

ORDINANCE O-4708

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO UPDATE CHAPTER XIII CAPITAL FACILITIES, CHAPTER XI TRANSPORTATION, CHAPTER XV.F ROSE HILL NEIGHBORHOOD, CHAPTER VI LAND USE, AND CHAPTER IV COMMUNITY CHARACTER, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM19-00537.

1 WHEREAS, the City Council has received a recommendation from
2 the Kirkland Planning Commission to amend certain portions of the
3 Comprehensive Plan for the City, Ordinance 3481, as amended, to
4 ensure the City complies with the Growth Management Act, as set forth
5 in the report and recommendation of the Planning Commission dated
6 November 27, 2019, and bearing Kirkland Planning and Building
7 Department File No. CAM19-00537; and
8

9 WHEREAS, prior to making the recommendation the Planning
10 Commission, following notice as required by RCW 35A.63.070, held on
11 October 24, 2019, a public hearing, on the amendment proposals and
12 considered the comments received at the hearing; and
13

14 WHEREAS, pursuant to the State Environmental Policy Act
15 (SEPA), there has accompanied the legislative proposal and
16 recommendation through the entire consideration process, a SEPA
17 addendum to existing environmental documents, issued by the
18 responsible official pursuant to WAC 197-11-340 and WAC 197-11-625;
19 and
20

21 WHEREAS, in public meeting on December 10, 2019, the City
22 Council considered the environmental documents received from the
23 responsible official, together with the report and recommendation of the
24 Planning Commission; and
25

26 WHEREAS, RCW 36.70A.130, requires the City to review all
27 amendments to the Comprehensive Plan concurrently and no more
28 frequently than once every year.
29

30 NOW, THEREFORE, the City Council of the City of Kirkland do
31 ordain as follows:
32

33 Section 1. Comprehensive Plan Text, Figures and Tables
34 amended: The Comprehensive Plan, Ordinance 3481, as amended, is
35 amended in accordance with **Exhibit A** attached to this Ordinance and
36 incorporated by reference. These amendments include amendments to
37 the Comprehensive Plan text and figures in the Land Use,
38 Transportation, Community Character, and Rose Hill Neighborhood
39 Elements; and the Capital Facilities Plan Tables are replaced in the
40 Capital Facilities Element.

41 Section 2. If any section, subsection, sentence, clause,
42 phrase, part or portion of this Ordinance, including those parts adopted
43 by reference, is for any reason held to be invalid or unconstitutional by
44 any court of competent jurisdiction, such decision shall not affect the
45 validity of the remaining portions of this Ordinance.

46
47 Section 3. To the extent that the subject matter of this
48 Ordinance is subject to the disapproval jurisdiction of the Houghton
49 Community Council as created by Ordinance 2001, the Ordinance shall
50 become effective within the Houghton community either upon approval
51 of the Houghton Community Council, or upon failure of the Community
52 Council to disapprove this Ordinance within 60 days of its passage.

53
54 Section 4. Except as provided in Section 3, this Ordinance
55 shall be in full force and effect five days from and after its passage by
56 the City Council and publication, pursuant to Section 1.08.017, Kirkland
57 Municipal Code in the summary form attached to the original of this
58 Ordinance and by this reference approved by the City Council.

59
60 Section 5. A complete copy of this Ordinance shall be
61 certified by the City Clerk, who shall then forward the certified copy to
62 the King County Department of Assessments.

63
64 Passed by majority vote of the Kirkland City Council in open
65 meeting this 10th day of December, 2019.

66
67 Signed in authentication thereof this 10th day of December,
68 2019.


Penny Sweet, Mayor

Attest:


Kathi Anderson, City Clerk

Approved as to Form:


Kevin Raymond, City Attorney

Publication Date: 12/16/19

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

(Updated 11-25-2019)

Revenue Type	Revenue Source	2019	2020	2021	2022	2023	2024	Six-Year Total	2025 - 2035
Local	Gas Tax	425,100	855,900	659,500	673,000	686,000	647,000	3,946,500	5,899,700
Local	Gas Tax (Transportation Package)	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000	2,200,000
Local	Revenue Generating Regulatory License	270,000	270,000	270,000	270,000	270,000	270,000	1,620,000	2,970,000
Local	Real Estate Excise Tax 1 (REET 1)	1,485,400	924,400	422,000		448,000	113,000	3,392,800	13,750,000
Local	Real Estate Excise Tax 2 (REET 2)	3,620,200	2,423,500	1,633,000	2,053,500	1,464,000	1,275,000	12,469,200	13,750,000
Local	Street Levy	2,390,700	2,884,700	2,733,000	2,760,000	2,788,000	2,816,000	16,372,400	28,407,000
Local	Solid Waste	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000	3,300,000
Local	Surface Water	410,000	500,000	500,000	191,000	486,000	60,000	2,147,000	5,500,000
Local	Impact Fees	4,992,000	4,649,600	1,000,000	702,000	1,298,000	472,000	13,113,600	11,000,000
Local	Park Impact Fees	420,000						420,000	
External	King County Park Levy	300,000						300,000	
Local	Walkable Kirkland	400,000						800,000	
Local	REET 2 Reserves	3,391,000	2,480,000	527,000	1,893,400	215,000	695,000	9,201,400	
Local	REET 1 Reserves	335,000						335,000	
Local	Surface Water Reserves	207,000						207,000	
Local	Debt	11,518,100	3,593,800	657,500	911,000			16,680,400	
External	Unsecured Grants	1,200,000	2,712,000	659,000	3,656,600	4,528,300	4,042,100	16,798,000	35,025,400
External	Secured Grants	5,998,000	8,836,000	1,531,000				16,365,000	
External	Developer	154,000	250,000					404,000	
	Subtotal 2019-2024 Fund Sources	38,016,500	31,279,900	11,092,000	13,610,500	12,683,300	10,890,100	117,572,300	121,802,100
	Total Sources	38,016,500	31,279,900	11,092,000	13,610,500	12,683,300	10,890,100	117,572,300	121,802,100
						Total 2019 - 2035 Revenue			239,374,400

