



CITY OF KIRKLAND

Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Christian Geitz, Planning Supervisor
Allison Zike, AICP, Senior Planner
Jeremy McMahan, Deputy Planning Director

Date: September 26, 2019

Subject: 2019 City-Initiated Comprehensive Plan Amendments, File Number CAM19-00537

Staff Recommendation

Review the scope of upcoming 2019 City-initiated amendments to the Comprehensive Plan. Most amendments are annual housekeeping updates, with the exception of the proposed adoption of a Citywide connections map and associated changes to neighborhood plans.

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. The amendments are reviewed and decided upon through a legislative process and may involve associated Municipal Code or Zoning Code and map changes.

The Growth Management Act (GMA) authorizes amendments to the Comprehensive Plan once a year. 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. There is no new state legislation necessitating changes during this cycle of amendments.

The Houghton Community Council will hold a meeting on this year's proposed City initiated CPAs at its October 28 meeting.

A Planning Commission public hearing is tentatively scheduled for October 24 to consider public comments and make a recommendation to the City Council on adoption of the Comprehensive Plan amendments.

Proposed Amendments

This year's annual update includes: CFP updates resulting from changes to funding or timing of existing capital projects, project completion, or the addition of new projects;

the creation of a new Citywide Connectivity Plan that replaces the existing individual neighborhood connection maps; the update of an individual Neighborhood Land Use Map associated with a 2018 rezone; and one minor housekeeping amendment to the Community Character Element.

The proposed amendments are provided by staff from various departments within the City. The City department(s) responsible for providing the amendment is noted after each heading.

1. *Incorporating the 2019-2024 Capital Improvement Program into the Capital Facilities Plan (all departments)*

The amendments, if approved, will bring the CFP Project Tables into consistency with the 2019-2024 Capital Improvement Program (CIP) and 2019-2020 mid-Biennial Budget, scheduled for approval in December. Attachment 1 to this memorandum contains the 2019-2024 CFP Project Tables.

The CFP is the policy basis for the CIP and is tied to our level of service standards for transportation, utilities, surface water, parks, public safety, and facility services and improvements. The CFP discloses funding sources for capital projects that either add capacity to achieve our level of service standards or enhance capacity and services to the public.

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

The new CFP tables will replace the 2018 versions to reflect funding and project changes to the six-year CIP to be adopted in December. Any additional modifications between now and December will be incorporated into the adopting ordinance.

The 2019 CFP tables (CF-5 through CF-10) are included as Attachment 1 to the memorandum and noted below. These tables list all funded capital projects for transportation, surface water, utilities (potable water and sewer), public safety (police, fire and building), parks and facilities for a six year period, and also include a multi-year funding plan beyond the six year period for annual capital transportation projects, and a list of unfunded transportation projects over the 20 year horizon of the Comprehensive Plan, or until 2035. Updated tables containing all adjustments are currently being adjusted by Finance and CIP, to be provided at the October 24th Public Hearing.

Capital Facility Project highlights in 2018 include:

New Transportation Projects

- NE 128th St Multimodal Corridor Study (ST 10300) – Total project cost of \$211,000 funded from Real Estate Excise Tax (REET) 2 revenue for a study and

conceptual engineering of access and circulation improvements. Project considers the Totem Lake Business District Plan and public and private projects in the area.

- General Right of Way Acquisition (ST 10400) – Total project cost of \$2,000,000 funded from REET 2 Reserves for acquisition of right-of-way for capital improvement projects.
- NE 120th Street Sidewalk (NM 10200) – Total project cost of \$400,000 and fully funded by grant resources. The project will be coordinated with another new grant-funded project: NE 120th Street Water Quality Treatment (SD 12500).
- NE 85th St/132nd Ave NE Dual Left Turn Lanes (TR 13900) – Total project cost of \$1,508,700 for development related transportation improvements. The project widens the street to add a second southbound left turn lane to improve operation of the intersection. The project is funded by \$1,258,700 of Transportation Impact Fees and a potential developer contribution of roughly \$250,000.
- 108th Avenue NE Transit Queue Jump - Phase I (PT 00400) – Total project cost of \$4,875,300 for Phase I to widen 108th Avenue NE and create a northbound queue jump lane for transit in the vicinity of the NE 68th Street/108th Avenue NE intersection. The project moved from unfunded status with a 2022 scheduled start using \$870,300 of REET 2 Reserves matched with \$3,780,000 currently unsecured grant funds and a potential developer contribution of roughly \$225,000. This project and PT 00500 below are included to create eligibility for grant applications in 2020. Staff will further refine the funding plan in 2020 and may propose changes.
- 108th Avenue NE Transit Queue Jump - Phase II (PT 00500) – Total project cost of \$5,640,100 for Phase II to widen 108th Avenue NE and create a northbound queue between NE 55th Street and NE 60th Street. The project has a 2022 scheduled start using \$1,023,100 of REET 2 Reserves matched with \$4,392,000 currently unsecured grant funds and a potential developer contribution of roughly \$225,000. This project and PT 00400 above are included to create eligibility for grant applications in 2020. Staff will further refine the funding plan in 2020 and may propose changes.

New Water/Sewer Project

Trend Lift Station Elimination (SS 00600) – New project added with total cost of \$496,900 for system improvements in coordination with a Redmond private development project. The project eliminates an existing City sewer lift station which will eliminate annual maintenance costs and future station life cycle costs. Project to be funded from the Water/Sewer Construction Reserve.

New Surface Water Project

NE 120th Street Water Quality Treatment (SD 12500) – Project installs Stormwater improvements to serve the Totem Lake/Juanita Creek Basin and is coordinated with NE 120th Street Sidewalk project (NM 10200). Total project cost

is \$738,000 and funding includes a secured grant of \$553,500 with the remaining \$184,500 from the Surface Water Construction Reserve.

New Public Safety Project

Water Rescue Craft Storage & Lift (PS 08200) – New project in 2019 totaling \$87,900 to be funded by Fire donation reserves. This project will build a lift and storage facility on city property for 2 Fire jet skis currently housed near Anthony's on non-city property.

