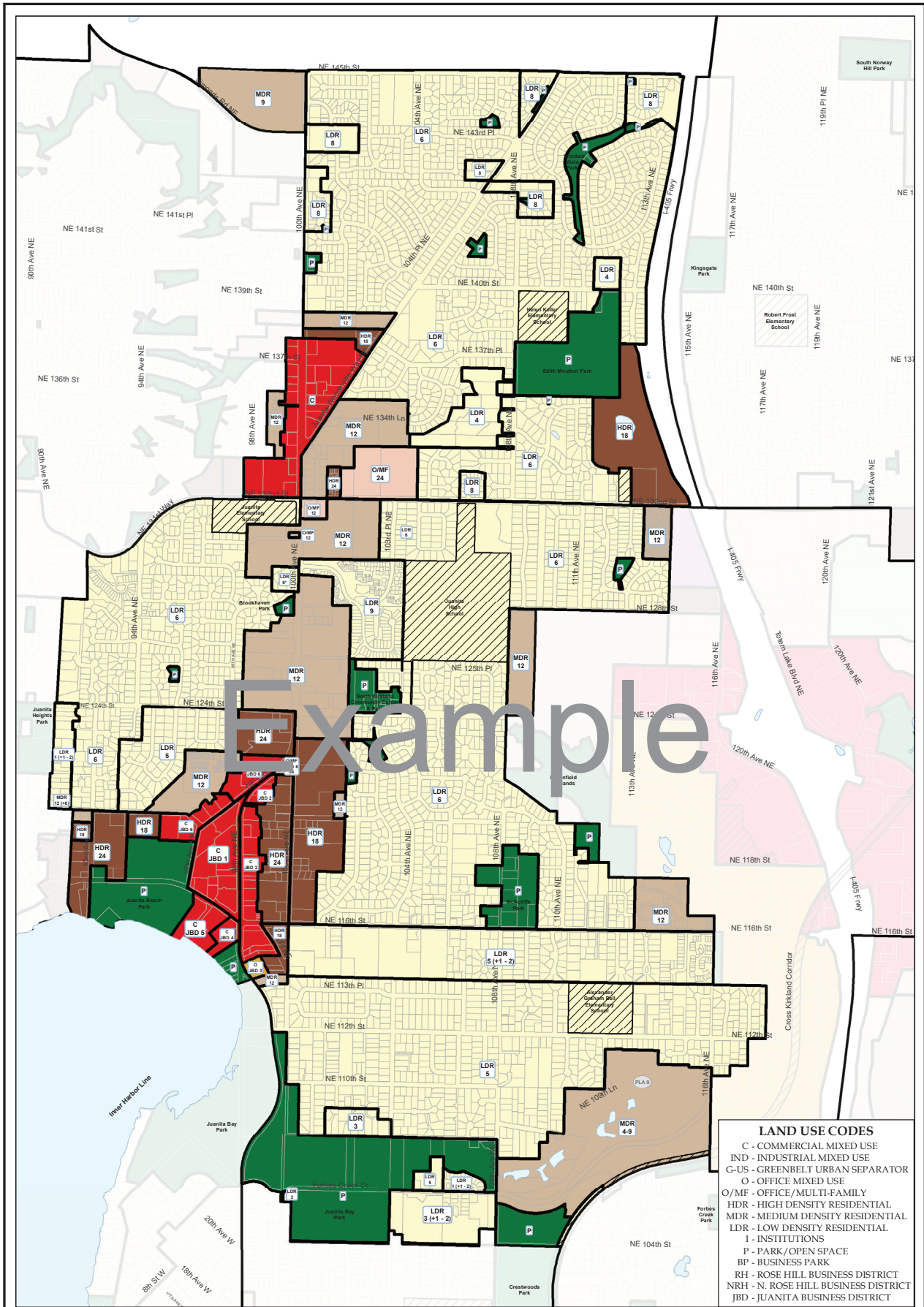
Parcel Numbers: 9194100940
Request: Change Comprehensive Plan Land Use Map and Zoning Map from Low Density Residential (LDR)/RSA 4 to Park/Open Space (P)

- 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





LU-1 Comprehensive Land Use Map



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
- JBD - JUANITA BUSINESS DISTRICT

Juanita Neighborhood Land Use Map

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

DRAFT

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

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

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.