Use of Funds

CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP						Six-Year Funded CIP 2019-2024	2025-2035 CIP Projects	Candidate Projects for Unanticipated Revenue
				2019	2020	2021	2022	2023	2024			
STC 00600	Annual Street Preservation Program	No - maintenance	No - maintenance	\$ 957,100	\$ 1,432,400	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 1,750,000	\$ 9,389,500	\$ 22,750,000	
STC 00603	Street Levy Street Preservation	No - maintenance	No - maintenance	\$ 1,324,700	\$ 1,870,200	\$ 2,433,000	\$ 2,460,000	\$ 2,488,000	\$ 2,516,000	\$ 13,091,900	\$ 31,107,000	
STC 00604	Central Way Street Preservation	No - maintenance	No - maintenance	\$ 242,700						\$ 242,700		
STC 00605	Totem Lake Blvd Gateway & Roadway Repair	Yes	Yes	\$ 3,390,000	\$ 1,320,000					\$ 4,710,000		
STC 00606	6th Street South Street Preservation	No - maintenance	No - maintenance	\$ 1,650,000						\$ 1,650,000		
STC 00607	98th Avenue NE Street Preservation	No - maintenance	No - maintenance	\$ 337,600	\$ 1,795,500					\$ 2,133,100		
STC 05912	124th Ave NE Roadway Improvements (North Section) ROW	Yes R24	Yes		\$ 1,414,700	\$ 802,000				\$ 2,216,700		
STC 05913	124th Ave NE Roadway Improvements (North Section) Construction	Yes R24	Yes			\$ 760,000	\$ 3,455,000	\$ 1,185,000		\$ 5,400,000		
STC 08000	Annual Striping Program	No - maintenance	No - maintenance	\$ 668,000	\$ 700,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 3,368,000	\$ 6,500,000	
STC 08313	100th Avenue NE Roadway Improvements (North Section)	Yes R10	Yes	\$ 1,719,700	\$ 2,010,800					\$ 3,730,500		
STC 08314	100th Ave NE Roadway Imps (Mid-North Section)	Yes R10	Yes	\$ 1,670,400	\$ 3,898,900					\$ 5,569,300		
STC 08900	Juanita Drive Intersection and Safety Improvements	Yes R12	Yes	\$ 750,000	\$ 3,186,700	\$ 1,850,000	\$ 1,018,500			\$ 6,805,200		
STC 10300	NE 128th St Multimodal Corridor Study	Yes	No		\$ 211,000					\$ 211,000		
STC 10400	General Right of Way Acquisition	Yes	No		\$ 2,000,000					\$ 2,000,000		
STC 99990	Regional Inter-Agency Coordination	No - not capacity	No - not capacity	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 82,000	\$ 492,000	\$ 820,000	
NMC 00610	Street Levy-Safe School Walk Routes	Yes NM4*	Yes			\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 600,000	\$ 1,500,000	
NMC 00620	Street Levy-Pedestrian Safety	No - safety	No - safety	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 900,000	\$ 1,500,000	
NMC 00621	Neighborhood Safety Program Improvements	No - safety	No - safety	\$ 200,000	\$ 200,000					\$ 400,000		
NMC 01204	Central Way Crosswalk Upgrade	Yes NM5	Yes	\$ 50,000	\$ 50,000					\$ 100,000		
NMC 05700	Annual Sidewalk Maintenance Program	No - maintenance	No - maintenance	\$ 211,000	\$ 211,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,222,000		
NMC 05701	Grant Funded Sidewalk Maintenance & Repair Program	No - maintenance	No - maintenance	\$ 537,000	\$ 1,543,500					\$ 2,080,500	\$ 2,000,000	
NMC 07100	NE 132nd Street Sidewalk Improvement	Yes	Yes	\$ 263,800						\$ 263,800		
NMC 08100	CKC to Redmond Central Connector	Yes NM4*	Yes	\$ 1,461,100	\$ 600,300					\$ 2,061,400		
NMC 08610	NE 124th St/124th Ave NE Ped Bridge (TL Non-Motorized Bridge)	Yes NM3*	Yes	\$ 6,480,700						\$ 6,480,700		
NMC 08700	Citywide School Walk Route Enhancements	Yes NM4*	Yes	\$ 1,339,900	\$ 422,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 2,961,900	\$ 3,000,000	
NMC 08710	North Kirkland/JFK School Walk Route Enhancements	Yes NM4	Yes	\$ 474,800	\$ 527,500					\$ 1,002,300		
NMC 09010	Juanita Drive Multi-Modal (On-Street) Improvements	Yes NM1, NM4	Yes		\$ 536,000					\$ 536,000		
NMC 09500	124th Avenue NE Sidewalk Improvements	Yes NM1, NM4	Yes	\$ 400,000						\$ 400,000		
NMC 09800	Kirkland Avenue Sidewalk Improvements	Yes NM4	Yes				\$ 400,000	\$ 200,000		\$ 600,000		
NMC 10200	NE 120th Street Sidewalk	No	Yes	\$ 800,000						\$ 800,000		
NMC 10900	Citywide Trail Connections (Non-CKC)	No - not capacity	No - not capacity		\$ 290,100					\$ 290,100		
NMC 10902	Lake Front Promenade Design Study	No - study	No - study		\$ 79,100					\$ 79,100		
NMC 11010	Citywide Accessibility Improvements	No - not capacity	No - not capacity	\$ 105,500	\$ 105,500	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 611,000	\$ 1,000,000	
NMC 11300	Citywide Greenways Networks	Yes NM2	Yes		\$ 263,800	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,263,800	\$ 2,500,000	
NMC 11302	Citywide Greenways Network Project-128th Avenue NE	Yes NM2	Yes	\$ 888,300						\$ 888,300		
NMC 11500	CKC Emergent Projects Opportunity Fund	Yes NM2	Yes	\$ 105,500						\$ 105,500		
NMC 12400	Totem Lake Public Improvements Phase II	No - developer agreemt	No	\$ 7,500,000						\$ 7,500,000		
TRC 09300	NE 132nd St/Juanita H.S. Access Rd Intersection Imp	Yes	Yes	\$ 537,400						\$ 537,400		
TRC 09400	NE 132nd St/108th Avenue NE Intersect'n Imp	Yes R5	Yes	\$ 527,500	\$ 759,600					\$ 1,287,100		
TRC 11600	Annual Signal Maintenance Program	No - maintenance	No - safety	\$ 211,000	\$ 211,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,222,000	\$ 2,000,000	
TRC 11700	Citywide Traffic Management Safety Improvements	No - safety	No - safety	\$ 105,500	\$ 105,500	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 611,000	\$ 1,000,000	
TRC 11702	Vision Zero Safety Improvement	No - not capacity	No - safety	\$ 52,800	\$ 52,800	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 305,600	\$ 500,000	
TRC 11703	Neighborhood Traffic Control	No - not capacity	No - safety		\$ 52,800		\$ 50,000			\$ 50,000	\$ 250,000	
TRC 11705	School Zone Beacon & Signage Improvements	No - safety	No - safety	\$ 52,800						\$ 52,800		
TRC 12000	Kirkland Intelligent Transportation System Phase 3	Yes R19, R20	Yes		\$ 474,800	\$ 850,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 2,674,800	\$ 4,500,000	
TRC 12400	116th Avenue NE/NE 124th Street Intersection Improvements	Yes	Yes	\$ 550,000	\$ 1,208,000	\$ 565,000				\$ 2,323,000		
TRC 12700	NE 132nd Street/136th Avenue NE Roundabout	No	No									
TRC 13500	100th Avenue NE/Simonds Road Intersection Imps	Yes R10	Yes	\$ 814,800	\$ 439,600					\$ 1,254,400		
TRC 13600	100th Avenue NE/145th Street Intersection Imps	Yes R10	Yes	\$ 858,800	\$ 434,700					\$ 1,293,500		
TRC 13700	Lake Street/Kirkland Avenue Intersection Improvements	Yes	Yes	\$ 546,100	\$ 1,131,400					\$ 1,677,500		
TRC 13900	NE 85th St/132nd Ave NE Dual Left Turn Lanes	Yes	Yes		\$ 1,508,700					\$ 1,508,700		
PTC 00400	108th Avenue NE Transit Queue Jump - Phase 1	Yes	Yes				\$ 903,000	\$ 2,099,000	\$ 1,873,300	\$ 4,875,300		
PTC 00500	108th Avenue NE Transit Queue Jump - Phase 2	Yes	Yes				\$ 1,042,000	\$ 2,429,300	\$ 2,168,800	\$ 5,640,100		
				\$ 38,016,500	\$ 31,279,900	\$ 11,092,000	\$ 13,610,500	\$ 12,683,300	\$ 10,890,100	\$ 117,572,300		