New General Government - Technology

New City Website and Platform (IT 00304) – Project moved from unfunded to funded status in 2019 at an updated cost estimate of \$250,000 with recommended funding from the Major Systems Replacement Reserve.

New General Government - Facilities

Eductor Truck Bay Expansion (GG 04300) – New project in 2019 totaling \$250,000 to be funded by Surface Water and Water/Sewer Utility Fund Reserves for the expansion of the bays at the Maintenance Center that house the eductor trucks.

2. *City Wide Connections (Public Works Department, City Manager's Office, Planning & Building and Information Technology/GIS Departments)*

The City is proposing to update the Transportation Element and include a Potential City Wide Connections Map that will illustrate known future potential motorized and non-motorized connections throughout the City. The map will replace the individual roadway connection maps currently located within some of the current Neighborhood Plans and establish connections for those Neighborhood Plans that do not have a map (where applicable). Attachment 2 contains a full explanation of the substantial public process that has already occurred in order to create a draft map. The draft map will be reviewed with City Council on October 15 prior to the Planning Commission public hearing.

3. *Update Comprehensive Plan Maps to reflect Jin Rezone in the North Rose Hill Neighborhood approved in 2018 (Planning & Building and Information Technology/GIS Departments)*

The City Council adopted Ordinance 4670 in December 2018 which approved the rezone of four (4) individual parcels located at 8519, 8523, 8525, and 8527 126th Avenue NE in the Rose Hill Neighborhood, from Low Density Residential (LDR) 6 to Commercial zoning. The rezone expanded the business district boundary of the Rose Hill Business District 5B subarea (RH 5B) to include the four single-family parcels. The following maps and figures in the Comprehensive Plan require amendment (see Attachment 3):

- Figure RH-1 North Rose Hill Neighborhood Land Use Map
- Figure FH-4 Rose Hill Business District

- Citywide land use map LU-1

4. Minor Text Amendment (Planning & Building Department)

- a. Community Character Element – Table amendment
The proposed amendment revises a building name (Table CC-1) as a result of historic research that clarified the persons associated with a structure.

Next Steps

- October 24, 2019: Planning Commission public hearing
- October 28, 2019: Houghton Community Council meeting
- December 10, 2019: City Council adoption
- December 23, 2019: Houghton Community Council final approval

Attachments:

1. Capital Facilities Plan Project Tables
2. Connections Memo
3. Comp Plan Map Amendments

cc: File Number CAM19-00537

Table CF - 5
Capital Facilities Plan: Transportation Projects -- 2019-2035

(Updated 11-28-18)

Revenue Type	Revenue Source	2019	2020	2021	2022	2023	2024	Six-Year Total	2025 - 2035
Local	Gas Tax	634,000	647,000	660,000	673,000	686,000	647,000	3,949,000	
Local	Gas Tax (Transportation Package)	200,000	200,000	200,000	200,000	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)	211,000	410,000	422,000	-	448,000	113,000	1,604,000	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	2,319,000	1,424,000	1,467,000	1,946,000	1,464,000	1,275,000	9,895,000	13,750,000
Local	Street Levy	2,679,000	2,706,000	2,733,000	2,760,000	2,788,000	2,816,000	16,482,000	28,407,100
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,300,000
Local	Surface Water	410,000	500,000	500,000	191,000	486,000	60,000	2,147,000	5,500,000
Local	Impact Fees	2,220,000	1,000,000	1,000,000	702,000	1,298,000	472,000	6,592,000	11,000,000
External	King County Park Levy	300,000						300,000	
Local	Walkable Kirkland	400,000	400,000					800,000	
Local	REET 2 Reserves	2,213,000	1,139,000	480,000	-	215,000	695,000	4,742,000	
Local	REET 1 Reserves	135,000						135,000	
Local	Surface Water Reserves	207,000						207,000	
Local	Debt	17,818,100	2,407,000					20,225,100	
External	Grants	10,916,000	8,332,000	743,000	3,605,000			23,496,000	35,025,400
	Subtotal 2019-2024 Fund Sources	41,232,100	19,635,000	8,775,000	10,647,000	8,155,000	6,848,000	95,292,100	121,802,200
Total Sources		41,232,100	19,635,000	8,775,000	10,647,000	8,155,000		95,292,100	121,802,200
								Total 2019 - 2035 Revenue	217,094,300