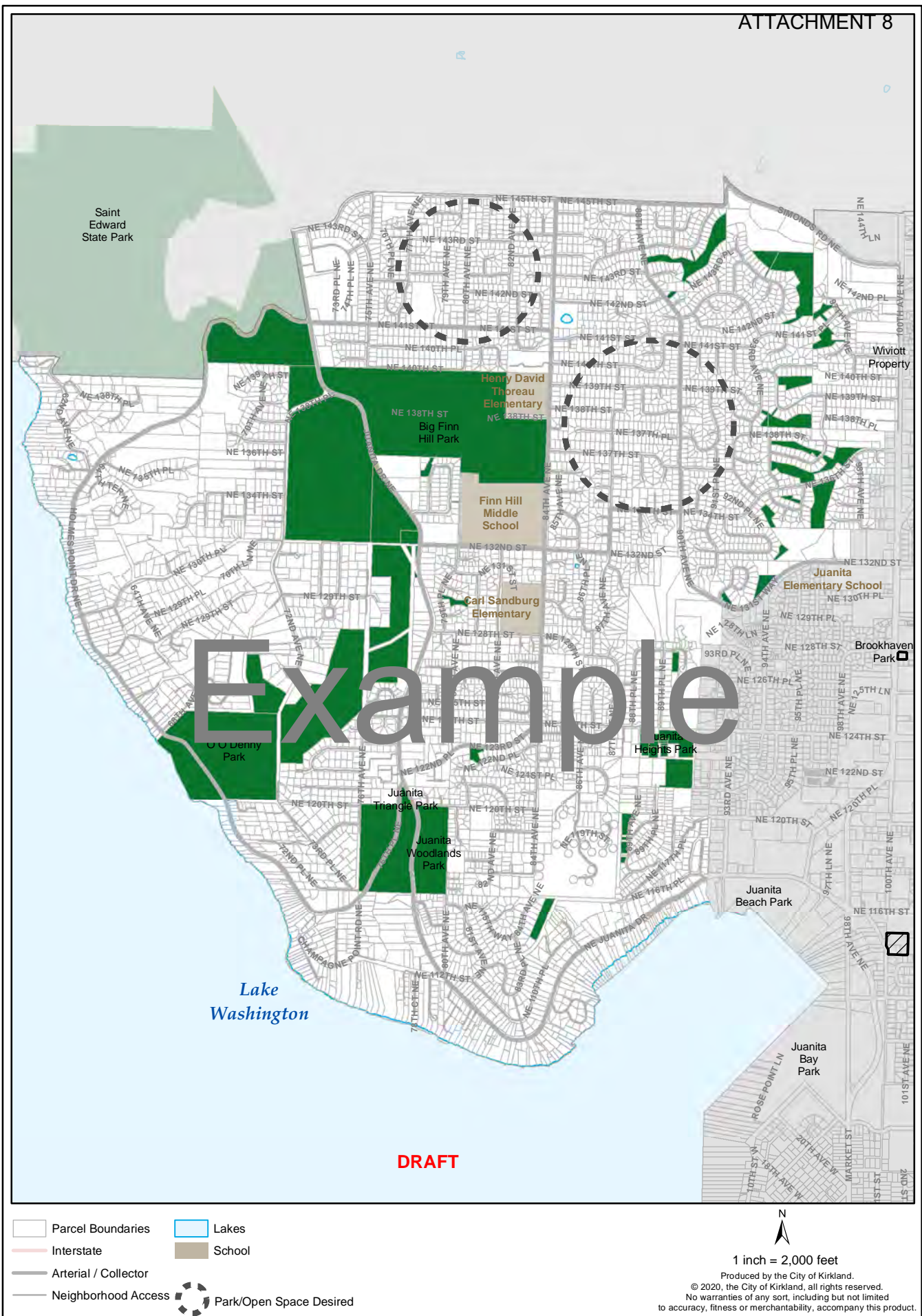
