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 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): Emergency medical: 6 minutes to 90% of emergency ~~all~~ incidents 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

SOURCES OF FUNDS

(Updated 11-30-23)

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						Six-Year Funded CIP 2023-2028	2029-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2023	2024	2025	2026	2027	2028			
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	-	-	-	-	-	-	-