Use of Funds

Transportation Capital Facilities Plan 2019-2035															
CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP							Six-Year Funded CIP 2019-2024	2025-2035 CIP Projects	Candidate Projects for Unanticipated Revenue	20-year Concurrency Projects	Person Trips
				2019	2020	2021	2022	2023	2024						
STC006000	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 1,166,000	\$ 796,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,862,000	\$ 22,750,000				
STC006030	Street Levy Street Preservation	No - maintenance	No - maintenance	\$ 1,613,000	\$ 997,000	\$ 2,433,000	\$ 2,460,000	\$ 2,488,000	\$ 2,516,000	\$ 12,507,000	\$ 31,107,000				
STC006040	Central Way Street Preservation	No - maintenance	No - maintenance	\$ 214,000						\$ 214,000					
STC006050	Totem Lake Roadway Repair	No - maintenance	No - maintenance	\$ 1,700,000	\$ 1,320,000					\$ 3,020,000					
STC006060	6th St South Street Preservation	No - maintenance	No - maintenance	\$ 1,000,000	\$ 1,200,000					\$ 2,200,000					
STC006070	98th Avenue NE Street Preservation	No - maintenance	No - maintenance	\$ 120,000	\$ 1,702,000					\$ 2,022,000					
STC059120	124th Ave NE Roadway Improvements (North Section) ROW	Yes R10	Yes	\$ 802,000	\$ 1,393,000					\$ 2,195,000				\$ 2,195,000	208
STC059130	124th Ave NE Roadway Improvements (North Section) Construction	Yes R10	Yes			\$ 760,000	\$ 3,455,000	\$ 1,185,000		\$ 5,400,000				\$ 5,400,000	686
STC080000	Annual Striping Program	No - maintenance	No - maintenance	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,000,000	\$ 6,500,000				
STC081330	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	\$ 2,500,000	\$ 1,036,000	-				\$ 3,536,000				\$ 3,536,000	244
STC083400	100th Avenue NE Roadway Improvements (Mid-South Section)	Yes R10	Yes	\$ 3,517,000	\$ 1,762,000					\$ 5,279,000				\$ 5,279,000	115
STC089000	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	\$ 3,300,000	\$ 2,000,000	\$ 1,300,000				\$ 6,600,000				\$ 6,600,000	659
STC999000	Regional Inter-Agency Coordination	No - not capacity	No - not capacity	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 492,000	\$ 820,000				
STC005002	Street Light Safety School Walk Routes	Yes NM4*	Yes	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,500,000			\$ 600,000	30
NMC006200	Street Levy Pedestrian Safety	No - safety	No - safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 1,500,000				
NMC006210	Neighborhood Safety Program Improvements	No - safety	No - safety	\$ 200,000	\$ 200,000					\$ 400,000					
NMC012040	Central Way Crosswalk Upgrade	Yes NM5	Yes	\$ 50,000	\$ 50,000					\$ 100,000				\$ 100,000	10
NMC012000	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 2,000,000				
NMC027010	Grant Funded Sidewalk Maintenance & Repair Program	No - maintenance	No - maintenance	\$ 2,000,000						\$ 2,000,000					
NMCP071000	NE 132nd Street Sidewalk Improvement	No - safety	No - safety	\$ 250,000						\$ 250,000					
NMC081000	CKC to Redmond Central Connector	Yes NM4	Yes	\$ 1,239,000						\$ 1,239,000				\$ 1,239,000	254
NMC086100	NE 124th St/124th Ave NE Ped Bridge (TL Non-Motorized Bridge)	Yes NM3	Yes	\$ 5,593,100						\$ 5,593,100				\$ 5,593,100	1,672
NMC087000	Chiyadse School Walk Route Enhancements	Yes NM4*	Yes	\$ 1,270,000	\$ 400,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 2,870,000	\$ 3,000,000			\$ 2,870,000	405
NMC071000	North Kirkland/JFK School Walk Route Enhancements	Yes NM4*	Yes	\$ 450,000	\$ 500,000					\$ 950,000				\$ 950,000	102
NMC090100	Juanita Drive Multi-Modal (On-Street) Improvements	Yes NM1	Yes	\$ 525,000						\$ 525,000				\$ 525,000	53
NMC095000	124th Avenue NE Sidewalk Improvements	Yes NM1, NM4	Yes	\$ 400,000						\$ 300,000					
NMC096000	Kirkland Avenue Sidewalk Improvements	Yes NM4	Yes	\$ 600,000						\$ 600,000				\$ 600,000	51
NMC109000	Chiydse Trail Connections (Non-CKC)	No - not capacity	No - not capacity	\$ 275,000						\$ 275,000					
NMC109020	Lake Front Promenade Design Study	No - study	No - study	\$ 75,000						\$ 75,000					
NMC110100	Chiydse Accessibility Improvements	No - not capacity	No - not capacity	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,000,000				
NMC113000	Chiydse Greenways Networks	Yes NM2	Yes	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000	\$ 2,500,000			\$ 1,250,000	76
NMC113020	Chiydse Greenways Network Project-128th Avenue NE	Yes NM2	Yes	\$ 400,000						\$ 400,000				\$ 400,000	81
NMC115000	CKC Emergent Projects Opportunity Fund	Yes NM3	Yes	\$ 100,000						\$ 100,000					
NMC124000	Totem Lake Public Improvements Phase II	No - development agreement	No - development agreement	\$ 7,500,000						\$ 7,500,000					
TRC093000	NE 132nd St/Juanita H.S. Access Rd Intersection Imp	Yes	Yes	\$ 400,000						\$ 400,000					
TRC094000	NE 132nd St/108th Avenue NE Intersection Imp	Yes R5	Yes	\$ 500,000	\$ 720,000					\$ 1,220,000					
TRC116000	Annual Signal Maintenance Program	No - maintenance	No - maintenance	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,200,000	\$ 2,000,000				
TRC117000	Chiydse Traffic Management Safety Improvements	No - safety	No - safety	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000	\$ 1,000,000				
TRC117020	Vision Zero Safety Improvement	No - safety	No - safety	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 300,000	\$ 500,000				
TRC117030	Neighborhood Traffic Control	No - not capacity	No - not capacity	\$ 50,000	\$ 50,000					\$ 150,000	\$ 250,000				
TRC117000	School Zone Beacon & Signage Improvements	No - safety	No - safety	\$ 50,000						\$ 50,000					
TRC120000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes	\$ 400,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,650,000	\$ 4,500,000			\$ 2,650,000	224
TRC124000**	116th Avenue NE/NE 124th Street Intersection Improvements	No - safety	Yes	\$ 800,000	\$ 700,000		-	-	-	\$ 1,500,000					
TRC125000	100th Avenue NE/Simonds Road Intersection Imps	Yes R10	Yes	\$ 800,000	\$ 389,000	-	-	-	-	\$ 1,189,000					49
TRC126000	100th Avenue NE/145th Street Intersection Imps	Yes R10	Yes	\$ 836,000	\$ 390,000	-	-	-	-	\$ 1,226,000					50
TRC127000**	Lake Street/Kirkland Avenue Intersection Improvements	Yes	Yes	\$ 480,000	\$ 1,073,000					\$ 1,553,000					

Proportioned over four new separate projects from one original single roadway improvement (1.066 trips)

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

^A New for 2017-2022 CBR Update not previously counted; to be counted in future Rate Study

^^ New for 2019-2024 CFP Update not previously counted; to be counted in future Bate Study

Table CF - 6
Capital Facilities Plan: Utility Projects

(Updated 8-9-18)

SOURCE OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
Local	Utility Rates	3,992,000	4,941,000	5,165,000	5,329,000	5,583,000	5,850,000	30,860,000
Local	Connection Fees	865,000	865,000	865,000	865,000	865,000	865,000	5,190,000
Local	Reserves	1,100,000		1,400,000		1,400,000		3,900,000
External	Intergovernmental	23,000		1,111,000	769,000			1,903,000
Total Sources		5,980,000	5,806,000	8,541,000	6,963,000	7,848,000	6,715,000	41,853,000