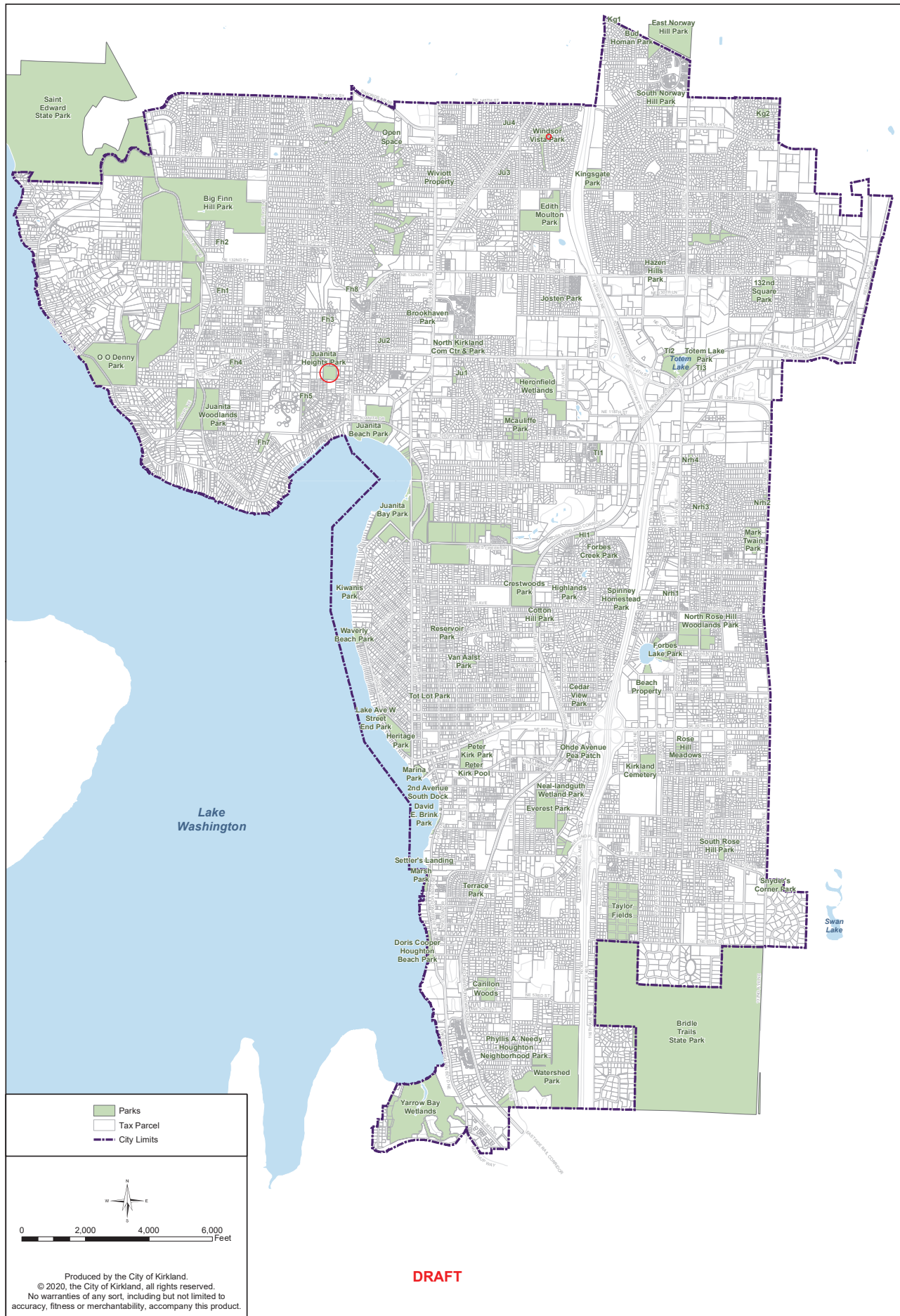