CIP Project Number	Project Title	Included in Impact Fee calculation?	Capacity project for concurrency?	Funded in CIP						Six-Year Funded CIP 2019-2024	2025-2035 CIP Projects	Candidate Projects for Unanticipated Revenue	
				2019	2020	2021	2022	2023	2024				
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		
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 11704 ^	NE 68th Street Intersection Improvements/Access Management	Yes*	Yes								\$ 4,375,000		
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								\$ 845,000		
TRC 13000 ^^	NE 145th Street/Juanita-Woodinville Way Intersection Imps	Yes	Yes								\$ 2,100,000		
TRC 13100 ^^	NE 80th Street/120th Avenue NE Intersection Improvements	Yes	Yes								\$ 1,700,000		
TRC 13200 ^	100th Avenue NE/132nd Street Intersection Improvements	Yes R10	Yes								\$ 1,647,000		
TRC 13300 ^^	100th Avenue NE/Juanita-Woodinville Way Intersection Imps	Yes R10	Yes								\$ 2,161,000		
TRC 13400 ^^	100th Avenue NE/137th Street Intersection Improvements	Yes R10	Yes								\$ 1,475,000		
TRC 13800 ^^	NE 100th Street/132nd Ave NE Intersection Improvements	Yes R10	Yes								\$ 1,743,000		
NMC 01299	Crosswalk Upgrade Program	Yes NM5*	Yes								\$ 4,100,000		
NMC 08630	CKC Roadway Crossings	Yes NM3	Yes								\$ 3,370,100		
NMC 09011	Juanita Drive Bicycle and Pedestrian Improvements	Yes NM1, NM4	Yes								\$ 10,650,000		
NMC 11100 ^	108th Avenue NE Bicycle Lane Upgrades	Yes	Yes								\$ 4,345,000		
NMC 11399	Citywide Greenway Network	Yes NM2	Yes								\$ 4,450,000		
NMC 11700	On-Street Bicycle Network Phase I	Yes NM1	Yes								\$ 1,120,000		
NM 88881	On-street Bicycle Network	Yes NM1	Yes								\$ 3,280,000		
NM 99991	Sidewalk Completion Program	Yes NM4*	Yes								\$ 6,096,800		
											FUTURE YEAR TOTAL	\$ 188,805,500	
											UNFUNDED TOTAL + UNFUNDED = 20 YEAR TOTAL	\$ 306,377,800	
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

CFP TABLES MODIFICATION SUMMARY 2019 to 2024 Changes from Adopted 2019 to 2024

Table CF-5 – Capital Facilities Plan: Transportation Projects 2019-2024

SOURCES OF FUNDS

No Changes

USES OF FUNDS

New Projects:

STC 10300	NE 128 th St Multimodal Corridor Study
STC 10400	General Right of Way Acquisition
NMC 10200	NE 120 th Street Sidewalk
NMC 11501	CKC Historic Depot Site
TRC 13900	NE 85 th St/132 nd Ave NE Dual Left Turn Lanes
PTC 00400	108 th Avenue NE Transit Queue Jump – Phase I
PTC 00500	108 th Avenue NE Transit Queue Jump – Phase II

Changed Projects:

STC 00600	Annual Street Preservation (budget change)
STC 00603	Street Levy Street Preservation (budget change)
STC 00604	Central Way Street Preservation (budget change)
STC 00605	Totem Lake Blvd Gateway & Roadway Repair (budget change)
STC 00606	6 th St. S. Rehabilitation Project (year/budget change)
STC 00607	98 th Ave NE Street Preservation (budget change)
STC 05912	124 th Ave NE Roadway Improvements North Section (budget change)
STC 08000	Annual Striping Program (budget change)
STC 08313	100 th Ave NE Roadway Improvements (North Section) (budget change)
STC 08314	100 th Ave NE Roadway Improvements (Mid-North Section) (budget change)
STC 08900	Juanita Drive Intersection and Safety Improvements (budget change)
NMC 05700	Annual Sidewalk Maintenance Program (budget change)
NMC 05701	Grant Funded Sidewalk Maintenance Program (budget change)
NMC 07100	NE 132 nd Street Sidewalk Improvements (budget change)
NMC 08100	CKC to Redmond Central Connector (budget change)
NMC 08610	NE 124 th St/124 th Ave NE Ped Bridge Design & Construction (budget change)
NMC 08700	Citywide School Walk Route Enhancements (budget change)
NMC 08710	North Kirkland/JFK School Walk Route Enhancements (budget change)
NMC 09010	Juanita Drive Multimodal (On Street) Improvements (budget change)
NMC 10900	Citywide Trail Connections (Non CKC) (budget change)
NMC 10902	Lake Front Promenade Design Study (budget change)
NMC 11010	Citywide Accessibility Improvements (budget change)
NMC 11300	Citywide Greenways Networks (budget change)
NMC 11302	Citywide Greenways Network Project – 128 th Ave NE (budget change)
NMC 11500	CKC Emergent Projects Opportunity Fund (budget change)
TRC 09300	NE 132 nd St/Juanita H.S. Access Road Intersection Improv. (budget change)
TRC 09400	NE 132 nd St/108 th Ave NE Intersection Improvements (budget change)
TRC 11600	Annual Signal Maintenance Program (budget change)
TRC 11700	Citywide Traffic Management Safety Improvements (budget change)
TRC 11702	Vision Zero Safety Improvements (budget change)
TRC 11703	Neighborhood Traffic Control (budget change)
TRC 11705	School Zone Beacon & Signage Improvements (budget change)
TRC 12000	Kirkland Intelligent Transportation System Phase 3 (budget change)
TRC 12400	116 th Avenue NE/NE 124 th St Intersection Improv. (budget change)
TRC 13500	100 Ave NE/Simonds Road Intersection Improvements (budget change)
TRC 13600	100 th Ave NE/145 th St Intersection Improvements (budget change)
TRC 13700	Lake Street/Kirkland Avenue Intersection Improv. (budget change)

Table CF-6 – Capital Facilities Plan: Utility Projects 2019-2024

SOURCES OF FUNDS

No Changes

USES OF FUNDS

New Projects:

SSC 00600 Trend Life Station Elimination

Changed Projects:

WAC 05200 108th Ave NE Watermain Replacement (budget change)
WAC 10200 104th Ave NE Watermain Replacement (budget change)
WAC 12910 South Reservoir Seismic & Recoating Pre-Design (budget change)
WAC 13300 Kirkland Ave Watermain Replacement (budget change)
WAC 15300 3rd Street Watermain Improvement (budget change)
WAC 15800 NE 12th Street Watermain Replacement (budget change)
WAC 15900 NE 133th Place Watermain Replacement (budget change)
SSC 05200 108th Ave NE Sewermain Replacement (budget change)
SSC 07200 Kirkland Ave Sewermain Replacement (budget change)

Table CF-7 – Capital Facilities Plan: Surface Water Projects 2019-2024

SOURCES OF FUNDS

No Changes

USES OF FUNDS

New Projects:

SDC 12500 NE 120th St. Water Quality Treatment
SDC 12600 Spinney Homestead Park Regional Stormwater Facility-Design

Changed Projects:

SDC 05400 Forbes Creek/Cross Corridor Fish Passage Improvements (budget change)
SDC 07600 NE 141st St/111th Ave NE Culvert Headwall (budget change)
SDC 08100 Neighborhood Drainage Assistance Program (budget change)
SDC 08800 Comfort Inn Pond Modifications (budget change)
SDC 08900 NE 142nd St. Surface Water Drainage Improvements (budget change)
SDC 10500 Property Acquisition Opportunity Fund (budget change)
SDC 10700 132nd Square Park Surface Water Retrofit (NDA) (budget change)
SDC 10800 Maintenance Center SW Pollution Prevention (budget change)
SDC 12200 Regional Detention Phase I – Study (scope change)
SDC 12300 Lake Street Stormwater Repair (budget change)
SDC 12411 Cedar Creek Fish Passage/Culvert Replacement (100th Ave NE) (budget change)

Table CF-8 – Capital Facilities Plan: Parks Projects 2019-2024

SOURCES OF FUNDS

Added:

Walkable Kirkland and Gas Tax (Transportation Package) for Juanita Heights Park Trail

USES OF FUNDS

New Projects:

PKC 13530 Juanita Heights Park Trail

Changed Projects:

PKC 06600 Parks, Play Areas & Accessibility Enhancements (budget change)
PKC 11901 Juanita Beach Park Bathhouse Replacement (budget change)
PKC 13310 Dock & Shoreline Renovations (budget change)
PKC 13400 132nd Square Park Playfields Renovation (budget change)
PKC 13902 Totem Lake Park Development – Expanded Phase I (budget change)
PKC 14200 Houghton Beach & Everest Park Restroom Repl.-Design (scope change)
PKC 14700 Parks Maintenance Center (budget change)

Table CF-9 – Capital Facilities Plan: Public Safety Projects 2019-2024

SOURCES OF FUNDS

No Changes

USES OF FUNDS

Removed/Completed Projects:

PSC 06800 Local Emergency/Public Communication AM Radio (removed, unfunded)
PSC 12000 Police Strategic Plan (removed, unfunded)

New Projects:

PSC 08200 Water Rescue Craft Storage & Lift

Changed Projects:

PSC 10000 Police Equipment Replacement (budget change)
PSC 30021 Fire Station 24 Land Acquisition (budget change)
PSC 30022 Fire Station 24 Replacement (budget change)
PSC 30030 Fire Station 27 Land Acquisition (budget change)

Table CF-10 – Capital Facilities Plan: Facility Projects 2019-2024

SOURCES OF FUNDS

Added:

Surface Water Reserves and Water/Sewer Reserves for the Eductor Truck Bay Expansion

USES OF FUNDS

New Projects:

GGC 01321 Police Detox Tank Conversion
GGC 04300 Eductor Truck Bay Expansion

Changed Projects:

GGC 03801 Municipal Garage Repairs (budget change)
GGC 03900 City Hall Annex HVAC Installation (budget change)

Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

Comprehensive Plan Chapter	Policy	Policy Text
IX. Transportation	T-5.6	<p>Create a <u>multi-modal transportation</u> system of streets and trails that forms an interconnected network.</p> <p>As a part of land development, new connections to the existing street system are often required. These may be full streets or connections for emergency vehicles, bicycles and pedestrians.</p> <p>Traffic spread over a grid of streets balances and minimizes impacts across the network. Therefore, the fact that new connections may increase traffic volume on some existing streets is not a sufficient reason for rejecting such new connections.</p> <p>Emergency response times are shorter and more reliable when responders have several routing options and new connections often provide these additional options.</p> <p>Time saving and safe bicycle and pedestrian connections can be made by adding trail connections between cul-de-sacs.</p>

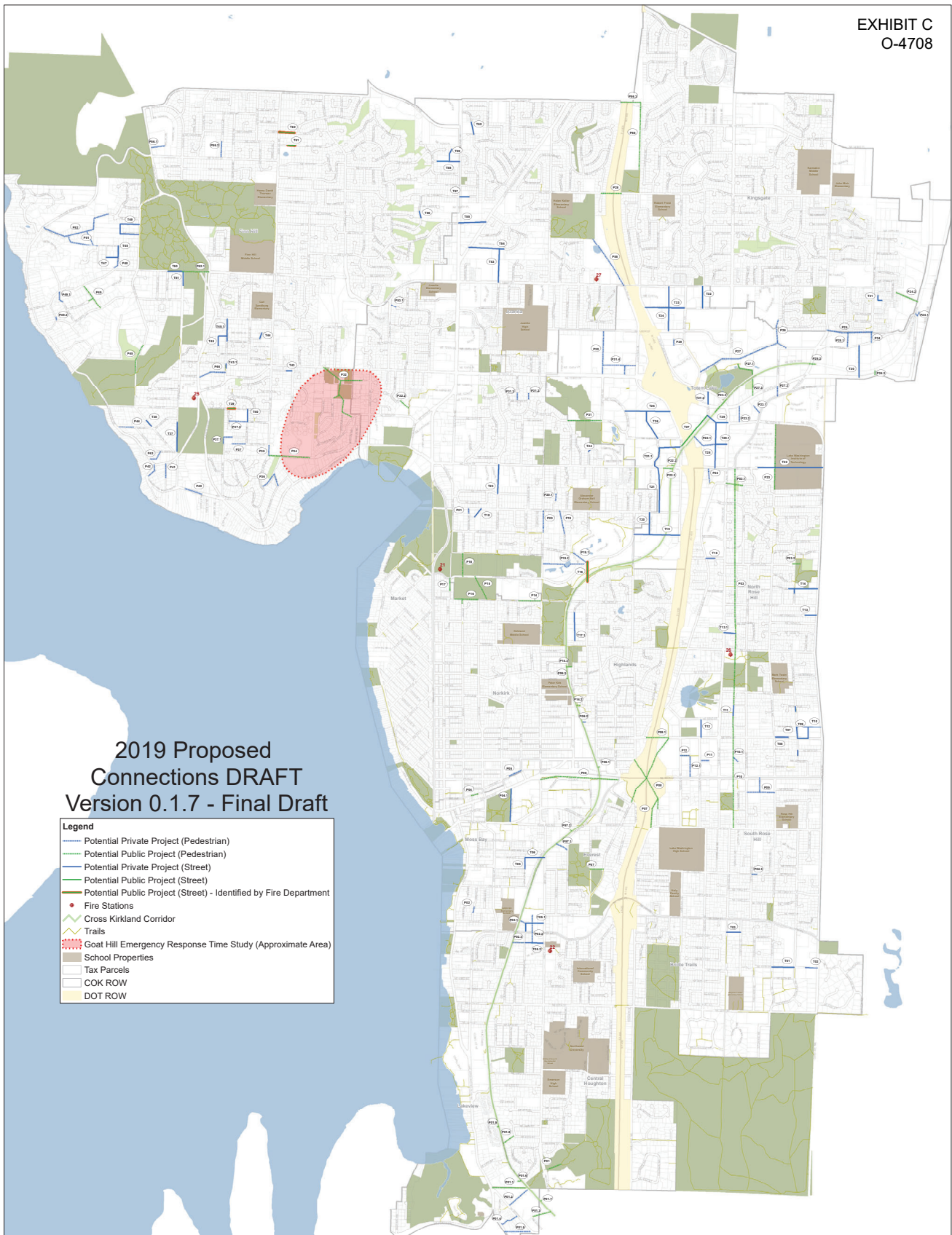
Added text is in **bold and underlined**. Removed text is shown with ~~strikethrough~~.