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
WAC0520000	108th Avenue NE Watermain Replacement		970,400	809,600				1,780,000
WAC1020000	104th Ave NE Watermain Replacement	563,000						563,000
WAC1290000	South Reservoir Seismic and Recoating Project			2,363,500	1,636,500			4,000,000
WAC1291000	South Reservoir Seismic and Recoating Pre-design	50,000						50,000
WAC1330000	Kirkland Avenue Watermain Replacement	1,500,000						1,500,000
WAC1340000	5th Ave S / 8th St S Watermain Replacement			1,061,000	689,000			1,750,000
WAC1530000	3rd Street Watermain Improvement	118,000						118,000
WAC1570000	8th Avenue W Watermain Improvement			891,900	234,100			1,126,000
WAC1580000	NE 112th Street Watermain Improvement	168,000						168,000
WAC1590000	NE 113th Place Watermain Improvement	172,000						172,000
WAC1600000	126th Avenue NE Watermain Improvement					700,000	800,000	1,500,000
WAC1640000	NE 116th Place Watermain Replacement			190,000				190,000
WAC1670000	11th Ave Watermain Replacement			420,000				420,000
WAC1680000	11th Place Watermain Replacement			605,000				605,000
WAC8880000	Annual Watermain Replacement Program						269,700	269,700
WAC9990000	Annual Water Pump Station/System Upgrade Pgm						269,800	269,800
SSC0520000	108th Avenue NE Sewermain Replacement	1,394,000	4,835,600					6,229,600
SSC0620000	NE 108th Street Sewermain Replacement				1,403,400	4,042,800	1,831,100	7,277,300
SSC0720000	Kirkland Avenue Sewermain Replacement	2,015,000						2,015,000
SSC0771000	West of Market Sewermain Replacement - Phase I			2,200,000	3,000,000	2,500,000	2,500,000	10,200,000
SSC8888000	Annual Sanitary Pipeline Replacement Program					302,600	522,200	824,800
SSC9999000	Annual Sanitary Pump Station/System Upgrade Pgm					302,600	522,200	824,800
Total Funded Utility Projects		5,980,000	5,806,000	8,541,000	6,963,000	7,848,000	6,715,000	41,853,000

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

(Updated 11-28-18)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
Local	Utility Rates	1,916,000	2,120,000	2,139,000	2,204,000	2,270,000	2,338,000	12,987,000
Local	Reserves	100,000	1,965,300	50,000	50,000	50,000	50,000	2,265,300
External	Grants	3,000,000	1,126,300					4,126,300
Total Sources		5,016,000	5,211,600	2,189,000	2,254,000	2,320,000	2,388,000	19,378,600

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
SDC0470000	Annual Replacement of Aging/Failing Infrastructure	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
SDC0490000	Forbes Creek/108th Ave NE Fish Passage Imp					595,100	728,000	1,323,100
SDC0530000	Forbes Creek/Coors Pond Channel Grade Controls					440,000	600,000	1,040,000
SDC0540000	Forbes Creek/Cross Kirkland Corridor Fish Passage Improvements		300,000	880,000	500,000			1,680,000
SDC0630000	Everest Creek - Slater Ave at Alexander St					430,000	520,000	950,000
SDC0760000	NE 141st Street/111th Avenue NE Culvert Repair	610,000						610,000
SDC0810000	Neighborhood Drainage Assistance Program (NDA)	50,000		50,000		50,000		150,000
SDC0840000	Market Street Storm Main Rehabilitation	535,000						535,000
SDC0880000	Comfort Inn Pond Modifications	81,300						81,300
SDC0890000	NE 142nd Street Surface Water Drainage Improvements	50,000						50,000
SDC0900000	Goat Hill Drainage Ditch Conveyance and Channel Stabilization			359,000	494,000			853,000
SDC0920000	Juanita Creek Culvert at NE 137th Street			350,000	1,010,000	144,900		1,504,900
SDC0930000	Pleasant Bay Apartments Line Replacement	355,000						355,000
SDC1000000	Brookhaven Pond Modifications					410,000	290,000	700,000
SDC1050000	Property Acquisition Opportunity Fund	50,000	50,000	50,000	50,000	50,000	50,000	300,000
SDC1070000	132nd Square Park Surface Water Retrofit Facility	3,000,000	1,126,300					4,126,300
SDC1210000	Kirkland Advanced Mitigation Project		1,000,000	300,000				1,300,000
SDC1220000	Totem Lake Regional Detention - Phase I Design		260,000					260,000
SDC1230000	Lake Street Stormwater Repair		160,000					160,000
SDC1241100	Cedar Creek Fish Passage/Culvert Replacement (100th Ave NE)	84,700	2,115,300					2,200,000
Total Funded Surface Water Utility Projects		5,016,000	5,211,600	2,189,000	2,254,000	2,320,000	2,388,000	19,378,600

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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<i>SURPLUS (DEFICIT) of Resources</i>	-	-	-	-	-	-	-
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Table CF-10
Capital Facilities Plan: Facility Projects

(Updated 11-28-18)

SOURCES OF FUNDS

<i>Revenue Type</i>	<i>Revenue Source</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
Local	Reserves	1,283,500	521,500	279,300	150,300	346,500	1,081,600	3,662,700
Total Sources		1,283,500	521,500	279,300	150,300	346,500	1,081,600	3,662,700

USES OF FUNDS**Funded Projects**

<i>Project Number</i>	<i>Project Title</i>	<i>2019</i>	<i>2020</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>Six-Year Total</i>
GGC0800000	Electrical, Energy Management & Lighting Systems	17,800		27,200	96,400	28,400	152,600	322,400
GGC0900000	Mechanical/HVAC Systems Replacements	361,700	88,100	14,600	12,000	106,800	239,400	822,600
GGC1000000	Painting, Ceilings, Partition & Window Replacements	121,900	210,800	59,900	13,500	151,500	511,500	1,069,100
GGC1100000	Roofing, Gutter, Siding and Deck Replacements		55,000	5,100		37,100	20,200	117,400
GGC1200000	Flooring Replacements	37,100	167,600	172,500	28,400	22,700	157,900	586,200
GGC0370400	Public Works Maintenance Center Tenant Improvements	250,000						250,000
GGC0380100	Municipal Garage Repairs	275,000						275,000
GGC0390000	City Hall Annex HVAC Installation	220,000						220,000
Total Funded Facility Projects		1,283,500	521,500	279,300	150,300	346,500	1,081,600	3,662,700

