# City of Kirkland
# Planning and Building Department

***Land Acknowledgment***

***We acknowledge that the Southern Salish Sea region lies on the unceded and ancestral land of the Coast Salish peoples, the Duwamish, Muckleshoot, Puyallup, Skykomish, Snoqualmie, Snohomish, Suquamish and Tulalip tribes and other tribes of the Puget Sound Salish people, and that present-day City of Kirkland is in the traditional heartland of the Lake People and the River People. We honor with gratitude the land itself, the First People – who have reserved treaty rights and continue to live here since time immemorial – and their ancestral heritage.***

***Vision Statement***

***Kirkland is one of the most livable cities in America. We are a vibrant, attractive, green and welcoming place to live, work and play. Civic engagement, innovation and diversity are highly valued. We are respectful, fair and inclusive. We honor our rich heritage while embracing the future. Kirkland strives to be a model, sustainable city that values preserving and enhancing our natural environment for our enjoyment and future generations.***

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## Kirkland Planning Commission

## Agenda

Special Meeting - Hybrid

Council Chamber and Virtual
Thursday, June 27, 2024
6:00 PM

***To join the meeting via Zoom:***
***https://kirklandwa-gov.zoom.us/j/84346039816?pwd=VWNmM1laaWVLSUZPa0NGanFtbnpTQT09***
*Passcode: 047168*
*Webinar ID: 843 4603 9816*

*To join via telephone: +1 253 215 8782 US (Tacoma) US*
To provide public comment in advance of the meeting please email planningcommissioners@kirklandwa.gov.

*If you have questions about an item on the agenda, please contact the project planner listed below.*

This meeting packet is also available online on the Planning and Building Department webpage:
https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Commission

1. **Call to Order**
2. **Roll Call**
3. **Comments From the Audience - Limited to 3 Minutes**
4. **Special Presentations**
    a. None
5. **Study Session**
6. **Public Hearings**

a. 2044 Comprehensive Plan Update Public Hearing - Transportation Element, File No. CAM22-00032

Address: Citywide

Purpose: Hold a public hearing to receive public testimony on the 2044 Comprehensive Plan Update Public Hearing - Transportation Element.

Action: At the conclusion of the public hearing, the Planning Commission should deliberate and make a recommendation to City Council on the proposed Comprehensive Plan chapter.

Staff Contact: Kim Scrivner, Transportation Planner, Public Works, kscrivner@kirklandwa.gov
Doug McIntyre, Transportation Manager, Public Works, dmcintyre@kirklandwa.gov
Truc Dever, Director of Public Works, tdever@kirklandwa.gov

b. 2044 Comprehensive Plan Public Hearing #3, File No. CAM22-00032

Address: Citywide

Purpose: Conduct a public hearing to gather public testimony on proposed amendments to the below elements of the Comprehensive Plan:

- Utilities Element
- Public Services Element
- Implementation Strategies Chapter

In addition, this public hearing is an opportunity to gather testimony on the Comprehensive Plan Draft Supplemental Environmental Impact Statement (Draft SEIS).

Action: At the close of the public hearing, staff recommend the Planning Commission (PC) conduct deliberations and make recommendations to City Council (Council) for each element.

Staff Contact: Scott Guter, AICP, Senior Planner, sguter@kirklandwa.gov
Lindsay Levine, AICP, Senior Planner, llevine@kirklandwa.gov
Janice Swenson, Senior Planner, jswenson@kirklandwa.gov
Allison Zike, AICP, Deputy Planning & Building Director, azike@kirklandwa.gov
Adam Weinstein, AICP, Planning & Building Director, aweinstein@kirklandwa.gov

7. **Reading and / or Approval of Minutes**

a. April 25, 2024

8. **Administrative Reports and Planning Commission Discussion**

a. Public Meeting Calendar Update

9. **Comments From the Audience**

10. **Adjournment**

Note: If you would like more information on an item on this agenda, please call the Planning & Building Department at 425-587-3600. **Please refer to the file number and planner listed for that item.**

For more information on the Planning and Building Department public comment and rules and procedure, visit our **Public Comments and Rules of Procedures** webpage.

- Planning Commission Rules of Procedure

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에게titlevicoordinator@kirklandwa.gov 또는 425-587-3831로 연락하십시오.

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**City of Kirkland**
**Public Works Department**
123 Fifth Avenue, Kirkland, WA 98033
425-587-3600 | www.kirklandwa.gov

**MEMORANDUM**

**To:** Planning Commission

**From:** Kim Scrivner, Transportation Planner – Public Works
Doug McIntyre, Transportation Manager – Public Works
Truc Dever, Director of Public Works

**Date:** June 18, 2024

**Subject:** **2044 Comprehensive Plan Update Public Hearing - Transportation Element, File No. CAM22-00032**

## RECOMMENDATION

Hold a public hearing to receive public testimony on the 2044 Comprehensive Plan Update Public Hearing - Transportation Element. At the conclusion of the public hearing, the Planning Commission should deliberate and make a recommendation to City Council on the proposed Comprehensive Plan chapter.

## BACKGROUND

The Transportation Strategic Plan (TSP[1]) covers a 20-year planning horizon of 2024 – 2044 and is being updated in coordination with the K2044 Comprehensive Plan Update. While the TSP is a stand-alone plan that will be adopted independently, primary components of it are identified in the Transportation Element within the K2044 Comprehensive Plan. The Transportation Element (see Attachment A) comprises the required components identified in the Growth Management Act (GMA).

More specifically, the TSP is different from the Transportation Element of the K2044 Comprehensive Plan in that it:

- Includes greater detail and context, such as narrative pieces, more detailed mapping, performance monitoring, and more.
- Includes the 'universe' of project needs for the city, both funded and unfunded.
- Will point to modal and corridor plans and studies for greater detail and context but will supersede all other plans for project prioritization and updated policies.

The Transportation Element of the K2044 Comprehensive Plan includes the required elements under the Growth Management Act (GMA) such as land use assumptions, a forecast of transportation needs, level of service analysis, fiscal analysis, and recommended projects included in the Capital Facilities Plan (CFP), among other

[1] Transportation Strategic Plan webpage: https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Transportation-Strategic-Plan

requirements. The Capital Facilities Element includes the CFP which will house the fiscally constrained 20-year transportation capital projects list.

**OVERVIEW**

The Transportation Element articulates the vision for the future of Kirkland's transportation system and considers how people get around today and how that may change in the future. The vision for Kirkland's transportation system is safe, connected, and multimodal. With limited roadway space, Kirkland's transportation system must accommodate people walking, rolling, bicycling, riding transit, and driving. The element reviews existing conditions in the City's transportation system and outlines a vision for Kirkland's transportation future. This element also charts a course for the city to accommodate future growth and supports the Land Use Element to keep people in Kirkland moving safely and equitably regardless of their mode of choice.

Investments in Kirkland's transportation system, which are incorporated in the Capital Facilities Element, are designed to make travel in Kirkland safer, more comfortable, and more reliable. The citywide transportation goals and policies in the Transportation Element support Kirkland's land use vision and planning to accommodate growth through 2044. As mentioned prior, a complementary piece of the transportation vision is the TSP, which is dynamically referenced within the Transportation Element.

The lead body reviewing the TSP and Transportation Element is the Transportation Commission, which will provide a recommendation on the draft TSP and Transportation Element to the City Council for their review and consideration later in 2024. Staff has been working closely with the Transportation Commission at each of their monthly meetings spanning over a year and has also made several briefings with both the Planning Commission and Council on the Transportation Element and TSP. Transportation Commission briefings and discussions in 2023 and 2024 included overviews of community engagement, guiding principles, goals and policies, and prioritized projects[2]. Other specific Commission and Council meetings include:

- Planning Commission, June 22, 2023 – Community engagement and goals and policies[3]
- City Council study session, September 19, 2023 – Community engagement and goals and policies[4]
- Planning Commission, September 28, 2023 – Update to goals, community engagement results[5]
- Joint Planning and Transportation Commission meeting, October 25, 2023 – Land Use related polices and measures[6]

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[2] Transportation Commission Materials - https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation-Commission
[3] June 22nd Planning Commission Materials - https://kirklandwa.primegov.com/Portal/Meeting?meetingTemplateId=451
[4] September 19, City Council Study Session Material - https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/september-19-2023/3b_study-session.pdf
[5] September 22, 2023 Planning Commission Materials - https://kirklandwa.primegov.com/Portal/Meeting?meetingTemplateId=529
[6] October 25, 2023 Joint Planning and Transportation Commission Materials - https://kirklandwa.primegov.com/Portal/Meeting?meetingTemplateId=583

- City Council study session, November 21, 2023 – project prioritization[7]
- Planning Commission, March 7, 2024 – project development, prioritization and outreach[8]
- City Council study session, March 19, 2024 – project development, prioritization and outreach[9]
- City Council study session, May 21, 2024 – fiscally constrained project list[10]

Details about the discussion topics for each meeting, summaries of community outreach and engagement activities and relevant attachments can be accessed in the linked meeting materials for each date in the footnotes below.

## KEY THEMES FOR TRANSPORTATION ELEMENT AMENDMENTS

The Draft Transportation Element accomplishes many important things in support of achieving the City of Kirkland's vision for transportation over the next 20 years, including:

- Update of the land use assumptions and resulting transportation projects to be concurrent with future growth.
- Establish a new project prioritization framework to identify high priority investments in the transportation system.
- Update of the transportation goals and policies.
- Refresh of action items to implement the goals and policies.
- Incorporation of the Safe System Approach and Complete Streets policies.
- Update of the inventory of transportation facilities.
- Review of multi-modal level of service.
- Incorporate equity and sustainability as key components of the goals, policies, and actions.

## NEXT STEPS

Following the collection of public testimony, Planning Commission should deliberate and make a recommendation to City Council on the draft Transportation Element.

The Transportation Commission will continue to work with staff to refine the TSP. The Transportation Commission is also expecting to hold a public hearing on the TSP at their September 25th meeting, with a planned date of adoption of the full Transportation Element by City Council in December 2024.

## ATTACHMENTS

1. Draft Transportation Element

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[7] November 21, 2023 City Council Study Session Materials - https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2023/november-21-2023/3a_study-session.pdf
[8] March 7, 2024 Planning Commission Materials - https://kirklandwa.primegov.com/Portal/Meeting?meetingTemplateId=1105
[9] March 19, 2024 Council Study Session Materials - https://www.kirklandwa.gov/files/sharedassets/public/v/2/city-council/agenda-documents/2024/march-19-2024/3b_study-session.pdf
[10] May 21, 2024 Council Study Session Materials - https://www.kirklandwa.gov/files/sharedassets/public/v/1/city-council/agenda-documents/2024/may-21-2024/3b_study-session.pdf

# Transportation Element

## 1. Purpose

The Transportation Element articulates the vision for the future of Kirkland's transportation system. Investments in Kirkland's transportation system, which are incorporated in the Capital Facilities Element, are designed to make travel in Kirkland safer, more comfortable, and more reliable. The citywide transportation goals and policies in the Transportation Element support Kirkland's land use vision and planning to accommodate growth through 2044. A complementary piece of the transportation vision is the Transportation Strategic Plan (TSP), which is referenced within the Transportation Element and contains more in-depth and detailed discussion on the future of transportation in Kirkland, including the "universe" of future transportation capital projects beyond the 20-year fiscally constrained list. It is incorporated herein as a reference, but is a stand-alone document adopted separately by the Kirkland City Council.

The City Council's adopted values and goals include a balanced transportation goal among the key policy and service priorities.

**Balanced Transportation Goal**

**Reduce reliance on single-occupancy vehicles and improve connectivity and multimodal mobility in Kirkland in ways that maintain and enhance safety, travel times, health, and transportation choices.**

This Transportation Element considers how people get around today and how that may change in the future. The vision for Kirkland's transportation system is safe, connected, and multimodal. With limited roadway space, Kirkland's transportation system must accommodate people walking, rolling, bicycling, riding transit, and driving. The element reviews existing conditions in the City's transportation system and outlines a vision for Kirkland's transportation future. This element charts a course for the City to accommodate future growth and to keep people in Kirkland moving safely and equitably regardless of their mode of choice.

## 2. Vision and Approach

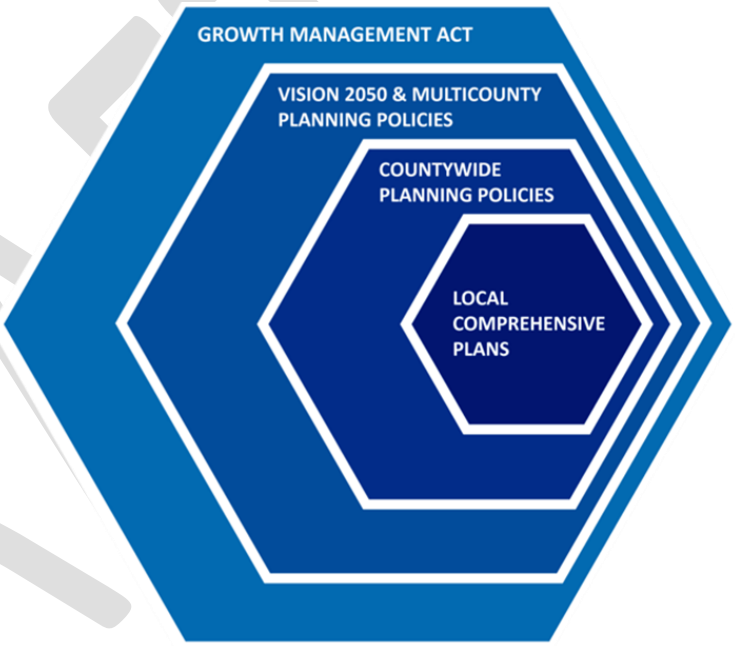
### 2.1. Transportation Vision

The Kirkland Transportation vision for 2044 is a safe, accessible, well-maintained, and fully connected transportation system for everyone in Kirkland. The safety of all road users is fundamental to the future of Kirkland's transportation system and to create a safe and welcoming environment for people walking,

rolling, and bicycling. Active transportation connections designed for people of all ages and abilities and access to frequent and reliable transit can offer a range of transportation choices.

The future transportation network will serve the community's transportation needs and improve the safety of people getting around Kirkland on foot, by bicycle or rolling, on transit, and in cars. Sustainability is embedded in the City's transportation goals and policies through a focus on environmentally sustainable transportation modes and financially sustainable investments in maintenance and new facilities that offer the greatest benefit to the community.

## 2.2. Approach




The City of Kirkland plans within the framework of the Washington State Growth Management Act (GMA), which is codified in Chapter 36.70A of the Revised Code of Washington. The GMA is a law containing, among many other things, requirements for the preparation of a Comprehensive Plan's Transportation Element. In addition to requiring consistency with the Land Use Element, some of the GMA requirements for a Transportation Element include an inventory of facilities by mode of transportation, multimodal level of service (MLOS) standards for arterials, and proposed actions to bring deficient facilities into compliance with adopted MLOS standards. Other requirements include traffic forecasts based on land use, identification of transportation infrastructure needs to meet current and future demands, and a funding analysis for needed improvements as well as possible additional funding sources.

Additionally, the Puget Sound Regional Council (PSRC) adopts a regional vision for the four-county region (King, Kitsap, Pierce, and Snohomish Counties) called VISION 2050. According to PSRC, VISION 2050 is the region's plan for growth. By 2050, the region's population is expected to reach 5.8 million people. The plan establishes multicounty planning policies, actions, and a regional growth strategy guide for how and where the region grows through 2050. The plan informs updates to the Regional Transportation Plan (RTP) and Regional Economic Strategy. VISION 2050 also sets the stage for updates to countywide planning policies and local comprehensive plans done by cities and counties.

Consistent with VISION 2050, King County adopts Countywide Planning Policies (CPPs). The CPPs create a shared framework for growth management planning for all jurisdictions in King County. King County

and the cities and towns in King County develop their comprehensive plans within the CPP framework. An essential component of the CPPs and regional growth strategy is an efficient transportation system that provides multiple options for moving people and goods into and among the various centers. The CPPs primarily focus on supporting growth, mobility, and system operations. The overarching goal of transportation in the CPPs states, "The region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term."

Kirkland also coordinates more locally at the subregional level with adjacent jurisdictions, such as Bellevue, Bothell, Kenmore, Redmond, and Woodinville. This coordination includes development review, land use planning, and, in the case of Bellevue and Redmond, coordinated transportation modeling via the Bellevue-Kirkland-Redmond (BKR) travel demand model. Other agencies with whom Kirkland coordinates include King County Metro (Metro), Sound Transit, PSRC, King County, and the Washington State Department of Transportation (WSDOT). Kirkland coordinates and will continue to coordinate with these agencies, namely on regional projects such as the I-405 Stride Bus Rapid Transit project as part of the NE 85th Interchange project, Metro's RapidRide K Line, and others.

In the 2015 Transportation Master Plan (TMP), Kirkland adopted a framework for decision-making based on a hierarchy of modes that prioritizes the most vulnerable road users. This hierarchy prioritized four primary modes of travel in the city in the following order: (1) walking, (2) bicycling and rolling, (3) transit, and (4) driving. This hierarchy helps ensure that the needs of all users are considered in the City's transportation planning processes, and helps guide decision-making on future investments in the transportation system to ensure the safety and comfort of people using all modes of travel. The City has recommitted to the hierarchy identified in the 2015 TMP, as there are more investments to be made to achieve the City's vision for multimodal transportation.

Additionally, Kirkland is committed to achieving Vision Zero, a future with zero traffic deaths or serious injuries. The safety of all road users is fundamental to the future of Kirkland's transportation system; therefore, the City has adopted a Safe Systems Approach to achieve this goal as part of the Vision Zero Action Plan. The U.S. Department of Transportation (USDOT) developed the Safe System Approach to address roadway safety and achieve vision-zero goals of safe transportation for all, particularly those walking, rolling, and bicycling, regardless of age or ability. The Safe System Approach works by focusing on the safe design and management of transportation systems to reduce the risk of injury from human error and requires a human-centered culture that prioritizes safety in decision-making. The City of Kirkland uses this approach as overarching guidance in planning for the future of the City's transportation system.


# 3. Existing Conditions

## 3.1. Pedestrian Facilities

Facilities for people walking and rolling in Kirkland include sidewalks, neighborhood greenways, on-street walkways, and separated trail or shared-use path facilities. Table 1 shows sidewalk and on-street walkway availability in mileage on arterial and collector roadways. Sidewalks are provided on many of Kirkland's streets but are intermittent or on one side only in some areas, as shown in Figure 1.

TABLE 1. EXISTING SIDEWALK FACILITIES ON ARTERIALS AND COLLECTORS

| Facility Type | Miles |
|---|---|
| Both sides | 45.1 |
| One side | 21.2 |
| None | 10.7 |

Some sidewalk gaps exist on designated school walk routes as well as on arterials, including significant gaps along Juanita Drive, 132nd Avenue NE, and 100th Avenue NE. Kirkland is working to address gaps in the sidewalk network through the City's Sidewalk Completion Program and other ongoing programs for pedestrian safety. Extruded curb treatments have been used as interim pedestrian facilities within the Finn Hill and North Juanita neighborhoods. These interim strategies help define walkways until sidewalks are installed. Kirkland Zoning Code Chapter 110 requires public improvements, including sidewalks, in the right-of-way adjacent to new development, based on street classifications. Kirkland also has a number of other paved and unpaved trails and pathways that connect street ends and neighborhoods (see Figure 2). Additional sidewalks are being built through the Transportation Benefit District funding, grants, and private development agreements.

The Rose Hill Greenways on NE 75th Street and 128th Avenue NE serve as key pedestrian-bicycle corridors through the North and South Rose Hill neighborhoods. Neighborhood Greenways are a select network of low-speed, low-volume residential streets that are prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control devices.

The Cross Kirkland Corridor (CKC) is a 5.75-mile crushed-gravel interim trail that provides an important pedestrian and bicycle connection to local destinations and a larger regional trail network. The CKC is part of the regional Eastrail corridor, a 42-mile rail-to-trail corridor spanning from Renton to Snohomish County, with a spur to Redmond. The Eastrail is currently under development with several sections open, including the CKC. As a 10-foot-wide separated facility, the CKC currently provides a connection through the city for all active transportation modes. The long-term vision in the Cross Kirkland Corridor Master Plan is to use the 100-foot-wide corridor for multimodal use, which could include a paved shared-use path or transit uses to improve accessibility for all users. The Totem Lake Connector bridge, completed in July 2023, connects two sections of the CKC with a bicycle and pedestrian bridge over the intersection of Totem Lake Boulevard NE and NE 124th Street, which is Kirkland's largest and busiest intersection.

FIGURE 1. EXISTING SIDEWALK AVAILABILITY ON MAJOR ROADWAYS

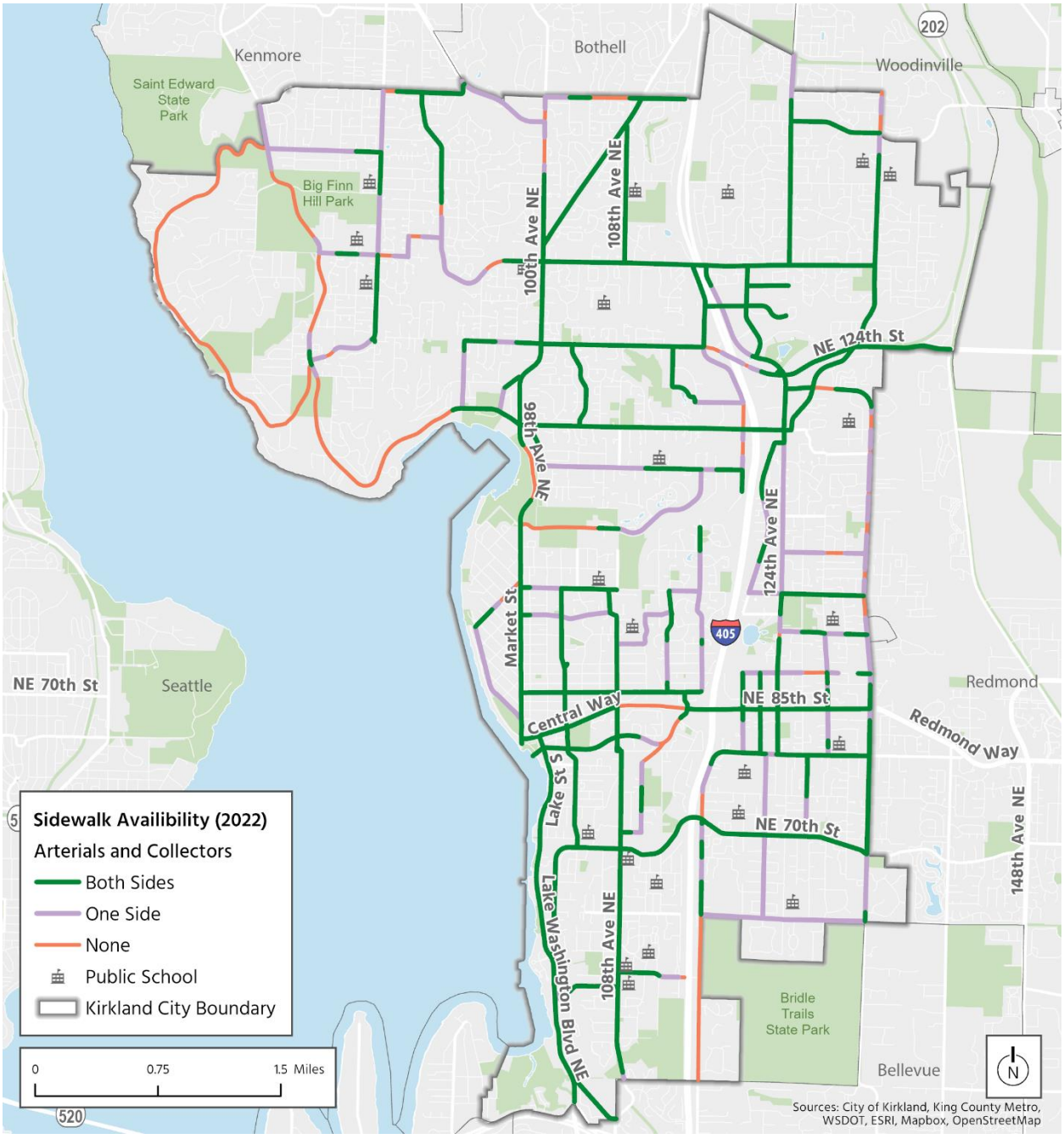
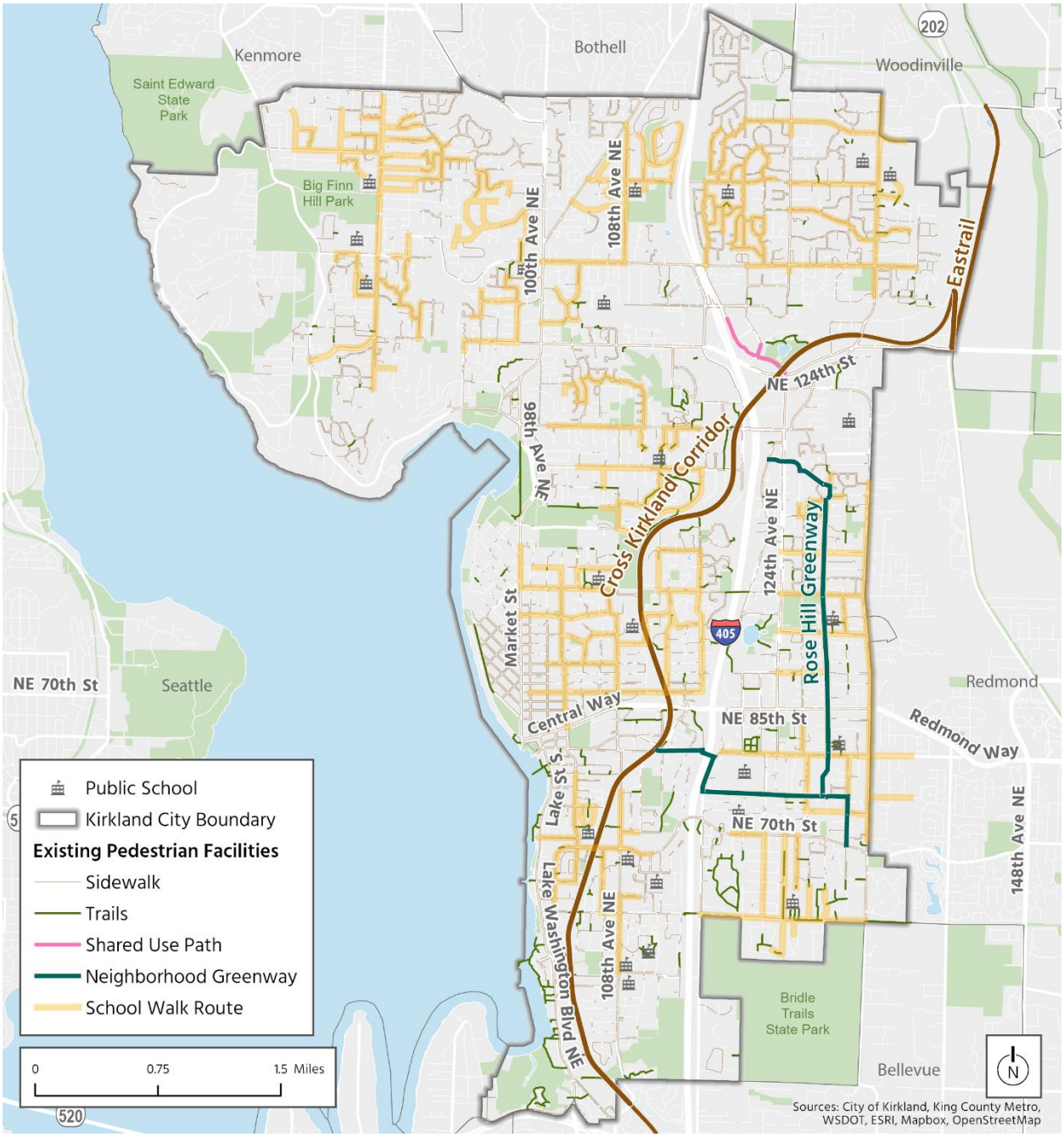


FIGURE 2. EXISTING PEDESTRIAN FACILITIES



## 3.2. Bicycle Facilities

Kirkland's bicycle network consists of on-street bicycle lanes, buffered bicycle lanes, protected bicycle lanes, shared-use paths, and shared on-street facilities, such as neighborhood greenways, as well as green conflict zone markings at intersections (Figure 3). Bicycle lanes are the most prevalent bicycle infrastructure type within the city (Table 2).

TABLE 2. EXISTING BICYCLE FACILITIES

| Facility Type | Miles |
|---|---|
| Bicycle lane | 56.8 |
| Buffered bicycle lane | 8.8 |
| Protected bicycle lane | 0.3 |
| Shared-use path | 0.7 |
| Neighborhood greenway | 3.4 |
| CKC | 5.7 |

The regional Lake Washington bicycle loop provides a route around Lake Washington via a combination of trails and on-street facilities. Within Kirkland, the Lake Washington loop is served by on-street bicycle lanes, buffered bicycle lanes, and shared lanes along Lake Washington Boulevard, Market Street, and Juanita Drive. The CKC serves as a major north-south bicycle corridor within the city, connecting to the Eastrail at both the north and south ends, the SR 520 trail in Bellevue to the south, and the Redmond Central Connector to the north.

The Rose Hill Greenways on NE 75th Street and 128th Avenue NE are key bicycle corridors. Neighborhood Greenways are a select network of low-speed, low-volume residential streets prioritized for walking and bicycling through the use of signage, pavement markings, and traffic calming and control devices.

Gaps in the bicycle network are present along several principal arterials, including NE 85th Street, NE 124th Street, and 100th Avenue NE. Ongoing construction projects in Kirkland are working to address these gaps and improve existing facilities, with planned protected bicycle lanes on 100th Avenue NE (winter 2025) and 124th Avenue NE (summer 2025) as well as a shared-use path on NE 85th Street (2025). Additionally, the new I-405 interchange at NE 132nd Street will feature protected bicycle lanes, and at the interchange at NE 85th Street, there will be wide shared sidewalks to reach the future Stride S2 Line bus rapid transit station.

Public short-term bicycle parking is available within the city, concentrated primarily in downtown Kirkland. The Kirkland Public Works Department has established guidelines for bicycle parking at both on- and off-street locations in Policy R-36. Kirkland Zoning Code Chapters 57 and 105 also include bicycle parking and covered bicycle storage requirements for new development.

FIGURE 3. EXISTING BICYCLE FACILITIES

# 3.3. Transit

## Transit Service and Ridership

Kirkland is served by transit routes that connect to Seattle, Bellevue, Redmond, and other eastside destinations in King County. Metro, Sound Transit, and Community Transit provide transit service within Kirkland. The transit service provided by Metro is guided by three primary policy documents: Metro Connects, King County Metro Service Guidelines, and King County Metro Strategic Plan for Public Transportation.[1] These policy documents assist Metro in providing service countywide, including Kirkland. Metro and local jurisdictions coordinate closely, but Metro, as the transit agency, is ultimately responsible for the type and quality of the transit service provided.

Three Metro routes and one combined route (Route 230/231) in Kirkland provide bus service with 15-minute frequencies, considered frequent service, as shown in Table 3 below. Six routes serve Kirkland all day, with frequencies of 30 minutes or more. All-day and peak-only bus routes in Kirkland are shown in Figure 4. Several other bus routes serving Kirkland operate only at certain times of day, including peak-only commuter routes and dedicated routes that serve schools once a day.

TABLE 3. BUS TRANSIT SERVICE

| Frequency and Service Hours | Bus Routes |
|---|---|
| Frequent all-day routes | Metro Routes: 255, 245, 250, 230/231 (combined from NE 132nd Street to Downtown) |
| All-day routes | Metro Routes: 225, 239, 249, 230/231 (north of NE 132nd Street)<br>Sound Transit Route: 535 |
| Peak-only routes | Metro Routes: 257, 311<br>Sound Transit Route: 532<br>Community Transit Route: 424 |
| Dial-a-Ride (DART) | Metro Route: 930 |
| Custom routes | Metro Routes: 893, 895, 981, 986 |

Kirkland has three transit centers: Kirkland Transit Center in downtown Kirkland, Totem Lake Transit Center in Totem Lake, and Totem Lake Freeway Station in the median of I-405. There are also three park and rides in Kirkland: Kingsgate Park & Ride (502 stalls), Kirkland Way Park & Ride (20 stalls), and South Kirkland Park & Ride (785 stalls). The routes that connect to amenities available at these transit centers and park and rides are shown in Table 4.

[1] https://kingcounty.gov/en/dept/metro/about/policies

TABLE 4. ROUTES SERVING TRANSIT FACILITIES IN KIRKLAND

| Transit Facility | Bus Routes |
|---|---|
| Kirkland Transit Center | Metro Routes: 230, 231, 239, 245, 250, 255 |
| Totem Lake Transit Center | Metro Routes: 225, 239, 255, DART 930 |
| Kirkland Freeway Station | Metro Routes: 311<br>Sound Transit Routes: 532, 535<br>Community Transit Route: 424 |
| Kirkland Way Park & Ride | Metro Routes: 239, 250 |
| Kingsgate Park & Ride | Metro Route: 257, 225, DART 930 |
| South Kirkland Park & Ride | Metro Routes: 249, 250, 255 |

Additionally, Kirkland benefits from flexible transit programs, such as Community Van and Metro Flex. These programs complement fixed-route bus service in Kirkland because they do not adhere to fixed schedules or routes. The Community Van program provides 6-passenger and 12-passenger vans for prescheduled rides involving a minimum of two passengers plus a volunteer driver. Trip destinations can be anywhere within a 2-hour drive of Kirkland and can occur during the daytime, evenings, and weekends. Metro Flex is an on-demand transit service in King County that offers affordable, accessible, and comfortable minivan rides to various local destinations. Within Kirkland, Metro Flex operates in the Juanita service area, which includes Juanita, Finn Hill and parts of Totem Lake, as shown in Figure 5. Metro Flex operates in the Juanita service area from 7 a.m. to 7 p.m. on weekdays only.

FIGURE 4. TRANSIT NETWORK

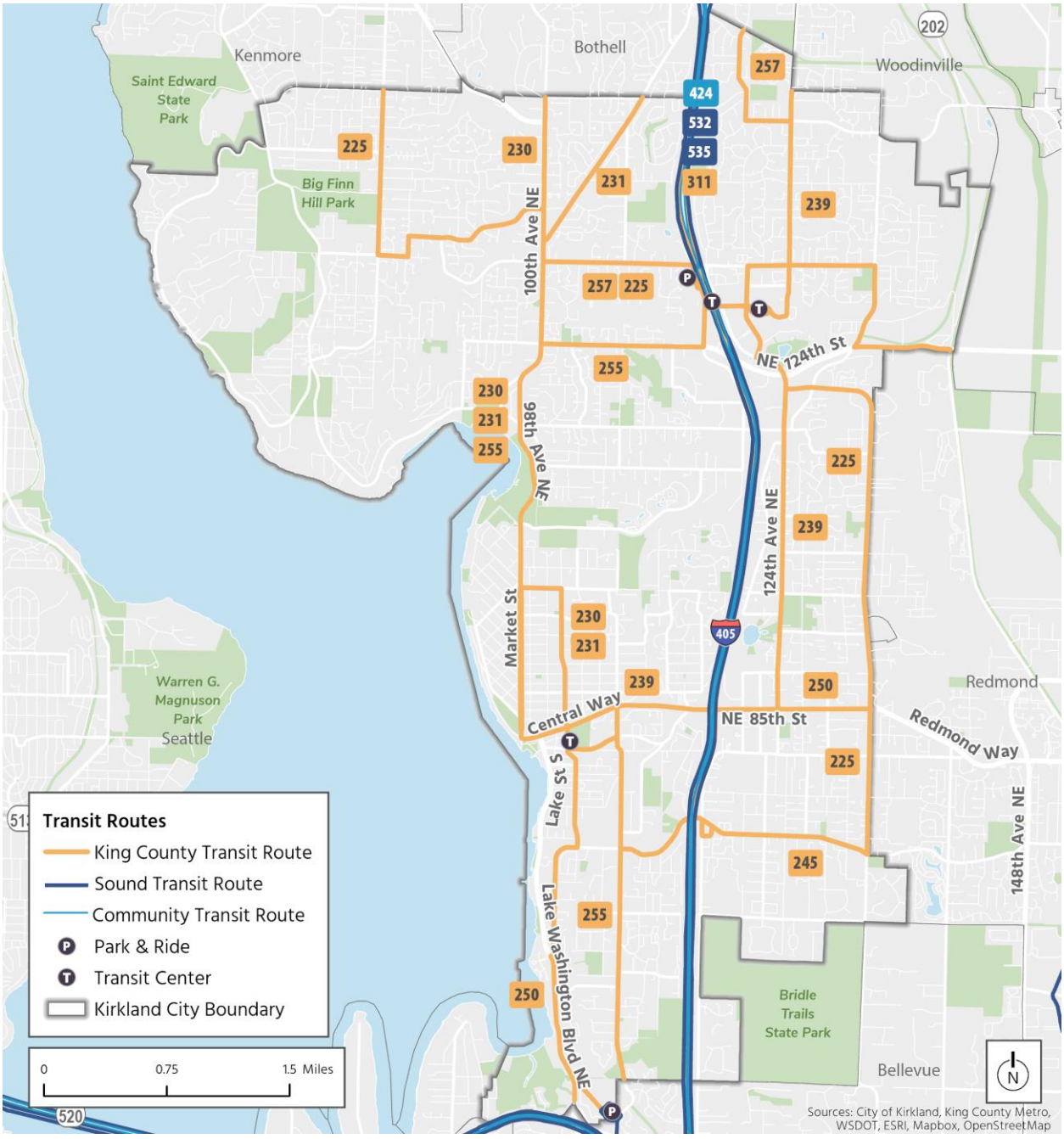
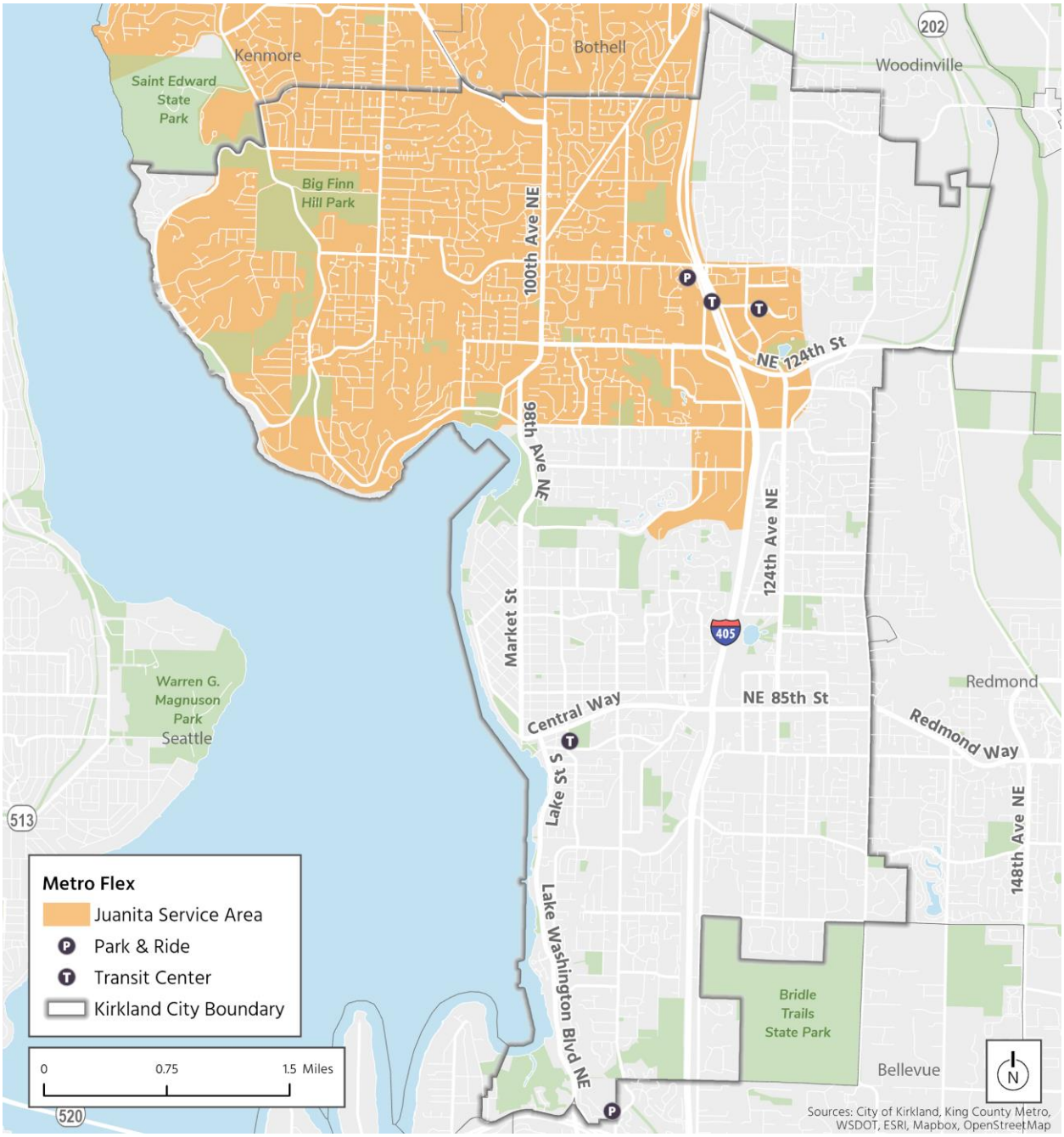


FIGURE 5. METRO FLEX SERVICE AREA



## Transit Amenities

Transit amenities in Kirkland include shelters at bus stops and bicycle parking. Of the City's 30 bus stops with the highest ridership, 27 have shelters as of 2023, as shown in Figure 6. Bicycle parking near transit stops can improve access to transit. City-owned, short-term bicycle parking is available primarily downtown, near the Kirkland Transit Center. Both the South Kirkland Park & Ride and the Kingsgate Park & Ride also have bicycle lockers. Kirkland maintains a practice bus bicycle rack at the Kirkland Transit Center for passengers to build confidence loading and unloading their bicycles on bicycle racks on the front of buses.

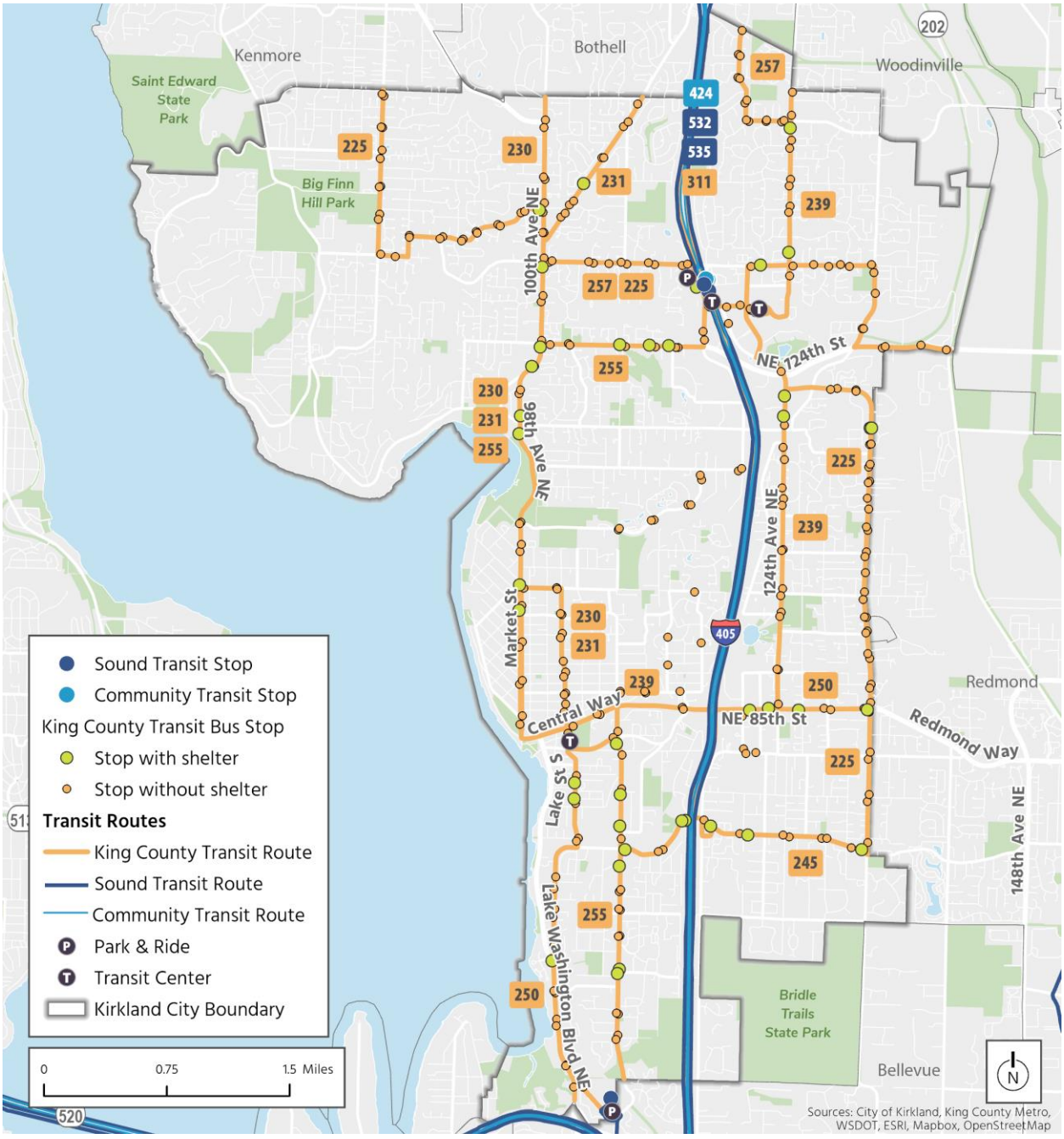
Kirkland's transit centers and park and rides tend to have more amenities than standard bus stops because they are served by multiple routes and are transfer points for transit riders. The amenities at the city's transit centers and park and ride facilities are described in Table 5 below. The highest ridership stops in the city are located primarily at these facilities, with the highest numbers of boardings as of spring 2023 occurring at Kirkland Transit Center, Totem Lake Transit Center, and South Kirkland Park & Ride.

TABLE 5. KIRKLAND TRANSIT CENTERS AND PARK AND RIDES

| Transit Facility | Amenities |
|---|---|
| Kirkland Transit Center | Shelters, seating, restrooms, bicycle parking, electric vehicle (EV) charging |
| Totem Lake Transit Center | Shelters, seating |
| Kirkland Way Park & Ride | Parking |
| Kirkland Freeway Station | Shelters, seating |
| Kingsgate Park & Ride | Parking, shelters, seating, bicycle parking |
| South Kirkland Park & Ride | Parking, shelters, EV charging, bicycle parking |

Apart from these facilities, some individual bus stops see high numbers of boardings. These include stops along NE 85th Street and NE 70th Street in Rose Hill and along Central Way and Kirkland Way in downtown Kirkland.

FIGURE 6. TRANSIT AMENITIES



## 3.4. Motor Vehicles

Streets within the City of Kirkland are categorized by federal functional classifications to help define their intended use and desired character within the street network, as shown in Figure 7. Functional classification is set using a variety of factors, including roadway design, speed, capacity, and relationship to present and future land use and development. It also serves as a practical indicator of traffic volume and number of lanes.

The classifications used within the city include:

- **Freeways** that provide high-speed connections between regional destinations.
- **Principal arterials** that connect to major commercial areas and other cities.
- **Minor arterials** that serve major traffic generators not served by principal arterials.
- **Collector streets** that provide connections between arterials and local streets.
- **Local streets**, or neighborhood access streets, that provide access to residential areas, businesses, and other local areas.

I-405 is the only freeway in Kirkland and runs north-south through the center of the City. Principal arterials in Kirkland include major north-south streets, such as 100th Avenue NE, 98th Avenue NE, Market Street, Lake Washington Boulevard NE, and 124th Avenue NE, and major east-west streets, such as NE 132nd Street, NE 124th Street, NE 116th Street, and NE 85th Street. Posted speed limits within the city generally correlate with roadway functional classification. Although not owned and maintained as a part of the City's road network, I-405 has the highest posted speed limit: 60 mph. Major and minor arterials generally have a posted speed limit of 30 or 35 mph. Collectors have posted speed limits of 30 or 25 mph, and neighborhood access roadways have posted speed limits of 25 mph. Neighborhood greenways and school zones have a posted speed limit of 20 mph.

FIGURE 7. ROADWAY NETWORK

## Traffic

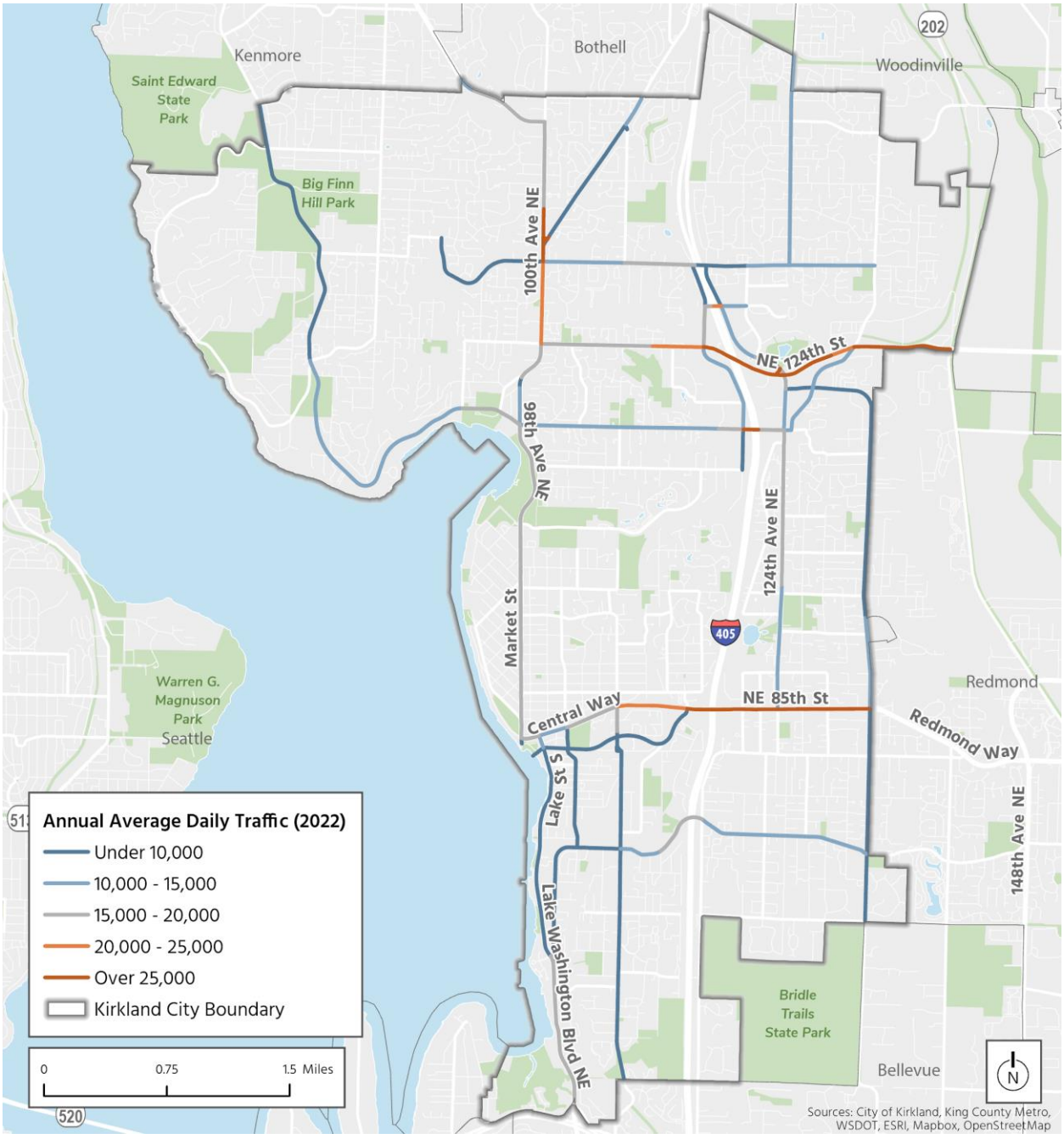
A primary purpose of the Transportation Element is to ensure that the 20-year plan and vision for transportation adequately supports the envisioned land use over the same period. To ascertain how well these two elements align, the BKR travel demand model was used to estimate 2022 traffic volumes for further analysis of traffic operations at key intersections. Traffic conditions were analyzed at 40 intersections throughout the city. The model included data from 2022 to assess congestion at each intersection during the morning (AM) and evening (PM) peak commute hour periods. Intersections were selected by the City of Kirkland to capture needs at major intersections.