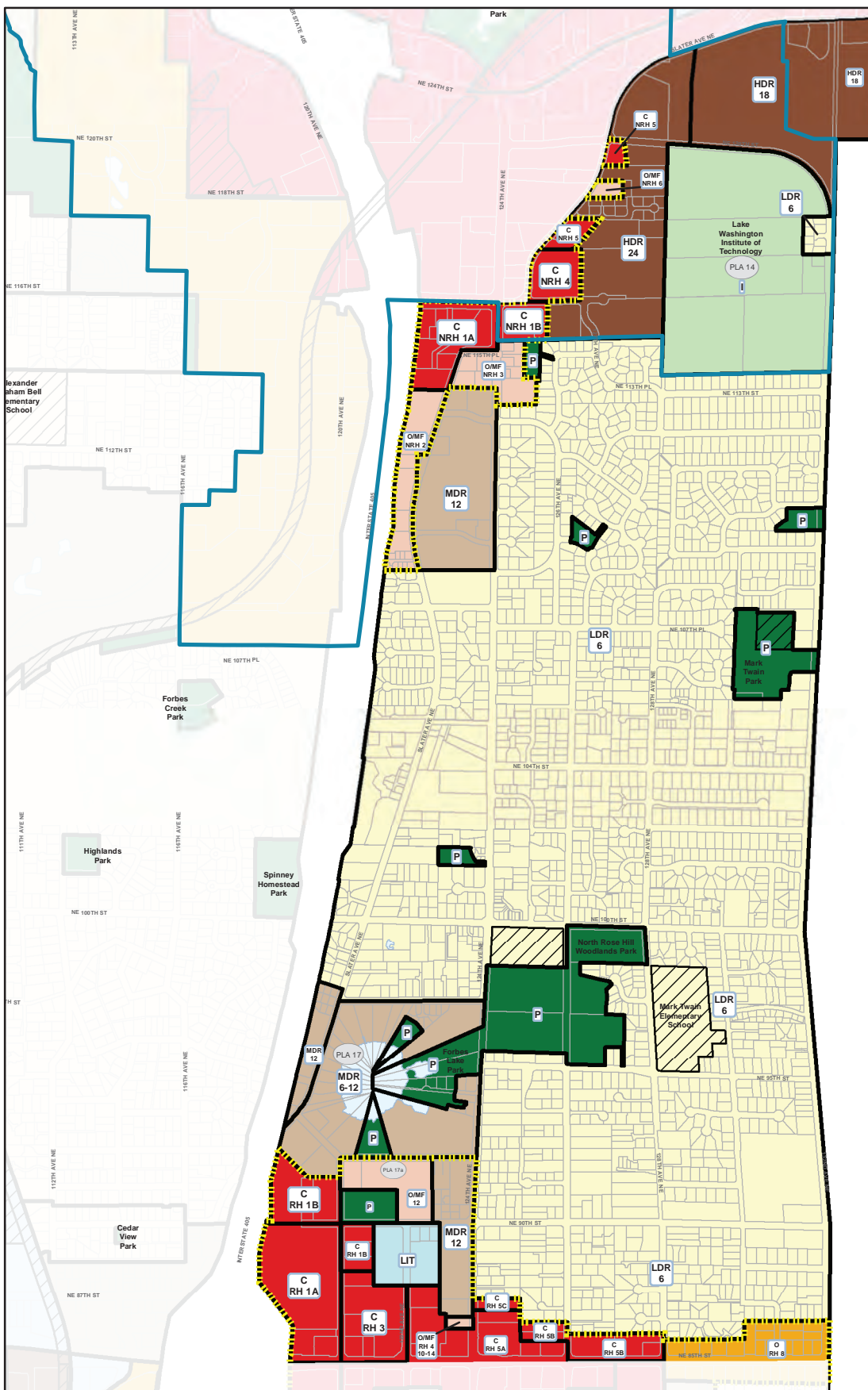
Comprehensive Plan Chapter	Policy	Policy Text
IX. Transportation	<u>T-5.7</u>	<p><u>Develop a map of potential transportation connections that provides direction for property owners, developers, and City staff.</u></p> <p><u>As a part of land development, new connections to the existing transportation system often are required. As part of the City's Capital Improvement Plan, the City also may develop transportation connections. These typically are public streets for general circulation and/or connections for bicycles and pedestrians. In limited circumstances, they may be created for emergency access vehicles. Figure T-28 shows where potential multi-modal transportation connections could be made.</u></p> <p>[Placeholder for Figure T-28: Citywide Transportation Connections Map]</p> <p><u>The locations of all the connections on the map are approximate, because they are intended to illustrate the desired connectivity between two areas not necessarily the connection's exact geographic placement. A connection identified on the citywide transportation connections map does not necessarily indicate a City commitment to create or cause the connection. This map does not necessarily include all future connections that could be initiated by the City or required by development.</u></p>

While Figure T-28 is the adopted Citywide Transportation Connections Map, the City maintains an online map available at kirklandwa.maps.arcgis.com that provides additional details about each connection.

2019 Proposed Connections DRAFT Version 0.1.7 - Final Draft

- Legend**
- Potential Private Project (Pedestrian)
 - Potential Public Project (Pedestrian)
 - Potential Private Project (Street)
 - Potential Public Project (Street)
 - Potential Public Project (Street) - Identified by Fire Department
 - Fire Stations
 - Cross Kirkland Corridor
 - Trails
 - Goat Hill Emergency Response Time Study (Approximate Area)
 - School Properties
 - Tax Parcels
 - COK ROW
 - DOT ROW





DRAFT

LAND USE CODES

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

**North Rose Hill
Neighborhood**
Figure RH-1: Land Use Map

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

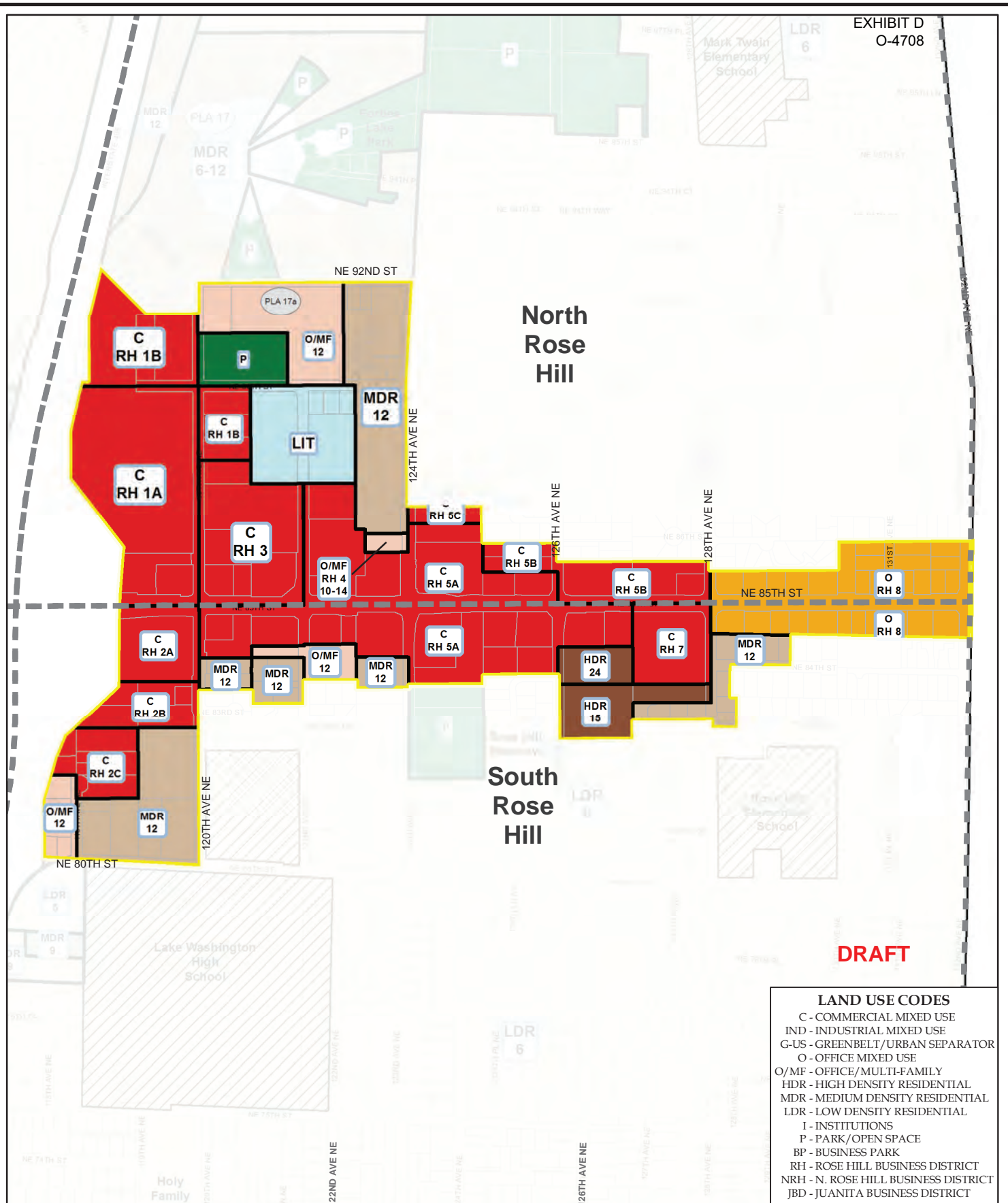
- LAND USE BOUNDARIES
- BUSINESS DISTRICTS
- PUBLIC FACILITIES
- TOTEM LAKE URBAN CENTER