Figure 5.1: Finn Hill Parks and Open Space



DRAFT

Figure PR-1: Kirkland Parks

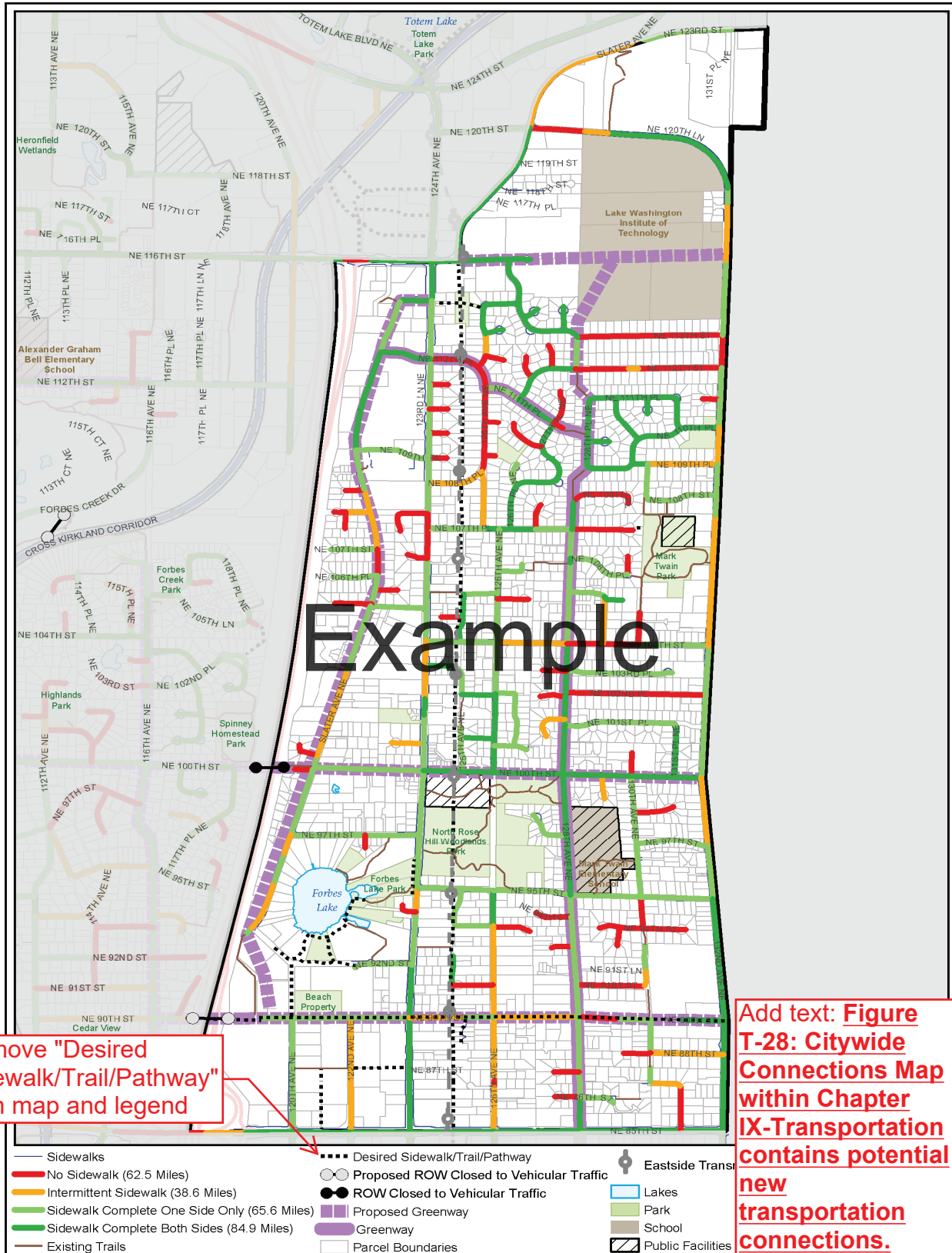


Figure RH-14: North Rose Hill Pedestrian System

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

Remove "Desired Sidewalk/Trail/Pathway" from map and legend

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. <u>Potential new connections are shown in Figure T-28 within Chapter IX-Transportation.</u> The following pedestrian and bicycle connections should be priorities within the neighborhood:</p> <ol style="list-style-type: none"> 1. From Lake Washington Boulevard east to the future Cross Kirkland Corridor on the railroad right-of-way and the Central Houghton Neighborhood. 2. Between properties in the Yarrow Bay Business District and to the South Kirkland Park and Ride and future transit-oriented development. 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. 4. From Yarrow Bay Wetlands to Watershed Park. 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. 6. From SR 520, and Bellevue to the South. <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>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.</p> <p>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.</p>
XV.F Rose Hill	Fig. RH-13	<i>Figure to be removed.</i>
XV.F Rose Hill	Table RH-1	<p>Table RH-1: North Rose Hill Street Connection Plan Description List</p> <ol style="list-style-type: none"> 1. NE 108th ST between Slater Ave NE and 123rd Ave NE 2. Portions of NE 105th Pl between 129th Ave NE and 132nd Ave NE