Intersections with the highest traffic volumes during all peak periods in 2022 were along NE 124th Street and NE 85th Street. The five intersections with the highest annual average daily traffic in the city in 2022 were:

- NE 124th Street and 116th Avenue NE
- NE 124th Street and 124th Avenue NE
- NE 85th Street and 124th Avenue NE
- NE 85th Street and 120th Avenue NE
- NE 85th Street and 114th Avenue NE

Kirkland Public Works Department tracks average daily traffic annually and adjusts for seasonal patterns in weekday traffic variation. Figure 8 shows the annual average daily traffic volumes on Kirkland's arterial roadways as of 2022. In 2022, the highest daily traffic volumes were along NE 85th Street, NE 124th Street, and 100th Avenue NE.

FIGURE 8. ANNUAL AVERAGE DAILY TRAFFIC VOLUMES



## 3.5. Freight

As Kirkland continues to grow and embrace a multimodal transportation system, ensuring that freight vehicles can move goods safely and efficiently is important. Manufacturers, large retailers, wholesalers, and warehousing and distribution companies rely on access to a well-performing network of freeways and major arterials. Small retailers, restaurants, and other businesses rely on delivery vehicles that must circulate on both regional freeways and arterials as well as local streets. Delivery vehicles must also be able to access spaces for loading and unloading near businesses. Freight vehicle sizes range from small vans to large tractor-trailer units.

WSDOT has developed the Washington Freight and Goods Transportation System (FGTS) to classify streets that are important to the movement of freight in the state. The FGTS defines corridors in tiers based on the annual freight tonnage moved. Within Kirkland, streets are classified as T-1 through T-4, shown in Figure 9.


I-405 is classified as a T-1 truck corridor, carrying the highest volume of freight; however, much of this freight volume passes through and does not travel along city streets. Two sections of principal arterials within city limits are classified as T-2 truck corridors. Several arterials are classified as T-3 truck corridors, and one collector street is classified as a T-4 truck corridor. Downtown Kirkland and Totem Lake have large retail areas that are important catalysts of freight in Kirkland, with businesses that rely on deliveries to meet consumer needs. There are some manufacturing and industrial land uses that may have specific freight needs primarily in an Industrial Mixed-Use zone along the CKC.

The widespread adoption of e-commerce, particularly during and following the COVID-19 pandemic, has led to a transformation in goods movement. One of the most tangible parts of this shift in consumption patterns is the increased frequency of home deliveries. With more freight deliveries per person and more freight traffic navigating urban areas, delivery vehicles have changed, with more cargo vans and personal vehicles delivering packages to consumers.

FIGURE 9. FREIGHT NETWORK (2023)

# 3.6. Safety

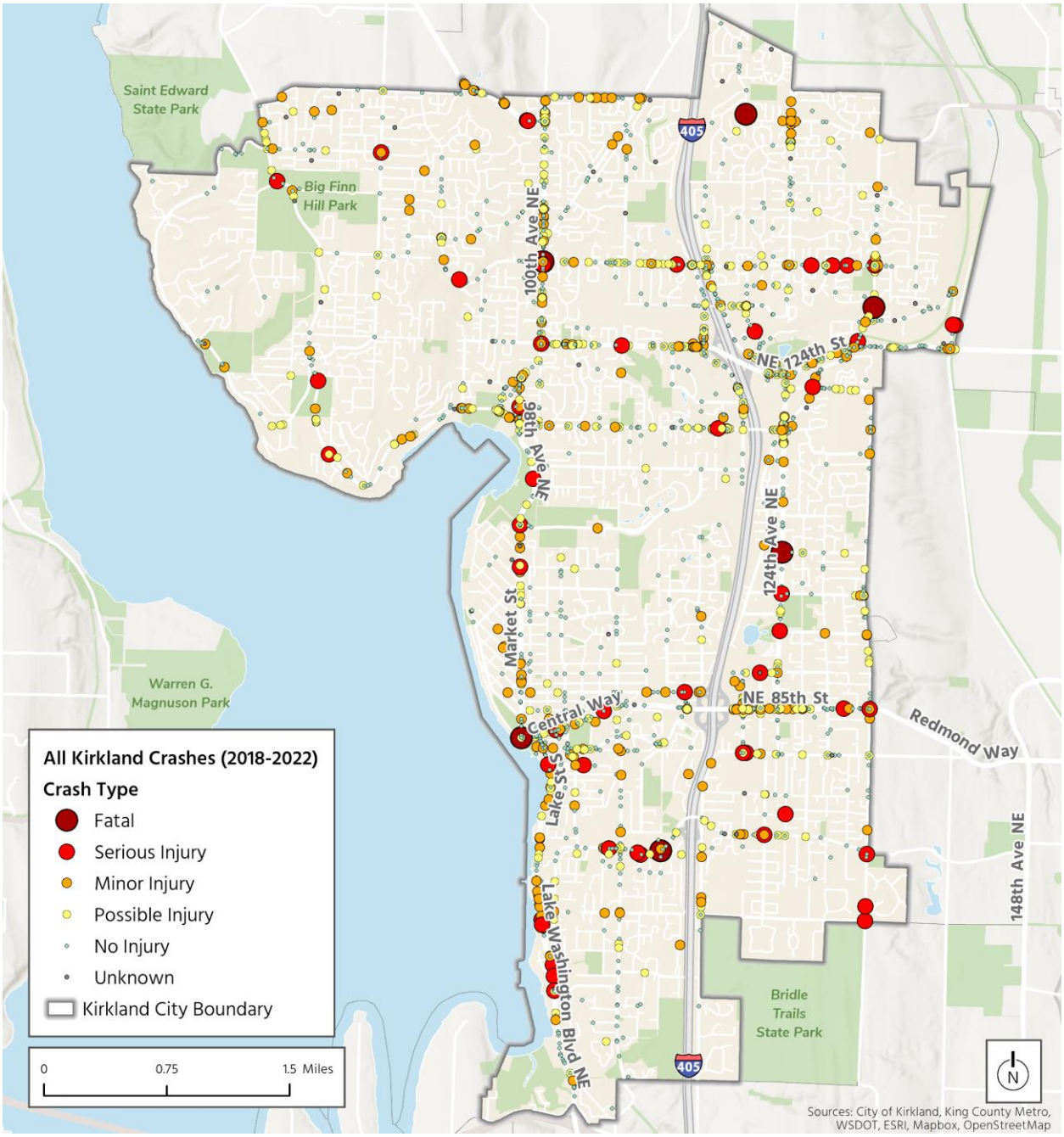
## Crash History

Between 2018 and 2022, there were 3,405 crashes on Kirkland streets (excluding the interstate system). Table 6 summarizes the total crashes by severity level and location type, and Figure 10 shows the location of all crashes during the same time frame. Over 59% of crashes occurred at intersections. During this period, eight fatal crashes and 52 serious-injury crashes occurred, with more occurring at intersections. In addition to these totals, several crashes have occurred outside of public roadways, including four fatal and five serious injury crashes in parking lots. Most crashes (70%) were no-injury crashes.

TABLE 6. CRASHES BY SEVERITY (2018–2022)

| | Segments | Intersections | Total |
|---|---|---|---|
| **Fatal** | 3 | 5 | 8 |
| **Serious injury** | 19 | 33 | 52 |
| **No injury** | 1,015 | 1,377 | 2,392 |
| **Total** | 1,410 | 1,995 | 3,405 |

FIGURE 10. ALL CRASHES (2018–2022)



Crash rates provide a metric for assessing the relative safety of a segment or intersection based on the level of exposure (i.e., traffic volumes and roadway mileage). These rates provide the City with a basis for prioritization and a comparison of locations within a network based on fatal and serious injury crashes. Segment crash rates are calculated by total crashes per million vehicle miles traveled along the segment, and intersection crash rates are calculated by total crashes per million entering vehicles at an intersection. Figure 11 shows the crash rates along key and arterial corridors, and Figure 12 shows the crash rates at major intersections within the city.

In general, the areas with the highest arterial crash rates are along Lake Street S/Lake Washington Boulevard NE, Central Way, and Kirkland Avenue in downtown Kirkland, as well as along NE 124th Street, 120th Avenue NE, and Totem Lake Boulevard in the Totem Lake area. These are also generally where volumes are higher. Crash rates at intersections are generally highest adjacent to I-405 and along Juanita-Woodinville Way NE. Those adjacent to I-405 are also generally where traffic volumes tend to be higher.

FIGURE 11. CRASH RATES ON MAJOR ARTERIALS (2018-2022)

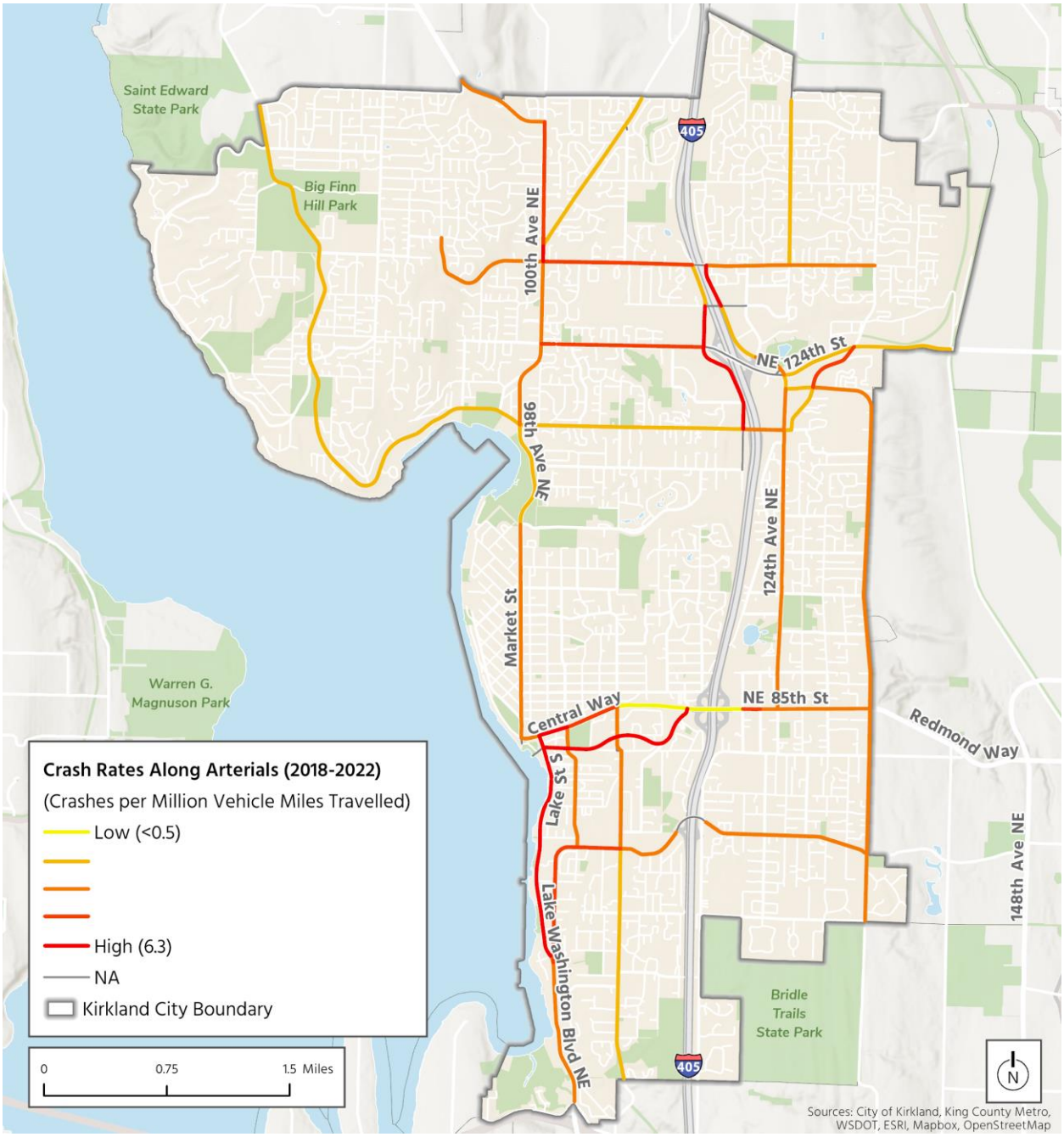
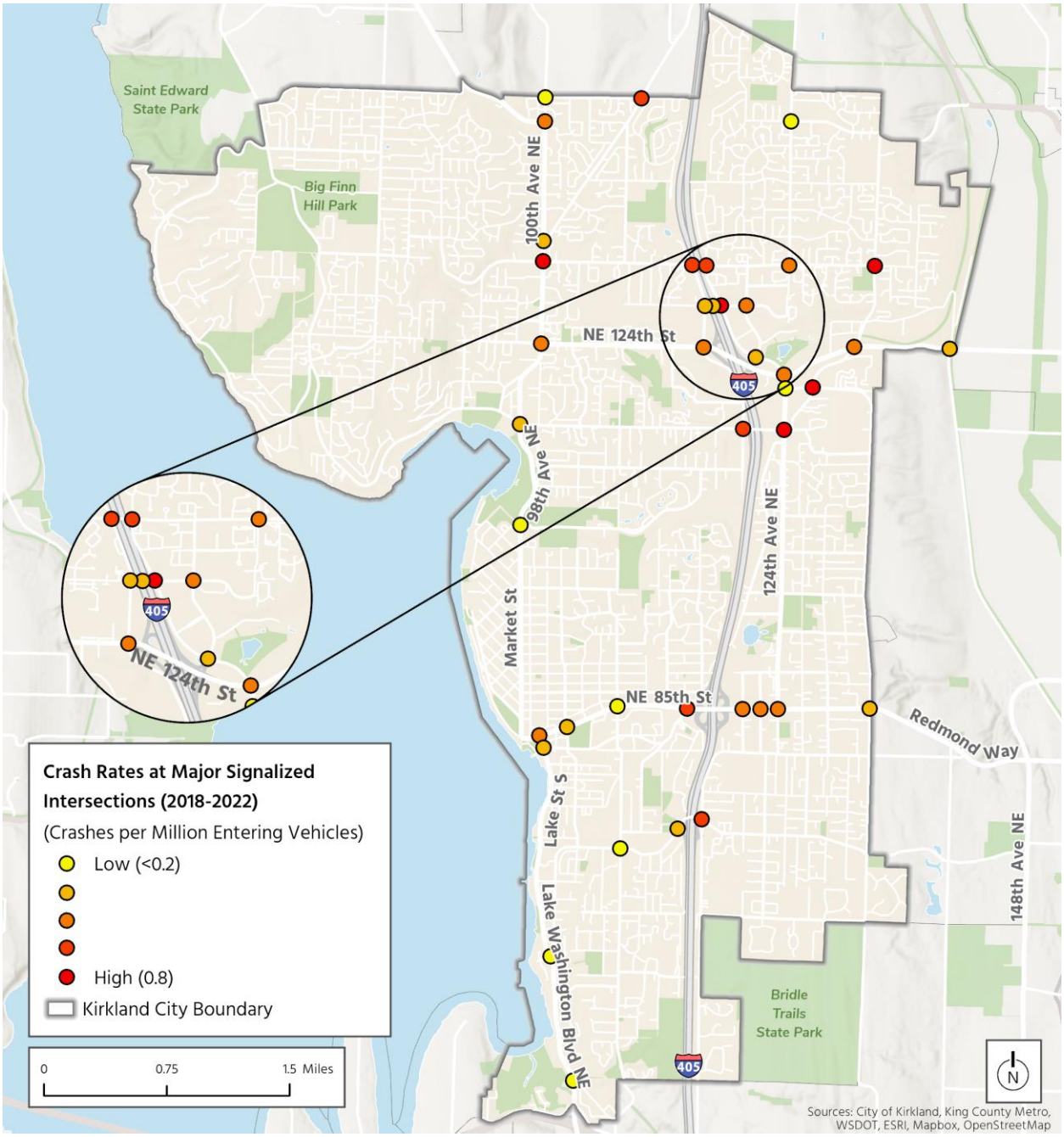


FIGURE 12. CRASH RATES AT MAJOR SIGNALIZED INTERSECTIONS (2018-2022)



## Active Transportation Crash History

Pedestrians and bicyclists are the most vulnerable roadway users because they are less protected than users within vehicles. For the purposes of this discussion, the term "pedestrians" is intended to include people walking and rolling, meaning using mobility devices such as walkers, wheelchairs, or other power-driven devices. The chance of a vulnerable user surviving a collision with a car decreases drastically as speed increases. When comparing crash rates with the share of roadway trips by other transportation modes, pedestrians and bicyclists make up a disproportionate rate of fatal and serious-injury collisions. Vulnerable-user crashes are only 6% of the total crashes but make up 55% of the fatal and serious injury crashes. Vulnerable users tend to only make up less than 15% of total trips (10% to 12% of trips total on average) in general.

Table 7 summarizes the pedestrian- and bicyclist-related crashes by severity, while Table 8 shows the distribution between segments and intersections. Most pedestrian- and bicyclist-related crashes were minor-injury crashes (46%) or possible-injury crashes (27%). There were three fatal pedestrian crashes, including four fatal and five serious injury crashes in parking lots that are not included in traffic safety data, and no fatal bicyclist-related crashes. Just under 15% of crashes were serious-injury crashes.

The majority of pedestrian- and bicyclist-related crashes occurred at intersections (64%). Over 60% of pedestrian- and bicyclist-related crashes involved a turning vehicle.

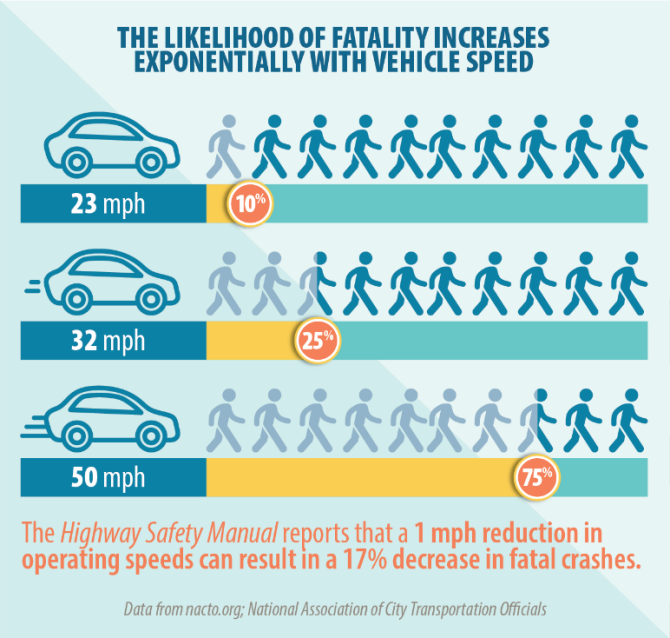
TABLE 7. PEDESTRIAN AND BICYCLIST CRASHES BY SEVERITY (2018–2022)

| | Pedestrian Involved | Bicyclist Involved | Total |
|---|---|---|---|
| **Fatal** | 3 | 0 | 3 |
| **Serious injury** | 19 | 11 | 30 |
| **Minor/non-disabling injury** | 38 | 55 | 93 |
| **Possible injury** | 35 | 20 | 55 |
| **No injury** | 8 | 12 | 20 |
| **Total** | 103 | 98 | 201 |

TABLE 8. PEDESTRIAN AND BICYCLIST CRASHES BY LOCATION (2018–2022)

| | Pedestrian Involved | Bicyclist Involved | Total |
|---|---|---|---|
| **Segments** | 38 | 31 | 69 |
| **Intersections** | 62 | 59 | 121 |
| **Total** | 100 | 90 | 190 |

Pedestrian crashes occurred throughout Kirkland, with most in urban areas with higher pedestrian volumes. There was some general clustering in downtown Kirkland and the Totem Lake area (including some higher-severity crashes), similar to total crashes and higher segment crash rates. There was also some clustering along NE 85th Street, east of I-405. Very few locations experienced more than one pedestrian crash during this period, but some of the key locations that did include along NE 124th Street, 120th Avenue NE, NE 85th Street, and 124th Avenue NE. Figure 13 and Figure 14 show all crashes from 2018-2022 involving pedestrians and bicyclists, respectively.




Bicyclist-related crashes also occurred throughout Kirkland, but there was more prominent clustering when compared to pedestrian crashes. The key areas with bicyclist-related crashes are in downtown Kirkland along Lake Street S/Lake Washington Boulevard NE as well as in the Juanita area. The Vision Zero Plan[2] includes additional analysis on contributing factors for bicycle and pedestrian crashes.

[2] https://www.kirklandwa.gov/files/sharedassets/public/public-works/transportation/plans-and-studies/vision-zero-action-plan/final_vzap_2022-ver4.pdf

FIGURE 13. PEDESTRIAN CRASHES (2018–2022)

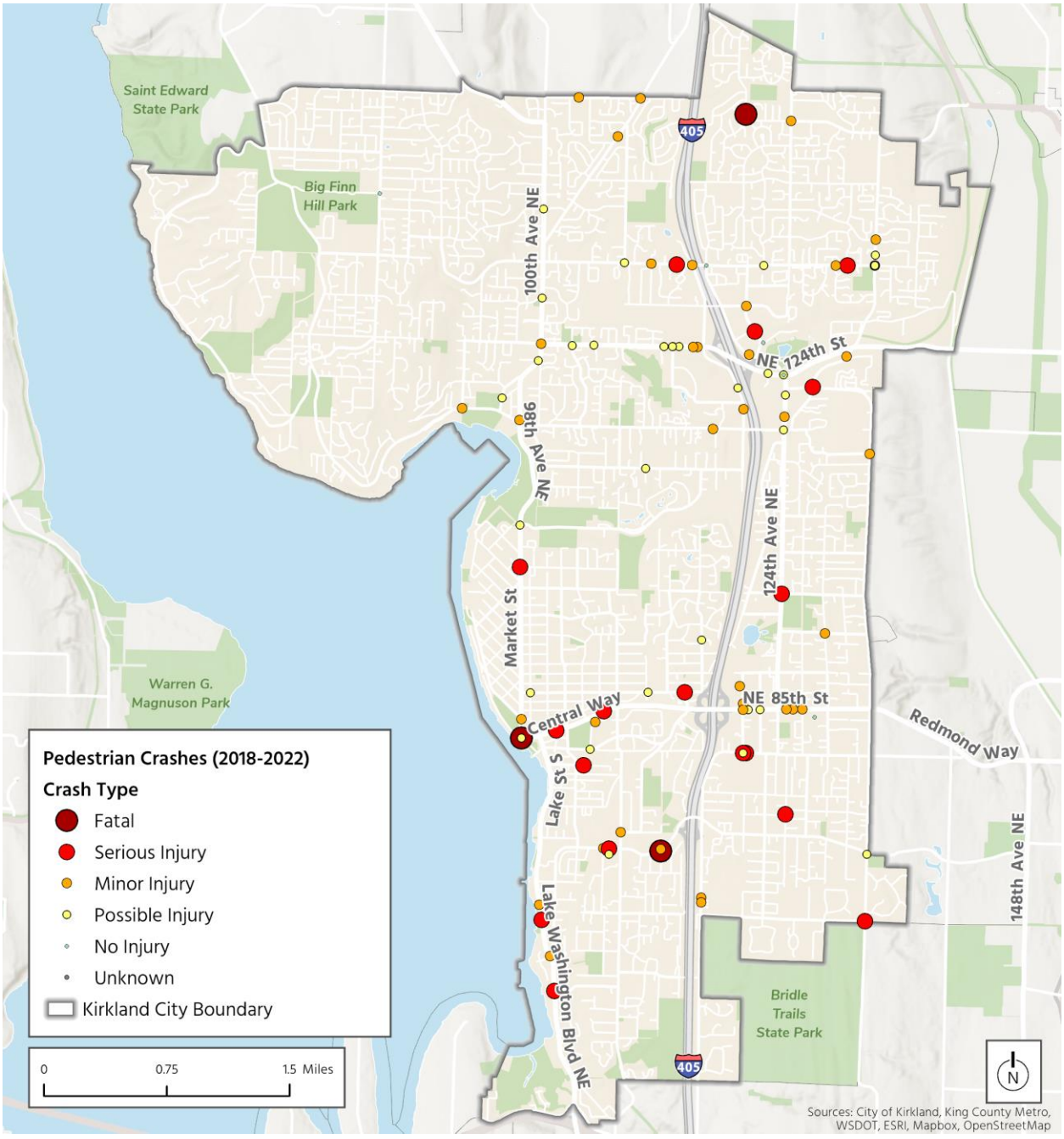
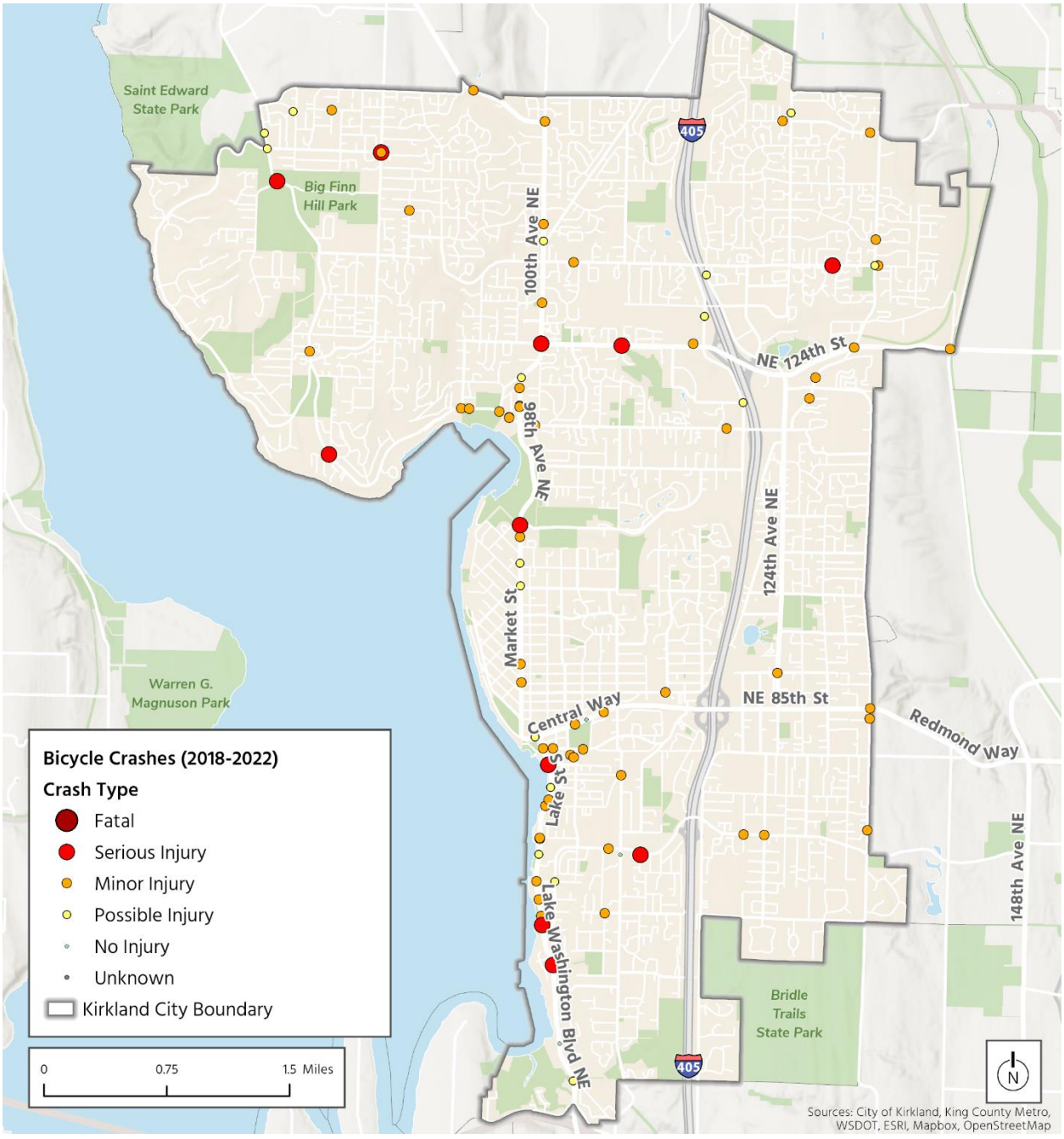


FIGURE 14. BICYCLE CRASHES (2018–2022)



# 3.7. Operations and Management

## Intelligent Transportation Systems

The City of Kirkland's Intelligent Transportation Systems (ITS) Plan[3] establishes operational goals of resiliency, reliability, and responsiveness, and it provides increased transparency to continuously measure and report on performance. ITS is used in Kirkland to provide efficient, multimodal transportation mobility aligned with the City's goals and policies. ITS consists of four different core components working concurrently to achieve the operational goals.

The four core components are:

- **Field elements:** Consist of traffic signal controllers/and associated equipment, closed-circuit television (CCTV) cameras, and multimodal video detection.
- **Communications network:** Includes the media (fiber, cellular, or other), equipment, and software to manage communications from the transportation management center to the field and between traffic signals.
- **Systems and software:** Provide traffic signal control, system health monitoring, video management, CCTV camera control, and other functions.
- **Staff and skills:** Encompass the staff hours and skills needed to operate and maintain the ITS elements.

ITS operations can support modal balance through deployment of active transportation and transit technology.

## Traffic Control Devices

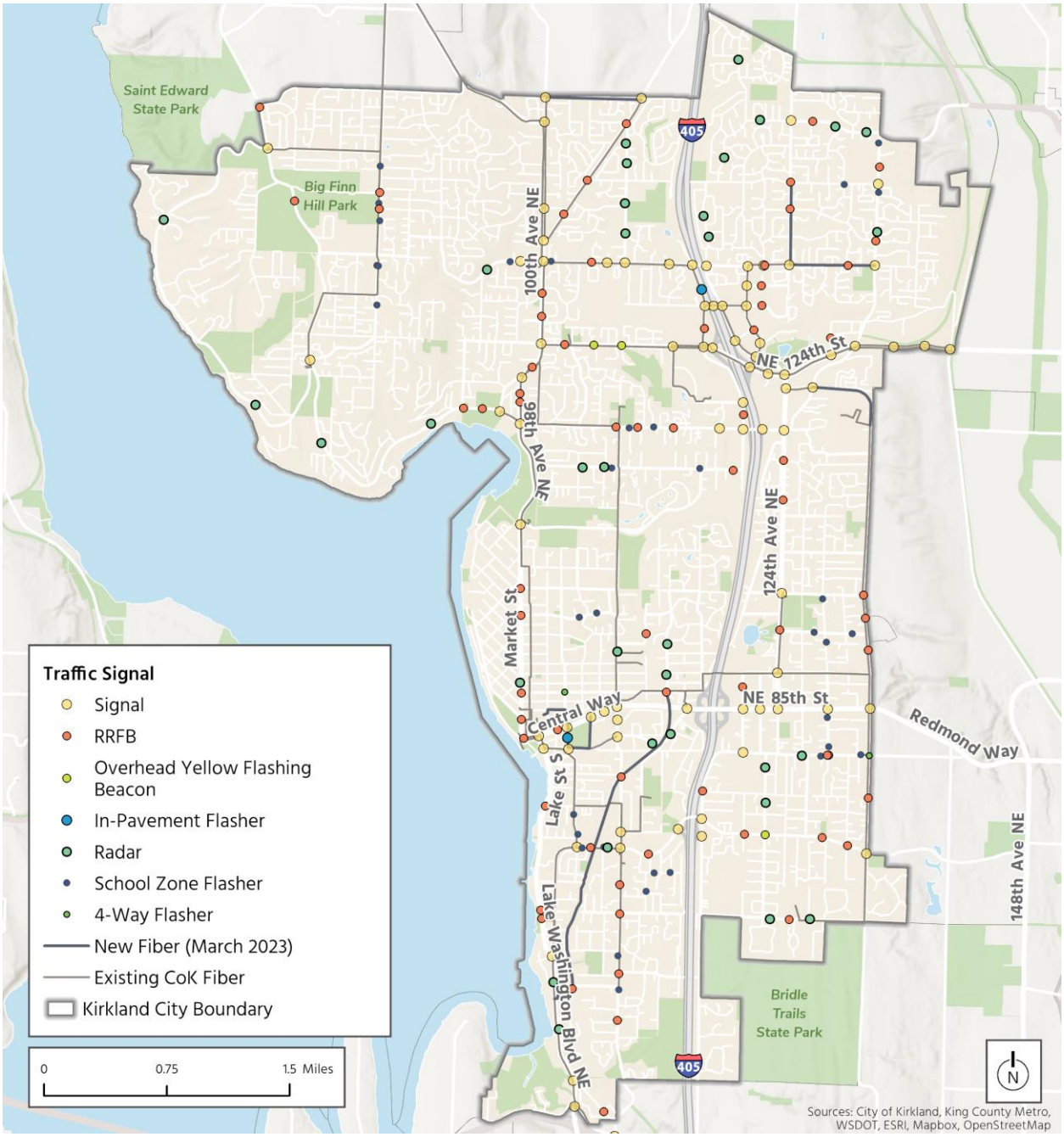
The traffic control devices present in Kirkland's system include signalized intersections, rectangular rapid-flashing beacons (RRFBs), overhead yellow flashing beacons, in-pavement flashers (to be phased out), radar feedback speed signs, school speed zone flashing beacons, and four-way flashing beacons, shown in Figure 15.

The City currently owns and operates around 70 traffic signals at intersections throughout the City, primarily along arterial streets. Traffic signals are an important feature for safety and operations that assign right-of-way to require conflicting vehicular, pedestrian, and bicycle traffic to stop and proceed in an orderly manner. The City currently uses video detection for vehicles and bicycles at its traffic signals, along with pushbuttons for pedestrians in the style of Accessible Pedestrian Systems.

[3] https://www.kirklandwa.gov/files/sharedassets/public/v/3/public-works/transportation/intelligent-transportation-systems-its-plan.pdf

The City currently employs safety-focused phasing at its traffic signalized intersections. This includes leading pedestrian intervals, which provides people who are walking and rolling a three- to seven-second head start in the crosswalk prior to the beginning of the vehicle phase to increase awareness and visibility to drivers making permissive turns. Additionally, the City uses flashing yellow arrow phasing on all new intersections with dedicated turn lanes and protected-permissive phasing, which allows the removal of conflicts between pedestrians and left-turning vehicles. When feasible given operational constraints, the City employs pedestrian recall at specific intersections, which means people walking and rolling do not have to actuate the pedestrian pushbutton in order to get service at the traffic signal.

FIGURE 15. TRAFFIC SIGNAL INFRASTRUCTURE



**Rectangular Rapid Flashing Beacons**

**Pedestrian Signals**

**Speed Radar Signs**


**HAWK Signals**

**Bicycle Signal**


**Bicycle-Oriented Push Button**


The City uses over 70 RRFBs, which are enhanced pedestrian safety features to provide additional indication to drivers that pedestrians are using a midblock or uncontrolled crosswalk. Additionally, over the next several years, the implementation of a high-intensity activated crosswalk (HAWK) system is planned at several locations. HAWK signals provide a regulatory method of control to stop vehicular traffic to provide people walking, rolling, and bicycling a safer crossing environment. The locations with planned HAWK signal systems include the following: the CKC crossing at Slater Avenue NE/NE 132nd Street; 100th Avenue NE mid-block near NE 140th Street; 124th Avenue NE between NE 116th Street and NE 124th Street; NE 124th Street between 100th Avenue NE and 113th Avenue NE; and Juanita Drive at NE 132nd Street.

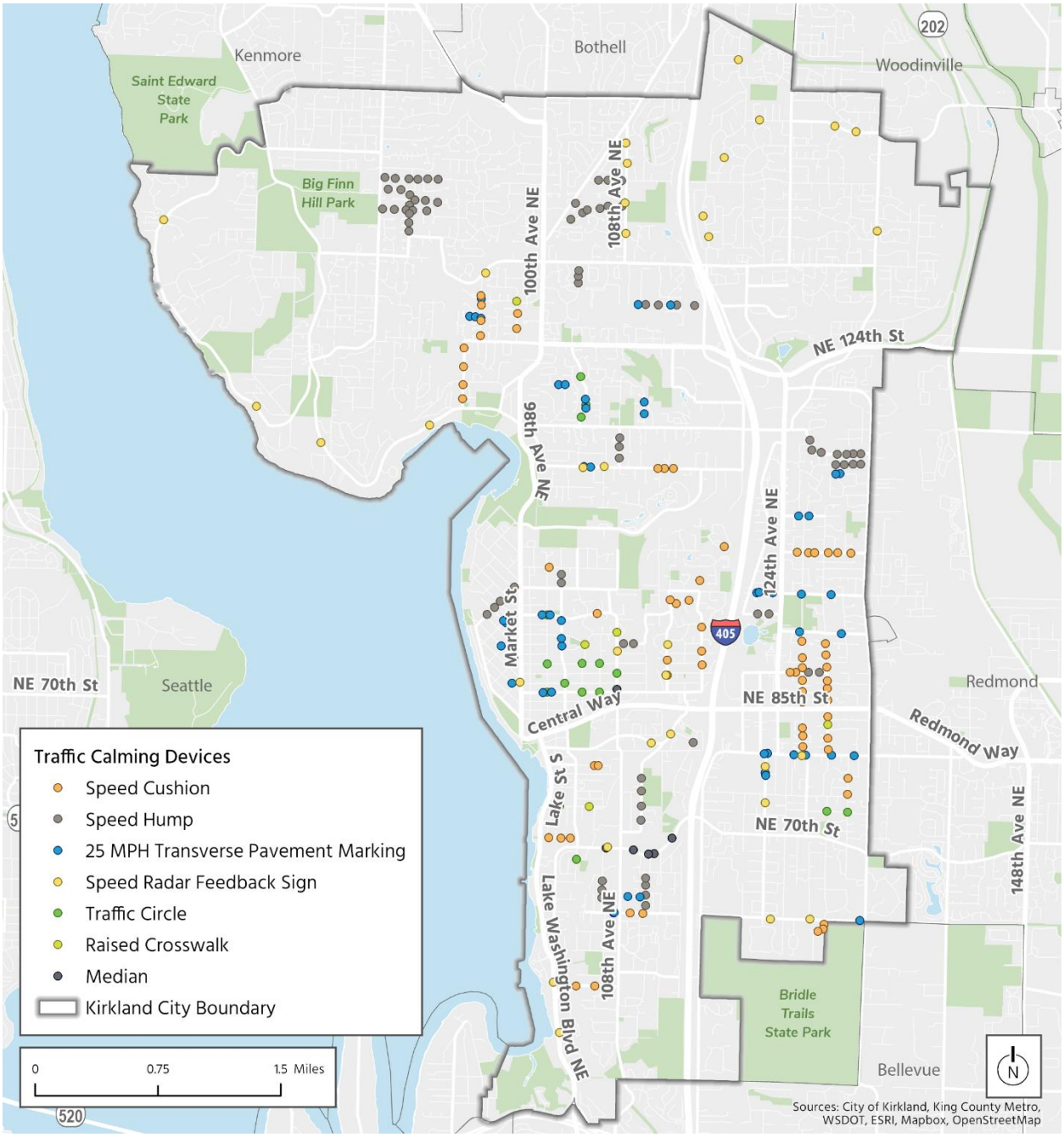
Planned transportation improvement projects with operational improvements for bicyclists include the integration of bicycle signals as part of the 124th Avene NE and 100th Avenue NE corridor projects. For bicycle detection, bicycle-oriented push buttons to activate signals or RRFBs have been and will continue to be integrated for Neighborhood

Greenways that cross major arterial streets. At signalized intersections, the City currently uses video detection technology and continues to explore new technologies that have accurate detection and counting of bicycle users.

## Physical Traffic Calming Devices

Physical traffic calming devices in Kirkland include signs, striping, 25-mph pavement markings, neighborhood traffic circles, speed humps, speed cushions, raised crosswalks, curb extensions, and medians, shown in Figure 16.

FIGURE 16. NEIGHBORHOOD TRAFFIC CALMING



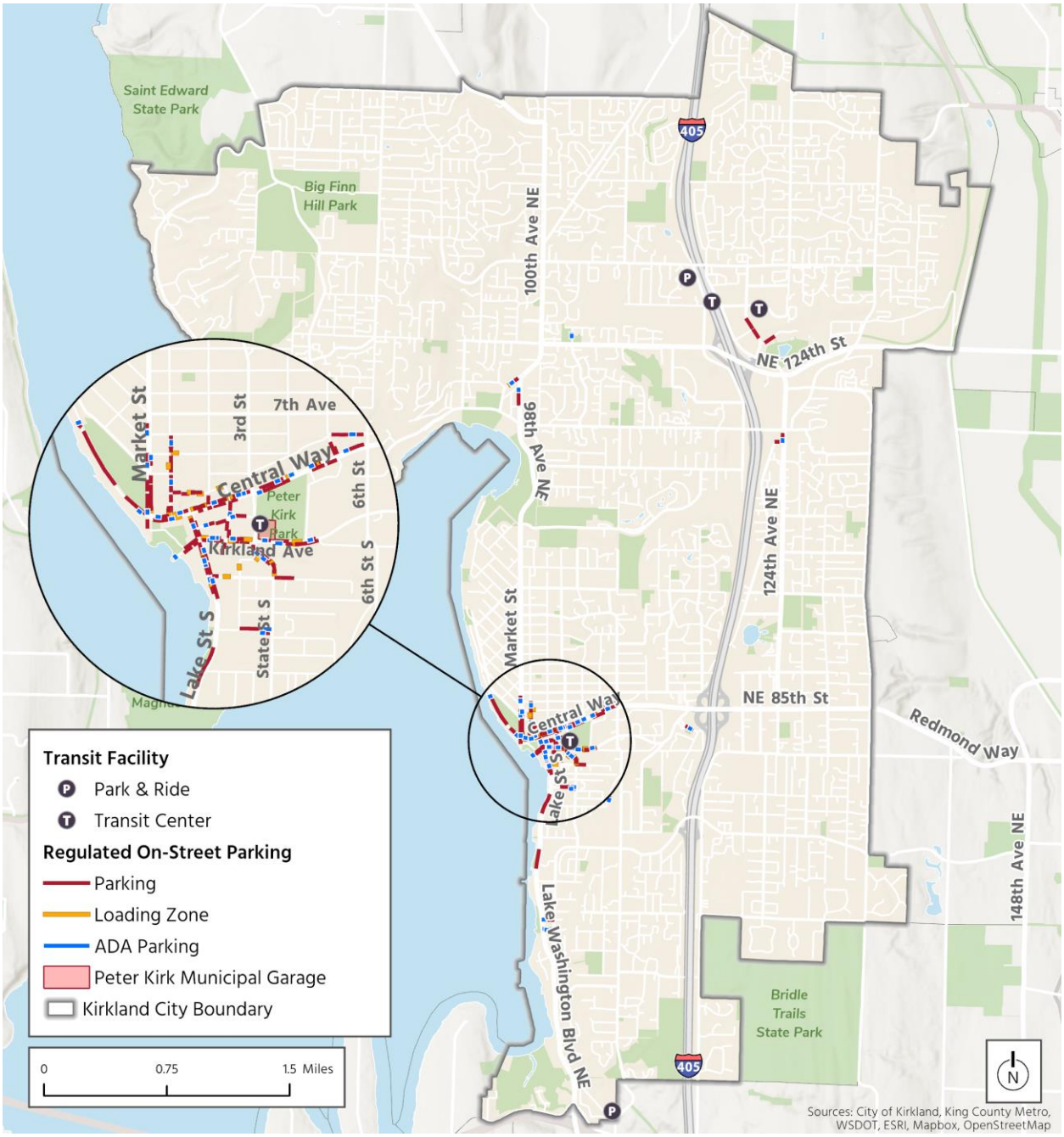
## Curb Space Management

A majority of the City's regulated on-street parking and loading zones are located downtown and in small sections of the Juanita and Totem Lake neighborhoods. On-street parking elsewhere in Kirkland is generally unregulated. The City owns several off-street parking lots within the downtown area as well as the Peter Kirk Municipal Garage (Figure 17).

The City of Kirkland has a Downtown Employee Parking Program, which supports local businesses and allows participating employees to park in designated areas managed by the City at no cost or time limit. There are designated parking stalls for the program in the Peter Kirk Municipal Garage, the Wester Lot at 120 3rd Avenue, and along Lake Avenue W. The City is currently conducting a Downtown and Waterfront Parking Assessment that analyzes parking occupancy data to understand utilization and turnover rates on public streets and public parking lots in the downtown and waterfront areas.

As noted in Action T-4.3b, the City of Kirkland intends to complete a citywide Curb Space Management Plan in the near term to better understand the use of curb space in Kirkland. Efficient use of curb space is essential to support businesses and growing regional centers, particularly as technology evolves and new mobility services come to Kirkland. Many uses of the curb space in Kirkland include parking, business purposes, loading and unloading of goods, transit, active transportation, infrastructure, and business activities, among others. As Kirkland grows, the City needs to plan for the use of this important space for the community and ensure an effective plan is in place for its utilization.

FIGURE 17. CURB MANAGEMENT



## Pavement

The Pavement Condition Index (PCI) describes level of pavement deterioration. The City of Kirkland repaves up to 10 lane-miles of high volume streets every year and applies a slurry seal to protect and extend the roadway surface between repavings. The Capital Improvement Program (CIP) includes resurfacing approximately half of those lane-miles, while the other half is funded by the Streets Levy, which voters approved in 2012. Applying a slurry seal can extend the good condition of local roadways for 5 to 10 years. Repaving a street can extend its useful life by 10 to 20 years. Kirkland's goal for its street-preservation program is to improve the PCI rating of its arterial network to 70 (Category I–Very good) on the PCI.

Additionally, maintenance programs such as the Pavement Preservation Program offer the opportunity for the City to implement minor safety improvements or interim measures that support walking and rolling, such as the "quick wins" identified in the Active Transportation Plan (ATP). An example of this type of interim measure is rechannelizing vehicle lanes to accommodate the addition of a striped bicycle lane. This type of opportunistic implementation and coordination is context-sensitive and will not always be appropriate; however, the City continually seeks opportunities to leverage all types of roadway investments to build out a safe, multimodal system.

# 3.8. Transportation Demand Management

Kirkland has a number of large employers that fall under the requirements of Washington's Commute Trip Reduction (CTR) law to establish a trip reduction goal and programs that encourage employees to not drive alone to work and that reduce employee vehicle miles of travel. City staff work with designated Employee Transportation Coordinators at the worksites to implement the law. The main components include:

1) Surveying employees on their modes of travel to work (once every 2 years).
2) Submitting a program report describing the employers' efforts to encourage non-drive-alone commuting (once every 2 years).

Kirkland has several TDM programs, which include education and encouragement programs. The City receives Congestion Mitigation and Air Quality grant funds for TDM work in collaboration with King County. The existing TDM programs consist of:

- Educational campaigns (e.g., promoting transit use).
- Preloaded ORCA card transit pass incentives.
- Improving administration of CTR program and Transportation Management Programs/TDM programs.
- Improving monitoring and enforcement of transportation management plans for eligible properties within city limits.
- Maintaining Kirkland Green Trip website and email marketing.

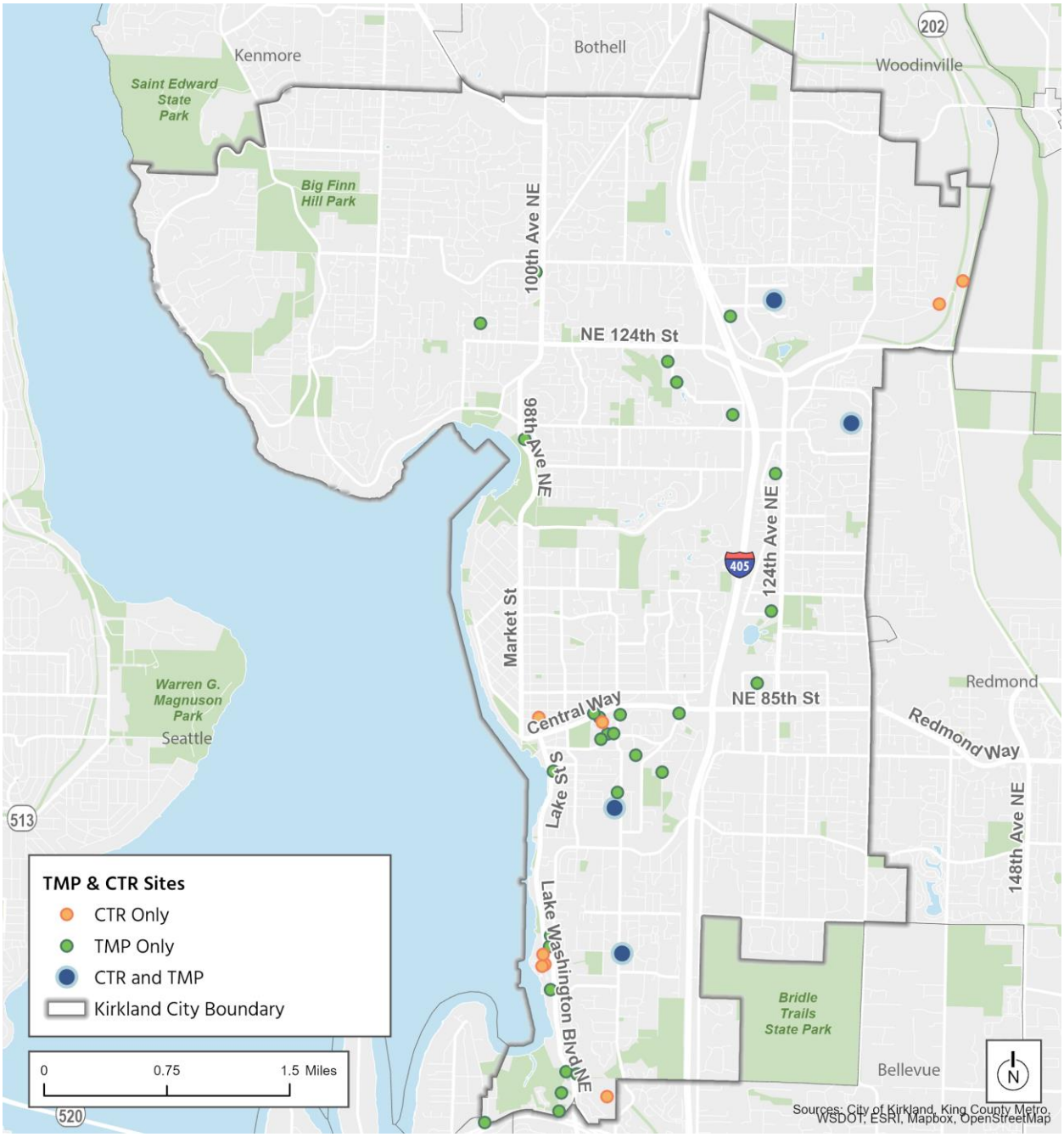
As a condition of approval that applies to certain developments, there is a requirement to implement a TDM program to reduce the number of vehicle trips generated by the development and encourage the use of non-drive-alone transportation options. If a development is approved to provide less parking than the code requirements, it is also obligated to implement a TDM program. These Transportation Management Plans are recorded and associated with the respective properties, ensuring compliance with the transportation-related conditions and facilitating sustainable transportation.

Since the 2015 Transportation Master Plan update, the number of participating employers in the CTR program has remained steady at around 12 worksites. There are currently 32 properties within the city that have Transportation Management Plans. Figure 18 shows the Transportation Management Plans and CTR sites as of 2023.

In addition to the TDM programs, the City supports Bike Everywhere Month and Walk and Roll to School Day events to encourage the use of transportation modes other than single-occupancy motor vehicles. The City owns quick-build event bicycle racks that are used at City events to provide bicycle parking for attendees and can be loaned out for other community events.

The City also supports King County Metro's Community Van program, which provides two wheelchair-ready minivans and one 12-passenger van that people can use for prescheduled trips. This program helps meet a need for trips that are not well served by existing bus routes. Eligible trips using Community Van vehicles require a volunteer driver plus at least two passengers and a trip destination that is within a 2-hour drive of Kirkland.

FIGURE 18. TRANSPORTATION MANAGEMENT PROGRAMS AND COMMUTE TRIP REDUCTION SITES



# 4. Goals and Policies

## 4.1. Safety

### Goal T-1: By 2035, eliminate all transportation-related fatal and serious-injury crashes while reducing all crashes in Kirkland.

Safety for people traveling in Kirkland remains the first goal of the Transportation Strategic Plan. Kirkland's future transportation system should be safe and accessible for people of all ages and abilities, using any mode of travel. Investments in the future of Kirkland's transportation system will prioritize the safety of people walking, rolling, and bicycling.