- PARCEL BOUNDARIES
- PLA PLANNED AREA NUMBER
- LDR*5 LAND USE CODE DENSITY (UNITS/ACRE)

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

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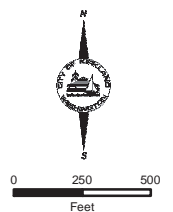
**Rose Hill
Business District**
Figure RH-4: Land Use Map

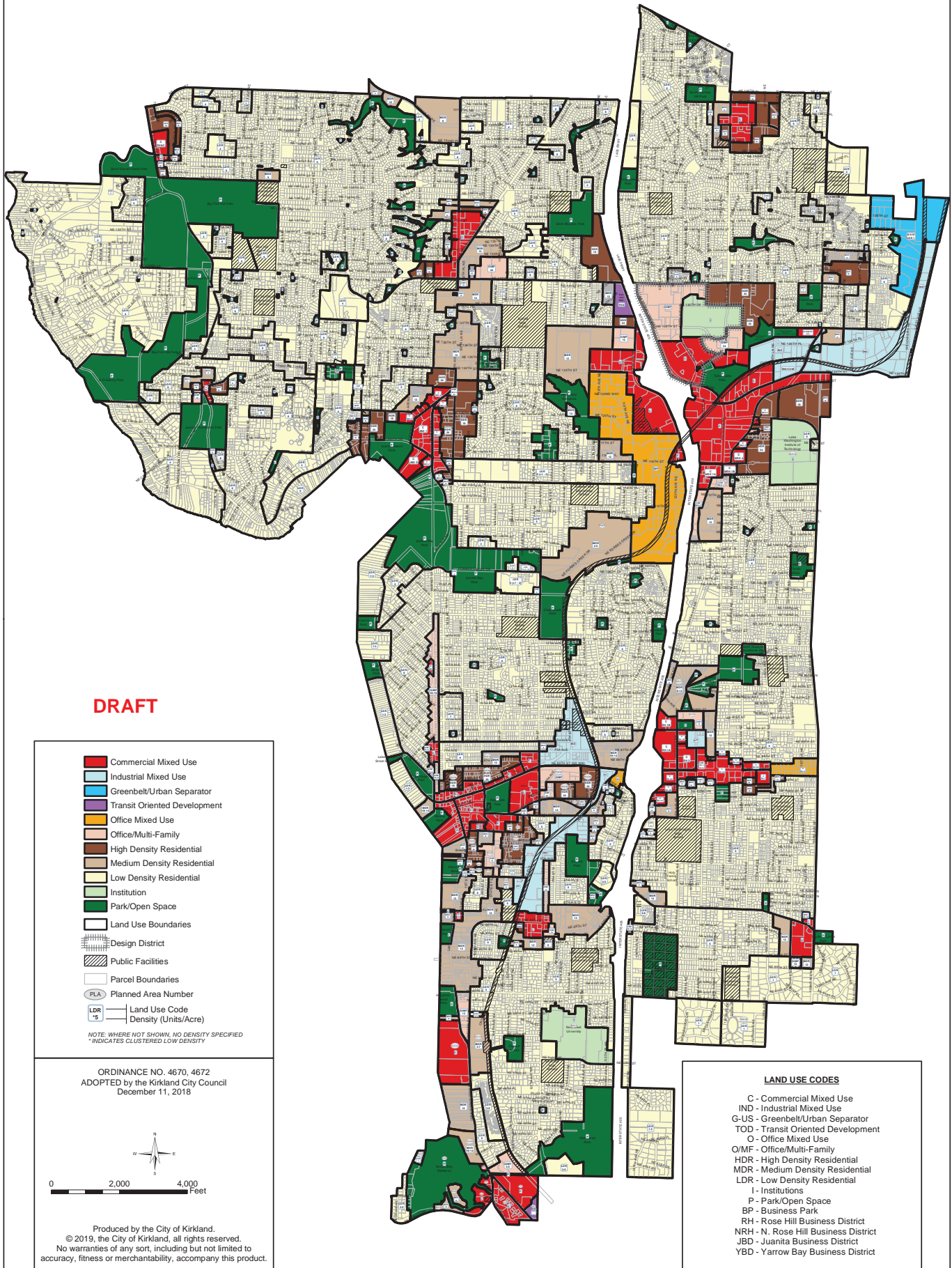
ORDINANCE NO. 4670
ADOPTED by the Kirkland City Council
December 11, 2018

LAND USE BOUNDARIES	PARCEL BOUNDARIES
ROSE HILL BUSINESS DISTRICT	PLANNED AREA NUMBER
PUBLIC FACILITIES	LAND USE CODE
NEIGHBORHOODS	DENSITY (UNITS/ACRE)

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

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

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

ORDINANCE NO. 4670, 4672
ADOPTED by the Kirkland City Council
December 11, 2018



0 2,000 4,000
Feet

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LAND USE CODES

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

LU-1 Comprehensive Land Use Map

Table CC-1

Designated Historic Buildings, Structures, Sites and Objects

List A: Historic Buildings, Structures, Sites and Objects Listed on the National and State Registers of Historic Places and Designated by the City of Kirkland