		<p>3. NE 103rd Pl between 132nd Ave NE and existing cul-de-sac end</p> <p>4. Portions of 125th Ave NE between NE 94th ST and NE 91st ST</p> <p>5. Portions of 130th Ave NE between NE 87th ST and NE 94th ST</p> <p>6. NE 91st ST between 130th Ave NE and 132nd Ave NE</p> <p>7. Portions of NE 90th St between 128th Ave NE and 132nd Ave NE</p> <p>8. 131st Ave NE between NE 90th ST and NE 91st ST</p> <p>9. 122nd Ave NE between NE 90th ST and NE 92nd ST</p> <p>10. NE 101st Pl between 124th Ave NE and 125th Ave NE</p>
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"> • 120th Avenue NE, from NE 92nd Street to NE 90th Street. • NE 92nd Street, west of 122nd Avenue NE.
XV.F Rose Hill	RH-71	<p>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.</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 TL-6 T-28 within Chapter IX, Transportation.</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>Complete through road connections in the neighborhood when properties are subdivided.</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>Develop a map where potential street connections could be made.</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

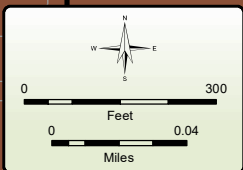
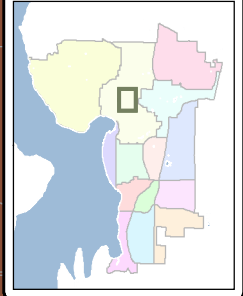
North Kirkland
Com Ctr
& Park

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

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



M 3.6

2.4

RSX 7.2

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> 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 | <http://www.kirklandwa.gov>

From: Scott Guter <SGuter@kirklandwa.gov>
Sent: Tuesday, September 15, 2020 2:39 PM
To: Sarabjit Mann <sarabmann@gmail.com>
Cc: Pari <parimann@gmail.com>; Pawan Dhunna <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

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
- 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 | <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 10th and a public hearing on October 22nd. 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 | <http://www.kirklandwa.gov>