To achieve this goal, the safety policies focus on implementing the Vision Zero Action Plan, a Safe System Approach, complete streets, data collection, and regular performance monitoring and creating a culture of safety within the City, community, and other partner agencies.

**Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.**

a) Improve the City's webpage interface to provide more transparent data to the public (web-map, dashboard).

b) Track progress annually and report to Council every 2 years.

c) Update the City's Local Road Safety Plan every 2 years with updated crash data that identifies safety issues and contributing factors, proposes specific countermeasures, and identifies safety improvement projects.

d) Regularly update the Vision Zero Action Plan and policies.

**Policy T-1.2: Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies.**

a) Revise the City's existing design standards with best practices and innovation using national sources on design. Be a leader in implementing safety as standard practice.

b) Evaluate and update the policy for setting speed limits to lower speeds and encourage safer travel behavior.

c) Equip all City fleet vehicles with safety-related devices and technology that identifies dangerous driving behaviors.

d) Reduce emergency vehicle response times with technology (GPS-based) Intelligent Transportation Systems solutions.

e) Conduct near-miss analysis at select intersections, improve methods to record reported safety issues, and explore additional data sources.

f) Make roundabouts the default design for new intersections or major intersection improvements, unless shown to be infeasible.

**Policy T-1.3: Advance the City's Complete Streets ordinance by accommodating all modes of travel in transportation system projects.**

a) Update the City's Complete Street ordinance as set forth in Kirkland Municipal Code (KMC) Section 19.08.055 to be consistent with current national best practices.

b) Ensure that safety is the first lens through which all capital transportation projects are designed.

**Policy T-1.4: Build a robust and transparent data framework.**

a) Seek opportunities to improve collision data collection and analysis, such as adding sources, addressing data anomalies, and reporting and database improvements.

b) Seek innovations in technology to improve understanding of contributing factors and preventative measures.

c) Collect before/after data for safety improvement projects.

d) Conduct risk exposure analysis for vulnerable users as a preventative measure.

e) Implement technology systems to support performance monitoring and studies of the transportation system, including data storage and analytics.

**Policy T-1.5: Promote and institutionalize a culture of safety.**

a) Implement a comprehensive staff training program to encourage a culture of safety across relevant departments.

b) Educate the public on Vision Zero and factors contributing to crashes (e.g. human behavior, season/weather, speed) as well as rules of the road. Coordinate with City departments on messaging and opportunities to educate the public.

c) Coordinate with the Planning and Building Department and with private businesses to improve safety in private parking lots by implementing measures such as dedicated pedestrian pathways, speed control, and lighting.

d) Work with developers and contractors to improve implementation of safe routes for pedestrians and bicyclists through construction zones.

e) Work with schools and police resource officers to enhance traffic safety education in schools including bicycle and pedestrian education.

f) Work with the Lake Washington School District and other schools to improve circulation in and around schools at pick-up and drop-off times.

g) Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts.

## 4.2. Active Transportation

### Goal T-2: Create and maintain a high-quality network of complete and connected low-stress walking, rolling, and bicycling facilities, including sidewalks, trails, crosswalks, and bikeways, making active transportation a first choice for many trips.

Kirkland is committed to creating safe, complete, and connected pedestrian and bicycle networks throughout the city. The City will continue to prioritize investments that support walking, rolling, and bicycling and would help create a safer transportation system. This includes infilling critical sidewalk gaps that currently impede access and disrupt pedestrian travel and building out a bicycle network for people of all ages and abilities to have low-stress connections to destinations and between neighborhoods.

To achieve this goal, the active transportation policies focus on implementing the Vision Zero Action Plan, Safe System Approach, Active Transportation Plan (ATP), complete streets, data collection, and regular performance monitoring and creating a culture of safety within the City, community, and other partner agencies.

**Policy T-2.1: Make walking, rolling, and bicycling safer, easier, accessible, and more convenient.**

a) Identify and remove barriers to walking and rolling, such as evaluating and addressing major barriers, reducing sidewalk blockages, and assessing pedestrian gaps and maintenance needs.

b) Create a strategy to increase the supply of public bicycle parking in Kirkland through a dedicated bicycle parking program and incentives for businesses to increase bicycle parking supply.

c) Work with the Planning and Building Department to develop a comprehensive bicycle parking policy to ensure adequate end-of-trip facilities are available.

d) Develop policies that will create regulations and incentivize micromobility programs, such as bicycle or scooter share, electric-car sharing, and micromobility hubs.

e) Implement the objectives and strategies from the ATP.

f) Continue to support the Pedestrian Flag program; measure and improve its performance.

g) Develop prioritization methods for the selection and implementation of safety enhancements at crosswalks.

h) Adopt traffic signal operational procedures that include practices such as advance pedestrian phases, dedicated bicycle signals, generous walk intervals, and protected left turn phasing.

i) Implement protected intersection projects through major capital projects and develop a standard for the roadway preapproved plans.

j) Implement lighting improvements for safety at crosswalks through a crosswalk lighting program.

k) Update the City's Crosswalk Installation Policy.

**Policy T-2.2: Prioritize, design, construct, operate, and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety and mobility to promote an active and healthy community for people of all ages and abilities.**

a) Develop a dedicated sidewalk program for infilling high-priority sidewalk gaps.

b) Construct the projects in the Safer Routes to School Implementation Plan.

c) Recognize national best practice resources such as the National Association of City Transportation Officials and the American Association of State Highway and Transportation Officials pedestrian and bicycle design guidelines by adopting them into preapproved plans.

d) Use context-sensitive best practice design for walking and bicycling facilities, prioritizing the safety of these users.

e) Prioritize first- and last-mile walking and bicycling connections to transit recognizing active transportation modes are critical for supporting transit ridership.

f) Periodically update pedestrian and bicycle facilities design requirements citywide and for various areas/zones in the city, including sidewalks, crosswalks, bicycle facilities, and intersections.

g) Grow a system of separated bicycle facilities, including protected intersections.

h) Prioritize and construct a network of Neighborhood Greenways.

i) Update the guidelines for Neighborhood Greenways from lessons learned from implementation and as best practice designs change.

j) Establish a procedure to evaluate the operational and safety impacts of Greenways before and after project implementation.

k) To the extent feasible, leverage annual maintenance programs, such as pavement preservation and striping, to opportunistically build out active transportation infrastructure identified in the ATP or implement other safety improvements.

**Policy T-2.3: Make walking, rolling and bicycling more intuitive and easier to navigate.**

a) Improve wayfinding to and from the Cross Kirkland Corridor (CKC) with a comprehensive recreational trail wayfinding system coordinated with the branding and signage of the Eastrail.

b) Ensure the network of greenways and the bicycle route system are well signed and easily navigable.

c) Improve pedestrian orientation to parks, amenities, and local businesses with maps and signage.

d) Develop a pedestrian wayfinding system for downtown, within urban centers, and along Lake Washington.

e) Regularly update public pedestrian and bicycling maps.

f) Coordinate with other departments on pedestrian and bicycle maps for economic development purposes.

g) Develop a tier of destinations to inform a wayfinding system based on distance and mode.

h) Consider various forms of wayfinding, including virtual/electronic navigation, such as using apps and QR codes, maps (both printed and online), and physical signs. Ensure wayfinding materials are available in multiple languages and other accessible formats.

**Policy T2.4: Develop signature walking, rolling, and bicycling facilities along the CKC and Lake Washington with ample connections to the rest of Kirkland and the region.**

a) Develop an action plan that outlines priorities and actions to implement the Cross Kirkland Corridor Master Plan vision as well as the Connect, Construct, Complete vision for the Eastrail Corridor.

b) Work with the community to identify the best design for the Lake Washington Boulevard Promenade using options provided by the Lake Washington Boulevard Promenade Study.

**Policy T-2.5: Make walking, rolling, and bicycling to and from school safer and easier.**

a) Implement automated enforcement of school zones citywide.

b) Implement the Safer Routes to School Action Plans that include actions under the categories of engagement, equity, education, encouragement, enforcement, engineering, evaluation.

c) Help youth to be able to walk, roll, or bike to activities by connecting places such as schools to parks and practice fields and through encouragement programs.

**Policy T-2.6: Grow the citywide multimodal count program.**

a) Expand capabilities in gathering bicycle and pedestrian count data to better inform mode-split goals, effectiveness of projects and project identification, trip generators, and multimodal level-of-service evaluations.

## 4.3. Public Transit

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

Kirkland will support a reliable, accessible, and frequent transit network throughout the city that is a convenient option not only for travel to and from work, but also for recreation and other daily needs. While the City does not control transit service and facilities that serve Kirkland, it influences how well-utilized transit will be through its land use decisions and local transportation improvements. The City will help create a built environment that supports transit not only through a coordinated land use

concept, but also by building access to transit improvements and providing amenities, such as pedestrian-scale lighting, that contribute to a more comfortable experience at transit stops. Active partnerships with transit providers, including King County Metro and Sound Transit, will be critical to the success of the City's efforts to improve the transit network.

Over the 20-year planning horizon, Kirkland strives to retain existing service, restore suspended service, implement the King County Metro RapidRide K Line service, support other transit-supportive capital projects to enhance service speed and reliability, make transit a more attractive mode choice, and retain flexible transit services such as Metro Flex. As Kirkland has grown and diversified, transit service has become an increasingly important feature of the transportation system and an integral part of Kirkland's efforts to be inclusive and sustainable.

To achieve this public transit goal, Kirkland's transit policies focus on improving active transportation infrastructure connecting to transit, amenities that create a better experience for transit riders, support for travel demand management (TDM) and promoting transit services, and analysis of options for new facilities and local transit needs.

**Policy T-3.1: Plan and construct an environment supportive of frequent and reliable transit service in Kirkland.**

a) Implement Kirkland's Transit Implementation Plan.

b) Identify and implement access and safety projects that connect to existing transit service.

c) Plan for capital improvements that support access to planned future transit service, such as King County Metro's K Line RapidRide Project and Sound Transit's Stride Bus Rapid Transit Program along I-405.

d) Plan for capital and access improvements as part of analysis of future conditions and transit needs.

**Policy T-3.2: Support safe and comfortable passenger facilities.**

a) Add transit stops to the evaluation of crosswalk lighting.

b) Evaluate access improvements at bus stops, such as ramp modifications and missing sidewalks.

c) Work with transit agencies on stop improvements, such as stop placement, coverage, access, and amenities.

d) Work with transit agencies to improve bicycle parking at transit centers, such as the addition of bicycle lockers.

e) Incorporate transit stop access improvements into project prioritization.

**Policy T-3.3: Prioritize active transportation networks that connect to transit service, providing the critical first and last connections making transit feasible for more people.**

a) Prioritize the construction of pedestrian and bicycle facilities that improve access to transit stops and hubs.

b) Coordinate prioritization and construction of pedestrian and bicycle facilities with transit agencies.

c) Pursue mobility share options that provide the first/last mile access to transit.

**Policy T-3.4: Support transit-oriented development (TOD) and initiatives, including internal and external coordination and development of specific TOD guidelines for transportation facilities.**

a) Implement strategies identified in the NE 85th Station Area Plan, including prioritizing access improvements and ensuring roadway design standards are met.

b) Identify other areas and initiatives to support transit-oriented development.

**Policy T-3.5: Support and expand TDM and commute trip reduction (CTR) programs to meet adopted goals for non-drive-alone trips.**

a) Create targeted programs that monitor and encourage increases in non-drive-alone travel rates.

b) Develop codes and policies to support micromobility and ridesharing.

c) Maintain the City's CTR and Growth and Transportation Efficiency Center plans to comply with state and regional requirements and guidelines, particularly at the work sites of large employers and other locations as appropriate.

d) Incentivize all trip reduction efforts in addition to CTR efforts.

e) Require new developments to establish transportation demand management plans.

f) Update requirements for the types of developments that are subject to transportation management plans and the elements that make up such plans.

**Policy T-3.6: Pursue transit on the Cross Kirkland Corridor (CKC).**

a) Implement transit or innovative flexible transit service on the CKC in keeping with the Cross Kirkland Corridor Master Plan.

b) Study and identify the options for transit and/or micromobility connections by using the CKC as a corridor option.

**Policy T-3.7: Promote the use of transit as a viable option for both commute and non-commute trips to increase ridership and expand service.**

a) Increase educational and awareness-raising efforts to communicate existing transit options.

b) Increase opportunities for people to access ORCA card transit passes.

**Policy T-3.8: Improve transit service in Kirkland.**

a) Conduct a transit needs study that evaluates future transit needs, helps the City advocate for better service regionally, and identifies potential alternative transit services, such as circulator services and private shuttles.

b) Develop a cohesive and impactful transit strategy to persuade decision-makers of the benefits of investing in greater future transit service in Kirkland.

c) Consider public funding support to enhance existing transit service to be more reliable, frequent, and connected or expanded to reach underserved areas in Kirkland.

# 4.4. Vehicle Network Management

## Goal T-4: Provide for efficient and safe vehicular circulation, recognizing congestion is present during parts of most days.

Kirkland has long recognized that attempts to build the City's roadway network out of congestion does not align with the City's overall vision for the built environment. Congestion is expected to be present on the busy roadways in Kirkland for the foreseeable future. Rather than solely focusing on expanding capacity, Kirkland will seek to maximize operational efficiency and safety on the City's roadway network through strategic investments in management of the overall roadway system. Kirkland's systemwide approach to management of the vehicular network and parking system will support Kirkland's overall land use vision. Strategic investments in the safety and efficiency of the network will benefit people using other transportation modes and advance the City's goals for safety of more vulnerable roadway users and a transit network that is a convenient option for a wide variety of trips.

To achieve this goal, the following vehicle network policies focus on implementation of Intelligent Transportation Systems (ITS) and curb space management to effectively manage the vehicular system. Policies to prioritize and target capital investments in the vehicular network would integrate land use, traffic calming, and safety considerations to benefit all roadway users.

### Policy T-4.1: Make strategic investments in intersections and street capacity to support existing and planned future land uses.

a) Using the priorities in this plan, prioritize and construct intersection and roadway projects.

b) As needed, review and update street networks and street design concepts for urban centers and areas with existing and potential future growth.

### Policy T-4.2: Implement the ITS Plan.

a) Establish procedures to evaluate the operational and safety performance of ITS.

b) Reduce potential for major signal malfunctions. Increase robustness of network to limit the potential for a loss of access to intersection resources.

c) Increase potential to respond quickly to equipment and system malfunctions and increase recovery options.

d) Implement systems and detection to operate signals to respond to transient fluctuations in demand, including freeway incidents, surface-street incidents and closures, and school operations.

e) Improve emergency services response times, including increasing route selection capabilities, options to speed signal recovery, and provide data and analysis tools to evaluate usage and effectiveness.

f) Better serve a balance of multimodal operations.

g) Pursue grant funds to implement the ITS Plan.

### Policy T-4.3: Take an active approach to managing on-street and off-street parking, with updated curb management policies.

a) Regularly monitor parking occupancy, turnover, and other factors by investing in continuous parking tracking technology or periodically undertaking parking studies.

b) Develop a curb management strategy to effectively, efficiently, and safely use curb space. This strategy should support transportation and placemaking initiatives by considering mobility, access, and placemaking, as well as storage and turnover of vehicles along the curb space.

c) Consider City-owned on-street and off-street parking policies related to regulations of time-limited parking and pricing.

d) Coordinate with the Planning and Building Department on parking policies within the zoning code to update requirements for parking minimums, electric-vehicle charging stations, and bicycle parking.

e) Periodically update the Public Works policies related to innovations for parking policy and curb management practices.

f) Continue to improve wayfinding and customer information to direct drivers to available parking and communicate parking policies in parking regulated areas.

g) Implement a paid parking program in areas that have high parking demand, such as Downtown Kirkland and parking lots associated with public parks.

**Policy T-4.4: Mitigate negative impacts of motor vehicle traffic on neighborhood streets.**

a) Implement traffic calming measures, interventions to reduce cut-through traffic, speed reduction, and similar approaches through additional investment in the Neighborhood Traffic Control Program.

**Policy T-4.5: Identify roadway improvements that address safety patterns, crash history or injury preventative measures supporting Kirkland's Vision Zero goal.**

a) Use crash data, near-miss analysis, and other traffic-related data to identify countermeasures to promote safety and prevent collisions.

**Policy T-4.6: Clarify truck and freight networks within the city beyond the established freight routes.**

a) Define the difference between freight and truck priority corridors as related to Kirkland's transportation network.

b) Designate freight and/or truck corridors and create maps and a platform for communicating these networks to freight and delivery service providers.

c) Identify freight and truck routes that minimize conflicts with people walking, rolling, and bicycling and with transit operations.

## 4.5. Technology and Emerging Practices

### Goal T-5: The transportation system should be flexible and equipped to adapt to new technologies and innovative solutions that expand mobility choices for people in Kirkland.

Innovations in technology and emerging practices can be a valuable tool in achieving the City's transportation goals. Electric vehicles can help the City achieve its climate and sustainability goals alongside programs to reduce vehicle miles traveled and encourage use of other modes. New micromobility options with sustainable power sources, such as electric bicycles and scooters, are expanding the ways people travel. These technologies and other innovative practices in data collection and analysis can help inform design and decision-making around transportation projects.

To achieve this goal, the following policies focus on supporting new technologies, mobility choices, and integrating new practices and methods into transportation planning.

**Policy T-5.1: Support technology innovations that reduce greenhouse gas emissions and transportation modes that reduce single occupancy vehicle use.**

a) Increase and incentivize both public and private electric charging stations for vehicles and other electric devices (e.g. bicycles, scooters).

b) Improve communication networks such as public Wi-Fi or fiber to improve City operations and to facilitate public services and information.

c) Develop definitions, policies, and regulations related to the use of e-bicycles and other electric micromobility devices that address locations of use, safety, education, and enforcement.

**Policy T-5.2: Position Kirkland to support future technologies that may be developing or yet to be realized such as autonomous vehicles.**

a) Upgrade infrastructure to support and align with emerging technologies.

b) Explore opportunities for future technologies that advance City goals.

**Policy T-5.3: Support Kirkland's Smart City Plan goals and initiatives.**

a) Actively seek funding, partnerships, and opportunities for technology expansion.

b) Improve Kirkland's data collection, management, and sharing for crash data, traffic operations, and other transportation data.

## 4.6. Maintenance and Preservation

### Goal T-6: Ensure adequate resources to preserve and maintain the existing and future transportation system.

As Kirkland continues to expand and improve connections on its transportation network, the City will also prioritize maintenance of existing infrastructure. Keeping the City's transportation infrastructure in a state of good repair with regular maintenance will extend the lifetime of City-owned facilities and preserve budgets by reducing the number of necessary capital projects to replace aging infrastructure. Kirkland currently has funded programs dedicated to maintaining the City's transportation assets, including paving and striping, traffic signals, and sidewalks and pedestrian facilities. The effectiveness of these City maintenance programs depends on available funding and asset management systems. Kirkland will plan for maintenance needs through regular inventories of existing facilities and assessment of their condition and will integrate maintenance considerations into decision-making for capital projects. Additionally, as roadways are repaved or restriped, the City will continue to opportunistically implement safety improvements for all modal users through minor geometric or striping changes as these maintenance budgets allow.

To keep the infrastructure that people traveling in Kirkland rely on in good condition, the following policies focus on funding and asset management systems as well as planning for the life cycle costs of investments in the transportation system.

**Policy T-6.1: Prioritize maintenance, operation, and preservation of existing infrastructure and ensure this is adequately resourced.**

a) Identify and sustain reasonable maintenance funding levels for the complete set of transportation assets.

b) Develop and maintain inventories of assets that require maintenance, such as pavement markings, traffic signals, and sidewalks.

c) Identify and implement improvements to asset management systems.

d) Ensure regular sweeping of existing bicycle facilities and invest in a more efficient bicycle lane sweeper that requires fewer staff resources and covers a larger area.

**Policy T-6.2: Plan for and incrementally increase maintenance resources in line with additional assets as new facilities are built and as the city grows.**

a) Ensure growing inventory of system assets are matched with adequate maintenance levels.

b) Develop lifecycle costs for capital and maintenance projects.

c) Adequately fund maintenance so that maintenance does not become the driver of decision-making for future projects.

d) Ensure the preservation program is adequately funded to meet pavement condition targets.

**Policy T-6.3: Maximize the useful lifetime of the transportation network at optimum lifecycle cost.**

a) Identify opportunities to minimize lifecycle costs through technology and innovations (e.g., roundabouts instead of signals).

## 4.7. Equity

### Goal T-7: The transportation system should address the mobility needs of all people, regardless of age, ability, socioeconomic status, or background while prioritizing the needs of the most vulnerable users to advance the City's commitment to diversity, equity, inclusion, and belonging.

The way Kirkland communicates with and invests in the community reflects the City's commitment to diversity, equity, inclusion and belonging (DEIB). The City is integrating equitable engagement practices into community outreach and incorporating equity analysis into the project planning process. The investments that Kirkland makes in the future transportation system should meet the needs of everyone traveling in Kirkland. Regardless of age, ability, socio-economic status, or background, everyone should be able to get around safely and comfortably.

The following policies are intended to achieve this goal and focus on prioritizing underserved or underrepresented groups.

**Policy T-7.1: Create an equitable transportation system that provides mobility for all users and addresses historical inequities in the transportation system.**

a) Update the ADA Transition Plan for transportation facilities. Fund improvements to address deficiencies identified in the plan that allows for completion of an accessible network in a timely manner.

b) Implement a 20-year transportation capital improvements list that invests in multimodal transportation in equity priority areas.

**Policy T-7.2: Implement transportation programs and projects in ways that improve mobility for marginalized communities.**

a) Prioritize transportation projects and programs that support people who experience mobility challenges and those who are most vulnerable when traveling (people walking, rolling, and bicycling).

b) Engage with people who experience challenges navigating the transportation system to identify accessibility needs. Implement improvements or accommodations identified through this engagement (e.g., passive detection at signals), recognizing that the transportation system is often designed for able-bodied people.

c) Align priorities with the DEIB Roadmap and improve engagement with populations identified in the DEIB roadmap on near and long-term projects and programs.

d) Ensure inclusion of vulnerable populations in community engagement efforts for transportation planning and transportation capital projects.

e) Use tools such as the Capital Improvement Program Equity Mapping Tool or other coordinated equity tools to assist with project prioritization.

f) Provide services to support the attendance and participation of historically underrepresented populations.

## 4.8. Sustainability

### Goal T-8: Minimize transportation environmental impacts through mode shift, stormwater mitigation, and other greenhouse gas (GHG) reduction efforts.

Kirkland's transportation system is a key part of meeting the City's climate goals. GHGs from transportation sources represent 37% of Kirkland's GHG emissions as of 2022. Kirkland will accelerate its climate response and efforts to reduce GHG emissions through new strategies to promote more sustainable modes of travel and encourage shifts to transit or active transportation. Kirkland will also strive to minimize potential impacts to water and air quality from the transportation system through support for sustainable transportation modes and reductions in vehicle miles traveled.

Mode-share goals are a required policy element for Regional Growth Centers designated by the Puget Sound Regional Council. Kirkland has two Regional Growth Centers, also referred to as Urban Centers: Greater Downtown, which includes the NE 85th Street Station Area, and Totem Lake. The City established mode-share targets for Greater Downtown as part of the Moss Bay Neighborhood Plan and NE 85th Street Station Area Plan and for Totem Lake in the Totem Lake Business District Plan. New citywide mode-share targets are shown in Table 9.

TABLE 9. CITYWIDE MODE-SHARE GOALS FOR PEAK HOUR TRIPS

| Transportation Mode | Mode-Share Goal |
|---|---|
| Walk | 12% |
| Bicycle | 2% |
| Transit | 25% |
| Carpool (2+) | 12% |
| Drive alone | 49% |

**Policy T-8.1: Support transportation modes that are energy efficient and that improve system performance.**

a) Include electric bicycle parking recharge stations in the development of vehicular electric charging projects and programs.

b) Identify locations and collaborate with transit providers to provide secure bicycle parking at transit hubs.

c) Develop requirements for new development to provide outlets for electric vehicle charging with bicycle storage.

**Policy T-8.2: Update policies and standards for all modes to achieve mode-share goals.**

a) Meet the established mode-share goals for Kirkland's PSRC-designated regional centers and citywide goals based on evolving land use patterns.

**Policy T-8.3: Minimize the environmental impacts of transportation facilities, especially transportation's contribution to air and water pollution.**

a) Design and implement new and retrofitted transportation facilities with stormwater system improvements to reduce roadway runoff pollution into natural drainage systems and the waters of the Puget Sound.

b) Coordinate transportation improvements and programs with goals from the Sustainability Master Plan and the Sustainability, Climate and Environment Chapter of the Comprehensive Plan to meet the City's GHG targets.

c) Report on reductions in vehicle miles traveled.

d) Support alternative fuels/electric fleet technologies.

e) Support policies and initiatives that incentivize shorter trip distances and shifts to non-drive-alone modes.

**Policy T-8.4: Implement transportation-related actions identified in Kirkland's Sustainability Strategic Plan.**

a) Include smart growth principles in all City planning practices, such as creating walkable neighborhoods.

b) Continue supporting the 10-Minute Neighborhoods concept in Kirkland.

c) Achieve the King County Cities Climate Collaboration goal of reducing driving per capita by 20% by 2030 and 50% by 2050, compared to 2017 levels.

d) Continue to build walking and bicycling transportation networks so that people of all ages and abilities can comfortably get to where they need to go.

e) Grow annual average weekday transit ridership.

f) Promote current shared mobility programs and services.

g) Establish new shared mobility options.

**Policy T-8.5: Safeguard the transportation system against disaster.**

a) Develop and keep current strategies for preventing and recovering from disasters that impact the transportation system.

b) Coordinate the Transportation Strategic Plan with the Smart Cities initiative, considering greater resiliency of the transportation system.

# 4.9. Link to Land Use

## Goal T-9: Coordinate transportation and land use planning and policies to ensure future growth is supported and sustained by a livable, walkable, connected, and transit-oriented city.

Transportation and land use are closely tied together. The Land Use element of this comprehensive plan informs strategic investments in Kirkland's transportation system, and the transportation system shapes land use decisions. Both transportation infrastructure and the form of development influence how people perceive their neighborhoods and how they get around. Transportation investments should help Kirkland grow in a way that is consistent with the community's vision for the future. The Land Use Element of this comprehensive plan focuses future development around frequent transit in Kirkland, both in Urban Centers and along key transit corridors. This Transportation Element will support the land use vision by addressing the transportation needs of new residents and workers in Kirkland over the 20-year planning horizon.

Kirkland will support the vision for future growth in the Land Use element of the Comprehensive Plan with the following policies that align capital projects and design with land use and coordinate transportation priorities with development.

### Policy T-9.1: Support land use by identifying a fiscally constrained 20-year transportation capital projects list that supports anticipated growth through 2044 and aligns with growth targets.

a) Coordinate with the Planning and Building Department to ensure transportation projects support growth and development.

b) Ensure projects identified for the 6-year Transportation Improvement Program are aligned with and support growth.

c) Revise the Impact Fee Program to support the vision of the Transportation Strategic Plan and reflect planned capital investments.

### Policy T-9.2: Focus on transportation system developments that expand and improve walkable and bikeable neighborhoods.

a) Prioritize transportation system improvements in areas with greater residential and employment densities to expand and improve walkable and bikeable neighborhoods.

b) Coordinate with the Planning and Building Department on bicycle parking requirements and other policies related to development.

### Policy T-9.3: Design streets in a manner that supports and is coordinated with future land use plans.

a) Ensure that transportation plans and projects based on land uses (such as subarea plans, transit-oriented development plans, and neighborhood plans) are incorporated into the transportation plan project lists and work programs.

b) Coordinate with the Planning and Building Department to ensure all land use planning documents that include transportation elements incorporate the Safe System Approach and best practice design.

c) Coordinate various transportation-related design guidelines for consistency citywide.

**Policy T-9.4: Create a transportation network that supports economic development goals.**

a) Identify opportunities to work with the Cultural Arts Commission, Shop Local Kirkland, and the economic development team to identify opportunities within transportation projects that support arts, local businesses, and economic development.

**Policy T-9.5: Require new development to mitigate site-specific and systemwide transportation impacts, ensuring mobility and accessibility for all.**

a) Improve how Kirkland coordinates with developers when achieving level of service that supports multiple modes and walkable neighborhoods, such as an update to the existing transportation analysis policies (e.g., Policy R-38), to require multimodal mitigation for new development.

b) Participate in the maintenance and improvements of the Bellevue-Kirkland-Redmond travel demand model.

**Policy T-9.6: Create a seamless system of streets and trails that form an interconnected network to help people efficiently reach destinations, regardless of mode of travel.**

a) Incorporate the plan for adding and/or improving street-end connections into the transportation grid, including the pedestrian and bicycle network. Include those connections into the prioritization process for completion of the multimodal networks.

**Policy T-9.7: Use a multimodal concurrency methodology to monitor the rate at which land use development and the transportation system are constructed.**

a) Continue to implement Kirkland's citywide multimodal concurrency system to better reflect multimodal needs and priorities over time.

## 4.10. Be an Active Partner

### Goal T-10: Coordinate with a broad range of groups—public and private—to help meet Kirkland's transportation goals.

Kirkland will work proactively with local and regional partners to achieve the City's transportation goals. Building relationships with members of the community and reaching underrepresented groups in Kirkland will help the City better serve the community's transportation needs. Interagency coordination with King County Metro and Sound Transit will advance the City's goals for public transit. Playing a strong role in partnerships with transit providers and with the Washington State Department of Transportation (WSDOT) will help the City ensure that the priorities of the local community are reflected in regional transit and transportation investments. Neighboring jurisdictions and other partners, like the Lake Washington School District (LWSD), are critical to Kirkland's implementation of safe routes to school and regional projects.

The City will work to strengthen its relationships and collaboration with local groups and other agencies with the following policies that focus on the City's transportation, equity, and climate goals.

**Policy T-10.1: Implement Kirkland's Diversity, Equity, Inclusion, and Belonging (DEIB) Roadmap through community coordination and outreach.**

a) Establish relationships with organizations that represent priority populations in order to better understand the needs from under-represented groups.

b) Conduct outreach with both Kirkland residents and those outside of Kirkland, particularly those who work in Kirkland but do not live in the city limits.

c) Ensure community engagement is conducted early and often when projects are planned, designed, and constructed.

d) Explore opportunities to improve how the City communicates with and receives information from the community.

**Policy T-10.2: Coordinate with local agencies and associations, neighboring cities, and regional entities to advance the goals and strategies outlined in the Transportation Element.**

a) Ensure regular and advanced communication and coordination is conducted with local businesses and community members related to local neighborhood projects and plans.

b) Participate in and provide leadership for regional transportation decision-making with state, countywide, and regional groups to stay informed and contribute to conversations, initiatives, programs, and opportunities related to transportation.

c) Participate in the King County Climate Change Collaborative to identify trends in vehicle innovation and seek opportunities to implement them in Kirkland.

**Policy T-10.3: Partner with LWSD, other educational institutions, police, parents, and transit providers to encourage walking, bicycling, and taking transit to school.**

a) Work with the Kirkland Police Department's school resource offices to implement bicycle, pedestrian, and traffic safety interactive education programs.

b) Conduct additional circulation analysis to improve walk, bicycle, and pick-up and drop-off circulation at all schools in Kirkland, in coordination with LWSD.

c) Coordinate with King County Metro on improving transit services to schools and ensuring all students receive free youth transit passes.

**Policy T-10.4: Partner with transit agencies to ensure Kirkland receives high-quality transit service that is coordinated with planned growth and land use.**

a) Continue working with King County Metro to support the Rapid Ride K Line project, including capital project development, permitting, grant support, and the like.

b) Coordinate with transit agencies on access to transit projects and supportive infrastructure, such as shelters and bus stop improvements, bicycle parking, and first/last mile(s) connections.

c) Continue working with King County Metro to promote Metro-Flex and other flexible transit systems operating in the city.

d) Continue partnering with Sound Transit on major investments in Kirkland along the I-405 Corridor and through other initiatives.

e) Participate in regional conversations regarding transit-related policy, service changes, restoring reduced service, and ensuring future transit is aligned with Kirkland's growth and land use changes.

f) Advocate for meaningful increases in Sound Transit and King County Metro services in Kirkland, with connections between transit hubs and urban centers as a first priority.

g) Actively pursue agreements with transit providers to deliver a network of high-quality transit service that supports Kirkland's land use and transportation plans.

**Policy T-10.5: Work with the WSDOT and the State Legislature to fund Kirkland's high-priority projects and improve safety in and around state corridors.**

a) Collaborate with WSDOT for better operations at WSDOT signals.

b) Foster a strong working relationship with WSDOT leadership.

c) Advance Kirkland's transportation interests with actions on legislative agendas.

d) Fund initial studies in order to make it easier to secure funding for construction projects.

e) Periodically review federal functional classifications.

f) Engage WSDOT in discussions to advance improvement of I-405 interchanges with the intention of securing funding to design and rebuild new interchanges at NE 124th Street, NE 70th Street, and improvements around NE 128th Street.

**Policy T-10.6: Coordinate multimodal transportation systems with neighboring jurisdictions.**

a) Coordinate with the City of Bellevue on improved walking and bicycling access between the South Kirkland Park and Ride and the Cross Kirkland Corridor (CKC), as well as between the SR 520 Trail and the Lake Washington Boulevard Promenade.

b) Prioritize connections to the future light rail stations in Bellevue and to Bellevue's Spring District mixed-use commercial area.

c) Work with the City of Redmond to improve access to Redmond including stair and trail connections from the North and South Rose Hill neighborhoods and access to the Redmond Central Connector.

d) Coordinate with the City of Bellevue, City of Redmond, City of Kenmore, City of Bothell, and City of Woodinville to ensure bicycle and pedestrian connections at jurisdictional boundaries are seamless.

**Policy T-10.7: Actively pursue grant funding and innovative funding sources.**

a) Pursue innovative opportunities and partnerships to better leverage available City funding

b) Seek funding through various grant funding sources including federal, regional, and state sources as well as through non-traditional sources.

c) Pursue the opportunity for the City to become eligible for funding related to federal transit.

**Policy T-10.8: Partner with nonprofit, private sector, and other "new" partners on innovative solutions to improving transportation connections or the transportation environment.**

a) Coordinate with local businesses, the Kirkland Downtown Association, and commerce-related groups to better understand transportation needs and to better communicate transportation-related information.

b) Identify all businesses that require transportation management plans and coordinate to ensure those businesses are complying and offering the resources to their employees to reduce single-occupancy vehicle trips.

c) Seek opportunities to partner with nonprofit and private sector groups and businesses to leverage resources.

**Policy T-10.9: Coordinate with the Eastrail Regional Advisory Committee members and Eastrail Partners to implement the Connect, Construct, Complete vision for the entire CKC and connections to the larger Eastrail network.**

a) Be an active partner with Eastrail Partners and the Eastrail Regional Advisory Council.

b) Coordinate wayfinding, signs, counts, art, and other initiatives that support the Connect, Construct, Complete vision.

# 5. Concurrency and Measurement

## 6.1 Concurrency

### Concurrency System

Concurrency is one of the goals of the GMA and refers to the timely provision of public services or facilities to support new developments. The GMA requires that transportation projects, programs, and strategies to accommodate developments be in place when a development is constructed or within 6 years. While the GMA requires that LOS standards be adopted for concurrency on arterials, it does not mandate how those standards are defined, and local jurisdictions may adopt standards appropriate for the local context. The main function of concurrency for transportation is to ensure that the transportation system has the necessary capacity and to identify transportation projects and programs that generate the capacity to accommodate the effects of housing and employment growth on the transportation system.

The City of Kirkland manages concurrency and monitors the relationship between new housing and employment growth and the implementation of transportation projects and programs. Concurrency tests for individual development projects are used by the Kirkland Public Works Department to determine whether future transportation facilities will be sufficient to meet the needs of new development or if mitigation is required.

The Kirkland 2035 Comprehensive Plan proposed a new multimodal concurrency system that includes all modes of transportation and measures future person-trip capacity from planned transportation projects and programs rather than traffic operations alone. Kirkland established its current multimodal concurrency system in KMC Title 25 in 2015 with the adoption of Ordinance 4509. This system balances person-trip capacity across all modes with the estimated number of multimodal person-trips generated by new developments. Forecasted growth in person trips is derived from the future housing and employment growth adopted in the Comprehensive Plan.

The additional multimodal network capacity to accommodate future growth is derived from the projects and programs in the transportation capital project list, which is adopted as part of Kirkland's Capital Facilities Plan (CFP). Together these projects and programs provide the added multimodal capacity to accommodate growth over the next 20 years. Kirkland's concurrency system uses dollars spent on transportation capital projects as a measure of additional person-trip capacity created by the City's transportation capital projects. The balance of available person-trip capacity for development is generated by the funded projects in the 6-year CIP. As more projects are funded in the CIP, more person trips become available for new development, but as development occurs, person trips are deducted from the available capacity.

When a new development is proposed, the number of person trips the project will generate is estimated based on the size and land uses included in the proposed development. The estimated number of person trips generated are calculated using a standard methodology the City uses for transportation impact fees. Proposed new development passes the concurrency test if there are more trips in the current balance of person trips than would be generated by the proposed development. If there are not enough available person trips based on the CIP to accommodate a specific development proposal, the developer has the option to scale back the size of the proposed development to reduce the total number of person trips it generates, wait for additional projects from the CFP, or fund projects from the CFP to create more person-trip capacity.

## Transportation Impact Fees

Transportation impacts fees (TIF) are assessed on new developments in Kirkland based on different land use categories and are proportional to their impact on the system. TIF revenues are used to fund transportation capital projects and are only used to fund future capacity improvements, not to fix existing deficiencies in the system. The City's TIF schedule was last updated in 2021 with the Transportation Impact Fee Update Report and will be updated as part of a citywide impact fee update, with an anticipated effective date in 2025. Kirkland's TIF rate reflects the cost to the City per person trip in the PM Peak hour that can be attributed to growth in Kirkland. TIF for individual developments are proportional to the size of each land use in the development.

## Level of Service Standards

The City of Kirkland has a multimodal LOS, adopted with the Kirkland 2035 Comprehensive Plan, that is based on plan completeness and was referred to as level of completion in the 2015 TMP. Level of completion for each of the different modal project types in Kirkland's CFP tracks progress toward the multimodal goals of the TMP. In the concept adopted in the Kirkland 2035 Comprehensive Plan, progress was tracked against expected level of completion and was rated ahead of schedule, on schedule, or behind schedule. Starting in 2018, the City began to report progress on the level of completion for each modal LOS area in annual reports. The City has regularly reported on all areas of completion from the original concept, other than auto projects, and has annually reported citywide safety data to measure completeness of the full TSP. However, it has not reported progress relative to annual targets.

Multimodal LOS measures based both on completeness and performance of the transportation system are shown in Table 10. While Kirkland does not have a minimum standard for each mode of the transportation system, objective measures, such as level of traffic stress, are used to develop and prioritize projects that are incorporated into the 20-year list of transportation capital projects.

TABLE 10. MULTIMODAL LEVEL OF SERVICE STANDARDS

| Transportation Strategic Plan Priorities | Measurement | 2044 Level of Completion Standard |
|---|---|---|
| Walk: School walk routes | % of streets on school walk routes with sidewalks on at least one side. | 100% |
| Walk: Sidewalks on arterial streets and transit routes | % of transit routes and arterial streets with sidewalks on at least one side of transit. | 100% |
| Walk: Crosswalks | % of crosswalks that comply with Roadway Policy Standards identified in R-33 Crosswalk Location Evaluation Policy | 50% |
| Bicycle: On-street network | % of planned bicycle network complete as identified in the TSP | 80% |
| Bicycle: Greenway network | % of planned greenway network complete as identified in the TSP | 25% |
| Transit: Passenger environment | % of transit stops with lighting and shelters on frequent service routes as identified in Table 3. | 50% |
| Auto: ITS | % of investment allocated to Intelligent Transportation Systems (ITS) Capital Projects as identified in Table 4-1 in the Kirland ITS Plan. | 100% |
| Auto: Pavement Condition Index (PCI) | Citywide PCI. | PCI of 70 |

In general, the level of completion is an outcome of choices made based on available funding and on the goals and polices of the Transportation Element. This is in contrast to being chosen as an objective performance measure. For example, a set of auto projects could have been developed around a relatively low level of delay. This would be a very expensive set of projects that would have resulted in the types of road widening that is not in keeping with the adopted vision for transportation. Rather than using performance as an input, it is an outcome. Considering LOS as an outcome rather than an input is consistent with the manner in which it has been treated by the City of Kirkland since the early 1990s.

The City of Kirkland also has a minimum standard for traffic operations at intersections codified in the Public Works Department Pre-Approved Plans Policy R-38 (Table 11). This requires individual developments to mitigate intersections at LOS E and F in the PM peak period based on the proportional share percentage of impacts they are expected to generate. For long-range planning, this standard has been interpreted as a minimum standard of LOS E in the PM peak period based on planned future land use in the Comprehensive Plan, with capital projects identified to address traffic operations at intersections performing at LOS F in the PM peak period. This policy, together with the concurrency standard above, allows the City to choose to address traffic operations issues with multimodal improvements or travel demand strategies where roadway projects, such as corridor widening, do not align with the multimodal transportation vision presented in the Comprehensive Plan.

TABLE 11. LEVEL OF SERVICE DELAY STANDARDS

| | **Average Delay per Vehicle (seconds)** |
|---|---|
| **Level of Service** | **Signalized Intersections** |
| A | ≤ 10 |
| B | > 10–20 |
| C | > 20–35 |
| D | > 35–55 |
| E | > 55–80 |
| F | > 80 |

Source: Highway Capacity Manual 6 (2016)

Traffic operations at key intersections in 2044 were evaluated using travel demand modeling in conjunction with Synchro analysis as described in the following section. Intersections that are expected to operate at LOS F in 2044 are addressed through concurrency projects that would add additional roadway capacity or capacity for trips by other modes at constrained intersections. These projects are included in the Capital Facilities Element of the Comprehensive Plan. Any potential effects to traffic operations on state facilities in Kirkland, including I-405 and connecting access ramps would be addressed in coordination with WSDOT.

## 20-Year Transportation Capital Projects

A long-range transportation capital project list is a required component of the Transportation Element and of the Capital Facilities Element of the Comprehensive Plan. The project list is the culmination of all the policy and technical work contained in the Transportation Element and is a set of projects that are estimated at a high level to be funded within reasonably expected revenues. The list of transportation improvement projects for the 2044 planning horizon is based upon the analysis of future traffic operations and LOS standards described earlier. This will become the fiscally constrained project list for the next 20 years and will be prioritized for local and external funding. The projects ensure that the City's multimodal transportation system will meet the land use capacity and growth envisioned in the Land Use Element. The City's concurrency management system and LOS influence the necessary investments the

City will make in the transportation system over the planning horizon. The project list is included in the Capital Facilities Element but referenced in this element.

Over 430 projects were identified as candidates for future transportation capital projects. Candidate projects were identified through adopted plans and studies, community input, and safety analyses. A public engagement map of these projects was launched between February 5 and February 29, 2024, to solicit community feedback. The map allowed the community to review and provide feedback (including the option to show support or opposition) on projects, and suggest new projects that were not already captured.

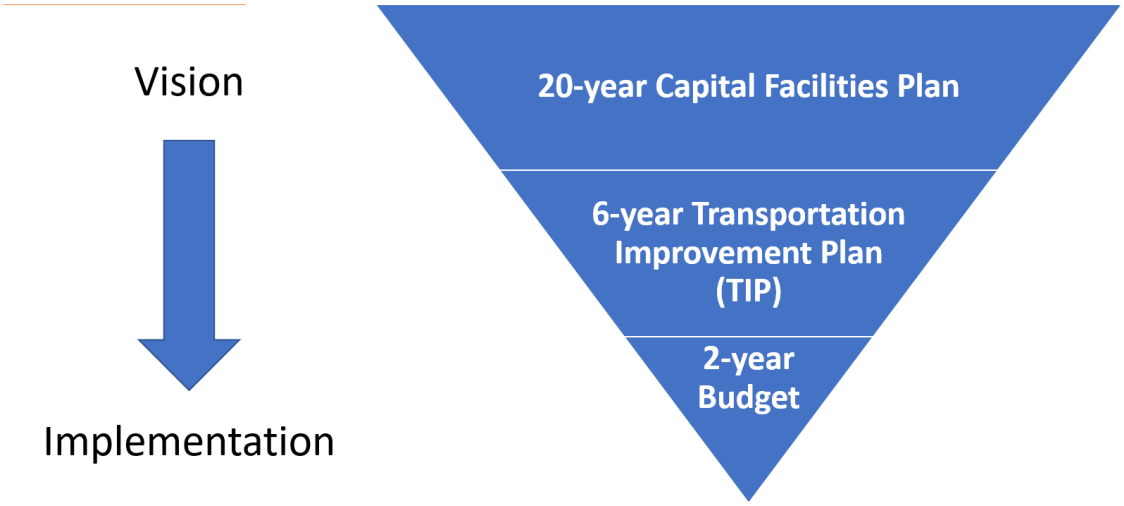
Candidate projects were also evaluated through the TSP project prioritization process. Prioritization plays a crucial role in discerning which projects best align with the goals and policies of the TSP. The process enables the City to optimize use of limited funding resources, determine the sequencing of projects (which projects should come first), and aids decision-makers in budget allocation, planning, and grant applications. Prioritization further demonstrates to the community and decision-makers the highest priorities for investment in the Kirkland transportation system, given constrained funding for transportation projects and costs that exceed available revenues.

The list of improvement projects is located in the Capital Facilities Element, and the full universe of projects is included in the TSP. Planning-level cost estimates were prepared for each of the projects under consideration, but are high level, subject to change, and exclude important features such as right-of-way acquisition costs. The estimates include basic project elements with inflation factors for soft costs, general inflation, and additional costs to address new stormwater regulations. Right-of-way costs are not included due to the conceptual nature of many of the project scopes at this time. Federal funds (grants) are not being included in the anticipated 20-year revenue projections, so additional costs related to implementing a federal project are also not included. Project costs are shown in a range from low-to-high to reflect the conceptual nature of expected project costs.

One of the primary purposes of the 20-year capital project list is to ensure transportation supports the potential future growth envisioned in the land use element. The City used outputs from the BKR travel demand model to analyze traffic operations at intersections using Synchro software. The BKR travel demand model was developed to analyze travel demand and traffic patterns on a localized scale among the cities of Bellevue, Kirkland, and Redmond. The City used the BKR model to estimate vehicle trips and traffic volumes based on expected growth through 2044, and adjusted trip distribution to reflect the planned future land uses for analysis in Synchro. Synchro is a leading traffic capacity software program used to analyze signalized and stop-controlled intersections, and supports the methodologies recommended by the Highway Capacity Manual. Future traffic conditions were analyzed at 40 intersections throughout the city in the morning (AM) and evening (PM) peak periods. Intersections were selected to capture needs at major intersections.

The TSP project list will inform the 6-year Transportation Improvement Plan (TIP) and the 2-year capital budget.

# Project List Development



# Transportation Projects Projected Funding and Financing Plan

The 20-year financial projections for revenue to fund transportation projects is estimated at approximately $315 million over the next 20 years, or about $15.75 million annually. Funding sources include impact fees, real estate excise tax (REET), gas tax, business license (revenue-generating regulatory license) and surface water contributions, solid waste contribution, the 2012 street levy, school zone safety cameras, and Kirkland's transportation benefit district $20 vehicle license fee. These are high -level planning estimates and are intended for planning purposes only. They remain subject to change as the City works toward completion of the impact fee update and as other medium-term economic trends stabilize (i.e., real estate market and REET).

The projected available funding for programs and projects through 2044 is broken down as follows:

| | | |
|---|---|---|
| Estimated funds available for programs | $ | 187,000,000 |
| Estimated funds available for individual projects | $ | 128,000,000 |
| Projected 20-year revenue | $ | 315,000,000 |

Some of the revenue forecasts are for revenues that are very secure and highly reliable. However, other revenue forecasts are for sources that are volatile and, therefore, difficult to predict with high degrees of confidence, such as impact fees that fluctuate with the amount of new development. In the event that revenues from one or more of these sources do not materialize, the City has several options: add new sources of revenue or increase the amount of revenue from existing sources; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard. If this situation arises, the City will approach it with sensitivity and in the context of the scope of the funding gap.

**City of Kirkland**
**Planning and Building**
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**MEMORANDUM**

**To:** Planning Commission

**From:** Scott Guter, AICP, Senior Planner
Lindsay Levine, AICP, Senior Planner
Janice Swenson, Senior Planner
Allison Zike, AICP, Deputy Planning & Building Director
Adam Weinstein, AICP, Planning & Building Director

**Date:** June 18, 2024

**Subject:** **2044 Comprehensive Plan Public Hearing #3, File No. CAM22-00032**

## Recommendation

Conduct a public hearing (the third in a series of public hearings) to gather public testimony on proposed amendments to the below elements of the Comprehensive Plan:

- Utilities Element
- Public Services Element
- Implementation Strategies Chapter

In addition, this public hearing is an opportunity to gather testimony on the Comprehensive Plan Draft Supplemental Environmental Impact Statement (Draft SEIS).

At the close of the public hearing, staff recommends the Planning Commission (PC) conduct deliberations and make recommendations to City Council (Council) for each element.

## Background

Kirkland 2044 Comprehensive Plan (K2044) Update Process Overview

The City of Kirkland is in the process of conducting a major update of the existing Kirkland Comprehensive Plan[1] (Plan) adopted in 2015 for a planning horizon of 2035. The Plan is the primary citywide guide for how the community should evolve over the next twenty years (new horizon year of 2044) in terms of land use, transportation, and the public facilities and services necessary to support this change. The Plan also includes goals and policies for how the City addresses housing, human services, sustainability, economic development, parks, open space, and other topics.

[1] https://www.codepublishing.com/WA/Kirkland/

The Planning Commission staff report from the first public hearing on May 9, 2024[2] provided the following background information for the broader K2044 Update:

- Comprehensive Plan Update scope and review process;
- Key themes for the K2044 Update;
- Draft 2044 Vision Statement and Guiding Principles;
- Community engagement activities conducted for the K2044 Update; and
- State, regional, and countywide statutory and policy requirements for the update.

The K2044 Comprehensive Plan project webpage[3] has information to help the community learn more about the K2044 update. The webpage includes a landing page for key topic areas including: draft goals and policies for each Element; basic information about the Plan update; past staff presentations and memorandums; information on the neighborhood plan updates; and a community engagement page detailing how to get involved in the process and how to submit comments.

**Criteria for Amending the Comprehensive Plan**

Kirkland Zoning Code (KZC) Section 140.30 lists the criteria that must be met to amend the Comprehensive Plan:

1. The amendment must be consistent with the Growth Management Act.
2. The amendment must be consistent with the countywide planning policies.
3. The amendment must not be in conflict with other goals, policies, and provisions of the Kirkland Comprehensive Plan.
4. The amendment will result in long-term benefits to the community as a whole and is in the best interest of the community.

*Staff Conclusions*

The proposed amendments to the Comprehensive Plan are consistent with the above criteria, the Growth Management Act (GMA), Countywide Planning Policies, and PSRC Vision 2050. The proposed plan policies are consistent with the general elements of the Comprehensive Plan, are more inclusive in how they are written, meet many of the City's DEIB and sustainability goals, will foster diverse housing options for a variety of incomes, support a complete multimodal transportation network, and encourage vibrant commercial centers and corridors. The proposed amendments thus bear a substantial relation to maintaining and improving the public health, safety, and welfare for all people and businesses in Kirkland.

**Utilities Element**

The full text of the proposed amended Land Use Element is included as Attachment 1.A to this memorandum. To assist in review of the amended goals and policies, a revision tracker showing the existing Utilities goals and policies, amended goals and policies with track changes, and staff notes is included as Attachment 1.B.

[2] https://kirklandwa.primegov.com/portal/item?id=406
[3] https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update

Overview

The Utilities Element addresses water, sewer, surface water, solid waste collection and transfer, electric power, natural gas, telecommunications, and hazardous liquid pipelines. The element supports the continued provision of utility services to support existing and future development. In addition, the element provides policies for regional coordination of utility needs and support for resource efficiency and sustainability.

The revised Utilities Element was influenced by coordination with Public Works staff, coordination with other utilities such as Puget Sound Energy, updated information, public comments, and Planning Commission comments. Staff provided briefings at the following meetings:

- April 11, 2024 Planning Commission meeting[4]; and
- December 14, 2023 Planning Commission meeting[5].

More information is available at the Comprehensive Plan Utilities Element webpage[6].