SURPLUS (DEFICIT) of Resources	-	-	-	-	-	-	-	-
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CITY OF KIRKLAND

City Manager's Office

123 Fifth Avenue, Kirkland, WA 98033 425.587.3001

www.kirklandwa.gov

MEMORANDUM

To: Planning Commission

From: James Lopez, Assistant City Manager
Kathy Brown, Public Works Director
John Starbard, Deputy Public Works Director
Kari Page, Safer Routes to School Coordinator
David Wolbrecht, Neighborhood Services Outreach Coordinator

Date: September 16, 2019

Subject: Briefing on Citywide Transportation Connections Map Outreach

RECOMMENDATION:

Planning Commission receives a briefing on the civic engagement effort for a Citywide Transportation Connections Map in anticipation of a subsequent public hearing before the Planning Commission on October 24, 2019. The City Council initiated this public process at the January 2, 2019 Council Meeting, when it adopted Resolution R-5350, which:

- affirmed the Council's policy support for increasing transportation connections within the City;
- directed staff to initiate a public engagement process for discussing and evaluating proposed transportation connections throughout the City;
- directed staff to create a citywide transportation connections map to help fulfill the City's policies for improving safety, connectivity and multimodal mobility; and
- determined that the final draft citywide transportation connections map shall be included in the 2019 annual update to the *Comprehensive Plan*.

BACKGROUND DISCUSSION:

The City has a program to review and update its fourteen neighborhood plans that are part of the *Comprehensive Plan*. One of the more recent neighborhood plans acted on by the City Council was the Finn Hill Neighborhood Plan, which was adopted by the Council on January 16, 2018, by Ordinance O-4636. This was the first City-developed neighborhood plan for Finn Hill since the area's annexation in 2011. Staff and the community worked together over a two-year period to develop a recommended plan that addresses vision and values, the natural environment, land use, transportation and mobility, and other community planning topics. During the planning process, discussions were held about the fact that in some areas of Finn Hill the transportation system is underdeveloped. There are several dead-ends that preclude neighborhood connections, public street segments that lack sidewalks or even sufficient pavement, and areas that are inconsistent with the street standards found elsewhere in the City.

As was done when the Rose Hill and the Highlands neighborhood plans were updated and when the Totem Lake Business District Plan was created, potential motorized and nonmotorized connections were studied in the Finn Hill area. The issue was discussed with the community, the point was made that likely most of these potential transportation connections would be made in conjunction with infill development, a map of potential transportation connections was drafted, an open house was conducted about many

planning topics including connectivity, and staff provided the Finn Hill community and all interested parties with explanations about the draft transportation connections map and the reasons for creating it.

Because of community concerns raised about some of the connections, at the time of final review and unanimous adoption of the Finn Hill Neighborhood Plan, staff proposed postponing the inclusion of a transportation connections map. A connections map was postponed until a public outreach process could be conducted in Finn Hill about connectivity issues, including developing priorities and objective criteria regarding transportation connections for vehicles and/or pedestrians and/or bicycles, evaluating emergency response times, and how best to address bollards and barriers in the area.

Staff returned to the Council on July 3, 2018 to continue the discussion of mapping transportation connections and outreach about that topic in Finn Hill. Staff also was seeking affirmation that it should continue applying the connections policies the City has now and recommended that connections maps should be discussed and included in future neighborhood plan updates throughout the City.

During that July 3 discussion, the Council expressed several views related to transportation connections:

- There was support for the City's policies on connectivity, though there was interest in having the City be more intentional about why certain connections are sought;
- That the Kirkland Municipal Code should be amended so to that all land use appeals, including those projects that recommend connections, be directed to the Hearing Examiner; and
- There was discussion about having connections identified on one citywide map rather than on a neighborhood-by-neighborhood basis.

Advantages noted by the Council to having a citywide transportation connections map were that the final map could be finished sooner, and that there would be a single source for seeing all proposed connections. The map could be finished sooner because the current practice of discussing connections at the neighborhood level means the mapping would be complete only after the multiyear neighborhood plan update cycle was complete, which takes about eight years. Also, the City's transportation network is an integrated system that provides service to the entire City and the region; evaluating connections on a neighborhood-by-neighborhood basis diminishes that perspective.

At the time, staff speculated that a challenge to doing a citywide map is that discussions about proposed connections benefit from the local knowledge of the people who live or who have businesses closest to them. However, ultimately the City crafted a public-involvement process (see "Outreach Methodology," below) that enabled residents to engage on specific connections based upon their local knowledge.

Staff discussed the idea of a citywide transportation connections map with the Public Safety Committee on October 18 (all committee members were present) and with the Public Works, Parks, and Human Services Committee on October 19 (all committee members were present). Both committees showed interest in a citywide transportation connections map. Committee members also discussed the following:

- That both the type of connection (e.g., foot path, street connection) and the rationale (e.g., pedestrian connection, emergency response time) should be identified;
- That transportation connections still could be discussed as part of neighborhood plan update processes, though any suggested amendments to the citywide map would be bundled and acted upon every few years; and
- That action on a proposed ordinance to amend the Hearing Examiner process should be postponed until the public process to draft a citywide transportation connections map is complete.

Based on Council direction, staff returned to the City Council on January 2, 2019, at which time Council adopted Resolution R-5350.

POLICY BASIS FOR TRANSPORTATION CONNECTIONS

Kirkland has a strong history of supporting transportation connections and increasing nonmotorized transportation options. The *Comprehensive Plan* speaks to connectivity in several policies and statements, including the following:

Land Use Element

- Policy LU-3.9: "Encourage vehicular and non-motorized connectivity."
- Improved connectivity encourages walking and biking and reduces travel distance for all transportation modes.
- Vehicle connections between adjacent properties reduces congestion on streets, number of turning movements, and gasoline consumption.
- As a part of land development, new connections to the existing street system are often required.