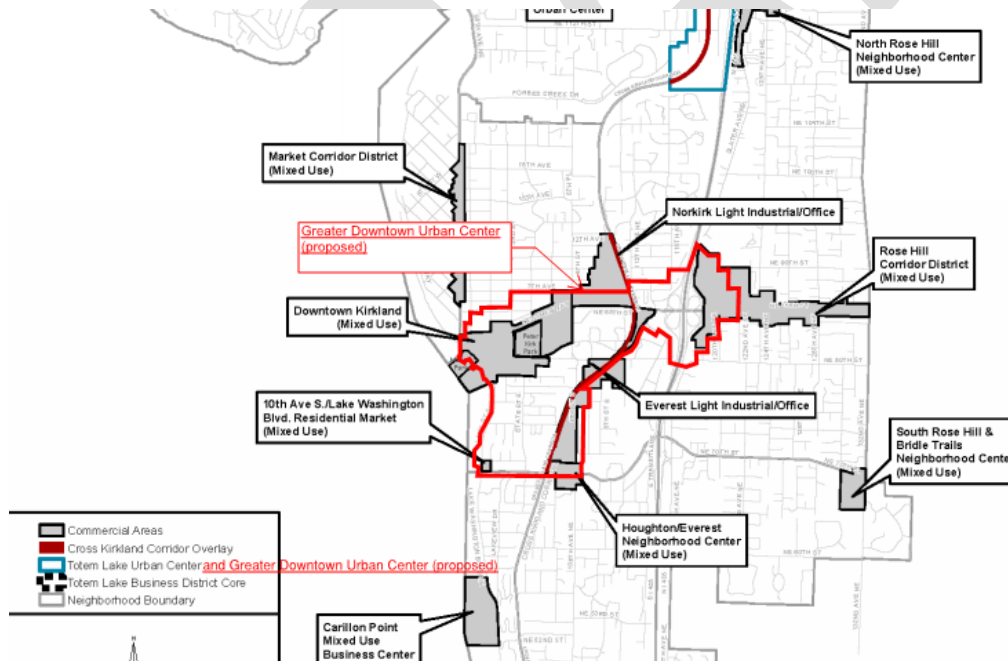
Building or Site	Address	Architectural Style	Date Built	Person/Event	Neighborhood
Loomis House	304 8th Ave. W.	Queen Anne	1889	KL&IC	Market
Sears Building	701 Market St.	Italianate	1891	Sears, KL&IC	Market
Campbell Building	702 Market St.		1891	Brooks	Norkirk
*Peter Kirk Building	620 Market St.	Romanesque Revival	1891	Kirk, KL&IC	Norkirk
<u>Buchanan House (formerly known as Trueblood House) (moved from 127 7th Ave.)</u>	129 6th Ave. <u>(moved from 127 7th Ave.)</u>	Italianate	1889	Trueblood	Norkirk
*Kirkland Woman's Club	407 1st St.	Vernacular	1925	Founders 5	Norkirk
¥Marsh Mansion	6610 Lake Wash. Blvd.	French Eccl Revival	1929	Marsh	Lakeview
Kellett/Harris House	526 10th Ave. W.	Queen Anne	1889	Kellett	Market

Policy LU-5.5: Evaluate Propose the potential of designating the Greater Downtown area in and around Downtown Kirkland as an Urban Center.

The existing planned density for housing and planned intensity of employment in or near Downtown Kirkland (the Greater Downtown area, see Figure LU-2) may meet the requirements for an Urban Center designation. The primary advantage of an Urban Center designation would be opening up potential funding sources for infrastructure in Greater Downtown to support existing and planned growth. The Urban Center designation would be consistent with existing plans for Downtown Kirkland since the designation would recognize the Greater Downtown area as an appropriate place for continued growth. The Greater Downtown Urban Center Plan is adopted by City Council Resolution R-5384. ~~Essential to the ensuring that such designation is consistent with existing plans for Downtown Kirkland.~~

	2019 Existing	2035 Planned
Buildable Area (Acres)		519
Population	5,834	8,561
Employment	10,051	15,031
Total Activity Units	15,885	23,589
Total Activity Units per Acre	30.6	45.5

Proposed Revision to Figure LU-2



Policy T-1.7: Improve street crossings.

Street crossings are critical to the success of a pedestrian network. Kirkland has a history of innovation in treatments at uncontrolled (crosswalks where vehicles are not required to stop)

crossing locations and this should continue. Rapid flashing beacons or other state of the art devices should be used to enhance pedestrian visibility. Best practices and research¹ should be used to guide decisions.

The pedestrian flag program should be continued at crosswalks where volunteers are available to help stock and maintain the flags. Program improvements that increase flag usage should be sought.

Prioritization for street crossing improvements should be similar to those used for sidewalk projects:

- Improve Safety – within the context of a Vision Zero program, consider crash history and indicators of crash risk such as vehicle speed.
- Link to Land Use – prioritize crossings on routes with sidewalks that expand and enhance walkability or that otherwise help achieve Kirkland's land use goals. Improvements in the Totem Lake [and Greater Downtown](#) Urban Centers should be given priority.

Policy T-2.2: Create new and improve existing on-street bike facilities.

A system of on-street bicycle lanes currently forms the basis of Kirkland's bicycle network and is likely to do so in the near future. Most of these bicycle lanes are of minimum width and have no barriers between auto and bicycle traffic. Research has shown that improving on-street bicycle lanes by widening, separating and/or buffering from auto traffic makes bicycling more attractive. The map below in this section shows a proposed network of bicycle facilities. One of the ongoing challenges for a bicycle network is the limited number of north-south arterials in Kirkland. The paucity of arterials forces auto and bicycle traffic together through the need for both auto and bicycle travel.

Many of Kirkland's existing bicycle facilities can be made wider relatively inexpensively, through changing pavement markings; for example, new bicycle lanes can sometimes be created by narrowing auto lanes.

High quality, separated on-street bicycle facilities (formerly known as cycle tracks) should be part of Kirkland's bicycling network. This concept is especially important along high volume/high speed arterials where bicyclists are threatened by automobile traffic and from door openings of parked vehicles. Sometimes these facilities may require separate traffic signal indications for bicycles. Higher levels of signing and marking could significantly improve the on-street bicycling experience and therefore the viability of bicycling. Continuing bike facilities through intersections where they are currently dropped, and including better signal detection would have similar effects. Methods for making these improvements and others should be detailed in a revised Active Transportation Plan.

Guidelines that illustrate enhanced bicycle facility design are becoming widely available and should be adopted by Kirkland.

Improvements to bicycle facilities should be prioritized based on their ability to meet the following goals:

- Improve safety – consider safety history and the potential to reduce conflicts.

- Link to Land Use – make connections to local and regional destinations and trails, with particular emphasis on the CKC, ~~and~~ the Totem Lake Urban Center and the Greater Downtown Urban Center.

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

Background

Historically, transit in Kirkland focused on connections oriented to Seattle in the morning and from Seattle in the afternoon. Bus frequencies were sometimes as low as one hour, especially in off-peak periods. Today, Kirkland is served by a number of routes connecting to a variety of Eastside destinations as well as Seattle. Frequency on some routes is 15 minutes, with most service at 30-minute intervals over most of the system. Additionally, instead of being solely a source for trips to employment centers, Kirkland is becoming an employment center that attracts transit trips.

Transit with the right characteristics can make an important contribution to Kirkland's transportation system. At its best, transit is as follows:

Fast – making long trips competitive and cost effective with driving.

Frequent – frequencies of 15 minutes or less with service hours extending from early morning to late night.

Reliable – trip times are consistent from day to day and riders trust they will arrive on time.

Accessible – facilities and vehicles are designed for all users.

Comfortable – all elements of the system are sized to meet demand and offer amenities that make trips pleasant.

Complete – popular destinations are served and transfers between routes are easy and clear.

Transit providers will continue to be faced with constrained resources for maintaining existing service hours, limiting their ability to add new service. This, combined with the characteristics described above, suggests that Kirkland's transit needs will best be served by a focused network of higher frequency service near major concentrations of residential and commercial land uses.

This transportation element challenges the idea that because Kirkland does not provide transit service, it has little effect on the quality of that service. Because transit, more than any other mode, is dependent on land use for success, Kirkland's land use choices will have an important influence on where and how transit service is deployed.

Kirkland is, of course, responsible for maintaining the streets on which transit travels. Additionally, Kirkland can make improvements to waiting areas, including improved lighting, more shelters and wayfinding that is more understandable. Parking policy – such as pay parking

at destinations – that is favorable to transit and projects that increase transit speed and frequency are other ways that Kirkland can support good transit.

In the future, Sound Transit will have a greater service presence in Kirkland. This ~~will be in the form is likely to come in the form~~ of bus rapid transit on I-405 ~~in the near term, and/or Link light rail, both of~~ which will connect to the Totem Lake Urban Center, ~~and the Greater Downtown Urban Center~~downtown Kirkland and the 6th Street corridor. Additionally, transit has been assumed as an element throughout the planning of the Cross Kirkland Corridor and Sound Transit holds a transit easement on the Corridor. Regardless of where Sound Transit provides service ~~in the long term~~, walking, biking and local transit connections to the regional transit system are paramount for its success.