Key Themes for Utilities Element Amendments

The following is a summary of the key revisions (some are existing themes) to the Utilities Element (see Attachment 1.A):

- Emphasis on utility/energy conservation, sustainability, reduction of greenhouse gas emissions, and consideration of future climate-related impacts;
- Promote the transition to renewable energy while ensuring the electric grid is stable and can support Kirkland's needs;
- Support ways to make it easier for property owners to install electric vehicle (EV) charging stations and related infrastructure;
- Support installation of EV charging stations (including for bikes, personal mobility devices) in public rights-of-way and at City-owned facilities and parks;
- Make it easier for the community to reduce waste through reusing, repairing, composting, educational programs, and/or incentives;
- Prioritize removing fish passage barriers for public projects;
- Support access to internet service to underserved communities;
- Revise policy regarding the Houghton Transfer Station to reflect the new Northeast Recycling and Transfer Station project[7]; and
- Revise levels of service for water, sewer, and surface water to refer to the relevant functional plans, which are updated more frequently than the Comprehensive Plan.

[4] https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2024-04-11_utilities-ps-cf-policy-briefing-memo-pc.pdf
[5] https://www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2023-12-14_utilities-ps-cf-briefing_pc-memo.pdf
[6] https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/Transportation-and-Infrastructure/Utilities
[7] https://kingcounty.gov/en/dept/dnrp/waste-services/garbage-recycling-compost/solid-waste-facilities/northeast-recycling-transfer-project

**Public Services Element**

The full text of the proposed amended Public Services Element is included as Attachment 2.A to this memorandum. To assist in review of the amended goals and policies, a revision tracker showing the existing Public Services goals and policies, amended goals and policies with track changes, and staff notes is included as Attachment 2.B.

Public Services Element Overview

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, schools, and libraries. The Public Services Element supports provision of public services to support existing and future growth and the correction and prevention of any existing deficiencies to ensure a safe community and high quality of public services.

The revised Public Services Element was influenced by coordination with City staff (Emergency Management, Fire, Police), updated information, public comments, and Planning Commission comments. Staff provided briefings at the following meetings:

- April 11, 2024 Planning Commission meeting[8]; and
- December 14, 2023 Planning Commission meeting[9].

More information is available at the Comprehensive Plan Public Services Element webpage[10].

Key Themes for Public Services Element Update

The following is a summary of the key revisions (some are existing themes) to the Public Services Element (See Attachment 2.A)

- Coordinate with the Lake Washington School District to increase public school capacity and explore opportunities to create staff and/or other affordable housing on school property;
- Build positive relationships between the Kirkland Police Department, Kirkland Fire Department, and community members;
- Invest in policies and services to support people experiencing mental and behavioral health challenges;
- Work towards ensuring that the City receives a fair allocation of tax revenue to advance King County levy objectives and fill related gaps in services in Kirkland (e.g., affordable housing, permanent supportive housing, crisis response, human services grants);
- Ensure that public facilities are compatible in scale and design with surrounding uses and foster multi-purpose public facilities;

[8] https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2024-04-11_utilities-ps-cf-policy-briefing-memo-pc.pdf
[9] https://www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2023-12-14_utilities-ps-cf-briefing_pc-memo.pdf
[10] https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/People/Public-Services

- Explore the use of new technology or smaller emergency service vehicles/mobility devices to navigate places that are difficult for emergency services to access; and
- Moved solid waste, recycling, composting, and solid waste transfer goals and policies to the Utilities Element.

**Capital Facilities Element**

The full text of the proposed amended Capital Facilities Element is included as Attachment 3.A to this memorandum. To assist in review of the amended goals and policies, a revision tracker showing the existing Capital Facilities Element goals and policies, amended goals and policies with track changes, and staff notes is included as Attachment 3.B.

Capital Facilities Element Overview

The GMA requires cities to provide a Capital Facilities Element within their Comprehensive Plans to ensure the provision of adequate facilities for the new housing and jobs growth that is envisioned in the Land Use Element, to maintain levels of service for capital facilities, provide consistency among capital improvement plans, and document all capital projects and their financing.

The revised Element was influenced by coordination with Planning, Public Works, Finance, and Transportation staff; updated information; public comments; and Planning Commission comments. Staff provided briefings at the following meetings:

- April 11, 2024 Planning Commission meeting[11]; and
- December 14, 2023 Planning Commission meeting[12].

More information is available at the Comprehensive Plan Capital Facilities Element webpage[13].

Key Themes for Capital Facilities Element Update

The following is a summary of the key revisions (some are existing themes) to the Capital Facilities Element (see Attachment 3.A):

- Update policies to align with regional and Growth Management Act (GMA) requirements;
- Update policies to more closely align the element with the Sustainability, Climate and Environment Element; and
- Incorporate public health and equity with the element update.

[11] https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2024-04-11_utilities-ps-cf-policy-briefing-memo-pc.pdf
[12] https://www.kirklandwa.gov/files/sharedassets/public/v/3/planning-amp-building/kirkland-2044-comp-plan/k2044-transportation-amp-infrastructure/utilities/pdfs/2023-12-14_utilities-ps-cf-briefing_pc-memo.pdf
[13] https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/Transportation-and-Infrastructure/Capital-Facilities

**Implementation Strategies Chapter**

The full text of the revised Implementation Chapter is included as Attachment 4 to this memorandum.

Implementation Strategies Chapter Overview

The Implementation Strategies Chapter describes the methods and strategies for implementing the Comprehensive Plan. Staff has revised the chapter to update the text within the methodology section to include updating neighborhood plans annually if requested by community members as part of the Community Amendment Request process. Staff deleted the existing implementation strategies adopted with the 2015 Comprehensive Plan because a majority of the tasks have been completed.

Moving forward, staff recommends we not include a list of new implementation strategies with the K2044 update because the proposed new format for each Element includes examples of implementation strategies, actions or programs to implement the policies. Work programs and priorities change from year to year and the list would become obsolete with constant revisions needed. Given the condensation of the proposed draft Implementation chapter, it could be considered for inclusion in the Introduction chapter rather than continuing as a separate chapter.

Options for Planning Commission consideration:

1. Support staff's recommended revisions to the Introduction Chapter as provided in Attachment 4; or,
2. Support the recommended revisions to the Implementation chapter shown in Attachment 4, but relocate to combine into the Introductions Chapter.

**Public Comments**

Public comments received over 2022-2024, through June 18, 2024 (prior to the publication of this memo for the continued public hearings) are available on the K2044 webpage[14]. Public comments are also available organized by subject matter[15]. Additional public comments received after the publication date will be provided to the PC prior to the public hearing, and compiled and posted on the K2044 webpage after the hearing.

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

On October 18, 2023, the City issued a Determination of Significance and Scoping Notice[16] to allow people to submit comments on what should be evaluated in the Supplemental Environmental Impact Statement (SEIS) for the 2044 Comprehensive

[14] https://www.kirklandwa.gov/files/sharedassets/public/v/5/planning-amp-building/kirkland-2044-comp-plan/2022.12.06-2024.05.14_public-comments_k2044.pdf
[15] https://www.kirklandwa.gov/files/sharedassets/public/v/5/planning-amp-building/kirkland-2044-comp-plan/2022.04-19-2024.05.14_public-comment-tracker_k2044.pdf
[16] https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/determination-of-significance-sep23-00670-comp-plan-seis-10.18.23.pdf

Plan update. The scoping period ended on November 17, 2023. The scoping comments[17] received are available on the K2044 Comprehensive Plan project webpage.

On June 10, 2024, the City issued a Notice of Availability for the Draft Supplemental Environmental Impact Statement (SEIS)[18] to allow for review and public comment. A copy of the Draft SEIS document[19] is available for viewing on the K2044 Comprehensive Plan basics webpage. A public hearing to receive oral or written comments on the Draft SEIS will be held on June 27, 2024. Written comments may be submitted to Janice Swenson at jswenson@kirklandwa.gov during the public comment period June 10, 2024 to July 12, 2024 at 5:00 pm or attend the June 27, 2024 public hearing.

The Draft SEIS evaluates two alternatives: 1) Existing Plan (No Action) Alternative; and, 2) Growth (Action) Alternative. Both alternatives would accommodate the City's assigned growth targets through 2044, which includes 13,200 additional housing units and 26,490 additional jobs.

*Existing Plan Alternative (No Action Alternative)*: This alternative would maintain the City's current zoning and adopted plans, including the Kirkland 2035 Comprehensive Plan, NE 85th Street Station Area Plan and Planned Action, and adopted neighborhood plans. The Existing Plan Alternative would not include implementation of state mandates required by HB 1110 to illustrate the impact of these requirements as integrated with the Growth Alternative.

*Growth Alternative (Action Alternative)*: This alternative would establish additional residential capacity above and beyond that needed to accommodate the City's growth targets to provide additional flexibility for the development of housing choices for the community. It would allow greater residential and commercial density, particularly near transit corridors and in select commercial or business centers and would implement regulations to encourage the production of affordable and market-rate housing citywide. The Growth Alternative would be implemented together with future multimodal improvements identified in the Transportation Strategic Plan, an update to Kirkland's Transportation Master Plan. This alternative would also include updates required to comply with Washington state legislation for "middle" housing (housing at densities between single-unit detached homes and mid-rise apartment buildings) in all residential zones citywide, and would allow additional middle housing typologies in residential zones. The Growth Alternative includes consideration of proposed changes in land use at selected sites in Juanita and Totem Lake (see Land Use Element of K2044 project webpage for more information[20]).

Comments received on the Draft SEIS will be responded to in the Final SEIS due to be completed in fall 2024.

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[17] https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/seis-scoping-comments-combined-webpage.pdf
[18] https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/2044-comprehensive-plan-seis-draft-notice-of-availability.pdf
[19] https://www.kirklandwa.gov/files/sharedassets/public/v/2/planning-amp-building/kirkland-2044-comp-plan/k2044-basics/pdfs/2044-comprehensive-plan-draft-seis.pdf
[20] https://www.kirklandwa.gov/Government/Departments/Planning-and-Building/Planning-Projects/Kirkland-2044-Comprehensive-Plan-Update/People/Land-Use

**PC Review Note**

Because the changes being proposed to the existing Comprehensive Plan are quite substantial, staff is proposing to repeal and replace the text of all elements in their entirety. The referenced attachments for each element include “clean” versions of the revised Elements without tracked changes (see Attachments 1.A, 2.A, 3.A). Also included are matrices for each Element showing the existing (2035 Comprehensive Plan) goals and policies, with a side-by-side comparison of the proposed amendments (Attachments 1.B, 2.B, 3.B). The matrices show proposed goal and policy amendments in track changes. In this meeting packet, only the Implementation Chapter is shown as a single attachment with track changes because it does not include goals and policies. *The PC’s recommendations to Council will be specifically for the full-text chapters as shown in Attachments 1.A, 2.A, 3.A, and 4*.

**Next Steps**

Following the June 27, 2024, public hearing, the PC should deliberate and discuss a recommendation on the Utilities, Public Services, and Capital Facilities Elements, and the Implementation Chapter, of the Plan to Council. The PC may direct staff to make additional changes to the draft elements based on the public testimony received and their deliberation.

Future scheduled public hearings and the Elements or Chapters anticipated to be considered at each respective hearing are as follows:

- June 27, 2024, Public Hearing #3
  Topics: Transportation, Capital Facilities, Public Services, Utilities, Draft SEIS
- July 11, 2024, Public Hearing: Continuation of PC deliberation on all Neighborhood Plans except for the Juanita Neighborhood Plan (the PC previously completed their deliberation on this chapter at the May 23, 2024 meeting)
- July 25, 2024, Public Hearing: Continuation of PC deliberation on the Land Use Element (previously considered at public hearings on May 23 and June 13, 2024)
- September 26, 2024, Public Hearing #4
  Topics: Housing Element, Appendix (Historical, glossary, Housing Needs Assessment, Community Profile)

Prior to public hearings #3 and #4, staff will host Open Houses for the community at City Hall from 4:00 pm to 5:30 pm. The Open Houses will allow staff to provide background information and answer any questions community members may have prior to the opportunity to provide public testimony at the hearing for each respective topic. Final adoption of the full Plan by City Council is scheduled for December 2024.

**Attachments**

1.A Draft Utilities Element – Full text
1.B Utilities Element – Goal and Policy Revisions Matrix
2.A Draft Public Services Element – Full Text
2.B Public Services Element – Goal and Policy Revisions Matrix

3.A Draft Capital Facilities Element – Full Text
3.B Capital Facilities Element – Goal and Policy Revisions Matrix
4. Draft Implementation Strategies Chapter – Full Revised Text

# XI. Utilities

## Purpose

The Utilities Element addresses water, sewer, surface water, solid waste collection and transfer, electric power, natural gas, telecommunications, and hazardous liquid pipelines.

The Utilities Element supports the Land Use Element and the Sustainability, Climate, and Environment (SCE) Element of the Comprehensive Plan by establishing policies for provision of efficient and sustainable utilities to serve anticipated growth and development.

The Capital Facilities Element contains further explanation about capital projects needed to meet the level of service standards for City-managed utilities.

Solar panels on the roof of City Hall

## Vision

The element supports the continued provision of utility services to support existing and future development. In addition, the element provides policies for regional coordination of utility needs and support for resource efficiency and sustainability.


Yard Smart Rain Rewards Sign. This rebate program helps Kirkland homeowners beautify their yards and help keep polluted rainwater runoff out of Lake Washington.

## Existing Conditions

The City of Kirkland currently provides the following utility services:

- Water: All areas of the City except those north of NE 124th Street that are outside the City's service area. Figure U-1 shows the City's water system.
- Sewer: All areas of the City except those north of NE 116th Street that are outside the City's service area. Figure U-3 shows the City's sewer system.
- Solid waste, recycling, and compost collection: All areas of the City. The City currently contracts with Waste Management, Inc.
- Surface water: All areas of the City. Figure U-5 shows the City's surface water system.

The following non-City-managed utilities provide additional services:

- Northshore Utility District and Woodinville Water District: Both are special purpose districts that operate independently from the City. They provide water and sewer services to the northern portions of the City. Both have franchise agreements that include provisions for future City assumption of service at such time as it is desirable to do so. The Washington State Departments of Health and Ecology review and approve the Utility Districts' Comprehensive Plans, and they are bound by the same service regulations as the City. Figures U-2 and U-4 show the water and sewer systems.

- City of Bellevue Water Utility: A very small portion of southeast Kirkland , within the Bridle Trails neighborhood is served by the City of Bellevue.
- Puget Sound Energy (PSE): PSE is a public service company – a corporation or other nongovernmental business entity which delivers certain services considered essential to the public interest. PSE transmits and distributes electric power and natural gas in a nine-county area, including Kirkland and much of King County. Figures U-7 and U-8 show PSE's electrical and gas facilities.
- Telecommunications: Provided by a variety of private companies. Kirkland has both wired and wireless telephone, cable TV, and high speed cable and fiber-optic Internet services. Those that use City rights-of-way to provide services have franchise agreements with the City. Figure U-6 shows the fiber conduit system.


City of Kirkland free wireless internet service sign at Marina Park

Water

The City of Kirkland Water Utility provides water service to all of its residents, except those generally north of NE 124th Street who are served by the Northshore Utility District or the

Woodinville Water District (see Figure U-1). A very small portion of the southeastern City is served by the City of Bellevue.

The City's water system is primarily a gravity system consisting of 176 miles of water lines and 12.62 million gallons of storage capacity that includes 1.5 million gallons of fire protection storage. An average of 5.7 million gallons of water per day is distributed to Kirkland's water service area customers. Projected costs associated with the water system are primarily maintenance and replacement costs for aging pipe and fire flow needs. The Kirkland Water System Plan was last updated in 2015 and outlines water projects to upgrade any deficiencies in the system for the next 20 years. The next update to the Water System Plan will be complete in 2025 and will address the City's growth through 2044. The City will construct projects as needed to address system deficiencies. The City updated its Capital Facilities charges in 2022 to ensure adequate funding to address system maintenance and future growth needs.

*[NOTE: The two paragraphs below will be updated as more information is available about the Cascade Water Alliance contract negotiations.]*

As a member of the Cascade Water Alliance, Kirkland purchases its water supply from Seattle Public Utilities. The water is then distributed to Kirkland customers through the City's distribution system. The City currently receives its entire water supply from Seattle from the Tolt River Watershed, with occasional supply from the Cedar River Watershed when routine maintenance is required at the Tolt Treatment Facility. Cascade Water Alliance currently has an agreement with Seattle Public Utilities to provide 33.3 million gallons of water per day to its members through the year 2039 with the opportunity for an extension of the contract until 2063.

In addition to the supply from Seattle Public Utilities, Cascade Water Alliance also has an agreement with the City of Tacoma for additional supply into the year 2042 and has the capability of developing Lake Tapps in East Pierce County if the need arises beyond 2063. According to the Cascade Water Alliance, based on current trends of water use, responsible plumbing codes, and water efficient appliances, it is likely that Lake Tapps will not need to be developed for decades.

Cascade Water Alliance Water Efficiency Program has a single regional water efficiency savings goal for all its members of a cumulative savings of 0.4 million gallons per day on an annual basis.

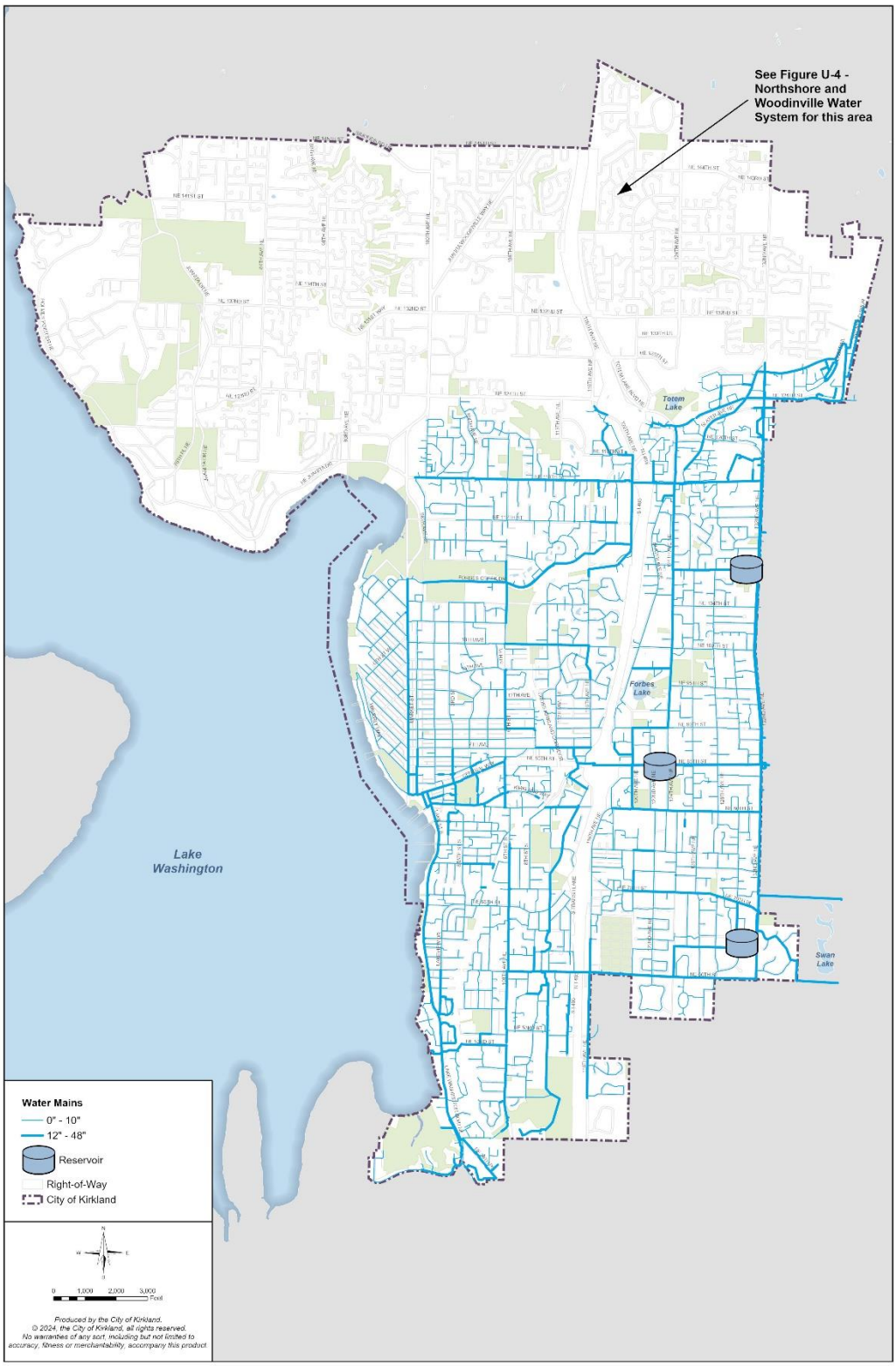


**Figure U-1: Water System**

*Northshore Utility District*

The Northshore Utility District provides water services to northern portions of the City. Figure U-2 shows the existing Northshore water system. Potable water from the Tolt River Watershed is purchased from Seattle Public Utilities (SPU).

The water system has eight reservoir sites with a 29-million-gallon capacity. Water Level of Service is 174 gallons per day (GPD) per equivalent residential units (ERU). Level of service is the standard level of water or sewer service served by the utility in relation to a detached single-unit home; ERU is a normalized unit of measurement to quantify service demand commonly used by utilities.

The District's water and sewer plans include identification of capital improvements for replacement and repair of the older sections of the system. Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer.

*Woodinville Water District*

The Woodinville Water District provides water services to the northeast portion of the City and sewer service to only a few single-unit homes. Figure U-2 shows the existing Woodinville water system.

The water system has eight reservoir sites with a 14.9-million-gallon capacity. Water level of service is 207 gallons per day(GPD)/equivalent residential units (ERU). Repair and maintenance of the system occur when needed and extensions necessitated by future development will be provided by the developer. Construction of a new standpipe for additional water storage in Kingsgate is on the Woodinville Comprehensive Water System Plan Capital Improvement Program project list.

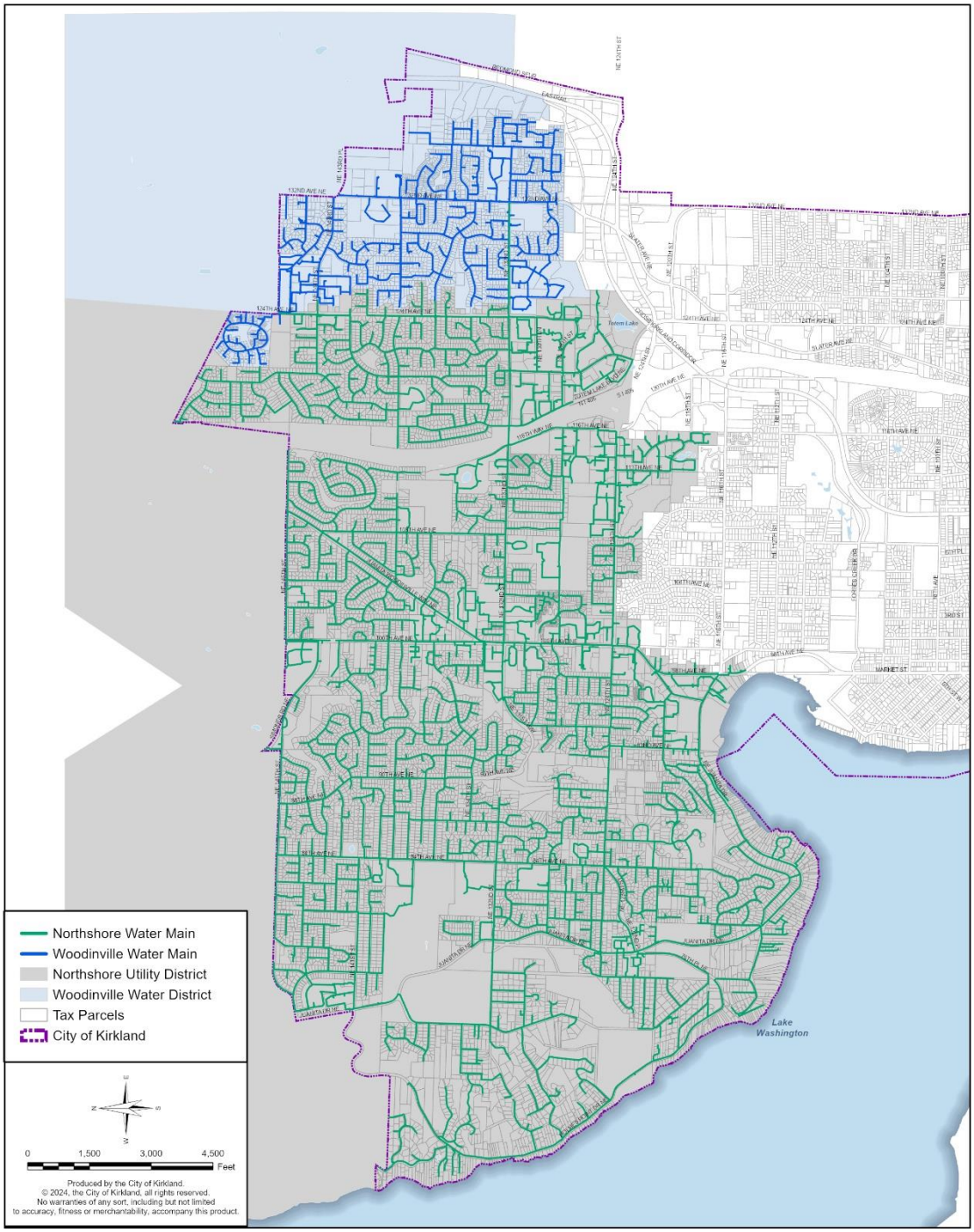


**Figure U-2: Northshore and Woodinville Water Systems**

Sewer

The City of Kirkland Sewer Utility provides sanitary sewer service to all of its residents south of NE 116th Street (see Figure U-3). The Northshore Utility District provides sewer service to most residents north of NE 116th Street.

The collection system consists of 13 major sewer drainage basins, 40 minor sewer basins, 122 miles of sewer pipe, six lift stations and force mains, and approximately 3,184 maintenance holes. Approximately five to 10 percent of Kirkland residents use septic systems. Sewer extensions typically occur when there is redevelopment; KMC Chapter 15.28 has specific requirements that address sewer connections. Sewer extensions have typically been funded by developers or local owners in compliance with the Kirkland Municipal Code.

The primary costs anticipated to maintain existing levels of service are related to replacement and rehabilitation of older pipelines, improvement of pumping capacity, and system expansions in the Lake Plaza Basin (located near Marina Park), Central Way Basin, and Juanita Basin.

Kirkland's General Sewer Plan establishes the policy basis for recommended capital improvements to correct deficiencies and meet future service needs. The Plan provides the City with a guide to evaluate the impact of possible reclaimed water use and future development on the local and regional sewer system. The General Sewer Plan was last updated in 2015; the latest update is planned to be completed in 2025.

The King County Wastewater Treatment Division (WTD) provides the City's service area with sanitary sewer treatment services. City sewage and a majority of Northshore Utility District's sewage are treated at King County's South Treatment Plant in Renton. The Brightwater Treatment plant in Woodinville supplies reclaimed water to the region. Very small portions of Northshore's sewage flows to the Brightwater Treatment Plant in Woodinville and the West Point Treatment Plant in Seattle. Ongoing asset management and planned upgrades to King County's treatment facilities and conveyance systems will occur in order to maintain capacity to serve anticipated growth.

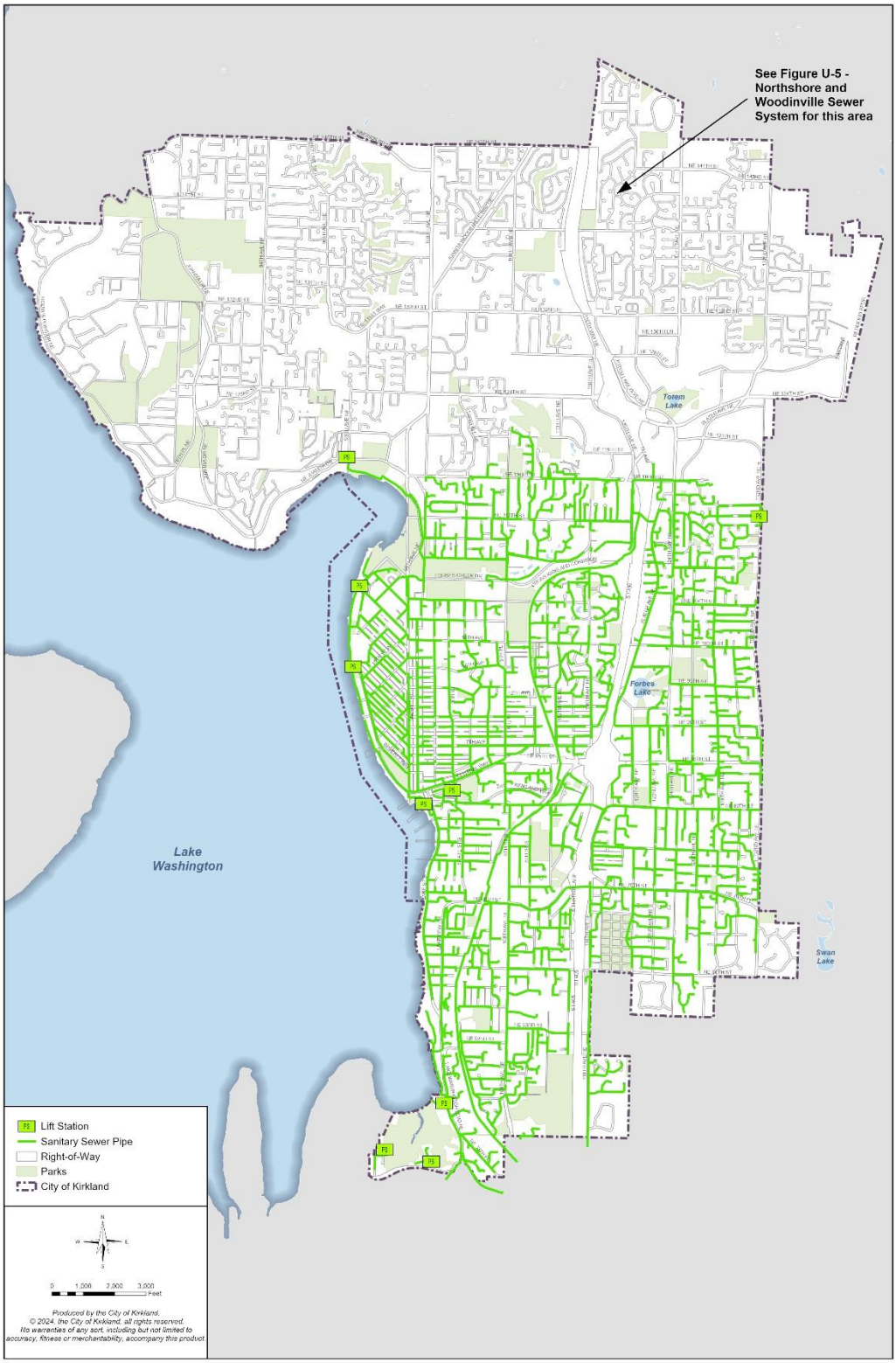


**Figure U-3: Sanitary Sewer System**

*Northshore Utility District*

The Northshore Utility District provides sewer services to northern portions of the City. Figure U-4 shows the existing Northshore sewer system. Northshore's sewer system is primarily a gravity system. Wastewater is treated at King County's West Point and South treatment plants. Sewer level of service is 71 gallons per capita flow rate.

*Woodinville Water District*

The Woodinville Water District provides sewer service to only a few single-unit homes in the northeast portion of the City. Figure U-4 shows the existing Woodinville sewer system. Woodinville's sewer system is primarily a gravity system. Due to the topographical difficulty of providing gravity sewer service to the Kingsgate area, Northshore Utility District provides sewer service there, even though it is within Woodinville's service area. Woodinville Water District's wastewater is treated at King County's West Point and South treatment plants. Sewer level of service is 80 gallons per day per capita.

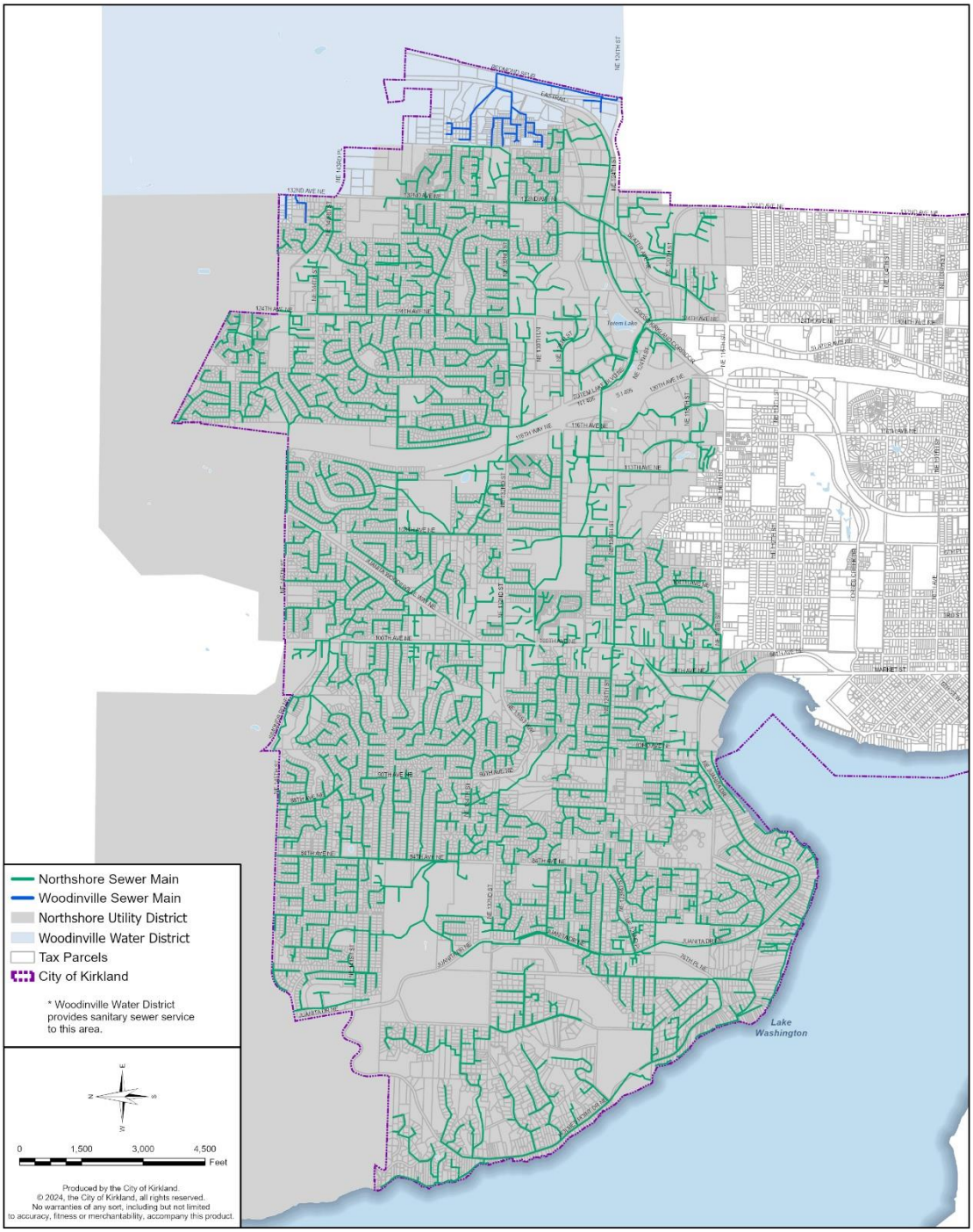


**Figure U-4: Northshore and Woodinville Sewer Systems**

*Surface Water*

The City maintains conveyance, flow control and water quality treatment systems in public rights-of-way, and flow control and water quality treatment facilities that serve single-unit homes. These facilities are managed to reduce flooding and to protect water quality. As of 2023, the City owns and manages 267 miles of conveyance pipes and culverts and 814 retention and detention facilities (i.e., tanks, vaults, and ponds).

Privately owned stormwater facilities consist of conveyance, flow control and water quality treatment facilities that serve multiunit residences and commercial properties, and certain private roads and single-unit homes. City staff inspect 710 private sites to ensure that facilities are clean and functioning as designed. In addition, staff inspect 380 facilities designed in accordance with low impact development (LID) practices, typically on single-unit residential properties, to ensure these systems are functioning as designed. Staff also provides technical assistance for drainage and water quality problems that impact these systems. Figure U-5 shows the City surface management water system.

Low impact development (LID) is a land development strategy and set of practices that strives to mimic natural watershed hydrology by slowing, evaporating/transpiring, and filtering water before it reaches a stream channel. LID contrasts with past drainage techniques that collect and convey water to streams quickly – damaging stream channels and degrading water quality.

The Kirkland Surface Water Strategic Plan is used by the City to identify capital projects, strategies and resources to accomplish City and Surface Water Utility goals. This provides the policy basis for operational and capital projects.

Kirkland has a National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit (Permit). The Permit is issued by the State of Washington under authority from the Environmental Protection Agency. The current Permit became effective on August 1, 2024 and will expire on July 31, 2029. The Permit allows Kirkland to discharge stormwater into waters of the State (Lake Washington) if the City takes specific steps in each of the following areas to minimize discharge of pollutants to stormwater: stormwater planning; public education and outreach; public involvement; stormwater system mapping and documentation; illicit discharge detection and elimination; controlling runoff from new development, redevelopment, and construction sites; stormwater management for existing development; operations and maintenance; source control for existing development; and monitoring and assessment.

A watershed approach has been used for managing the surface water utility by dividing the City into 15 drainage basins (i.e., areas of land where all flowing surface water converges into a body of water such as a stream, lake, or wetland). The largest and most important streams are Juanita Creek and Forbes Creek. These two basins ranked highest based on a combination of factors which focused on flow control and water quality needs in basins that can support salmon

populations. Denny Creek and Champagne Creek are the next highest priority basins within the City and are significant because they provide salmonid fish habitat and productive associated wetlands and protected areas. Smaller critical drainage basins include, but are not limited to, Carillon Creek, Yarrow Creek, Everest Creek, Holmes Point, and Kingsgate Slope. More information on the watershed and drainage basins, and a map illustrating their location, can be found in the Sustainability, Climate, and Environment (SCE) Element (see Figure SCE-1).

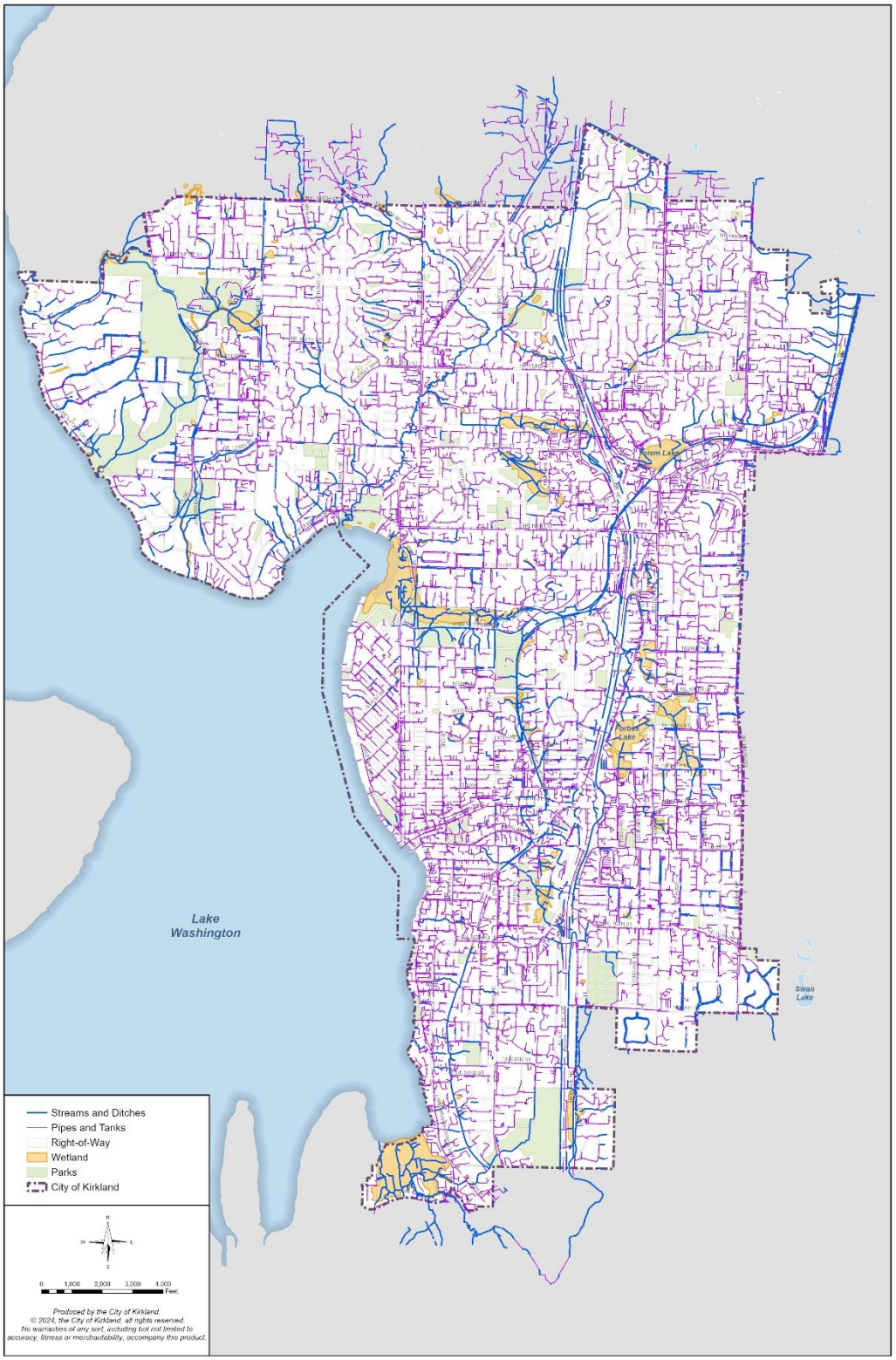


**Figure U-5: Surface Water Management System**

Solid Waste, Recycling, and Compost Collection

The City currently contracts with Waste Management, Inc. to provide curbside solid waste, recycling, and compost collection to all residential and commercial customers. Businesses and multiunit properties can request a compost cart at no additional cost. Multiunit residents who do not have access to a compost cart can bring food scraps to the City's drop-off locations at City Hall and the North Kirkland Community Center. The City encourages the community to use additional recycling services for additional items beyond curbside collection, like those at recycling events or transfer stations.

Reducing waste and achieving a high recycling diversion rate reduces the amount of garbage going to the Cedar Hills Landfill, which in turn extends the time before the landfill reaches capacity and other solutions must be found for disposing of King County's solid waste. Waste reduction and recycling programs throughout King County have extended the life of the Cedar Hills Landfill through 2028. In addition, recycling reduces the need to produce more raw materials for certain plastics, paper and aluminum.

The King County Comprehensive Solid Waste Management Plan sets specific goals for the City to achieve. The County and the City have committed to achieve a waste reduction goal of 20.4 pounds generated per household per week by 2030 and an interim recycling goal of 70 percent. In 2019, the City achieved a combined recycling diversion rate of 46 percent.

*Solid Waste Transfer*

Kirkland, along with 36 other King County cities, participates in a Solid Waste Interlocal Agreement for King County to manage the collection and transfer of solid waste to the Cedar Hills landfill. The King County Solid Waste Division (KCSWD) owns and operates the Houghton Transfer Station (HTS) in Kirkland where the majority of Kirkland's solid waste is collected and transferred to the Cedar Hills landfill. In 2021, the HTS processed 16 percent of the waste in the King County transfer system.

King County's 2019 Comprehensive Solid Waste Management Plan recommends siting and building a new Northeast recycling and transfer station and closing the existing Houghton Transfer Station. KCSWD has identified two sites as potential locations: the current Houghton Transfer Station property and a site in Woodinville. Environmental review for proposed sites for the new recycling and transfer station is underway with an anticipated project opening date of 2029.

Telecommunications

Telephone services are regulated by the Washington Utilities and Transportation Commission. Personal wireless service providers serving Kirkland are those licensed by the Federal Communications Commission (FCC) in the radio frequency spectrum for wireless communications service and registered to do business in Kirkland. Cable services are provided under municipal franchise.

*City Telecommunications*

The City expanded its fiber-optic network to service governmental facilities and traffic control systems by partnering with other cities and schools to build a regional fiber-optic telecommunication system (see Figure U-6). The publicly owned Community Connectivity Consortium was founded by the City of Kirkland, Lake Washington School District, the University of Washington and the City of Bellevue. The Consortium has grown to a total of 28 member cities and agencies, and expansion projects are ongoing.

One of the recommended initiatives of the City's Smart City Strategic Plan is technology expansion and streamlining, which includes city fiber expansion. Additionally, the City has facilitated an expansion of pathway and fiber capacity when there are construction or project opportunities.

*Telephone*

Wired telephone service and certain related special services are available in the City. System facilities within Kirkland include switching stations, trunk lines, and distribution lines. Distribution lines are either pole- mounted or underground. Service and facility expansions are driven by customer demand.

*Personal Wireless*

Several companies provide wireless (cellular) telephone service. Cellular telecommunication permits wireless transmission of messages on a network of strategically placed receivers (i.e., mobile telephone communications). Receivers may be placed on tall poles, utility poles, light standards, lattice-type towers, or buildings. The cellular telephone industry does not plan facilities far into the future but uses market demand to determine expansion into new service areas.

*Cable*

Most homes are served by several Cable TV providers. Residential high speed DSL services, cable-based Internet, and fiber are available in most locations in the community.

*Fiber Optic*

Many telecommunication vendors own optic fiber in Kirkland rights-of-way for commercial use. The City of Kirkland has access to some of these strands through franchise agreements.

*Broadband*

Broadband Internet Services are available nearly everywhere in Kirkland via commercial telecommunications providers.

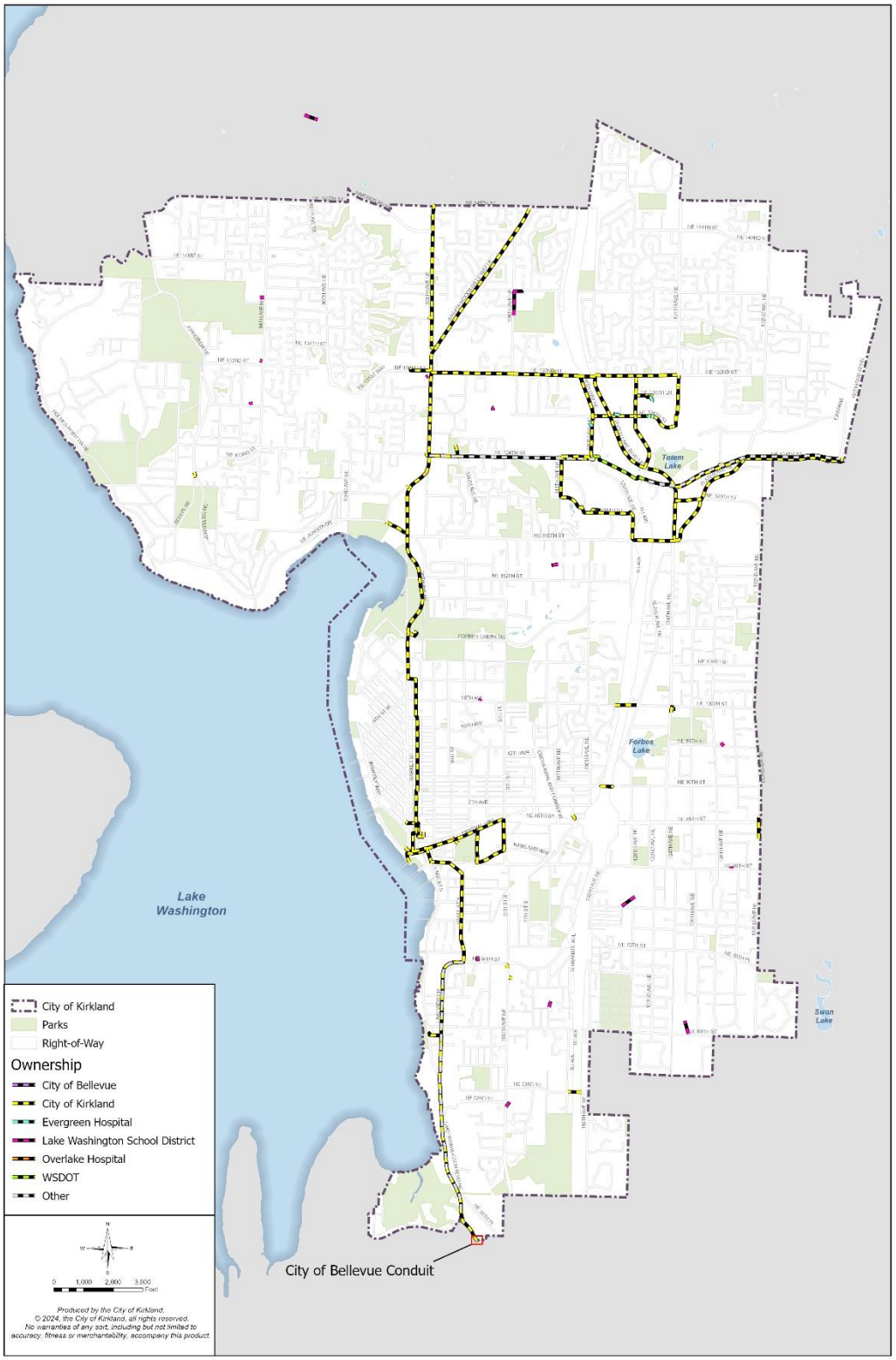


**Figure U-6: Fiber Conduit System**

Electricity and Natural Gas

Puget Sound Energy (PSE) provides the Kirkland area with natural gas and electricity and is regulated by the Washington Utilities and Transportation Commission (WUTC). Figure U-7 shows the existing electrical system; Figure U-8 shows the existing natural gas system.

*Electricity*

PSE generates, transmits, and distributes power as part of the interconnected Northwest power grid. The electricity that PSE delivers to customers is generated from hydroelectric dams, coal, natural gas, wind, and to a much smaller degree from nuclear, and other sources (solar, biomass landfill gas, petroleum, and waste).

Kirkland is a part of PSE's Eastside and Northshore Electrical Subareas. Power is delivered on 230,000 volt (230 kV) transmission lines to substations in Redmond and Renton, where the voltage is transformed to 115 kV. Several distribution stations in Kirkland further transform the voltage to 12.5 kV, which is then distributed to customers. PSE completed five miles of new 115 kV transmission line connecting PSE's Sammamish Substation in Redmond to Kirkland's Juanita Substation, along with upgrades to aging substation equipment in December 2023. The project increases system capacity and improves reliability for customers in the area.

PSE's Energize Eastside project addresses an electrical transmission capacity deficiency and allows for a more robust and reliable transmission system for the entire Eastside. The project comprises a new substation and the upgrading of approximately 16 miles of electric transmission lines within the existing corridor from 115kV to 230 kV, from Redmond to Renton. Construction began in 2021.

A double-circuit 230 kV Seattle City Light transmission line runs through Kirkland north to south near 124th Avenue NE but does not directly serve the Eastside subarea.

*Natural Gas*

PSE provides natural gas to six Washington counties, including King County, via PSE's distribution system. The natural gas originates from various regions of the U.S. and Canada. Natural gas is transported throughout Washington via a network of interstate transmission pipelines owned and operated by Northwest Pipeline Corporation. PSE takes delivery of natural gas from Northwest at a gate station located east of Lake Sammamish outside Kirkland City limits. PSE gas distribution lines up to eight inches in diameter in Kirkland, together with future extensions and upgrades, will service Kirkland's growth.

While PSE plans for gas system demand growth, installation of gas main extensions and new service lines respond to customer demand. Washington Utilities and Transportation Commission rules require gas companies to demonstrate that existing ratepayers will not subsidize new customers.