Transportation Element/Transportation Master Plan

- Policy T-5.2: "Design streets in a manner that supports the land use plan and that supports the other goals and policies of the transportation element."
- Policy T-5.3: "Create a transportation network that supports economic development goals."
- Policy T-5.6: "Create a system of streets and trails that form an interconnected network."
- Action T-5.6.1: "Develop a plan for connections between street ends and complete those connections."

Additionally, the Zoning Code and the Public Works Pre-approved Plans and Policies provide guidance and regulations concerning street connections and non-motorized improvements:

- Chapter 105: Parking Areas, Vehicle and Pedestrian Access, and Related Improvements
- Chapter 110: Required Public Improvements
- Chapter 180: Plates 34 A-P

Not only has staff worked to implement these policies and apply these regulations, staff also has made productive use of the three connections maps that have been adopted as well as the plates in the Zoning Code. The existing transportation connection maps, even though they show precise locations, are used in a more generalized way. As private and public development is proposed, staff refers to the connections maps to see if the proposed development could facilitate a connection, even if not exactly in the location shown on a map. As funding opportunities arise, these maps also are used in conjunction with public investments and development. Examples include:

- Of the 17 potential street connections originally mapped in the North Rose Hill Neighborhood Plan, six have been completed;
- In South Rose Hill, "The Preserve" subdivision completed a through-street connection and sidewalks on 128th Avenue N.E. between N.E. 70th Street and N.E. 80th Street, as originally mapped in Figure SRH-5 in the South Rose Hill Neighborhood Plan; and
- Both Plate 34C in Chapter 180 of the Zoning Code and Figure TL-6 in the Totem Lake Business District Plan propose a connection of 118th Avenue N.E. between N.E. 116th Street and 118th Street, which is being constructed now in association with the "Lifebridge" multifamily project.

OUTREACH METHODOLOGY

STRATEGIC APPROACH TO CIVIC ENGAGEMENT

The City Council was briefed by the Assistant City Manager at the February 23, 2018, Council Policy Retreat on a new strategic approach to civic engagement initiated to further the 2017-2018 City Work

Program item: "Enhance resident and business engagement in Kirkland through community-based initiatives that foster a safe, inclusive and welcoming City and a love of Kirkland." The City Council received an update by the Assistant City Manager at the May 31, 2019, Council Financial Retreat, which described in more detail staff's system of civic engagement, referred to by staff as Themed Resident Engagement for Kirkland (TREK). Staff's TREK system relies heavily upon the methodology of the International Association of Public Participation (IAP2), a robust framework used internationally for civic engagement in support of sustainable decisions, as well as other sources. Staff refer to feedback-collecting TREKs such as this citywide transportation connections map effort as "civic conversations".

TECHNIQUES USED TO COLLECT FEEDBACK ABOUT CITYWIDE CONNECTIONS

At the direction of the Assistant City Manager, staff utilized the TREK framework to craft the strategy and techniques to collect public feedback on the draft citywide transportation connections map and oversaw the implementation of the engagement plan in coordination with various staff in the Public Works Department and the Communications Manager.

Staff collected feedback through submitted online comments, emails, mailed or hand-delivered letters, and notes from in-person meetings. Staff utilized four methods of in-person outreach and five methods of digital outreach. The specific methods and their reach include:

Table 1: **In-Person Techniques**

Event Type	Quantity	Attendance*
Neighborhood Association Meetings <i>Norkirk, Juanita, Moss Bay, S. Rose Hill / Bridle Trails, Finn Hill, Highlands, Market, N. Rose Hill, Central Houghton, Everest, Evergreen Hill</i>	11	246
Kirkland Alliance of Neighborhoods Briefings <i>April 3, May 8, June 12</i>	3	38
Interest Group Meetings <i>Site visits (x5), Goat Hill focus group</i>	6	44
Community Meeting <i>June 15 at City Hall</i>	1	75
SUBTOTAL	21	403

*Total number of people that were present at a meeting.

Table 2: **Digital Outreach Techniques**

Digital Outreach Type	Quantity	Views***
Facebook Posts & Events	2	1,655
Nextdoor Post	1	1,585
City Newsletter Articles	2	2
Video posted on YouTube and Facebook	1	88
Landing Webpage (www.kirklandwa.gov/citywideconnections)	1	455
SUBTOTAL	7	5,790

*** "Views" defined as: Facebook Reach, Twitter Impressions, Email Unique Opens, Webpage Unique Visits, YouTube Views, and Facebook 1m Video Views. All values collected as of time of writing.

The most current compilation of public comment is viewable by clicking on the "Record of Public Comments" on the righthand sidebar of the civic conversation webpage:
<http://kirklandwa.gov/citywideconnections>

NEXT STEPS

Staff are preparing for the final phase of public outreach for this civic conversation, which is planned to consist of:

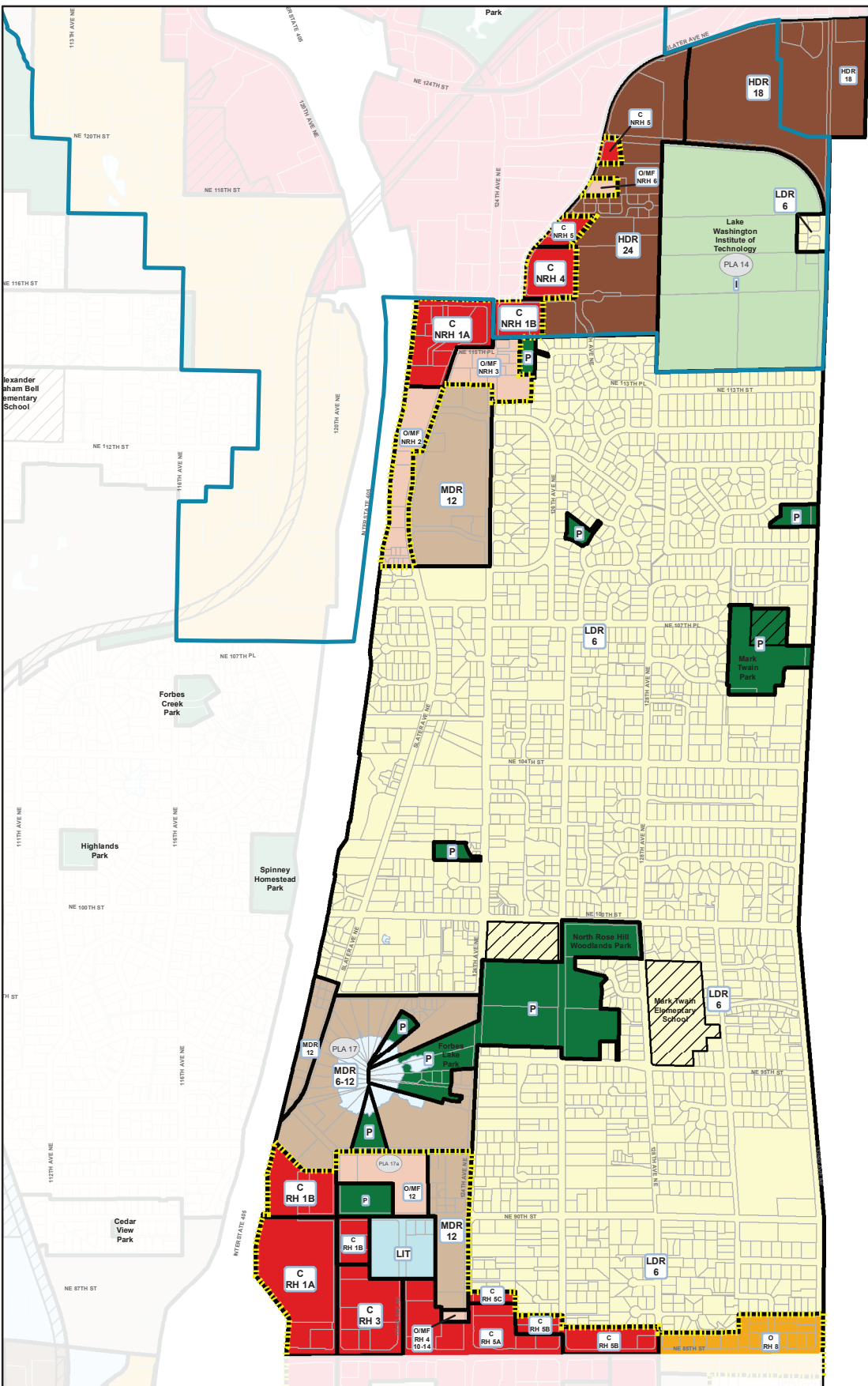
- a postcard mailing to all residences within 300 ft. of an identified planned connection on the draft map (staff are exploring the possibility of two postcard mailings);
- an updated version of the informational video;
- additional posts to Facebook, Nextdoor, and Twitter; and
- at least two additional *This Week in Kirkland* newsletter articles.

Staff will continue to compile community comments in anticipation of the following Planning Commission and City Council meetings this fall (meeting dates tentative and subject to change):

- Planning Commission briefing – September 26, 2019
- City Council Study Session discussion – October 15, 2019
- Planning Commission public hearing – October 24, 2019
- City Council Meeting discussion – November 5, 2019
- City Council Meeting action – November 19, 2019

As directed in Resolution R-5350, the final map is set to be adopted by City Council as part of the 2019 *Comprehensive Plan* update.

Staff are available to answer questions by Commissioners about the public participation process for this civic conversation on a Citywide Transportation Connections Map.



DRAFT

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

North Rose Hill Neighborhood

Figure RH-1: Land Use Map

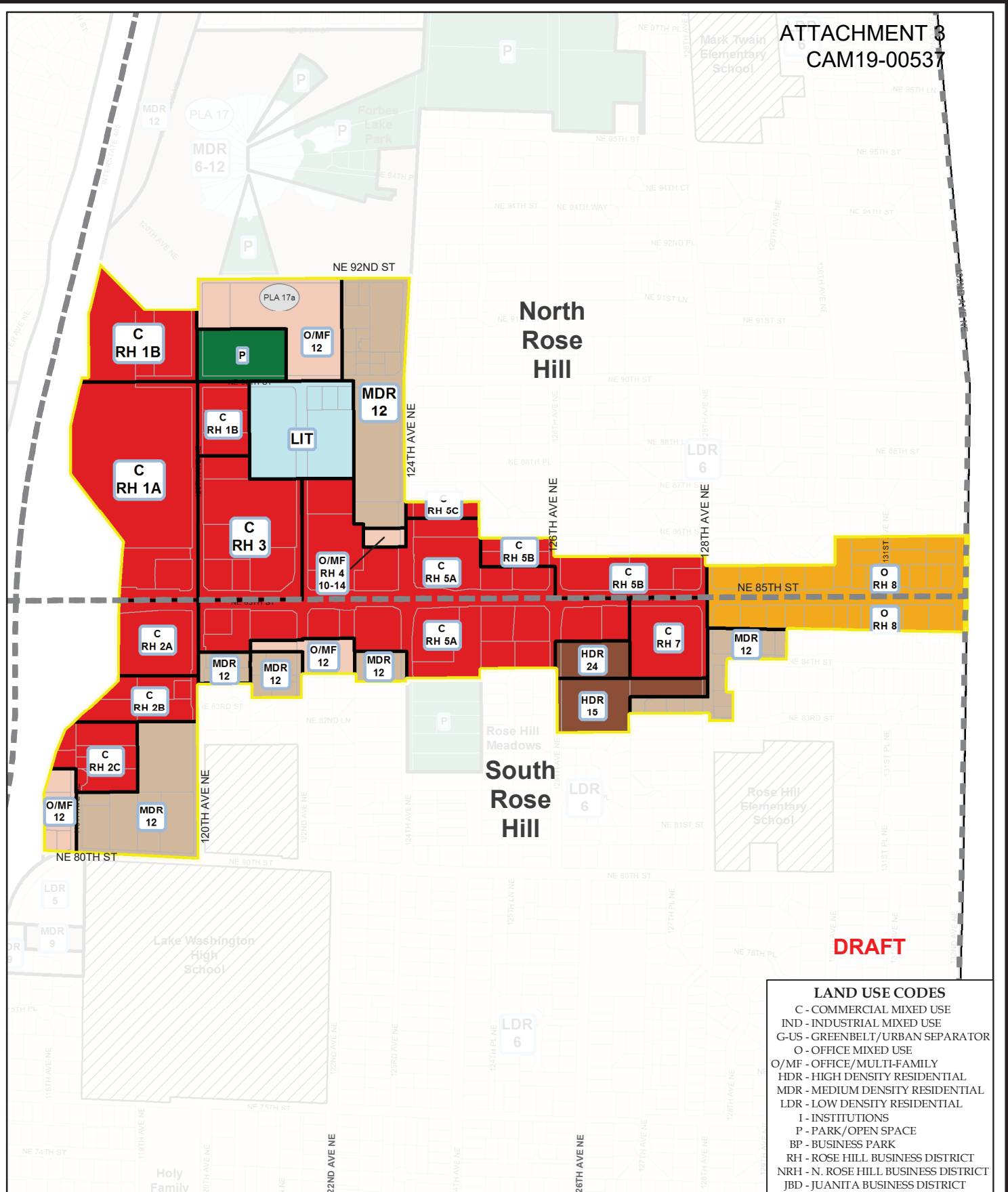
ORDINANCE NO. 4670
ADOPTED by the Kirkland City Council
December 11, 2018