Policy T-4.1: Make strategic investments in intersections and street capacity to support existing and proposed land use.

The vision for the Comprehensive Plan supports walkable, livable communities and the TMP makes a change from previous plans by placing less emphasis on intersection performance for cars as the main measure of effectiveness for the transportation system. Therefore, there is less emphasis on widening intersections where such projects do not support the surrounding land use vision.

Some areas, such as NE 132nd Street, may have substantial reductions in congestion from modest intersection improvements that are in keeping with the surrounding land use. Priorities for street improvements should include the following:

- Increasing safety.
- Minimizing delays for pedestrians and bicyclists and queuing for motor vehicles.
- Linking to land use; focus improvements in Totem Lake ~~and Greater Downtown~~ Urban Centers.
- Supporting economic development.
- Improving bicycle and pedestrian connections.
- Funding/cost effectiveness.
- Community support.

Policy T-7.1: Play a major role in development of Sound Transit facilities in Kirkland.

Sound Transit will likely be implementing one or more new phases of high capacity transit over the life of this transportation element and each new phase should build on the preceding phase.

Each of these phases requires an update to Sound Transit's Long Range Plan, followed by a System Plan revision that describes projects that are on a ballot put before voters. Connecting the Totem Lake Urban Center, ~~and the Greater Downtown Urban Center~~downtown Kirkland and the 6th Street Corridor with the regional transit system is Kirkland's primary interest for regional transit.

Bus Rapid Transit and light rail are the preferred modes and the preferred route is the Cross Kirkland Corridor. However, Bus Rapid Transit operating in Express Toll Lanes on I-405 ~~may will~~

be the first Regional High Capacity Transit link serving Totem Lake and the Greater Downtown area.

It is important that any such system travels through the Urban Center, and includes connections to all parts of Kirkland, particularly Downtown and the 6th Street Corridor. Rebuilding freeway interchanges, fixed guideway connections, people movers using the Houghton and Kingsgate Park and Rides are ways by which this may be accomplished.

The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake and Greater Downtown Urban Centers at the heart of this goal. This includes both TOD on publicly owned land, such as the Kingsgate P&R, but also TOD on privately owned land.

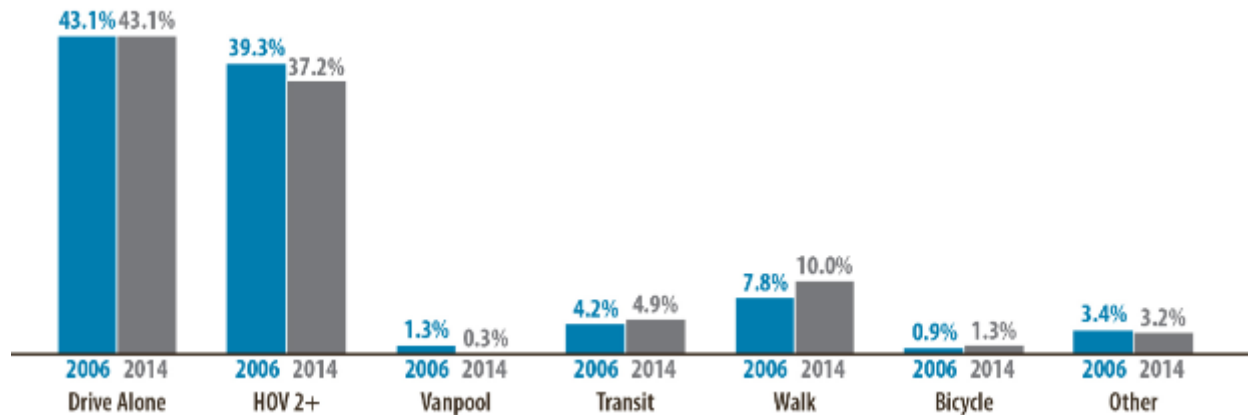
Kirkland can best affect these plans by cultivating productive and ongoing working relationships with Sound Transit and by being active and persistent advocates for our interests, as directed by the City Council, at both the staff and Sound Transit Board level.

Kirkland should work with Sound Transit, Metro and other partners to make investments as part of a seamless and integrated transit network.

Policy T-8.3: Adopt a mode split goals for the Totem Lake and Greater Downtown Urban Centers.

“Mode split” is the term used to describe how trips are allocated amongst various types of transportation, or modes. The illustration below shows mode split based on a region wide survey by the Puget Sound Regional Council.

Regional Mode Share for All Trips: 2006 and 2014 Travel Surveys



Source: Puget Sound Regional Council

Mode Split Goals are required to be adopted for the Totem Lake Urban Centers. A baseline estimate of mode split for the Totem Lake Urban Center is 19 percent non-drive alone. This estimate is based on 2010 data from the Puget Sound Regional Council as shown in the table below.

Totem Lake Existing Mode Split (2010) Peak Hour, Work Trip Types	
Mode	Fraction of Trips
Drive Alone	81%
HOV 2+, vanpool, Transit	16%
Walk and Bike	3%

A baseline estimate of mode split for the Central Business District (CBD) is shown in the table below. Current mode split in the CBD is low because it does not currently include any major CTR employers. In contrast, large CTR employers just outside the CBD and within the Greater Downtown Urban Center are currently achieving mode splits with between 62% and 78% drive-alone.

Downtown Kirkland (CBD) Existing Mode Split (2018) Peak Hour, Work Trip Types	
Mode	Fraction of Trips
Drive Alone	88%
Transit	1%
Rideshare	5%
Walk and Bike	6%

The future goals for the Totem Lake and Greater Downtown Urban Centers are shown below:

Totem Lake <u>and Greater Downtown</u> Mode Split Goals, Peak Hour, All Trip Types	
Mode	Fraction of Trips
Drive Alone	45%
HOV 2+, vanpool, Transit	46%
Walk and Bike	9%

PUBLICATION SUMMARY
OF ORDINANCE NO. O-4708

AN ORDINANCE OF THE CITY OF KIRKLAND RELATING TO COMPREHENSIVE PLANNING AND LAND USE AND AMENDING THE COMPREHENSIVE PLAN ORDINANCE 3481, AS AMENDED, TO UPDATE CHAPTER XIII CAPITAL FACILITIES, CHAPTER XI TRANSPORTATION, CHAPTER XV.F ROSE HILL NEIGHBORHOOD, CHAPTER VI LAND USE, AND CHAPTER IV COMMUNITY CHARACTER, AND APPROVING A SUMMARY FOR PUBLICATION, FILE NO. CAM19-00537.

SECTION 1. Provides amendments to the Comprehensive Plan Text, Figures, and Tables in the Land Use, Transportation, Community Character, Capital Facilities Element and the Rose Hill Neighborhood Plan.

SECTION 2. Provides a severability clause for the ordinance.

SECTION 3. Provides that the effective date of the ordinance is affected by the disapproval jurisdiction of the Houghton Community Council.

SECTION 4. Authorizes publication of the ordinance by summary, which summary is approved by the City Council pursuant to Section 1.08.017 Kirkland Municipal Code and establishes the effective date as five days after publication of summary.

SECTION 5. Establishes certification by City Clerk and notification of King County Department of Assessments.

The full text of this Ordinance will be mailed without charge to any person upon request made to the City Clerk for the City of Kirkland. The Ordinance was passed by the Kirkland City Council at its meeting on the 10th day of December, 2019.

I certify that the foregoing is a summary of Ordinance O-4708 approved by the Kirkland City Council for summary publication.



Kathi Anderson, City Clerk

Publication Date: 12/16/19