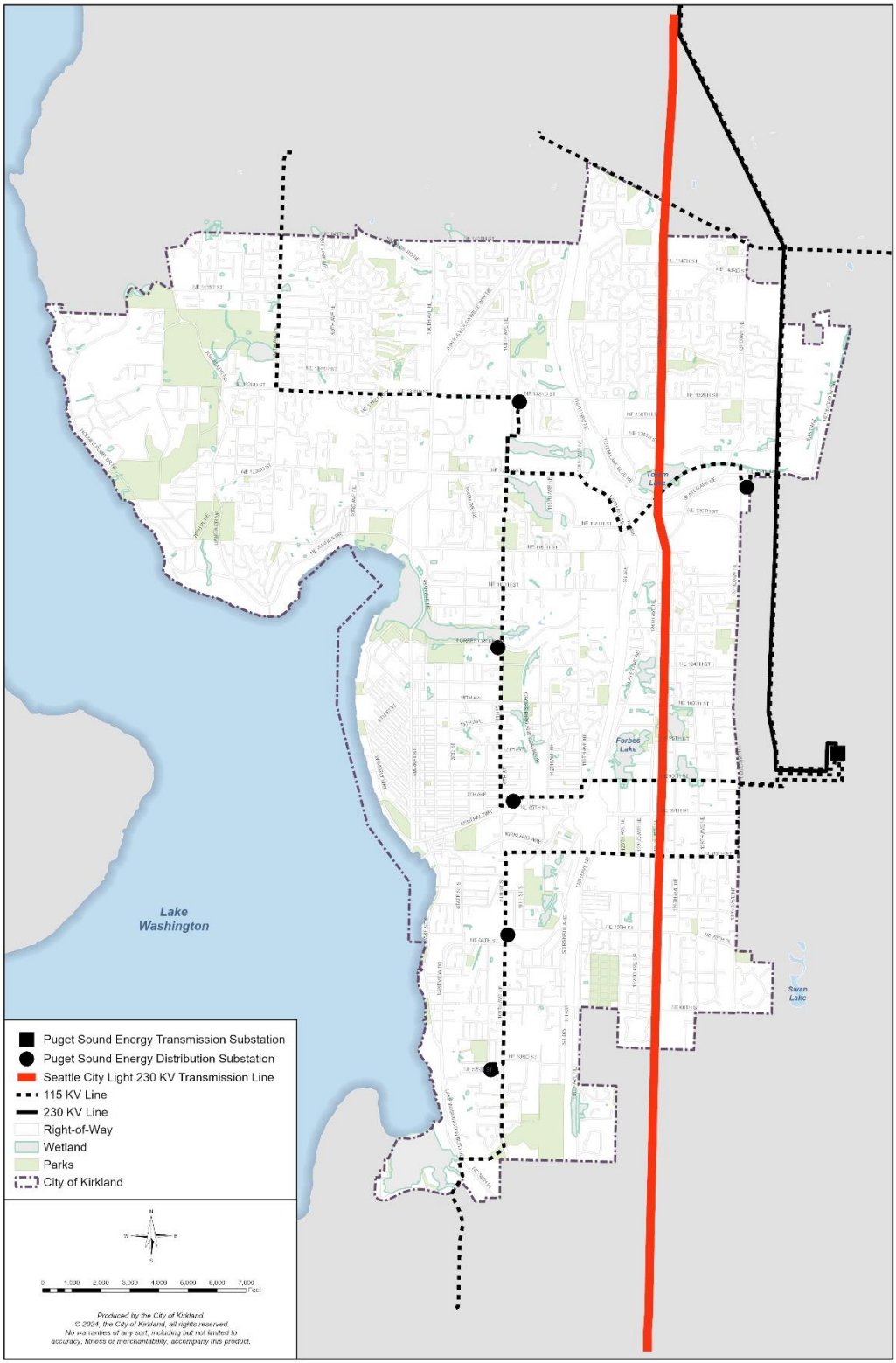


**Figure U-7: Electrical Transmission System**

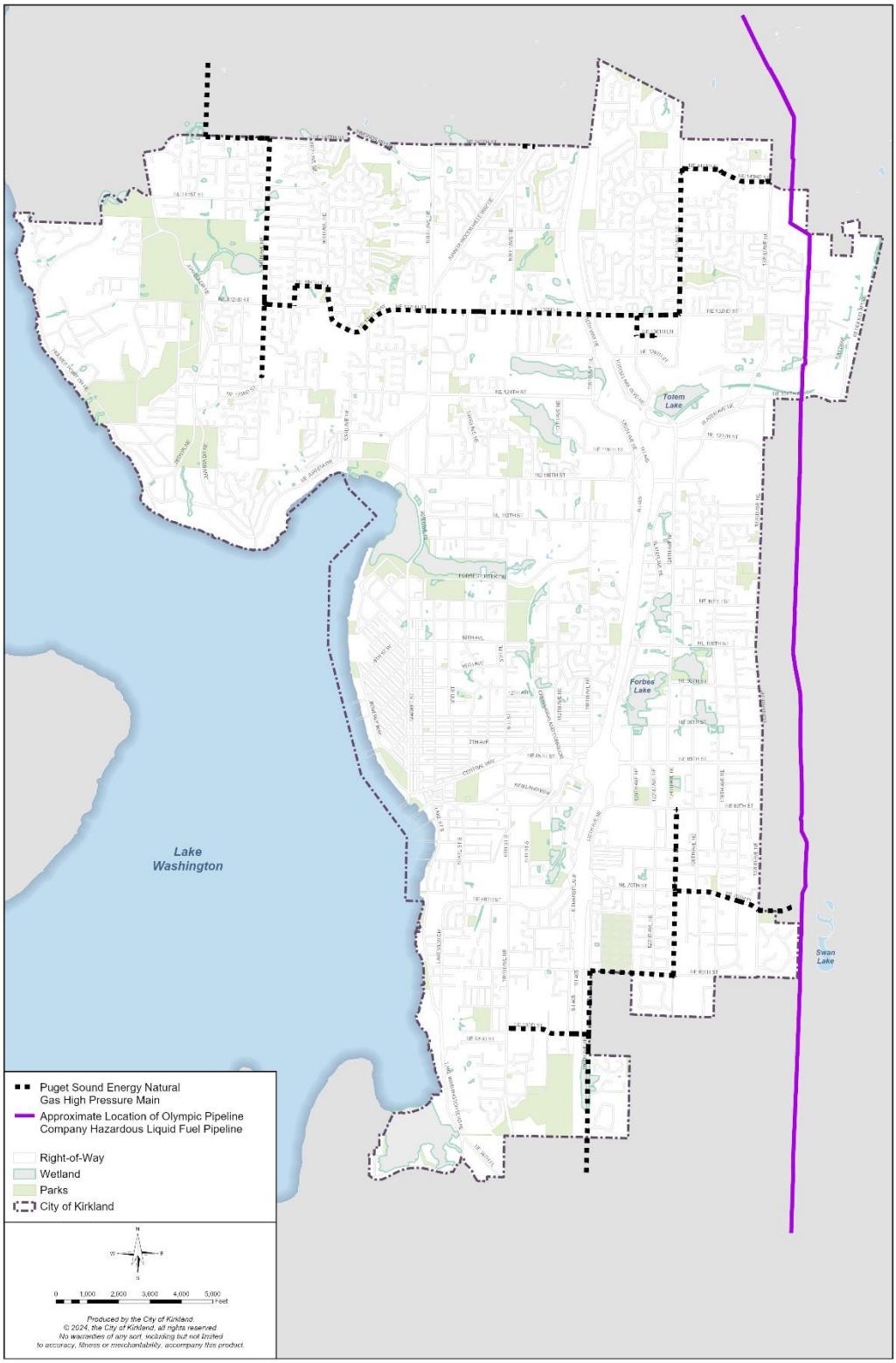


**Figure U-8: Natural Gas Distribution System and Hazardous Liquid Transmission System**

Hazardous Liquid Pipelines

The Olympic Pipeline Company, operated by BP Pipelines, North America, operates a 400-mile-long petroleum pipeline system from Ferndale, Washington, to Portland, Oregon. Two parallel lines, 16-inch and 20-inch in diameter, generally along the Puget Sound Energy easement north-south corridor, pass through the Kingsgate and Totem Lake neighborhoods in the northeast portion of Kirkland and are located close to a portion of the eastern boundary of the Bridle Trails neighborhood (see Figure U-7). The pipelines carry gasoline, diesel and aviation fuel. Delivery lines carry products from this mainline to bulk terminals at Sea-Tac International Airport; Seattle, Tacoma and Vancouver, Washington; and Linnton and Portland, Oregon.

The pipelines are hazardous liquid pipelines, as defined by state law (RCW 81.88.040). Pipeline facilities, if ruptured or damaged, can pose a significant risk to public safety and the environment due to the high operating pressure and the highly flammable, explosive and toxic properties of the fuel. The Federal Office of Pipeline Safety (OPS) is responsible for regulation of the interstate pipeline facilities and addresses safety in design, construction, testing, operation, maintenance and emergency response of pipeline facilities.

Kirkland's Fire Department has reciprocal emergency response agreements with Redmond and other surrounding jurisdictions in the event of a pipeline failure. The Redmond Fire Department Olympic Pipeline Response Plan includes technical information about the pipeline, potential hazards, a guide to hazardous materials scene management, emergency response and evacuation plans, and contacts and other resources. It contains the fundamentals of the City of Kirkland Fire Department response and maintains City specific data to be used in such an emergency.

## Goals and Policies

**Goal U-1: Maintain the adequate and efficient provision of public and private utilities in Kirkland.**

*Policy U-1.1: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities.*

*Policy U-1.2: Provide for needed capital facilities and utilities to achieve community goals related to growth in accordance with the Land Use Element of this Plan and to meet established levels of service.*

Coordinated planning allows the City to make accurate land use projections based on utility plans, allows utility providers to plan for utilities in a manner that reflects anticipated land use patterns and densities, and ensures that adequate capital facilities and utilities will be available with development.

*Policy U-1.3: Use the City's functional plans and designated guidance materials to manage the City's public sewer, water, and surface water facilities.*

Table U-1: Water, Sewer, and Surface Water Level of Service

| Facility | Standard |
|---|---|
| Water | Water distribution supple, pumping, and storage capacity per the City's current Water System Plan to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses. |
| Sanitary Sewer | Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public health and the environment. |
| Surface Water | Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, protect water quality, and habitat in streams and lakes. |

*Policy U-1.4: Ensure that utility services are provided in a manner that is environmentally sensitive, considers future climate-related impacts, is safe, aesthetically compatible with planned land uses, reduces greenhouse gases, and achieves the City's sustainability goals.*

A variety of factors must be considered for any proposed utility expansion. For example, clearing for installation or maintenance should minimize impacts to trees and vegetation as well as fish and wildlife habitat. Utilities also should be installed and maintained to protect the environment from contamination. Ensuring that utilities are screened to blend in with their surroundings should increase community acceptance of infrastructure. Individual implementation issues arising under this policy should be resolved on a case-by-case basis.

*Policy U-1.5: Facilitate and encourage the conservation of electricity, water, and other utility resources to ensure community resilience.*

The demand for utilities, such as water and electricity, may be met by either increasing the supply or reducing the demand (or a combination of both). As the region faces increased challenges to supply these resources, conservation and efficiency measures must be employed to delay the need for new supplies. Reducing the rate of energy consumption is a means to lower energy costs, reduce greenhouse gas emissions, and mitigate environmental impacts associated with traditional energy supplies. The City should continue to participate in and promote the conservation and efficiency initiatives by Puget Sound Energy, Cascade Water Alliance, and others to the public. See complementary conservation policies in the SCE Element.

*Policy U-1.6: Provide equal access to utility services, regardless of historic disparities in income and employment opportunities.*

Utility service should be available and provided at the adopted level of service throughout Kirkland. The City or non-City managed utility provider should plan to extend service or upgrade infrastructure where deficiencies are identified.

*Policy U-1.7: Install new utility lines underground and, where feasible, move existing utility distribution lines underground.*

The City should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized. The City will need to consider the tariffs on file with the WUTC in deciding where to underground existing distribution lines.

*Policy U-1.8: Encourage the joint use of utility corridors and facilities.*

Besides the benefit of minimizing the extent of environmental impacts, utility collocation, consolidation, and joint use increases the efficient use of resources.

*Policy U-1.9: Coordinate with utility providers, other jurisdictions, and tribes when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review.*

*Policy U-1.10: Identify opportunities to expedite or streamline permits for utility projects that increase electrical capacity and align with the City's electrification and net-zero energy goals.*

In order to meet regional electricity demand given anticipated growth and the increasing shift to electrification, the City should consider ways to expedite or streamline the review process for certain utility projects.

**Goal U-2: Provide an efficient water system to deliver safe, reliable, and sustainable water.**

*Policy U-2.1: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic and sustainable source of water and to address long-term regional water demand, considering the impacts of climate change and fisheries protection on regional water resources.*

As a member of the Cascade Water Alliance, Kirkland has played a large role in securing long term regional water supplies well into the future. The City will continue to work with Cascade Water Alliance, neighboring jurisdictions, and tribes.


Community engagement event

*Policy U-2.2: Implement system rehabilitation and improvements in order to manage water resources.*

Increasing system efficiencies by taking such measures as replacement of older pipes can delay the need for new and more costly supply solutions.

*Policy U-2.3: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities.*

Water quality is regulated by the Washington State Department of Health and United States Environmental Protection Agency through the Safe Drinking Water Act. Per state and federal requirements, the City publishes an annual report on the origin and quality of the water it provides, including testing results.

*Policy U-2.4: Ensure a resilient water system by maintaining emergency interties with adjacent purveyors.*

Emergency interties are interconnections between public water systems to allow Kirkland and neighboring purveyors to provide temporary supplemental water supply for emergency purposes.

*Policy U-2.5: Use design techniques, such as screening, to ensure that new water towers and other utility infrastructure is aesthetically compatible with their surroundings.*

Utilizing vegetative buffers and camouflaging techniques can conceal and screen otherwise visually impacting facilities.

**Goal U-3: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure.**

*Policy U-3.1: Work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system.*


King County pump station in downtown Kirkland

*Policy U-3.2: Ensure that all new development proposals are served by adequate sanitary sewer systems.*

In general, new development should not be permitted on property that is served only by septic tanks. However, in limited situations, septic systems should be considered for low-density residential development where no reasonable alternatives exist upon demonstrating that soil conditions will permit proper functioning of a septic system.

*Policy U-3.3: Connect areas that are on septic systems to sanitary sewer.*

Some older, less urbanized areas of the City are served only by septic systems. As these systems age and fail, they present health and environmental risks. Continued testing for markers of poor water quality and failed or leaching septic systems will identify priority areas for upgrades. The City facilitates sewer extensions to these areas in compliance with the Kirkland Municipal Code, by utilizing latecomer agreements. In addition, the City is partnering with the City of Redmond to map future sewer extensions along 132nd Ave NE. The City should require

existing development to connect to the City wastewater collection system when on-site systems have failed and encourage conversion from onsite wastewater disposal systems as sewer lines become available so that all septic systems in the city are eventually eliminated.

*Policy U-3.4: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks.*

The greatest system deficiencies in Kirkland's sanitary sewer system are related to the age and reliability of parts of the system. Infiltration and inflow of stormwater into the older pipes decreases system capacity and exfiltration of effluent from older pipes presents environmental and health risks. The City should continue to prioritize updating older portions of the systems, with an emphasis on areas where overflows could occur near water bodies. A new lift station at Rose Point and the Market Neighborhood Sewer Main Replacement Study are current examples as of 2024 and the Trend Lift Station will be replaced in the near future. In addition, the City is working on a supervisory control and data acquisition (SCADA) Strategic Plan (for the water and wastewater systems) that will provide guidance to implement the first phase of the SCADA replacement service package.

*Policy U-3.5: Educate businesses and the public on the proper use of the sewer conveyance system.*

Public education and outreach focus on the proper management of fats, oils and grease (FOGs) and non-degradable products to prevent them from entering the sewer system. The outreach program reduces the degradation of infrastructure and overflows, controls odors, and protects both the public investment in the system and the environment.

*Policy U-3.6: Work with Cascade Water Alliance and other regional partners to pursue water reuse and reclamation.*

The City collaborates with King County and Cascade Water Alliance to study reclaimed water use and availability in Kirkland. The City should take advantage of the opportunity to access the regional repurposed water provided by the King County Wastewater Division at the Willows Pump Station. The City should pursue a combination of reclaimed, harvested, and grey and black water for the community's non-potable needs and set targets for water conservation. The City may benefit from installing separate recycled water pipes (known as purple pipes) that future development can access to irrigate landscapes and flush toilets. This will help protect Kirkland residents from future water shortages. Opportunities to reuse water for irrigation of parks and school facilities should also be explored.

**Goal U-4: Provide surface water management facilities programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands.**

*Policy U-4.1: Implement the priorities and needs identified in the City's Surface Water Strategic Plan.*

The Surface Water Strategic Plan sets the course for the next five to 10 years of surface water utility operations; the most recent Plan was adopted in April 2023. The plan is updated periodically and serves as a tool to guide the City's surface water utility work program while managing resources, complying with regulations, and coordinating with various entities that are responsible for different aspects of surface water and stormwater management.


Surface Water Utility programs work to improve water quality and habitat in our creeks, wetlands, and lakes. Staff monitor these areas for water quality and habitat health.

*Policy U-4.2: Adopt and implement surface water design standards for new development, redevelopment, and construction sites that incorporate best available research and technology in protecting water resources in an economical and feasible manner, and provide effective sediment and erosion control from sites.*

The goal of surface water design for new development and redevelopment projects is to provide adequate drainage and to provide post-construction controls that mimic predevelopment hydrologic patterns and protect water quality to the degree that is economically feasible. Such facilities may include low impact development techniques and/or structural controls such as detention vaults or ponds, infiltration facilities, biofiltration rain gardens and swales, or wetvaults. In order to reduce construction related erosion and delivery of sediment to our waterways, use of sediment and erosion control techniques should be required at all sites where significant clearing and grading will take place. The Western Washington Phase II Municipal Stormwater Permit requires that the City at a minimum follows the Department of Ecology's stormwater management design standards and typically requires updates to the design standards every permit cycle.

*Policy U-4.3: Maximize the use of low impact development and green infrastructure principles and practices to minimize the surface water impacts of development.*

Kirkland requires the use of LID and green infrastructure practices to the maximum extent feasible to support sustainability and should periodically evaluate improvements to land use development regulations and building codes to support these practices.

This approach uses various land planning and design practices to conserve and protect natural resources and reduce infrastructure costs. LID techniques seek to minimize the amount of stormwater runoff; LID facilities use soils and vegetation to treat and slow the stormwater runoff that is produced on the site. LID allows land to be developed cost-effectively, which helps reduce potential environmental impacts.

*Policy U-4.4: Require businesses and residents to take steps to prevent stormwater pollution.*

Businesses and residents should be encouraged to use both nonstructural and structural “best management practices” (BMPs) to prevent discharge of pollutants from everyday activities. BMPs range from covering materials stored outdoors, sweeping rather than using water to clean parking lots, and installation of oil/water separators to connect car washing areas to sanitary sewers.

*Policy U-4.5: Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system.*

The City should respond to instances of spilling and dumping of materials into the storm drainage system through activities such as the following:

- Identify those responsible for non-stormwater discharges and where appropriate take enforcement action, including requiring cleanup or conducting abatement;
- Maintain and periodically update inter-City and intra-agency spill coordination and response training and procedures;
- Conduct surveys and inspections to identify and eliminate illegal connections to the storm drainage system; and
- Maintain maps of the drainage system that allow pollutants to be quickly traced to their source.

*Policy U-4.6: Assess the quality of water and habitat in local streams, wetlands, and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts.*

*Policy U-4.7: Conduct private stormwater inspections and provide technical assistance on drainage concerns to ensure privately owned stormwater assets are operated and maintained in a manner that maximizes their quantity and quality control benefits.*

The City should continue to prioritize working with private property owners to ensure routine inspection and maintenance of all private stormwater systems occur on a regular basis. Proper maintenance of these systems protects the downstream system as well as our natural

resources. The City should also continue to provide technical support to private properties to help remediate drainage or flooding issues.

Staff regularly inspect and maintain stormwater infrastructure. Pipes are inspected with specialized remote video rovers.

*Policy U-4.8: Educate and engage the public on protecting and enhancing the quality of our water resources.*

The City should strive to raise awareness of the impact that everyday business and residential activities can have on water quality and fish habitat and populations, and to provide information on best practices. These include natural yard care, proper disposal of animal waste, including chicken, horses and household pet waste, proper storage of materials, and washing practices, that can prevent the discharge of pollutants.

Community volunteers should be involved in activities that increase stewardship of our water resources. The City should also explore new techniques for engaging the public and effecting positive changes in behavior.

*Policy U-4.9: Explore the potential for regional stormwater facilities.*

Providing regional facilities for flow control and water quality treatment may provide efficient and effective means of management of stormwater. Investigate potential locations to support capital projects or private development and construct as feasible.

*Policy U-4.10: Build stormwater retrofit facilities.*

Most development in Kirkland was constructed prior to modern stormwater standards and does not sufficiently slow down or clean stormwater from existing impervious surfaces. Conduct planning to identify locations that may be appropriate for stormwater retrofit facilities, which are water quality treatment and flow control facilities to serve existing neighborhoods that were developed without this infrastructure. As feasible, advance these projects through design and construction. These projects will support improved hydrologic and water quality conditions in our streams, lakes, and wetlands.

*Policy U-4.11: Prioritize removing fish passage barriers for public projects where there is the potential for significant ecological gain in fish habitat.*

The Muckleshoot Indian Tribe has Treaty fishing rights in Kirkland. The City should work closely with the Muckleshoot Tribe and State agencies to prioritize fish passage barrier removal and other habitat enhancement projects to maximize the habitat benefits with available funding.

*Policy U-4.12: Conduct municipal operations in a manner that protects water quality.*

Use erosion control and pollution prevention practices in City operations including but not limited to parks, streets, wastewater, stormwater, and water operations in order to minimize the discharge of pollutants to the stormwater system.

*Policy U-4.13: Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions.*

Watersheds do not stop at jurisdictional boundaries and must be analyzed and restored as whole entities. The City should coordinate activities with King County, Bellevue, Redmond, and other jurisdictions as appropriate to maximize the positive impact of projects and programs.

*Policy U-4.14: Participate in regional surface water resources conservation planning, local aquatic habitat recovery, and salmon recovery planning and implementation efforts.*

The City should continue in the participation of the Watershed Resource Inventory Area (WRIA) 8 (Lake Washington/Cedar/Sammamish Watershed) salmon recovery council and Interlocal Agreement for salmon recovery conservation planning and implementation efforts. Recovery of salmon stocks listed as threatened under the Federal Endangered Species Act would reduce the regulatory and liability burden for local jurisdictions, help to protect a vital part of our regional economy, and protect a species that has great cultural significance in the Pacific Northwest.

*Policy U-4.15: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources.*

The City should coordinate surface water management requirements and programs with a variety of State and federal programs and regulations, including but not limited to the following:

- National Pollutant Discharge Elimination System, Phase II;
- Puget Sound Partnership Action Agenda for Puget Sound; and
- Federal Endangered Species Act listing of Chinook salmon as a threatened species.

*Policy U-4.16: Investigate and plan for the impacts of climate change on operation, maintenance, and construction of the stormwater system.*

Changes in precipitation patterns and climate may impact flooding and the need to store and reuse rainwater. Investigate and plan for sizing of the conveyance system, provision of additional areas for storage of flood waters, and potential for rainwater reuse using future built out conditions and predicted flows. Evaluate construction methods used for the stormwater system to ensure that they minimize the production of greenhouse gases as feasible.

*Policy U-4.17: Maintain stormwater system assets and conduct planning to ensure uninterrupted and efficient operation of the stormwater system.*

The City should minimize the impacts of flooding from public stormwater systems into private property. The City should routinely inspect, clean and rehabilitate stormwater system assets operated by the City. Identify assets that cannot be rehabilitated through maintenance activities alone so they can be repaired through future capital projects. Strategic planning utilizing the assessment of the condition and ranking of assets according to their likelihood of failure and consequence of failure should be done to help prioritize replacement and rehabilitation of the existing system. The City should acquire easements as needed to allow for efficient operation of the stormwater system and utilize hydrologic and hydraulic modeling to plan for anticipated growth within the City.

*Policy U-4.18: Consider acquisition of properties such as open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat.*

There are cases where preservation and/or restoration of stream corridors and wetlands would have significant benefits for water quality and habitat and may benefit City functions. This work may not happen despite critical areas regulations and may only be feasible under City ownership.

*Policy U-4.19: Maintain a digital GIS map of the stormwater system.*

The City should continue to invest in the staff and technology to maintain a digital, GIS based map of the stormwater system. This map should be continually updated as both private and public development modifies the stormwater system.

*Policy U-4.20: Explore emerging stormwater technologies and policies.*

Improving the quality and hydrology of stormwater is a community-wide and landscape-scale endeavor. The City should explore new technologies and creative policies for how to get this work done more efficiently and in more places.

**Goal U-5: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses.**

*Policy U-5.1: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland.*

The City should plan and install sufficient capacity into its telecommunication system to meet future City needs.

*Policy U-5.2: Partner with public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing service.*

The City should explore establishing partnerships with public agencies and private companies to encourage collocation of telecommunication equipment on towers and buildings and in fiber-optic lines.

*Policy U-5.3: Periodically review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems.*

The City should periodically review and update its policies, procedures and practices to ensure that they facilitate the installation of new telecommunication systems and support existing systems. In addition, the City's development regulations should be flexible or revised on a regular basis to respond to changes in federal regulations, technology and consumer needs.

*Policy U-5.4: Seek opportunities to enhance the number of service providers in the community to increase choice and fair access and encourage competitive pricing and high quality customer service.*

Choice, availability, and price are important factors to telecommunication consumers. The City should look for opportunities to increase the number of high quality service providers to have competitively priced and high quality telecommunication systems in Kirkland.

*Policy U-5.5: Support access to internet service to unserved and underserved communities.*

Equitable access to internet service is essential. The City should work with service providers to ensure that unserved and underserved communities and areas are prioritized. Additionally, the City should support internet expansion that serves the ongoing and growing needs of education, health care, and public safety systems.

*Policy U-5.6: Continue to provide and improve audio-visual systems for City communication with the public.*

The City should invest in high quality systems, equipment, and staff to support broadly available communications with community members via the technologies that work best for them.

*Policy U-5.7: Mitigate impacts of wireless service facilities on adjacent land uses through careful siting and design. Facilitate the approval of wireless service facilities to balance the need for community connectivity with aesthetic standards. Stay up-to-date with changing technologies and rules.*

In order to minimize potential impacts, there should be a preference for wireless service facilities to be collocated on existing towers, and located on existing structures such as building or equipment structure facades, transmission towers or utility poles, to avoid unnecessary proliferation. When new facilities are required or existing facilities are expanded, providers should be required to use techniques to screen or conceal the wireless service facilities to be compatible with the surroundings.

In recognition of the important role wireless services play in facilitating business and personal communication, the City should enable carriers to quickly and efficiently site and configure facilities in ways that meet our standards.

In addition, federal regulations covering wireless service facilities change frequently and the City should monitor and amend regulations accordingly. The City must comply with FCC regulations and also strives to retain as much local authority as possible to regulate aesthetics and reduce the neighborhood impacts of wireless facilities (to the extent allowed by the FCC).

Wireless service facility shrouded within a light pole

*Policy U-5.8: Allow new aerial telephone and cable lines in the right-of-way, provided that they are designed and installed to minimize aesthetic impacts and are subsequently required to be placed underground at the time of comprehensive undergrounding electrical distribution lines.*

Communication lines (telephone and cable) are often located on electrical utility poles. However, electrical lines are typically the determinate for when communication lines are undergrounded. When electrical distribution lines are placed underground, communication facilities must also be undergrounded.

*Policy U-5.9: Ensure that franchise and right-of-way agreements with telecommunication service providers require collaborative undergrounding of facilities when electrical distribution lines are placed underground.*

The City's objective for undergrounding is to minimize aesthetic impacts and create more resilient infrastructure. Collaborative undergrounding creates economies of scale for all parties and minimizes traffic disruption.

**Goal U-6: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure.**

Actions that can be taken to ensure a higher degree of safety include early detection of potential pipeline damage or failures through adequate maintenance of the hazardous liquid pipeline corridor, neighborhood education, and working with other governments and industry representatives to seek improvements in safety measures for hazardous liquid pipelines. These provisions are intended to protect the health, safety and welfare of the general public.

KZC Chapter 118 sets requirements during development review and construction of projects in the vicinity of the hazardous liquid pipelines to help prevent and minimize unnecessary risks, minimize the likelihood of accidental damage, reduce adverse impacts in the event of a pipeline failure, supplement existing federal and state regulations related to hazardous liquid pipeline corridor management, and improve communication between property owners and pipeline operators. Utility Element policies complement these development regulations.

*Policy U-6.1: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor. Prohibit new high density land uses and critical public facilities from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high density land uses and critical public facilities to avoid increasing the level of risk in the event of a pipeline failure and, where feasible, reduce the risk.*

The City and Olympic Pipeline's Damage Prevention Team should communicate and coordinate their review. Methods include the following:

- Notifying the pipeline operator of proposed development projects located near the pipeline corridor.
- Receiving verification that the pipeline operator has received and reviewed the proposal and provided comments prior to City review of development activity.
- Seeking the pipeline operator's participation in preconstruction meetings if warranted.
- Seeking construction monitoring by the pipeline operator of development that involves land disturbance or other significant work within or near the pipeline corridor.

The City can help reduce the risk of injury in the event of a pipeline failure by not allowing certain land uses to locate near hazardous liquid pipelines. Land uses with high-density on-site populations cannot be readily evacuated or protected in the event of a pipeline failure. Examples are schools and multiunit housing exclusively for the elderly or those with mobility constraints. Facilities that serve critical "lifeline" or emergency functions, such as fire and police facilities or utilities that provide regional service also should not be located near pipelines.

John Muir Elementary School is located near the pipeline corridor in the Kingsgate neighborhood. Future expansions can use measures such as site planning that reflects anticipated flow paths for leaking hazardous materials and emergency procedures.

*Policy U-6.2: Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms.*

The pipeline operator can help reduce the likelihood of accidental damage by adequately maintaining the pipeline corridor. Dense vegetation such as blackberry bushes can impede visibility and access. Instead, the pipeline corridor can be properly maintained with grass or other low-growing vegetation that enables easy inspection while preventing erosion. Ensuring that above and below grade pipeline markers containing information such as operator name and number and facility type are in place and that missing markers are replaced is important. The pipeline operator should conduct periodic visual inspections of the pipeline corridor to detect potential problems. Kirkland can assist this effort when permits are necessary for inspections or repair with prompt permit processing.

*Policy U-6.3: Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs.*

*Policy U-6.4: Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines.*

Working with other jurisdictions and agencies as part of a unified approach to addressing pipeline safety issues is important. This unified approach can address issues such as maintaining a model franchise agreement, periodic review of the pipeline operator's safety action plan to identify any deficiencies, and advocacy of City concerns regarding pipeline safety regulations.

*Policy U-6.5: Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety.*

People who live or work near the pipelines can also play an important part in avoiding pipeline damage and identifying potential problems early on. The pipeline operator can promote public safety through periodic neighborhood mailings and meetings. Important information should include facts about the pipelines, how to avoid damage, potential problems to watch out for, such as unusual smells or suspicious construction activities, and how to respond in the event of a failure or other problem.

**Goal U-7: Support the transition to renewable energy and infrastructure that is energy efficient, addresses climate change, and benefits the community, while also ensuring the electric grid can support Kirkland's needs.**

*Policy U-7.1: Encourage the public to conserve energy and decrease load on the electric grid during times of peak use through public education, promoting incentives and programs, and collaboration with Puget Sound Energy.*

The City should engage the community and work with PSE to promote energy conservation programs.


PSE promoting one of their energy efficiency programs

*Policy U-7.2: Participate in regional efforts and work with energy service providers to limit the construction of new fossil fuel power plants in order to support the transition to 100% renewable energy supply by 2045.*

Renewable energy includes solar, wind, hydroelectric, and other sustainable energy sources. The Clean Energy Transformation Act (CETA) commits Washington to an electricity supply free of greenhouse gas emissions by 2045. PSE is committed to reaching the goals of CETA by achieving carbon neutrality by 2030 and carbon-free electric energy supply by 2045. The City should collaborate with PSE on projects and programs that enable conservation, increased electrification, and generation of renewable energy.

*Policy U-7.3: Support initiatives to increase grid reliability and resiliency to meet the needs of existing and future development.*

Kirkland requires highly reliable electricity service for public health and safety and to meet the needs of our residents and businesses. PSE has comprehensive plans for energy delivery system planning, such as the PSE Electrical Facilities Plan, and coordinates with the City on capacity and system projects in Kirkland. The City should continue to coordinate with PSE and facilitate their projects to increase grid reliability and resiliency.

*Policy U-7.4: Promote the use of small to large scale renewable energy production facilities and battery energy storage systems.*

The City should collaborate with regional partners and promote individual and community renewable energy production such as installation of solar panel systems in addition to battery energy storage systems (BESS) for clean, renewable energy. A BESS collects energy from renewable energy sources, such as wind and or solar panels or from the electricity network and stores the energy using battery storage technology. The batteries discharge to release energy when necessary, such as during peak demands, power outages, or grid balancing. The City could also explore emerging technologies, such as digesters that divert and break down organic waste to produce energy and sewer heat recovery, where warm wastewater is transformed into energy.

*Policy U-7.5: Facilitate the installation of charging stations for electric vehicles (EVs), electric personal mobility devices, and related infrastructure throughout the community in order to support the decarbonization of our transportation sector. Prioritize underserved communities.*

The City should work towards installing EV charging stations in public rights-of-way and at City-owned facilities and parks. The City should also explore strategies and code amendments to reduce the barriers for residential and commercial property owners to install EV charging stations and related infrastructure and incentivize the installation of EV charging stations.


Electric Vehicle charging stations at City Hall

*Policy U-7.6: Require new and, where feasible, existing electrical distribution lines in the right-of-way, to be underground.*

Electrical distribution lines, often located in the public rights-of-way, carry electricity to homes and businesses throughout Kirkland. Electrical service is provided to private property by service lines connecting to these power lines. Electric distribution lines are located both above and below ground throughout Kirkland. In more recent development areas systems are typically underground.

Undergrounding of electrical distribution lines can reduce the potential for power outages associated with wind damage, eliminate or reduce the need for pruning vegetation, and enhance views.

Kirkland should acknowledge the disproportionate costs of undergrounding existing lines for smaller developments by allowing owners to defer until undergrounding occurs as part of a larger project where economies of scale can be realized.

*Policy U-7.7: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider.*

Landscaping or other techniques to screen these structures will generally soften their appearance so that they fit in with the surroundings.

*Policy U-7.8: Continue to administer and partner with PSE on financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.*

**Goal U-8: Provide efficient and convenient solid waste, recycling, and composting services to the community, with a focus on waste reduction.**

*Policy U-8.1: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved, and waste reduction and recycling goals and targets are in compliance with the King County Comprehensive Solid Waste Management Plan (SWMP).*

The SWMP establishes Countywide waste reduction and recycling goals for single-unit residential, multiunit residential, and commercial sectors. Cities that adopt the SWMP commit to implementing and/or maintaining waste reduction and recycling programs and collection standards to support the identified goals and targets.

The SWMP level of service goals for solid waste collection and recycling are summarized below.

*Waste Prevention* – This goal addresses all types of waste: yard waste, recycling and garbage. By looking at overall waste generation of all kinds (tons of material disposed plus tons recycled), trends in waste prevention activity can be identified. A decline means that the overall amount of materials alone or combined has been reduced. Waste generation rates to be achieved by 2030 are: 20.4 pounds/week per person from single-unit and multiunit residences; and 42.258 pounds/week per employee from the nonresidential sector.

*Waste Disposal* – This goal addresses only garbage disposed in landfills. Reductions in disposal over time indicate an increase in waste prevention and/or recycling. Waste disposal targets to be achieved by 2030 are 5.1 pounds/week per person from single and multiunit homes and 4.1 pounds/week per employee from the nonresidential sector.

*Recycling* – Recycling will continue to be an important strategy to reduce the disposal of solid waste. The recycling goal combines single-unit homes, multiunit residences, nonresidential and self-haul recycling activity. The overall interim recycling goal is 70 percent.

In 2023, Kirkland signed King County's Re+ pledge, committing to the actions in King County's Re+ pledge. Re+ is a re-imagining of our regional solid waste system from one that is disposal-based to one that is focused on reduction, recovery, recycling, and regeneration.

*Policy U-8.2: Achieve the target of zero waste of resources for materials that have value for reuse, resale, and recycling by 2030.*

This is a target of the K4C 2014 Joint King County-City Climate Commitments. The K4C is a partnership between the County and cities to coordinate and enhance local government climate and sustainability efforts.

*Policy U-8.3: Encourage and make it easier for the community to reduce waste through reusing, repairing, recycling, and composting, including through educational programs and/or incentives.*

The City should continue public education programs and behavior change focused outreach on waste reduction, recycling, and composting. The City's outreach efforts are centered around the waste hierarchy – encouraging residents and businesses first to prevent and reduce waste, reuse and repair, then recycle, recover, and dispose. Kirkland's work is aligned with the goals in King County's Re+ plan, keeping valuable resources out of the landfill. Kirkland's work on promoting reusables over single use items, installation of water bottle filling stations and community repair and swap events all support waste reduction and reuse. The City's outreach to multiunit residential and commercial customers encourages recycling and composting for all, promoting equity of services.


Community composting bin at the North Kirkland Community Center

*Policy U-8.4: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.*

Encouraging the construction industry to salvage, reuse and/or recycle construction, demolition, and land clearing debris supports the City's role as an environmental steward. Various City incentives to meet this objective are geared toward the development community by encouraging the practice of salvaging and reusing building materials, separating recyclable from non-recyclable materials on the jobsite and construction techniques that use fewer materials than conventional methods. The City's Green Building Program uses several certification programs that ensure that the building construction material waste stream is reduced. See complementary policies on the built environment in the SCE Element.

*Policy U-8.5: Consider transitioning to electric waste collection vehicles as the technology becomes available.*

The City of Kirkland's 2022 contract with Waste Management (WM) specifies that they will use near zero emission natural gas-fueled collection vehicles, electric box trucks for deliveries, and electric trucks for route managers. Through this 2022 contract, WM and the City of Kirkland will

pilot an electric collection vehicle, with a plan to analyze its use and success, in the hopes of switching to electric collection vehicles in the future.

**Goal U-9: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service.**

*Policy U-9.1: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service.*

Systematic planning allows the City to make accurate land use projections based on utility plans and allows utility providers to plan for utilities in a manner that reflects expected land use patterns and densities.

*Policy U-9.2: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities.*

*Policy U-9.3: Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility.*

*Policy U-9.4: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities.*

*Policy U-9.5: Coordinate with King County Solid Waste Division on siting the new Northeast Recycling and Transfer Station project, ensuring that the existing Houghton Transfer Station in its current form is closed.*

King County's Solid Waste Division has identified the current Houghton Transfer Station property as one of two potential locations for a new station to serve residents and businesses in Northeast King County. King County is currently conducting environmental review for the two proposed sites for the Northeast Recycling and Transfer Station (NERTS). While the location of the Northeast Recycling and Transfer Station is a County decision, the City will continue to be involved in coordination of the project and will ensure adequate host city mitigation, such as transportation upgrades and public amenities, if the Houghton Transfer Station site is selected.

It is Kirkland's position that any city hosting the new NERTS should receive significant design consideration and mitigation to ensure the facility is a community amenity and to eliminate negative impacts the facility may have on the surrounding area. The new NERTS facility should be well-designed and meet green building standards and offer additional benefits to neighboring communities, wherever it is built. Additional mitigation will be necessary such as transportation infrastructure improvements; public park space maintenance and improvements; modern environmental protections and controls; increased public access to recycling, repair, and reuse space; and additional community benefits and amenities.

*Policy U-9.6: Encourage the consolidation of special districts.*

Obtaining urban services from cities, and encouraging special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result, advances the Growth Management, regional and county wide vision for municipalities to be the primary providers of urban services. Services should be provided in an efficient, environmentally sensitive, timely, and cost-effective manner.

*Policy U-9.7: Coordinate emergency response for utility disaster response, system recovery, and resiliency.*

During disasters, effective incident coordination between utility providers and emergency management, and communication with the public and neighboring jurisdictions, is imperative. Plans should include provisions for mitigating the impact of collapsed electrical poles and towers, pipeline failures of all kinds (water, sewer, petroleum), for restoration of service as quickly as possible, and for the Citywide implementation of emergency management plans.

## Utilities Element Goal and Policy Updates

| EXISTING UTILITIES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1] ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES FOR PLANNING COMMISSION | REVISION REQUIRED PER: (State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|
| **Figure U-1**: Water System | | | Updated to reflect current data | |
| **Figure U-2:** Sanitary Sewer System | | | Updated to reflect current data | |
| **Figure U-3:** Surface Water Management System | | | Updated to reflect current data | |
| **Figure U-4:** Northshore and Woodinville Water Systems | | | Updated to reflect current data | |
| **Figure U-5:** Northshore and Woodinville Sewer Systems | | | Updated to reflect current data | |
| **Figure U-6:** Natural Gas Distribution System and Hazardous Liquid Transmission System | | | Updated to reflect current data | |
| **Figure U-7:** Electrical Transmission System | | | Updated to reflect current data | |
| *No existing figure* | *New* **Figure U-8**: Fiber Conduit System | | New figure that shows the fiber-optic network in Kirkland | |
| **Goal U-1**: Maintain the quality of life in Kirkland through the planned provision of public and private utilities. | *No change* | **Goal U-1**: Maintain the adequate and efficient provision of public and private utilities ~~quality of life~~ in Kirkland ~~through the planned provision of public and private utilities~~. | Clarifies what quality of life means with utilities | |
| **Policy U-1.1**: Maintain an inventory of existing capital facilities and utilities, including locations and capacities of such systems and facilities. | *No change* | *No change* | | |
| **Policy U-1.2**: Provide for needed capital facilities and utilities based on adopted levels of service and forecasted growth in accordance with the Land Use Element of this Plan. | **Policy U-1.2**: Provide for needed capital facilities and utilities to achieve community goals related to growth ~~based on adopted levels of service and forecasted growth~~ in accordance with the Land Use Element of this Plan and to meet established levels of service. | *No change from v.1* | | |
| **Policy U-1.3**: Use the following level of service standards for determining the need for City-managed public sewer, water, and surface water facilities: Water distribution residential use: 103 gallons/day/capita<br>Water distribution all other uses (Irrigation, business, fire suppression): 249 gallons/day/capita (includes 1.5 million gallons for fire storage)<br>Sanitary sewer collection: 100 gallons/day/capita<br>Surface water management: Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality, and habitat in streams and lakes. | Policy U-1.3: Use the City's functional plans and designated guidance materials to manage the City's ~~following level of service standards for determining the need for City-managed~~ public sewer, water, and surface water facilities: Water ~~distribution residential use~~: Water distribution, supply, pumping, and storage capacity per the City's current Water System Plan to provide safe and reliable drinking water for domestic, commericial, irrigation, and fire suppression uses. ~~103 gallons/day/capita~~<br>~~Water distribution all other uses (Irrigation, business, fire suppression): 249 gallons/day/capita (includes 1.5 million gallons for fire storage)~~<br>Sanitary sewer ~~collection~~: Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public health and the environment.~~100 gallons/day/capita~~<br>Surface water management: Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect | *No change from v.1* | Public Works staff stated that the numbers in the 2015 version of the table are oversimplified and they are not able to update these numbers. They recommended referring to the functional plans. | |
| **Policy U-1.4**: Ensure that utility services are provided in a manner that is environmentally sensitive, safe and aesthetically compatible with surrounding land uses. | **Policy U-1.4**: Ensure that utility services are provided in a manner that is environmentally sensitive, safe, ~~and~~ aesthetically compatible with surrounding land uses, reduces greenhouse gases, and acheives the City's sustainability goals. | **Policy U-1.4**: Ensure that utility services are provided in a manner that is environmentally sensitive, considers future climate-related impacts, is safe, ~~and~~ aesthetically compatible with planned~~surrounding~~ land uses, reduces greenhouse gases, and acheives the City's sustainability goals. | Incorporates Planning Commission (PC) and Washington Department of Fish and Wildlife comments | |

## Utilities Element Goal and Policy Updates

| EXISTING UTILITIES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1]<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES FOR PLANNING COMMISSION | REVISION REQUIRED PER:<br>(State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|
| **Policy U-1.5**: Facilitate and encourage the conservation of utility resources. | **Policy U-1.5**: Facilitate and encourage the conservation of electricity, water, and other~~utility~~ resources to ensure community resilience. | *No change from v.1* | | King County Countywide Planning Policy (CPP), PC/City Council study issue |
| **Policy U-1.6**: Promote renewable energy. | ~~**Policy U-1.6**: Promote renewable energy.~~ | *No change from v.1* | Deleted because this is covered by policies U-7.2 and U-7.4. | |
| **Policy U-1.7**: Provide equal access to utility services, regardless of historic disparities in income and employment opportunities. | *No change* (renumbered to Policy U-1.6) | *No change* | | |
| **Policy U-1.8**: Install new and, where feasible, existing utility distribution lines underground. | **Policy U-1.7~~8~~**: Install new utility lines underground and, where feasible, move existing utility distribution lines underground. | *No change from v.1* | Clarifies the original policy | |
| **Policy U-1.9**: Encourage the joint use of utility corridors and facilities. | *No change* (renumbered to Policy U-1.8) | *No change* | | |
| **Policy U-1.10**: Coordinate with other jurisdictions and tribes when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review. | *No change* (renumbered to Policy U-1.9) | **Policy U-1.9~~10~~**: Coordinate with utility providers, other jurisdictions, and tribes when utility additions and improvements cross jurisdictional boundaries to ensure that decisions are consistent with regional demand and resources and consistency in timing of permit review. | | |
| *No existing policy* | *New* . **Policy U-1.10**: Identify opportunities to streamline permits for utility projects that increase electrical capacity and align with the City's electrification and net-zero energy goals. | *New* . **Policy U-1.10**: Identify opportunities to expedite or streamline permits for utility projects that increase electrical capacity and align with the City's electrification and net-zero energy goals. | Incorporates comments from PSE | |
| **Goal U-2**: Provide an efficient system to deliver high quality water. | *No change* | **Goal U-2**: Provide an efficient system to deliver safe, reliable, and sustainable ~~high quality~~ water. | Clarifies what high quality water means | |
| **Policy U-2.1**: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic and sustainable source of water and to address long-term regional water demand. | **Policy U-2.1**: Work in coordination with other jurisdictions and purveyors in the region to ensure a reliable, economic and sustainable source of water and to address long-term regional water demand, considering the impacts of climate change and fisheries protection on regional water resources. | *No change from v.1* | | King County CPP, PC/City Council study issue |
| **Policy U-2.2**: Implement system rehabilitation and improvements in order to manage water resources. | *No change* | *No change* | | |
| **Policy U-2.3**: Protect public health and safety, through the appropriate design, installation, and maintenance of water facilities. | *No change* | *No change* | | |
| *No existing policy* | *New* . **Policy U-2.4**: Ensure a resilient water system by maintaining emergency interties with adjacent purveyors. | *No change from v.1* | | King County CPP, PC/City Council study issue |
| **Policy U-2.4**: Visually screen new water towers and other water utility infrastructure to blend into their surroundings. | *No change* (renumbered to Policy U-2.5) | **Policy U-2.5**: ~~Visually screen new water towers and other water utility infrastructure to blend into~~ Use design techniques, such as screening, to ensure that new water towers and other utility infrastructure is aesthetically compatible with their surroundings. | | |
| **Goal U-3**: Protect public health and environmental quality through appropriate and efficient design, installation, and maintenance of sanitary sewer infrastructure. | *No change* | *No change* | | |
| **Policy U-3.1**: Work with King County, adjoining jurisdictions, and local purveyors to manage, regulate, and maintain the regional sewer system. | *No change* | *No change* | | |

| Utilities Element Goal and Policy Updates | | | | |
|---|---|---|---|---|
| **EXISTING UTILITIES ELEMENT GOALS AND POLICIES** | **PROPOSED GOAL AND POLICY REVISIONS [v.1]** ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | **PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version]** | **NOTES FOR PLANNING COMMISSION** | **REVISION REQUIRED PER:** (State, Regional, County, Equity Review etc.) |
| **Policy U-3.2**: Ensure that all new development proposals are served by adequate sanitary sewer systems. | *No change* | *No change* | | |
| **Policy U-3.3**: Connect areas that are on septic systems to sanitary sewer. | *No change* | *No change* | | PSRC Vision 2050 Multicounty Planning Policy (MPP) |
| **Policy U-3.4**: Correct deficiencies and increase system efficiency. Emphasis should be placed on correcting deficiencies that present sewage overflow risks. | *No change* | *No change* | | |
| **Policy U-3.5**: Educate businesses and the public on the proper use of the sewer conveyance system. | *No change* | *No change* | | |
| **Policy U-3.6**: Encourage water reuse and reclamation. | **Policy U-3.6**: Work with Cascade Water Alliance and other regional partners to pursue ~~Encourage~~ water reuse and reclamation. | *No change from v.1* | | |
| **Goal U-4**: Provide surface water management facilities, programs and services that provide adequate drainage and minimize flooding while protecting and enhancing the water quality and habitat value of streams, lakes, and wetlands. | *No change* | *No change* | | |
| **Policy U-4.1**: Implement the priorities and needs identified in the City's Surface Water Master Plan. | **Policy U-4.1**: Implement the priorities and needs identified in the City's Surface Water ~~Master~~Strategic Plan. | *No change from v.1* | | |
| **Policy U-4.2**: Adopt surface water design standards for new development and redevelopment that incorporate best available research and technology in protecting water resources in an economical and feasible manner. | **Policy U-4.2**: Adopt and implement surface water design standards for new development, ~~and~~ redevelopment, and construction sites that incorporate best available research and technology in protecting water resources in an economical and feasible manner, and provide effective sediment and erosion control from sites. | *No change from v.1* | | |
| **Policy U-4.3**: Adopt and implement standards for control of runoff and erosion from construction sites. | ~~**Policy U-4.3**: Adopt and implement standards for control of runoff and erosion from construction sites.~~ | | Deleted and incorporated into Policy U-4.2 | |
| **Policy U-4.4**: Encourage or require use of "low impact development" principles and practices to minimize the surface water impacts of development. | **Policy U-4.34**: Maximize the~~Encourage or require~~ use of "low impact development"~~.~~ or green infrastructure principles and practices to minimize the surface water impacts of development. | *No change from v.1* | Updated to be consistent with City codes | |
| **Policy U-4.5**: Require businesses and residents to take steps to prevent stormwater pollution. | *No change* (renumbered to Policy U-4.4) | *No change* | | |
| **Policy U-4.6**: Minimize environmental damage from spilling and/or dumping of pollutants into the storm drainage system. | *No change* (renumbered to Policy U-4.5) | *No change* | | |
| **Policy U-4.7**: Assess the quality of water and habitat in local streams and lakes to evaluate the effectiveness of utility standards and programs and to focus future efforts. | *No change* (renumbered to Policy U-4.6) | *No change* | | |
| **Policy U-4.8**: Ensure that privately owned stormwater facilities are operated and maintained in a manner that maximizes their quantity and quality control benefits. | **Policy U-4.78**: Conduct private stormwater inspections and provide technical assistance on drainage concerns to e~~E~~nsure that privately owned stormwater assets ~~facilities~~ are operated and maintained in a manner that maximizes their quantity and quality control benefits. | *No change from v.1* | | |
| **Policy U-4.9**: Educate the public on protecting and enhancing the quality of our water resources. | **Policy U-4.89**: Educate and engage the public on protecting and enhancing the quality of our water resources. | *No change from v.1* | | |
| **Policy U-4.10**: Explore the potential for regional stormwater facilities. | *No change* (renumbered to Policy U-4.9) | *No change* | | |

## Utilities Element Goal and Policy Updates

| | EXISTING UTILITIES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1]<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES FOR PLANNING COMMISSION | REVISION REQUIRED PER:<br>(State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|---|
| | *No existing policy* | *New* . **Policy U-4.10**: Build stormwater retrofit facilities. | *No change from v.1* | | |
| | **Policy U-4.11**: Take steps to remove fish passage barriers and to protect and enhance fish habitat. | **Policy U-4.11**: ~~Take steps to remove~~ Prioritize removing fish passage barriers for public projects where there is the potential for significant ecological gain in fish habitat ~~and to protect and enhance fish habita~~t. | *No change from v.1* | | |
| | **Policy U-4.12**: Conduct municipal operations in a manner that protects water quality. | *No change* | *No change* | | |
| | **Policy U-4.13**: Coordinate basin planning, pollution prevention, and restoration activities with neighboring jurisdictions. | *No change* | *No change* | | |
| | **Policy U-4.14**: Participate in regional surface water resources and fish resource conservation planning efforts. | **Policy U-4.14**: Participate in regional surface water resources and fish resource conservation planning and implementation efforts. | **Policy U-4.14**: Participate in regional surface water resources conservation planning, local aquatic habitat recovery, and ~~fish resource conservation~~ salmon recovery planning and implementation efforts. | Incorporates Washington Department of Fish and Wildlife comments | |
| | **Policy U-4.15**: Ensure compliance with State and federal regulations related to surface water quality and fisheries resources. | *No change* | *No change* | | |
| | **Policy U-4.16**: Investigate and plan for the impacts of climate change on operation, maintenance and construction of the stormwater system. | *No change* | *No change* | | |
| | **Policy U-4.17**: Conduct asset management and planning to insure uninterrupted and efficient operation of the stormwater system. | **Policy U-4.17**: Maintain stormwater system assets and ~~C~~conduct ~~asset management and~~ planning to ~~i~~ensure uninterrupted and efficient operation of the stormwater system. | *No change from v.1* | | |
| | **Policy U-4.18**: Consider acquisition of open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat. | **Policy U-4.18**: Consider acquisition of properties such as open space, stream corridors and/or wetlands in cases where this would further goals of reducing flooding, improving water quality and improving fish habitat. | *No change from v.1* | | |
| | *No existing policy* | *New* . **Policy U-4.19**: Maintain stormwater system assets for optimal function. | *No change from v.1* | | |
| | *No existing policy* | *New* . **Policy U-4.20**: Maintain a digital GIS map of the stormwater system. | *No change from v.1* | | |
| | *No existing policy* | *New* . **Policy U-4.21**: Explore emerging stormwater technologies and policies. | *No change* | | |
| **Goal U-5**: Ensure adequate and competitively priced telecommunication infrastructure, facilities and services for residents and businesses. | | *No change* | *No change* | | |
| | **Policy U-5.1**: Manage the City's existing and planned telecommunication improvements to optimize service delivery opportunities in Kirkland. | *No change* | *No change* | | |
| | **Policy U-5.2**: Partner with public agencies and private sector organizations to achieve cooperation and cost-sharing in building telecommunication systems and providing service. | *No change* | *No change* | | |
| | **Policy U-5.3**: Review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems. | *No change* | **Policy U-5.3**: Periodically ~~R~~review and update City policies, procedures and regulations to facilitate the installation and maintenance of telecommunication systems. | | |