From: Sarabjit Mann <sarabmann@gmail.com>

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

To: Scott Guter <SGuter@kirklandwa.gov>

Cc: Pari <parimann@gmail.com>; Pawan Dhunna <pdhunna88@gmail.com>

Subject: Re: CAM18-00741 Citizen Amendment Request

Scott,

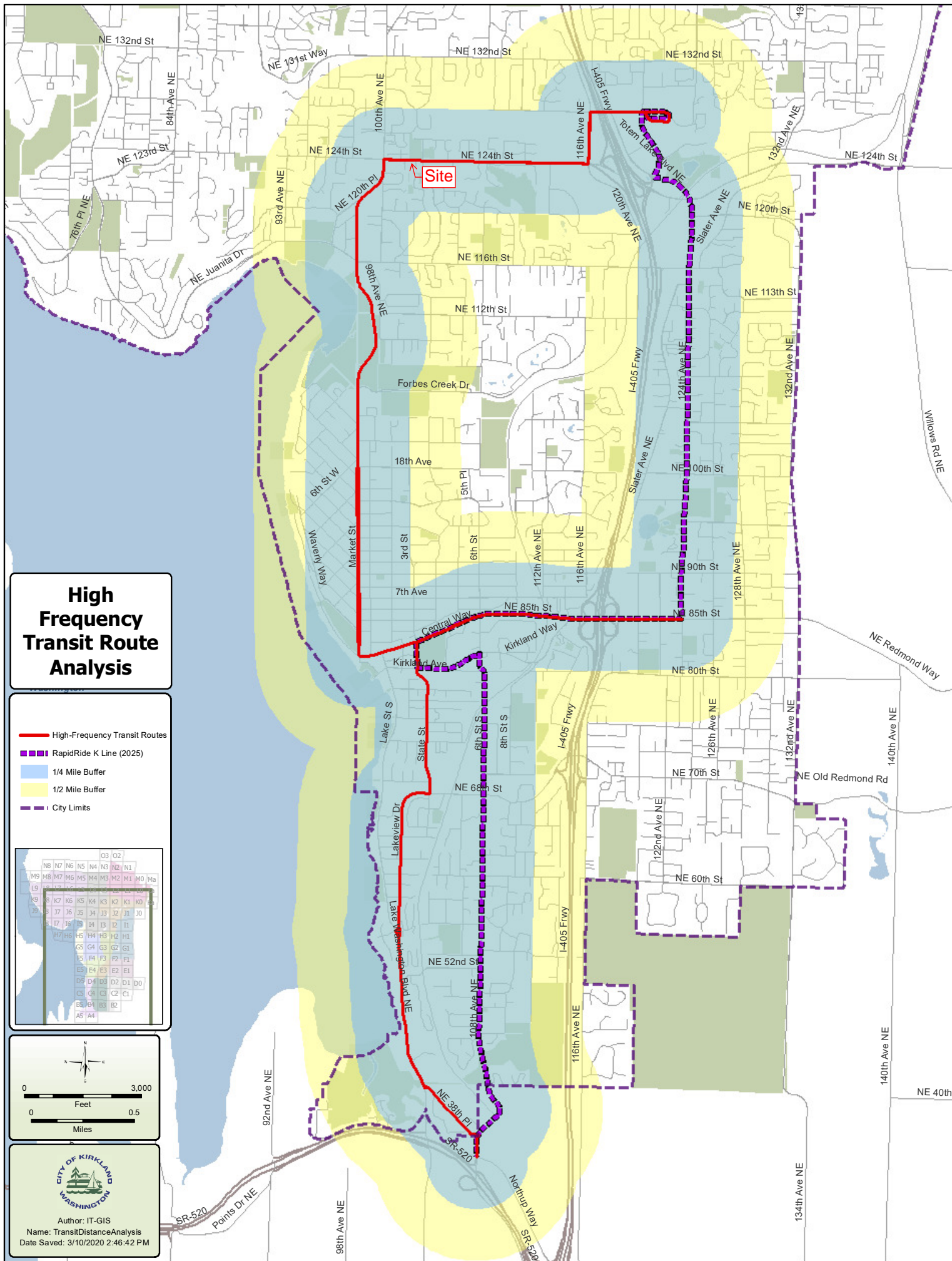
We tried to meet neighbors but due to the Covid-19 situation, they avoid interacting. Regarding the plan, if you feel architectural rendering of the planned buildings and layout help then I can get this initial architectural illustration from an architect.

Regards,

Sarab Mann

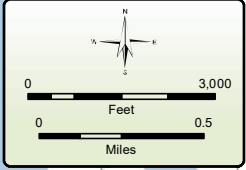
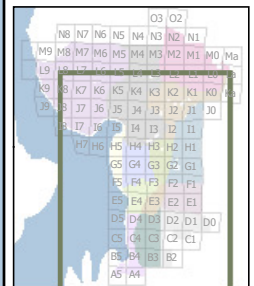
Linked 