- LAND USE BOUNDARIES
- BUSINESS DISTRICTS
- PUBLIC FACILITIES
- TOTEM LAKE URBAN CENTER
- PARCEL BOUNDARIES
- PLA PLANNED AREA NUMBER
- LAND USE CODE
- DENSITY (UNITS/ACRE)

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

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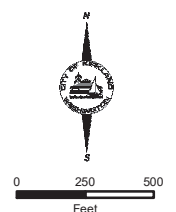


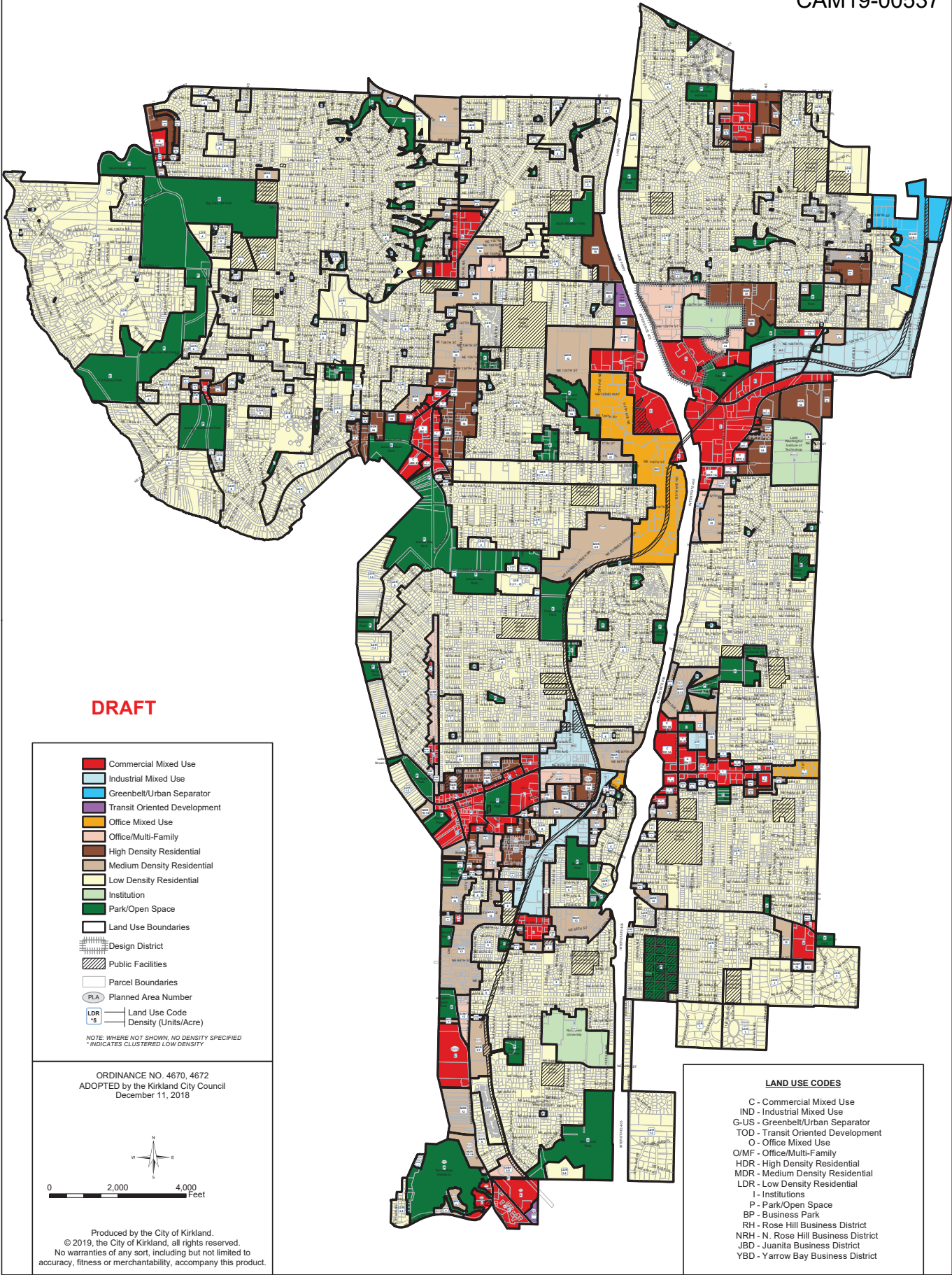
Rose Hill Business District

Figure RH-4: Land Use Map

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December 11, 2018

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LU-1 Comprehensive Land Use Map