## Utilities Element Goal and Policy Updates

| EXISTING UTILITIES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1]<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES FOR PLANNING COMMISSION | REVISION REQUIRED PER:<br>(State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|
| **Policy U-5.4**: Seek opportunities to enhance the number of service providers in the community to increase choice and fair access and encourage competitive pricing and high quality customer service. | *No change* | *No change* | | |
| *No existing policy* | *New* . **Policy U-5.5**: Support access to internet service to unserved and underserved communities. | *No change from v.1* | | King County CPP, PC/City Council study issue |
| **Policy U-5.5**: Involve community stakeholders and service providers in telecommunication decisions. | *No change* | ~~**Policy U-5.5**: Involve community stakeholders and service providers in telecommunication decisions.~~ | Changes to the wireless code tend to be driven by federal requirements and therefore have limited public engagement. | |
| **Policy U-5.6**: Continue to provide and improve audio-visual systems for City communication with the public. | *No change* | *No change* (renumbered to Policy U-5.5) | | |
| **Policy U-5.7**: Mitigate impacts of wireless service facilities on adjacent land uses through careful siting and design. Facilitate the approval of wireless service facilities to balance the need for community connectivity with aesthetic standards. Stay up-to-date with changing technologies and rules. | *No change* | *No change* (renumbered to Policy U-5.6) | | |
| **Policy U-5.8**: Allow new aerial telephone and cable lines in the right-of-way, provided that they are designed and installed to minimize aesthetic impacts and are subsequently required to be placed underground at the time of undergrounding electrical distribution lines. | *No change* | *No change* (renumbered to Policy U-5.7) | | |
| **Policy U-5.9**: Ensure that franchise and right-of-way agreements with telecommunication service providers require collaborative undergrounding of facilities when electrical distribution lines are placed underground. | *No change* | *No change* (renumbered to Policy U-5.8) | | |
| **Policy U-5.10**: Screen ground mounted cabinets associated with telephone and cable telecommunication equipment so that they fit in with their surroundings. | ~~Policy U-5.10: Screen ground mounted cabinets associated with telephone and cable telecommunication equipment so that they fit in with their surroundings.~~ | | Deleted because screening requirements are included in Kirkland Zoning Code. | |
| **Goal U-6**: Reduce the risk to public safety and the environment in the event of a hazardous liquid pipeline failure. | *No change* | *No change* | | |
| **Policy U-6.1**: Establish standards to minimize pipeline damage. | *No change* | ~~**Policy U-6.1**: Establish standards to minimize pipeline damage.~~ | Covered in existing development regulations - KZC Chapter 118 | |
| **Policy U-6.2**: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor to reduce the potential for problems. | **Policy U-6.2**: Coordinate with the pipeline operator when developments are proposed near the hazardous liquid pipeline corridor ~~to reduce the potential for problems~~. Prohibit new high density ~~consequence~~ land uses and critical public facilities from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high density ~~consequence~~ land uses and critical public facilities to avoid increasing the level of risk in the event of a pipeline failure and, where feasible, to reduce the risk. | *No change from v.1* | Combined with Policy U-6.3. Clarified what high consequence land uses are, though there is more information in the narrative text. | |
| **Policy U-6.3**: Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high consequence land uses to avoid increasing the level of risk in the event of a pipeline failure and, where feasible, to reduce the risk. | ~~**Policy U-6.3**: Prohibit new high consequence land uses from locating near a hazardous liquid pipeline corridor. Design proposed expansions of high consequence land uses to avoid increasing the level of risk in the event of a pipeline failure and, where feasible, to reduce the risk.~~ | | Incorporated into Policy U-6.2 | |

## Utilities Element Goal and Policy Updates

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|---|---|---|---|---|
| **Policy U-6.4**: Require maintenance of the hazardous liquid pipeline corridor through a franchise agreement or other mechanisms. | *No change* | *No change* (renumbered to Policy U-6.2) | | |
| **Policy U-6.5**: Expedite permits for the hazardous liquid pipeline company necessary for inspections and repairs. | *No change* | *No change* (renumbered to Policy U-6.3) | | |
| **Policy U-6.6**: Continue to work with other jurisdictions, state and federal governments, and the pipeline operator to seek improvements in safety measures for hazardous liquid pipelines. | *No change* | *No change* (renumbered to Policy U-6.4) | | |
| **Policy U-6.7**: Encourage the pipeline operator to maintain a neighborhood education program for those who live and work within one-quarter mile of the hazardous liquid pipeline to educate them and the general public about pipeline safety. | *No change* | *No change* (renumbered to Policy U-6.5) | | |
| **Goal U-7**: Promote energy infrastructure that is energy efficient, addresses climate change, and protects the community character. | **Goal U-7**: Promote the transition to renewable energy and infrastructure that is energy efficient, addresses climate change, and ~~protects~~benefits the community ~~character~~. | **Goal U-7**: ~~Promote~~ Support the transition to renewable energy and infrastructure that is energy efficient, addresses climate change, and ~~protects~~benefits the community ~~character~~, while also ensuring the electric grid is stable and can support Kirkland's needs. | Incorporates PC comments. Current draft follows County requirements and does not ban use of gas appliances for example. Staff notes that certain Planning Commissioners have expressed preference for energy choice. | PC/City Council study issue |
| **Policy U-7.1**: Encourage the public to conserve energy through public education. | **Policy U-7.1**: Encourage the public to conserve energy through public education, promoting incentives, and collaboration with Puget Sound Energy. | **Policy U-7.1**: Encourage the public to conserve energy and decrease load on the electric grid during times of peak use through public education, promoting incentives and programs, and collaboration with Puget Sound Energy. | Incorporates comments from PSE | King County CPP, PC/City Council study issue |
| **Policy U-7.2**: Participate in regional efforts to increase renewable electricity use 20 percent beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources. | **Policy U-7.2**: Participate in regional efforts and work with energy service providers to limit the construction of new fossil fuel infrastructure in order to support the transition to 100% renewable energy supply by 2045 ~~to increase renewable electricity use 20 percent beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources.~~ | **Policy U-7.2**: Participate in regional efforts and work with energy service providers to limit the construction of new fossil fuel power plants in order to support the transition to 100% renewable energy supply by 2045 ~~to increase renewable electricity use 20 percent beyond 2012 levels Countywide by 2030, phase out coal fire electricity sources by 2025, limit construction of new natural gas based electricity power plants, and support development of increasing amounts of renewable energy sources.~~ | Aligns with current State policy and PSE commitments. Deleted text is outdated. V.2 edit clarifies that we are refering to power plants not all fossil fuel infrastructure (e.g., gas hookups) | |
| **Policy U-7.3**: Work with and encourage Puget Sound Energy to provide clean and renewable energy that meets the needs of existing and future development, and provides sustainable, highly reliable and energy efficient service for Kirkland customers. | **Policy U-7.3**: Support initiatives to increase grid reliability and resiliency ~~Work with and encourage Puget Sound Energy to provide clean and renewable energy that~~ to meet~~s~~ the needs of existing and future development~~, and provides sustainable, highly reliable and energy efficient service for Kirkland customers~~. | *No change from v.1* | Simplified | PC/City Council study issue |
| **Policy U-7.4**: Promote the use of small to large scale renewable energy production facilities. | **Policy U-7.4**: Promote the use of small to large scale renewable energy production facilities and battery energy storage systems. | *No change from v.1* | | |
| *No existing policy* | *New* . **Policy U-7.5**: Support the installation of electric vehicle (EV) charging stations, electric bike charging stations, and related infrastructure. Prioritize underserved communities. | *New* . **Policy U-7.5**: Facilitate the installation of charging stations for electric vehicles (EVs), electric personal mobility devices, and related infrastructure throughout the community in order to support the decarbonization of our transportation sector. Prioritize underserved communities. | Incorporates comments from PC and PSE | PC/City Council study issue |

| Utilities Element Goal and Policy Updates | | | | |
|---|---|---|---|---|
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| **Policy U-7.5**: Require new and, where feasible, existing electrical distribution lines in the right-of-way to be underground. | *No change* (renumbered to Policy U-7.6) | *No change* | | |
| **Policy U-7.6**: Screen above ground equipment cabinets and other structures associated with electrical distribution without hindering access as required by the provider. | *No change* (renumbered to Policy U-7.7) | *No change* | | |
| **Policy U-7.7**: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts. | ~~**Policy U-7.7**: Require siting analysis in the development review process for new and expanded electrical transmission and substation facilities to address land use and sensitive areas and provide mitigation to minimize visual and environmental impacts.~~ | | Deleted because this was implemented after the last Comp Plan update and now exists in KZC 115.107. | |
| *No existing policy* | | *New* . **Policy U-7.8**: Continue to administer and partner with PSE on financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition. | Incorporates comments from PSE. Consistent with Human Services Element policy. | |
| **Goal PS-2**: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency. | **Goal U-8~~PS-2~~**: Provide efficient and convenient solid waste, ~~and~~ recycling, and composting services to the community, with a focus on waste reduction ~~through coordination with service providers and the local solid waste management agency~~. | *No change from v.1* | Moved from the Public Services Element. Deleted text is covered in Policy PS-2.1 (now U-8.1). New text aligns with Sustainability Strategic Plan. | King County CPP |
| **Policy PS-2.1**: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update. | **Policy U-8.1~~PS-2.1~~**: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the ~~Draft 2013~~ King County Comprehensive Solid Waste Management Plan (SWMP) ~~update~~. | *No change from v.1* | | |
| *No existing policy* | *New* . **Policy U-8.2**: Achieve the target of zero waste of resources for materials that have value for reuse, resale, and recycling by 2030. | *No change from v.1* | Aligns with Sustainability, Climate, and Environment (SCE) Element | |
| *No existing policy* | *New* . **Policy U-8.3**: Support the community in reducing waste by reusing, recycling, and composting. | *New* . **Policy U-8.3**: Encourage and make it easier for the community to reduce waste through reusing, repairing, recycling, and composting, including through educational programs and/or inventives. | Incorporates comments from PC | |
| **Policy PS-2.2**: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy. | *No change* (renumbered to Policy U-8.4) | *No change* | | |
| *No existing policy* | *New* . **Policy U-8.5**: Consider transitioning to electric waste collection vehicles as the technology becomes available. | *No change from v.1* | | |
| **Goal U-8**: Facilitate the development and maintenance of non-City-managed utilities at the appropriate levels of service. | *No change* (renumbered to Goal U-9) | *No change* | | |

## Utilities Element Goal and Policy Updates

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|---|---|---|---|---|
| **Policy U-8.1**: Work with non-City-managed utilities and review facility plans to ensure that they reflect and support Kirkland's land use plan. Likewise, the City should work with providers to ensure that utilities are available to support land uses and to maintain appropriate levels of service. | *No change* (renumbered to Policy U-9.1) | *No change* | | |
| **Policy U-8.2**: Coordinate with non-City providers of water and sewer on a joint program for maintaining adopted levels of service, concurrency requirements, funding, and construction of shared public facilities. | *No change* (renumbered to Policy U-9.2) | *No change* | | |
| **Policy U-8.3**: Coordinate with the appropriate utility provider when considering land use decisions in the vicinity of proposed facility locations to ensure land use compatibility. | *No change* (renumbered to Policy U-9.3) | *No change* | | |
| **Policy U-8.4**: Provide timely and effective notice to utilities of the construction, maintenance, or repair of streets, roads, or other facilities and coordinate such work with the serving utilities. | *No change* (renumbered to Policy U-9.4) | *No change* | | |
| **Policy PS-3.1**: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed. | **Policy U-9.5~~PS-3.1~~**: Coordinate with King County Solid Waste Division on the new Northeast Recycling and Transfer Station project, ensuring ~~to ensure~~ that the Houghton Transfer Station is closed. | **Policy U-9.5~~PS-3.1~~**: Coordinate with King County Solid Waste Division on siting the new Northeast Recycling and Transfer Station project, ensuring ~~to ensure~~ that the Houghton Transfer Station in its current form is closed. | Moved from Public Services Element. This update reflects the current King County project, environmental review process, and the City's position. More information is provided in the narrative text of the Element under this policy. https://kingcounty.gov/en/dept/dnrp/waste-services/garbage-recycling-compost/solid-waste-facilities/northeast-recycling-transfer-project | |
| **Policy U-8.5**: Encourage the consolidation of special districts. | *No change* (renumbered to Policy U-9.6) | *No change* | | |
| **Policy U-8.6**: Coordinate emergency response for utility disaster recovery. | **Policy U-8.6**: Coordinate emergency response for utility disaster response, system recovery, and resiliency. | *No change from v.1* | | King County CPP |

# XII.A. Public Services

## Purpose

The Public Services Element addresses fire and emergency medical services, emergency management, police protection, schools, and libraries.

This Element establishes policies for the coordination of funding, concurrency, and level of service requirements set forth in the Capital Facilities Element. The Capital Facilities Element contains further explanation regarding the analysis of the need for capital projects to meet the level of service standards for public services.


Fire Fighters at Station 24

## Vision

The Public Services Element supports provision of public services to support existing and future growth and the correction and prevention of any existing deficiencies to ensure a safe community and high quality of public services.

Deficiencies may still exist for some services, but these can be addressed through appropriate planning, funding, and coordination with the appropriate service providers.

Park Lane in Downtown Kirkland

## Existing Conditions

*City Services*

Fire Protection and Emergency Medical Services

The City provides emergency response to fire and medical emergencies, fire prevention, and public education and participates in regional specialized response for hazardous materials, technical rescue, and paramedic services. Kirkland has automatic aid and mutual aid agreements for emergency response with other cities, the County, and the State. Fire station locations and fire and emergency medical services travel times are shown in Figure PS-1.

Limited areas of the City, primarily in the Bridle Trails and Finn Hill neighborhoods, do not meet the level of service standards for fire and emergency medical services (EMS). Specific capital projects to address these deficiencies are addressed in the City of Kirkland Fire Department's Strategic Plan and Fire Department Standards of Coverage and Deployment Plan. An example is Fire Station 27, which was relocated to the east side of Interstate 405 in 2024 to improve response times to Kingsgate, Totem Lake, and parts of North Rose Hill.

The Mobile Integrated Health (MIH) Unit of the Kirkland Fire Department serves frequent EMS 911 callers, non-emergent medical issues, and patients with complex social needs. For information about the continuum of care for people experiencing homelessness, see the Human Services Element.

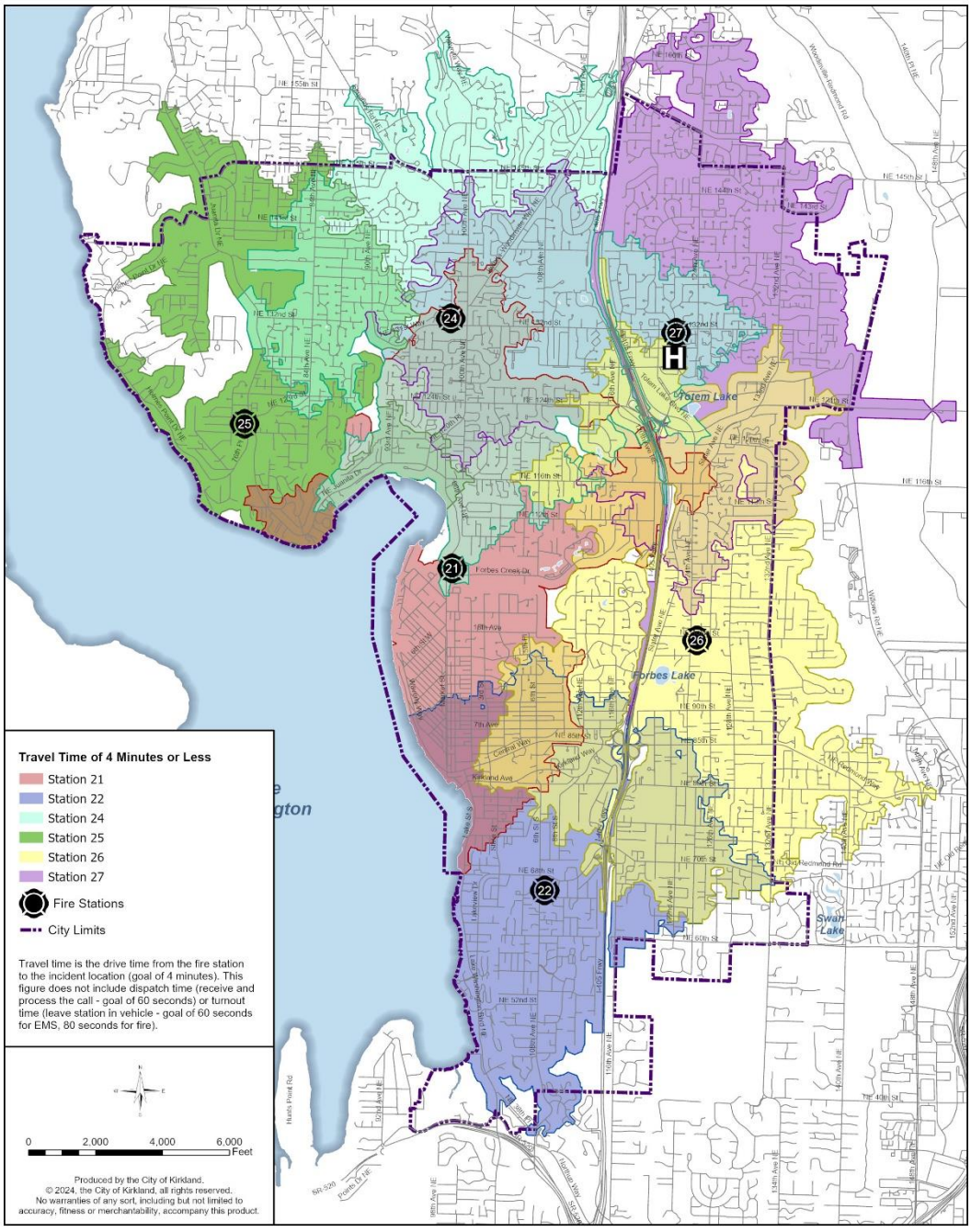


**Figure PS-1: Fire and Emergency Medical Services Travel Time within 4 Minutes**

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Emergency Management

The City provides readiness, response, and recovery services based on an all-hazards approach to disasters. Kirkland participates in regional and statewide response operations.

Police Protection

The City provides traffic investigation, enforcement, and education; parking enforcement; patrol response to citizen calls for service; criminal enforcement; K9; special response teams; crisis negotiation team; investigations; crime analysis; explorers; crime prevention; community resource officers; record keeping; jail services; internal and external training; interlocal agreements for SWAT teams; explosives removal and other specialized services. The Police Department also maintains contracts for 911 communication services that serve as the public safety answering point for police, fire, and medical emergencies. The department also has mutual aid agreements with every law enforcement agency in the State. A Justice Center located in the Totem Lake area efficiently combines police, jail, and municipal court services in one complex.

*Non-City-Managed Public Services*

Although the City does not operate these services, the City does have an influence on facility planning and development by its authority to regulate land uses and the requirement to adopt a comprehensive plan.

Schools

In Kirkland, the Lake Washington School District has elementary schools, junior and senior high schools, and a combination junior and senior high school under the international school program. The school district serves 76 square miles and includes all of Kirkland and Redmond, and portions of Sammamish and unincorporated King County.

The school district's 2023-2028 Six Year Capital Facilities Plan standard of service is as follows: 20 students for grades K-1, 23 students for grades 2-3, 27 students for grades 4-5, 30 students for grades 6-8, and 32 students for grades 9-12. The school district is planning several expansions in Kirkland to meet demand and increase permanent capacity, including an addition at Lake Washington High School, Franklin Elementary School, Rose Hill Elementary School, Twain Elementary School, Finn Hill Middle School, Kirkland Middle School, and acquisition of property for future schools.

The Lake Washington Institute of Technology is located in Kirkland. LWTech is a public two-year Washington State technical community college, primarily serving the Eastside.

School locations are shown in Figure PS-2.


Finn Hill Middle School

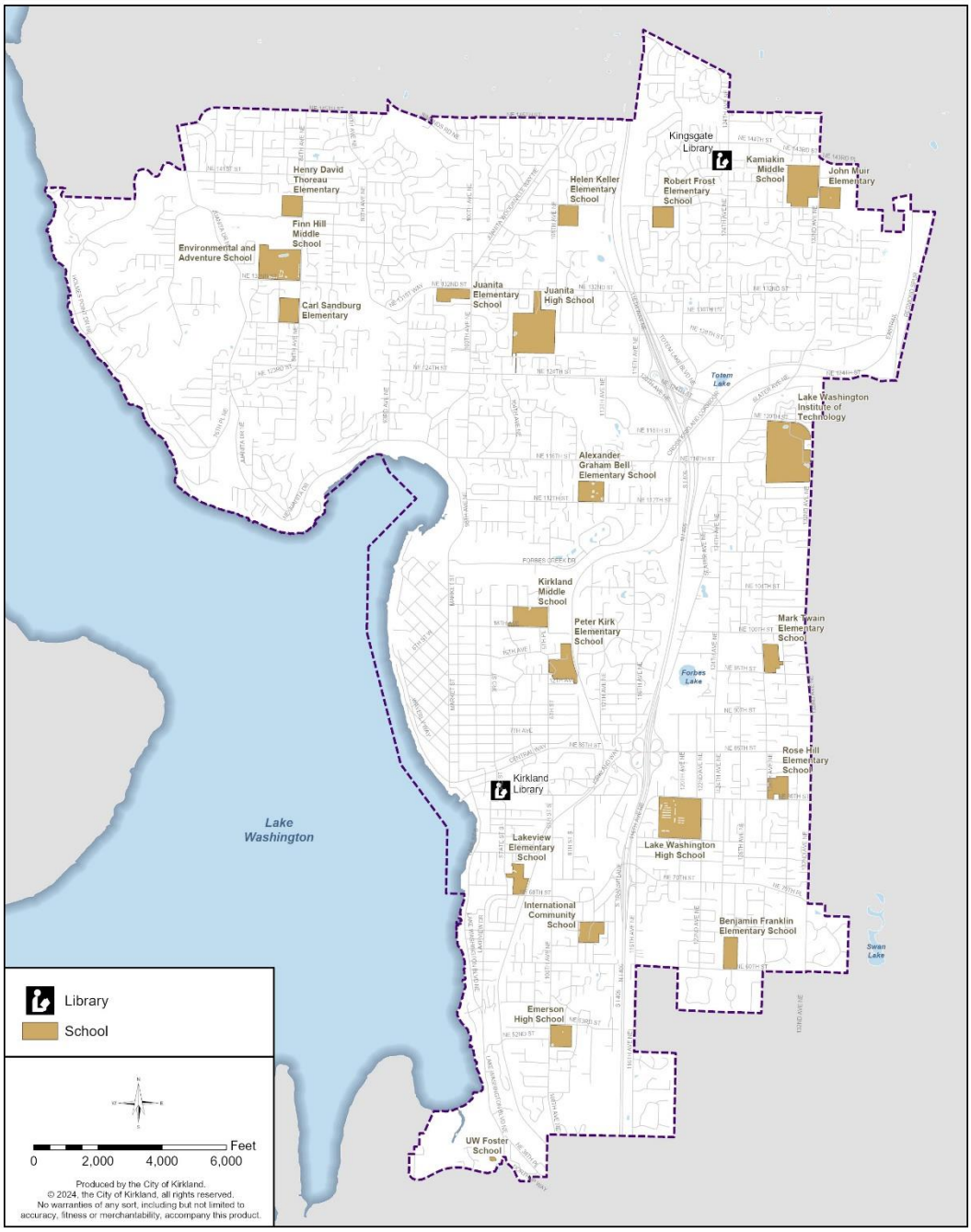


**Figure PS-2: Public School Facilities and Libraries**

Libraries

The King County Library System provides library services to Kirkland. The Kirkland library, located downtown, and the Kingsgate Library provide extensive reference and user services, and special collections.

The mission of the King County Library System is to provide free, open, and equal access to ideas and information to all members of the community. Library locations are shown in Figure PS-2.


The Kirkland Library

**Topic Areas**

Behavioral Health

The Regional Crisis Response (RCR) Agency is a collaborative effort among the north King County cities of Bothell, Kenmore, Kirkland, Lake Forest Park, and Shoreline that provides regional mobile crisis response services for the five-city region. Crisis responder mental health professionals focus on compassionate and immediate crisis response, de-escalation, resource referral, and follow-up tailored to the specific needs of those experiencing behavioral health challenges. The five-city coalition that formed RCR did so in part to reduce any over-reliance on traditional public safety response to behavioral health calls by providing an alternative.

**Goals and Policies**

**Goal PS-1: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public.**

*Policy PS-1.1: Provide fire, emergency medical services and police services to the public which maintain accepted standards as anticipated growth occurs.*

Basic public safety services should keep pace with anticipated growth. Kirkland should plan for new growth to avoid deficiencies in accepted levels of service.

*Policy PS-1.2: The adopted levels of service for fire and emergency medical services are as follows:*

- *Emergency medical: total response time of six minutes to 90 percent of emergency incidents.*
- *Fire suppression: total response time of six minutes, 20 seconds to 90 percent of all fire incidents.*

Total response time is the time measured from when a 911 call is made, to when firefighters arrive at the incident location. It is the sum of dispatch time, turnout time, and travel time, where dispatch time is the time taken to receive the call at the dispatch center and process the call (goal of 60 seconds), turnout time is time from when firefighters are dispatched to the incident to begin responding (goal of 60 seconds for EMS, 80 seconds for fire), and travel time is drive time from the fire station to the incident location (goal of 4 minutes).

The emergency medical and fire suppression response times are accepted standards for two principal reasons. For fire response times, it sets a threshold to minimize property loss and reduce the level of risk to response teams. For emergency medical services, the response time has a direct link to human physiology and resuscitation.

Response times are influenced by various factors such as locations of resources, accessibility, and available personnel. Kirkland must balance all of these factors in prioritizing the commitment of resources. Fire PS-1 indicates where there are deficiencies. The City continues to study improvement opportunities that can be implemented as funding becomes available.


Kirkland Fire Fighters

*Policy PS-1.3: Provide a system of streets that facilitates improved emergency response times and active transportation connections by avoiding the creating of new dead-end streets and promoting through-street connections where feasible.*

This policy supports the development of more through-street connections allowing for multiple emergency access routes. Where feasible, dead-end streets and cul-de-sacs should be avoided. For the most part, Kirkland is served by interconnected streets but there are exceptions. Interstate 405 presents a significant barrier to east-west travel. New access routes should be explored in areas of the City that have poor emergency access and inferior emergency response times. Traffic calming programs and devices should be designed to balance the needs of the neighborhood and the need to maintain emergency response time levels of service.

*Policy PS-1.4: Explore the use of emergency service vehicles of different sizes, electric personal mobility devices, or new technology that is suited to navigate urbanized environments. Consider updates to City regulations and codes to ensure adequate and innovative emergency access.*

The City should consider the options presented in the policy to improve emergency access to parts of Kirkland that are difficult for emergency service vehicles to access, such as Goat Hill, and so that the emergency service vehicles are better equipped to navigate through urban environments.

*Policy PS-1.5: Develop and maintain a water system that provides adequate fire flow for anticipated development under the Comprehensive Plan.*

This policy is intended to ensure that an adequate water supply and pressure are available for new and existing development. The City should periodically review the system to identify existing and potential fire flow deficiencies and continue to employ a variety of methods to correct those deficiencies.

*Policy PS-1.6: Provide a personal preparedness and incident management training and exercise program for City employees.*

City employees are responsible for moving from their everyday positions into emergency response operations positions during an incident. As such, this policy states that the City shall provide employee training that builds the capability for staff to be prepared to respond to a disaster. Incident management skills are exercised at least once per year, testing the City's ability to perform response operations during a disaster.

Fire extinguisher training for City employees

*Policy PS-1.7: Maintain accessible disaster plans that incorporate a whole community approach to incident management for all hazards.*

This approach to incident management planning incorporates the whole community concept including planning for individuals, families, businesses, City of Kirkland, community-based organizations, faith-based organizations, voluntary organizations, neighborhood associations,

people with access and functional needs, children, school systems, elders, and private-sector partnerships.

*Policy PS-1.8: Sustain relationships with local, state, and federal partners to facilitate enhanced public safety and disaster readiness, response, recovery, and resilience.*

This policy acknowledges that a comprehensive emergency management program engages at the regional, state, and federal level as disasters and resource management reaches beyond geographical borders. Maintaining strong relationships through planning, training, and exercise efforts with partner agencies will help the Kirkland community during a disaster.

*Policy PS-1.9: Ensure that safety and security considerations are factored into the review of development proposals.*

Kirkland has a history of thorough review of new development proposals at an early stage to ensure that fire, emergency management, police and building safety concerns are factored in.

*Policy PS-1.10: Ensure that public facilities are compatible in design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles. Foster multi-purpose public facilities.*

Facilities are spread throughout the community in residential and commercial areas. City Hall has been designed to be welcoming to the primarily residential neighborhood to the north, while providing territorial views from within, and functions as a major landmark and community gathering space at the edge of Downtown. The Justice Center, completed in 2014, reused an existing building, and incorporated many green building techniques and public art in its remodel. Other facilities, like fire stations, should be responsive to the unique design considerations of the neighborhoods in which they are located.

Public art should be incorporated to improve aesthetics, whether as an integral part of the architecture, through landscaping or by applying other techniques. When feasible, the City should design multi-purpose public facilities that provide community space.


Kirkland City Hall

*Policy PS-1.11: Update Fire, Emergency Management, and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan.*

All of the City's planning documents should be based on consistent and accurate assumptions. The Comprehensive Plan should be updated as necessary to reflect any changes in those assumptions.

*Policy PS-1.12: Continue to invest in policies and services to support people experiencing behavioral health challenges.*

The City should continue its participation and contribution to the Regional Crisis Response (RCR) Agency. This inter-jurisdiction collaboration deploys highly skilled mental health professional Crisis Responders through the 911 system to people in acute behavioral health emergencies. RCR Crisis Responders provide immediate de-escalation, assess for underlying causes, and navigate and connect people to the community of care to reduce the chance of a future crisis. RCR Crisis Responders are on radio air with other first responders across Kirkland, and our North King County partner cities, and deploy with law enforcement officers and firefighters to in-progress scenes with any behavioral health component.

Having someone to respond is just one element of a complete continuum of behavioral health care for our community. A new 988 crisis line, launched in 2022, provides community members in crisis with someone to call. The last element is having somewhere to go. In 2023,

Connections Health Solutions signed a lease in Kirkland to open the region's first behavioral health crisis response center. This center will provide a walk-in mental health clinic, crisis stabilization, extended evaluation and treatment, and outpatient recovery services to anyone, regardless of income or insurance status. The City should continue to support each of the three elements of a complete continuum of care for community members experiencing behavioral health: someone to call, someone to respond, and somewhere to go.


Creating the RCR Agency is just one element of a complete continuum of behavioral health care that our community needs.

*Policy PS-1.13: Build positive relationships between the Kirkland Police Department, Kirkland Fire Department, and community members.*

Dedicated effort is needed to maintain and improve positive relationships with community members, especially communities of color. The City should continue to explore ways in which to build positive relationships between the community and Kirkland Police.

The Police Department works with the Lake Washington School District through the Community Resource Officer (CRO) program. The CROs respond to calls for service at schools as student safety is a top priority. Other primary purposes of the partnership are to help keep students out of the criminal justice system; provide positive interactions between law enforcement officers, school staff, students, and families; and connect students, families, and school staff to supportive community services. .

*Policy PS-1.14: Support initiatives that promote housing affordability in order to provide opportunities for City employees of all incomes to have the option to live in Kirkland.*

**Goal PS-2: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers.**

*Policy PS-2.1: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities.*

*Policy PS-2.2: Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities.*

The City should look for these types of opportunities in order to make efficient use of existing facilities and save on the costs of building new facilities or funding new programs. Joint use and maintenance of school athletic fields and facilities for community programs are examples.

*Policy PS-2.3: Work collaboratively with the Lake Washington School District to assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development, and to ensure these fees account for future growth.*

State law permits cities to assess impact fees on new residential development for facilities provided by the Lake Washington School District. Impact fees may be collected and spent only on specific publicly owned capital facilities. These capital improvements are identified in the Lake Washington School District's Capital Facilities Plan and are designed to provide facility capacity and service to areas within the community at large. Fees should be assessed that allow the Lake Washington School District to continue to build new capital facilities that accommodate growth in an environmental of escalating land costs and the need for new urban-style schools (which could be taller than single-story or two-story schools).

*Policy PS-2.4: Coordinate with the Lake Washington School District on the planning, siting, and development of new, replaced or expanded school facilities to increase public school capacity and explore opportunities to create staff housing and/or other affordable housing on school property. Coordinate with the school district on using school facilities to meet the community's recreation and other needs.*

The City and Lake Washington School District should work together on planning for school facilities consistent with the City's Comprehensive Plan policies and growth forecasts. This could mean using consistent data on population and demographics based on the City's growth and development projections. The City and School District should confer on the siting and development of school facilities needed to serve existing and projected residential development, as well as the City's development regulations and impacts to other public services and facilities. The City and School District should explore opportunities for jointly developing and maintaining school sites to maximize community use. The City should explore zoning code amendments that remove barriers to projects that would increase school capacity and provide incentives for new development to provide school space. The School District should provide safe pedestrian and bicycle access to connect schools to the surrounding neighborhood when new or expanded schools are proposed. The City should continue to implement the Safer Routes to School Action Plans. With the development of new or expanded schools, the School District should ensure appropriate public involvement.

*Policy PS-2.5: Locate new or expanded schools, institutions, and other community facilities and services in areas that are served by quality transit service and active transportation networks.*

*Policy PS-2.6: Commit resources to public services and infrastructure for underserved populations.*

*Policy PS-2.7: Ensure all public services and facilities are accessible to people with disabilities.*

The City created an Americans with Disabilities Act (ADA) Transition Plan and Pathway to Transition Plan in 2018, which summarizes the status of the City's facilities and programs for ADA compliance, lists areas needing correction, and lists costs and methods to make public facilities accessible. Both plans are living documents, which will be updated as programs or projects are completed.


Kirkland City Hall, Lower entrance

*Policy PS-2.8: Coordinate with utilities and local fire departments to lessen the risk and impact of wildfires.*

The City should work with utilities such as PSE and neighboring fire departments. PSE's wildfire mitigation efforts include electric system upgrades, year-round vegetation management, and operational procedures during wildfire season.

*Policy PS-2.9: Implement strategies to obtain a reasonable and fair allocation of King County tax dollars collected from properties in Kirkland (examples include Best Starts for Kids and Veterans, Seniors, and Human Services Levy) to complement King County programs in Kirkland*

*and fill gaps in local services. These services could include supporting affordable housing, permanent supportive housing, crisis response, human services grants, outreach to community members experiencing homelessness, and other similar services.*

The City should take steps to collaborate regionally and with King County to ensure that Kirkland receives a fair allocation of tax revenue collected from properties in Kirkland to advance King County levy objectives and fill related gaps in local services. The City provides some similar services but has identified needs for additional local services that the community funds through voter-approved County ballot measures. This action would bolster both the County programs and services provided to the Kirkland community.

| Public Services Element Goal and Policy Updates | | | | |
|---|---|---|---|---|
| **EXISTING PUBLIC SERVICES ELEMENT GOALS AND POLICIES** | **PROPOSED GOAL AND POLICY REVISIONS [v.1]** ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | **PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version]** | **NOTES** | **REVISION REQUIRED PER:** (State, Regional, County, Equity Review etc.) |
| **Figure PS-2:** Emergency Medical Service Response Times within 5 Minutes | **Figure PS-2:** Emergency Medical Service Response Times ~~within 5 Minutes~~ | ~~**Figure PS-2**: Emergency Medical Service Response Times within 5 Minutes~~ | Incorporated into Figure PS-1 | |
| **Figure PS-3:** Public School Facilites | **Figure PS-3**: Public School Facilites and Libraries | **Figure PS-~~2~~3**: Public School Facilites and Libraries | Updated to reflect current data and updated figure name, as it already shows libraries | |
| **Goal PS-1**: Provide fire protection, emergency medical services, emergency management, and police service to the community through a cost-effective and efficient delivery system to maintain a safe environment for the public. | *No change* | *No change* | | |
| **Policy PS-1.1**: Provide fire, emergency medical services and police services to the public which maintain accepted standards as new development occurs. | **Policy PS-1.1**: Provide fire, emergency medical services and police services to the public which maintain accepted standards as anticipated growth ~~new development~~ occurs. | *No change from v.1* | | |
| **Policy PS-1.2**: The adopted levels of service for fire and emergency medical services are as follows: • Emergency medical: response time of five minutes to 90 percent of emergency incidents. • Fire suppression: response time of 5.5 minutes to 90 percent of all fire incidents. | **Policy PS-1.2**: The adopted levels of service for fire and emergency medical services are as follows: • Emergency medical: total response time of six~~five~~ minutes to 90 percent of emergency incidents. • Fire suppression: total response time of six~~5.5~~ minutes, 20 seconds to 90 percent of all fire incidents. | *No change from v.1* | The previous numbers did not include dispatch time. These numbers are consistent with National Fire Protection Association standards. Total response time = dispatch time (60 seconds) + turnout time (EMS 60 seconds; fire 80 seconds) + travel time (4 minutes) | |
| **Policy PS-1.3**: Provide a system of streets that facilitates improved emergency response times. | **Policy PS-1.3**: Provide a system of streets that facilitates improved emergency response times, while balancing the need for walkability and traffic calming measures in specific areas. | **Policy PS-1.3**: Provide a system of streets that facilitates improved emergency response times and active transportation connections by avoiding the creation of new dead-end streets and promoting through street-connections where feasible. | Incorporates Planning Commission (PC) comments. | |
| | | *New* . **Policy PS-1.4**: Explore the use of emergency service vehicles of different sizes, electric personal mobility devices, or new technology that is well suited to navigate urbanized environments. Consider updates to City regulations and codes to ensure adequate and innovative emergency access. | | |
| **Policy PS-1.4**: Develop and maintain a water system that provides adequate fire flow for anticipated development based on land use designations of the Comprehensive Plan. | *No change* | **Policy PS-1.~~5~~4**: Develop and maintain a water system that provides adequate fire flow for anticipated development ~~based on~~ under~~land use designations of~~ the Comprehensive Plan. | | |
| **Policy PS-1.5**: Provide a robust training and exercise program in emergency management response operations for City employees. | **Policy PS-1.5**: Provide a ~~robust~~ personal preparedness and incident management training and exercise program ~~in emergency management response operations~~ for City employees. | *No change (renumbered to Policy PS-1.6)* | Updated by the City's Emergency Manager | |
| **Policy PS-1.6**: Maintain accessible disaster plans that incorporate a whole community approach to emergency management for all hazards. | **Policy PS-1.6**: Maintain accessible disaster plans that incorporate a whole community approach to ~~emergency~~ incident management for all hazards. | *No change (renumbered to Policy PS-1.7)* | Updated by the City's Emergency Manager | |

## Public Services Element Goal and Policy Updates

| EXISTING PUBLIC SERVICES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1] ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES | REVISION REQUIRED PER: (State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|
| **Policy PS-1.7**: Sustain a disaster response system that incorporates local, state, tribal, and federal partners to facilitate enhanced disaster readiness, response, recovery, and resilience. | **Policy PS-1.7**: Sustain ~~a disaster response system that incorporates~~ relationships with local, state, ~~tribal,~~ and federal partners to facilitate enhanced public safety and disaster readiness, response, recovery, and resilience. | *No change (renumbered to Policy PS-1.8)* | Updated by the City's Emergency Manager for accuracy as Kirkland has no direct coordination with tribes on these topics. When Kirkland engages with tribes on these types of matters, it is through State or Federal agency coordination. | |
| **Policy PS-1.8**: Ensure that safety and security considerations are factored into the review of development proposals. | *No change* | *No change (renumbered to Policy PS-1.9)* | | |
| **Policy PS-1.9**: Ensure compatibility in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles. | **Policy PS-1.10**: Ensure that public facilities are compatib~~eility~~ in scale and design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles. Foster multi-purpose public facilities. | **Policy PS-1.10**: Ensure that public facilities are compatib~~eility~~ in ~~scale and~~ design with surrounding uses by reviewing new public facilities for compliance with adopted urban design principles. Foster multi-purpose public facilities when feasible. | | |
| **Policy PS-1.10**: Update Fire, Emergency Management, and Police functional plans at appropriate intervals to incorporate and remain consistent with the goals, policies, and land use projections of the Comprehensive Plan. | *No change* | *No change (renumbered to Policy PS-1.11)* | | |
| *No existing policy* | *New* . **Policy PS-1.12**: Continue to invest in policies and services to support people experiencing behavioral health challenges. | *New* . **Policy PS-1.12**: Continue to invest in policies and services to support people experiencing mental and behavioral health challenges. | | PC/City Council study issue |
| *No existing policy* | *New* . **Policy PS-1.12**: Build positive relationships between the Kirkland Police Department, Kirkland Fire Department, and community members. | *No change (renumbered to Policy PS-1.13)* | Part of this policy was moved from the Human Services Element, though it was broadened in scope | |
| *No existing policy* | | *New* . **Policy PS-1.14**: Support initiatives that promote housing affordability in order to provide opportunities for City employees of all incomes to have the option to live in Kirkland. | Incorporates PC comments | |
| **Goal PS-2**: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency. | ~~**Goal PS-2**: Provide efficient and convenient solid waste and recycling services to the community through coordination with service providers and the local solid waste management agency.~~ | | Moved to the Utilities Element to group solid wate, recycling, and composting with other utilities. Review proposed amendments in the Utilities Element Goal and Policy Updates matrix. | |
| **Policy PS-2.1**: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update. | ~~**Policy PS-2.1**: Coordinate with the City's solid waste and recycling collection contractors and King County Solid Waste Division to ensure that the existing level of service standards are maintained or improved and waste reduction and recycling goals and targets are in compliance with the Draft 2013 King County Comprehensive Solid Waste Management Plan (SWMP) update.~~ | | Moved to the Utilities Element to group solid wate, recycling, and composting with other utilities. Review proposed amendments in the Utilities Element Goal and Policy Updates matrix. | |
| **Policy PS-2.2**: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy. | ~~**Policy PS-2.2**: Encourage reduction, reuse and recycling of building construction materials in order to reduce waste, increase diversion, and save energy.~~ | | Moved to the Utilities Element to group solid wate, recycling, and composting with other utilities. Review proposed amendments in the Utilities Element Goal and Policy Updates matrix. | |

## Public Services Element Goal and Policy Updates

| EXISTING PUBLIC SERVICES ELEMENT GOALS AND POLICIES | PROPOSED GOAL AND POLICY REVISIONS [v.1] ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version] | NOTES | REVISION REQUIRED PER: (State, Regional, County, Equity Review etc.) |
|---|---|---|---|---|
| **Goal PS-3**: Maintain the quality of life in Kirkland through the planned provision of regional services in coordination with other public service providers. | *No change* (renumbered to Goal PS-2) | *No change* | | |
| **Policy PS-3.1**: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated. | ~~**Policy PS-3.1**: Policy PS-3.1: Coordinate with King County Solid Waste Division to ensure that the Houghton Transfer Station is closed by 2021 and in the interim that established levels of service for solid waste disposal and transfer are followed and impacts are mitigated.~~ | | Moved to the Utilities Element to group solid wate transfer with other utilities. Review proposed amendments in the Utilities Element Goal and Policy Updates matrix. | |
| **Policy PS-3.2**: Coordinate with regional service providers to maintain appropriate levels of service, review funding alternatives, and coordinate construction of shared public facilities. | *No change* (renumbered to Policy PS-2.1) | *No change* | | |
| **Policy PS-3.3**: Ensure compatibility in scale and design of the new facilities with surrounding uses by reviewing for compliance with adopted urban design principles. | *No change* | ~~**Policy PS-3.3**: Ensure compatibility in scale and design of the new facilities with surrounding uses by reviewing for compliance with adopted urban design principles.~~ | Policy was deleted because it is nearly identical to Policy PS-1.10 | |
| **Policy PS-3.4**: Coordinate with neighboring cities, King County, the Lake Washington School District, special districts and other agencies in the planning, provision, and use of joint activities and facilities. | *No change* | *No change* (renumbered to Policy PS-2.2) | | |
| **Policy PS-3.5**: Assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development. | *No change* | **Policy PS-2.3**: Work collaboratively with the Lake Washington School District to ~~A~~assess appropriate school impact fees to help offset the cost of financing new school public services infrastructure serving new development, and to ensure these fees account for future growth. | Updated after further discussions with staff | |
| **Policy PS-3.6**: Coordinate with the Lake Washington School District on the planning, siting and development of new, replaced or expanded school facilities. | **Policy PS-~~3.6~~2.5**: Coordinate with the Lake Washington School District on the planning, siting and development of new, replaced or expanded school facilities to increase public school capacity. Coordinate with the school district on using school facilities to meet the community's recreation and other needs. | **Policy PS-~~3.6~~2.45**: Coordinate with the Lake Washington School District on the planning, siting and development of new, replaced or expanded school facilities to increase public school capacity and explore opportunities to create staff housing and/or other affordable housing on school property. Coordinate with the school district on using school facilities to meet the community's recreation and other needs. | Incorporates PC comments | PC/City Council study issue |
| *No existing policy* | *New* . **Policy PS-2.6**: Locate new or expanded schools, institutions, and other community facilities and services in areas that are served by quality transit service and active transportation networks. | *No change from v.1* (renumbered to Policy PS-2.5) | Active transportation includes walking, biking, skating, rolling, scooting, etc. | King County Countywide Planning Policy (CPP) |
| **Policy PS-3.7**: Commit resources to public services and infrastructure for underserved populations. | *No change* (renumbered to Policy PS-2.7) | *No change* (renumbered to Policy PS-2.6) | | |
| **Policy PS-3.8**: Ensure all public services and facilities are accessible to people with disabilities. | *No change* (renumbered to Policy PS-2.8) | *No change* (renumbered to Policy PS-2.7) | | |
| *No existing policy* | | *New.* **Policy PS-2.8**: Coordinate with utilities and local fire departments to lessen the risk and impact of wildfires. | Incorporates Puget Sound Energy (PSE) comments | |

| Public Services Element Goal and Policy Updates | | | | |
|---|---|---|---|---|
| **EXISTING PUBLIC SERVICES ELEMENT GOALS AND POLICIES** | **PROPOSED GOAL AND POLICY REVISIONS [v.1]** ~~Deleted text shown in strikethrough.~~ Added text shown in underline. | **PROPOSED GOAL AND POLICY REVISIONS [v.2 Hearing Version]** | **NOTES** | **REVISION REQUIRED PER:** (State, Regional, County, Equity Review etc.) |
| *No existing policy* | *New.* **Policy PS-2.9**: Pursue a reasonable and fair allocation of King County tax dollars (Veterans and Human Services Levy) to the City of Kirkland to support affordable housing, permanent supportive housing, crisis response, homeless outreach, and other services the City supports or provides. | *New.* **Policy PS-2.9**: Implement strategies to obtain a reasonable and fair allocation of King County tax dollars collected from properties in Kirkland (Examples include Best Starts for Kids and Veterans, Seniors, and Human Services Levy) to complement King County program in Kirkland and fill gaps in local services. These services could include supporting affordable housing, permanent supportive housing, crisis response, human services grants, outreach to community members experiencing homelessness, and other similar services. | Proposed by City Manager's Office. Updated after further discussions with staff. | PC/City Council study issue |

# XIII. Capital Facilities

## Purpose

The Capital Facilities Element is a six-year plan for fully funded capital improvements that support the City's current and future population and economy. New development is required to be served by adequate facilities. The principal criteria for identifying needed capital improvements are level of service standards (LOS). The Capital Facilities Element contains many of the level of service standards for each public facility. Level of service standards are also in other elements of the comprehensive plan or within functional plans that manage public facilities. The element also contains broad goals and specific policies that guide implementation of adequate public facilities.

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

(1) To establish sound fiscal policies to guide Kirkland in planning for public facilities;

(2) Identify facilities needed to support growth and development consistent with the policies of the Comprehensive Plan; and

(3) Establish adopted standards for levels of service.

## Vision

The Capital Facilities element supports the provision of adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that meets the needs of a growing population. The goals and policies of this element ensures that Kirkland provides high-quality public facilities that are equitably accessed, advances public health and safety, protects the environment, and meets the needs of current and future generations.

### *What is a capital facility or capital improvement project?*

Capital improvements include: the construction of new facilities; the expansion, large-scale renovation, or replacement of existing facilities; and the acquisition of land or the purchase of major pieces of equipment, including major replacements funded by the equipment rental fund or those that are associated with newly acquired facilities.

A capital improvement must meet all of the following criteria:

- It is an expenditure that can be classified as a fixed asset.
- It has an estimated cost of $50,000 or more (with the exception of land).
- It has a useful life span of 10 years or more (with the exception of certain equipment which may have a short life span)

Fire Station 24

***Why plan for capital facilities?***

Growth Management

Capital facilities plans are required in the Comprehensive Plan in order to:

- Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- Coordinate and provide consistency among the many plans for capital improvements, including other elements of the Comprehensive Plan, strategic plans, functional plans, and other studies of the local government, plans for capital facilities of State and/or regional significance, plans of other adjacent local governments, and plans of special districts.
- Ensure the timely provision of adequate facilities as required in the GMA.
- Document all capital projects and their financing.

The Capital Facilities Element is the element that guides the City in the construction of its physical improvements. By establishing levels of service as the basis for providing capital facilities and for achieving concurrency, the Element determines the quality of improvements in the community. The requirement to fully finance the Capital Facilities Plan (or revise the Land Use Plan) provides the basis for financing the vision of the Plan.

## Good Management

Planning for major capital facilities and their costs enables the City to:

(a) Identify the need for facilities and funding sources to pay for facilities;

(b) Estimate eventual operation and maintenance costs of new capital facilities that impact budgets;

(c) Take advantage of sources of revenue; and

(d) Improve ratings on bond issues when the City borrows money for capital facilities that reduces interest rates and the cost of borrowing money.

### *Capital Facilities Element vs. Capital Improvement Program*

The Capital Facilities Element contains goals and policies to guide construction of capital improvements to provide new capacity to accommodate growth and ensure that the City's existing infrastructure is maintained over the 20-year planning horizon. The Capital Facilities Element also contains the Capital Facilities Plan (CFP) that consists of capital projects needed to maintain the adopted level of service standards. The goals and policies in the Capital Facilities Element establish the need for the projects in the CFP.

The City's Capital Improvement Program (CIP) addresses construction and acquisition of major capital facilities over a six-year timeframe. Similar to the CFP, the CIP includes projects that provide new capacity to maintain level of service standards. The CIP also includes maintenance, repair, and replacement projects that do not add new capacity but preserve existing infrastructure. The CIP contains both funded and unfunded projects. The Capital Facilities Element, on the other hand, must be balanced all projects must have an identified funding source.

### *Capital Facilities Element vs. Neighborhood Plans*

Many of the neighborhood plans identify desired pedestrian, bicycle and park improvements that reflect the interests of community members in those neighborhoods. These improvements are a result of the public process in developing the plans. Some improvements may be completed with land use development through grants, or through other programs. All transportation related capital projects are included in the Transportation Strategic Plan (TSP) project list, which is a prioritized list of all transportation needs in the city. Some projects may lack funding sources in the foreseeable future. As projects are prioritized for the CFP and CIP, consideration should be given to funding these desired improvements where appropriate and feasible.