m:425.233.0406



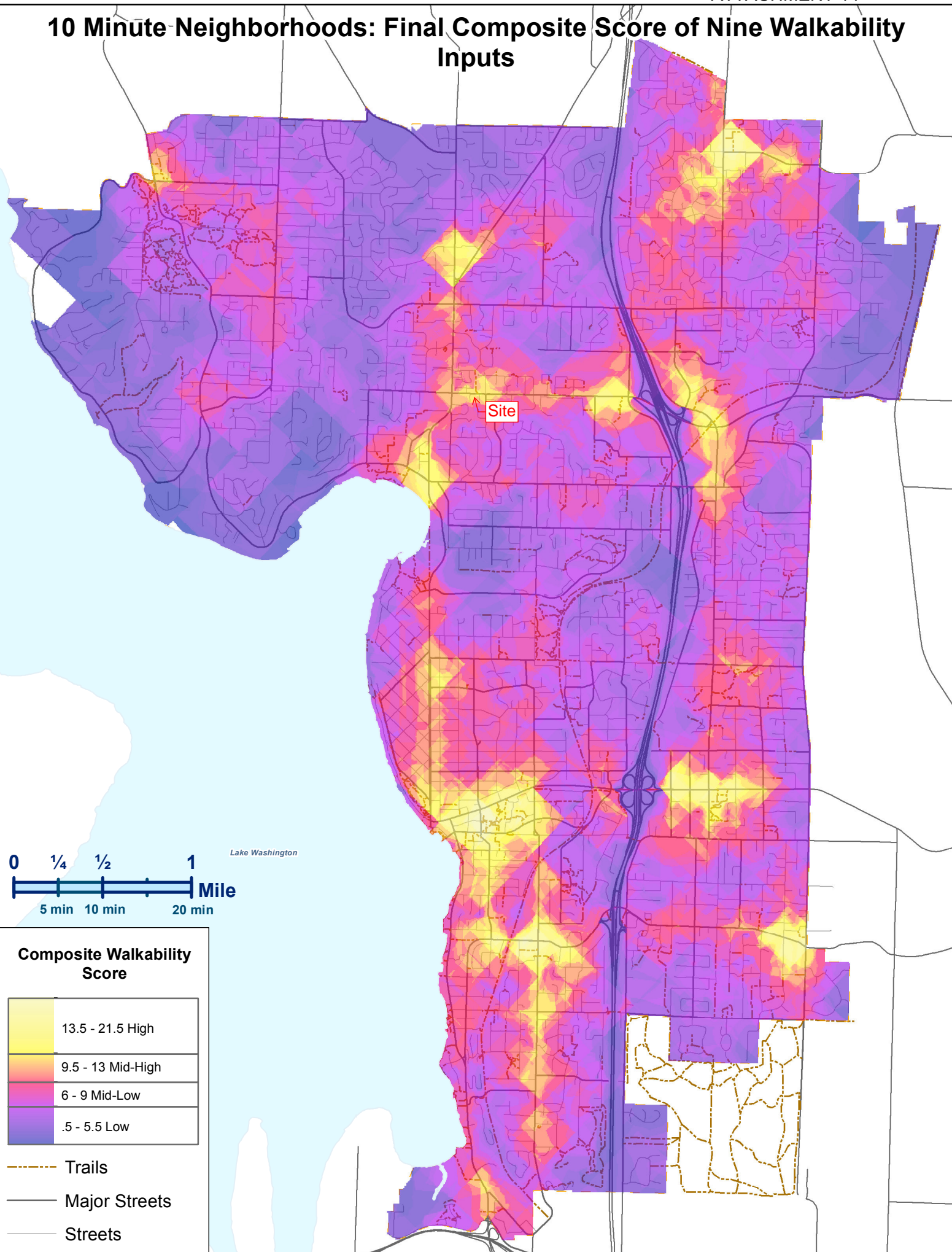
High Frequency Transit Route Analysis

- High-Frequency Transit Routes
- - - RapidRide K Line (2025)
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- City Limits



Author: IT-GIS
 Name: TransitDistanceAnalysis
 Date Saved: 3/10/2020 2:46:42 PM

10 Minute Neighborhoods: Final Composite Score of Nine Walkability Inputs



Mann Rezone Request – Existing vs. Proposed Development Standards						
	Existing Conditions (including neighboring properties)					Proposed
Density/Dimension & Development Standards	Option 1					Option 2
	Study Area Single-family w/ADUs (+ properties East/South)	Study Area w/Cottage, Carriage, 2/3-Unit Homes	Properties West	Properties Southwest	Properties North	Study Area w/ Multifamily (proposed rezone)
Zones	RSX 7.2	RSX 7.2	RM 3.6	RM 2.4	P	RM 3.6
Permitted Uses	KZC Ch. 15/115 Single-Family (1 house per lot +up to 2 ADUs per lot)	KZC Ch. 113 (Cottage, Carriage & 2/3 Unit Homes) + ADUs ¹	KZC Ch. 20 Multifamily (Attached/Stacked)	KZC Chapter 25 Multifamily (Attached/Stacked)	KZC Chapter 45 Uses allowed: Public Utility; w/Parks & Community Services Director Review: Public Park; w/Process IIA: Community & Government Facilities	KZC Chapter 20 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				
Setbacks Front/Side/Rear	20'/5'/10'	20'/5' ² /10'	20'/5' ² /10'	20'/5' ² /10'	case-by-case	20'/5' ² /10'
Lot Coverage	50%	50% ³	60%	60%	case-by-case	60%
Affordable Housing	No	No ⁴	Yes	Yes	N/A	Yes ⁵
Parking	2 stalls/unit No additional stalls required w/ADUs ⁶	1 stall/unit ⁶	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 105.20	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 105.20	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 105.20
Landscape Buffer	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

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

² 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

³ 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.

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

⁵ If rezoning were approved, density will be increased from 6 units/acre to the new underlying density (within the constraints of the height and setback regulations), and this creates an opportunity for the 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.

⁶ 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 EMSNov. 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
cell 425-443-8423