### *Explanation of Levels of Service*

Levels of service (LOS) are usually quantifiable measures of the number, size, and extent of public facilities that are provided to the community. Levels of service may also measure the quality of some public facilities. The measurement of level of service varies by the type of facility and may be changed if the City chooses to take a different approach to the way that LOS is measured. Examples of measurements are response time for fire and

emergency service, and gallons per day to each customer for water and sewer.

***Setting the Standards for Levels of Service***

The GMA requires the CFP to be based on standards for service levels LOS standards that are measurable and financially feasible. LOS standards are measures of the quality of life of the community. The standards should be based on the community's vision of its future and its values.

Community values and desires change and evolve, and funding levels fluctuate; therefore, adjustments to level of service standards will be required over time. The challenge is to balance the need for reliability on timely completion of improvements with being responsive to changing conditions. In addition to the level of service standards, the Vision Statement, Guiding Principles and other goals and policies in the Comprehensive Plan should also be considered when making decisions on capital improvement projects and facilities.

***What is concurrency?***

The concurrency requirement in the Growth Management Act mandates that capital facilities be coordinated with new development or redevelopment. Kirkland's concurrency ordinance fulfills this requirement. The City has determined that roads, water and sewer facilities must be available concurrent with new development or redevelopment. This means that adequate capital facilities must be finished and in place before, at the time, or within a reasonable time period following the impacts of development. For water and sewer, adequate capital facilities are those facilities which have the capacity to serve the development without decreasing the adopted levels of service for the community below accepted standards. For discussion on transportation level of service and concurrency management, refer to the Transportation Element.

For water and sewer, concurrency is determined by comparing the available capacity of water and sewer facilities to the capacity to be used by new development. Capacity is determined by the City's adopted LOS standards. If the available capacity is equal to or greater than the capacity to be used by new development, then concurrency is met. If the available capacity is less than the capacity to be used by new development, then concurrency is not met. For roads, concurrency measures the balance between new growth and construction of the transportation network for each mode over the course of a 20-year period. Policy CF-6.2 below addresses what options are available to the developer and/or by the City if concurrency is not met.

Meeting concurrency requires a balancing of public and private expenditures. Private costs are generally limited to the services directly related to a particular development. The City is responsible for maintaining adequate system capacity that will meet adopted LOS standards.

***Relationship to Other Elements***

The Capital Facilities Plan of this element ensures that the public facilities needed to support many of the goals and policies in the other elements are programmed for implementation. Level of service standards for capital facilities are derived from the growth projections contained within the Land Use Element. The Land Use Element also calls for phasing increases in residential and commercial intensities to correspond with the availability of public facilities necessary to support new growth. The Capital Facilities Element also ensures that the residential development identified in the Housing Element is supported by adequate improvements.

The Capital Facilities Element is also supported by the Transportation Element, Sustainability, Climate, and Environment Element, Utilities Element, Public Services Element, and Parks, Recreation and Open Space Element. Each of these supporting elements provides the policy direction for the level of service standards,

project lists, and funding plan to pay for and construct the physical improvements identified in this chapter.

## Capital Facilities Goals and Policies

Capital Facilities for Quality of Life

One of the basic premises of this Element is that the provision of public facilities contributes to our quality of life. Fire stations, roads, bicycle and pedestrian systems, parks, and other facilities are a physical reflection of community values. The challenge is in keeping up with the demands for new or enhanced facilities as growth occurs or as needs change.

**Goal CF-1: Contribute to the quality of life in Kirkland for both current and future generations through the planned provision of, and equitable access to, public capital facilities and utilities.**

*Policy CF-1.1: Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.*

Levels of service are measurements of the quantity and quality of public facilities provided to the community. By comparing the inventory of existing facilities to the amount required to achieve and maintain the level of service standard, the needs for capital facilities can be determined.

*Policy CF-1.2: Design public facilities to be sensitive in scale and design with surrounding uses and enhance a sense of community*.

A high priority for Kirkland community members is maintaining and enhancing Kirkland's strong sense of community. To achieve this, it is important that public facilities are compatible in building height, bulk, and materials with adjacent uses.

Totem Lake Connector Bridge

*Policy CF-1.3: Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.*

The health of the city's community members depends on whether they have fair and timely access to high-quality, affordable, and conveniently located public services and facilities. Equitable access to these services and facilities will require identifying gaps in services and planning for expanded or improved services and facilities, which requires thoughtful planning and investment.

*Policy CF-1.4: Encourage public amenities and facilities which serve as catalysts for beneficial development.*

To promote a sustainable and resilient economy, certain public facilities, such as parks, utility lines, bicycle networks, pedestrian walkways, and roads add to the economic viability of surrounding private development. By providing these improvements, the City creates an environment which attracts desirable economic activities and supports the business community.

*Policy CF-1.5: Protect and enhance public health and environmental quality through the appropriate location, design, and construction of public facilities and through responsible maintenance and operating procedures.*

Another high priority for Kirkland community members is protecting the environment. By designing, installing, and maintaining public facilities that are protective of the natural and built environment, the City can take leadership in preserving the natural systems and features and maintaining the urban tree and vegetation canopy in Kirkland.

*Policy CF-1.6: Consider climate change, economic, equity, and public health impacts when siting, and building and operating essential public services and facilities.*

While essential to growth and development, capital facilities can disproportionately affect the public health and environmental quality of the communities in which they are located. It is important that the city address health inequity and environmental justice when siting and operating facilities to foster the development of healthy and environmentally sustainable communities for all.

*Policy CF-1.7: Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency, public service recovery, and climate change impacts.*

Community resilience is the ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions. The City is committed to mitigating and reducing risk for its businesses and communities it serves. Strategic planning in new and expanded sites for public facilities, utilities, and infrastructure will mitigate risk and build community resilience.

**Goal CF-2: Implement sustainable development principles with the design, construction, maintenance, and operation of public facilities.**

*Policy CF-2.1: Promote conservation of energy, water, and other natural resources and reduce waste in the location, design of public facilities and utilities using a variety of techniques, including low impact development, renewable energy, and other sustainable development practices.*

Through the location, design and operation of public facilities and utilities, the City can conserve energy, water, and other natural resources, minimize impacts to the natural and built environment and reduce waste. The City can be cost-effective with its public facilities by establishing conservation programs in City buildings for energy consumption, materials equipment usage, and constructing buildings based on sustainable development practices. The practices include integrated building and site design, reduced impervious surface, use of renewable energy, reused waste water for irrigation, and landscaping used to reduce heat emissions and filter surface runoff. Other measures can be taken, such as increasing energy efficiency in street lights and signals, incorporating sustainable measures into roads, sewer and stormwater projects, and maintaining facilities. See the Built Environment section in the Sustainability, Climate, and Environment Element for additional goals and policies on sustainable practices for public facilities.

*Policy CF-2.2: Use lifecycle planning and embodied carbon analysis to determine the most cost-effective low carbon facility design and construction strategies over the lifetime of a public facility.*

Life Cycle Cost Analysis (LCCA) is a process of evaluating the economic cost of a facility over its lifetime. LCCA balances the initial monetary investment with the long- term cost of owning, operating, and maintaining a facility. LCCA analysis looks at the trade-offs between low initial costs and long-term cost savings, determines the most cost-efficient facility design and construction strategies, and calculates how long it will take for a specific design to pay back its incremental cost. The cumulative cost of operating and maintaining facilities is considered in the LCCA analysis. Over the long run, LCCA analysis would reduce total cost of facility ownership resulting in a cost savings to the City.

Understanding the impacts that climate change will have on future conditions and infrastructure is an important part of planning for public services. A means of addressing the climate impacts of the city's public services is to reduce their embodied carbon. Embodied carbon represents the carbon emissions released during the lifecycle

of building materials, including extraction, manufacturing, transport, construction, and disposal, and is calculated as global warming potential (GWP) and expressed in carbon dioxide equivalent units (CO2e). Reducing embodied carbon from construction materials is essential to effectively addressing climate change.

The City should include both LCCA and embodied carbon analysis when planning for and managing existing public facilities to reduce costs and manage climate change impacts throughout their lifecycle.

*Policy CF-2.3: Reduce the rate of energy consumption in public facilities through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.*

Climate change and Washington's shift towards clean energy is already having an impact on energy demands in our region. Kirkland should employ energy efficiency and conservation strategies in the design and operation of its public facilities. Energy efficiency in facilities can help cut carbon emissions and build resiliency in the City's capital investments.

*Policy CF-2.4: Invest in and promote the use of low-carbon, renewable, and alternative clean energy resources to help meet the city's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.*

Using more efficient designs and technologies can reduce some of the need for new infrastructure. A commitment to sustainable infrastructure ensures the least possible strain on the City's resources and the environment, while contributing to healthy and prosperous communities.

*Policy CF-2.5: Invest in cost-effective, environmentally sustainable, and proactive plans to maintain and replace critical City and facility infrastructure.*

Sustainable capital improvement plans should be developed to maintain aging City infrastructure. An emphasis should be placed on what is critical to maintain reliable, resilient public services consistent with the City's sustainability and electrification goals.

## Response to Growth

The Growth Management Act (GMA) requires that the City accommodate its fair share of the forecasted regional growth and, at the same time, provide and maintain acceptable level of service standards that are financially feasible. The GMA also requires that the City ensure the public facilities and services necessary to support development are available for occupancy and use without decreasing the adopted level of service standards.

**Goal CF-3: Provide a variety of responses to the demands of growth on capital facilities and utilities.**

*Policy CF-3.1: Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.*

Land use patterns, including intensity, location, type and mix of uses, affect the demands on all public facilities and the levels of service provided to each neighborhood. One example is encouraging new development or redevelopment where public facilities already exist which may alleviate the need for constructing new facilities.

*Policy CF-3.2: Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.*

Before additional facilities are built, existing facilities should be used to the maximum extent possible by efficient operations and demand management. When increased capacity is warranted, costly retrofits should be avoided by incorporating all improvements up front.

*Policy CF-3.3: If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.*

The GMA provides that funding and LOS standards can be adjusted to accommodate new development or redevelopment and still meet the concurrency test (see discussion in the Introduction, “What is concurrency?” in this Element). However, if these adjustments are unacceptable, then the amount, location, or phasing of new development should be restricted until such a time that concurrency can be met.

## Level of Service Standards and Concurrent Provision of Adequate Public Facilities

Level of service standards are the benchmark the City uses to determine the adequacy of public facilities to serve existing and new development. The City may choose the level of service standards it desires, but they must be achievable with existing facilities plus any additional capital improvement projects identified in the Comprehensive Plan.

**Goal CF-4: Identify level of service standards that ensure adequate public facilities to serve existing and future development.**

The Capital Facilities Plan includes project lists and a financing plan to assure that adequate public facilities can be provided concurrent with their demands. The City must ensure that the improvements are made in a timely manner so as to not jeopardize concurrency requirements. One of the basic goals of GMA is to ensure that growth does not outpace the demand for public facilities. In that sense, the community is assured that its infrastructure needs are met when development occurs.

## Sewer and Water Facilities

Water and sewer facilities are essential to public health. Therefore, they must be available and adequate upon first use of development.


Culvert Construction

*Policy CF-4.1: Use the following level of service standards for determining the need for public sewer and water facilities:*

Table CF-1

Sewer and Water Level of Service

| Facility | Standard |
|---|---|
| Water distribution | Water distribution, supply, pumping, and storage capacity per the City's current Water Systems Plan to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses. |
| Sanitary sewer collection | Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public |

| | |
|---|---|
| | health and the environment. |

Sewer and water facilities are essential to the protection and enhancement of public health and thus are tied directly to concurrency requirements. While the City does not provide the source for water, nor the treatment for sewer, level of service standards are used to determine the capacity of facilities to accommodate growth at the local and regional levels.

## Transportation Facilities

The GMA permits up to six years to achieve standards for transportation facilities after new development is completed. Level of service standards for each mode in the Transportation Strategic Plan primarily address completeness of various aspects of the transportation network, in order to complement the concurrency system and to directly measure standards for which the City has control. Therefore, the City uses the term "level of completion" in place of "level of service" when referring to the actual measure. The level of completion choices made for each mode are aligned with the proposed 20-year network project list as shown in the table below. Time is the basis for evaluating the level of completion. Level of completion measures the rate of project completion over the course of the 20-year period. See Transportation Element for more on transportation Level of Service standards.

## Other Public Facilities

The "concurrency" requirement does not apply to the facilities listed in Table CF-3. New development will not be denied based on the standard found in Table CF-3. However, mitigation, impact fees, or other developer contributions may be required to meet the standards for the public facilities found in Table CF-3 for level of service.

Policy CF-4.3: Use the following level of service standards to determine the need for public facilities:

Table CF-3

Six-Year Public Facilities Level of Service for Surface Water Management, Fire and Emergency Medical Services (EMS), and Parks

| Facility | Standard |
|---|---|
| Surface water management | Conveyance, flow control, and water quality treatment per the Stormwater<br><br>Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality and habitat in streams and lakes |
| Fire and EMS | Total response times (includes dispatch time, turnout time, and travel time):<br><br>Emergency medical: 6 minutes to 90% of emergency ~~all~~ incidents<br><br>Fire suppression: 6 minutes, 20 seconds to 90% of all fire |

| | |
|---|---|
| | incidents |
| Parks | See the Parks, Recreation, and Open Space (PROS) Plan for current level of service standards and guidelines. |

Although the above level of service standards are not tied directly to concurrency requirements, they are important to the City's functioning and the City should strive to meet or exceed them. The LOS standards identified here are one factor to consider when making decisions on these types of capital projects. Other factors which should be considered are community goals and values, system connections, such as trails, sidewalks, and pathways, and location and proximity to population served.

*Policy CF-4.4: Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.*

While the City is responsible for its Capital Improvement Program, in many cases, capital facilities are provided by others – such as the State, developers, or special districts. The City should coordinate the provision of these facilities in order to ensure that the levels of service identified in the plan can be achieved.

## Concurrency

**Goal CF-5: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate, and concurrent with new development, based on the City's adopted level of service standards.**

*Policy CF-5.1: Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.*

The City shall evaluate the capacity needs of new development against existing or planned capacity to ensure that the adopted levels of service are maintained for water, sewer, and transportation.

*Policy CF-5.2: Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.*

Water and sewer facilities are essential to public health, therefore they must be available and adequate upon first use of development.

*Policy CF-5.3: Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.*

The GMA allows up to six years to achieve standards for transportation facilities because they do not threaten public health, are very expensive, and are built in large "increments."

Concurrency is a benchmark for determining the extent to which new development must address the impacts that it creates on selected facilities: water, sewer and roads. If concurrency is not met, several options or a combination thereof are available to meet concurrency:

(a) Improve the public facilities to maintain the levels of service; or

(b) Revise the proposed development to reduce impacts to maintain satisfactory levels of service; or

(c) Phase the development to coincide with the availability of increased water, sewer, and transportation facilities.

Funding and Financial Feasibility

Financial feasibility is required for capital improvements by the GMA. Estimates for funding should be conservative and realistic based on the City's historical track record. Financial commitments should be bankable or bondable. Voter-approved revenue, such as bonds, may be used, but adjustments must

be made if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

In addition, facilities should not be built if the provider cannot afford to operate and maintain them or to arrange for another entity to operate and maintain the facilities.

**Goal CF-6: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.**

*Policy CF-6.1: Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.*

Financial feasibility is required for capital improvements, and "financial commitments" are required for transportation improvements. Estimates for funding should be conservative and realistic based on the City's historical track record. The forecasts need not be the most pessimistic estimate, but should not exceed the most likely estimate. "Financial commitments" should be bankable or bondable.

*Policy CF-6.2: Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.*

If projected funding is inadequate to finance needed capital facilities and utilities based on adopted level of service standards and forecasted growth, the City should make adjustments to one or more of the following areas: level of service, Land Use Element, sources of revenue, and/or the timing of projects.

If new development would cause levels of service to decline, the City may allow future development to use existing facilities (thus reducing levels of service), or reduce future development (in order to preserve levels of service), or increase revenue (in order to purchase facility level of service to match future development). Naturally, the City can use a combination of these three strategies.

*Policy CF-6.3: Use a variety of funding sources to finance facilities in the Capital Facilities Plan.*

The City's first choice for financing future capital improvements is to continue using existing sources of revenue that are already available and being used for capital facilities. These sources may include gas tax, business licenses, utility connection charges, utility rates, roads and park levies, reserves, general funds, real estate excise tax, interest income, debt, impact fee for roads and parks, grants and infrastructure financing programs. Use of real estate taxes (REET 1 and REET 2) have specific limits in State law that must be considered as part of the City's overall funding strategy.

If these sources are inadequate, the City will need to explore the feasibility of additional revenues. Impact fees are subject to a number of limitations in State law:

- Impact fees are authorized only for parks, fire protection, and schools. Impact fees are also authorized for roads, multimodal trails, lanes, paths, or sidewalks that are publicly owned or within the public right-of-way and connects two or more destinations.
- There must be a balance between impact fees and other sources of public funds; the City cannot rely solely on impact fees.
- Impact fees can only be imposed for system improvements which:
    (a) Reasonably relate to the new development;
    (b) Do not exceed a proportionate share of the costs related to the new development;
    (c) Are used to reasonably benefit the new development; and
    (d) Are not for existing deficiencies.
- Impact fee rates must be adjusted to reflect the payment of other taxes, fees, and charges by the development that are used for the same system improvements as the impact fee.
- Impact fees may serve in lieu of some of the facilities required to be provided by developers.

*Policy CF-6.4: Utilize the surface water utility to fund projects needed to meet established level of service standards.*

One method for financing surface water management is a utility-based service charge. Municipal surface water utilities are established under Chapter 35.67 RCW and are funded through a monthly service charge. Rates are based on a charge per equivalent residential unit or on impervious area for commercial and industrial properties.

*Policy CF-6.5: Match revenue sources to capital projects on the basis of sound fiscal policies.*

Sound fiscal policies include (a) cost effectiveness, (b) prudent asset and liability management, (c) limits to the length of financing to the useful life of the project, (d) efficient use of the City's borrowing capacity, and (e) maximizing use of grants and other nonlocal revenues.

*Policy CF-6.6: Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.*

The concurrency facilities (water, sewer, and transportation) must be built, or else desirable development that is allowed in the Comprehensive Plan may be denied. If the City's other financing plans for these facilities do not succeed, the City must provide a financial safety net for these facilities. One source of funding that is available at the discretion of the City Council is councilmanic bonds or revenue bonds (for utilities). The only disadvantage of these bonds is that their repayment is from existing revenues (that are currently used for other purposes which will be underfunded by the diversion to repayment of councilmanic bonds).

*Policy CF-6.7: Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.*

The financing plan can use revenues that are subject to voter approval, such as bonds, but the plan must be adjusted if the revenue is not approved. Adjustments can include substituting a different source of revenue, reducing the level of service, and/or reducing the demand for public facilities.

*Policy CF-6.8: Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.*

Facilities should not be built if the provider cannot afford to operate and maintain them.

*Policy CF-6.9: Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, fire and EMS, or the extension of water and sewer lines as needed to serve the development proposal.*

New development should contribute its proportionate share of the cost of facilities needed by the development. The contribution may be in the form of installing the improvements (i.e., extension of utility lines), a contractual agreement to contribute towards the installation of the facilities upon determination of need by the City, or in cash.

*Policy CF-6.10: Where appropriate, the City may use local improvement districts, Transportation Benefit Districts, Tax Increment Financing (TIF), or latecomer fees to facilitate the installation of public facilities needed to service new development.*

Some new development may be able to fulfill its obligation by creating a special district. Others may be required to build or pay for entire facilities, such as a new road, to serve their development, but they may recoup some of the cost from other subsequent development through “latecomer” agreements that use the excess capacity created by the new public facility. The City may also choose to employ financing tools such as TIF to fund public infrastructure in targeted areas and encourage private development and investment in those areas.

*Policy CF-6.11: Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.*

When partnering with King County on regional Transfer Development Rights (TDR) efforts, the City may require King County to provide funding for capital projects in neighborhoods accepting increased development capacity through TDR, such as transportation and park improvements.

Consistency with Other Plans

Many of Kirkland’s public facilities and utilities are integrally connected with other local and regional systems, such as water, sewer, surface water management, roads, and fire and emergency management. In addition, parts of Kirkland receive water and sewer service from separate utility districts.

The Growth Management Act requires close coordination among local, regional, and State plans and programs. This requirement assumes that each jurisdiction is part of a larger whole and that the actions of one affect and are affected by the actions of other jurisdictions.

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

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 General Sewer Plan |
| City of Kirkland Capital Improvement Programs |
| City of Kirkland Surface Water Strategic Plan |
| City of Kirkland Transportation Strategic Plan |
| City of Kirkland Active Transportation Plan |
| Totem Lake Urban Center Enhancement and Multimodal Transportation Network Plan (R-5316) |
| Sustainability Strategic Plan |
| City of Kirkland Commute Trip Reduction Basic Plan |
| City of Kirkland Natural Resource Management 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 |
| City of Kirkland Climate Protection Action Plan |
| City of Kirkland Shoreline Master Program |
| City of Kirkland Smart City Strategic Plan |
| King County Solid Waste Division Comprehensive Solid Waste Management Plan |
| Northshore Utility District Comprehensive Water System Plan |
| Northshore Utility District Wastewater System Plan |
| Woodinville Water District Comprehensive Water System Plan |
| Lake Washington School District Capital Facilities Plan |

*Policy CF-7.1: Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.*

Coordinated planning between Puget Sound Regional Council (PSRC), King County, Kirkland, and service

providers help make public facilities more efficient, affordable, effective, sustainable, and equitable.

*Policy CF-7.2: 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 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.

*Policy CF-7.3: Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.*

The Growth Management Act requires that the Comprehensive Plan be reviewed on an annual basis to determine if the adopted level of service standards are still appropriate, if the capital facilities and utilities needs are being met, and if the financing plan is balanced. Also, the Capital Facilities Element must be revised as necessary to ensure consistency with other Plan elements.

*Policy CF-7.4: Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.*

To assure that all Kirkland community members are provided comparable levels of service, the City should work with the non-City providers to agree on LOS standards, to implement and fund programs to meet those LOS standards, and establish consistent concurrency requirements.

*Policy CF-7.5: Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.*

As required by the Growth Management Act, the City must facilitate the siting of essential regional facilities that need to locate in Kirkland. In Goal LU-8 and its related policies under the Land Use Element, the City sets forth criteria and processes for siting of regional facilities.

## Capital Facilities Plan

### Introduction

The following Tables CF-5 through CF-10 list the capital improvement projects for the six-year planning period for transportation, utilities, parks, public safety and facilities. An additional multi-year list of transportation projects is also provided beyond the six-year planning period. In each table, a number of funding sources are identified.

The cost of each capital improvement project is shown in real dollars with expected inflation according to project category applied in future years.

Most of the funded projects for transportation and utilities are needed to meet the adopted LOS standards for concurrency. In addition, many of the capital improvement projects listed will meet the adopted LOS standards, eliminate existing deficiencies, and make available adequate facilities for future growth.

### Projects

*Funded Projects – Transportation, Utilities, Stormwater, Parks, Public Safety and Facilities*

Tables CF-5 through CF-10 contain a list of funded capital improvements along with a financing plan. Specific funding sources and amounts of revenue are shown which will be used to pay for the proposed funded capital projects. The funding sources for the funded projects are a reflection of the policy direction within the text of this Element.

The revenue forecasts and needed capital projects are based on the Capital Improvement Program. When the Capital Improvement Program (CIP) is updated, the projects within the Capital Facilities Plan should be changed to match the CIP document.

Transportation projects are found in Table CF-5. The table includes pedestrian, bicycle, street and traffic intersection improvements. Transportation grants require matching City funds so the City should provide the funds from the funding sources found in Policy CF-6.3. As priorities change and/or projects on Table CF-5 are completed, projects from the multi-year list will be moved to the funded section of the table.

Utility, parks, and public safety projects are listed below:

- Tables CF-6 and CF-7 contain water, sewer and surface water utility projects with all projects being funded.
- Table CF-8 contains park projects with all projects as fully funded, including several of those funded with voter-approved bonds.
- Table CF-9 contains public safety projects with all projects being funded.
- Table CF-10 contains public facility projects with all projects being funded.

Note: Tables 5 -10 below shall be amended for consistency with the 2023-2028 Capital Improvement Program (CIP) and 2025-2026 budget and brought to a public hearing before the Planning Commission later in 2024.

**Table CF - 5**
**Capital Facilities Plan: Transportation Projects -- 2023-2035**

(Updated 11-30-23)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* | *2029 - 2035* |
|---|---|---|---|---|---|---|---|---|---|
| Local | Gas Tax | 565,000 | 582,000 | 599,000 | 617,000 | 636,000 | 655,000 | 3,654,000 | 4,589,000 |
| Local | Gas Tax (Transportation Package) | 225,000 | 200,000 | 225,000 | 200,000 | 225,000 | 200,000 | 1,275,000 | 1,711,000 |
| Local | Revenue Generating Regulatory License | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 270,000 | 1,620,000 | 2,310,000 |
| Local | Real Estate Excise Tax 1 (REET 1) | 1,917,680 | 1,872,500 | 1,887,875 | 1,481,000 | 2,130,000 | 1,487,913 | 10,776,968 | 10,694,000 |
| Local | Real Estate Excise Tax 2 (REET 2) | 3,336,500 | 3,277,995 | 3,327,517 | 3,084,448 | 3,463,474 | 1,092,087 | 17,582,021 | 10,694,000 |
| Local | Street Levy | 2,788,000 | 2,858,000 | 2,929,000 | 3,002,000 | 3,077,000 | 3,154,000 | 17,808,000 | 22,094,000 |
| Local | Solid Waste | 401,000 | 415,000 | 430,000 | 445,000 | 461,000 | 477,000 | 2,629,000 | 2,567,000 |
| Local | Surface Water | 460,000 | 500,000 | 500,000 | 500,000 | 500,000 | 200,000 | 2,660,000 | 4,278,000 |
| Local | Impact Fees | 2,000,000 | 2,000,000 | 1,900,000 | - | - | - | 5,900,000 | 8,556,000 |
| External | Fee-in-Lieu | 183,273 | - | - | - | - | - | 183,273 | - |
| Local | General Fund | 68,613 | - | - | - | - | - | 68,613 | - |
| Local | Intrafund Project Transfers | 687,076 | 500,000 | 1,200,000 | - | - | - | 2,387,076 | - |
| Local | REET 1 Reserves | 4,043,380 | - | - | - | - | - | 4,043,380 | - |
| Local | REET 2 Reserves | 8,708,380 | - | - | - | - | - | 8,708,380 | - |
| Local | Debt | - | 21,000,000 | - | - | - | - | 21,000,000 | - |
| External | Unsecured Grants & External | - | 1,566,500 | 2,872,000 | 7,000,000 | 714,000 | - | 12,152,500 | 27,242,000 |
| External | Secured Grants | 12,600,393 | 765,000 | - | - | - | - | 13,365,393 | - |
| Undetermined | Funded Through NE 85th Station Area Plan Mechanisms | - | - | 2,260,984 | - | 3,997,664 | 15,042,375 | 21,301,023 | - |
| External | Developer (SAP) | - | - | 14,326,852 | - | 2,509,471 | - | 16,836,323 | - |
| Local | School Zone Safety Camera Reserve | 1,500,000 | 1,500,000 | - | - | - | - | 3,000,000 | - |
| | Subtotal 2023-2028 Fund Sources | 39,754,295 | 37,306,995 | 32,728,228 | 16,599,448 | 17,983,609 | 22,578,375 | 166,950,950 | 94,735,000 |
| | | | | | | | | | |
| Total Sources | | 39,754,295 | 37,306,995 | 32,728,228 | 16,599,448 | 17,983,609 | 22,578,375 | 166,950,950 | 94,735,000 |
| | | | | | | **Total 2023 - 2035 Revenue** | | | **261,685,950** |

**Use of Funds**

Transportation Capital Facilities Plan 2023-2035

| CIP Project Number | Project Title | Included in Impact Fee calculation? | Capacity project for concurrency? | Funded in CIP 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Six-Year Funded CIP 2023-2028 | 2029-2035 CIP Projects | Candidate Projects for Unanticipated Revenue |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STC 00600 | Annual Street Preservation Program | No - maintenance | No - maintenance | $ 1,700,000 | $ 1,700,000 | $ 1,700,000 | $ 1,700,000 | $ 1,700,000 | $ 1,700,000 | $ 10,200,000 | $ 11,900,000 | |
| STC 00601 | 120th Ave NE Roadway Rehabilitation | No - maintenance | No - maintenance | | $ 500,000 | $ 1,200,000 | | | | $ 1,700,000 | | |
| STC 00603 | Street Levy Street Preservation | No - maintenance | No - maintenance | $ 2,488,000 | $ 2,558,000 | $ 2,629,000 | $ 2,702,000 | $ 2,777,000 | $ 2,854,000 | $ 16,008,000 | $ 22,321,000 | |
| STC 00605 | Totem Lake Roadway Repair | No - maintenance | No - maintenance | $ 22,000 | | | | | | $ 22,000 | | |
| STC 00608 | Local Road Maintenance | No - maintenance | No - maintenance | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 300,000 | $ 350,000 | |
| STC 05913 | 124th Ave NE Roadway Improvements (North Section) Construction | Yes R24 | Yes | $ 4,250,000 | | | | | | $ 4,250,000 | | |
| STC 08000 | Annual Striping Program | No - maintenance | No - maintenance | $ 1,004,613 | $ 750,000 | $ 750,000 | $ 750,000 | $ 750,000 | $ 750,000 | $ 4,754,613 | $ 5,250,000 | |
| STC 08311 | 100th Avenue NE Roadway Improvements - Design | Yes R10 | Yes | $ 71,234 | | | | | | $ 71,234 | | |
| STC 08313 | 100th Avenue NE Roadway Improvements (North Section) | Yes R10 | Yes | $ 3,202,503 | | | | | | $ 3,202,503 | | |
| STC 08314 | 100th Avenue NE Roadway Improvements (Mid-North Section) | Yes R10 | Yes | $ 3,522,187 | | | | | | $ 3,522,187 | | |
| STC 08900 | Juanita Drive Intersection and Safety Improvements | Yes R12 | Yes | $ 1,685,113 | $ 2,150,540 | | | | | $ 3,835,653 | | |
| STC 10700 | NE 85th Street Ped/Bike Connection 114th Ave NE to 6th St | Yes | Yes | $ 6,170,076 | | | | | | $ 6,170,076 | | |
| STC 10800 | NE 85th St and 6th St Westbound Transit Queue Jump | Yes | Yes | $ 380,000 | | | | | | $ 380,000 | | |
| STC 10900 | NE 85th Street Eastbound Third Lane 120th Ave NE to 122nd Ave NE | Yes | Yes | $ 1,275,000 | | | | | | $ 1,275,000 | | |
| STC 11100 | Preservation 124th Ave 132nd St to 144th St | No - maintenance | No - maintenance | | | $ 2,915,517 | | | | $ 2,915,517 | | |
| STC 99990 | Regional Inter-Agency Coordination | No - not capacity | No - not capacity | $ 682,000 | $ 82,000 | $ 82,000 | $ 82,000 | $ 82,000 | $ 82,000 | $ 1,092,000 | $ 574,000 | |
| NMC 00621 | Street Levy - Neighborhood Safety Program Improvements | No - safety | No - safety | $ 550,000 | $ 350,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 150,000 | $ 1,500,000 | $ 1,050,000 | |
| NMC 05700 | Annual Sidewalk Maintenance Program | No - maintenance | No - maintenance | $ 100,000 | | | | | | $ 100,000 | $ 700,000 | |
| NMC 08720 | NE 131st Way/90th Ave NE Nonmtrzd Impr. (97th Ave NE to NE 134th St) Scope & Design | No | No | $ 330,000 | | | | | | $ 330,000 | | |
| NMC 09010 | Juanita Drive Multi-Modal | Yes | Yes | | $ 264,000 | | | | | $ 264,000 | | |
| NMC 10100 | 7th Ave/NE 87th St Complete Street Improvements (SAP Scopes 10, P1, P3) | Yes | Yes | | | $ 1,794,501 | | | $ 7,788,676 | $ 9,583,177 | | |
| NMC 11010 | Citywide Accessibility Improvements | No - not capacity | No - not capacity | $ 50,000 | $ 100,000 | $ 50,000 | $ 100,000 | $ 50,000 | $ 100,000 | $ 450,000 | $ 500,000 | |
| NMC 11300 | Stores to Shores | Yes NM2 | Yes | $ 2,251,400 | | | | | | $ 2,251,400 | | |
| NMC 12900 | Pedestrian Safety Improvements (Downtown & NE 124th Street) | No - safety | No - safety | $ 217,800 | | | | | | $ 217,800 | | |
| NMC 13100 | 116th Ave NE Crosswalk Improvements at Kingsgate Park and Ride | Yes | Yes | | $ 200,000 | | | | | $ 200,000 | | |
| NMC 13200 | Trail Connection at Juanita Drive and NE 132nd St | No - trail | Yes | | | | $ 855,000 | | | $ 855,000 | | |
| NMC 13400 | NE 128th St Nonmotorized Improvements - 116th Ave to 120th Ave | Yes | Yes | | | $ 1,035,000 | | | | $ 1,035,000 | | |
| NMC 13500 | NE 124th St Slater Ave Crossing Improvements | Yes | Yes | $ 150,000 | | | | | | $ 150,000 | | |
| NMC 13600 | NE 132nd St Slater Ave Crossing Improvements | Yes | Yes | $ 1,550,000 | $ 567,000 | $ 372,000 | | $ 714,000 | | $ 3,203,000 | | |
| NMC 13700 | Willows Road at East Trail Nonmotorized Improvements | Yes | Yes | $ 230,000 | | | | | | $ 230,000 | | |
| NMC 13800 | State St at 7th Ave Crosswalk Improvements | No | No | | $ 165,000 | | | | | $ 165,000 | | |
| NMC 13900 | 116th Ave NE Sidewalk Improvements - 73rd St to 75th Pl | Yes | Yes | | | $ 646,875 | | | | $ 646,875 | | |
| NMC 14200 | I-405/NE 85th St Shared Use Trails to 116th Ave NE (SAP Scope 13A) | No - trail | No - replaces existing trail | | | | | $ 3,997,664 | | $ 3,997,664 | | |
| NMC 14300 | 85th St Enhanced Sidewalks & Multiuse Paths: I-405 to 120th Ave NE (SAP Scope 18A) | Yes | Yes | | | $ 3,148,759 | | | | $ 3,148,759 | | |
| NMC 14400 | 85th Multimodal Improvements (SAP Scopes 18B, 18C, P2) | Yes | Yes | | | | | | $ 7,253,699 | $ 7,253,699 | | |
| NMC 14500 | 116th Ped/Bike Access to I-405 Overcrossing (SAP Scope 19) | Yes | Yes | | | $ 466,483 | | | | $ 466,483 | | |
| NMC 30000 | Transportation Benefit District Implementation | Yes NM4* | Yes | $ 1,675,000 | $ 23,286,000 | $ 650,000 | $ 650,000 | $ 650,000 | $ 650,000 | $ 27,561,000 | | |
| NMC 14700 | I-405/NE 85th St Shared Use Trails (SE Corner) to NE 80th St (SAP Scope 13C) | No - trail | Yes | | | $ 3,644,397 | | | | $ 3,644,397 | | |
| NMC 14800 | Lee Johnson South: NE 80th St/118th Ave NE (SAP Scope 2) | No - not capacity | No - not capacity | | | $ 2,271,188 | | | | $ 2,271,188 | | |
| TRC 09800 | NE 132nd St/116th Way NE (I-405) Intersection Improvements | Yes | Yes | $ 1,270,000 | | | | | | $ 1,270,000 | | |
| TRC 11600 | Annual Signal Maintenance Program | No - maintenance | No - safety | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 600,000 | $ 700,000 | |
| TRC 11700 | Citywide Traffic Management Safety Improvements | No - safety | No - safety | $ 100,000 | | $ 100,000 | | $ 100,000 | | $ 300,000 | $ 300,000 | |
| TRC 11702 | Vision Zero Safety Improvement | No - safety | No - safety | $ 750,000 | $ 100,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 1,050,000 | $ 300,000 | |
| TRC 11703 | Neighborhood Traffic Control | No - not capacity | No - safety | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 50,000 | $ 300,000 | $ 150,000 | |
| TRC 12000 | Kirkland Intelligent Transportation System Phase 3 | Yes R19, R20 | Yes | $ 244,100 | $ 1,463,455 | | $ 312,893 | $ 389,552 | | $ 2,410,000 | | |
| TRC 13000 ^^ | NE 145th Street/Juanita-Woodinville Way Intersection Imps | No - maintenance | No - maintenance | | | | $ 1,040,000 | $ 1,911,961 | | $ 2,951,961 | | |
| TRC 13100 ^^ | NE 80th Street/120th Avenue NE Intersection Improvements (SAP Scope 3) | Yes | Yes | | | | | $ 2,509,471 | | $ 2,509,471 | | |
| TRC 13500 | 100th Avenue NE/Simonds Rd Intersection Improvements | Yes R10 | Yes | $ 639,520 | | | | | | $ 639,520 | | |
| TRC 13600 | 100th Avenue NE/NE 145th St Intersection Improvements | Yes R10 | Yes | $ 648,519 | | | | | | $ 648,519 | | |
| TRC 13700 | Kirkland Ave/Lake St Intersection | Yes | Yes | $ 1,172,230 | | | | | | $ 1,172,230 | | |
| TRC 13800 ^^ | NE 100th Street/132nd Ave NE Intersection Improvements | Yes R10 | Yes | $ 600,000 | $ 2,533,000 | | | | | $ 3,133,000 | | |
| TRC 13900 | 85th St/132nd Ave NE Dual Left Turn Lanes - Design | Yes | Yes | | | | $ 1,007,555 | | | $ 1,007,555 | | |
| TRC 14200+ | 122nd Avenue NE at NE 70th Street Intersection Improvements | No - safety | No - safety | | | | | $ 1,951,961 | $ 1,000,000 | $ 2,951,961 | | |
| TRC 14300+ | NE 85th Street (I-405) Intersection Improvements | Yes | Yes | $ 373,000 | | | | | | $ 373,000 | | |
| TRC 14400+ | Modifications to 85th/120th Intersection (SAP Scope 5A) | Yes | Yes | | | $ 2,565,655 | | | | $ 2,565,655 | | |
| TRC 14500+ | Lee Johnson East: NE 83rd St/120th Ave NE Signalized Access (SAP Scope 1) | No - not capacity | No - not capacity | | | $ 2,696,854 | | | | $ 2,696,854 | | |
| TRC 14600 | NE 112th St & 80th Ave NE & Juanita Dr NE Intersection Improvements | Yes R12 | Yes | | | $ 1,900,000 | | | | $ 1,900,000 | | |
| PTC 00400 | 108th Avenue NE Transit Queue Jump - Phase I | Yes | Yes | $ 100,000 | $ 219,000 | $ 805,000 | $ 3,000,000 | | | $ 4,124,000 | | |
| PTC 00500 | 108th Avenue NE Transit Queue Jump - Phase II | Yes | Yes | $ 100,000 | $ 119,000 | $ 905,000 | $ 4,000,000 | | | $ 5,124,000 | | |
| | | | | $ 39,754,295 | $ 37,306,995 | $ 32,728,228 | $ 16,599,448 | $ 17,983,609 | $ 22,578,375 | $ 166,950,950 | | |

| Transportation Capital Facilities Plan 2023-2035 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CIP Project Number | Project Title | Included in Impact Fee calculation? | Capacity project for concurrency? | Funded in CIP 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | Six-Year Funded CIP 2023-2028 | 2029-2035 CIP Projects | Candidate Projects for Unanticipated Revenue |
| STC 06300 | 120th Avenue NE Roadway Improvements (north) | Yes R18* | Yes | | | | | | | | $ 4,500,000 | |
| STC 07200 | NE 120th St Roadway Improvements | Yes R25 | Yes | | | | | | | | $ 15,780,600 | |
| STC 07700 | NE 132nd St Rdwy Imprv.-Phase I (West Section) | Yes R1 | Yes | | | | | | | | $ 1,739,000 | |
| STC 07800 | NE 132nd St Rdwy Imprv-Phase II (Mid Section) | Yes R2 | Yes | | | | | | | | $ 408,000 | |
| STC 07900 | NE 132nd St Rdwy Imprv-Phase III (East Section) | Yes R3 | Yes | | | | | | | | $ 1,444,000 | |
| STC 08100 | Totem Lake Area Development Opportunity Program | Yes* | Yes | | | | | | | | $ 500,000 | |
| STC 08315 | 100th Avenue NE Roadway Improvements (Mid-South Section) | Yes R10 | Yes | | | | | | | | $ 5,530,000 | |
| STC 08316 | 100th Avenue NE Roadway Improvements (South Section) | Yes R10 | Yes | | | | | | | | $ 3,619,000 | |
| STC 09400 | Holmes Point Dr NE Road Embankment Stabilization Location 1 | No - maintenance | No - maintenance | | | | | | | | $ 246,000 | |
| STC 09500 | Holmes Point Dr NE Road Embankment Stabilization Location 2 | No - maintenance | No - maintenance | | | | | | | | $ 412,000 | |
| STC 09600 | Holmes Point Dr NE Road Embankment Stabilization Location 3 | No - maintenance | No - maintenance | | | | | | | | $ 503,000 | |
| STC 09700 | Holmes Point Dr NE Road Embankment Stabilization Location 4 | No - maintenance | No - maintenance | | | | | | | | $ 551,000 | |
| STC 09800 | Holmes Point Dr NE Road Embankment Stabilization Location 5 | No - maintenance | No - maintenance | | | | | | | | $ 232,000 | |
| STC 09900 | Champagne Pt Road NE Embankment Stabilization | No - maintenance | No - maintenance | | | | | | | | $ 563,000 | |
| STC 10000 | 62nd Ave NE Road Embankment Stabilization | No - maintenance | No - maintenance | | | | | | | | $ 823,000 | |
| STC 10100 | 114th Ave NE Road Reconstruction | No - maintenance | No - maintenance | | | | | | | | $ 1,900,000 | |
| STC 10200 | 90th Ave NE Road Surface Water Drainage Repair | No - maintenance | No - maintenance | | | | | | | | $ 420,000 | |
| STC 11200+ | 124th Ave NE Roadway Widening: NE 85th St to NE 90th St. | No - Tax Increment Financing Project | Yes | | | | | | | | $ 23,682,000 | |
| PTC 00200 | Public Transit Speed and Reliability Improvements | Yes T1 | Yes | | | | | | | | $ 500,000 | |
| PTC 00300 | Public Transit Passenger Environment Improvements | Yes T2 | Yes | | | | | | | | $ 500,000 | |
| TRC 09500 | NE 132nd St/Fire Stn Access Dr Intersect'n Imp | Yes R6 | Yes | | | | | | | | $ 480,000 | |
| TRC 09600 | NE 132nd St/124th Ave NE Intersect'n Imp | Yes R7 | Yes | | | | | | | | $ 7,400,000 | |
| TRC 09700 | NE 132nd St/132nd Ave NE Intersect'n Imp | Yes R8 | Yes | | | | | | | | $ 1,150,000 | |
| TRC 12500 | Kirkland ITS Implementation Phase 4 | Yes R19, R20 | Yes | | | | | | | | $ 2,620,000 | |
| TRC 12800 ^ | 6th Street S/5th Place/CKC Transit Signal Priority | Yes | Yes | | | | | | | | $ 2,600,000 | |
| TRC 12900 ^ | NE 53rd Street Intersection Improvements | Yes | Yes | | | | | | | | $ 4,345,000 | |
| TRC 13200^ | 100th Avenue NE/132nd Street Intersection Improvements | Yes R10 | Yes | | | | | | | | $ 1,647,000 | |
| TRC 13300 ^^ | 100th Avenue NE/Juanita-Woodinville Way Intersection Imps | Yes R10 | Yes | | | | | | | | $ 2,161,000 | |
| TRC 13400 ^^ | 100th Avenue NE/137th Street Intersection Improvements | Yes R10 | Yes | | | | | | | | $ 1,475,000 | |
| NMC 01299 | Crosswalk Upgrade Program | Yes NM5* | Yes | | | | | | | | $ 4,100,000 | |
| NMC 02600+ | NE 90th Street Complete Street and Greenway | Yes? SAP candidate | Yes | | | | | | | | $ 13,478,000 | |
| NMC 08630 | CKC Roadway Crossings | Yes NM3 | Yes | | | | | | | | $ 3,370,100 | |
| NMC 08740+ | NE 134th St Sidewalk from 88th Pl to 87th Ave NE | No | No | | | | | | | | $ 600,000 | |
| NMC 08750+ | Ped Crossing at Lake Washington Institute of Technology | No | No | | | | | | | | $ 850,000 | |
| NMC 09011 | Juanita Drive Bicycle and Pedestrian Improvements | Yes NM1, NM4 | Yes | | | | | | | | $ 10,650,000 | |
| NMC 10500+ | 120th Avenue NE Improvements (85th St to 90th St) | Yes? SAP candidate | Yes | | | | | | | | $ 874,000 | |
| NMC 11100 ^ | 108th Avenue NE Bicycle Lane Upgrades | Yes | Yes | | | | | | | | $ 845,000 | |
| NMC 11399 | Citywide Greenway Network | Yes NM2 | Yes | | | | | | | | $ 4,450,000 | |
| NMC 11700 | On-Street Bicycle Network Phase I | Yes NM1 | Yes | | | | | | | | $ 1,120,000 | |
| NMC 12700 | Juanita Drive Nonmotorized Improvements 79th Way NE to NE 120th St | No | No | | | | | | | | $ 680,000 | |
| NMC 15000+ | 122nd Ave NE Bike Route (NE 80th St to NE 90th St) | Yes? SAP candidate | Yes | | | | | | | | $ 4,290,000 | |
| NMC 15100+ | Shared Use Path (NE 120th Ave to NE 122nd Ave) at 83rd Street | No - trail? | Yes? | | | | | | | | $ 1,105,000 | |
| NMC 15200+ | NE 85th St Enhanced Sidewalks: 124th Ave NE to 126th Ave NE | Yes | Yes | | | | | | | | $ 4,401,000 | |
| NMC 15300+ | NE 85th St Enhanced Sidewalks: 126th Ave NE to 128th Ave NE | Yes | Yes | | | | | | | | $ 5,661,000 | |
| NMC 15700+ | NE 80th Street / 122nd Ave NE Intersection RRFB | Yes? SAP candidate | Yes | | | | | | | | $ 795,000 | |
| NM 88881 | On-street Bicycle Network | Yes NM1 | Yes | | | | | | | | $ 3,280,000 | |
| NM 99991 | Sidewalk Completion Program | Yes NM4* | Yes | | | | | | | | $ 6,096,800 | |
| | | | | | | | | | **FUTURE YEAR TOTAL** | | $ 198,471,500 | |
| | | | | | | | **FUNDED TOTAL + UNFUNDED = 20 YEAR TOTAL** | | | | $ 365,422,450 | |
| NMC 02421 | Cross Kirkland Corridor Opportunity Fund | No | No | | | | | | | | | $ 500,000 |
| NMC 03100 | Crestwoods Park/CKC Corridor Ped/Bike Facility | No | No | | | | | | | | | $ 2,505,000 |
| NMC 08000 | Juanita-Kingsgate Pedestrian Bridge at I-405 | No | No | | | | | | | | | $ 4,500,000 |
| NMC 10600 | Citywide CKC Connections | No | No | | | | | | | | | $ 360,000 |
| NMC 10700 | CKC to Downtown Surface Connection | No | No | | | | | | | | | $ 2,000,000 |
| | | | | | | | | | | | CANDIDATE TOTAL | $ 9,865,000 |

# 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.
^ New for 2017-2022 CFP 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 Rate Study
+ New for 2023-2028 CFP Update not previously counted; to be counted in future Rate Study

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

(Updated 11-30-23)

***SOURCE OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Utility Rates | 5,078,000 | 5,401,000 | 5,604,000 | 5,858,000 | 2,762,625 | - | 24,703,625 |
| Local | Connection Fees | 1,303,000 | 1,316,000 | 1,330,000 | 1,343,000 | 1,356,000 | - | 6,648,000 |
| Local | Reserves | 4,574,535 | 3,348,015 | 1,611,000 | - | - | - | 9,533,550 |
| Local | Funded Through NE 85th Station Area Plan Mechanisms | - | - | - | 4,800,000 | 11,304,720 | - | 16,104,720 |
| External | Secured External | 1,318,000 | | | | | | 1,318,000 |
| Local | Intrafund Project Transfer | 2,682,000 | - | - | - | - | - | 2,682,000 |
| Local | Debt | - | - | - | - | 4,000,000 | 4,000,000 | 8,000,000 |
| *Total Sources* | | 14,955,535 | 10,065,015 | 8,545,000 | 12,001,000 | 19,423,345 | 4,000,000 | 68,989,895 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| WAC 05700 | 116th Ave NE Watermain Replacement | - | - | - | 454,374 | 2,728,206 | - | 3,182,580 |
| WAC 12900 | South Reservoir Seismic & Recoating Construction | 6,300,000 | - | - | - | - | - | 6,300,000 |
| WAC 13400 | 5th Avenue S/8th Street S Watermain Replacement | 125,106 | | - | - | - | - | 125,106 |
| WAC 13700 | NE 73rd Street Watermain Replacement | 855,485 | 2,709,515 | - | - | - | - | 3,565,000 |
| WAC 14900 | Lake Washington Blvd Watermain Replacement | - | - | 600,000 | 1,819,226 | - | - | 2,419,226 |
| WAC 15700 | 8th Avenue W Watermain Improvement | 721,964 | - | - | - | - | - | 721,964 |
| WAC 16000 | 126th Avenue NE Watermain Improvement | 400,000 | - | - | - | - | - | 400,000 |
| WAC 16400 | NE 116th Place Watermain Replacement | - | - | - | - | 241,569 | - | 241,569 |
| WAC 16700 | 11th Avenue Watermain Replacement | - | - | - | - | 476,100 | - | 476,100 |
| WAC 16800 | 11th Place Watermain Replacement | - | - | - | - | 672,750 | - | 672,750 |
| WAC 17000 | 122nd Ave at NE 85th St Waterline Improvement | 150,000 | - | - | - | - | - | 150,000 |
| SSC 00600 | Trend Lift Station | 550,000 | 1,680,600 | - | - | - | - | 2,230,600 |
| SSC 06200 | NE 108th Street Sewermain Replacement | - | 2,862,400 | 3,526,100 | 1,354,000 | - | - | 7,742,500 |
| SSC 07710 | West of Market Sewermain Replacement - Phase 1 | 4,317,600 | 2,812,500 | 3,069,900 | - | - | - | 10,200,000 |
| SSC 07799 | West of Market Sewermain Replacement - Phase 2 | - | - | - | - | 4,000,000 | 4,000,000 | 8,000,000 |
| SSC 08600 | 8th Avenue W Sewermain Improvement | 1,518,000 | - | - | - | - | - | 1,518,000 |
| SSC 08800 | Houghton Sewerline at Fire Station 22 | 17,380 | | | | | | 17,380 |
| SSC 08900 | NE 85th St and I-405 Sewermain Capacity Enhancements | - | - | - | 4,800,000 | 11,304,720 | - | 16,104,720 |
| SSC 09000 | Lake Washington Blvd Sewermain Replacement | - | - | 1,349,000 | 3,573,400 | - | - | 4,922,400 |
| *Total Funded Utility Projects* | | 14,955,535 | 10,065,015 | 8,545,000 | 12,001,000 | 19,423,345 | 4,000,000 | 68,989,895 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - |

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

(Updated 11-30-23)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Utility Rates | 2,820,000 | 2,887,000 | 2,953,000 | 3,017,000 | 3,118,000 | 2,998,335 | 17,793,335 |
| Local | Utility Reserves | 209,500 | 609,400 | | | | | 818,900 |
| Local | Intrafund Project Transfers | 96,106 | | | | | | 96,106 |
| Local | Real Estate Excise Tax | 230,000 | | | | | | 230,000 |
| External | Secured Grant | 881,991 | | | | | | 881,991 |
| External | Unsecured External | | | 450,000 | 873,750 | | | 1,323,750 |
| External | Unsecured Developer | | 500,000 | | | | | 500,000 |
| *Total Sources* | | 4,237,597 | 3,996,400 | 3,403,000 | 3,890,750 | 3,118,000 | 2,998,335 | 21,644,082 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| SDC 04700 | Annual Replacement of Aging/Failing Infrastructure | 896,106 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 3,396,106 |
| SDC 08100 | Neighborhood Drainage Assistance Program (NDA) | 50,000 | | 50,000 | | 50,000 | | 150,000 |
| SDC 08315 | 100th Ave Water Quality Improvements | 384,000 | | | | | | 384,000 |
| SDC 08900 | NE 142nd Street Surface Water Drainage Improvements | 338,200 | | | | | | 338,200 |
| SDC 09000 | Goat Hill Drainage Ditch Conveyance & Channel Stabilization | 500,000 | 500,000 | | | | | 1,000,000 |
| SDC 09200 | Juanita Creek Culvert at NE 137th Street | | | 761,852 | 2,202,273 | | | 2,964,125 |
| SDC 10100 | Holmes Point Pipe Replacement at Champagne Creek Basin | | | 450,000 | 873,750 | | | 1,323,750 |
| SDC 10500 | Property Acquisition Opportunity Fund | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 300,000 |
| SDC 10700 | 132nd Sq Park Surface Water Improvements | 330,466 | | | | | | 330,466 |
| SDC 11600 | NE 140th Street Pipe Replacement | | | | | | 977,357 | 977,357 |
| SDC 12300 | Lake Street Surface Water Repair | 25,000 | | | | | | 25,000 |
| SDC 12800 | NE 85th Street/122nd Avenue NE Stormwater Improvements | 147,800 | 591,200 | | | | | 739,000 |
| SDC 12900 | NE Juanita Drive Storm Failure Near 86th Avenue NE | 632,500 | | | | | | 632,500 |
| SDC 13200 | Water Quality Treatment and Infiltration at NE 111th Pl/127th Pl NE | 230,025 | | | | | | 230,025 |
| SDC 13300 | Bioretention, Water Quality Treatment, and Storage at 126th Ave NE - Phase 1 | 100,000 | | | | | | 100,000 |
| SDC 13900 | 122nd Avenue NE Storm Replacement | 388,500 | 604,000 | | | | | 992,500 |
| SDC 14100 | Storm Line Rehabilitation on NE 136th Street | | | | 264,727 | 2,127,339 | | 2,392,066 |
| SDC 14900 | NE 119th Court Storm System Improvement | | | 499,125 | | | | 499,125 |
| SDC 15100 | 83rd Ave NE and NE 110th Pl Intersection Pipe Replacement | 165,000 | | | | | | 165,000 |
| SDC 15600 | Holmes Point Drive NE Pipe Installation | | | | | 390,661 | 1,470,978 | 1,861,639 |
| SDC 15900 | 108th Avenue NE Pipe Installation | | | 1,092,023 | | | | 1,092,023 |
| SDC 16400 | Silver Spurs Storm System Upgrade | | 1,751,200 | | | | | 1,751,200 |
| *Total Funded Surface Water Utility Projects* | | 4,237,597 | 3,996,400 | 3,403,000 | 3,890,750 | 3,118,000 | 2,998,335 | 21,644,082 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - |

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

- - - - - - -

(Updated 11-30-23)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Real Estate Excise Tax | 1,509,000 | 1,409,000 | 1,409,000 | 1,409,000 | 1,409,000 | 1,409,000 | 8,554,000 |
| Local | General Fund | 3,800,000 | - | - | - | - | - | 3,800,000 |
| Local | Reserves | 164,730 | 100,815 | 166,822 | 124,263 | 213,860 | 113,742 | 884,233 |
| Local | Kirkland Park Levy | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,500,000 |
| Local | Impact Fees | 471,510 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 7,971,510 |
| Local | Project Balance Transfer | 359,368 | - | - | - | - | - | 359,368 |
| External | King County Park Levy | 365,000 | 365,000 | 365,000 | - | - | - | 1,095,000 |
| External | Secured Grants/External | 449,750 | 449,750 | 449,750 | 449,750 | - | - | 1,799,000 |
| *Total Sources* | | 7,369,358 | 4,074,565 | 4,140,572 | 3,733,013 | 3,372,860 | 3,272,742 | 25,963,111 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| PKC 06600 | Park Playgrounds, Sport Courts & Amenity Repair, Replacement | 500,000 | 454,600 | 365,000 | 400,000 | 409,000 | 409,000 | 2,537,600 |
| PKC 12400 | Snyder's Corner Park Master Plan and Development | 128,000 | | | | | | 128,000 |
| PKC 13310 | Dock & Shoreline Renovations | 365,000 | 460,400 | 250,000 | 250,000 | 250,000 | 108,800 | 1,684,200 |
| PKC 13320 | City-School Playfield Partnership | | | | 300,000 | | 141,200 | 441,200 |
| PKC 13330 | Neighborhood Park Land Acquisition | 3,800,000 | 1,500,000 | 1,500,000 | 400,000 | 750,000 | 500,000 | 8,450,000 |
| PKC 13400 | 132nd Square Park Playfields | 300,000 | | | | | | 300,000 |
| PKC 15100 | Park Facilities Life Cycle Projects | 164,730 | 100,815 | 166,822 | 124,263 | 213,860 | 113,742 | 884,233 |
| PKC 15200 | O.O. Denny Park Improvements | 252,878 | | | | | | 252,878 |
| PKC 15500 | Green Loop Master Plan, Acquisitions, Easements | 449,750 | 449,750 | 449,750 | 449,750 | | | 1,799,000 |
| PKC 15600 | Park Restrooms Additions, Renovations & Replacement Program | 1,409,000 | 1,109,000 | 1,084,000 | | | | 3,602,000 |
| PKC 15700 | Neighborhood Park Development Program | | | | | 500,000 | 1,000,000 | 1,500,000 |
| PKC 15900 | Off Leash Dog Areas | | | | 800,000 | 250,000 | 500,000 | 1,550,000 |
| PKC 16100 | McAuliffe Park Sanitary Sewer | | | 325,000 | | | | 325,000 |
| PKC 16200 | Wayfinding and Park Signage Program Plan | | | | 509,000 | 500,000 | | 1,009,000 |
| PKC 17000 | ADA Compliance Upgrades | | | | 500,000 | 500,000 | 500,000 | 1,500,000 |
| *Total Funded Parks Projects* | | 7,369,358 | 4,074,565 | 4,140,572 | 3,733,013 | 3,372,860 | 3,272,742 | 25,963,111 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - |

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

(Updated 11-30-23)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Fire Sinking Fund (General Fund) | 1,867,200 | 850,600 | 35,400 | 32,800 | 278,800 | 185,300 | 3,250,100 |
| Local | Police Sinking Fund (General Fund) | 201,900 | 129,800 | 223,100 | 220,700 | 134,300 | 289,000 | 1,198,800 |
| Local | General Fund Cash | 3,072,000 | | | | | | 3,072,000 |
| External | King County EMS Levy | 40,000 | | | | | | 40,000 |
| Local | Fire Station Project Transfers | 1,945,000 | | | | | | 1,945,000 |
| Local | Debt | 21,295,836 | | | - | - | - | 21,295,836 |
| *Total Sources* | | 28,421,936 | 980,400 | 258,500 | 253,500 | 413,100 | 474,300 | 30,801,736 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| PSC 05600 | Disaster Storage Units | | | | | | 162,200 | 162,200 |
| PSC 06200 | Defibrillator Unit Replacement | 202,100 | | | | | | 202,100 |
| PSC 06300 | Air Fill Station Replacement | | 82,500 | | | | | 82,500 |
| PSC 07100 | Self Contained Breathing Apparatus (SCBA) | 1,631,600 | | | | | | 1,631,600 |
| PSC 07600 | Personal Protective Equipment | 8,800 | 700,900 | 9,300 | 9,500 | 203,000 | 9,900 | 941,400 |
| PSC 08200 | Water Rescue Craft Storage & Lift | 40,000 | | | | | | 40,000 |
| PSC 20000 | Fire Equipment Replacement | 206,700 | 67,200 | 26,100 | 23,300 | 75,800 | 13,200 | 412,300 |
| *Subtotal Funded Fire Projects* | | 2,089,200 | 850,600 | 35,400 | 32,800 | 278,800 | 185,300 | 3,472,100 |
| PSC 10000 | Police Equipment Replacement | 288,900 | 129,800 | 223,100 | 220,700 | 134,300 | 289,000 | 1,285,800 |
| *Subtotal Funded Police Projects* | | 288,900 | 129,800 | 223,100 | 220,700 | 134,300 | 289,000 | 1,285,800 |
| PSC 30040 | Fire Station 21 Expansion & Remodel | 7,243,000 | | | | | | 7,243,000 |
| PSC 30050 | Fire Station 22 Expansion & Remodel | 2,138,404 | | | | | | 2,138,404 |
| PSC 30060 | Fire Station 26 Expansion & Remodel | 8,818,867 | | | | | | 8,818,867 |
| PSC 30070 | Fire Station 27 Replacement | 5,040,565 | | | | | | 5,040,565 |
| PSC 30090 | Fire Station 24 Training Capacity Configuration | 2,803,000 | | | | | | 2,803,000 |
| *Subtotal Funded Facility Projects* | | 26,043,836 | - | - | - | - | - | 26,043,836 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *Total Funded Public Safety Projects* | 28,421,936 | 980,400 | 258,500 | 253,500 | 413,100 | 474,300 | 30,801,736 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - |

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

(Updated 11-30-23)

***SOURCES OF FUNDS***

| *Revenue Type* | *Revenue Source* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| Local | Facilities Reserves | 1,470,465 | 922,300 | 384,800 | 557,300 | 11,600 | 223,100 | 3,569,565 |
| Local | Park Impact Fees | 1,500,000 | - | - | - | - | - | 1,500,000 |
| Local | Parks Project Transfer | 2,504,357 | - | - | - | - | - | 2,504,357 |
| Local | General Fund Cash | 6,285,000 | - | - | - | - | - | 6,285,000 |
| Local | Debt | 30,000 | - | - | - | - | - | 30,000 |
| Local | Other Reserves | 217,000 | - | - | - | - | - | 217,000 |
| Local | Stormwater Management Reserves | 612,000 | - | - | - | - | - | 612,000 |
| Local | REET 1 | 1,500,000 | 1,269,207 | - | - | - | - | 2,769,207 |
| Local | REET 2 | 750,000 | 750,000 | 550,000 | 250,000 | 250,000 | 250,000 | 2,800,000 |
| *Total Sources* | | 14,868,822 | 2,941,507 | 934,800 | 807,300 | 261,600 | 473,100 | 20,287,129 |

***USES OF FUNDS***

**Funded Projects**

| *Project Number* | *Project Title* | *2023* | *2024* | *2025* | *2026* | *2027* | *2028* | *Six-Year Total* |
|---|---|---|---|---|---|---|---|---|
| GGC 08000 | Electrical, Energy Management & Lighting Systems | 28,400 | 152,600 | 23,400 | 170,000 | | 51,400 | 425,800 |
| GGC 09000 | Mechanical/HVAC Systems Replacements | 106,800 | 299,400 | 141,700 | 51,000 | 4,100 | 107,700 | 710,700 |
| GGC 09002 | PMO HVAC Replacement | 600,000 | | | | | | 600,000 |
| GGC 10000 | Painting, Ceilings, Partition & Window Replacements | 140,800 | 292,200 | 57,000 | 178,900 | 7,500 | 64,000 | 740,400 |
| GGC 11000 | Roofing, Gutter, Siding and Deck Replacements | 37,100 | 20,200 | 8,000 | 7,400 | | | 72,700 |
| GGC 12000 | Flooring Replacements | 22,700 | 157,900 | 154,700 | 150,000 | | | 485,300 |
| GGC 13000 | Permanent Supportive Housing | 500,000 | 300,000 | 300,000 | | | | 1,100,000 |
| GGC 15000 | Houghton Village Capital Improvements | 800,000 | | | | | | 800,000 |
| GGC 16000 | Kirkland Heights Apts - ARCH Trust Fund Project in Kirkland | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 | 1,500,000 |
| GGC 17000 | Kirkland Performance Center Theatrical Rigging | | | | | | | |
| GGC 18000 | Houghton Park & Ride Purchase | 10,000,000 | 1,184,207 | | | | | 11,184,207 |
| GGC 19000 | City Hall Space Densification Pilot | 586,594 | | | | | | 586,594 |
| GGC 20000 | 6th Street Property Acquisition | 804,357 | | | | | | 804,357 |
| GGC 21000 | Kirkland Performance Center HVAC Replacement | | 85,000 | | | | | 85,000 |
| GGC 23000 | EV Charging Infrastructure Opportunity Fund | | 200,000 | | | | | 200,000 |
| GGC 05300 | Houghton Village Temp Fire Station Tenant Improvements | 42,071 | | | | | | 42,071 |
| GGC 05400 | PW Maintenance Center Upgrades | 500,000 | | | | | | 500,000 |
| GGC 05500 | PW MC Salt And Sand Storage | 200,000 | | | | | | 200,000 |
| GGC 05600 | PW MC Fire Panels | 250,000 | | | | | | 250,000 |
| *Total Funded Facility Projects* | | 14,868,822 | 2,941,507 | 934,800 | 807,300 | 261,600 | 473,100 | 20,287,129 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *SURPLUS (DEFICIT) of Resources* | - | - | - | - | - | - | - | |

# City of Kirkland Draft 2044 Capital Facilities Element Goals and Policies

Revised: 6/17/2024

*The following goals and policies have been reviewed for consistency with PSRC Vision 2050 Multi-County Planning Policies (MPPs)[1] for Public Services (pages 15-17) and King County Countywide Planning Policies (CPPs)[2], for Public Facilities and Services (pages 60 – 66). Staff has also reviewed the following goals and policies for consistency with the City of Kirkland Comprehensive Plan Equity Review report[3].*

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| Theme: Thoughtful planning of facilities that contributes to public health, **equitable access**, and quality of life. | | | | |
| ***Goal CF-1: Contribute to the quality of life in Kirkland through the planned provision of public capital facilities and utilities.*** | ***Goal CF-1: Contribute to the quality of life in Kirkland for both current and future generations through the planned provision of, and equitable access to, public capital facilities and utilities.*** | Key concepts: Quality of life, planning<br><br>Amendment to align with MPP, CPP, equity review, and Sustainability, Climate and Environment Element | Aligns with MPP, CPP Public Facilities and Services Goals, equity review | PC supports this draft goal and has no comments. |
| ***Policy CF-1.1**: Determine needed capital facilities and utilities based on adopted level of service and forecasts of growth in accordance with the Land Use Element.* | | Key concepts: Level of service, coordination with planned growth in Land Use Element | | |
| ***Policy CF-1.2**: Design public facilities to be sensitive in scale and design with surrounding uses, and to incorporate common design elements which enhance a sense of community and neighborhood identity.* | ***Policy CF-1.2**: Design public facilities to be sensitive in scale and design with surrounding uses, and ~~to incorporate common design elements which~~ enhance a sense of community ~~and neighborhood identity~~.* | Key concepts: design, scale, community and neighborhood identity<br><br>Amendment to align with MPP, CPP, and equity review | Aligns with aligns with MPP-PS-29, equity review | PC supports this draft policy and has no comments. |
| *No existing policy* | ***Policy CF-1.3**: Provide affordable and equitable access to public services to all communities, especially the historically underserved. Prioritize investments to address disparities.* | Amendment to align with MPP, CPP, and equity review | Adopts with CPP-PF-2, and aligns with MPP-PS-29, equity review | |
| ***Policy CF-1.3**: Encourage public amenities and facilities which serve as catalysts for beneficial development.* | ***Policy CF-1.~~3~~4**:* | Key concepts: public benefits and amenities. | | |

[1] https://www.psrc.org/media/1695
[2] https://kingcounty.gov/~/media/depts/executive/performance-strategy-budget/regional-planning/CPPs/2021_CPPs-Adopted_and_Ratified.ashx?la=en
[3] https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/equity-review-report-kirkland-comprehensive-plan-econorthwest-final20221108.pdf

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| ***Policy CF-1.4**: Protect public health and environmental quality through the appropriate design and construction of public facilities and through responsible maintenance and operating procedures.* | ***Policy CF-1.45**: Protect and enhance public health and environmental quality through the appropriate location, design, and construction of public facilities and through responsible maintenance and operating procedures.* | Key concepts: public health, environment quality in design, maintenance, and operation.<br><br>Amendment to align with MPP and equity review | Aligns with MPP-PS-1, equity review | PC supports this draft policy and has no comments. |
| *No existing policy* | ***Policy CF-1.6:** Consider climate change, economic, equity, and public health impacts when siting, and building and operating essential public services and facilities.* | Amendment to align with MPP, CPP, equity, and Sustainability, Climate and Environment Element | Adopts CPP-PF-25, and aligns with MPP-PS-29, equity review | |
| *No existing policy* | ***Policy CF-1.7:** Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency, public service recovery, and climate change impacts.* | Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element | Adopts CPP-PF-27 | |
| Theme: Apply sustainable design, construction, **and operation of public facilities**. | | | | |
| ***Goal CF-2: Implement sustainable development principles with the design and construction of public facilities.*** | ***Goal CF-2: Implement sustainable development principles with the design, ~~and~~ construction, maintenance, and operation of public facilities.*** | Key concepts: sustainable design and construction<br><br>Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element<br><br>Staff amended CF-2.1 based on 4/11/24 PC comments. | Aligns with MPP-PS-14, CPP-PF-15 | PC supports this draft goal. PC would like to incorporate renewable energy into this section of policies. |
| ***Policy CF-2.1**:* Promote conservation of energy, water, and other natural resources and reduce waste in the location, design of public facilities and utilities using a variety of techniques, including low impact development and sustainable development practices. | ***Policy CF-2.1**:* Promote conservation of energy, water, and other natural resources and reduce waste in the location, design of public facilities and utilities using a variety of techniques, including low impact development, renewable energy, and other sustainable development practices. | Key concepts: Design for energy conservation, low-impact development. | | |
| ***Policy CF-2.2**: Use life cycle cost analysis to determine the most cost-effective facility design and construction strategies over the lifetime of a public facility.* | ***Policy CF-2.2**: Use lifecycle planning ~~cost~~ and embodied carbon analysis to determine the most cost-effective low carbon facility design and construction strategies over the lifetime of a public facility.* | Key concepts: Implementation cost and time impacts to the life-cycle of projects | Aligns with MPP-PS-14, CPP-PF-15 | Amended per PC feedback. |

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| | | Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element | | |
| *No existing policy* | ***Policy CF-2.3**: Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.* | Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element | Adopts CPP-PF-15 | |
| *No existing policy* | ***Policy CF-2.4:** Invest in and promote the use of low-carbon, renewable, and alternative clean energy resources to help meet the City's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.* | Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element | Adopts CPP-PF-16 | |
| *No existing policy* | ***Policy CF-2.5:** Invest in cost-effective, environmentally sustainable, and proactive plans to maintain and replace critical city and facility infrastructure.* | Amendment to align with MPP, CPP, and Sustainability, Climate and Environment Element | Aligns with principle 'h' of resolution R-5622 of 2025-2030 CIP Priorities, aligns with MPP-PS-4 | PC supports this draft policy and has no comments. |
| Theme: Apply multiple approaches in response to growth. | | | | |
| ***Goal CF-3: Provide a variety of responses to the demands of growth on capital facilities and utilities.*** | | Key concepts: Respond to growth | | . |
| ***Policy CF-3.1**: Concentrate land use patterns to encourage efficient use of transportation, water, sewer and surface water management facilities and solid waste, police, and fire protection services in order to reduce the need to expand facilities and services.* | | Key concepts: Efficient growth patterns, facilities, and services | | |

<table>
<tr><th>Existing Element Goals and Policies</th><th>Proposed Goals and Policies<br><s>Deleted text shown in strikethrough.</s> <u>Added text shown in underline.</u></th><th>Staff Notes</th><th>Revision Required Per:<br>(State, Regional, County, Equity Review etc.)</th><th>PC Comments<br>(4/11/24)</th></tr>
<tr><td>Policy CF-3.2: Provide additional public facility capacity consistent with available funding when existing facilities are used to their maximum level of efficiency.</td><td></td><td>Key concepts: Expand capacity only after maximizing facility efficiency and when funds are available</td><td></td><td></td></tr>
<tr><td>Policy CF-3.3: If all other responses to growth fail, then restrict the amount and/or location of new development in order to preserve the level of service of public facilities and utilities.</td><td></td><td>Key concepts: Restrict growth to meet level of service standards</td><td></td><td></td></tr>
<tr><td colspan="5">Theme: Set standards to adequately meet community service needs.</td></tr>
<tr><td>Goal CF-4: Identify level of service standards that ensure adequate public facilities to serve existing and future development.</td><td></td><td>Key concepts: Set adequate Levels of Service (LOS) standards for existing and future development.</td><td></td><td>.</td></tr>
<tr><td>Policy CF-4.1: Use the following level of service standards for determining the need for public sewer and water facilities:<br><br>Table CF-1: Sewer and Water Level of Service<br><table><tr><th>Facility</th><th>Standard</th></tr><tr><td>Water distribution for residential use</td><td>103 gallons per day per person</td></tr><tr><td>Water distribution for all other uses (irrigation, business and fire suppression)</td><td>249 gallons per day per person (includes 1.5 million gallons for fire storage)</td></tr><tr><td>Sanitary sewer collection</td><td>100 gallons per day per person</td></tr></table></td><td>Policy CF-4.1: Use the following level of service standards for determining the need for public sewer and water facilities:<br><br>Table CF-1: Sewer and Water Level of Service<br><table><tr><th>Facility</th><th>Standard</th></tr><tr><td>Water distribution <s>for residential use</s></td><td><s>103 gallons per day per person</s> <u>Water distribution, supply, pumping and storage capacity per the City’s current Water System Plan to provide safe and reliable drinking water for domestic, commercial, irrigation, and fire suppression uses.</u></td></tr><tr><td><s>Water distribution for all other uses (irrigation, business and fire suppression)</s></td><td><s>249 gallons per day per person (includes 1.5 million gallons for fire storage)</s></td></tr></table></td><td>Key concepts: Sets LOS based on usage limits per person.<br><br>Amendment refers to Functional Plan for setting level of service standards for water and sewer.</td><td></td><td></td></tr>
</table>

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| | *Sanitary sewer collection* \| *~~100 gallons per day per person~~ Collection and pumping capacity per the City's current General Sewer Plan for conveyance to regional wastewater treatment facilities to protect public health and the environment.* | | | |
| ***Policy CF-4.2**: Use the following level of service standards for determining the need for transportation facilities, including auto, bicycle and pedestrian improvements, and transit service:*<br><br>*Table CF-2: Transportation Level of Service*<br><br>*Level of Completion Area* \| *What is to be completed with the 20 year plan*<br>*Maintain: Pavement condition* \| *All collector and arterial streets have new surfaces.*<br>*Walk: School walk routes* \| *Sidewalk on one side of school walk routes on collector and arterial streets.*<br>*Walk: 10 minute neighborhoods* \| *Sidewalk on one side of collector and arterial streets in highest scoring 10 minute neighborhood routes.*<br>*Walk: Crosswalks* \| *Upgrade 85 crosswalks on arterials that have limited improvements and 71 crosswalks with poor lighting.*<br>*Bike: On-street bike lanes* \| *Improve the bike system to better than 5' wide unbuffered lanes.* | ***~~Policy CF-4.2~~**: ~~Use the following l Level of service standards per the City's Transportation Strategic Plan for determining the need for transportation facilities, including auto, bicycle and pedestrian improvements, and transit service.~~ :*<br><br>*(Remove Table CF-2)* | Key concepts: Sets transportation facility LOS per mode<br><br>Amendment refers to Functional Plan for setting level of service standards for transportation. | | |

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| *Bike: Greenway network* — *Complete the greenway network*<br>*Transit: Passenger environment* — *Improve lighting, shelters, etc. at 30 highest ridership locations.*<br>*Transit: Speed and reliability* — *Transit signal priority at 45 intersections on high priority transit routes.*<br>*Auto: Intelligent Transportation System (ITS)* — *Improvements to ITS system including connecting signals, parking technology, advance control methods, and improved traveler information.*<br>*Auto: Capacity projects* — *NE 132nd Street: intersection and street projects*<br>*100th Avenue: design and construction*<br>*Interchange design/development*<br>*Juanita Drive: auto improvements* | | | | |

<table>
<tr><th>Existing Element Goals and Policies</th><th>Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline.</th><th>Staff Notes</th><th>Revision Required Per:<br>(State, Regional, County, Equity Review etc.)</th><th>PC Comments<br>(4/11/24)</th></tr>
<tr>
<td>Policy CF-4.3: Use the following level of service standards to determine the need for public facilities:<br><br>Table CF-3: Six-Year Facilities Level of Service for Surface Water Management, Fire and EMS, and Parks<br><br>
<table>
<tr><th>Facility</th><th>Standard</th></tr>
<tr><td>Surface water management</td><td>Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality and habitat in streams and lakes</td></tr>
<tr><td>Fire and EMS</td><td>Response times:<br>· Emergency medical: 5 minutes to 90% of all incidents<br>· Fire suppression: 5.5 minutes to 90% of all incidents</td></tr>
<tr><td>Parks</td><td>Capital Investment per Person Standard: Replacement Value of Inventory at $333,118,273 Population of 82,590 Investment per Person = $4,093.94</td></tr>
</table>
</td>
<td>Policy CF-4.~~3~~2: Use the following level of service standards to determine the need for public facilities:<br><br>Table CF-3: Six-Year Facilities Level of Service for Surface Water Management, Fire and EMS, and Parks<br><br>
<table>
<tr><th>Facility</th><th>Standard</th></tr>
<tr><td>Surface water management</td><td>Conveyance, flow control, and water quality treatment per the Stormwater Management Manual for Western Washington or equivalent to prevent flooding, and protect water quality and habitat in streams and lakes</td></tr>
<tr><td>Fire and EMS</td><td>Total ~~R~~response times:<br>· Emergency medical: 6~~5~~ minutes to 90% of emergency ~~all~~ incidents<br>· Fire suppression: 6~~5.5~~ minutes, 20 seconds to 90% of all fire incidents</td></tr>
<tr><td>Parks</td><td>~~Capital Investment per Person Standard: Replacement Value of Inventory at $333,118,273 Population of 82,590 Investment per Person = $4,093.94~~ See the Parks, Recreation, and Open Space (PROS) Plan for current level of</td></tr>
</table>
</td>
<td>Key concepts: Sets LOS for surface water, Fire & EMS, and Parks.<br><br>Fire and EMS response times were updated to include dispatch time. These numbers are consistent with National Fire Protection Association Standards. Total response time = dispatch time (60 seconds) + turnout time (EMS 60 seconds; fire 80 seconds) + travel time (4 minutes). Dispatch time is the time taken to receive and process that call. Turnout time is the time to dispatch staff and leave the station with the vehicle.<br><br>Amendment refers to Functional Plan for setting level of service standards for Parks.</td>
<td></td>
<td></td>
</tr>
</table>

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| | *service standards and guidelines.* | | | |
| ***Policy CF-4.4**: Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.* | ***Policy CF-4.43**: Provide, or arrange for others to provide, the capital improvements listed in this Capital Facilities Plan needed to achieve and maintain standards adopted in this Plan.* | Key concepts: City or others provide capital improvement based on LOS | | |
| Theme: Ensure facilities meet service standards and are installed within the expected time period. | | | | |
| ***Goal CF-5: Ensure that water, sewer, and transportation facilities necessary to support new development are available and adequate, and concurrent with new development, based on the City's adopted level of service standards.*** | | Key concepts: Ensure all new development meets capital facilities' LOS | | . |

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| ***Policy CF-5.1**: Monitor the levels of service for water, sewer and transportation facilities and ensure that new development does not cause levels of service to decline below the adopted standards.* | | Key concepts: Monitor so new development does not decline set LOS | | |
| ***Policy CF-5.2**: Ensure levels of service for water and sewer are adequate no later than occupancy and use of new development.* | | Key concepts: Water and Sewer LOS available at occupancy | | |
| ***Policy CF-5.3**: Ensure levels of service for road facilities are met no later than six years after occupancy and use of new development.* | | Key concepts: Road capacity no later than six years from occupancy | | |
| Theme: Ensure adequate capital facility funding. | | | | |
| ***Goal CF-6: Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.*** | | Key concepts: Provide facilities with expected funds and within expected time | | |
| ***Policy CF-6.1**: Base the Capital Facilities Plan on conservative estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.* | | Key concepts: Use conservative estimates for Capital Facilities Plan funding | | |
| ***Policy CF-6.2**: Consider adjustments to the adopted levels of service, land use plan and/or revenue sources if funding is not available to finance capacity projects for capital facilities and utilities.* | | Key concepts: Consider LOS adjustments if needed. | | |
| ***Policy CF-6.3**: Use a variety of funding sources to finance facilities in the Capital Facilities Plan.* | | Key concepts: Use multiple sources of funding. | | |

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| ***Policy CF-6.4**: Utilize the surface water utility to fund projects needed to meet established level of service standards.* | | Key concepts: Direct surface water utility funds to projects | | |
| ***Policy CF-6.5**: Match revenue sources to capital projects on the basis of sound fiscal policies.* | | Key concepts: Use sound fiscal policies | | |
| ***Policy CF-6.6**: Arrange for alternative financial commitments in the event that revenues needed for concurrency are not received from other sources.* | | Key concepts: Make alternative financial arrangements to ensure LOS is met. | | |
| ***Policy CF-6.7**: Revise the financing plan in the event that revenue sources that require voter approval in a referendum are not approved.* | | Key concepts: Funding and voter approval | | |
| ***Policy CF-6.8**: Ensure that the ongoing operating and maintenance costs of a capital facility are financially feasible prior to constructing the facility.* | | Key concepts: Ensure financial feasibility prior to construction | | |
| ***Policy CF-6.9**: Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, or the extension of water and sewer lines as needed to serve the development proposal.* | ***Policy CF-6.9**: Ensure that new development pays a proportionate share of the cost of new facilities needed to serve such development, including transportation facilities, parks, fire and EMS, or the extension of water and sewer lines as needed to serve the development proposal.* | Key concepts: Development pays its fair share<br><br>Consistency amendment | | |
| ***Policy CF-6.10**: Where appropriate, the City may use local improvement districts or latecomer fees to facilitate the installation of public facilities needed to service new development.* | ***Policy CF-6.10**: Where appropriate, the City may use local improvement districts, Tax Increment Financing (TIF), or latecomer fees to facilitate the installation of public facilities needed to service new development.* | Key concepts: Use LID or latecomer fees when needed<br><br>Consistency amendment | | |

| Existing Element Goals and Policies | Proposed Goals and Policies<br>~~Deleted text shown in strikethrough.~~ Added text shown in underline. | Staff Notes | Revision Required Per:<br>(State, Regional, County, Equity Review etc.) | PC Comments<br>(4/11/24) |
|---|---|---|---|---|
| ***Policy CF-6.11**: Where appropriate, the City may use infrastructure financing programs to fund capital improvements in areas designated for growth.* | | Key concepts: Infrastructure financing programs | | |
| Theme: Collaborate both internally and externally to maintain consistency with adopted plans, meet capital facility needs**, and support local and regional growth planning objectives.** | | | | |
| ***Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans.*** | ***Goal CF-7: Ensure that the Capital Facilities Element is consistent with other City, local, regional, and State adopted plans and supports local and regional growth planning objectives.*** | Key concepts: Consistency with other plans<br><br>Amendment to align with MPP, CPP | Aligns with MPP, CPP Public Facilities and Services Goals | . |
| *No existing policy* | ***Policy CF-7.1**: Time and phase services and facilities to guide growth and development in a manner that supports the Regional Growth Strategy.* | Amendment to align with MPP, CPP | Adopts MPP-PS-3 | |
| ***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.* | ***Policy CF-7.~~1~~2:*** | Key concepts: Comp Plan takes precedent amongst City plans | | |
| ***Policy CF-7.2**: Reassess the Comprehensive Plan annually to ensure that capital facilities needs and utilities needs, financing and level of service are consistent, and that the plan is internally consistent.* | ***Policy CF-7.~~1~~3:*** | Key concepts: Annual Comp Plan update to maintain consistency | | |
| ***Policy CF-7.3**: Coordinate with non-City providers of public facilities on a joint program for maintaining adopted levels of service standards, concurrency requirements, funding, and construction of shared public facilities.* | ***Policy CF-7.~~1~~4:*** | Key concepts: Coordinate with non-City public facility providers. | | |
| ***Policy CF-7.4**: Ensure the efficient and equitable siting of essential regional capital facilities through cooperative and coordinated planning with other jurisdictions within the region.* | ***Policy CF-7.~~1~~5:*** | Key concepts: Cooperate and coordinate with other jurisdictions for efficient and equitable siting of regional facilities | | |

*June 18, 2024 revised draft for public hearing*

# XIV. Implementation ~~Strategies~~

The vision statement, guiding principles, goals, and policies set forth in the Introduction Chapter of this Comprehensive Plan describe the desired type and character of growth in Kirkland during the next 20 years. They do not, however, tell us precisely how to create the kind of community envisioned by the Plan. Unless appropriate actions are taken, the plan will remain unrealized. Consequently, a strategy for how to implement the Plan is needed. It is the intent of this Element to describe the methods to make the plan a success. Generally, element chapters may list actions items required to implement specific policies. The timing, order, and scope of the actions will be determined by the available budget and resources, community interests, obligations to implement State legislation, and City Council priorities. Specific timing and scope for many of the large-scale implementation actions requiring Zoning Code and/or Zoning Map amendments will be determined through annual updates to the Planning Work Program.

## A. Implementation Methods

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

Annual Plan Amendments

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

Neighborhood Plans

The plans for Kirkland's 14 neighborhoods and Subareas are an important part of the Comprehensive Plan. Each Neighborhood Plan or Subarea Plan should be updated with each 10 year major update, and individual neighborhood plans may be updated as needed during any annual Comprehensive Plan Update. Individual neighborhood plan updates may be necessary to reflect City Council direction and/or priorities, respond to requests from neighborhoods and/or

individual community members, maintain their currency, and/or to bring them into compliance with the more recently adopted Plan Elements. In 2018, a Neighborhood Plan Framework document was created to describe the update process.

Community-initiated Amendment Requests (CAR)

Amendments to the Comprehensive Plan, Zoning Map, or Zoning Code can be initiated by the public. These Community-Initiated Amendment Requests (CARs) may be made by an individual, property owner, neighborhood organization, or other group. A CAR may be submitted to amend any aspect of the Comprehensive Plan such as the land use map, the general elements, or a neighborhood plan.

Functional and Management Plans

Functional and management plans address provide additional detail and implementation actions for subjects discussed in the Comprehensive Plan.

Functional and management plans are both guided by, and help to guide, the Comprehensive Plan. The Comprehensive Plan sets the broad policy framework for the objectives in functional and management plans, and inversely, functional and management plans can raise issues and ideas that help to shape amendments to Comprehensive Plan goals and policies. General consistency between the Comprehensive Plan and functional and management plans is important, as is regular updating of functional and management plans to maintain their currency. The Introduction Chapter of this Plan includes a list of City functional and management plans.

Regulations

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

Programs

City programs and teams provide services to help achieve the goals and policies in the Plan. Examples

of these programs are the Neighborhood Traffic Control Program, Neighborhood Service Team, the Green Team and the Tree Team.

Ongoing Administrative Activities

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

Intergovernmental Coordination

Many of the goals and policies in the Comprehensive Plan cannot be achieved by Kirkland alone. Because Kirkland is part of a much larger and growing metropolitan area, issues involving growth rates, housing demand and supply, climate change, and transportation systems increasingly require intergovernmental responses. Kirkland engages with regional agencies and neighboring jurisdictions at a variety of levels, including:

- Ongoing communication with neighboring cities and adoption of interlocal agreements where appropriate;
- Participation in subregional organizations such as A Regional Coalition for Housing (ARCH) and the Eastside Transportation Partnership (ETP);
- Participation in Countywide organizations such as the Growth Management Planning Council (GMPC), King County Climate Change Collaborative (K4C) and Metropolitan King County;
- Participation in multicounty organizations such as the Puget Sound Regional Council (PSRC) and the Regional Transit Authority (RTA) (Sound Transit).

Community Engagement, Outreach, and Education

Implementation also depends upon keeping the lines of communication open between City government and the community. The Comprehensive Plan should be understood and embraced by the public, and regularly revised to reflect evolving community aspirations and concerns. This includes incorporating inclusive engagement practices across the multiple implementation methods discussed in this chapter.

Budgeting and City Work Program

Governmental expenditures play an essential role in implementation. The City's biennial operating

budget allocates resources for personnel and supplies needed to carry out implementation measures; and the annual Capital Improvement Program targets the resources for transportation facilities, parks, utilities, and other public facilities necessary to implement the Plan.

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

*Note: Staff recommends deleting the following implementation strategies. Strategies and action items are included in each Element. Many of the strategies listed below have been completed with past work programs or are no longer applicable.*

## ~~B. Implementation Strategies~~

~~Below is a list of desired strategies and actions to implement the goals and policies of the Comprehensive Plan. The strategies are intended to be general in nature so that the method or technique to achieve the intent of the strategies may vary. Generally, if an element does not have any follow-up actions to be implemented, it is not listed. The timing, order and scope of the strategies will be determined by the available budget and resources, community interests and City Council priorities. Preparation of the annual planning work program process will be the time to determine which strategies and actions will be undertaken and when. Changes may be made to the list of strategies as part of the annual plan amendment process.~~

~~Implementation Strategies~~

~~GENERAL ELEMENT~~

~~♦ G.1: In 2022, review "time capsule," located in the City Hall vault, containing the "Kirkland 2022 – Community Conversations" video and the citizen responses.~~

~~COMMUNITY CHARACTER ELEMENT~~

~~♦ CC.1: Review and amend the regulations for Chapter 125 KZC, Planned Unit Development, adding historic preservation of buildings, structures, sites and objects as a public benefit.~~

~~ENVIRONMENT ELEMENT~~

~~♦ E.1: Update the critical area regulations for environmentally sensitive areas (slopes, wetlands and streams) in accordance with best available science standards.~~

- E.2: Establish a program that identifies priorities and funding sources for sensitive area acquisition and restoration and educational outreach.

- E.3: Prepare a Citywide comprehensive sustainability strategic plan integrating the Natural Resource Management Plan, the Climate Action Plan and other relevant functional plans.

- E.4: Implement the Urban Forestry Strategic Plan and undertake the following strategies:

  - E.4a: Undertake an eco-system analysis to determine the value, function and benefits of the urban forest.

  - E.4b: Develop a street tree management plan for transportation corridors that addresses appropriate species, tree planting standards and goals, a proactive maintenance program, and community stewardship.

  - E.4c: Conduct a tree inventory of City parks and major right-of-way corridors.

  - E.4d: Work with Puget Sound Energy and Seattle City Light to prepare a vegetation management plan for the electric transmission corridors.

- E.5: Undertake Phase II for Green Codes to consider environmental stewardship standards, such as energy efficiency/renewable energy, low impact development, access to community agriculture, and the reuse of gray and black water.

- E.6: Develop a program for community outreach and stewardship of the environment.

LAND USE ELEMENT

- LU.1: Create open space network maps, identify missing links, and develop preservation techniques.

- LU.2: Collaborate with King County to study options for Transit Oriented Developments (TOD) at the park and ride lots.

- LU.3: Develop business district plan, zoning and design guidelines for neighborhood centers.

HOUSING ELEMENT

- H.1: Adopt an updated housing strategy plan and work program by 2020.

- H.2: Inventory multifamily residential properties and encourage preservation of those that are affordable to people with low and moderate incomes.

- H.3: Partner with A Regional Coalition for Housing (ARCH) and nonprofit housing agencies to site a permanent Eastside women's shelter in Kirkland.

- H.4: Consider refinements to regulations by 2020 that:
  - H.4.1: Encourage innovative housing developments.
  - H.4.2: Encourage and/or require the creation of housing affordable for people with low and moderate incomes.

TRANSPORTATION ELEMENT

- T.1: Revise the Traffic Guidelines memo that addresses SEPA and Concurrency Review consistent with the Transportation Master Plan (TMP).
- T.2: Adopt a revised Concurrency Ordinance consistent with the TMP.
- T.3: Prepare a phasing schedule for completion of the actions listed in the TMP.
- T.4: Update the Active Transportation Plan consistent with the TMP.
- T.5: Prepare a transit plan, including to document route-level goals for service, look at capital needs for passenger and route facilities, clarify transit options for the CKC and integrate the TMP with the long-range plans of Metro and Sound Transit.

PARKS, RECREATION AND OPEN SPACE ELEMENT

- PR.1: Complete key actions and objectives as identified in the PROS Plan.

NEIGHBORHOOD PLANS

- NP.1: Update neighborhood plans and business district plans at least once between every two major Comprehensive Plan updates or more frequently as needed, given City Council priorities and available resources.
- NP.2: Establish a neighborhood plan update schedule by December 2016. Updates should occur by synchronizing the schedule with adjacent neighborhoods based on shared business districts or other shared features so that the process is conducted efficiently and common elements are addressed effectively.
- NP.3: Consider creating a set of Citywide neighborhood plan policies.
- NP.4: Develop a comprehensive template for future neighborhood plans that provides a framework for policies addressing the possible range of issues unique to each neighborhood, recognizing that not all template items will be applicable to all neighborhoods. The intent is to make the neighborhood plans concise and streamlined.

TOTEM LAKE BUSINESS DISTRICT

- TL-23.2: Develop an Urban Design and Amenities Plan for the Totem Lake Business District that provides guidance

~~to create an identity for the business district (and addresses the standards called for in Policy TL - 23.2).~~

~~SHORELINE AREA~~

~~♦ SA.1: Prepare monitoring report for Department of Ecology addressing No Net Loss indicators along the shoreline, such as overwater, in water and upland structures, shoreline armoring and vegetation.~~

# DRAFT

**Kirkland Planning Commission**
**April 25, 2024**

## 1. CALL TO ORDER (7:00 PM)

## 2. ROLL CALL (7:00 PM)

| | |
|---|---|
| Members Present: | Scott Reusser - Chair, Rodney Rutherford - Vice Chair, Katya Allen, Bria Heiser, Aaron Jacobson, Gina Madeya, and Angela Rozmyn. |
| Members Absent: | None. |
| Staff Present: | Adam Weinstein - Planning & Building Director, Allison Zike - Planning & Building Deputy Director, Denise Russell - Planning Supervisor, Bryan Cole - Program Specialist, and Jeannie Dines - Recording Secretary. |

## 3. COMMENTS FROM THE AUDIENCE - None (7:01 PM)

## 4. SPECIAL PRESENTATIONS - N/A

## 5. STUDY SESSION - N/A

## 6. PUBLIC HEARINGS (7:01 PM)

a. **2024 Miscellaneous Code Amendments Public Hearing, File No. CAM23-00134**

Chair Reusser opened the public hearing at 7:01 PM.

Planning & Building Deputy Director Allison Zike provided an introduction. The majority of the code amendments are fixing errors, updating references, making clarifications, and minor code updates.

Planning Supervisor Denise Russell reviewed amendments by category, 1) consistency and error corrections, 2) clarifications, and 3) minor code updates. She highlighted Amendment #15 related to vegetative buffer standards for City parks.

Ms. Zike reviewed Amendment #26 related to downtown parking standards, and #37 regarding the allowed duration for City-permitted homeless encampments and next steps. Staff's recommendation at the conclusion of the public hearing and Commission deliberation is for the Planning Commission to recommend approval of the miscellaneous code amendments as drafted.

Public Testimony
There was no public testimony.

Ms. Zike and Planning & Building Director Adam Weinstein responded to Planning Commission questions.

Chair Reusser closed the public hearing at 7:23 PM.

DRAFT

Motion to recommend to the City Council approval of the 2024 Miscellaneous Code Amendments as written and recommended by staff.
Moved by Angela Rozmyn, seconded by Aaron Jacobson

Vote: Motion carried 7-0
Yes: Scott Reusser - Chair, Rodney Rutherford - Vice Chair, Katya Allen, Bria Heiser, Aaron Jacobson, Gina Madeya, and Angela Rozmyn.

## 7. READING AND/OR APPROVAL OF MINUTES (7:24 PM)

a. **February 8, 2024**

b. **February 22, 2024**

c. **March 14, 2024**

d. **March 28, 2024**

Motion to Approve the February 8 and 22 and March 14 and 28, 2024 minutes.
Moved by Rodney Rutherford - Vice Chair, seconded by Bria Heiser

Vote: Motion carried 7-0
Yes: Scott Reusser - Chair, Rodney Rutherford - Vice Chair, Katya Allen, Bria Heiser, Aaron Jacobson, Gina Madeya, and Angela Rozmyn.

## 8. ADMINISTRATIVE REPORTS AND PLANNING COMMISSION DISCUSSION (7:25 PM)

a. **Public Meeting Calendar Update**

Mr. Weinstein explained the City Council recently adopted a moratorium on development of new dwelling units on Goat Hill. The Planning Commission will review any zoning code amendments. He reviewed the purpose and structure of the moratorium, background (aerial photo of Goat Hill, what has been done to address environmental and development issues on Goat Hill, public comments regarding existing conditions and potential future changes, scope of work and what has been done so far, code amendments and policy concepts to evaluate), and next steps. He responded to Commission questions and Commissioners provided input.

Ms. Zike reminded of the May 3 joint workshop with the City Council, the 6 PM start time for the May 9 Comprehensive Plan public hearing, Officer Elections at the May 9 meeting, and Community Appreciation Night at Kirkland PAC on May 15.

## 9. COMMENTS FROM THE AUDIENCE - None (7:59 PM)

## 10. ADJOURNMENT (7:59 PM)

Chair
Kirkland Planning Commission

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# City of Kirkland - Planning & Building Department - Public Meeting Calendar

*Regular Meeting Times Unless Otherwise Noted:*

| | | |
|---|---|---|
| **City Council:** Study Session 5:30pm; Regular Meeting 7:30pm (1st & 3rd Tuesday) | City Council Webpage | (H) = Hearing |
| **Planning Commission:** 7:00pm (2nd & 4th Thursday) | Planning Commission Webpage | |
| **Hearing Examiner:** 9:30am (1st & 3rd Thursday) | Hearing Examiner Webpage | (S) = Study Session |
| **Design Review Board:** 7:00pm (1st & 3rd Monday) | Design Review Board Webpage | |

## June 2024

*Last Updated:* *6/20/24 10:02 AM*

**MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)**

| Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|
| | | | | |
| **3**<br>**Design Review Board**<br>**7:00 PM**<br>GNI Building (PEM) | **4**<br>**City Council**<br>**7:30 PM** | **5** | **6**<br>**Hearing Examiner**<br>**9:30 AM**<br>**Meeting Cancelled** | **7** |
| **10** | **11** | **12** | **13**<br>**Planning Commission**<br>**7:00 PM**<br>Goat Hill Development Moratorium Public Hearing (AW, DR)<br>*2044 Comprehensive Plan Update-Continued Public Hearings(Introduction Element; Land Use Element) (AZ,AW) | **14** |
| **17**<br>**Design Review Board**<br>**7:00 PM**<br>**Meeting Cancelled** | **18**<br>**City Council**<br>**7:30 PM** | **19**<br>**JUNETEENTH HOLIDAY**<br>**CITY HALL CLOSED**<br>JUNETEENTH | **20**<br>**Hearing Examiner**<br>**9:30 AM**<br>**Meeting Cancelled** | **21** |
| **24** | **25** | **26** | **27**<br>**Planning Commission Special Meeting**<br>**Special Meeting**<br>**6:00 PM**<br>*2044 Open House 4-5:30 PM<br>*2044 Comprehensive Plan Public Hearing #3<br>(Transportation,Capital Facilities, Utilities, Public Services, Draft SEIS) | **28** |

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# City of Kirkland - Planning & Building Department - Public Meeting Calendar

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| **Hearing Examiner:** 9:30am (1st & 3rd Thursday) | Hearing Examiner Webpage | (S) = Study Session |
| **Design Review Board:** 7:00pm (1st & 3rd Monday) | Design Review Board Webpage | |

## July 2024

*Last Updated:* *6/20/24 10:02 AM*

**MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)**

| Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|
| **1**<br>**Design Review Board**<br>**7:00 PM**<br><br>177 Central Way CDC (TL)<br>DRV24-00376 | **2**<br>**City Council**<br>**7:30 PM** | **3** | **4**<br>**Hearing Examiner**<br>**MEETING CANCELLED**<br><br>**INDEPENDENCE DAY**<br>**CITY HALL CLOSED**<br>  | **5** |
| **8** | **9** | **10**<br>**Hearing Examiner Special Meeting**<br>**9:30 AM**<br><br>505 3rd ST Variance (VAR23-00679) (PM) | **11**<br>**Planning Commission**<br>**7:00 PM**<br><br>*Minor Zoning Text Amendments Hearing (LL/LBL)<br><br>*2044 Comprehensive Plan Continued Public Hearing (Neighborhood Plan Updates) (LBL) | **12** |
| **15**<br>**Design Review Board**<br>**7:00 PM** | **16**<br>**City Council**<br>**7:30 PM**<br><br>Goat Hill Development Moratorium Adoption (AW, DR)<br><br>Houghton Village Development Plan Briefing (S) (AZ) | **17** | **18**<br>**Hearing Examiner**<br>**9:30 AM** | **19** |
| **22** | **23** | **24** | **25**<br>**Planning Commission**<br>**Special Meeting**<br>**6:00 PM**<br>2044 Comprehensive Plan Housing Element (S) (SG)<br><br>*2044 Comprehensive Plan Update-Continued Public Hearing - Land Use Element (AZ) | **26** |
| **29** | **30** | **31** | | |

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# City of Kirkland - Planning & Building Department - Public Meeting Calendar

*Regular Meeting Times Unless Otherwise Noted:*

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| **City Council:** Study Session 5:30pm; Regular Meeting 7:30pm (1st & 3rd Tuesday) | City Council Webpage | (H) = Hearing |
| **Planning Commission:** 7:00pm (2nd & 4th Thursday) | Planning Commission Webpage | |
| **Hearing Examiner:** 9:30am (1st & 3rd Thursday) | Hearing Examiner Webpage | (S) = Study Session |
| **Design Review Board:** 7:00pm (1st & 3rd Monday) | Design Review Board Webpage | |

## August 2024

*Last Updated:* *6/20/24 10:02 AM*

**MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)**

| Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|
| | | | **1**<br>**Hearing Examiner**<br>**9:30 AM** | **2** |
| **5**<br>**Design Review Board**<br>**7:00 PM** | **6**<br>**City Council**<br>**7:30 PM** | **7** | **8**<br>**Planning Commission**<br>**7:00 PM**<br>Houghton Village Development Plan Briefing (S) (AZ) | **9** |
| **12** | **13** | **14** | **15**<br>**Hearing Examiner**<br>**9:30 AM** | **16** |
| **19**<br>**Design Review Board**<br>**7:00 PM** | **20**<br>**City Council**<br>**7:30 PM**<br>Minor Zoning Text Amendments Adoption (LL/LBL)<br>2044 Comprehensive Plan Housing Element (S) (SG) | **21** | **22**<br>**Planning Commission**<br>**7:00 PM** | **23** |
| **26** | **27** | **28** | **29** | **30** |

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# City of Kirkland - Planning & Building Department - Public Meeting Calendar

*Regular Meeting Times Unless Otherwise Noted:*

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|---|---|---|
| **City Council:** Study Session 5:30pm; Regular Meeting 7:30pm (1st & 3rd Tuesday) | City Council Webpage | (H) = Hearing |
| **Planning Commission:** 7:00pm (2nd & 4th Thursday) | Planning Commission Webpage | |
| **Hearing Examiner:** 9:30am (1st & 3rd Thursday) | Hearing Examiner Webpage | (S) = Study Session |
| **Design Review Board:** 7:00pm (1st & 3rd Monday) | Design Review Board Webpage | |

## September 2024

*Last Updated:* *6/20/24 10:02 AM*

**MEETING LOCATION: VIRTUALLY VIA ZOOM (UNLESS NOTED OTHERWISE)**

| Monday | Tuesday | Wednesday | Thursday | Friday |
|---|---|---|---|---|
| **2**<br>**Design Review Board**<br>**MEETING CANCELLED**<br><br>**LABOR DAY**<br>**CITY HALL CLOSED**<br>  | **3**<br>**City Council**<br>**7:30 PM**<br><br>Houghton Village Development Plan Briefing (AZ) | **4** | **5**<br>**Hearing Examiner**<br>**9:30 AM** | **6** |
| **9** | **10** | **11** | **12**<br>**Planning Commission**<br>**7:00 PM**<br><br>Houghton Village Development Plan Briefing (S) (AZ) | **13** |
| **16**<br>**Design Review Board**<br>**7:00 PM** | **17**<br>**City Council**<br>**7:30 PM**<br><br>Housing Element Briefing (SG)<br><br>ARCH Rent Increases (DN) | **18** | **19**<br>**Hearing Examiner**<br>**9:30 AM** | **20** |
| **23** | **24** | **25** | **26**<br>**K2044 Comprehensive Plan**<br>Open House<br>4:00 PM - 5:30 PM<br><br>**Planning Commission Special Meeting**<br>**Special Meeting**<br>**6:00 PM**<br>*2044 Comprehensive Plan Public Hearing #4 Housing, Appendix, Community Profile (Senior Planners) (JS) | **27** |
| **30** | | | | |